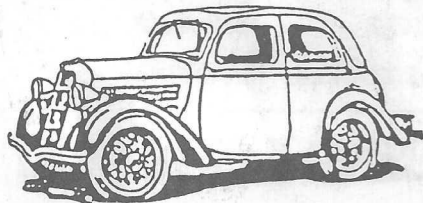
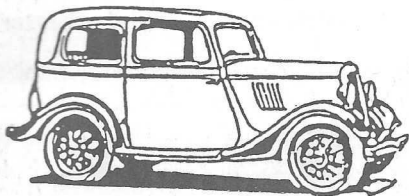


Ford

# Bulletin

'Popular' and 'De Luxe' Models  
TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 107 JULY/AUGUST 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

As I write this editorial, I have just returned from the Northern Gathering at Newby Hall, a beautiful venue where the 'Yorkshire Do' took place alongside about 800 other cars, giving a very pleasant weekend for those who attended, especially those of us who found a working clock/mirror in the autojumble! It had a different atmosphere to the Southern Gathering at the Shire Hill Crank-up the previous week which I had also enjoyed, it is a while since I had been so close to such large pieces of machinery with such a distinctive sound and the smell of steam, smoke and hot oil. It had seemed fitting that as June, my wife, who is a Warrant Officer with the Air Cadets got out of Emily, the 'Gavioli' fairground organ should play the RAF March! right on cue after we had travelled 152 miles. The reports of the gatherings will be written up in detail in the next issue of Transverse Torque.



As promised, I have included my account of changing a plug lead, my version is better than Bob Wilkinsons, and anyway, he wouldn't be able to write it with the same laughter which accompanies his verbal account.

There is a short piece from Jim Miles about a visit he is hoping to organise to the Belgian 1st World War battlefields next year. This sounds like a good idea, flat countryside! If you are interested, drop him a line so that he can gauge interest.

Some news from 'down under', (although the Newmans probably think they are the right way up.) and a little about car shows in America.

Something of a mixed bag this time but hopefully everyone will be able to find something of interest as they sit behind the car at a show browsing through the mag., or as they come in for a little relaxation after fighting the nuts and bolts of a restoration. Remember, this is your magazine and if you need to know something technical, a 'how to' or 'where to get', just drop me a line, we have enough experts on all the models to get you an accurate answer!

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**1997-8 Subscriptions**  
 Many thanks to those  
 who have paid

## HAVE YOU PAID?

This could be your final magazine!

Don't forget, paying after July 31st incurs a £2.00 rejoining fee. (See rates in the last magazine.)

A few members decided to pay with each of the last two magazines and so have accrued credit for next year rather than bother with re-payments.

Thanks once again to those members who paid promptly - it saves me a great deal of time sending out reminders.

*Bob Wilkinson*

(Wearing the Treasurer's hat.)

# CHAIRMAN'S NEWSLETTER

Having said in my last newsletter that I had retired and was enjoying retirement tasks, such as learning the gentle art of golf and researching my book on the Model 'Y', I have since taken on a number of fee paying projects which have restricted my activities. That's life! However, all is not lost; the golf score is coming down, albeit more slowly, and I continue to learn about our cars. Peter Brooke, our Editor, is to be congratulated on an excellent bumper issue of the magazine last time round, not only for the content, but for persuading our eagle-eyed Treasurer to cough up the cash to have the extra pages printed!

You will note in that first paragraph that, for the first time in a magazine article, I typed Model 'Y' correctly i.e. with the Y in single parenthesis. I have been aware of my idleness, but have done nothing to correct it. Now that I have started typing the manuscript for the book and have been shamed by Alan Ogden and Chris Newman, who both use the correct nomenclature when writing for the magazine, feel I should do likewise.

Chris Newman has contributed a couple of articles from Australia for this issue. Bill Ballard has recently visited that continent and has sent me a full report of the Models 'Y' and 'C' he came across in his travels. As I have yet to absorb all his news, I will summarise his trip in the next issue, which will also avoid too much of an Aussie bias this time round.

My Model 'Y' Kerry narrowly passed its MOT this year, with comments about play in one of the track rod ends. I have replaced that and repacked both front wheel hubs with axle grease for good measure. Steve Young, my local Region 3 Coordinator, suffered from



a phenomenon which I have experienced in the past and which I can't explain. You de-coke the engine; put it all back together; set up the points and timing and try to start the engine - dead. No life! You try everything and, in the end as a last resort, you try a tow start and she fires and goes and doesn't give any more trouble thereafter. Why doesn't it start on the starter or handle? There doesn't seem to be any rhyme or reason. I must mention Steve Young's mother-in-law, who is one of our keenest supporters. She has mapped out all the shows for the year and insists on going with him and Jackie to each one. What a player!

My thanks and apologies to Paul Beck.



*Steve Young at the Basingstoke Classic Car Show with our keenest supporter, his mother-in-law!*

Thanks for responding to my request for a Model 'Y' van owner with a Briggs brass tag in situ to come forward. Paul has bought a third van which puts him equal with John Hampton as a three van owner. It is ENO 966 (Y168491), which he bought from a film and TV promotion company last October, that has the brass Briggs Body number tag still attached. No doubt, once restored, we will be seeing yet more Model 'Y' vans selling Paul Beck's excellent car accessories at shows around the country. I also have an apology to make

to Paul for not mentioning him as a member who was present at the less than exciting Donington Ford Enthusiasts Show, written up in the last issue. Paul was there selling his wares. Incidentally, Paul's second van is Y204531, whose manufacture was well after the last Model 'Y' saloon on 31st August 1937. Its vehicle number, CRT 896, dates its registration well into December 1937.

It was good to see so many at the Enfield Pageant this year. The late May bank holiday was blessed with glorious weather, which resulted in 14 cars on the stand on the Sunday, plus two amongst the 'odds and sods' over in the far corner of the showground. Peter King, unfortunately, fell foul of the dreaded gastric flu' the day before the show, which meant that we were deprived of his organisational abilities. However, Jim Miles came to the rescue and, forsaking his autojumble stall for a few hours, welcomed the cars as they arrived and lined them up in an orderly way. His write-up on the show appears elsewhere in this issue. I was pleased to see Ian Buckler's converted Model 'Y' van, cum pick-up, on the stand this year, rather than it being parked insignificantly in with the commercials. He arrived complete with mother and the dog. Mother (84) in-

formed me that her late husband never allowed her to learn to drive as he reckoned she couldn't even steer a pram' straight! Another who came in from the cold of the 'odds and sods' park this year was Rob Bolland and his wife Ans (pronounced Uns) from the Hook of Holland. Rob's LHD Dutch registered Model 'Y' caught the eye of Geoff Browne, the Editor of Classic Car Weekly, who added a photograph of one of our cars to his Enfield collection.

Mike Riches, in his Model CX tourer, says he got lost at the start of the day, parked up in the 'o and s' park and there he remained, until he was spotted by Philip Albers, our body paint specialist, who reported his existence. Hot-footed I went over to see him and tripped over Rodger Dunning, daughter Harriet and friend, consuming the last of their picnic hamper to the rear of the immaculate, lavishly, Fulbridge Carriage Company, restored Model Y reported recently in the magazine. Harriet assured me that her father would be sending in his membership application form the following week, so hopefully through this issue we can welcome him aboard as a member. Mike Riches showed me his security lock on the nearside door of his CX, to prevent it flying open as the chassis flexes. It is one of those house door or window Yale locks available at DIY shops, which are let into the facing edges of the door and jamb; the male into the jamb, with the key hole on the inside of the car, and the female into the door edge; simple, effective and not unsightly (like the bolt which I screwed onto the inside of my ex-Tudor saloon CNN). This solution may



*Rob Bolland on the Register stand at Enfield with his LHD Tudor.*



*Neil Loran's car before restoration.....*

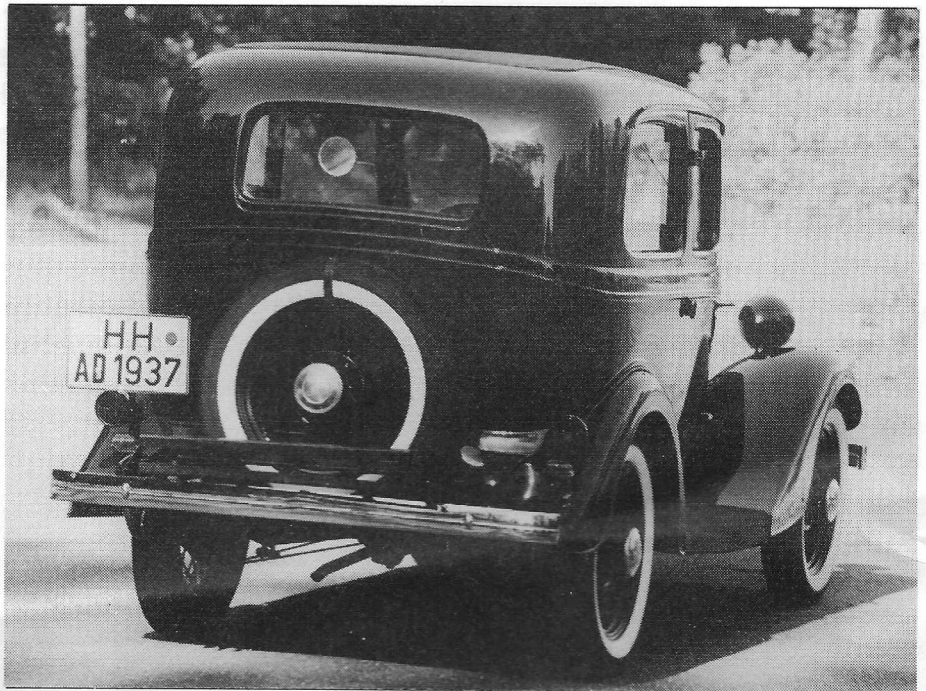
be of interest to the Stephens (pere et fils) who reported that the near-side door of their Tudor had flown open en route to Enfield, causing some damage. The car of the show was undoubtedly Neil Loran's recently restored Tudor. It is immaculate in vinyard green and black.



