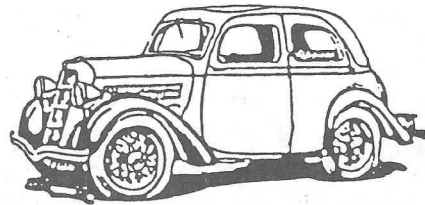
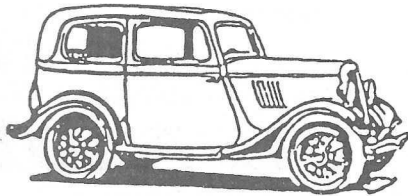


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 106 MAY/JUNE 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

Sun, rain, winds and a touch of hail. Yes! Spring is well and truly here.

This seems to be the time of year when just as we get the cars ready for the MOT or a show the unexpected goes wrong. Emily had been performing quite well all through the dark days of the winter, work every day, some shopping, even a few trips up the road to the Republic of Pollington to see Bob. He's such a nice chap, you can tell him anything and you get the appropriate advice complete with gesticulations. However, he is threatening to tell the world of my method of sorting out a plug lead, so I promise to give you my version in the next edition. Something to watch out for!

As promised, there are several articles about vans in this edition, along with some interesting photographs. I particularly like the van conversion which toured Scotland in the fifties. It had a bench seat and windows, unlike the Morris Van my dad delivered milk in, which was adapted on Sundays to take mum, my brother and myself to the seaside. I can still feel the upturned wire milk crate through that cushion as we bumped into the Lime Kiln Lane car park in Bridlington!

My memories are kindled, as I expect are those of others, by the wealth of letters which are being sent in. The fascinating anecdotes which surround our cars over their long lives are now piecing together to form a view of motoring history which will never return. Last edition there was petrol at one shilling and threepence, in this edition a trade-in Singer was worth twelve pounds ten shillings! We get all this, six times each year for only £20 (UK only!) plus the many other benefits of the Register.

At this point I must draw everyone's attention to the Regalia. There is a list printed in this edition, and Robert Hale would be most pleased to be inundated with requests for items. We have not printed the list for a while but there are to be even more items in the very near future, the list in the next mag. may contain these.



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I also hope that you will be able to come to one or even both of the National Gatherings this year. Since these are part of shows organised by others, advanced booking is desirable or even essential. There is a form printed in this mag. for the southern 'Crank Up' by kind permission of the organiser Mr. William Engelmann at who's farm the show takes place. Peter King also has forms if you do not wish to deface this splendid periodical! For the northern 'Do', Bob Wilkinson has the forms and an information pack, address inside the front cover.

Keep the articles coming, I may keep them a while in order to group certain things together, (someone told me that an editor is supposed to do that sort of thing) but despite this I seem to use everything I receive and extend my thanks once again to all the contributors.

Peter Brooke

CHAIRMAN'S NEWSLETTER

I hope, by now, you have all paid your subscriptions for the coming year - pigs might fly! If you have not, would you please do so when you put this magazine down, to save the cost and hassle of writing reminders to those miscreants whose cheque books seem to go AWOL at this time of the year.

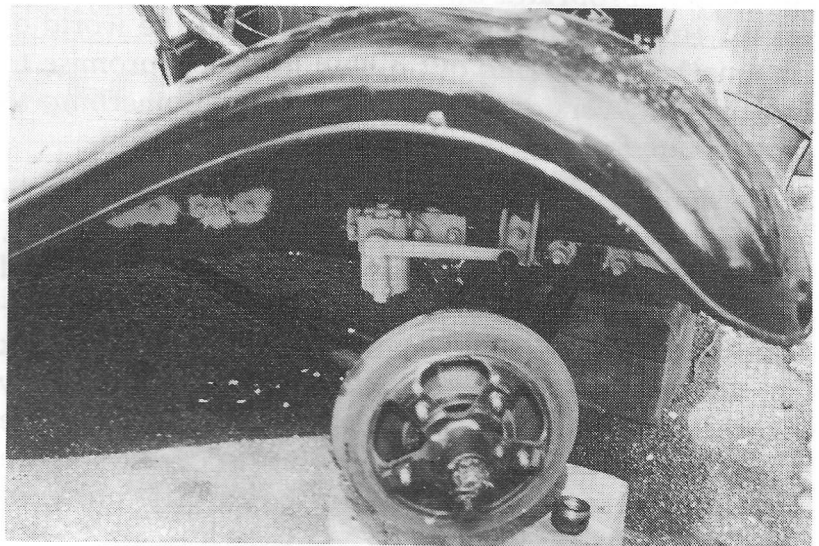


Apologies are in order for the late delivery of the last issue of the magazine. Regrettably, due to the trials and tribulations of the printing industry, which included a long Easter weekend and a 'flu struck staff, your copies did not land on your doormats until the days just before the AGM. As a result, there was a smaller turnout than usual at the gathering, which was a shame, as the weather was fine, there were cars on parade and spares available from the ever resourceful Tony Butterfield and the successful "Bring and Buy" spares stall, run by Jean Hunt; the latter raising some £36 in commission on sales for the Register funds. Notes on the meeting appear elsewhere. Suffice it to say that, even though the full Committee stood down, all were unanimously re-elected with, unfortunately, no additional faces volunteering to join us. The subscription rates stay the same for another year. Graham Miles showed

us how he is progressing with the adaptation, for Model Ys, of off-the-shelf Morris shock absorbers; a project

which has advanced further since the meeting. He also showed us the excellent Model Y oil can holders and spare wheel straps, which Dave Jarman is manufacturing for inclusion in the Register stock of spares - thanks Dave.

After the meeting, Graham awarded the Eric Bufton trophy to Brian and Roger Gurney for their restoration of the derelict Model Y van found in the Lake District, which has been written up in recent issues of the magazine, and I had the great pleasure of awarding the Maurice Billing trophy to Kevin Briggins, for the tremendous work he has put in, over the past ten years in his own time, to the administration of your

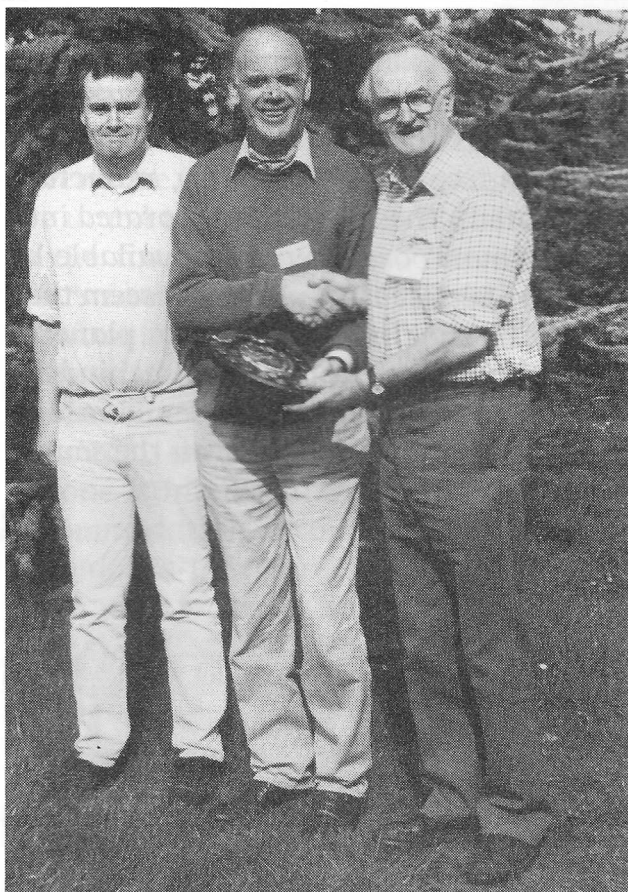


"The trial shock absorber in situ"



"Graham experimenting with the new shock absorbers"

spares orders. He also regularly drives over to the barn where, with Graham Miles, he sorts and dispatches the spares. He, Graham and Jeff Cole built the two level store and sorted the mass of spares for ease of access and selection. A worthy, if not belated, recipient of the award. Thanks Kevin for all your efforts.



Brian and Roger Gurney receiving the Eric Bufton trophy from Sam Roberts. Photo: courtesy Liam Tomlinson.



Kevin Briginshaw receiving the Maurice Billing trophy. Photo: courtesy Liam Tomlinson.

On a less cheerful note, I regret that one recently joined member had to be struck off the membership, when it came to our notice that, having bought Phil Prosser's two Model Ys, he had customised the longrad with a Rover V8 engine and spurious transmission components. This is strictly against the first rule of membership, which is printed on the back of your membership cards. The whole point of the Ford Y&C Model Register is to preserve our vehicles in an as near to original state as is possible, so that future generations can enjoy them as much as we do. To cap it all, in a fit of peak after being told that he was no longer eligible for membership, he threatened to break the shortrad for spares and commercial gain on his father's autojumble stall.

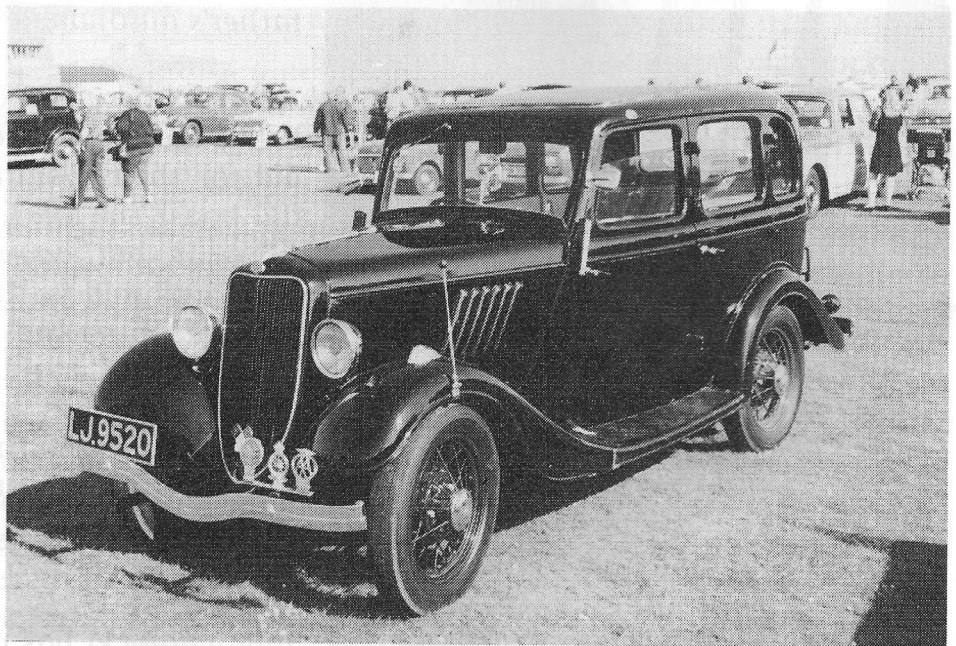
Another sorry tale is that of the Model Y, which was being used by Manchester Polytechnic as a training aid for their evening Vehicle Restoration classes. It did boast the 1933 Hampshire registration number, CG 6333, but, again for commercial gain, its birth-right was sold by the Poly before they sold the car to Mike Yarm at the Windmill Collection with a TYJ number. No doubt, there is a clapped out double-decker school bus driving around with the old number, trying to disguise the fact to the unsuspecting public that it is well past its sell-by date and should be scrapped! Have you noticed how many buses are doing that now?

Julian Janicki has done it again! Having brought a Model Y hiding behind a pub in the New Forest and the Model C tourer of Alison Weiland to our attention. He has also reported the re-emergence of a Model Y van, which had gone to ground for a number of years (chassis number Y170658). As I write, it is for sale through the Pimpernel Service Station in Wisborough Green in Sussex (tel: 01403 700954). Julian's enthusiasm for the find extended to him greasing and oiling the moving parts, so that it did not deteriorate whilst passing through the dealers. Well done Julian. I went to see the van, in the hope that it still carried its Briggs Body number; but no luck. As with most surviving vans, it has had a new wooden floor so, presumably, the brass tag went into the skip with the old floor. If anyone knows of a van with a brass tag still in place, please let me know. I believe it should be on the front edge of the step up to the goods compartment, on the nearside.

Another vehicle to re-emerge after 15 years of anonymity is the England World Cup squad's mascot vehicle, which is written up elsewhere in this issue. This one was not listed on the register of survivors. If any member knows the whereabouts of a Model Y or C/CX, which is not on the register of surviving vehicles, please pass the details of it and its owner to Bob Wilkinson, who will ensure that it is recorded. My neighbour overtook a wagon in Lancashire, with what he thought was a Model Y on the back of it. After slowing down to allow the wagon to overtake him, which it was reluctant to do, he was able to confirm that it was the same sort of car that he used to see in my driveway when I owned CNN. He took its registration number and the name and telephone number of the carriers and passed them to me - a grand chap! A little bit of detective work traced MSK 647 to a dealer in Selby in Yorkshire. Our tame Yorkshireman, Bob Wilkie, has since followed its progress to another dealer, further north. Eh! they don't let t'grass grow under t'feet in Yorkshire!

Stan Bilous made a good find of a box of five sets of five Model C hub caps in pristine condition. Not the sort of thing you trip over every day. Needless to say they have all been distributed to worthy and grateful Model C owners, one of whom, Tom Tomlin, has finished his third Model C restoration and successfully got it through its MOT. He refers to himself as "Mr. 10%" as he owns ten percent of the known surviving Model Cs!

