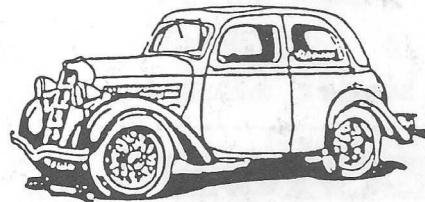
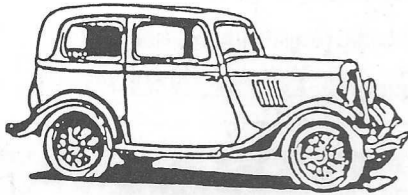


Ford

# Bulletin

'Popular' and 'De Luxe' Models

## TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 108 SEPT / OCT 1997

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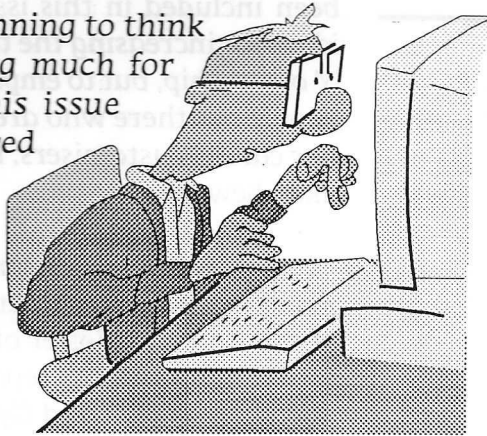
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**"DISCLAIMER"** The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

# EDITOR'S REPORT

Just as I was beginning to think there was nothing much for the magazine this issue the post lady arrived with bicycle laden with material. Another varied set of contributions and when you have read about one of our new members you will know the answer to the question "When and why does a rail enthusiast join a car club?"



With Christmas just around the corner I have included the up to date Regalia order form which members may wish to leave lying around, open at the appropriate page, after giving the necessary subtle (or otherwise) hints to their nearest and dearest! How else could Boxing Day be spent, other than making up one of the model kits now in stock? A new 'Y' & 'C' lapel badge is another inexpensive gesture!

Bob Wilkinson has included an advertisement for the reprinted instruction books which were available when our cars were new. With the originals now hard to come by and those in mint condition getting quite expensive, these re-prints are extremely good value. Three different books are available, for the Short Rad 'Y', the Long Rad 'Y' and the 'C/CX', all available by post from Bob.

Enough sales, Graham has sent some news of the spares which may give some owners hope for the future and Bob has an article on the Statutory Off Road Notification although as usual there isn't much information about this yet, even though it is almost upon us.

The summer now seems over with mists and damp mornings, just the weather to find weaknesses in ignition circuits! Many members will be giving their cars quite a major service in the next few weeks

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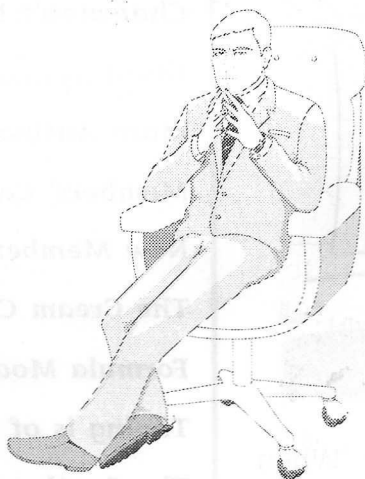
and then there may be some time to write something for the magazine!

For those who, like me, use their cars all year round, almost every day, the sheer mileage throws up problems which may be of interest to other members. The next time you overcome a problem, or find one which you cannot beat, please write to the magazine, let us know and by sharing we can make the Register THE place for answers.

*Peter Brooke*

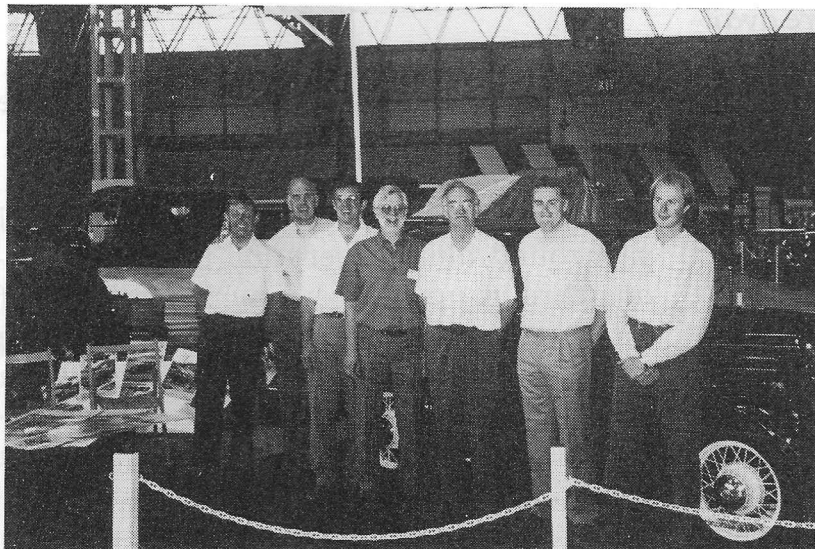
# CHAIRMAN'S NEWSLETTER

As each newsworthy piece of information comes my way, I jot it down on a piece of paper headed "Next issue". From the jottings, I put together the Chairman's Newsletter. This time round, there are not many items on the list which, on the face of it, means that it has been a relatively quiet two months. Why then have I been spending most evenings pounding away at the computer? The Y&C in-tray is as big as ever!



I came across "Who's Who" for 1932 the other day in a bric-a-brac shop, which I thought might be interesting, being the introductory year of our cars. It was priced at £5, so I took it to the young lady shop assistant and asked her for her best price. "Oh!" she said, "Are you in it?" I knocked her down - to £4!

The Retro Festival at the NEC was the major event of August, very ably presented by the two Geoffs. I have written that up separately. Steve Young manned a stand at the Breamer Classic Car Show, which was also very poorly supported by the membership; Julian Janicki and David and Valerie Leach being the only ones present. Perhaps the summer holiday period is not the right time to fly the flag.



*"Setting up the stand at the Retro Festival. Left to right: Geoff Salminen, Sam Roberts, Geoff Dee, Bob Wilkinson, Brian and Roger Gurney, Gary Matthews.*

The letter sent to Peter Brooke, the Editor, by one Ken Fenical (not on the membership list) in response to the stock car racing article in the last issue is, I hope, a wind-up! It has been included in this issue, not to give you ideas for increasing the thrill factor of Model 'Y' ownership, but to emphasise that there are people out there who are bent on destroying our cars - customisers, hot-rodders and the like. Beware.

Paul Clubb, on the island of Jersey, sent a much more pleasant letter, enclosing a copy of the June newsletter of the Jersey Old Motor Club, in which is reported this year's Liberation Day Run and Gymkhana. "The Esso Trophy for maintaining an average speed of 11.8 mph during the morning run went to Paul Clubb and Barbara Dawson who met this criteria exactly." Paul was driving his 1935, black, Tudor Model 'Y', Y108208, "Florie", which he purchased in Warrington in 1963. I must admit that, through the back roads of Jersey, 11.8 mph is about the right average speed! Well done Paul and Barbara (who presumably was navigating). In the summer issue of the Jersey Old Motor Club's Gazette, Paul has also written a lengthy article on "Florie", including a very succinct history of the origins and production of the Model 'Y'. "Florie" won the same award in 1994.