.....and after.

I mentioned Philip Albers. We are very grateful to him for reproducing the original seven body colours of the Models 'Y' and 'C/C'. His charts of equivalent modern paints are included elsewhere in this issue. I visited him in his workshop where, incidentally, he is restoring a beautiful eight cylinder 1920s Cadillac for a customer. To match our paints, he used original Ford paint chips. I am hoping that by the time this is printed, members who wish to paint their cars in their original colours, will be able to obtain copies of the appropriate chip from Bob Wilkinson to see what it should look like. I also learnt that the colour, which I have been referring to as Cordoba Grey, is in fact called Cordoba Tan, which is a better description of the colour anyway, as there is no resemblance to grey in it!

Over in Essex, Peter King reports attending a rally organised by the local Ford agent, at which Clive and June Litchfield, in their beautiful Model 'Y', and Mike Riches, in his Model 'CX' tourer, were in attendance. I gather that the generosity of the Ford agent left something to be desired as those attending paid for everything! I noticed in Classic Car Weekly, that "Held with the Belgian capital's own Arc de Triumph as the backdrop to the start and finish for the cars, the 18th Rally of Brussels drew a field of 200 cars, spanning the years from the first world war to the Sixties. Alongside the Rolls Royces and Lincolns were Citroen Cloverleaves and 2cvs, Ford Model 'Y's, Morris Minors and even a Trabant." No doubt, members Pierre Terlinden, in his Maroon Tudor, and Francois Boets in his black one, were two of the Model 'Y's partaking. Were there any others Pierre or Francois? Other 'overseas' news includes the transfer of membership and sale of Dr. Marten Reimer's black Tudor Model 'Y' (Y191822) to his neighbour, Dr. Bernhard Fischer in Hamburg. Marten says that, "When his children are older, we have agreed that I can buy the car back. I will then automatically rejoin the Register."



*The rear of the Dr.s Reimer/Fischer LHD Tudor, showing the appropriate Hamburg (HH) registration "AD 1937"*

The next major show for the Register is the new Retro show at the NEC, Birmingham on the 9th/10th August. This is for pre-war vehicles only and should be well worth visiting. Geoff Salminen, aided by Geoff Dee, is doing all the

preparations for our stand, at which we hope to pick up a few new members and perhaps learn of hitherto unknown cars. A number have appeared of late. Robert Pavitt followed up the request in the last magazine and reported a restorable Model 'Y' Tudor (Y189720), which has just come into his possession. We had Paul Beck's van as a new find and Kevin Briginshaw tripped over another Model 'Y' Tudor (Y151810) in the Stondon Museum and Garden Centre in Bedfordshire. I thought I had found another Model 'C' tourer, only to discover that it was the one reported in Sussex in Issue 102 (CPK 744), which has been sold back to its previous owner. It is back on the shelf, where it has been for most of the past 20 years! - see photograph for explanation.



*"The Model C tourer CPK 744, back in store, "on the shelf" in Sussex."*

Another major show at the NEC is the International Classic Car Show (15th/16th November) at which there is to be a major centre-piece portraying Ford cars through the years - not to be missed. The Register stand on this occasion will have the 1982 World Cup Model 'Y' on show (see last Issue) and display Frank Croucher's lovely green Model 'CX' tourer and Brian and Roger Gurney's van, the subject of this Issue's 'Members Cars'. We'll also be throwing in one of the Geoff's Model 'Y' Tudors - whichever one is not on display on the Ford centre-piece!

I hope that your orders for model Model 'Y' kits are flooding in to Robert Hale, the Regalia Officer,

so that we can gauge the interest there is in the miniture versions of our cars. If it is significant, we can go ahead and have the patterns made for the larger scale, 7mm kits. Apart from Rob Bolland's Model 'Y' appearing on page 3 of Classic Car Weekly, there has been little exposure in classic car publications. Steve Minns' Model 'Y' appeared on the front cover of 'Sidevalve News', the Sidevalve Owners' Club's magazine and Robin Del Mar's cute tourer appeared on the inside pages (see the write-up on the Brighton classic Car run in Issue 105)

I have a spare copy of Robert Lacey's book 'Ford'; 900 pages and illustrations on the Ford Motor Company in Detroit and the Ford dynasty - a must for any Ford enthusiast. It is not pristine, but the first person to send me a fiver for Register funds can have it. I am on the look-out for a copy, or photocopy, of the article on the Model 'Y' prototype, which appeared in the 'Motor' magazine, dated 23rd February 1932, and the article on the Alpine tourer in 'The Autocar' magazine, dated 30th October 1933. If any member has copies of either of these, please let me know. Whilst on books, we are very grateful to the Ford Motor Company for allowing us to reprint the original drivers' Instruction Books for the 8hp

Model 'Y' (the shortrad), the 'Popular' Model 'Y' (longrad) and the 'Deluxe' (Model 'C'/CX). These are available from Bob Wilkinson at £10 each.

The Federation of British Historic Vehicle Clubs has informed us that it is having to increase its membership subscriptions to provide urgently needed additional monitoring of UK and European legislation, particularly now that the green lobbies are active on fuels and emissions. It is a worthwhile contribution we as a Register make to the funds. In effect, as we have topped our subscription up in the past with an additional dona-

tion, there will be no significant increase on us. Their latest newsletter reports that nearly 30% of the questionnaires they sent out through the clubs were returned. Thank you to those members who did take the trouble to fill in and send off the copy sent to you. The newsletter also reports success on the European front, in that exclusion clauses for historic vehicles have been incorporated into the EC Roadworthiness Directive, and exemption from the dreaded 'E' mark on 'vintage' tyres. The Drivers' Code, which they have been developing and to which the Register has contributed, is printed elsewhere in this issue. The FBHVC also reminds us that, "As from the 1st January 1998 it will become legally binding for an owner to notify the DVLA if he or she owns a vehicle that is off the road or untaxed. This will become known as Statutory Off-Road Notification. Be aware of this requirement, which

we are sure will become widely publicised in due course, and is likely to attract a fine if the procedure is ignored." - You have been warned! Don't try to register a vehicle you have restored after the end of this year if you have failed to register it.

I end on a sad note. It was with regret that Bob Wilkinson and I learned of the death, on 15th April, of Alex Anderson. Alex had been a Director of Wylies Ltd., the Glasgow Ford agent, for a number of years and a member of the Register since 1991. On behalf of the Y&C Model Register, I wrote a letter of condolence to his widow, who informs us that Alex's Model 'Y' Fordor is to be put on display in Wylies' showroom as a permanent memorial to Alex.

*Sam Roberts*

## EVENTS .. EVENTS .. EVENTS

| <u>Date</u>                                                     | <u>Event</u>                                    | <u>Type</u> | <u>Coordinator</u> |
|-----------------------------------------------------------------|-------------------------------------------------|-------------|--------------------|
| 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: Open to all:- Outdoor show. Bring your Model Y or C/CX. |                                                 | (1)         |                    |
| Indoor show:- Members' cars by invitation only. All welcome.    |                                                 | (2)         |                    |

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

## The Belgium Run 1998

I am organising a mini-tour around the First World War battlefields, close to Ypres, Belgium, on the weekend of 16th and 17th May 1998.

The Hotel is situated on the French/Belgian border between Steenvorde and Popperinge,

Which approximately 50 miles from Calais on the motorway, all flat, no hills!

Anyone really interested should drop me a line, my address is on page 2 and I'll get details off to you.

*Jim Miles*



# THE FHBVC DRIVERS' CODE

The following suggestions are intended to benefit all road users, whether using modern or historic vehicles. Since the old vehicle movement covers such a diverse range of speeds, sizes and performance, let alone age, these suggestions can only be generalised.

The old vehicle movement enjoys the goodwill both of legislators and the vast majority

## A-Z of RENOVATION and RESTORATION

THE AREA ALL VISITORS WILL VISIT AT ....

THE FOOTMAN JAMES



## FESTIVAL

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IN A DEDICATED AIR-CONDITIONED AREA  
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NATIONAL EXHIBITION CENTRE  
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9 & 10 AUGUST 1997

of ordinary motorists. Most drivers of modern cars relate to vehicles of a bygone era either through first hand experience or through parental reminiscences.

The performance of road vehicles has dramatically improved over the last 35 years; encouraged by the construction of the motorway network and the duelling of many A roads, traffic speeds have increased enormously and the performance differential between modern vehicles and their, even relatively youthful, predecessors has widened. Even so the so-called town car is capable of cruising at the national speed limit while commercial vehicles, including 40-tonners, have car performance.

This leads to a natural concern that the combination of speed differentials and growing congestion could lead to a detrimental change in attitude towards the use of our old vehicles. At present, only the occasional frustrated motorist makes comment and we must make sure it stays that way if efforts to 'control' our freedom are to be avoided. It is important to make the point that all drivers, whether driving a modern or old vehicle, have equal responsibilities as road users. All drivers of old vehicles need to take steps to maximise safety and minimise inconvenience so that the fact that vehicles over 25 years old are exempt from road tax is not turned against us with off-the-cuff comments like "why should they be on the road, clogging everything up when they don't even pay anything", which could so easily lead to the loss of freedom to use the roads.

In other words, our freedom must be used responsibly. The very existence of a drivers' code is an acknowledgement of that responsibility.

Drivers' Code (Only those paragraphs which apply to our vehicles have been extracted. It is assumed that our vehicles are capable of sustaining at least 30mph on the road. A copy of the full version can be obtained from Sam Roberts)

## 1. Slow vehicles

1.1 & 1.2 cover vehicles which travel at 25mph or less.