I dropped in on the Middle Wallop Spring Vehicle Meet with my Model Y "Kerry" sports and was delighted to find David Hurley's 1934 Fordor Model Y in attendance (Y55215). My main aim of visiting was to find out from which Ford vehicle the early shortrad epicyclic, planetary, reduction steering gear box originated. These were incorporated into the early cars as the Burman boxes were not available by the start of production in August 1932. It would seem that the only Ford assembled in England, which had a planetary reduction steering gearbox, was the Model T; behind its steering wheel. The example I saw bore no resemblance to the Model Y one. Can anyone shed any light on the source of the early Model Y boxes?



David Huntley's 1934 Fordor at the Middle Wallop show.

As some of you may know, I am researching the Model Y in all its guises with a view to publishing a book on the marque. It is proving to be a most fascinating project. I am particularly grateful to Fred van Leeuwen, from Amsterdam, and Jim Miles for loaning me their archives of brochures and literature. Fred took time out on a trip down to the West Country to call in at Andover, and I spent an enjoyable one and a half hours in the back of Jim's taxi outside the Eurostar terminal at Waterloo! Others of you have been very helpful - for which many thanks. However, if anyone else has early articles or other literature covering the design, development, production or assembly of the Model Y and its variants in this country, in Europe or overseas, I would be very grateful for a copy. I cannot say when the book will appear; it is a retirement project. What is clear is that it is now one of seven major projects I have on the go. Who says one has plenty of time in retirement!

The Association of Classic Car Clubs is promoting a "Use Your Classic Car Day" to raise our public profile. The day they have chosen is Sunday, 27th July, to coincide with the Coys Festival at Silverstone. Those of you with roadworthy cars are urged to make a note in your diaries and take to the roads on that day. I continue to receive offers from "Motours" (Tel: 01892 518777) for exceptionally cheap short breaks for members to France, Holland, Belgium, Disneyland and Paris. The brochure always misses the early mailshot and, of course, the September mailshot is too late. If anyone is interested in, say, Le Shuttle and hotel accommodation for one night from £89 per car, or two nights in a three star hotel by Disneyland, Paris, with crossings from £99 per adult (children under 16 free accommodation) and many more, give them a ring.

Finally, as stated in previous issues, there are two national gatherings this year; at the Saffron

Walden Crank-up in north Essex on the 12th/13th July, and at the Ripon Show (the Yorkshire "Do") the following weekend, the 19th/20th July - the Sunday being the main Register day in both cases. We are doing this to encourage more of you to come along to meet other members, see other cars and enjoy the banter, so please come and join us at one of the gatherings, preferably by booking in beforehand with the named contact on the Events listing in the magazine. With luck, a fair wind and an extended leave pass from Paula, I shall be at both gatherings with my Model Y Kerry. Happy motoring.

Sam Roberts

Y & C ANNUAL GATHERING (NORTH)

or - Yorkshire "Do".
July 19th and 20th
1997

Newby Hall - Ripon, North Yorks
Our northern annual event is to be held in conjunction with the excellent show organised by the NECPWA. We will have our own club area for Pre-booked cars.

On the Saturday (19th) there will be an early evening Road Run (optional) and barbeque. Free camping / caravan facilities are available if required. (Details on the booking form)

Sunday (20th) is the main show day. In addition to an excellent autojumble there will be about 800 classic cars on display.

Note - Organisers insist that pre-booking is essential to gain access to show area.

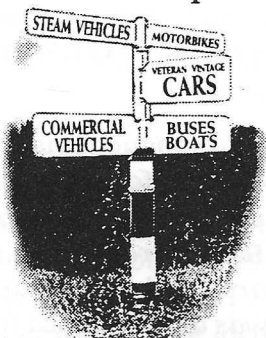
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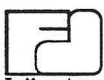
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MEMBER'S LETTERS

Optimistically Speaking....

As tales of vehicle finds and restorations come in, I find parts of them very familiar and appreciate the feelings of those who have taken time out from the work on their cars to share experiences with other members of the Register. This one is from Viv Belcher in Swansea:

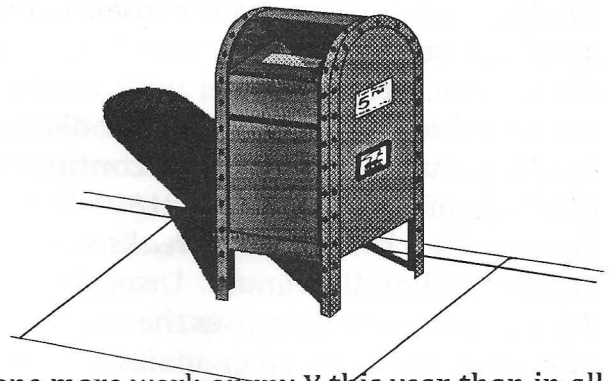
I bought my 1936 Tudor Y in Warwickshire where I then lived in 1986. The roof, floor and seats were rotten, most of it was in bits, I paid a fair price for it. (prices were high 10 years ago) The seller pointing at some boxes said "It's all there." I wasn't, I bought it. Needless to say, seller spoke with forked tongue, many bits were missing. I will never forget the look on my wifes face as it was taken off the trailer onto my driveway, it was a mixture of shock and disbelief!!

Very little work was done on the Y as a few months later I bought an Anglia 100E, which also needed some work doing on it, this nearly caused a divorce, but in 1989 it passed its MOT.

In 1990 I stored the 100E in an open barn of a farmer friend as I was in the process of selling my house and move to Swansea, in 1992 the house was sold and we moved with the Model Y, leaving the 100E in Warwickshire until the garage at our new home could be extended, this was completed in 1995 at twice the original estimate, again divorce proceedings were narrowly avoided.

Early in 1996 the 100E was brought down from Warwickshire on a trailer and as it was being unloaded, a passer by asked if it was for sale, luckily my wife was in the house at the time, but alas, 5 years in an open barn had taken its toll, perished tyres, seized clutch and brake slaves, metal moths had been at the undersides plus more. Anyway, an MOT certificate was granted in May and I promptly joined a local Classic and Vintage Club and enjoyed the shows and runs they organised.

Work has again started on the Y with help and advice from Jeff Cole and Mike Samuel (my regional coordinator). A local family run engineering firm has been very helpful in making small parts for me from patterns, ie. a plate to take Armstrong type shock absorbers for the front suspension without drilling the chassis. They also made parts for the radiator grille and a throat for my damaged radiator. The Bristol Spring Company made all the seats and a local firm re-upholstered them but I will soon need running boards (now in club stock! ed.).



I've done more work on my Y this year than in all the previous 9 years. I still have a long way to go, but I have sound advice:

1. Tell the wife AFTERWARDS
2. Take photographs at all stages, before during and after every job you do.

When things go wrong, and they often do, or I get disheartened, all I have to do is look at the photographs from the day I bought it, this turbocharges my enthusiasm. When will my Model Y be finished? I give you the same answer that I give my wife "Soon, very soon." Being an incurable optimist certainly has its advantages.

On page 22 of issue 105 was a photograph of Migeleys Garage, this inspired a letter from Malcolm Grace:

"You may be interested to know a bit more about the photograph of Midgley Ltd. in the March/April 97 copy of Transverse Torque.

My father happened to show the magazine to an old friend of his, whom he worked for many years ago. Mr Glynn who owned Glynn's Motors in Ditchling, East Sussex, a Ford Garage (dad was foreman there for many years) worked for Hartley and Midgley who's garage was along the sea front between Hove and Portslade in Sussex. The photograph is that garage, which I believe is now a block of flats. Mr. Glynn was the Sales Manager in 1933 and ACD 421 (the front car in the photo) was his demonstration car. This car apparently running non-stop apart from petrol stops for 24 hours around the Brighton area. ACD 1, he told dad, was sold by him and driven to the lady buyer in London. We are hoping that he will look out some old photographs which may be of interest. As he is well into his 80's he may well have some good Y or C shots. Keep your fingers crossed.

Malcolm Grace

Not a Cheap Car, Just Inexpensive!

This letter from Tony Eldridge comments on the CX starting handle but also recalls an interesting encounter:

I am one of the Y & C members who are 'sleeping' with a Model CX that spends most of its time sleeping in its garage! I have had my car since 1962 having purchased it from the widow of the first owner.

The car is complete and this includes a full and unused tool kit. Even the tyre pump is still tied up with string just as it was so tied in 1936. I read the article in Bulletin number 104 regarding the starting handles for the Model CX and can confirm that my car came equipped with a handle just as in the photograph in the Bulletin. I have always found the handle to be a near useless piece of kit as it is awkward to use tucked behind the bumper and it readily fouls the front number plate. Not that I actually have much need to use it anyway. I can only assume that the Ford Motor Co. with an eye on the pennies found that by doing away with the front bumper support for the starting handle and at the same

time shortening the handle, they could save a few pence per car on the metal used. My car is a relatively late example having been made on 24th November 1936, but as far as I am aware, the Model CX handles were short and the Model C handles were always long.

Incidentally, en passant, back in the 1960's, whilst at a rally with my car, a man came up to me and said that when he worked for Fords in the mid 1930's, he had the job of trying to reduce the cost of making the Model CX but without success. He reckoned that this was one of the reasons why the less curvaceous 7W replaced it in 1937. When I was at the 50th anniversary meeting at the Dagenham factory in 1981, a production engineer, on inspecting my car said that the company could not afford to make such a car today because the press work for the curvy body would be far too expensive owing to the large number of separate panels that would have to be welded together.

I hope that these snippets of information will be of interest.

Letter from Alan Ogden:

Thanks for returning the photograph of me and the 'Stratton Express' (Issue 102). I hasten to add that, when it was taken, I had just finished a stint in the M.T. Section, hence the less than parade ground standard of dress!

I intended to write a follow-up to my article, relating how, back in Leeds, I bought another Model 'Y' and in 1961 returned to Cornwall, putting 853 miles into the weekend. I then became side-tracked onto the subject of long distance Model 'Y' motoring. I'm sure there must be many examples in the club. My own personal best 'in a day' must be the 320 miles to Bude on the Stanford Hall round trip. I have long held the view that in a good Model 'Y', sensibly driven, 500 miles within the day is possible. "Any volunteers in the ranks?" came the cry. I'm sure that if such a run did take place, properly organised, maybe raising money for charity, local radio and TV would be interested, bringing good publicity for the club.

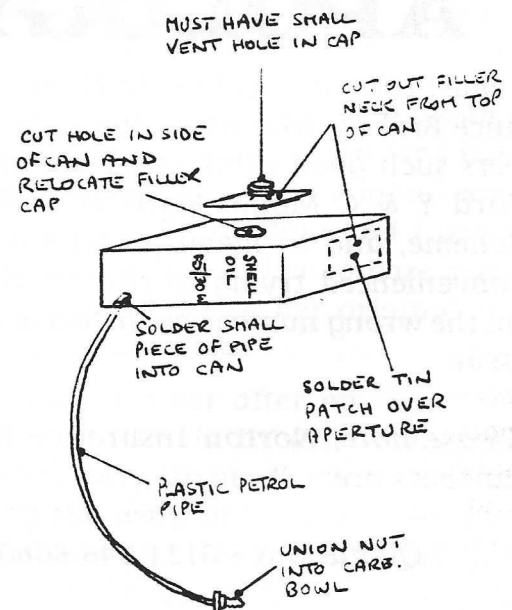
On a different tack, I enclose a sketch of a 'gravity tank' made from a gallon can, similar to one I saw on a Model 'Y' in Cornwall. It's intended as a 'get you home' device, should the pump ever fail. Although, personally, I can only recall this happening once in many miles of old car motoring. However, should this occur, simply secure to tool box lid (this must be why it slopes down!), connect to carb, fill with petrol and Isaac Newton will take command. Perhaps someone could tidy up my Picasso-like efforts and it might find its way into the magazine.

Finally, I would just like to say that I've always been grateful to the R.E.M.E. who, in a sixteen weeks intensive course, turned a

bunch of farmers, shepherd boys, trawler deck hands and other assorted odds and sods into a team of quite presentable mechanics.

Cheerio for now

THE GRAVITY PETROL TANK



EVENTS ... EVENTS ... EVENTS

Date	Event	Type	Coordinator
12 July	Kirkstall Classic Show (Leeds)	(1)	Bob Wilkinson
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
August	Radio Norfolk Old Car Event	(1)	Brian Mace **
24/25 August	Breamore House Classic Car Show - Hampshire?	(1)	Steve Young?
30/31 August	Tatton Park	(1)	John Griffiths
28 September	All Ford Rally - Abingdon	(1)	Rod Evans
4/5 October	Malvern Motoring Event - (joint stand with FSVOC)		Dave Curtis
mid November	Stoneleigh Restoration Show	(2)	Geoff Dee
15/16 November	National Classic Motor Show - NEC B'ham	(2)	Geoff Salminen
	Legend: Outdoor show. Bring your Model Y or C/CX.	(1)	Open to all:-
	Indoor show:- Members' cars by invitation only.	(2)	All welcome.

**alternative contact - Radio Norfolk, Norfolk Tower, Surrey Street, Norwich. NR1 3PA

PLEASE NOTE - both annual gatherings are at shows not organised by the Register, it is therefore advisable to book your vehicle into the show to avoid disappointment on the day.