At the Retro Festival I read about the world record price paid at auction for a Model 'Y' saloon in 'Classic Cars Bulletin', a new publication from EMAP. Lot 84 at the British Car Auctions at Blackbushe airport, near Camberley in Surrey, held on the 2nd June this year, was a "1935 Ford Eight Model 'Y' in Class 1 condition - estimated value £4,500 - £5,000. The bidding went to £6,100 (£6,405 with auctioneer's premium). I telephoned the auctioneers. They were 'gob-smacked'; not only at the bidding price, but also at the condition of the car. It was immaculate. The car in question was that owned by ex-member Colin Sales, BBH 976. In fact, it is a standard two door (Tudor) saloon, manufactured in November 1934 (Y85137) - not 1935 as stated, but obviously lovingly restored by Colin "regardless of cost", according to the blurb at the auction. We are now in the process of hunting down the new owner and hope-

fully will welcome him, or her, as a new member of the Register.

There were two omissions in the last issue of the magazine. Firstly, the regalia list did not include the 4mm scale model Model 'Y's, which are on sale at £5 per kit + 50p postage. If you are interested in making up a model, please send your order and cheque to Robert Hale, the Regalia Officer. Secondly, the Ford Y&C Model Register/ Heritage motor insurance scheme telephone number was incorrect on the inside back cover. Before you renew your insurance next time round, ask Heritage for a quote, mentioning the scheme and your Y&C membership number. You will be pleasantly surprised. The telephone numbers quoted in this issue should be the correct ones.

It is that time of the year again! I have just sent out 61 'final reminders' to members who have not paid their subscriptions for 1997/98. This is better than the 100 which I had to send out last year. The threat of an additional £2 levy on those not paying before the end of July has obviously had some effect. It is still an administrative hassle and expense we could do without. Fortunately, more and more of you are paying by standing order, which eases the burden on the Register and you.

Whilst idling around at the Retro Festival, it was agreed that we should have a blitz on the Register library. I have it at my house, temporarily, whilst John Griffiths settles himself into his new abode. The contents have been published in past magazines and consist mainly of pre-war 'Practical Motorist', 'Light Car' and a sprinkling of 'The Autocar' and 'The Motor' magazines. We also have a few books. Most of the bulk is made up of 1980s 'Practical Classics' magazines; volumes 2 to 10 being complete. It was agreed that we should build up a complete collection of 'Practical Motorist', 'Light Car', 'The Autocar', 'The Motor' and 'Ford Times', for the years 1932 to 1937 inclusive, and buy in relevant books as they are found. We bought three books at the Retro Festival and I am in the process of making out a shopping list for the missing magazines. The

1980s 'Practical Classics' are surplus. If any member would like to make a reasonable offer for them, it would save me hiking them around book vendors at autojumbles. Alternatively, if any member has a book or magazine referring to our cars, or to the Ford Motor company in the 1930s, and is willing to donate it to the library, it will be gratefully received. Once the library is sorted out, we will publish an updated listing in the magazine.

Eventually, of course, my own archive will be added to the library. Thanks to many of you, as well as numerous agencies around the world, I am building up the source material for my planned book on the story of the Model 'Y' and its variants. The main element I need at the moment is 'Time'. The end of my short-lived retirement has meant that the book has had to take a back seat for a while. Chairing the Register takes up what little 'free' time there is. Paula is very patient and is resigned to being a 'car widow' as I spend most evenings upstairs on the computer.

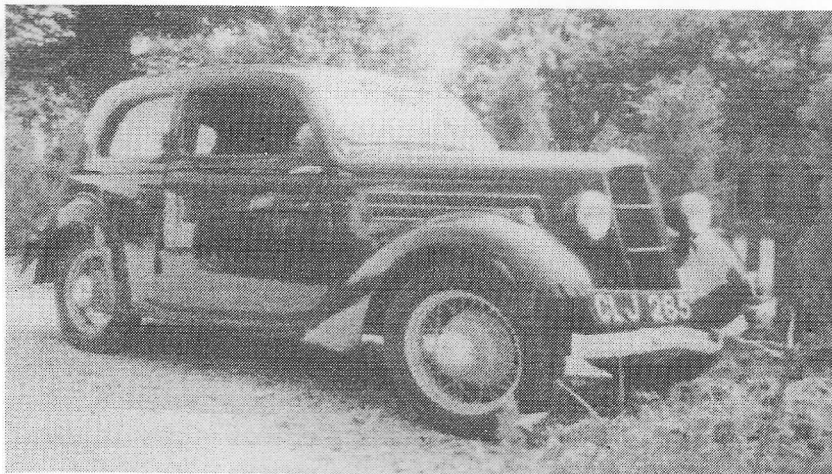
The show season goes on. By the time you receive this magazine, the All Ford Rally will have been and gone. Hopefully, there will be some new faces and cars to grace the Register stand. The next major show is the International Classic Car show at the NEC in Birmingham over the weekend 10th/11th November, at which the Register will be flying the flag. The centrepiece of the show is to be a display of Ford cars over the years. This is a prestigious show where we normally gain more members and learn of hitherto unknown surviving 'Y's and 'C's. It also gives us an opportunity to show off our cars and gain more respect for them from the classic car fraternity.

There is little to report this time on Model 'C's, other than Bill Ballard's finds in Australia. I regret that Model 'C'/ 'CX' owners are not very forthcoming in writing articles for the magazine. One new Model 'CX' has come to light, being sold by Exclusive Classic Cars Ltd. of Burton-on-Trent. I have included the car in our For Sale adverts in exchange for details of the car for the register.

The death of Tom Morgan has been written up elsewhere in the magazine by Graham Miles. Tom was an unstinting supporter of the Y&C Register in the early days. My first AGM was at his glass works just off the North Circular Road in Brent in the early '80s. Our condolences go to his widow, Gwen.

The death of Griffith Borgeson, aged 79, is recorded in September's edition of The Automobile. He is described as "one of the most outstanding automotive historians of all time." Griffith, an American, owned, amongst many other cars, the only known surviving French Model 'Y' with a coupe body built by SICAL Levallois - Perret. Jim Miles wrote up

the car in Issue 36 of the magazine, when we were privileged to have Griffith as a member of the Register. He lived in the south of France over the last 32 years, where he wrote most of his books on such marques as Bugatti, Alfa Romeo and Cord. He wrote a relatively short resume of the Model 'Y' and Models 'C' and 'CX', which was never published, but which resides in the National Motor Museum library at Beaulieu.



*Sam Roberts*

*"The Model 'CX' presently for sale (C52405) - see For Sale ads."*

## OBITUARY

It is with sadness that I have to report the death of one of the Register's founder members. The death of Tom Morgan in August. I know a lot of the newer members will be saying Tom who? For Tom has not been an active member for a number of years, or indeed a member at all. Tom via his secretary replied to my original series of advertisements when I set up the Register and invited interested parties to my home one Sunday afternoon in early 1979.

He arrived at that meeting in a very original 1933 S R Tudor, which he had invited me to test drive. As the meeting progressed it became increasingly clear that this was the man to be elected treasurer of the organisation, for clearly he was a man with considerable business experience.

Consequently, the following week, I reported to Tom's factory in north London, where I was introduced to Mr. David Parry, the company's chief accountant. "David" said Tom, "I've agreed to be treasurer of a new club for my old car, can you get the necessary ledger books that YOU will need." I liked this man's style! Once it had been realised that I was funding the operation to date from my own pocket, I was immediately reimbursed in full, being reminded that I had a young family to support. Any costs in future would be met by the treasurer. As a consequence, an envelope containing the necessary cash would, when needed, be pushed across the table to develop an idea, with the comment 'just keep David informed'. It was these unsecured loans that helped me get the Register started.

Tom was born in north London in 1921, into a family of modest means. Being eighteen at the outbreak of war he joined the RAF, and trained as a bomber pilot. It was whilst flying a Lancaster over northern France in 1943 that he was shot down and became a guest of the German people for the ensuing two years. Upon his release he was helped greatly by the Salvation Army, an organisation who were to receive his gratitude for the rest of his life and indeed they have not been forgotten following it's end. His success in business began in the mid fifties with the formation of the Rubber Moulding company in Watford. He went on to found the Anchor Glass Co. in 1966, which he expanded with operations in both France and South Africa, at one time the company produced in excess of 50% of the world's needs for certain pharmaceutical goods.