1.3 It is suggested that no vehicles incapable of sustaining 40 mph should use trunk motorways. The ordinary motorist accepts that there will be slow moving traffic in the left hand lane, but does not expect vehicles travelling as slowly as 30 - 40 mph. Whilst it is accepted that old vehicles travelling at these speeds would not be breaking the law, and other motorists should be paying sufficient attention, some recent accidents have given rise to criticism from the authorities. Drivers of large slow moving vehicles.....

1.4 In the situation where traffic is building up behind an old vehicle moving more slowly than modern road traffic, it is suggested that the queue should be released regularly whenever practical. This should minimise the unwise action of frustrated motorists who make dangerous overtaking manoeuvres and help reduce risks of road rage. Drivers of historic vehicles cruising at 50 mph should remember that they will be much more difficult to overtake than the really slow historic vehicles, and yet they will be capable of engendering significant frustration levels in any queue which they may create.

1.5 Consideration for following traffic is particularly important when two or more historic vehicles are travelling in convoy, or with an escort vehicle. It is suggested that all drivers should have their own map or route plans to avoid the need to maintain visual contact. Vehicles should never follow so closely that overtaking traffic has to pass more than one vehicle at a time. Modern tenders or escorts, especially those with trailers, should kill time by waiting in lay-bys, rather than by following slowly along main roads.

## 2. Lighting

2.1 & 2.2 apply to vehicles without electric headlights.

2.3 Flashing indicators have become universal over the last 40 years: hand signals are no

longer part of the driving test, so younger drivers often rely on the "stalk" and expect everyone else to do the same.

The use of semaphore indicators remains acceptable except for larger vehicles.....

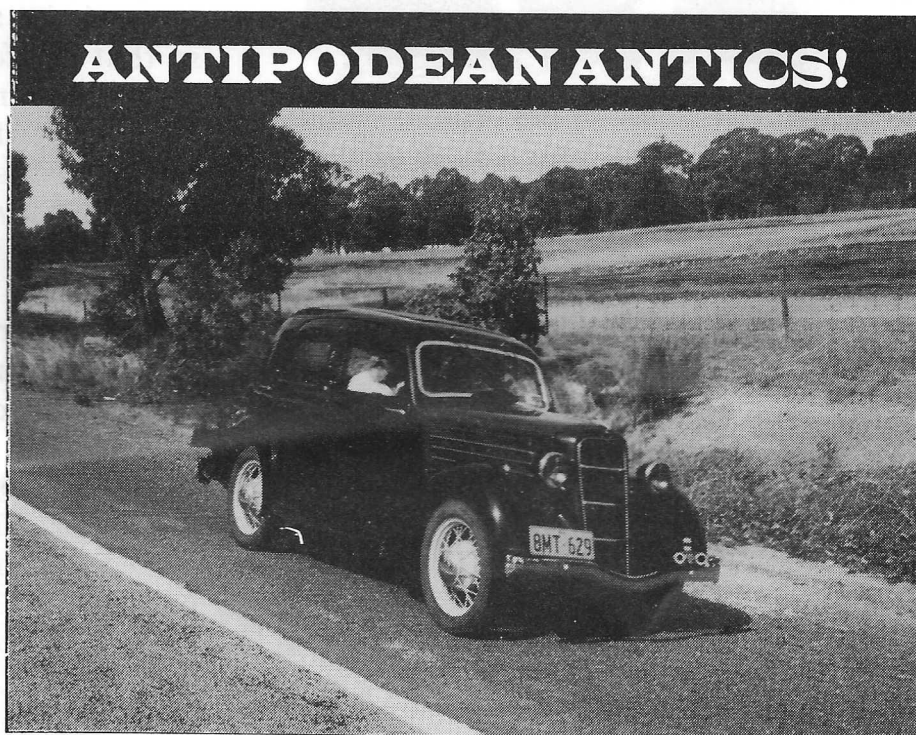
2.4 , 2.5 & 2.6 apply to larger vehicles.

2.7 It is suggested that modifications to the lighting systems to incorporate rear indicators or to make side lights flash should remain an owners decision. [ As an aside, it is suggested that club concours judges should not penalise vehicles which have been sympathetically modified in this way. It would plainly be unfair to discriminate, especially if the unmodified vehicle had been transported to the event while the modified one had been driven.]

## 3. General

3.1 Applies to despatching of vehicles at road events.

3.2 & 3.3 apply to historic motorcycle



## ANTIPODEAN ANTICS!

"Giulio Tagliaferri driving his 'normal' Model 'CX' Fordor in Western Australia. - Photograph courtesy of Bill Ballard"

*Extracts from the magazine of the Classic English Ford Club of Western Australia.*

## Aussie Passion Wagon

The President of the Club, Giulio Tagliaferri, owns what was probably the first Australian 'passion wagon'. It is an after-market conversion to a Model 'C' by Budd Bodies of Victoria. Called a "Budd Camper Conversion", it was available off the Ford showroom floor. One other has survived in Victoria and has been restored and the club has one in the parts shed ready for restoration.

## Y'se Men Tackle a Wayward Y

When restoring, you sometimes reach a point when a problem halts all progress. It's a bit like running into a wall. Mechanics one and two in the Newman family reached that point when we found the panels wouldn't fit. Was it possible to fit Long Rad panels onto a Short Rad chassis? Prior to this event, we had tried every way but upside down to make them fit; but there was still that annoying gap at the bulkhead.

Did our Henry change the chassis between models? Was the bulkhead different? Did he shorten the bonnet? "Non expert" logic suggested that, no, he wouldn't. It would have cost too much to retool. So, now what? Nothing for it but to call in the Y'se men!

The weather was ordered especially to allow for serious thought; a magnificent 26, down from the roaring 40s earlier in the week.

When we are restoring, we find some pretty horrible things to deal with and we are used to shocks. However, none of us were prepared for the sight of el Presidente stripping off in the shed. Anne said that we were very fortunate, we didn't have to look at him doing this every day!

The number two mechanic in the family gave his humble opinion that the chassis was bent in front of the bulkhead. Definitely not said the "experts", it must be something else. Panels were bolted in place, and taken off again!

Opinions were flying faster than ducks in open season. It was looked into, peered under, shaken and stirred. The panels were forced into place with brute strength. And finally the solution - there's something too big in your 'Y' front! Have to get a Short one - the only solution!

That having been organised, the team retired for scones and tea - nothing to this problem solving!

Next, the undercarriage was to be fitted. One team at the front; the other at the back. Now that is amusing! Talk about one team not knowing what the other team is doing! One end rising quickly while the other is being fitted, made for some interesting comments!

Our very own barbecue fanatic, el Presidente, detailed off number two mechanic to light the barbecue. At least that was one job he could manage! Lunch break was called and the shed emptied fast.

When the dust had settled in the driveway and calm returned to the shed, number one mechanic had a lateral thought! (He was lying down at the time!) Assemble the panels off the car and then try to fit them. They fitted together as Henry had intended and, when lifted onto the car, fitted to within half an inch. Verdict - the chassis is bent just in front of the bulkhead. Bloody experts - what would they know!

Bring out the Ford chassis realignment tool No. C/ST/001-X. quite a useful tool in its components too. A length of 3" water pipe, a loop of chain and a couple of blocks of wood! Chassis duly tweaked and the panels were fitted yet again! Did it work? - sort of. We've now hit a smaller wall!!

*Chris Newman, Perth WA.*

ANTIPODEAN ANTICS!

# NEW MEMBERS



Since the last edition we have welcomed the following new members -

- B1227 ERIC BATES  
Melbourne House, Bacton Road,  
North Walsham, Norfolk.  
NR28 0RA
- H0512 BILL HEADDE  
1 Elmsmead Cottages, Iden, Rye,  
East Sussex. TN31 7PU
- O-L104 WAYNE LODGE  
92 Grenville Crescent, Hoppers  
Crossing, Victoria 3029 Australia.
- M1427 BARRY McILVEEN  
40 Stocks Lane, Penketh, Warrington,  
Cheshire. WA5 2RR
- M0331 BRIAN MONGER  
29 Sullivan Road, Brighton Hill,  
Basingstoke, RG22 4DR
- O-T105 JOSE TURON RICO  
Apartado No. 156.253  
28008 Madrid

As I always ask 'old hands' to contact new members in their locality.

*Bob Wilkinson*

## NOTES ON NEW MEMBERS

Brian Monger's car featured prominently on page 23 (issue 106). He owns the most unusual 1935 model Y converted into a football hoolivan, sorry 'supporters carrier'

for the 1982 World Cup. The wooden pick-up conversion is in need of some restoration and T.L.C. before being road legal again but meanwhile has been booked for one stand at NEC later in the year. Should cause quite a stir - I can't wait to see it 'in the flesh'.

Bill Headde wrote to enrol his son Bill Junior as they have just bought 2 model Y's! Both are longrad Y's, a 1934 LJ9027 and a late 1934 saloon chassis Y78733 and both need extensive restoration.

Chris Slater sold the cars but is staying on in the club and is hoping to buy a Y model (maybe up and running) to replace the pair.

Jose Turon Rico in Madrid is restoring a shortrad model Y imported into Spain (though it is a LHD) in Feb 1933. The photographs reveal much work to be done to a basically sound car, no doubt due to a drier climate being kinder to Ford bodywork.

The car is fitted with later type easy clean wheels (therefore the later axles and brakes too) but a spoked wheel can be seen in the photograph. We like your little helper Jose.

Wayne Lodge in Victoria Australia owns a 1936 CX Fordor Sedan (Saloon) body No. 20B - SZ 241 built by Ford Australia at the Geelong Plant. The car is awaiting restoration as is complete except for some of the chromework.