Entry form (and map) for Southern Gathering is printed in the mag, contact Bob Wilkinson for the Northern "DO".

The Kirkstall Classic Show near Leeds is sponsored by our printers, Butterworth and Pilkington, as part of the Kirkstall Festival. Entry forms are available from Bob Wilkinson.

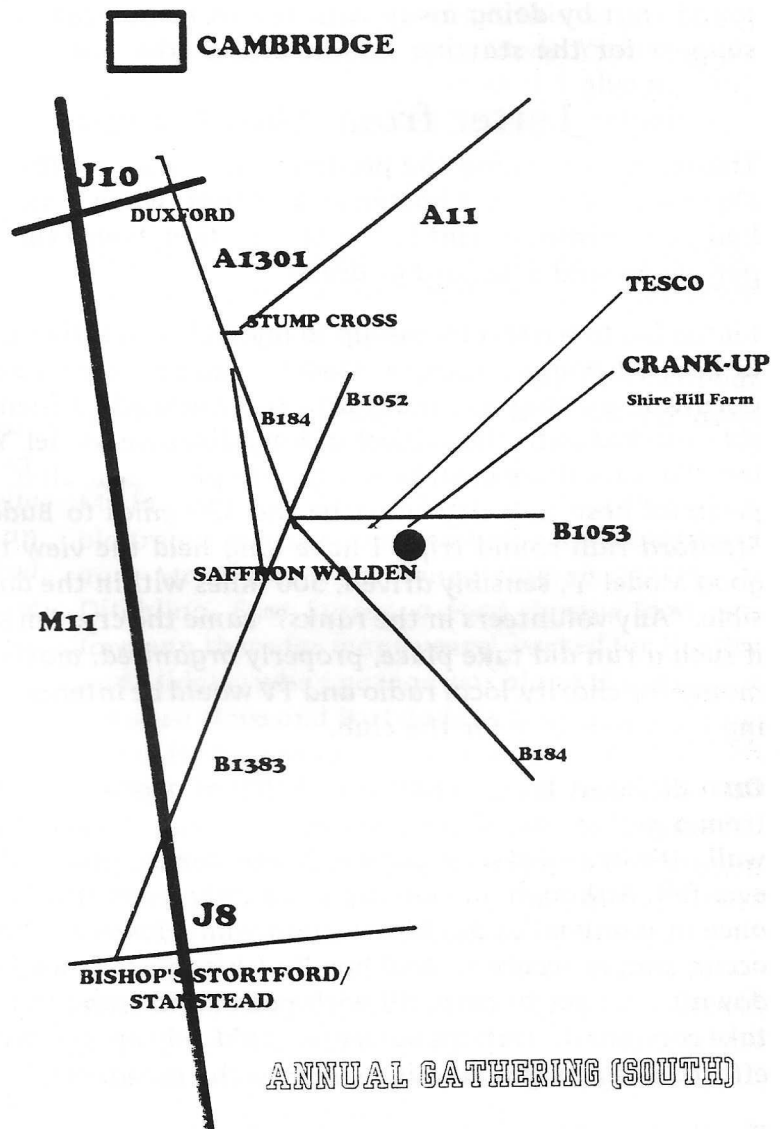
APOLOGY

I must offer an apology to Norton Insurance Brokers who have offered our members such good rates under the Heritage Ford Y & C Model Register Insurance Scheme, and to members who were inconvenienced trying to contact the firm on the wrong number published in the last issue.

Please note, Norton Insurance Brokers numbers are:

Quotations - 0121 246 6060

Existing client helpline - 0121 246 5050



BYN 627

Where is it now?

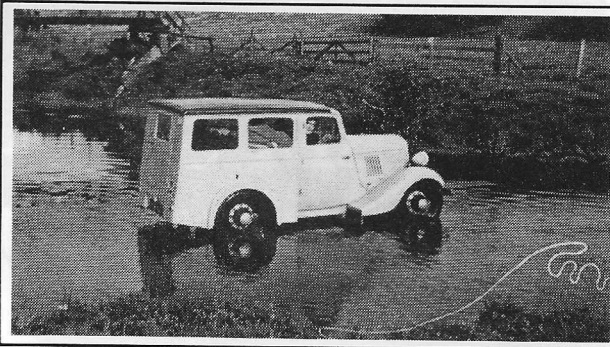
BYN 627 was my dad's second Y model, a 1937 converted van bought in 1958 to ferry himself, my mum and my two sisters about after his 1935 model Y saloon finally gave up.

Dad bought the van from his brother for about £10. He can't remember much about it (he's 73 now) but he tells me that it had got windows cut into the sides and a bench seat fitted in the back. It also had a one piece rear door. Judging by the photos, it looked in pretty good condition for a 31 year old 'banger'. I reckon it was a one off myself, judge for yourself.

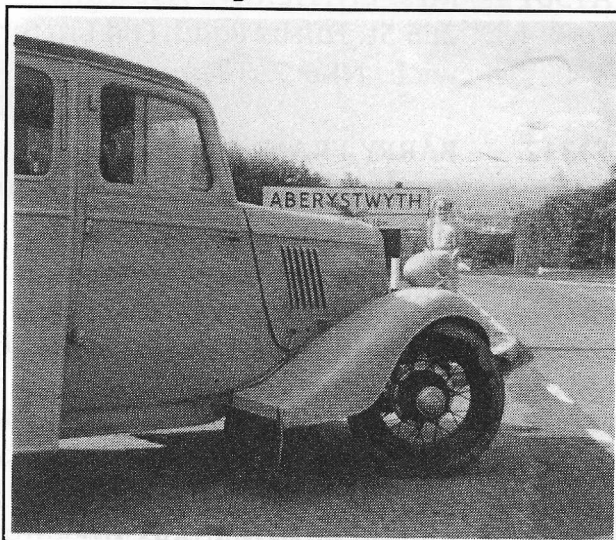
The Y provided good, reliable transport for dad for 2 - 3 years until he was on a family holiday in Scotland in about 1961. Driving down a narrow mountain pass, the drivers door catch gave up and the door swung open, hitting the mountain. The mountain didn't give way!!! Apparently he strapped the door shut after straightening it all out and carried on as normal. About this time the all new MOT test came about. The Y failed because the door wouldn't stay shut on its own. Dad sold the car and his brother sold him a J type Vauxhall. He still says today that his Y was the best little car he's ever had. Does anyone know if it is still about?

I was born in 1968, dad was driving a company car by then - an early HB Viva. I've been interested in old cars from an very early age and have owned a variety of them since I was 17, ranging from Mk II Cortinas to FX4 Austin Taxis. My first 'proper' old car came along in July 1994 when I first set eyes on a very original but rough Anglia EO4A of 1946. I bought her, restored her over the next year or so, got married in her and now use her regularly every year. I call her Florie after the old tyme singer Florie Ford.

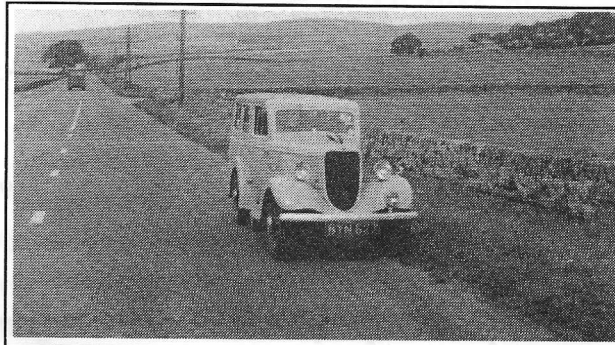
About this time last year I was looking for a Model Y to restore. Eventually I found one but whilst sorting out the usual collection arrangements associated with an unrestored car, fate struck - my mum Ursula collapsed suddenly at home, a brain haemorrhage - she died two days later. This knocked me down as it would most people. I was at an all time low for a long time, so it was a while before I collected my Y. Restoration was delayed for about 6 months because every time I looked at the car it reminded me of my mum and how much I had wanted her to ride in it when she had been fully restored, to re-ignite some of the memories of dad's old Y. Mine is a November



BYN 627 crossing the river. Dad at the wheel.



BYN 627 in Wales. Note the trafficators.



BYN 627 in Scotland complete with a sprig of heather on the bonnet!!!

1933 Long Rad 2door model with a sliding roof - JG 3920. So far I have rebuilt her very tired engine, completed all the welding and I am at present stripping her to bare metal to respray her in her original colour, Orient Blue.

I've named her after my mum. You can see 'Ursula III' (Dad named his army lorry Ursula II after mum during the war!) at a show when she's finished and looking beautiful - just like my mum did!!!

Pete Jury

NEW MEMBERS



Since edition 105 we have enrolled 5 new members.

- A1307 Mrs. CATHERINE ASBURY.
266 St. Faiths Road, Old Catton, Norwich. NR6 7AT
- F1312 BARRY FRANCIS.
Tyrell Farm, Suston, Diss, Norfolk. IP 21 4AB
- M1818 GORDON MCKENZIE.
2 Sealand Court, Princes Park, Falkirk. FK1 5jz
- P0709 JOHN PINCHBECK.
58 Caynham Close, Winygates West, Redditch, Worcs. B98 0JF
- P0831 TONY PALMER.
91 Berkley Ave, Reading, Berks. RG1 6HS

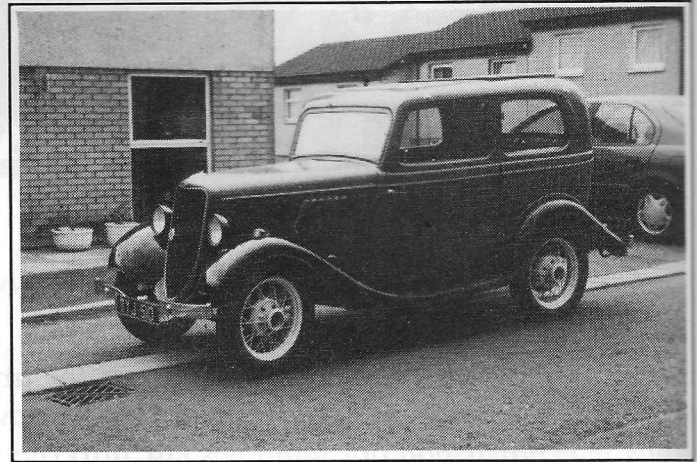
As always I ask 'old hands' to contact new members in your area.

Bob Wilkinson.

NOTES ON NEW MEMBERS

Unusually in this edition we have more of our new members with cars in 'on the road' condition - only one of the five is a full restoration project.

That car belongs to John Pinchbeck of Redditch who recently bought a 1934 2 door Y model from member Kevin Pepper. The body has been shotblasted and is still in primer. John has not decided yet, what colour to choose. Much basic mechanical and body restoration must come first however. Good luck John - don't forget to look at as many restored cars as possible as you proceed.



"Doris"

Gordon McKenzie may argue that he has much restoration work to complete on his 1933 very early Long-Rad model Y which he bought from Windmill Motors in Birmingham in exchange for a restored MkIII Zephyr.

He writes:

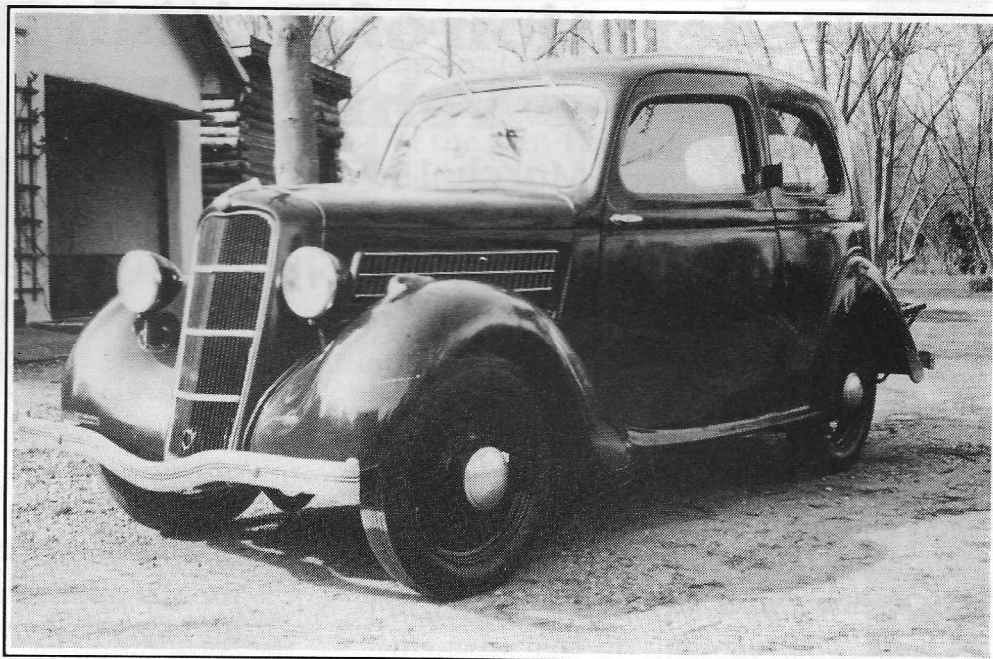
"I have always had an interest in cars from the 60's to the 30's especially Fords. I have owned and completely restored such things as the Ford Zephyr 6 Mk III Ford 105E and Ford Consul Mk II's and now I'm the proud owner of "Doris" my 1933 Model Y which I saw advertised in Classic Car Weekly. After exchanging photographs, it looked like a deal was on. So without further ado it was a hire van and trailer and set off at 11pm. Thursday evening to avoid the usual traffic snarl-ups. Then, to my horror, at approximately 1.30am. on the M6 near Manchester a puncture on the trailer...and no spare wheel! What a dilemma. Here I am sitting on the hard shoulder with Merc van and trailer and my Mk III Zephyr 6. After a couple of hours, the very nice man we all know as AA appeared. After several attempts we finally got the trailer and the Zephyr onto a low loader and headed for Birmingham arriving at 7.45am.