Upon retirement aged 70 he returned to his love of flying, owning shares in a variety of aircraft and adding to his licence that of Helicopter Pilot.

Tom leaves a widow Gwen, a daughter Christina and son Clive.

The nature of his personality and character will be greatly missed by all who knew him.

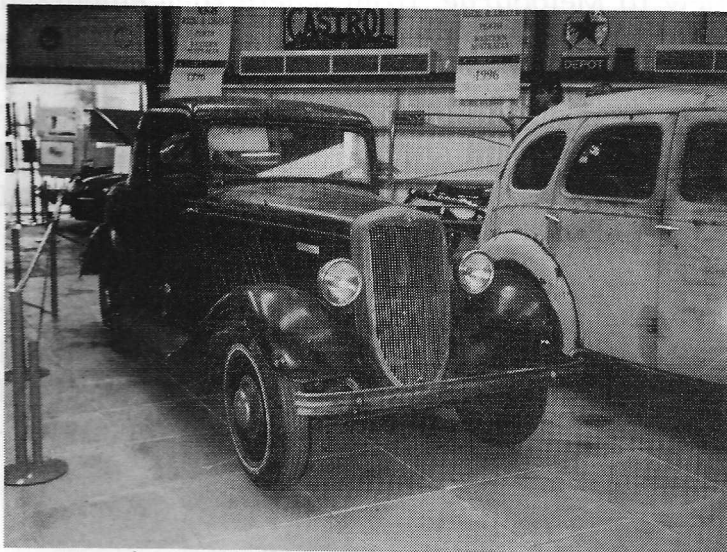
*Graham Miles*

# MORE ANTIPODEAN — adventures —

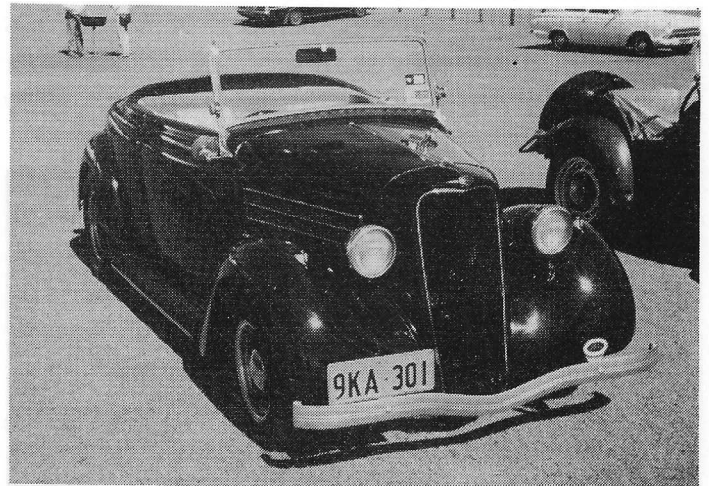
Bill Ballard, the Chairman of The Small Ford Club, has been on another 'nesting' visit to Australia with his wife, Sandra, prior to their planned emigration towards the end of next year. This time he took in Perth where he was entertained by the 'Classic English Ford Club of Western Australia'. He has kindly sent me a full report on the visit, including photographs of some of the rarities he found there. His visit coincided with the three-day National Rally in Perth, which consisted of runs out to places of interest on each day. On day one, they visited the motor museum in Whiteman Park, in which is the rare, unrestored longrad Model 'Y' coupe belonging to

Lance Kitson. This, as with the vast majority of 'Y's and 'C/' 'CX's in Australia, was assembled at Gelong, Victoria, from crated rolling chassis from Dagenham and special bodies built at Gelong.

Also taking part in the rally was Mick Cooper, who was driving his Model 'CX' Roadster, which has been built from the remains of two cars, but based on the 'CX' Roadster which was the donor car for the body.

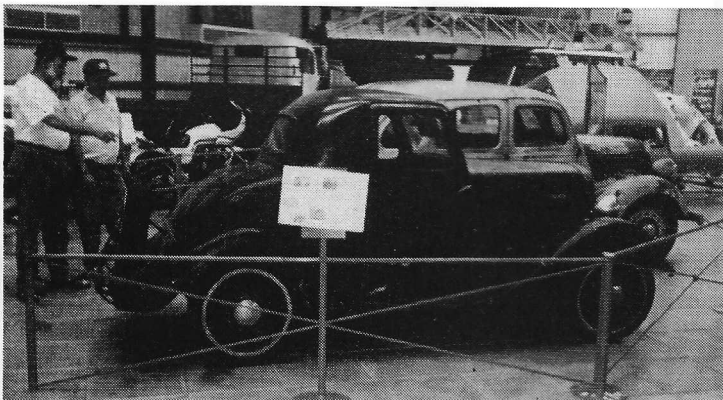


*Lance Kitson's Model 'Y' coupe in the Whiteman Park museum. Note the shortrad bumper, which was common on longrad cars in Australia."*

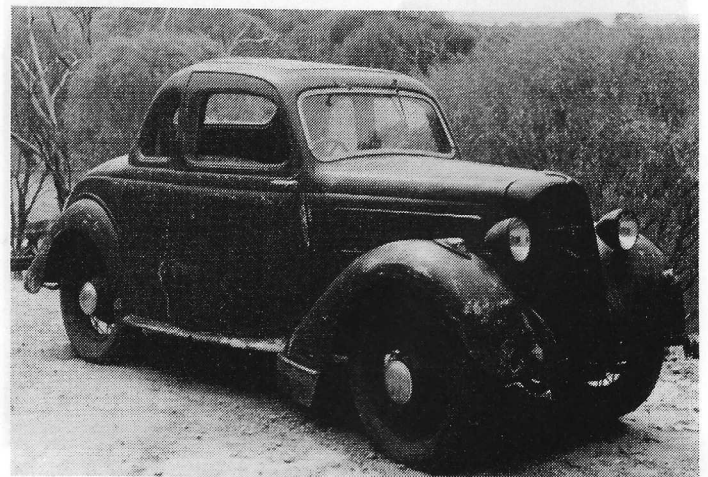


*"Mick Cooper's Model 'CX' roadster (still requiring chevrons on the grille)."*

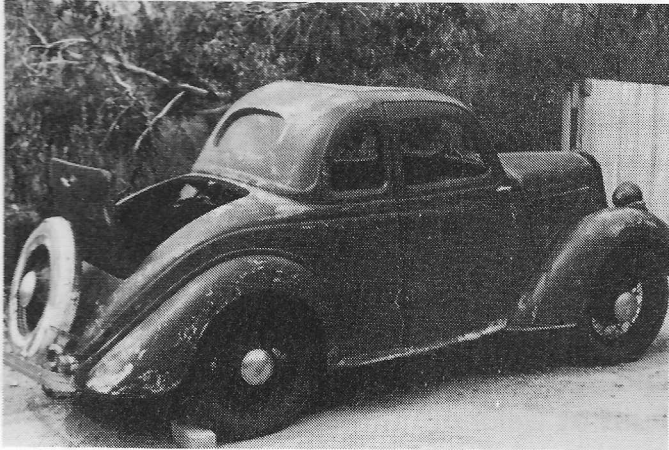
Another interesting sighting was the unrestored Model 'CX' coupe belonging to Denis Johnson, who kindly provided Bill with the photographs of this also rare vehicle.