Wayne owns other sidevalves from the 1950's - the usual 'ute (a 2 door coupe variety) and 2 saloons.

Eric Bates will be seen in rural Norfolk driving his 1937 2 door model Y BNG 817 since his car is in on the road condition. Please send us a photo Eric and let us know about some of your journeys.

Barry McIlveen in Warrington joined hoping to be able to find a model Y to be able to take out his young family and join in the older Classic

Car scene. We were able to put him in touch with Robin Smith in Lincolnshire and Barry now owns AAB 903 the 1936 4dorr model Y which has in the past featured in period calendars and at Y & C events with Robin and his family over 7 or 8 years. Let us know how you enjoy (or otherwise) the older car scene Barry.

Welcome to all our new members - keep us informed of progress.

*Bob Wilkinson*

# ENFIELD

## PAGEANT OF MOTORING 1997

The Whitsun long weekend, Saturday 24th to Monday 26th May was gloriously sunny and a good turnout of cars was achieved at the Pageant.

As in the past, Sunday was Y & C Register day, first to arrive was Kevin Briggishaw and his nice maroon S/R Tudor of 1933. Rob Bolland came over from Holland with a left hand drive 1936 fordor L/R, this car was assembled in Holland from Dagenham parts. It's nice to see our cars being used for long journeys and not just going round the block on a Sunday! Well done Rob. David and Jackie Gastard came down from Chelmsford in their 1935 L/R Tudor, they were followed by Robert Pavitt plus three passengers in his 1937 Tudor, nice and unrestored (the cars that is, not Robert). Tim Brandon and Glynis arrived in Tim's much travelled green 1936 L/R Tudor along with Brian and Yvonne Mace with their Fordor L/R of 1936, which has just returned from a Somme battlefield tour around Albert in France. Chris Cheesman brought along his 1934 L/R Tudor, Chris attends many rallies in the region.

Two more interesting cars, both long rad tudors, both green were HV 6020 (1936) owned by A. Hurst and HV 7906 (1937) owned by Ron Stevens.

Sam Roberts brought along his rather smart Kerry tourer with the top down of course and Neil and Carol Loran brought their gleaming 1937 tudor, a nice restoration, from Hayes in Middlesex.

The commercial side of the register was in the shape of Ian Buckler and his period ex-van conversion pick-up which he has owned for 21 years.

Flying the flag for the 10hp cars were Frank and Linder Croucher in their green 1936 model C tourer. Tony Eldridge came to visit minus his fordor CX which is temporarily off the road.

Register member Brian Money from Chingford, who is restoring a 1937 tudor L/R bought two Y engines and gearboxes at the autojumble at a knock down price.

This was a very good weekend for the Register and I look forward to seeing you all next year and maybe an even larger turnout can be achieved.

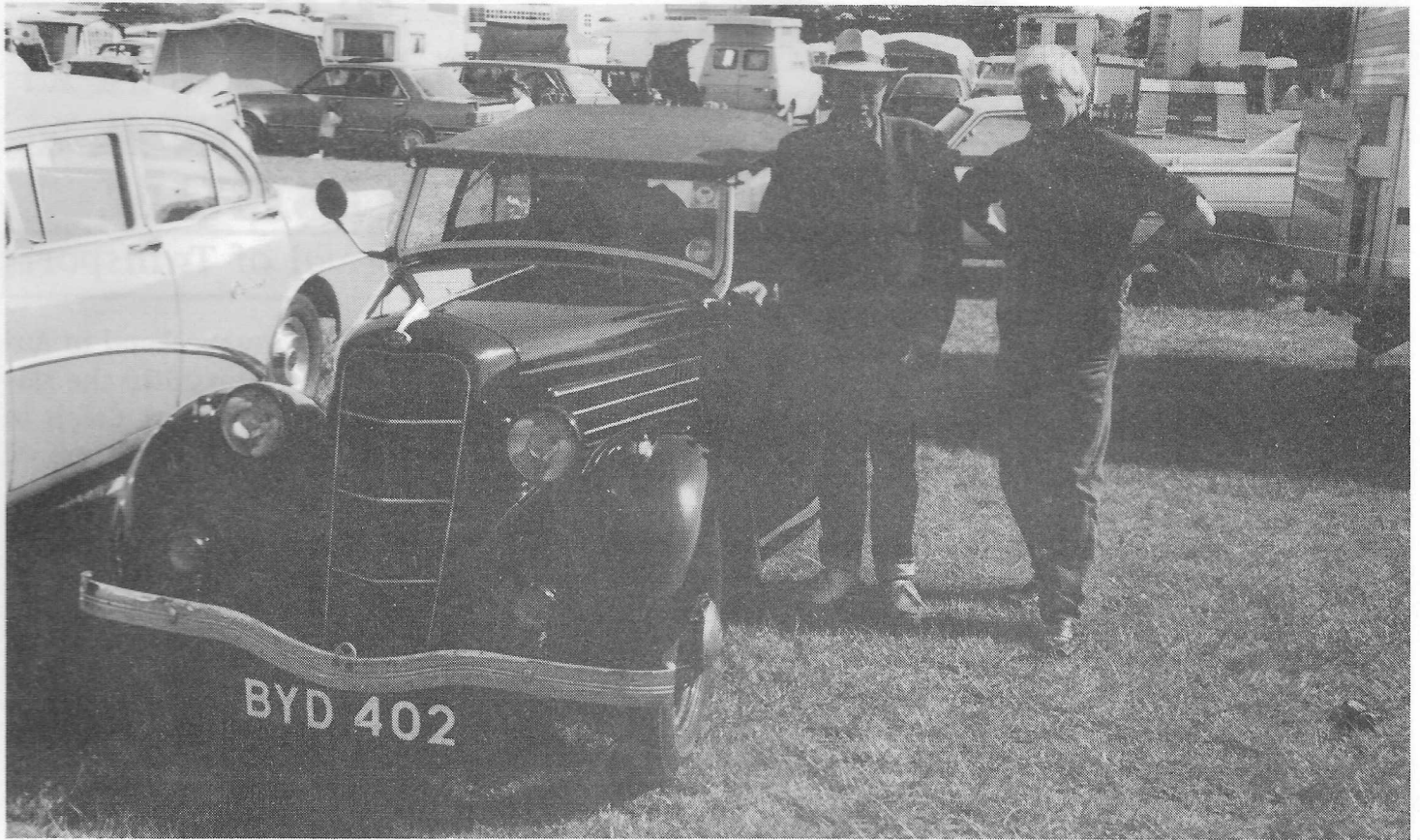
*Jim Miles*



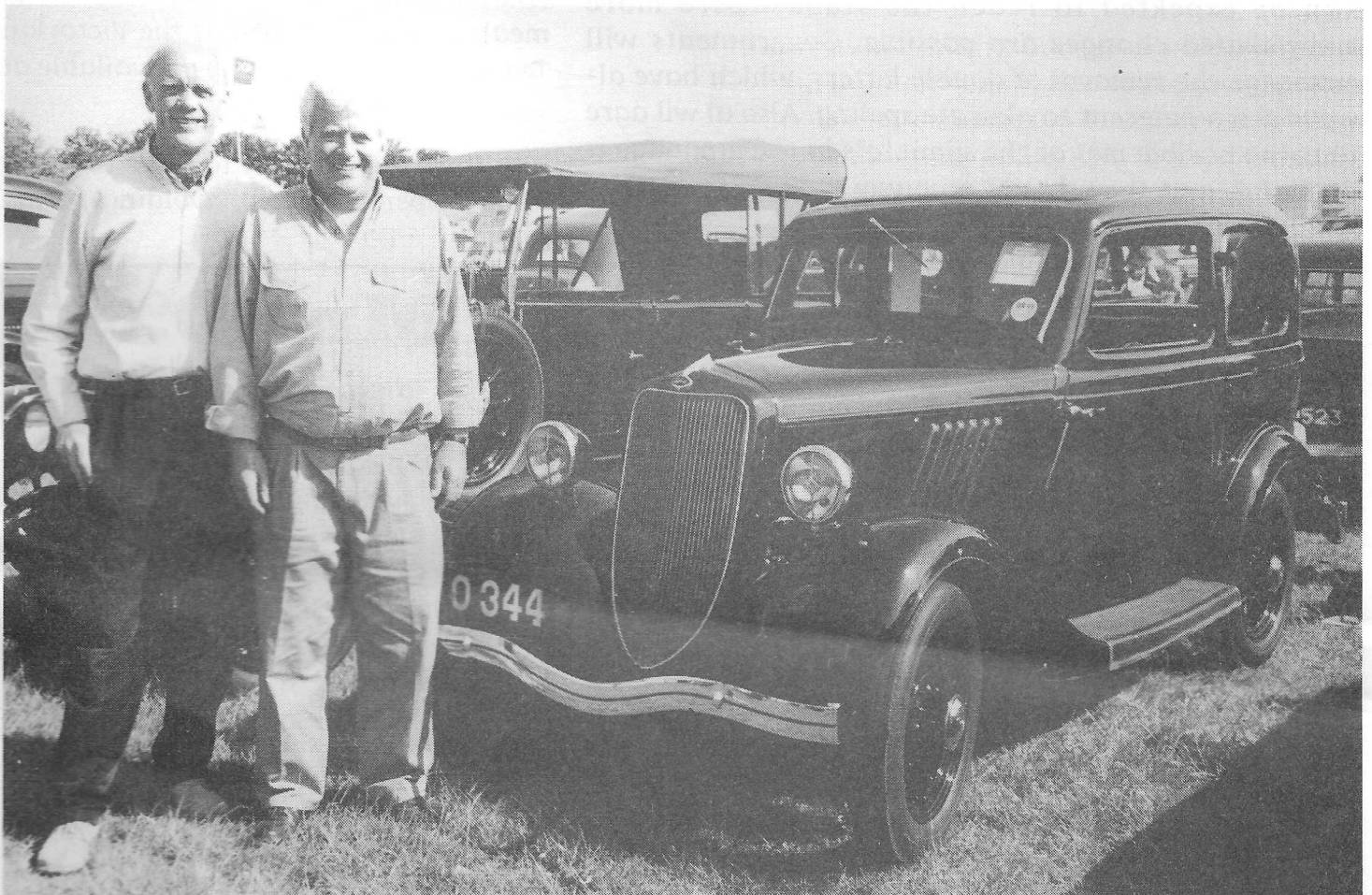
*Ian Buckler's converted van pick-up 1933. Kevin Taylor's 1936 Tudor AMB 617. Chairman's 1934 Kerry Sports Tourer. Chris Cheeseman's 1934 Tudor BMP 521. Tony Hursts' 1936 Tudor HV 6020. Des & Ron Stephen's 1937 Tudor HV 7906. David Gustard's 1935 Tudor ARO 135. Rob Bolland's LHD 1936 Tudor DE-36-72 (Holland), Missing from the photograph but present: Robert Pavitt's 1937 Tudor HFO 225.*