After searching for what seemed to be hours, we finally managed to locate a tyre for the trailer. I then located the garage, struck a deal and headed home with "Doris" - not very sure if I had made the right decision.

I've had the car for two weeks now and I know - YES - I made the right choice. I look forward to our new association."

Gordon - please let me have full details of TYG 510 eg. chassis and body numbers etc.

Tony Palmer is delighted with CPP 205 his 1936 Green and Black Model Y. He is enjoying local trips in his recent purchase. Tony needs a 'new' window winder mechanism fairly urgently and has bought the Service Bulletins to help keep the Y in good order. He has also ordered a copy of the new Model Y handbooks which we hope to have from the printer fairly soon.



C37421 - ex NZ owned by Barry Francis.

Catherine Asbury in Norwich has bought the 1935 Model Y PV 2271 which had been restored by late member Dennis Coker. Keep us posted how the Y is going Catherine.

Barry Francis is a New Zealander having settled over here (probably the style of Rugby we play!) in Norfolk. He contacted me recently to seek help in obtaining authentication of C3742 his 1936 2 door CX Model to enable him to apply for an age related registration from DVLA.

The CX had been known to Barry for some years in South Island NZ and he has now brought the car to England.

Naturally Barry joined the club! Please let us know what registration mark they give you Barry.

Good luck to all our new members.
Bob Wilkinson

Leeds College of Technology - Ancient and Modern Vehicles Display and Open Day

Saturday 14th June

School of Engineering, Westland Road, Leeds 11 (0113 - 277 4433)

This event lasts from 11am until 5pm and of interest to our members will be a selection of demonstrations covering Vehicle Restoration Course Skills. These should include panel forming, welding, painting etc.

Apply direct if you wish to take your along classic car or van - or go along anyway. Have fun and learn!

More details can be obtained from Bob Wilkinson (01405 - 860836)

Subscription 1997-8 Due 1st June

Rates are as printed on the yellow insert with this mag. Thanks to those people who paid early following the reminder in the last magazine.

Every mag. has a yellow insert so if you have paid already, ignore the current reminder.

OTHERWISE - please use the yellow insert and send this with your subscription NOW!

(You may use the reverse side for standing order payments.)

Anyone not having paid by 1st August will have lapsed and will incur a £2.00 Re-Joining Fee on top of the sub.

DO IT NOW!

Bob Wilkinson - Treasurer.

Federation of British Historical Vehicle Clubs

March 1997 Conference Report

Theme - "Maximising The Use Of Historic Vehicles."

The conference was opened by Lord Montague - President of FBHVC and chaired by Chris Searl.

Speakers - John Quenby (RASCMSA), Ray Newell (Morris Minor Owners Club), John Surtees MBE, John Berry (EEC Transport), Dr. Geraldine Neat (ESSO), Bob Oliver (DVLA).

Club representatives came away from this conference in the main feeling that the future of our hobby looks bright. The only major shadow concerns the problems surrounding the non-availability of leaded fuel from the year 2000. Most speakers had an upbeat look however.

John Surtees MBE - the only man to win world championships on 2 and 4 wheels - spoke enthusiastically about the cultural value and heritage of the classic car movement and didn't want to see our interest restricted to looking after museum pieces! "Safeguard the sound as well as the sight." was his plea to owners to fight for the continued road and track use of classic cars. Already 'green legislation' has prohibited the road and track use of many classic racing cars and motor cycles in various European countries!

Ray Newell (MMOC) spoke convincingly about the everyday use of classic cars and of how the 'long life' car (eg. Morris Minor) was supportive of 'freen environmental issues.'

John Berry (EEC - transport) was reassuring regarding the fact that there is no EEC legislation (now or planned) which should seriously affect our movement. I learned that France and Italy have no equivalent of our MOT Test(!) whilst in Germany the MOT test equivalent is very stringent. These variations in standard are due entirely to the legislation within each country. I still feel that we need to be vigilant re-

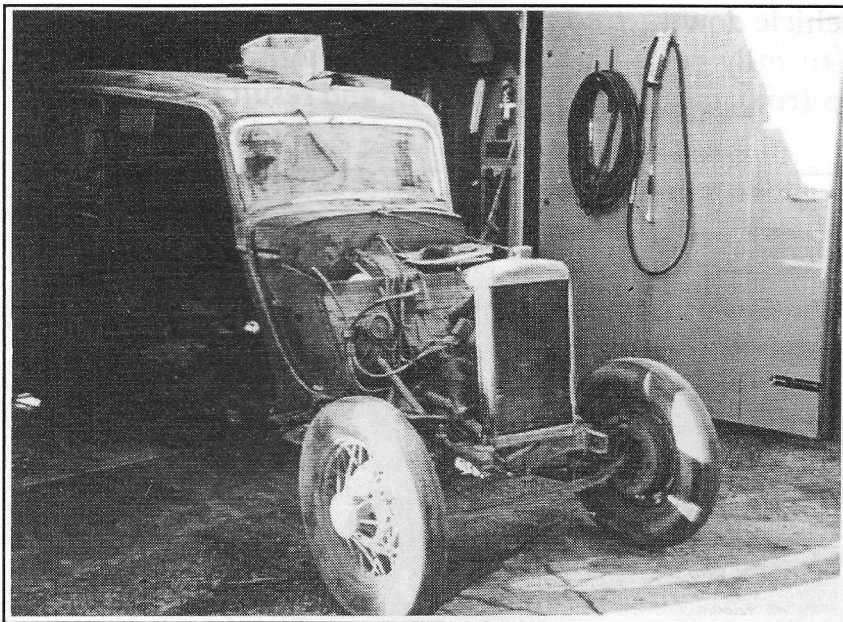
garding EEC legislation and its perhaps unwitting effect on the classic car movement - which is why we fully support our 'watchdog' - the FBHVC.

Bob Oliver (DVLA), whose unit was responsible for the application of the nil rate of excise duty on 25yrs old cars, sought support from owners clubs in authentication of evidence supplied to DVLA under the V765 scheme re-application to retain 'lost' numbers. The procedures adopted by our club meet the required standard. Bob Oliver did stress the need to register change of ownership immediately upon purchase of your classic car - even if it is to undergo a lengthy restoration.

More worrying for our movement is the issue of the phasing out of leaded fuel over the next 3years. From Geraldine Neat's address the conference learned that, contrary to popular belief, no oil company is undertaking research into producing additives to combat valve seat recession which can follow the use of unleaded fuel in older engines. Market forces are insufficient (classic cars represent only 0.05% of all UK cars) to make them respond to this need. Currently no suitable additive as an alternative to lead is available on the market. Higher performance old engines would appear to be at greater risk. (See "Fuel Comment" elsewhere in this issue.)

Overall though the future looks promising for our hobby so long as we remain responsible users and we keep a 'weather eye' on beaurocracy.

Bob Wilkinson



Model Y removed from storage to my private workshop.

It was during last March, just before Easter, that I managed to get Old Henry back into shape. Old Henry, of course, is not my ancient uncle but a rather splendid Model Y Ford 8 car bearing the registration CYM 868, accordingly nicknamed after Henry Ford, the inventor.

This elegant vehicle was purchased by my parents in the July of 1936, at an equally elegant price of £100. Before, they had owned a 1930 Singer 8 - today, a prized and very valuable item. So perhaps it's to be regarded as unfortunate, in hindsight, that they decided to trade in that Singer as part-payment for their then upmarket Model Y Ford. Mind you, they did get a good price for it - a f a b u l o u s £12.10s.0d (£12.50) to be set against their new acquisition. But I'm glad they went for the Model Y because, now, in my retirement, not only has it given me a great deal of pleasure just to work on it, but also a deep sense of satisfaction and pride seeing it restored finally to its near original condition. Needless to say, I forgive Old Henry completely for the sizeable hole he eventually managed to burn in my pocket.



Stripped down ready for sand-blasting.

Our Model Y was used daily up until World War Two. It was then laid up for the duration of the war. The general immobilisation of private vehicles was a legal requirement during that period, as a preventative measure to hinder the Germans in the event of their invading Britain, as seemed likely at the time. The act of immobilisation required the owner of any motorised transport - unless requisitioned for national duty - to deposit the distributor cap and leads of his vehicle(s) at the local police station. However, rightly

or wrongly, my father was a firm believer in that old adage: 'there's an exception to every rule', as we were so often told at school when learning English grammar. So, although he obeyed the emergency regulation, he quite forgot to mention that he also had a spare set of leads and a distributor cap, which he opined should be for his own emergency use, just in case.

After the war, the vehicle was again on the road (officially this time), until 1959, when it was then laid up and parked in the corner of my garage business workshop. There it remained, untouched, for almost 40 years. The following my recent

retirement, I decided to spend time on restoring it. This I began in the autumn of 1995. But first I had to get Old Henry lifted out of the workshop - having leased out my business - and moved into my own private workshop near by.

The first dedicated task was to strip the vehicle down completely to its chassis, then move on to fully recondition the engine, the gears, and the front and back axles.

The suspension has also been renewed, and new springs fitted. Nut by nut and bolt by bolt, right down to the finest detail, all was reconstructed and carefully refitted. The overall cost of restoration was considerable; I'm reluctant to count it up exactly, but were talking four figures. However, as much as possible of the equipment was manufactured by myself, having had a life's experience in the trade. But I must express my gratitude to two dear friends, whom I have known since schooldays, who were immensely helpful. One did an excellent job on the fabric re-recovery for me and another spent a great deal of time on the interior headlining. Their work was of the finest quality and I'm eternally grateful for their friendship and dedication. Between us we feel a close affinity to the old Model Y and its history.

As we know, the original paints being cellulose would have required very regular polishing, so we cheated

and used twin pack, a modern paint of high reliability, though expensive - but worthwhile. The end result is really rather

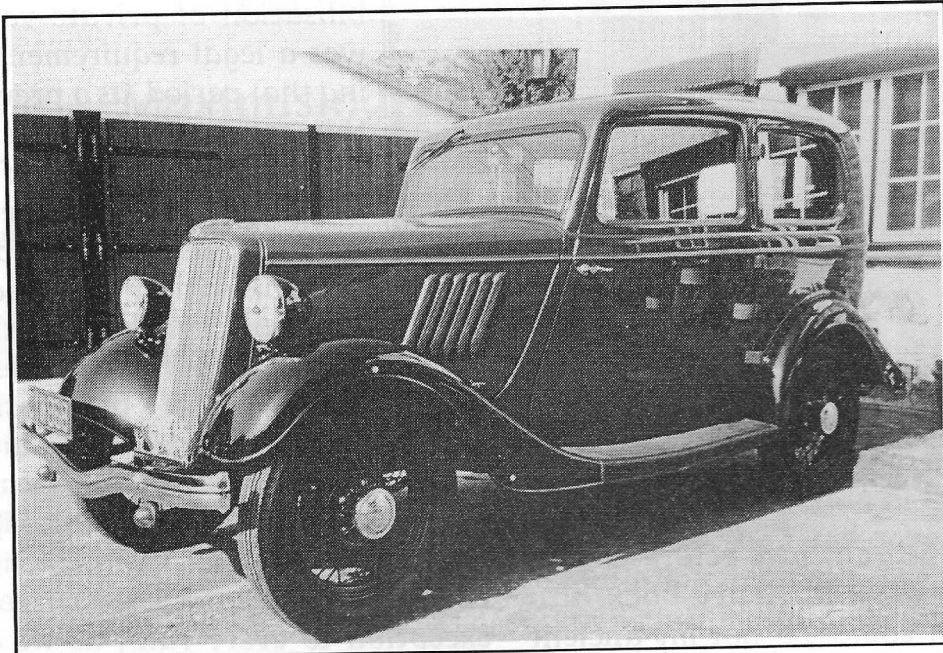
splendid with perfect original matching colours in green and black. The photographs recently taken show this to good effect.

The vehicle was eventually completed satisfactorily for road testing during last Easter. Everything ran perfectly well and since that time we have not had to make a single adjustment. Old Henry is now registered and ready for regular use. We are now eager and look forward to taking him to a few shows.