*"View of Lance Kitson's Model 'Y' coupe showing the small two-seater passenger compartment."*

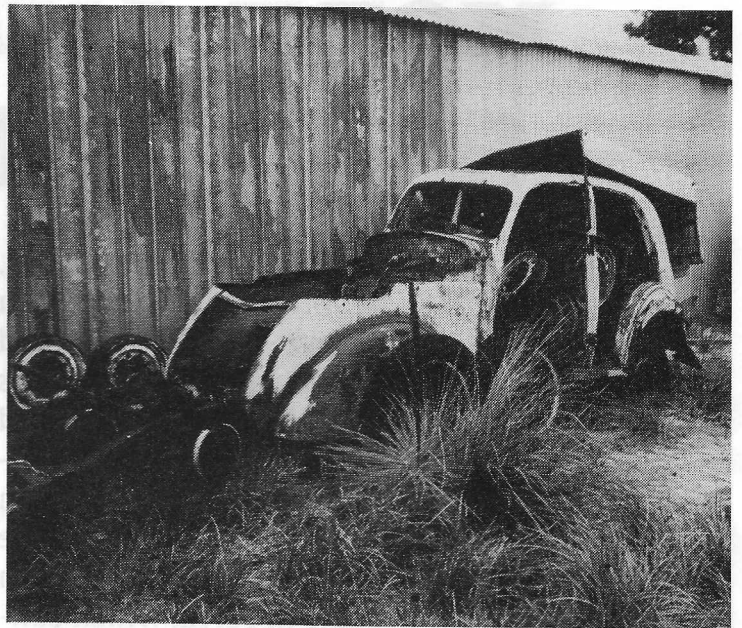


*"Denis Johnson's Model 'CX' coupe....."*



"..... with 'dicky' seat."

A couple of days after the rally, Bill and Sandra, dropped in, on invitation, to see Giulio Tagliaferri, the President of the club, on his multi-acre homestead. There in barns, awaiting restoration were a number of Model 'C's and 'CX's in various states of decay. As with all Gelong produced saloons (sedans), they were Fordor models.



"Model 'C', body number 20 - S117, behind the rear end of an Anglia tourer."

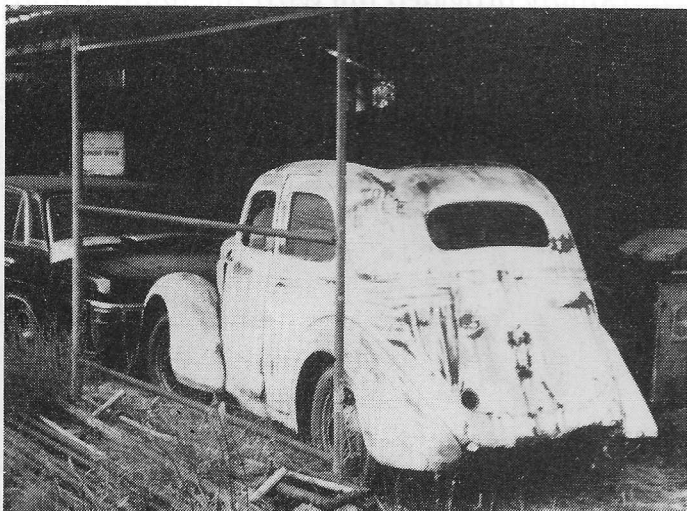


"Model 'CX', body number 20B - S1221, awaiting restoration."

Having seen the west coast, Bill and Sandra then flew to Melbourne, from where they embarked on a 2000km camping trek, which took in Sydney, the Snowy Mountains and various Model 'Y' owners, one of whom, Reg Duck, has a Model 'Y' Roadster, which is similar to Lance Kitson's Model 'Y' Coupe, but with a soft top. Unfortunately, I do not have a photograph of that.

I can see that Bill is going to be in his element when he eventually settles 'down under'. I will have to talk to him nicely to see whether he would become our Regional Coordinator for the Antipodes!

*Sam Roberts*



"Model 'C', body number 20 - S122, under cover - just!"

# The International Classic Cars Show

NATIONAL EXHIBITION CENTRE  
BIRMINGHAM

15 & 16 NOVEMBER 1997

SEE US ON STAND 5226



# Members' Cars

This time round, we look at an unusual Model 'Y', presently owned by Dr. Bernard Fischer in Hamburg, north Germany. Dr. Fischer has recently bought the left hand drive car from his next door neighbour, Dr. Marten Reimer, who is busy raising his family. The purchase is on the understanding that, when Dr. Reimer's chicks have flown the nest, the car will return to Dr. Reimer. Dr. Reimer was responsible for importing the car from Denmark and carrying out a thorough restoration on it, aided by Tim Brandon in Stonham Aspal, Suffolk. As can be seen from the picture on the back cover, the car is now in immaculate condition.

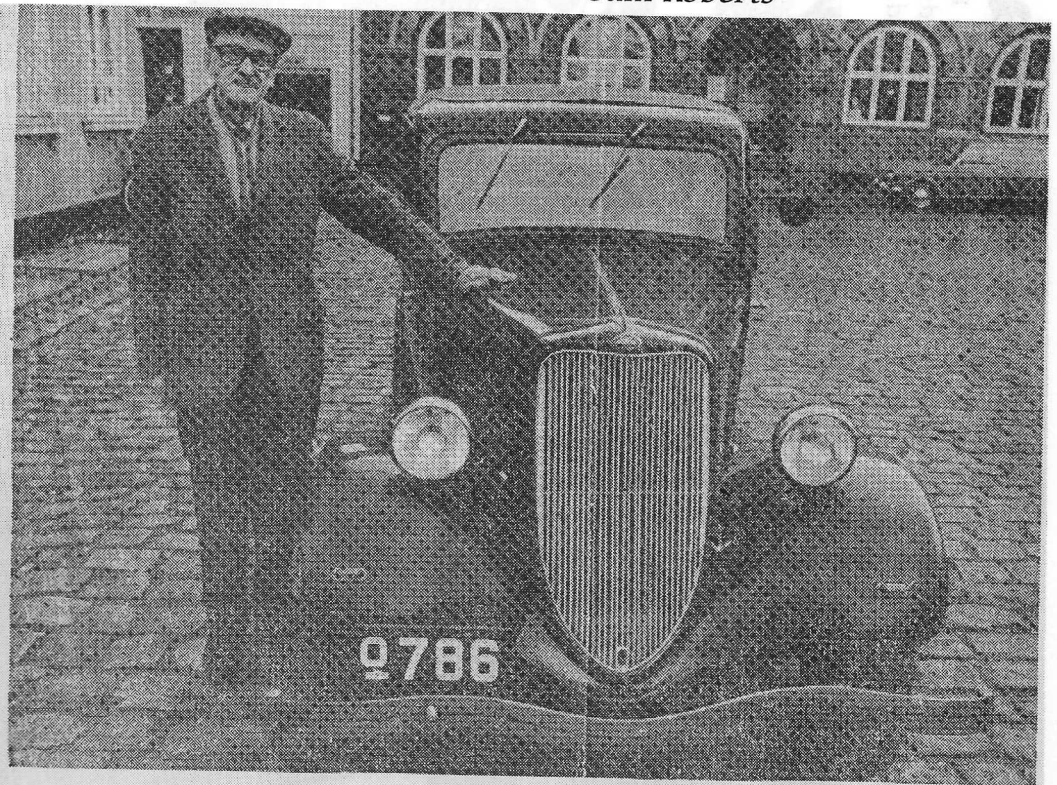
I have received a fascinating envelope of documents from Dr. Fischer, tracing the car's history right back to the export order for the car, from Dagenham to Copenhagen, in an almost built state, dated 23rd June 1937; its import papers, dated 15th July 1937, and its original registration (O 786) in Denmark, dated 23rd July 1937. As is to be expected, it was registered as a 'Ford Model Y - Junior'; the term 'Junior' being given to the Model Y throughout Scandinavia. The export order is particularly interesting, describing the car as 'One Popular single entrance saloon. LHC (the 'C' presumably meaning 'Column'), Kilos(?), Black body, Black wheels, Red Rexine, Small pulley, Fluted H/L lens, Charged battery with acid, Bumpers to be assembled, Unboxed.' Additional information given is that

the tyres were Goodyear, the engine number 191822 and the ignition key number MRN 12.