*Frank Croucher's 1936 Model "CX" Tourer heads up from right; Kevin Burgginshaw's 1933 Shortrad Tudor AGH 237. Tim Brandon's 1937 Tudor CHW 404. Brian Mace's 1936 Fordor VG 9361. Neil Loran's 1937 Tudor RD 9258.*



*Mike Riches with his straw hat and 1936 Model "CX" Tourer in the general park...*



*.... along with Rodger Dudding and the Fulbridge Carriage Company restored 1937 Tudor ENO 344.*

## So You Want To Join The European Community?!!

The European Commission have just announced an agreement whereby English will be the official language of the EU, rather than German, which was the other possibility. As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a 5 year phase-in plan that would be known as "EuroEnglish" :-

In the first year, "s" will replace the soft "c" - Certainly this will make the sivil servants jump with joy. The hard "c" will be dropped in favour of the "k". This should klear up konfusion and keyboards kan have 1 less letter.

There will be growing publik enthusiasm in the sekond year, when the troublesome "ph" will be replased with the "f". This will make words like "fotograf" 20% shorter.

In the third year, publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible. Governments will enkorage the removal of double letters, which have always ben a deterrent to akurate speling. Also al wil agre that the horrible mes of the silent "e"s in the language is digrasful, and they should go away.

By the fourth year, peopl wil be reseptiv to steps such as replasing "th" with "z" and "w" with "v".

During ze fifz yer, ze unesesary "o" kan be dropd from vords kontaining "ou" and similar changes vud of kors be aplid to ozer kombinations of leters.

After zis fifz yer, ve vil hav a reli sensibl riten styl. Zer vil be no mor trubls or difikultis and evrivun vil find it ezi tu undertand ech ozer.

### ZE DREM VIL FINALI KUM TRU!!

Thanks to Peter King, who sent this to me. We must make him our Brussels liaison officer at ze next komite meting! Peter found it in the 'Colne Valley Classic & Vintage Club' magazine and our thanks also go to their editor Keith Patchett for permission to use it.

## THE NATIONAL TRAMWAY MUSEUM

### 1997 Festival of Transport

Over the Bank Holiday weekend in August, (Sun 24th and Mon 25th) the National Tramway Museum at Crich in Derbyshire, where we held our National Gathering a couple of years ago, is holding a festival of transport to which all owners of Classic Cars are invited.

The rally is free to enter but application should be made on an entry form obtainable from the museum : The National Tramway Museum, Crich, Matlock, Derbyshire. DE4 5DP

Trade stall pitches are available starting at £10. (contact the same address)

Free camping is available overnight and meals can be arranged at the Victorian Tea Rooms. (on a blue form available at the above address)

This is an opportunity to drive your car along a period street, avoiding period trams!

## Mr. 10%

Tom Tomlin sent his renewal cheque and claims to be our Club's Mr. 10%. How? Well Tom owns 10% of the surviving model C's on the road. He owns OSK 257 (1935 4 door) CLG 194 (1935 2 door) and BAF 400 (1935 2 door).

- well done Tom. However, I reckon, 3 C's out of 36 is only about 8%. Mr 8% doesn't have quite the same ring to it .....OK we'll leave it at 10%.

*Bob Wilkinson*



# MEMBERS' CARS

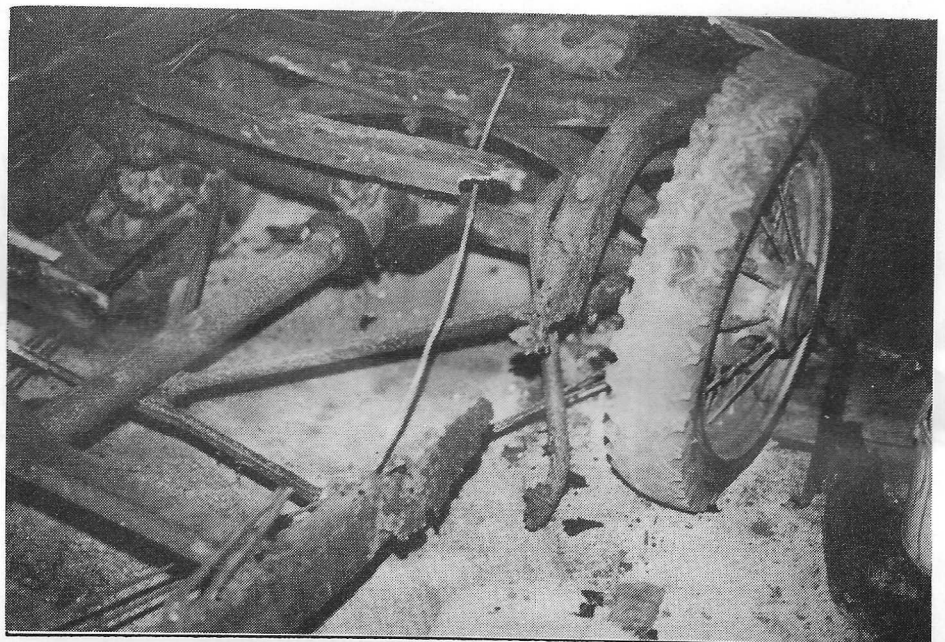
I make no apologies for selecting Brian and Roger Gurney's Model 'Y' van to fill the 'Member's Car' slot in this issue. It appeared in its full restored glory in Issue 103, painted in its beautifully sign-written green livery. I chose this vehicle as it was the deserved winner of the Eric Bufton 'Bravest Restoration' award at the AGM this year. Brian and Roger have since shown it at a number of shows, including the Ford Enthusiasts Show at Donington Park, where it graced the Register stand. It will also be on display at the on the Register stand at the NEC International Classic Car Show over the weekend 15th/16th November.

We first reported the van in 1995, lying in a derelict state in a field in Cumbria where it had been rotting, with no roof, for twenty five years. The Gurneys took up the challenge and acquired the wreck and, with fingers crossed, trailered it home to Spalding in Lincolnshire. They were lucky that it didn't fall apart on the trailer as, when they jacked up the rear nearside, the axle just rose up through the side panels, which then fell off! The cause was a three foot length of completely rotted chassis side member. Fortunately, Brian and Roger, being motor engineers, did not give up. They replaced the rotten chassis sections, squared the chassis up and set about replacing the rotten wooden frame and door pillars. After a year of hard and challenging work, they were rewarded with a most presentable van. They should be well satisfied with their efforts.

The van, CGO 856, was built in August 1935 (Y109953) and first registered in London in the October. Its history prior to 1970 is not known, but in that year its owner was living in Keighley in Yorkshire. He moved to Appleby in 1971, where, apparently, he did not have a garage for the van and parked it in the field. Nor did he have any further interest in it, so it seems!



*"The nearside had fared worse in the weather. This was the result of jacking up the rear axle!"*



*"The cause:- severe rust moth in the chassis member."*

Extract from a letter from Chris Newman in Perth,  
Western Australia; a member of the  
'Classic English Ford Club of Western Australia':-

You asked several magazines back for information on how other clubs run vehicle events. Our club has made two attempts to get a Ford Birthday Parade off the ground. This is designed to complement the All Ford Day which is a static event and held every two years. We hold ours in the other year. We opted for early October, when the first Model 'T' rolled off the production line from the Ford Company as we know it now.

Unfortunately, we are in stiff competition in that month because it is the first reliable period after winter when there is little chance of rain. Because of this, the two 'Parades' we have held, have attracted only about 30 cars each. We have opted for a radical change to April 1998 for the next 'Parade'. Problem is we can't think of any historical reason why we should hold it in that particular month!



*"Chris Newman's son Mike holds the door on their Model 'Y' Ute restoration project."*

We usually pick a destination somewhere in Perth or near area and 'parade' along city streets. The navigators are given abbreviated instructions of the route. We have a key that tells them that TRFL is Traffic Lights; RAB is Roundabout; 3L is third turn left and so on: make up your own code. Fair bit of work for the organisers because you have to drive it several times to make sure it is right. A lot of fun is had by the participants deciphering the code. The comments after include 'What roundabouts?'; 'How many traffic lights before we turned right?'; 'We gave up and headed for the destination.!' The instruction '3L (Ignore no through road)' is interpreted as 'Drive up the no through road!' You can be even more cruel and ask them to identify features along the way.

The enthusiasts' enthusiast, Bill Ballard, timed his holiday down here to coincide with the Sidevalve English Ford Rally in WA. For this act of folly, we have made him a judge! At least he'll be leaving the country if an owner doesn't agree with his verdict! We only hope we live up to his expectations.