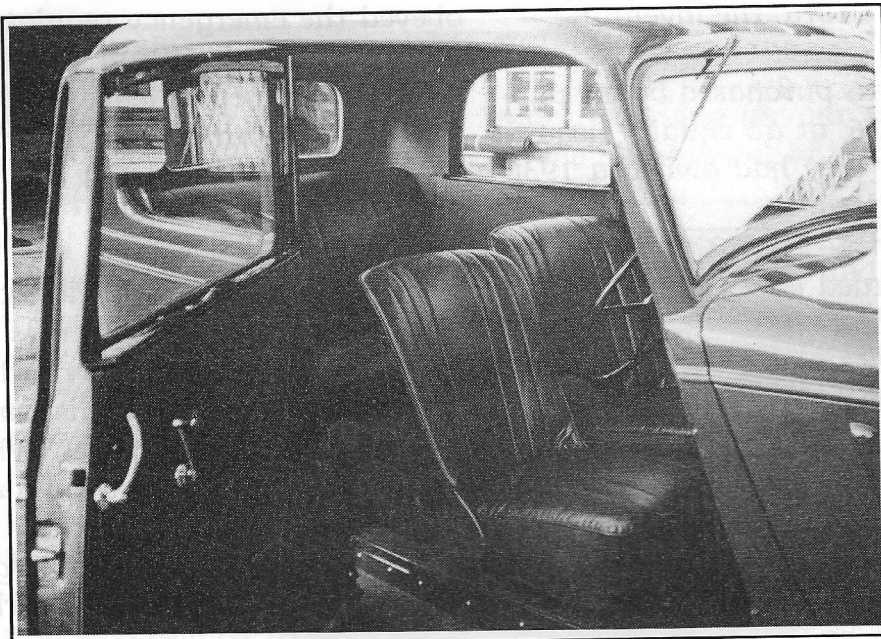
The past history of the vehicle, by the way, includes the fact that both my wife and I learned to drive in Old Henry - myself back in 1944 and Dolly my wife in 1953. In those youthful days, of course, we fitted

comfortably inside the vehicle without any bother. Nowadays, both retired, and enjoying our food and occasional tipple, girth has given each a more sardine-like fit. But oh how marvellous to be on the open road with Old Henry once again!

Nigel Care



March 1997. Completion.



Interior View.

REGALIA ORDER FORM

Orders to : Robert Hale. 4, Garden City Villas, Cheques Payable to : Ford Y & C Model Register
 Mill Lane,
 New Bradwell,
 Milton Keynes.
 MK13 7AB

ITEM	Description	Quantity	Price	Amount
Y & C Seatshirt Blue/White Logo 55% Poly Cotton	Small Medium Large Extra Large		£12.00 £12.50 £12.50 £12.50	
Y & C Sweatshirt Blue/White Logo 100% Poly Cotton	Small Medium Large Extra Large		£13.00 £13.50 £13.50 £13.50	
Y & C Tee Shirt Blue/White Logo 55% Poly Cotton	Small Medium		£5.75 £5.75	
Y & C Tee Shirt Blue/White Logo 100% Poly Cotton	Large Extra Large		£7.25 £7.25	
Register Car Badges (Blue or Gold Back)	Grille Mounting Bar Mounting		£8.25 £8.25	
Register Leather Key Case	(six keys)		£2.00	
Register China Mug	White/Blue Logo		£3.00	
Embroidered Badge	4" x 2"		£3.50	
Enamel Plaque	Ford "Y" Ad. 10" x 10"		£11.50	
Tax Disc Holder			£0.60	
A4 Ring Binders	Holds ten issues		£4.00	
Coasters	60 years of Model "Y" set of 4		£0.75	
Lapel Badge	Approx. 1" x 1/2"		£1.50	

A3 Full Colour Reproduction Vintage Posters in Transparent Sleeve with Cardboard Backing.

Model "Y" 1932 £3.25 Model "Y" 1933 £3.25 Model "Y" 1935 L/R £3.25 Model "Y" 1936 L/R £3.25
 Model "C" £3.25 **Special Offer - Set of all five prints £15.00**

UK Post and Packing	Parcels Small Items		£1.95 £0.50	
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Please allow 28 days for delivery

TOTAL ENCLOSED £

SHIRE HILL CRANK UP

to be held on

Saturday 12th and Sunday 13th July 1997

at

Shire Hill Farm, Radwinter Road, Saffron Walden

RALLY ENTRY FORM

- | | | | |
|-------|--------------------------------------|---|-------------------------|
| Group | A Steam Engines (by invitation only) | G | Tractors (pre 1950) |
| | B Commercial Vehicles (pre 1960) | H | Fire Engines (pre 1960) |
| | C Cars (pre 1955) | J | Bygones |
| | D British Motorcycles (pre 1965) | K | Models |
| | E Military Vehicles (pre 1950) | L | Model Boats |
| | F Stationary Engines (pre 1940) | M | Organs |

Group No.

Make:

Reg No.

No. cylinders:

Body type/make

Year:

Model:

HP/cc:

Fuel used:

Declaration: I declare that during the whole period of the rally my entry will be covered by a public liability policy including rally use. I further declare that in case of any event taking place wholly or partly on the public highway, that the use of the vehicle hereby entered is covered by insurance which is valid for such of this event as shall take place on public roads as defined in the relevant law.

Signed: Date:

Name of owner:

Address:

.....

.....

.....

Return completed entry forms by 18 June 1997 to: William Engelmann, Shire Hill Farm, Radwinter Road, Saffron Walden, Essex. CB10 2LD

IMPORTANT All exhibits must arrive before 1pm at which time the gates will be closed.

Only one plaque per entrant.

The organisers reserve the right to refuse to accept an entry for any reason should they deem it necessary.

Data Protection Act. Crank Up entry information is held on computerised records. The organiser undertakes that this information is not divulged to any agency or individual.

Minute of the 1997 Annual General Meeting Held at the Willoughby Village Hall Sunday 13th April 1997.

There were 38 members present.

1.00 Apologies

were received from Ken Arthur and David Grace.

2.00 The minutes of the previous AGM

had been printed on pages 10 to 13 in issue 100 of 'Transverse Torque' These were proposed as accurate by Mike Samuel and seconded by Reg Hunt before being accepted by the meeting.

3.00 Chairman's Report

Last year saw two one-hundredth anniversaries of particular note to the Ford Y&C Model Register. The first was the centenary of the building of Henry Ford's first vehicle, the Quadricycle. Along with other Ford clubs, we contributed significantly to the celebrations; particularly at the superb gathering, on the anniversary day, at the National Motor Museum at Beaulieu, with Ian McAllister, the chairman of Ford (UK) and Lord Montagu. As Henry himself had a hand in the design of the Model Y, he would have been proud of the turnout. The second anniversary was the publishing of the one hundredth issue of the Register magazine, seventeen and a half years after the founding of the Ford Y&C Model Register at Graham Miles' house on the 18th March 1979. The magazine has steadily improved in quality of content and appearance ever since, the credit for which must go to each succeeding Editor, each of whom has applied ever more technological advances to the task. Our thanks must go also to our printers, Butterworth & Pilkington, and in particular to Steve Waldenberg and Emma.

Further advances have been made this year in the provision of spares. The long awaited running boards are now available, thanks to persistent determination by Graham Miles. After last year's disappointing sales figures, I am pleased to report an improvement this year, with sales 50% up. However, we still need to shift more stock to release capital for further tooling projects, such as exhaust manifolds. Whatever your spares need, try the Register stock first. You will find our prices more competitive than elsewhere. Thanks again must go to Graham, Kevin Brigginsshaw and Jean Hunt for managing that side of the Register so efficiently.

On the events front, it was disappointing not to be accepted for the London Classic Car Show at Alexandra Palace this year, but an early application may seal an invite to next year's. The Enfield Pageant, the National Classic Motor Show at the NEC, the Stoneleigh Restoration Show, the Bristol Classic and the All Ford Rally were all well attended last year. Bob and Shirley, as always, ran a superb Yorkshire "Do". All the organisers are to be congratulated on their efforts, which help raise the profile of the Reg-

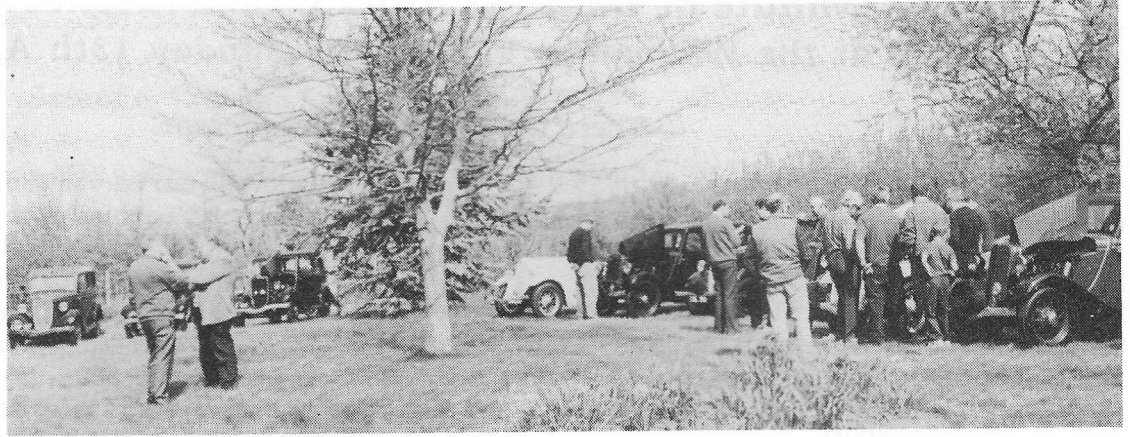
ister and our cars in the eyes of the classic car fraternity. The annual gathering last year, in beautiful surroundings at the Midland Motor Museum, was a disappointment, with relatively few cars on parade. As a consequence, this year, we are trying out two "National Gatherings", one in the North and one in the South. We have also been accepted for a stand at the new Retro show at the NEC on 10th/11th August. This is solely for pre-war cars and should attract some new members. Unlike our excellent stand at the Ford Enthusiasts' Show at Donington Park last month, which was dominated by post-war Ford clubs and attracted little interest. The other event, which has attracted no interest, is the proposed trip to Ireland. Regretably, despite much hard work by Liam Tomlinson, it proved to be too expensive for mainland UK members and meant that the Irish members had to tax their cars if they were to partake!

Membership numbers have remained steady at about 420, despite the need for Bob and I having to send out 100 'red reminders' for subscription payment as late as September last year. Unfortunately, one member was expelled from the Register for customising his longrad Model Y, which is contrary to the first rule of membership. He was only the second to be expelled, the first being a number plate collector, who joined purely to advance his commercial interests. Some new cars have appeared out of the woodwork, but not as many as last year. Perhaps the most notable are the Alpine tourer, bought by Keith Ardley and the second oldest known Model Y, chassis no:Y 490, which has surfaced in New Zealand.

The Heritage Ford Y&C Model Register insurance scheme has slowly taken off this year. Now that we have negotiated unlimited mileage with Norton Insurance Brokers, at very favourable rates, it is hoped that more members will take advantage of this bargain scheme.



We have continued to be well supported by the Public Affairs Office of the Ford Motor Company and there are more collaborative ventures in the pipeline. We, in turn, have been fully supportive of the Federation of British Historical Vehicle Clubs, which is working hard, on behalf of the historic vehicle movement, to ensure continued use of our vehicles on the public highway.



I regret to announce that two of our members died during the year, James Binchy and Dennis Coker. On your behalf, I wrote letters of condolence to their respective widows. The untimely death of Martin Howard was deeply felt by all early Ford enthusiasts and the Register paid its due respects to his passing.

Finally, the Register would not survive without the diligent support of its active members. On your behalf, I would like to thank the members of the Committee, the Regional Coordinators and other contributors for the work they put in to make this the successful club that it is. I wish you an enjoyable 1997/98 season and hope I do not have to send out too many subscription reminders this year!

Sam Roberts

4.00 Secretary's Report

At the end of March 1996 there had been 414 members since when we had gained 48 and lost 48 the total remaining 414. There are now 35 overseas members and currently 56 members pay their subscriptions by standing order. The meeting was asked to consider putting forward ideas to boost membership in the future. It is proposed to place an advertisement in *Classic Car Weekly* and also in *Practical Classics*. An 'Introductory Pack' is being put together to assist new members get the most out of the Register.

5.00 Treasurers Report

The balance sheet for 1996/7 was distributed to those present but before I could introduce the competition to find my deliberate spelling error Bob gave away the answer!

After scrutiny by those present there were no questions

The welcome news that there was no need to increase subscriptions for the next financial year was not opposed by the meeting. It was emphasized by the treasurer that it was better if members could pay by standing order, ensuring prompt payment since 100 reminders had been sent, at expense to the membership, during the last year. Further to this, in future if members had not paid by 31st July (after 2 months) a £2.00 re-joining fee would be due in addition to the subscription. It was pointed out that the Register cannot arrange Direct Debits, however, Bob is pre-

pared to accept money anytime, and if members wish to pay in advance for future years (as some overseas members already do) he keeps meticulous records.

Attention was drawn to the Halifax Share offer which will probably benefit the Register by up to £1500.

Bob Wilkinson

6.00 Spares Report

The latest news on the spares front is on the whole quite healthy with a good deal of progress to report. Sales had increased during the year although there is still a need to sell stock in order to free monies for other projects.

Oil Can Brackets - now in stock thanks to the efforts of Dave Jarman.

Head Lamp Rims - No real progress at present although Goeff Salminen is in contact with the manufacturer.

Shock Absorbers - At long last I see hope of cracking this problem. I've located a supplier of Morris Minor shocks, who is able to supply reconditioned Double Piston Armstrong style of unit and has a modest surcharge for non supply of an old unit. He can also supply the linkage arm, which is completely new. Dave Jarman has made a tool to re-form the links to suit the rear of the L.R. and C. For the front I envisage a shortening modification to the link. I've ordered some bushes for these, once used on the older style of London Taxi and Dave will make a batch of Pins to complete the front link. I will probably assemble this item as special tools will need to be made up for this assembly.