For at least the first forty years of its life, the car was owned by Hans Jorgen Hansen, who paid 3850 Kroners for it in 1937. It would seem that, on the car's fortieth birthday and Hans' eightieth, they were the subject of the illustrated newspaper article. If any member is able to provide me with a translation of the article, it would be appreciated.

Co-incidentally, Wilfred Lenz, another Hamburg based member, has an earlier 1934 Model 'Y' imported from Denmark.

*Sam Roberts*



## Velholdt 80-årig i 40-årig bil

Nu kan vi godt afsløre, hvad mange i Ærøskøbing måske ved i forvejen, at den ældre herre med ryggen til ved sin gamle velholdte bil på billedet i Folkebladet forleden - det var forhenværende købmand Hans Jørgen Hansen, Smedevejen 8 i Ærøskøbing.

Bilen - en Ford Y - købte hr. Hansen i juli 1937, da han var 40 år. I dag har bilen nået de 40, og ejeren har passeret støvets år med 10. Men begge er sta-

dig i fin form og bliver rørt daglig.

- Det er min første og eneste bil, og den kører stadig rundt med samme lak, samme slanger, mens dækkene er det andet sæt. Men ellers er der egentlig ikke gjort meget ved den.

Så utroligt det end lyder, så har Ford'en kun »spadseret«, godt 60.000 kilometer i hele sit lange bil-liv, og det endda kun fordi, den et par gange har været helt i Jylland. På Ærø ruller en bil jo nemlig

ikke så mange kilometer af sig.

Den lille lækre engelske vogn med den originale og sjældne nummerplade: »O 786« kostede kun den glade køber 3850 kr. i 1937, og så var det med bagagebærer. Dengang havde man ikke bagagerum bagi.

Og så har den lille Ford ellers rullet støt der-ud ad. - Undtagen under krigen, da den var klodset op. Men som købmand fik Hans Jørgen Hansen den

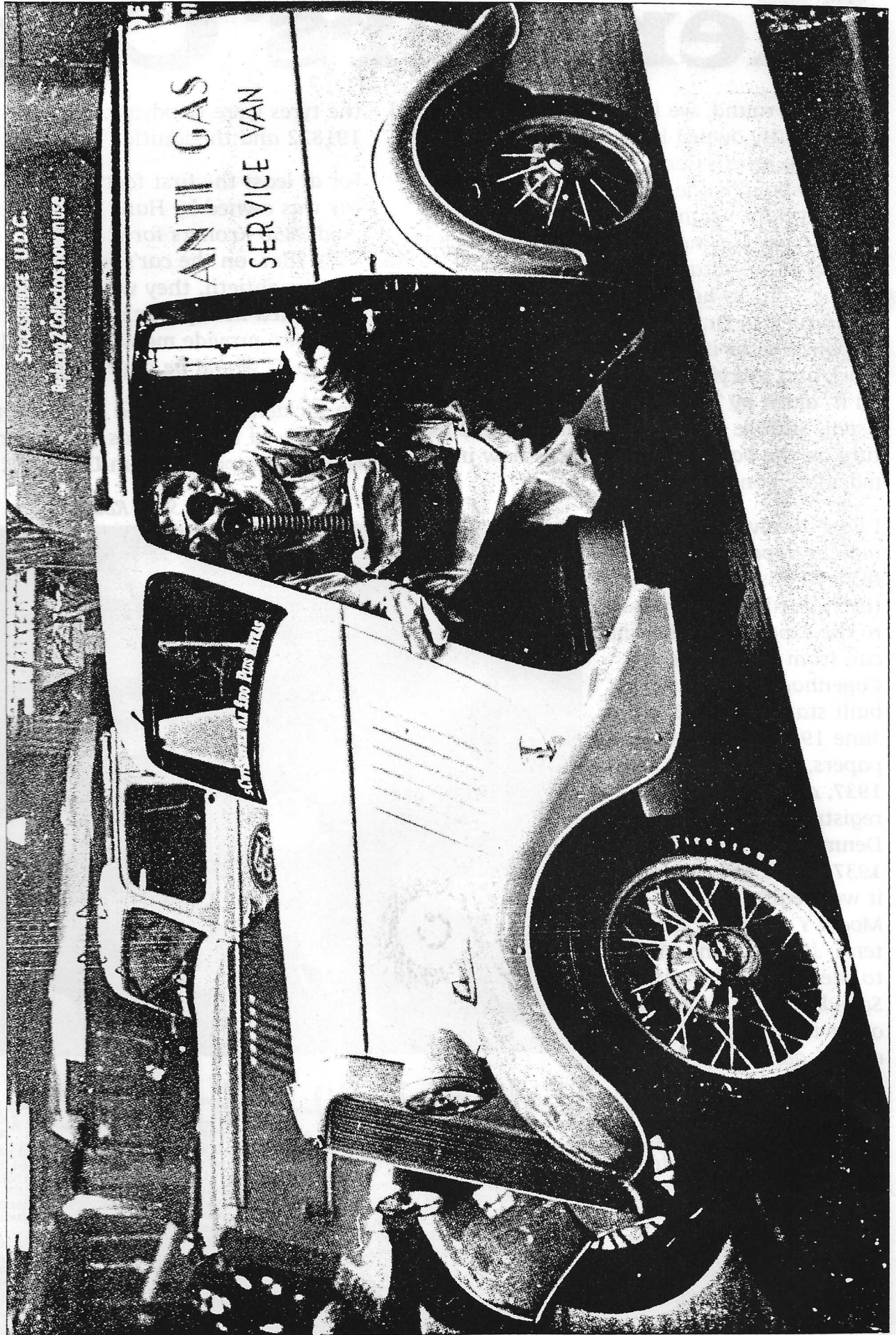
ud på vejene igen en måned før alle andre efter krigen.

Og den tidligere købmand, som her ses sammen med sin både forkælede og beundrede bil på Torvet i Ærøskøbing, er stadig lige forelsket i maskinen, som da han lærte den at kende første gang.

Ud over prisen var det også på andre måder en billig fornøjelse. Køretøret kostede ham nemlig kun 6 timers undervisning til i alt 48 kr.

# Anti Gas Van!

Clive Brooke came across this picture in an old war book and blew it up on the photocopier. He hopes other members of the club find it as interesting as he and his family did. They were particularly interested in the notice above the van which reads Stocksbridge U.D.C. (Urban District Council) which is where Clive lives on the outskirts of Sheffield. I was particularly drawn to the Tug in the background, since this is one of just over a hundred made between 1935 and 1937.



# NEW MEMBERS



Since our last magazine we have enrolled 13 new members with 7 'new' cars to the Register and a very unusual vehicle for a car club!