If any of your members are coming this way, please let them know of our club. We are very small by UK standards; only 40 members, but we have monthly runs and meetings and are a very social mob! We would be delighted to offer them some hospitality. Perhaps even help them plan their holiday in WA. We have now been officially endorsed by Elle McPherson; that should raise our profile in the world enormously!

Back in the depths of winter, Emily coughed a little first thing in the morning. Battery terminals were cleaned and this helped, but, since the high tension leads were the ones which were on the engine when it was put into storage in January 1947, by the RAF, I was naturally concerned that there might be a danger of the insulation breaking down on the damp days which were bound to arrive in February and March. Consequently, new leads were purchased. Not copper, as I had hoped, but the best that modern technology could provide at the motor factors where my son works. All went well until.....

Emily now travels about 5000 mile each year and each change in performance is soon detected. Towards the end of March (damp, cold) she was difficult to start and lost power with her cruising speed dropping to 35 - 40mph rather than her usual 50. Since I had only just changed the plug leads it could not be them!

Detective work began, resetting the timing, little difference, although since the points had been honed I pretended that it was slightly better. Next the plugs came out. They should be alright since they were new just before the winter, however, three lovely brownish plugs and one disgusting oily black plug in No4 cylinder! Found it! Leads back on, check with my 'thingy' which shows the spark inside an orange case. What spark. Now for the cause. It could not possibly be the lead since that was new. Oil suggested that there might be wear in the bore, or even a problem with the rings, broken? Speculation took over from common sense and a strip down was ordered.

In amongst parents evenings, typing magazines and frantically looking at the date of the AGM which I wanted to take Emily to, the water and oil were drained. Top hose removed, generator off. The fun began with the distributor. Seized into the head, it was dosed with lashings of releasing fluids, tapped here and there and given the obligatory lecture from the Oxford Dictionary of Colloquialisms. You can tell how frustrated I was, I even 'phoned Bob Wilkinson. I needed his cynical abuse to put some perspective on the situation! The head eventually

came off with the distributor still in, of course it virtually jumped out once it was on the bench.

Looking at the top of the bores, there was no apparent sign of wear, so, the sump had to come off to get the big end bolts undone.

Struggle, twist, pull, not necessarily in that order, but that is the standard technique for removing a model 'Y' sump. No. 4 big end was duly undone and the piston removed up the bore to reveal.....perfection, no broken rings, no wear, just springy bits of steel wanting to be put back.

However, there WAS some underlying reason why I should have gone to all that trouble. As I looked up at the other three big ends, No. 2 had lost its wire and could therefore have come loose with disastrous consequences. This was duly repaired, No. 4 replaced, everything was put back as before, the engine started..... and at that point I thought "shall I try changing the plug lead?"

Although the 1947 plug lead doesn't look as neat as a new one, at least it works, so there must be something in the statement which Sam sometimes uses "Don't fix what isn't broken!" Although, if I hadn't explored so deeply, I might have been changing more than a plug lead!

*Peter Brooke*

# How to change a Plug Lead?

# THE STOCK CAR SLAUGHTER

There are currently some 830 Model 'Y's and variants listed on the register of surviving vehicles. They are still coming to light but, at a rough estimate, I should think we have now 'captured' 80% of the survivors. In round figures that means that 1000 Model 'Y's survive from a production run of approximately 200,000; a meagre 0.005 %. For a car which was so sturdily built, this seems remarkably small. Where did they all disappear to?

The MOT, on its introduction in the early 1960s must have taken thousands. If my old Model 'Y' was anything to go by, poor brakes, slack steering, worn track rod ends and wobbly king pins would have committed many to the scrapyards. It also took until only recently for the Model 'Y' to be accepted as a true British 'classic'. It was not a sought after car in the same vein as the Austin and Morris, due to its American provenance.

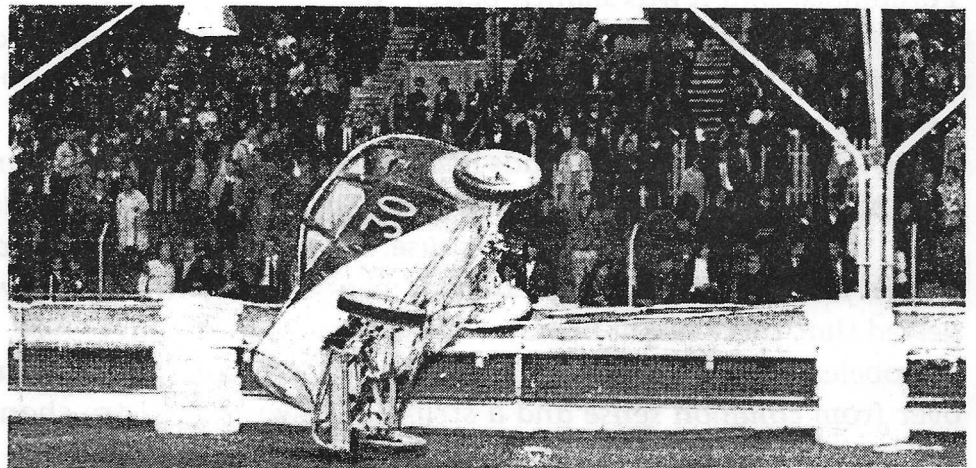
Only now is it regarded as a major piece in the jigsaw of British motoring history (due, in no small part, to the loving care and attention that you, the members of the Register, have put in to the preservation of the marque.)

There was another major blight which sent Model 'Y's in their hundreds to that scrapyard in the sky; the boom in stock car racing of the 1960s and early 1970s. The Model 'Y' was an ideal car for throwing round the track, as those who have driven their cars to the limit, off road, will know. I must admit to some pretty 'hairy' adventures in the early '60s in mine. I have a couple of photographs from Jim Miles to illustrate the point. In the first one, which shows just part of one race, I can count nine Model 'Y's going for it.

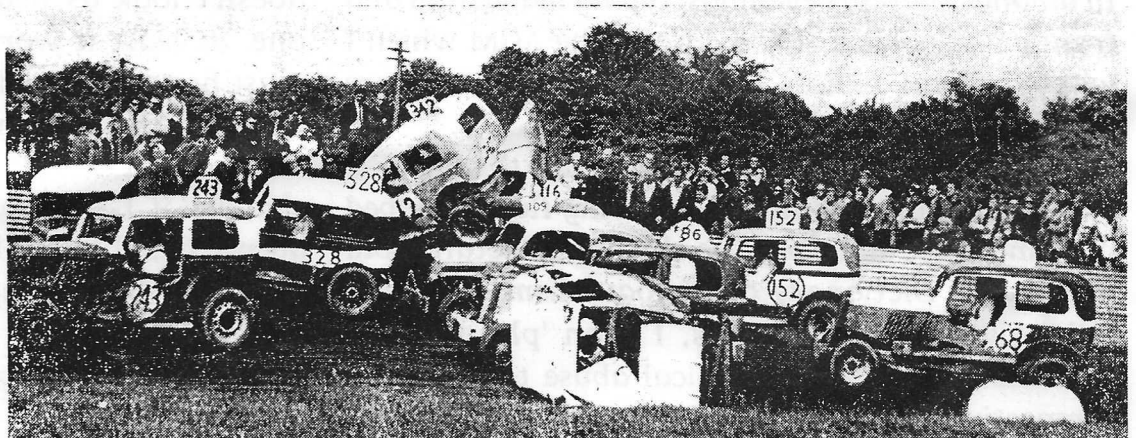
That was only one race in 1963. They were held all over the country on most weekends during the summer months of that decade. The second photograph shows a Model 'Y' at the Harringay Arena resting on top of the safety barrier. It had been parked there by one Maxie Bacon!

If any member has other photographs of our cars stock car racing, or taking part in more acceptable pursuits such as hill climbs, driving tests (try a handbrake turn on gravel in the 'sheep pen'- its great!) or rallies, we would love to see them in the magazine.

*Sam Roberts*



*'Unorthodox parking!'*



*'Number 342 being dumped over the fence by Number 116'*

## Car Shows Stateside

What seems a long time ago now, I asked if our overseas members might shed some light on the shows which they attend. Very soon after, I received a number of flyers from Florida based Carlton Thisse. Now is the time to use the information they contain!

From the variety of flyers which had been left in Carltons car, it seems that cars shows in the USA cater for almost all vehicles. There are very few such shows here in the UK although the Southern Gathering at The Shire Hill Crank-up had Traction Engines, Commercials, Standing Engines, Agricultural and Military vehicles (including a tank) as well as 'real cars'.

There were also a few points which need emphasising to our members who think they are badly treated. The inference from the flyers is that the show is more important than the people and vehicles which take part and make it possible. Many are specifically to make money for a stated cause and as such have an entry fee of about £10 to £20. I don't think that idea would go down too well over here!

There were a few interesting other points which I picked up. Insurance - OK. that is something which I have no problem with, so long as the organisers carry their own and don't expect me to sign a waiver. A most interesting idea, and one which might eventually catch on here is the provision of a fire extinguisher, which must be visible in the car. How many of us carry an extinguisher in our cars at present, or even a first aid box, or even a few 'plasters'!

It seems that because of the climate in Florida, car owners have the opportunity of showing their cars all year round, with 'meets' throughout the year including the winter months. Just think, when you are in your garage, charging the battery or topping up the antifreeze next January or February, unfortunate car owners like Carlton might have to force themselves to go to a show in Tampa, Orlando or even Daytona Beach and sit in 22 degrees. A hard life, but I suppose someone has to do it.

*Peter Brooke*

## Campaign to Retain Leaded — Petrol —

Practical Classics magazine is organising a campaign to persuade our government to permit the availability of leaded fuel to continue after January 2000. Following further movements in Brussels EEC regulations, the agreement of our government, will bring us in line with the more stringent rules operating in Germany despite the fact that no satisfactory additive replacement for lead has been developed. Without such development our engines are likely to be adversely affected nay damaged more like!