Prototype adapter/mounting plates are made for the front of a S.R. These will shortly be ordered for club stock. The L.R. is a different problem on its mounting so I will need to use my Show Chassis and some slave axles to set up the design of the mounting plates.

Peter Ketchell is making a tool as I will need to modify the shock absorber arms when used on the front. Once a set of L.R. plates have been made they will be sent to Peter Ketchell to check the fitting on a 'C' - I expect this to be different to a L.R. 'Y'. Rear S.R. plates will follow, the fitting here is very much a new ball game. Anyway, light is at the end of

the tunnel, all I need now is time.....More news on this front in the next newsletter.

Dashboard Knobs - Peter Brooke is trying to make headway here but meeting some problems.

Front Brake Parts and Perch Bolts - We will need a report from Peter Ketchell on the steel grade before we can move forward on these parts. In all probability at this stage we will only proceed with brake actuator since, as always, our funds are limited.

Late Engine Valves - Goeff dee is looking at a re-manufacture supply of these.

Drag Link and Track Rod Ends - A quantity of bars to allow the members to make up Drag Links using Mini Drag Link ends. Track Rod Ends remain a problem.

Rear Axle Hub Bearings - Some signs of a solution here. I intend to call on a Preston Bearing Suply Company when I collect my daughter from University. Peter Ketchell has located a bearing which is repacked and carries its own inner and outer bearing surfaces. The O.D. of the bearing matches our hub, whereas the inner diameter will need a sleeve, which will be a distinct advantage to support the worn axle casing end. The modern bearing material will considerably upgrade the hub loading.

Flexible Fuel Pipes - A quantity of 100 have been purchased for club stock.

Exhaust Manifold - This item is still receiving consideration by an iron caster. No news as yet.

Steering Boxes - We are still seeking a company who can successfully recondition this item.

L.R. Badge Mount - A sample offered for sale via Keith Ardley has been inspected and found that without considerable grinding of the base it would not fit a grille, or indeed the badge would not fit it.

Graham Miles

7.00 Election Of Officers.

At this point the committee stood down and Reg Hunt took the chair.

Sam Roberts and indeed the entire committee were re-elected although as he took the chair once again, Sam drew the attention of those present to the fact that many members had been serving on the committee for many years and while they were doing a good job, new faces and ideas would be welcomed, anyone wishing to help the Register could be coopted without specific responsibility so that they may become involved gently! Since at present Sam Roberts is acting as Registrar, the position was formalised by the meeting. Sam then mentioned that he is writing a book which should be the complete history of the model Y.

8.00 Presentations

The Eric Bufton Award (a Large Sheild) is presented annually by Graham Miles in memory of Eric, who was determined to finish the restoration of his Model Y. It was presented in acknowledgement of achievement to Brian and Roger Gurney for their Van Restoration (which has been written up in a recent edition of the magazine).

The Maurice Billing Trophy (presented to the Register by Hillary in memory of Maurice, who owned the oldest Y on the Register) is awarded at the Chairman's discretion for service to the Club and was this year awarded to Kevin Brigginsshaw our Spares Administrator for the work he has done so tirelessly over the years.

The award for the highest mileage over the year in a Y or C could not be given at the meeting since reliable information was not to hand. It is requested that members who wish to be considered for this award should send copies of their MOT certificates for this year and last (which state the mileage) to the Chairman as soon as possible. In the previous year Geoff Dee had travelled 5000 miles and prior to that Jean Hunt was a regular recipient building up the miles every day in her Model Y.

9.00 Any Other Business.

Regalia stocks are not selling very well at the moment, despite new items being included, eg. new sweatshirts. Interest was shown by those present.

Model Kits in 4mm scale were shown to the meeting, 25 are to be purchased for club stock and if these sell well, a larger model will be purchased although this would involve an outlay of £1500 for tooling.

Liam Tomlinson announced that he would investigate another Irish Visit for next year, starting the planning earlier.

The meeting closed at 3.25 and everyone went outside to look at the cars and buy things from Tony Butterfield who had brought his spares and from the 'Bring and Buy' stall run by Jean Hunt with a percentage going towards club funds. June, my very patient wife sends thanks to those who bought back numbers of the magazine thus reducing the number of boxes I am storing! If you see 'Emily' at any shows, I shall probably have some back numbers with me, please buy them.



THE FORD ENTHUSIASTS' SHOW

Donington Park

Despite its build up, this show was a great disappointment as far as the Register was concerned. The two Geoffs, Dee and Salminen, Brian and Roger Gurney and Peter Millington all put themselves out to present an excellent stand, with Geoff Dee's Model Y Tudor, Peter Millington's sliding roof version and the Gurneys' recently restored van. Nobody seemed to take more than a sideways glance at our cars!



'The Register stand in the dimly lit hall at Donington Park'



'The beautifully restored sliding roof on Peter Millington's Tudor'

It turned out that we were the only club representing pre-war Fords, others having dropped out at the last moment. They obviously knew the calibre of the paying public who, as it turned out, had no taste for our old ladies, but were generally boy racers and members of the furry dice brigade. The only visitor we recognised was Dave Curtis, who slipped along to see the Zephyr stand. (I'll leave him to decide which category he falls in to!)

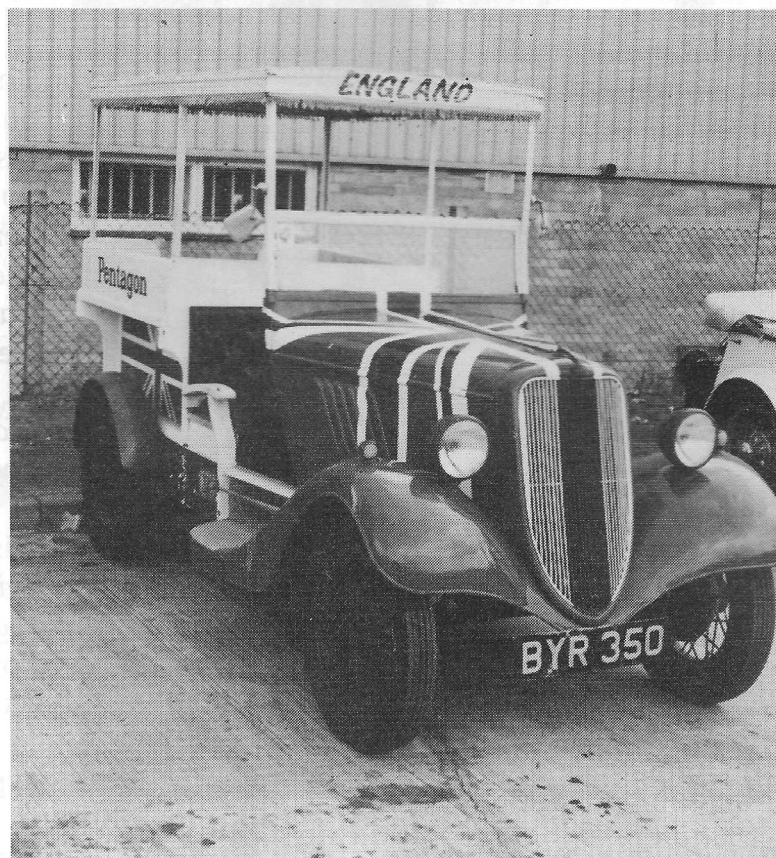
We'll probably give this show a miss next year.

Sam Roberts

World Cup 1982 - Spain

Probably the most unusual Model Y has resurfaced in Eastleigh, Hampshire, after fifteen years of anonymity under a tarpaulin. BYR 350 (chassis no: Y106233) started life in 1935, in London, as a longrad Tudor with a sliding roof. Although its history is unknown before the 1980s, it obviously survived the war and the mass slaughter of Model Ys during the stock-car racing days of the 1950s and '60s. Looking underneath the vehicle, its present day condition suggests that it was well looked after and garaged away from the elements during this period.

At the beginning of the 1980s it was obviously in the possession of a football fanatic, whose spirit of adventure, lively mind and woodworking skills caused him to dream up a plot to fly the flag in support of the England team at the World Cup, which was played around Spain in 1982. The Model Y had its body removed from the rear of the dashboard at the top and the rear of the cross member in front of the passenger seat at floor level, leaving the Briggs Body number in situ (167/10585). A well made, but elaborate wooden body was



The front of 'The Iron Lady'.....

made to fit on the remaining chassis; a body which made the rear of the car look like an early American 'Surrey with a fringe on the top'. The flat roof is supported by six pillars, the forward two being attached to the top of the dashboard. There is a simple bench seat for the driver and passenger, which leaves very little leg room between the seat and the base of the steering wheel. In the rear are two well upholstered red leather bench seats down either side of the vehicle, with a central passageway. Entry is through a single low door at the rear.

The paintwork is garish, but suited to its role as the Eng-

land football team 'mascot' vehicle. The bonnet and radiator grille has a large Union Jack painted on it. To match the red of the St. George's cross, on which it sits, the blue Ford badge was replaced by a red one. Further Union Jacks are painted on either side above the rear wheel arches and another across the rear of the 'pick-up' body. The name 'The Iron Lady' was painted along the sides of the rear portion, an apt name for those

heady Thatcherite years of the early '80s.

Note that 'The Iron Lady' has been replaced by 'Pentagon'.

I note that the Union Jacks are actually painted up-side-down, which is a signal of distress at sea! This probably accounts for the fact that the England team was to be knocked out of the cup in the early stages of the competition. However, the Model Y must have attracted plenty of attention. If there are any collectors of football memorabilia amongst the membership who have a photograph of 'The Iron Lady' in Spain, it would be a pleasure to see it in its heyday. I am lead to

believe that it had the autographs of the England team scrawled on its body during the tour.

Shortly after its return to these shores, the now hard-up football fanatic sold it to Brian Standing, the Manager of Lister Cars and a director of Pentagon, the office stationery suppliers, based in Whitchurch in Hampshire.

The vehicle had one more moment of glory when, in 1984, Pentagon opened further offices on another estate in Whitchurch. It was spruced up; had the Pentagon name painted on its sides, and was used to ferry visitors to and from Whitchurch station and the new premises. It then was hidden under a large tarpaulin in the yard of Pentagon, where it remained until earlier this year. By this time, Pentagon had been sold to W.H. Smith and renamed Niceday. Brian Standing, now heavily involved with the Lister 'Storm' cars at Daytona and Le Mans, seemingly, was not too happy with the new owners of Pentagon and formed a new company on the Boyatts Wood estate in Eastleigh, called Whitegrove,



..... and the rear.

attracting some of the ex-Pentagon employees to join him. One such is Brian Monger, who has always yearned for a Morris Eight, but fell for 'The Iron Lady'. Brian Standing was also looking to make space and 'sold' it in exchange for Brian Monger video-recording three episodes of 'Only Fools and Horses' over the Christmas period, whilst Brian Standing was out of the country - a snip!

Brian is delighted with his bargain, especially when he and a chum managed to get the engine to run without difficulty. He intends, eventually, to convert it back to a saloon and is on the lookout for a body. In the meantime, let us enjoy this unusual piece of footballing history.

Sam Roberts

Members Cars

The photograph on the back cover of this issue illustrates the showroom of Boland Motors in December of last year, just after the launch of the new Ford Ka. Jim Boland lives in New Ross, County Wexford in Ireland and is a long standing member of the Register.

His Model Y, suitably carrying a late 1936 Wexford registration, is a 1935 Tudor (chassis no: Y100285). As with most of our cars in Ireland, it was probably exported from Dagenham in a 'Knocked Down' (KD) state and assembled at the Ford factory in Cork, on the south bank of the River Lee.

The captions above the cars on display in Jim's showroom read: 'Ford New Baby in 1997' and 'Ford New Baby in 1932'.

I'll tell you what; there's far more plastic on the Ka than there was on the Model Y!

THE FRENCH CONNECTION

It is most appropriate that Graham Miles should have photographed the fitting of the experimental shock absorbers on his Model Y van as in this edition we have several items dealing with 'The Vans'.

As many will know, Ford had a factory in Asnieres, France, which built a version of the model Y for some of the continental market. Bill Ballard has a brochure dealing with some of these left hand drive models and printed here is an illustration of the Kelsch bodied Model Y van.

It is interesting to note the different shape of the door which has a vertical leading edge, up to the height of the window. This contrasts with the car type of door with which we are familiar, with the waist line continued from the bonnet. It also has running boards fitted which appear to be the car style unlike those on the later van FMH 824 which is pictured elsewhere in this edition or indeed unlike many of the vans which were constructed without any running boards at all. I wonder where the spare wheel is? On many vans it ended up on a bracket on the door in order to maximise the internal space.