- B0738 GORDON BATCHELOR  
Lower House Farm, Crodenhall,  
Hereford. HR4 7DW
- B0333 BILL BAXMAN  
55 Moor View, Godshell, Isle of Wight,  
PO38 3LL
- D2001 ROGER DUDDING  
Rafflewood, Highwood Hill,  
London. NW7 4HA
- O-F102 BERNHARD FISCHER  
Movenstr. 6. , 22301 Hamburg,  
Germany.
- H1419 JOHN HOLMES  
377 Clifton Drive North, St., Annes,  
Lancs. FY8 2PA
- L1005 DENNIS LITTLE 170 Woodside Ave.,  
Benfleet, Essex. SS7 4NN
- M1439 RICHARD MORRIS  
Tal-Y-Waenydd House, Blaenau  
Ffestiniog, Gwynedd,  
N. Wales. LL41 3NA
- N0802 IAN NEWTON  
Heath Cottage, Wickham Heath,  
Newbury, Berks. RG20 8PG
- S1905 GUS SLATTERY  
Giants Grave, Clonmel,  
Co. Tipperary, Eire.
- So210 MIKE STANTON  
Wayfield North, Solsbury Lane,  
Northend, Batheaston, Bath. Somerset.  
BA1 7HB

S1529 COLIN SMITH  
3 Cambourne Parva Cottages,  
Rigby Rd., Caister, Lincs. LN7 6DR

W1810 FRANCIS WALKER  
7 Mayfield Grove, Stevenston,  
Ayrshire. KA20 4AH

W1321 JOHN WATSON  
210 Parkwood Drive, Sudbury,  
Suffolk. CO10 6LX

As usual I ask 'old hands' to welcome new members in their area.

*Bob Wilkinson*

## Notes on New Members

Bernhard Fischer in Hamburg has bought the 1937 Model 'Y' from Dr. Reimer and is enjoying ownership. He must be happy with the car and the club since he has paid for 4 years membership. Bernhard's car is featured elsewhere in this edition.

Mike Stanton has joined whilst looking to buy a 'CX' saloon for nostalgic reasons. His father had one in the past (DHK 654) and had many happy years of ownership - Mike wants just the same. (See advert in wanted section.)

Francis Walker in Stevenston, Scotland owns a 1937 Model 'Y' SSS 981 which I think is on the road but I don't have any more details at present from Francis.

Roger Dudding of north London appeared in our last magazine with ENO 344 his 1937 Model 'Y' which was the subject of an immaculate restoration a few years ago and is arguably the best Model 'Y' to be found. However it is good to see Roger using the car and attending shows.

Dennis Little in Benfleet Essex is on the road with OFF 507 the 1934 Model 'Y' which he bought in July from ex-member Mike Welham. Dennis intends to continue the restoration work already begun.

Ian Newton in Newbury now owns VE 9388 a very early Model 'Y' first registered on 10th Nov. 1933. He intends to sort out the electrics and to restore the roof. The body number 167/438 indicates that the car is one of the first 'Long-rads' to be fitted with a sliding roof as an extra. Drawing of this type of roof are available from Chairman Sam Roberts and these will help with an accurate restoration of this useful feature.

YG6695 also features a sliding roof but this time on a 4 door 1934 Model 'Y' belonging to Gordon Batchelor in Hereford. Now Gordon has retired he hopes to devote more time to his hobby - the classic cars scene. He bought the 'Y' 32 years ago complete with a rare spare wheel cover and luggage rack. A small amount of work is required before 'YG' is on the road again.

Colin Smith's 1936 'Y' CTO 324 was bought about 40 years ago by his boss (then aged about 9 or 10 years) to drive around their farm. Colin has now bought the Model 'Y' in a partially dismantled state as a restoration project. Some bodywork needs attention prior to painting but most restoration work is of a mechanical nature.

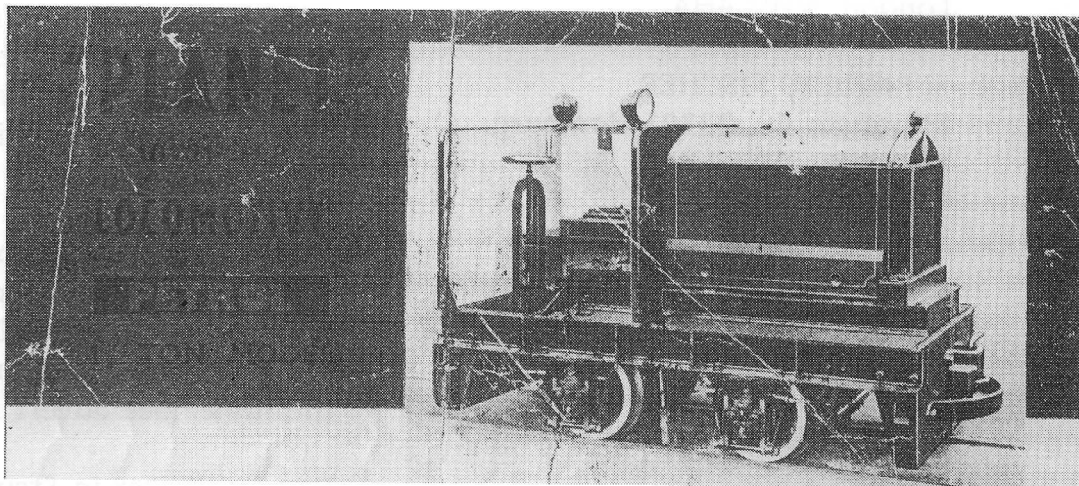
John Holmes too is busy restoring EMT 831, his 1936 Model 'Y' which he bought in the early 1950's after it had been laid up during the war. What has the car been doing in the intervening years John?

Gus Slattery and his father are restoring IP 3257 their 1936 Model 'Y' in Clonmel Co. Tipperary. The car was first owned by the Coughlan family in Co. Kilkenny for their twice weekly visits to shops and to attend Mass. These 9 mile trips continued until 1959 when the car was laid up. The Slattery family are only the second owners.

DL 8666 is the earliest long-rad known to the club. Bill Baxman is using his many years experience firstly as an apprentice at the main Ford dealer on the Isle of Wight working on Ford 8's and 10's and the larger Consuls and Zephyrs, and his years in the REME whilst on National Service, to undertake a full restoration on the Model 'Y'. He intends to make this a 'last nut and bolt job' and removing the body from the chassis will be part of this task. A brave man - but the best way to go about a restoration if you have the skill and confidence.

John Watson in Suffolk is restoring a 1937 Model 'Y' but I have not yet had full details of the car.

Richard Morris joined us with an unusual vehicle - a 24 inch gauge locomotive! Why? - well



the 'Planet' locomotive uses a 10hp Ford engine and gearbox and Richard thought he would join to obtain spares and technical advice - and to enjoy the magazine of course! No doubt when the loco is back in service in Blaenau Ffestiniog we will all make it in our way to pop along for a ride. Sadly some of the photos Richard sent could not be reproduced - more to follow.

Will all of you keep us posted on progress with either restoration work or those all important journeys.

*Bob Wilkinson*

# THE CREAM COLOURED MODEL 'Y'

I know that this subject has been mentioned before in the magazine, but I was prompted to repeat it after following up an advertisement in *Classic Car Weekly* for a cream coloured Model 'Y', RJ 3355, in Stratford. The car was not on the list of surviving vehicles, so I was keen to get its details.

The owner was very helpful and read its details from the log book. Engine/chassis number Y79255; date of first registration 12 September 1934, colour 'cream'! He even 'phoned me back later with the Briggs body number - 165/15841. I mentioned that cream was not one of the standard Ford colours, to which he replied that he had scratched under the paint and there was no evidence of another colour. I looked in the register of surviving vehicles and, sure enough, we have another cream car listed immediately after Y79255, chassis number Y80132, belonging to non-member P. Blagbrough (YG 8095).

It then dawned on me (I can be very slow at times!) that here we have two of the batch of 'more than 200 cream-coloured Popular Ford cars' referred to in the Ford Motor Exhibition catalogue for 1934. Under the title of 'THE DE LUXE FORD', the article reads:-

"Blackpool was the venue on September 17th and 18th of the most successful Ford Dealers' Convention in the history of Ford Motor Company Ltd.

The Convention was opened at the Norbreck Hydro with a civic welcome by the Mayor, Alderman C.E. Tatham. Then followed the announcement of the new season's models by the Chairman of the Company, Sir Percival Perry, K.B.E., and the sensational unveiling of the new de Luxe Ford. It proved to be a streamlined car in the £10 tax class, at the low record price of £135 (single entrance) and £145 (double entrance).