Leaded fuel will still be available for piston engined aircraft since the risk of engine failure in mid-air would be catastrophic. (Who's going to be the first to fit a Merlin engine in a Y then?!)

No doubt you will feel strongly about supporting the Practical Classics campaign - if so there is a coupon in the July issue or simply write to the editor.

*Bob Wilkinson*

## Praise for the Spare Parts!!

I read with interest in the last issue of the magazine that Kevin Briggins had been awarded the Maurice Billing Trophy. Despite not being actively involved in the Register for the past few years I still use my Model Y as often as possible. Every time I have ordered parts, or rang for assistance on parts, Kevin has been more than helpful on each and every occasion whether with advice or locating parts. I know Graham Miles is the 'spares supremo' and equally helpful, but I thought Kevin's award was long overdue and very well deserved.

*Mark Slack.*

# VAPORISATION - AGAIN!

No sooner do we have a few nice sunny days than the old chestnut of 'vaporisation' raises its head once again! Remarkably, this contribution is from the third Model 'Y' Mistral owner, Jack Barnes, to have come up with a theory and a possible solution. We only know of three surviving vehicles! First, it was Bob Wilkinson, when he owned the 1935 Mistral, BUA 914 - now Kevin Briggshaw's. His was the silver foil and clothes peg solution. Then, last year, Doug Hickson, who owns the 1933 Mistral, JB 3018, proposed the cleaning of the fuel pipe solution, to prevent Boyle's Law taking its natural course. And now Jack has a solution. Jack, who hasn't had a problem, owns the earlier 1933 Mistral, FJ 9857, in sunny Bournemouth. It raises the question; do Mistrals suffer more than other Model 'Y's? It is possible. At last year's national Register gathering at the Midland Motor Museum, I had a good look at Kevin's Mistral and was surprised to learn that the top of the bonnet is significantly lower than the standard Model 'Y'. This results in less free air circulating the engine block under the bonnet and could be a reason why the Mistral gets hotter - just a thought! Here is Jack's proposition:-

"Now that the weather is getting warmer, the problem of petrol evaporation will be back. I am happy to say that this has not happened with my Ford 'Y' 'Mistral'. You see I know about this fault

from years ago, so when I rebuilt the car, I altered the petrol pipe from the petrol pump to the float chamber from steel to copper, which is a good conductor of heat; so the heat (and this is the problem) or glow infra-red from the exhaust manifold will be carried away. In fact, I have arranged a horizontal loop (so as not to cause an air lock) behind the fan, so much of the heat is blown from the fuel pipe. What reminded me of this, is the picture at the top of page 18 in the Newsletter 105. There is a shining example of petrol evaporation just waiting to happen. [Car, ENO 344, has now been restored and is owned by Rodger Dudding]

Another thing that I used to do for the boys at work, when Fords were every day cars, was to guillotine a strip of aluminium, just over one inch wide; bend it to the shape of the fuel pipe, then rivet small 'Terry Clips' on to it, so that it could be pushed onto the pipe. This worked as a heat shield and solved the problem.

My 'Mistral' is not on the road at the moment. The engineer who did the MOTs has retired. Young lads now do the MOTs. Enough said!"



*Jack Barnes' lovely black 'Mistral'*

We are, once again, very grateful to Philip Albers for updating his list of modern equivalent paints to match the eight original body paint colours of our cars. This listing supersedes the listing in Issue 72.

Original body colour

Thorn brown

\*very dark brown maroon with red or Tacoma cream coachline

(used on early short rad - 1932 cars only)

Orient blue

\* Dark blue with French grey coachline

Vineyard green

\*Olive green with green coachline

Cordoba tan

\*Medium tone brown tan with red coachline

Maroon

\*Dark maroon with red coachline

Gunmetal grey

\* Medium to dark grey with French grey coachline

(Used on model C/CX 10hp cars only)

Electric blue

\*Medium tone turquoise blue with Tacoma cream coachline - Sea blue (1972 on)

Modern equivalent

Fiat (Code 793)

- Moroccan chestnut (1966 - 71)  
ICI 8050

Vauxhall - no code

- Orbit blue (1960 - 68)  
ICI 3505

Glasso 23517

Berger 1785

P.J.P. 6170X 1910

Datsun (Code 965)

- Green (1972)

ICI TW 24659

Glasso 29588

Berger 5719

P.J.P. 6170X 2013

Renault (Code 115)

- Havana brown (1960-68)

ICI 3875

Ford (Code P/CP)

- Garnet (1966-71)

ICI 7694

Glasso 28658

Berger 4710

P.J.P. 6170Y 5450

Rootes (Code 93)

- Storm grey (1957-64)

ICI 5318

Glasso 25237

Berger 2170

P.J.P. 6170X 6530

Volkswagen (Code L.360)

ICI 3576

Glasso 23000

Berger 1937

P.J.P. 6170Y 1500

**Black**  
 With red or green coachline,  
 Wheel colours, radiator grille and coach line.

**French grey**  
 \*Medium to light slate green grey  
 Early option colour for radiator grille

**Red**  
 \*Just red!

**Green**  
 \*Medium green

**Tacoma cream**  
 \*Top of the milk cream  
 (Use on wheels and for coach line only)  
 International Paints

Use International black cellular  
 matching the upholstery

Rootes (Code 33)  
 - Sage green (1959-67)  
 ICI 3193  
 Glasso 21032  
 Berger 1271  
 P.J.P. 6170X 2400

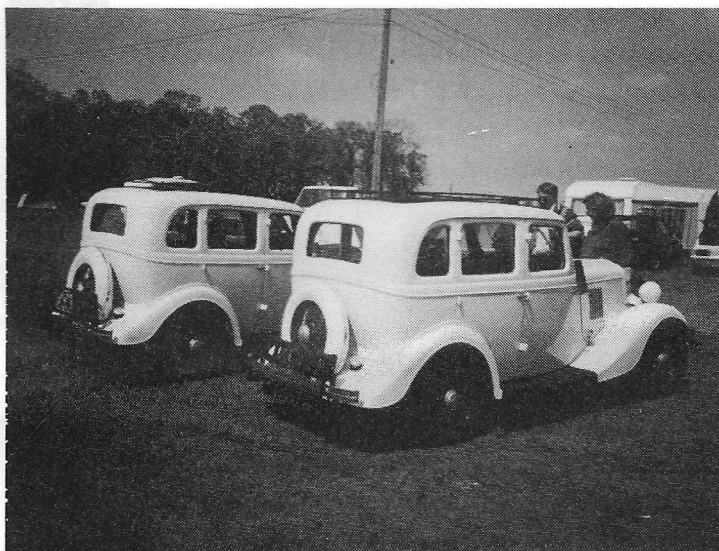
Rootes (Code 85)  
 - Towten red (1960)  
 ICI 3779  
 Glasso 24427  
 Berger 1960  
 P.J.P. 6170X 3340

Volkswagen (Code 60D)  
 - Elm green  
 ICI 8215  
 Glasso 28425  
 Berger 4675  
 P.J.P. 6170 72880

Fiat (Code 276)  
 - Tahiti yellow (1966-71)  
 ICI 8689  
 - light cream (E1310A)

*Matching by courtesy Philip Alber*

Wheels were normally black but, as an option, on the earlier models, coloured wheels were available. These normally matched the coachline colour.



*A lovely picture of Dave Ball's two 1936 Ex-Birgliton taxis; DCD 700 and DCD 701.  
 Photograph courtesy Paul Tritton*

# The International Classic Cars Show

NATIONAL EXHIBITION CENTRE  
 BIRMINGHAM  
 15 & 16 NOVEMBER 1997





*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.*

1937 Model 'Y' (Y165698) HV 7385 on the road and in very good condition. £4000 o.n.o. to include large number of excellent spares (or will separate)

*Details from 01244 851406 (Chester)*

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 \**

1935 Model 'Y' 2door (Y107022) CGF 992 M.o.T. in very good condition. Reluctant sale. £3250.

*P. McCaffrey. Kent 01474 363393*

1936 Model 'Y' 2door. (Y162282) on the road. New brakes and tyres. Good condition. £3250.

*(Kent) 01233 756371*

1937 2 door Model 'Y' BBM 760 Part restored with many spares. Phone for details. £850.

*(Hampshire) 01705 799320*

1934 Model 'Y' long-rad. 2 door AUF 831 very good condition & restored.

1936 Model 'Y' long-rad. 2 door VG 5925 Blue, requires restoration.

1936 Model 'C' tourer. ST 8776 requires restoration plus numerous spares, engine, gearbox, wheels etc. Ring EVENINGS for details.

*R. Booth. Shaftesbury. Dorset.*

*01747 854595*

## WANTED

Model 'Y' in 'on the road' condition, about £2000 please. Will view and collect from UK. Jason O'Shaughnessy (Ireland) 00353 91 550025

## DEADLINE FOR NEXT ISSUE AUGUST 30th 1997



William Turner from County Londonderry with his 1937 Model Y Ford outside his holiday home.

William's late father owned Model Ys and he wondered if the last one CVU 816 still survives?

## REGALIA ORDER FORM

Orders to : Robert Hale.