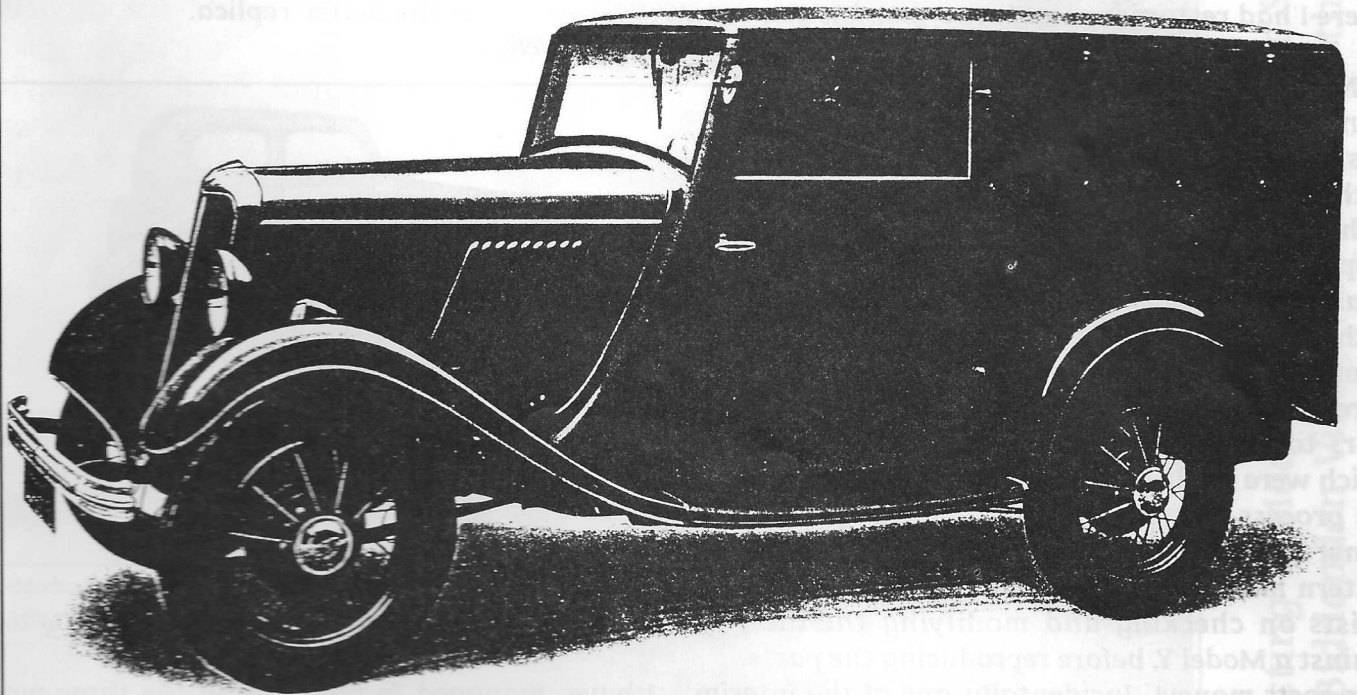
The Kelsch bodied Model Y Van built in Asnieres, France. Brochure supplied by Bill Ballard.

CAMIONNETTE MARCHANDE

SUR CHASSIS FORD "Y"

Prix ~~17.500~~
16.900

Taxe 3



Mêmes dimensions utiles que pour la
Fourgonnette (voir au verso) sauf :

Hayon AR	Hauteur	0,57
	Largeur	0,91

Sur le fameux Châssis 6 CV (Impôts 5 CV), Ford présente une Camionnette marchande et une Fourgonnette de mêmes dimensions, qui transportent - 300 kgs - dans des conditions d'économie incomparables.

MODEL MODEL Y's

Apart from the unique "Sixpenny" Dinky toy Bentall's van, which sold at Christies for £12,650 in 1994 (Issue 91 refers), and which bears some resemblance to a Model Y, I know only of Owen Baldock's tin model (a rarity) and the three die-cast models, which I will describe in this article. If anyone knows of others, or of a Model C/CX model, please let me know.

I was presented with a very good model of a Model Y in 1978 when I left Germany, where I had restored my Tudor saloon, CNN 125. It was the

7mm Motorkit No.3 model, marketed through Western Models. Apart from a slight disparity in the shape of the lower radiator grille, due to rather bulbous front wings, it was a beautifully proportioned longrad Tudor model, which I have treasured ever since. When I became Chairman of the Register, I tried to find some kits to sell to members through Regalia. Unfortunately, they were no longer available. It has taken me ten years to trace the original Motorkit patterns, which were made by one Jim Varley, and I am in the process of trying to persuade the present owner to make up some kits from them. He is a pattern maker by trade, and a perfectionist; so insists on checking and modifying the dies, against a Model Y, before reproducing the parts.

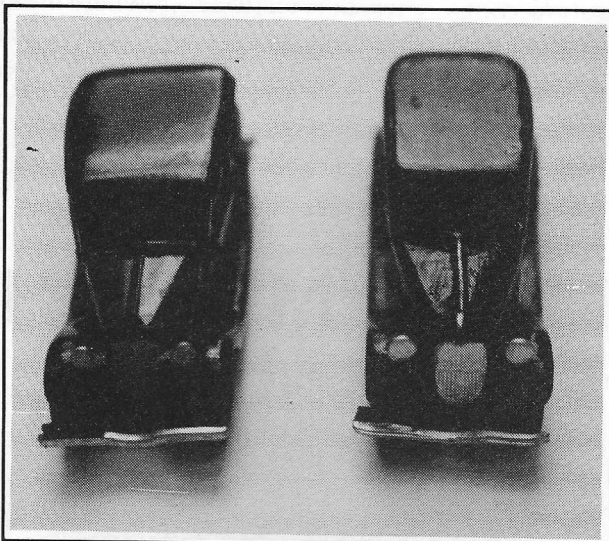
This costs money! Incidentally, one of the interim owners, Bryan Garfield-Jones, also made a not very good Model Y van, using a sawn off saloon pattern replica. Some of these were sold as Motorkit CK2 with Atco Motor Mowers livery and may be seen as part of the scenery on model railway layouts.

Let me explain at this stage that the main customers for these models are model railway enthusiasts, who wish to adorn their layouts with period vehicles. The 7mm size models refers to a scale of 7mm to one foot (1/43 scale). This is the same as 'O' gauge

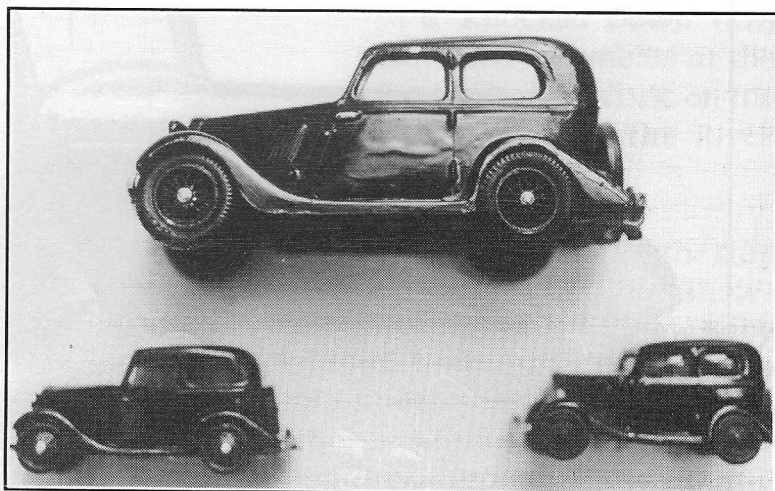
in model railway parlance. The other scale is 4mm to one foot (1/76 scale), which equates to the more common 'OO' gauge of model railway.

There are, to my knowledge, two 4mm die cast Model Y kits available. The first is the 'Scale Link' 1933 Tudor, which Regalia used to sell to members. This is a reasonable reproduction. It has seating, a steering

wheel, windows and a luggage rack on the back. However its proportions are all wrong, in that it is too wide for its length. The headlamps are joined to the radiator cowling, rather than the front wings. The second is the 'Streetscene' series 1934 Tudor Popular. I've just finished constructing one of these. 4mm scale is fiddley! Give me the full size scale any day! The proportions of this model are very good. It also has seating, a steering wheel, and windows. With this one you also have an exhaust pipe, and the headlamps are fitted to the front wings. Of the two, the 'Streetscene' one is the better replica.



The two 4mm kits showing the different proportions. The Scale Link model is on the left.



The three die cast models with the 7mm Motorkit above the 4mm Streetscene (left) and the 4mm Scale Link (right).

I have managed to photograph the three models using a macro lens on my camera. Hopefully, you can see the differences between the models. I will admit that I am not the world's best model painter!

We have ordered twenty five 4mm Streetscene kits, which, by the time this is printed, will be available through Regalia at £5.00 each. So, you model enthusiasts, get your orders in to Robert Hale while stocks last.

Sam Roberts



Postcard depicting a Model C, NJ 5141, (East Sussex registration; early 1935) in Biddenden Village, Kent - with thanks to Bill Ballard.

The Story of Ford 'Y' JK5110

The Lincolnshire Aviation Heritage Centre lies at the bottom of the Lincolnshire Wolds next to the village of East Kirkby. It is a museum dedicated to recreating the atmosphere of a wartime bomber airfield. The Centre is the home of an Avro Lancaster bomber which takes pride of place as the main exhibit. It is also the home of Ford 'Y' JK5110 which was purchased locally in 1988 in on the road condition. As the car is of the wartime era and would have been typical of the type used by aircrew to visit local towns and public houses etc. it became a relevant and important part of the exhibition.

JK5110 was originally registered at Eastbourne in East Sussex in November 1935. It was owned by a lady who apparently refused to take it out in the rain. It was owned briefly in the East Kirkby area until it came into my possession. It has a Cordoba Grey body with black wings which is still its original paintwork, although it is rather thin in places due to years of polishing. It is generally in a very good state especially underneath the chassis. It has not been renovated, and seemingly has most of its original parts although it has got a reconditioned engine. Although it has been well looked after over the years

and is in good shape it would not win any prizes; 61 years has inevitably taken its toll. There is some rust on the bumper bars and inside the bonnet, slightly split seats etc.

During its time at the Museum the car developed a leaking head gasket. As I wasn't too keen to touch it myself I enlisted the help of Ian Hickling who works on the Lancaster engines. He had carried out the work to bring the four Merlin engines back to life so this problem was easy to remedy. Over the past years I have been satisfied to leave the car in the hangar and occasionally give it a run around the roadways that remain on the old airfield. It wasn't until last summer that I felt frustrated at not being able to run it on the road and take it further afield. I met Gary Matthews with his Ford 'Y' DLX 64 at a local show and talking to him served to increase my enthusiasm to put the car back on the road again. It was from Gary that I learned about the Y & C Register. It was nice to hear that there were other enthusiasts out there dedicated to running and preserving the old Fords. It didn't take me long to decide to join.

The first priority in getting the car back on the road was

checking it over before its MOT. On inspecting the last MOT Certificate it appeared that only 150 miles or so had been covered since it was last tested in 1988. This was good news - there ought not to be much wrong with it. Upon checking I discovered it needed a new windscreen wiper. I couldn't get hold of one and am grateful to Gary for helping out by supplying one. Both of the brake light bulbs had fused and on replacement were found to stay permanently on. Further investigation revealed that a piece of wire connecting a brake rod to the brake light control cylinder switch had broken thus allowing the switch to connect and make a circuit. A new piece of wire was soon found and the fault rectified. The car got through its MOT with only the brakes needing adjustment and a replacement petrol cap (the old one was rubber). The car runs well and is a pleasure to drive but bumpy roads can cause it to bounce about. I have only run it locally up to now and I especially enjoy the relaxation experienced in travelling along at 30m.p.h. as I escape the rat race that flies by. I am not sure how comfortable it would be over a long distance though. My two children of eleven and nine years love it but, like my wife, they dislike the fumes from the oil being burnt by the engine. Sam Roberts has told me that a modification can be made to add an extension pipe to the oil filter pipe directing the outlet beneath the engine

thus rectifying the problem. This is something I must try to get made and fitted for this next summer. Perhaps this modification could be printed as a technical feature in a future issue.

The Museum is closed to the public on a Sunday which coincides with the day I usually have the car home to give it a run. Consequently it is not often away from public view. I never cease to be amazed by the interest in the old Ford. Whenever I collect it from or return it to the Museum, usually someone approaches me and wants to know more about it or tells me about their past experiences with one. Interestingly I spoke to someone who owned a Ford Y in Cordoba Grey during the war and had never seen one since. JK 5110 was a very nostalgic sight for him.

I am looking for some original metal wartime headlamp covers to fit the car so they can be put on display to show the public how restrictive wartime lighting was. If anyone has a pair they want to part with please contact me. Tel. 01790 763687



Just Jane!, Aviation Heritage Centre, East Kirkby.

The National Gathering (South) - Sunday, 13th July 1997

This year we move a major event into East Anglia; to Saffron Walden in Essex, just off the M11, between Bishop's Stortford and Cambridge. As Essex is the home of Dagenham, and boasts, not unnaturally, the highest density of our cars and members, it is hoped that there will be a good turnout for the event.

Thanks to positive negotiations between Peter King, the Essex Regional Coordinator, and the organisers, we have an area roped off for the Y&C Register at the popular Shire Hill Crank Up, which takes place over the two days of the weekend 12th/13th July. The exact location will be signed, but is at Shire Hill Farm, Radwinter Road, in Saffron Walden. As at all our shared events, the major day for the Register will be the Sunday, when the judging and awards will be made.