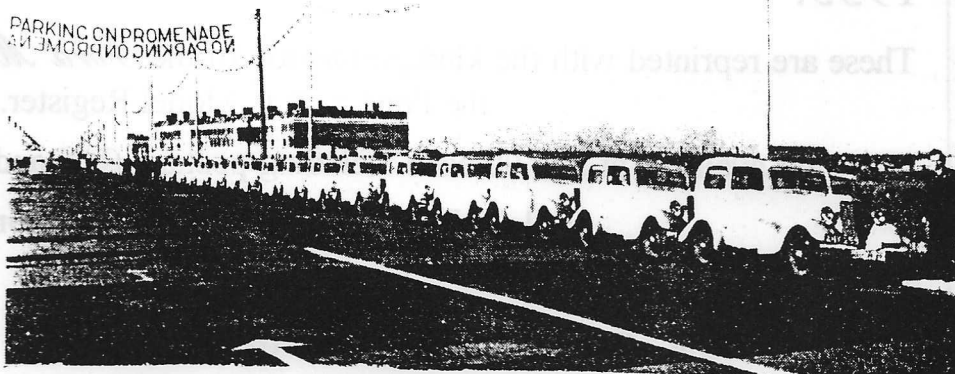
There was a rousing cheer from the 400 dealers when these models were exhibited and the prices announced. "Home sales are up 33 1/3 per cent. on last year" said Sir

Percival Perry. "This increase is largely due to the phenomenal success of the Popular Ford, which I consider to be the best value of any light car on the market today."

"It is so far ahead in design, appearance, and comfort, that it has been decided to keep it in our range for the coming season."

There was a spectacular climax to the Convention on the Tuesday afternoon, when more than 200 cream-coloured Popular Ford cars formed a 2 1/2 miles procession through the streets of the town, along the famous promenade to St. Annes and back.

The cars were driven by dealers from every part of the British Isles, the names of the towns being inscribed on the vehicles.



*"The well known Ford Times photograph of the parade of dealers' cars."*

Many thousands of cheering townsfolk and holiday-makers lined the route and aeroplanes circled overhead.

Uniform in type and colour, forming a seemingly endless line, the cars moved at a steady pace between the ranks of police and spectators. It was one of the most

impressive sights ever seen in Blackpool."

One thing is clear from the two known surviving cream cars. Because there is a difference of 877 between their chassis numbers, the 200 plus cars were not manufactured in one batch. Incidentally, the new find was registered

in Salford and was probably driven to Blackpool by the Salford Ford dealer, whereas the one already on the register was registered in the West Riding of Yorkshire, by gum. Does anyone know of any other cream Ford Model 'Y's, or the whereabouts of P. Blagbrough?

*Sam Roberts*

# Technical Tip

## Petrol Evaporation - Yet Again.

Bryan Dixon (Area 15 Co-ordinator) offers his suggestion to prevent this dreaded problem. He insulated, with pipe or loft insulation material, the petrol pipe along the length of the chassis side member. This was then boxed in to hold the insulation in place. Petrol arriving at the pump is kept at air temperature rather than being pre-heated by the hot exhaust pipe. Bryan has not had any evaporation problems using this method despite the fact that the engine splash guards are fitted thus reducing throughput of air around the engine and carburettor.

Worth a try for sure

## REPRINTED HANDBOOKS

**Model 'Y' 1932 - 1933 (Short Rad Models)** from original, dated June 1933.

**Popular Model 'Y' 1934 - 1937 (Long Rad Models)** from original, dated December 1934.

**Model 'C' / 'CX' 1934 - 1937** from original, dated June 1935.

These are reprinted with the kind permission of the *Ford Motor Company Ltd.* for the Ford Y & C Model Register.

These are available at £10.00 each including postage (UK and Eire)

£11.00 Europe. £12.00 rest of the world.

From :

**Bob. Wilkinson. Castle Farm. Main Street, Pollington, Goole, East Yorks. DN14**

# FORMULA MODEL Y

## ??!

**The following well written letter was received, with utter disbelief, by the Editor. It has got to be written very much with tongue in cheek. If not, then Mr. Fenical and his mates need some arsenic in their Alcopops!**

Stoke-on-Trent, Staffordshire  
17th August 1997

Dear Editor,

I was fascinated by the article on stock car racing Model 'Y's in the latest edition of The Bulletin. It was for me both nostalgic and coincidental. Nostalgic, because I remember watching such racing with my father in the early 'sixties and coincidental because I am in the middle of a plan to resurrect Model 'Y' racing! After a lifetime involvement in Formula SuperStox racing and (for light relaxation) 'banger' racing, I became involved as a consultant in 'Legend' racing. Originating in the U.S., a 'Legends' car is basically a scaled-down 1930s American sedan fitted with a Yamaha 1100 motorcycle engine, racing on the same oval dirt track as stock cars. Good fun and very popular with the fans, as there is a lot of 'action' (i.e. crashes)! The trouble is the expense. Being hand-made and built to a standard design a Legends car costs £6000 to build and is equally expensive to repair.

Being a Model 'Y' fan, as soon as I saw a 'Legends' car based on a scaled-down 1934 Ford sedan I saw the immediate resemblance to a Model 'Y'.... pretty soon I had a prototype built with a Model 'Y' body bought through an advert in your Newsletter for less than £1000 - and I recouped £300 by selling the wings (which don't feature in the design) at an autojumble. Fitted onto an E493A chassis (bought through the Sidevalve Owners Club newsletter) and a 1600cc OHV Escort engine, it

proved to be fast and controllable in tests, at least until it rolled and bounced end-over-end down the straight! Fortunately full safety equipment is included in the specification and the 'test driver' (my daughter) walked away laughing, even though the body was damaged badly - a tribute to the basic strength of the 'Y' don't you think?

A second version which features a revised chassis and suspension (again thanks to the SVOC) and another body from one of your members but fitted with a tuned 2.8 litre Ford V6, has been demonstrated successfully on several tracks. This car has generated such interest that at least five racers are planning or building similar cars to my design, and these will form the basis of a successful racing class, which I intend to call 'Formula Y' and which will appear next year as an extra attraction at Speedway events, initially in the Midlands area. As well as the racing, I am planning to organise 'track days' which will be similar to those for Pro-karts and rally cars which are currently popular as birthday presents and 'corporate hospitality' events. With a ready supply of Popular/Prefect chassis, Model 'Y' bodies and Granada engines I am all set to exploit the current interest in 'nostalgia' racing and there seems to be the potential for reviving the 'golden days' of stock-car racing. Please continue to feature pictures of Model 'Y's in this role - particularly where authentic details of paint schemes etc. are shown.

If any 'Y' and 'C' register member wants to put that old body and bonnet ('short-rad' or 'long-rad') in the back garden to good use or who wants to get more excitement from an under-used road car I would be pleased to supply design drawings, approved paint schemes and parts specifications and sources free (Register members only, please). Perhaps the Register might like to sponsor a car in the series? By the way, I can't

agree with the headline off your article 'Stock Car Slaughter'. I remember (and my father confirms this) there being very few injuries to drivers, let alone fatalities, in this form of racing. You don't think you're falling into the 'tabloid press' trap of being over-sensational about motor racing accidents?



*Yours sincerely,  
Ken Fenical*

*"As you requested 'Mr. Fenical', here is another Model 'Y' being shunted to an early grave by its younger sister!"*

## 'Timing Is Of The Essence' -TECHNICAL HINT-

For weeks, my Model 'Y' had been mis-firing above 48mph. Below that speed, all seemed relatively OK. With the prospect of a long haul over to Essex on the horizon, to the Southern National Day, I took the precaution of extracting the contact points from the distributor and removing the pitting on the faces of the points with an oil stone. That didn't solve the problem. The day before departure, I took out the plugs; cleaned them and reset them. Surely, that must be it.