4, Garden City Villas,  
Mill Lane,  
New Bradwell,  
Milton Keynes.  
MK13 7AB

Cheques Payable to : Ford Y &amp; C Model Register

| ITEM                                                    | Description                    | Quantity | Price  | Amount |
|---------------------------------------------------------|--------------------------------|----------|--------|--------|
| Y & C Seatshirt<br>Blue/White Logo<br>55% Poly Cotton   | Small                          |          | £12.00 |        |
|                                                         | Medium                         |          | £12.50 |        |
|                                                         | Large                          |          | £12.50 |        |
|                                                         | Extra Large                    |          | £12.50 |        |
| Y & C Sweatshirt<br>Blue/White Logo<br>100% Poly Cotton | Small                          |          | £13.00 |        |
|                                                         | Medium                         |          | £13.50 |        |
|                                                         | Large                          |          | £13.50 |        |
|                                                         | Extra Large                    |          | £13.50 |        |
| Y & C Tee Shirt<br>Blue/White Logo<br>55% Poly Cotton   | Small                          |          | £5.75  |        |
|                                                         | Medium                         |          | £5.75  |        |
| Y & C Tee Shirt<br>Blue/White Logo<br>100% Poly Cotton  | Large                          |          | £7.25  |        |
|                                                         | Extra Large                    |          | £7.25  |        |
| Register Car Badges<br>(Blue or Gold Back)              | Grille Mounting                |          | £8.25  |        |
|                                                         | Bar Mounting                   |          | £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<br>Small Items |  | £1.95<br>£0.50 |  |
|---------------------|------------------------|--|----------------|--|

Please allow 28 days for delivery

TOTAL ENCLOSED £



*Smart looking 1934 saloon in maroon and black owned by Pierre Terlinden*

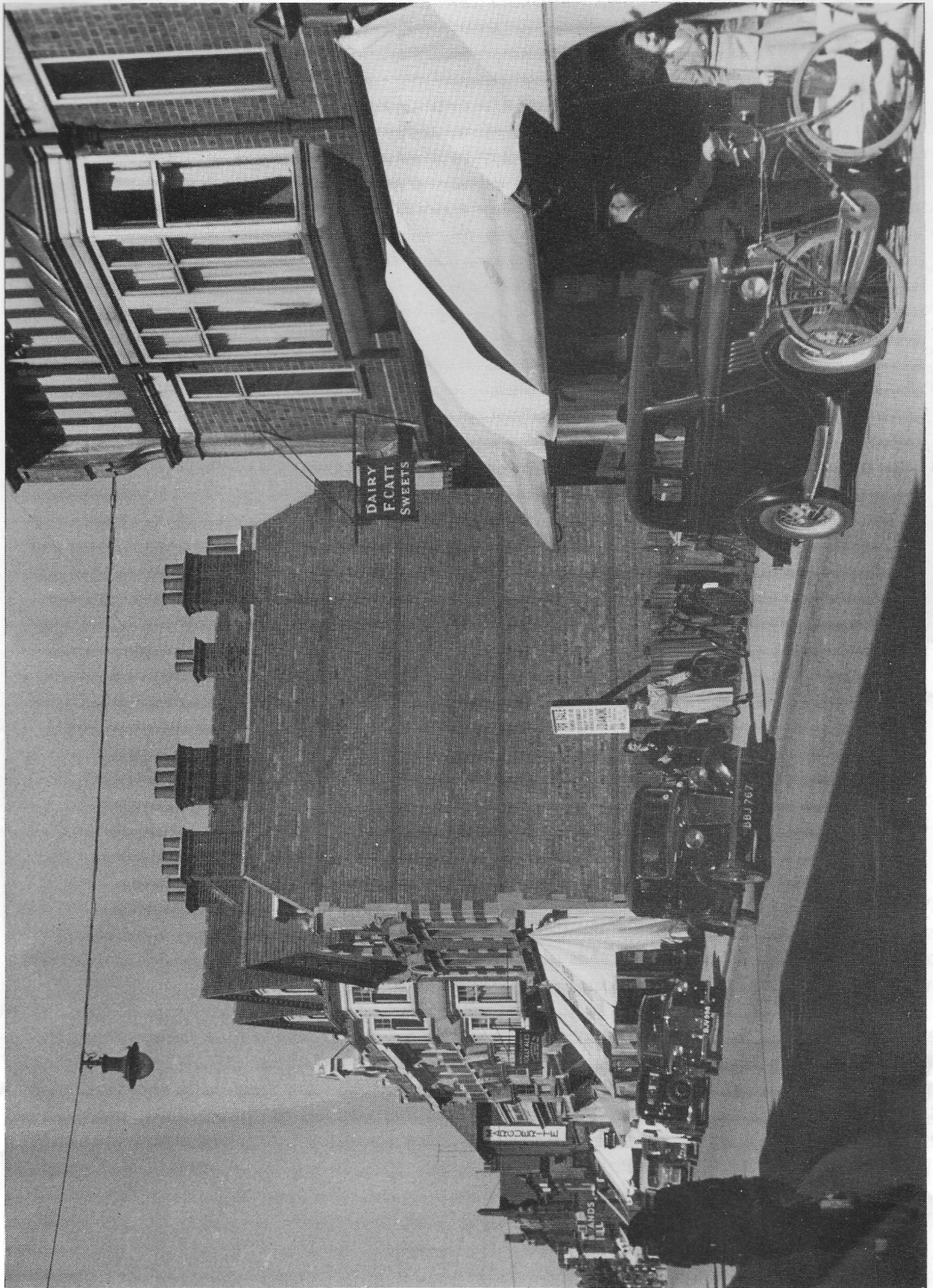
# REAL CLASSICS

## A New Magazine

This month sees the first edition of a completely different classic car magazine, which is aimed at owners, and enthusiasts, of affordable classic cars. Not only that, but the cost of the 86 page "Real Classics" is also affordable, at only £1.75; compared to almost twice that much for its traditional glossy shelf-mates.

Paul Guinness, the well known motoring journalist, is the Editor, and a glance through the first (August 1997) edition bears out his claim - not a Ferrari, BMW or Jaguar in sight! I am delighted to report that the colour centrefold of this first edition is of Geoff Salminen's gleaming 1937 Model "Y" Tudor. It is accompanied by an accurate, amusing and well-written four page article by Mark Bradbury on a day with Geoff and his Model "Y" visiting the Severn Valley Railway.

Thoroughly recommended. I bought my copy in W.H. Smith's



A late 1934 registered (West Suffolk) Model "Y" Tudor in Felixstowe in the 1950s - Photograph courtesy Viv Codd.

# 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 LR 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  |
|                                                                                          | £135-00 each |

\*\*Red Star if needed add £18.00\*\*

## SPEEDO CABLES

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

Prices on application.

Apply direct - 5' 8" long (Y) or - 5' 1" (C)

Supplier of Front wheel bearing - Timken 07098/-8205, 03062/03162

Bearing Services Ltd (Yellow Pages)

# PARTS ORDER FORM - ISSUE 107

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,<br>Brecon. Powys LD3 8LA<br><i>Tel 01874-624433</i>                                                                                                                                                                                                                                                    |
| BODY RESTORATION, PANEL REPAIR AND MFR.                     | K.A.Developments. 20A Fore Street, Westbury, Wiltshire BA13 3AX<br><i>Tel 01373-827746 or 01225-766669 (eve)</i><br>Metal Magic, The Mews, Brickhouse Hill Rd. Eversley. Hants RG27 OPY<br><i>Tel Works 01734-731631 Home 01276-32079</i>                                                                                                                      |
| BORING, WHITE METALLING, BEARINGS, PISTONS etc              | Ron Topping, Northern Rebores Services, 54-56 Elswick,<br>Newcastle-upon-Tyne<br><i>Tel 0191-2734326</i>                                                                                                                                                                                                                                                       |
| CARPETS, UPHOLSTERY                                         | Family Repair Service, Beales Close, Andover Hants SP10 1HT<br><i>Tel 01264-323144</i>                                                                                                                                                                                                                                                                         |
| CHASSIS RESTORATION/EXCHANGE<br>FORD PARTS AND CLASSIC OILS | Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet.<br>Leeds LS25 6HQ<br><i>Tel 01937-557410</i>                                                                                                                                                                                                                                                 |
| INSURANCE                                                   | Heritage Ford Y & C Model Register Insurance Scheme<br>Favourable comprehensive rates to members only from £66.33 per car,<br>plus minimal national breakdown cover.<br>Ring Classic Car Department at Norton Insurance Brokers for details.<br><i>Tel. 0121 455 6644</i>                                                                                      |
| MECHANICAL, OVERHAUL AND RESTORATION                        | Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket<br>Suffolk IP14 6AG<br><i>Tel 01449-711837</i>                                                                                                                                                                                                                                                       |
| TRIM, FITTINGS, RUBBER & ACCESSORIES                        | Woolies (I&C Woolstenholmes Ltd) off Blenheim Way Northfields<br>Ind Est, Market Deeping, Nr. Peterborough PE6 8LD<br><i>Tel 01778-347347</i><br>Paul Beck, Vintage Supplies, Folgate Rd, North Walsham,<br>Norfolk NR28 0AJ<br><i>Tel 01692-406343</i>                                                                                                        |
| TYRES, TUBES AND RIM TAPES                                  | Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford Herts. WD1 4LW<br>(Callers by appointment only)<br><i>Tel 01923-231699</i><br><br>Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA<br><i>Tel 01629-640227</i>                                                                                                                               |
| SEAT SPRING UNITS (ready for trimming)                      | The Bristol Upholstery Spring Co. Ltd. 79A Grove Rd, Fishponds.<br>Bristol BS16 2BP<br><i>Tel 01272-583995</i>                                                                                                                                                                                                                                                 |
| STOCKIST, EARLY FORD PARTS                                  | Mr Tony Butterfield, 2 Cockers Lane, Leyland Lancs. PR5 3SU<br>(Can supply Gaskets)<br><i>Tel 01772-424032</i><br>Mr Gary Miller, Shepherd's Grove Service Station, Stanton<br>Bury St Edmonds. Suffolk IP31 2AS<br><i>Tel/Fax 01359 50347</i><br>Mr Julian Janicki. Riverside, Blackbridge Lane, Horsham,<br>West Sussex. RH12 1RR<br><i>Tel 01403 251184</i> |

*Advertising rates: Apply to Chairman Members - no charge:*

*Non-members £20.00 per insert per annum (6 issues)*