Needless to say, all Y&C owners and enthusiasts will be welcomed, but, if you are planning to bring your car, you are advised to fill in an entry form to avoid embarrassment at the gate, where you may otherwise be asked to pay to get in! An entry form may be obtained from Peter King (Tel: 01376 324195), or you can write to him at his address, which is under Region 10 on the inside front cover of the magazine, but there should be one printed near the middle pages of this magazine. I note that the organisers request that entry forms be sent in before the 18th June to get a mention in the programme. So don't dally around, get your request in now.

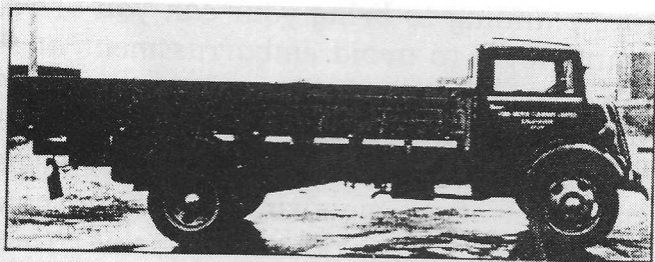
The riddle of the Model C truck engine is resolved!

In my Newsletter in Issue 101 of the magazine, I showed a photograph of a Ford Model 7V truck which, the caption stated, was rated from 3 to 5 tons and was offered with a 4-cyl. Model C engine. I made the comment that the Model C engine in a 3-ton truck 'could not pull the skin off a rice pudding'. The caption drew some reaction from a couple of members which, in itself, is most unusual!

I have since discovered that there was a Model C truck engine developed at Dearborn, which was introduced in December 1932. It was basically the Model B engine with counter weights on the crankshaft, among other changes. The model B engine was developed from the Model A and had a larger crank shaft (10lbs heavier) and crank rod journals. This additional strength allowed for higher revs, higher compression and a 25% increase in output. It was rated at 50 b.h.p. However, the Model B crank did not have any counterweights. Counterweights were added to the early BB Truck engines, but this cumbersome modification gave way to the Model C crank in December 1932, in which the counterweights were cast integrally with the shaft. It was this Model C engine which was offered in the Ford 7V truck, and not the 10 hp Model C engine as found in our cars! The designation 'C', in our parlance, was a Dagenham engine prefix and did not originate in Dearborn.

As an aside, perhaps David Burgess-Wise can shed light on why Dagenham chose 'Y' to designate 8 hp engines and 'C' for 10 hp engines (rather than 'Z').

Sam Roberts



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

The offending photograph and caption

FUEL PROBLEMS OVER THE HILL

No, this article does NOT refer to petrol evaporation after driving up a long gradient in hot weather! (I must remember to try Graham Miles tip and remove the bonnet side panel this this summer.) The issue in question is the non-availability of leaded fuel after the year 2000 due to EEC legislation and the consequent potential damage to exhaust valves and seats.

Some points to consider:-

1. Classic cars represent only 0.05% of all UK vehicles. Why then should leaded fuel be outlawed?
2. Recent research seems to indicate that greater environmental problems result from the use of unleaded fuel.
3. Valve seat recession problems affect higher performance engines to a greater extent than our Y & C models.
4. What is the scale of the problem in using unleaded petrol in our engines? We need to consider variable factors such as - annual mileage, speed, regularly of use, engine maintainance etc.
5. Are any of the currently available additives effective in our cars?

Action

We need to collect and share as much information as is available. If you have any comments or experience to offer on this topic please write in to the editor. Through the future editions we can share experience and find the best way forward.

Bob Wilkinson

NEAR NUMBERS

From time to time we have published details of cars which have come down the line next to each other and survived. A pairing which recently came to light concern consecutive body numbers.

165/9048	- 1934 Y	chassis Y59746	Derek Bird
165/9049	-	chassis Y59834	P. Brown

Why are chassis numbers not consecutive? Probably because a batch of 4 door versions body 166/***** came between them

Check the Vehicle Register for other examples - - - Beats watching T.V.!

Bob Wilkinson



As stated several issues ago, in order to save expensive space repeating unwanted advertisements, unless the editor is notified that it should be repeated, advertisements will be entered in only one issue.

1934 Model Y Tudor Y78733. Easy restoration. 85% done including £550 on new upholstery. also 1933 Model Y Tudor Y44850 almost complete. Reluctant sale due to lack of time and space. £1200 ovno for the two. Chris Slater 01903 830514 (Worthing)

Secondhand spares: drive shaft, clutch plate, pressure plate, starter motor, dynamo, starter switch, 2 carbs, 6v coil, distributor, oil seal for 8 or 10 part No replacing Y4245 and 7W 7052 cat No 1008. 7 hub caps, 2 headlight rims inc glasses and diamond magnaflex bars. 1 8hp engine and gearbox. box of assorted valves, guides, spring shackles etc. price £100 the lot. Mrs Godwin 01225 723618

DEADLINE FOR NEXT ISSUE
JUNE 30th 1997

ANOTHER VAN COMES TO LIGHT!

Y Model Vans are quite rare and another has emerged after being 'lost' for some years. Y170658 has been seen and worked on, by Julian Janicki (Region 4 coordinator) recently.

"It starts nicely and runs well with its original engine still fitted" writes Julian. The 1937 van is for sale at around £4000. Phone Peter Leary on Wisbrough Green, West Sussex. 700954 if interested.



FMH 824 a 1937 Model Y van which is for sale.

Very early gutterless shortrad Tudor Model Y's await export on the jetty at Dagenham.



Y & C REGISTER PARTS FOR SALE

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 "FORDY & 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) State front or rear	£5-80 each
Genuine Ford shackles State front or rear	£10.00 each
Bushes for shackles, State 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	on order
Rear brake rod support bracket for LR.Y. with double holes	£27-00 each
YE2502B Front brake rod support (mounts on A-frame to rod)	£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
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 engines only - send pattern exhaust or inlet	£9-00 each
Flexible fuel pipe - pump to feed	£2.00
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	£ask
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. Intermediate model (flat) used, diamond or round.	£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 - pair	£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 (mounting bracket not supplied)	£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 each
Bumper bar bolts (oval shape)	£9-50 pair
Bumper bar end caps chromed L.R. and SR	£6-50 pair
Running boards, for LR. Y Moulded matting with-steel mounting brackets. Adaptable for SR	£85 each
SR. Front valance below grill (external part only - fibre glass)	£160 pair
Floor board screws Set of 40	£21-00 each
Late LR Y four door hinge centre bolts with spring + tag	£10-00
Brass balls, door hinge	£1-20 each
each Y fixed timber roof stock kits in hard wood	£1-00
Striker wedges - female - door pillar - housed "C" Model	£72-00 each
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£8-50 pair
Hub caps - for model "Y"	£13-40 each
Oil cans	£11-50 each
Oil can transfers. Black only	£12.50 each
Oil can brackets	£3-70 each
Wheel nuts Y set of 20	£11.00 each
Wheel nuts Y individual	£30-00 set
Wheel nuts C each	£1.75 each
Bifurcated Rivets	£0-65 each
each Service-Castrol poster. Reprinted	£0-03
LR Wing nearside front genuine Ford new old stock (ONE ONLY)**	£11-25 each
**Red Star if needed add £18.00	£135-00 each

SPEEDO CABLES

Speedo Graph Richfield Ltd. Rolleston Drive, Arnold, Notts. NG5 7JR
Tel 01602-264235

Prices on application. Apply direct 5' 8" long (Y) or - 5' 1" (C)

Supplier of Front wheel bearing - Timken 07098/-8205

03062/03162 Bearing Services Ltd (Yellow Pages)

PARTS ORDER FORM - ISSUE 106

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 _____

TOWN _____

COUNTY _____

POST CODE _____

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

NOTICES

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

Subscriptions:- UK and Eire £20, overseas £25, OAPs and unemployed £15. Cheques payable to Ford Y & C Model register to be sent to Membership Secretary who requires notification of change of address or cars. Back issues of the Newsletter, if available can be obtained for a small charge from the Editor.

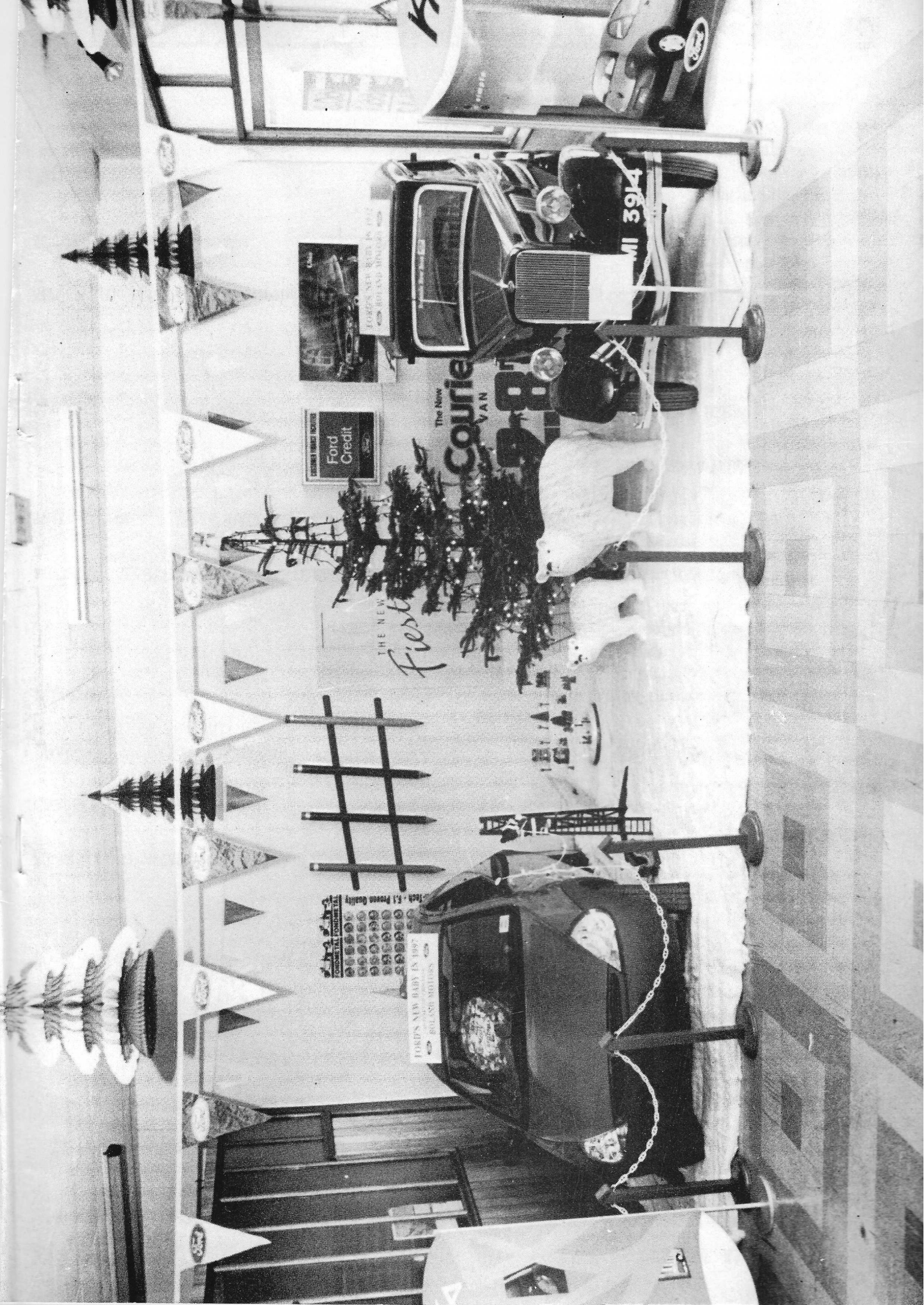
USEFUL CONTACTS

- BADGE RE-ENAMELLING, CHROMING** Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon. Powys LD3 8LA *Tel 01874-624433*
- BODY RESTORATION, PANEL REPAIR AND MFR.** K.A.Developments. 20A Fore Street, Westbury, Wiltshire BA13 3AX
Tel 01373-827746 or 01225-766669 (eve)
Metal Magic, The Mews, Brickhouse Hill Rd. Eversley. Hants RG27 0PY
Tel Works 01734-731631 Home 01276-32079
- BORING, WHITE METALLING, BEARINGS, PISTONS etc** Ron Topping, Northern Rebores Services, 54-56 Elswick, Newcastle-upon-Tyne *Tel 0191-2734326*
- CARPETS, UPHOLSTERY** Family Repair Service, Beales Close, Andover Hants SP10 1HT
Tel 01264-323144
- CHASSIS RESTORATION/EXCHANGE** Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet.
FORD PARTS AND CLASSIC OILS Leeds LS25 6HQ *Tel 01937-557410*
- 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.
Quotations Tel: 0121 246 6060. Existing client helpline Tel: 0121 246 5050.
- MECHANICAL, OVERHAUL AND RESTORATION** Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket
Suffolk IP14 6AG *Tel 01449-711837*
- TRIM, FITTINGS, RUBBER & ACCESSORIES** Woolies (I&C Woolstenholmes Ltd) off Blenheim Way Northfields
Ind Est, Market Deeping, Nr. Peterborough PE6 8LD *Tel 01778-347347*
Paul Beck, Vintage Supplies, Folgate Rd, North Walsham,
Norfolk NR28 0AJ *Tel 01692-406343*
- TYRES, TUBES AND RIM TAPES** Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford Herts. WD1 4LW
(Callers by appointment only) *Tel 01923-231699*

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

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