I set off along the A303 the following morning. She was still spitting and farting her way along the road. What could it be? The beauty of driving our cars is that you have lots of time to think things over as you drive along. However, I couldn't fathom out what my next step should be. It wasn't until I slowed down at the Fleet Service Station, on the M3, for a refuelling pit stop that she gave me the answer; she backfired. Aha! backfiring means that the timing is too retarded, causing the ignition to occur whilst the exhaust valve is opening. So, having refuelled, I advanced the ignition by turning the distributor a tad clockwise. She ran a little better for the remainder of the motorway. Round the North Circular Road to the A13 was no problem (it is now a very good road). When I poled up to the

Ford Heritage Centre at Dagenham, I advanced her a touch further. The run from there to my lodgings for the night was even better. The following morning, before setting out from the hotel at Hatfield Heath, I advanced her a smidgen further still. The effect was superb. For the rest of the weekend, especially the 120 miles, virtually non-stop, back from the Saffron Walden Crank-up on the M11, M25, M3 and A303, she didn't miss a beat. If anything, there was a hint of 'pinking' i.e. pre-ignition.

Bear in mind that I had set the timing, before all this occurred, with the timing pin slipping into its hole, announcing top-dead-centre in No. 1 cylinder, as a torch bulb across the contact points lit up. I now know this to be only a rough guide to the accuracy of the timing. Take my tip and try advancing and retarding the distributor, by unscrewing the clamp screw in the cylinder head, and rotating the distributor anti-clock to retard the timing, or clockwise to advance it. Give the car a 'high-speed' run on each setting until you get it spot on. The joy of having the sound of a little sewing machine under the bonnet is exhilarating.

*Sam Roberts*



# THE SOUTHERN NATIONAL GATHERING SAFFRON WALDEN CRANK-UP

## - 13TH JULY 1997 -

I had spent the Saturday morning with David Burgess-Wise, gathering information for my intended book on the Model 'Y'. That night I slept in the haunted room (27) of the George Hotel in the centre of Bishop's Stortford. I slept like a log and reported to the receptionist the following morning that I had not been visited by the 'Grey Lady'. "How do you know?" she replied!

I drove up to the Historic Vehicle Rally at Saffron Walden in my Model 'Y' Kerry Sports Tourer. The first person I saw was Peter Brooke, our Editor, who had motored all the way from Yorkshire in 'Emily', his Model 'Y', the previous day, with a remarkably cheerful wife, June, and had camped overnight on the site. Well done, both of you. Unless, I hear to the contrary, Peter and June will be the only ones to have attended both the North and South Gatherings.

Peter King had arranged with the organisers for an area at the centre of the site to be roped off for the Register, well away from the other cars. I, and others, were to regret the siting later, as we were close to the noise of the steam organs and downwind of the smuts from the

steam tractors and rollers, which made a fine mess of Kerry's tonneau cover! However, a minor point.

I gather that a total of seven cars were present on the Saturday, of which four did not reappear on the main day on the Sunday. John Coleman gave his maroon Fordor Model 'Y' its first outing, only to discover a leaking seam in his petrol tank. Nick Page appeared with his Tudor Model 'Y'. Roger Hanslip in his beautiful Orient Blue Fordor Model 'Y' and Bill Headde (Senior) drove new member son Bill's Model 'Y' from Dartford.

Fourteen cars were present on the Sunday, including the CX Tourers of Frank Croucher and Mike Riches, both of which were crawled over by Graham Power, from Eastbourne, who apparently has a major CX Tourer restoration project spread all over the house! I was impressed by the patience of the very supportive Barbara and sons! Another new member, Jenny Bone, and husband, Derek, from Petersfield, were also in research mode to help them in the restoration of Jenny's Model 'Y'. It was also a pleasure to see members Martin Patterson, John



"Peter Brooke, Geoff Murrell and Peter King admiring Dave Jarman's legs. Mike Riches' Model 'CX' Tourer and Geoff Murrell's Model 'Y' provide the backdrop."



"New members Graham and Barbara Power (& son) and Jenny and Derek Bone picking up restoration tips."

Morrish and Nick Lawrence visiting without their cars.

Each member was asked to judge the cars for the best Model 'Y' longrad and shortrad; the best Model 'C' and 'CX' and the best car overall.

The short rad was easy, as only Graham Miles's van was a contender. There were no model 'C's present (where were you Tom Tomlin?), but there was a plethora of longrads; namely those of Brian and Yvonne Mace (Fordor), Dave Jarman, Robert Pavitt, Jeff Cole and Rosanne, Geoff Murrell, Des and Ron Stephens, Peter and June Brooke and, latterly, that of Peter Benton. Parked with the hobbledy-hoi in the main car park was Tim Brandon in his Model 'Y', alongside his travelling companion Mike Meadows in his 7Y. Mike's Model 'Y' is nearing completion and should be joining in at events next year. Incidentally, Tim is threatening to raise the standard of presentation of what is already a smart car, to even greater heights! The line-up was made complete by the inclusion of Kevin Briggshaw's lovely Jensen bodied Mistral tourer - and of course my Kerry.

Frank Croucher's CX Tourer, which can be seen at the NEC in November, won the plaque for the Best Model 'CX'. The Best Longrad Model 'Y', was a close run thing between the Mistral, the Kerry, Des and Ron Stephens', Tim Brandon's, Geoff Murrell's and Peter Benton's; each receiving two votes. A simple knock-out question gave the award to Geoff Murrell. The Car of the

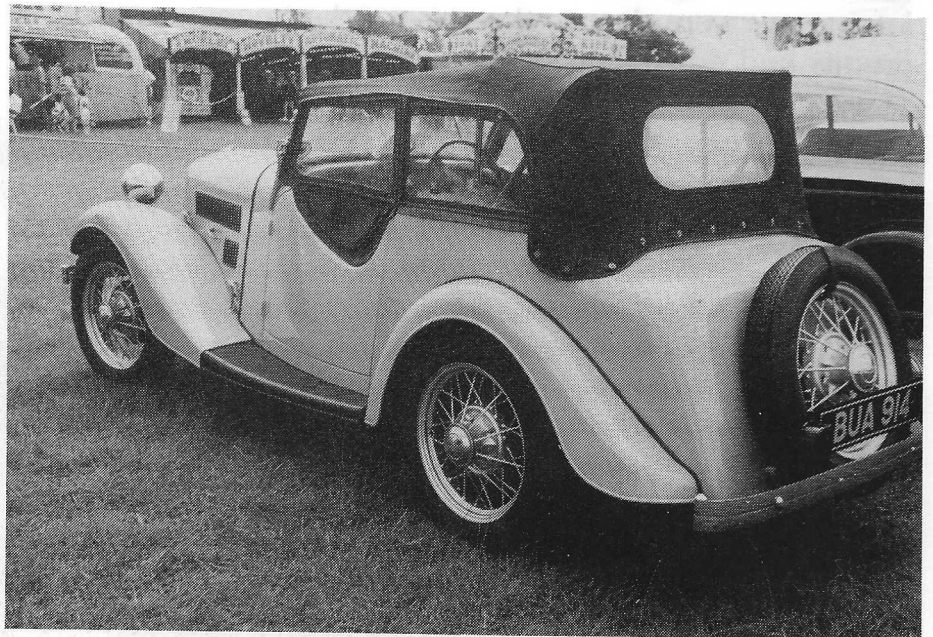
Show award, the Bert Thomas salver, went to Kevin Briggshaw's Mistral. For his efforts in organising the event, for which we were all grateful, Peter King was awarded the uncontended Model 'C' plaque!



*"Geoff Murrell receives the award for the best Longrad Model 'Y'."*

It was a comprehensive show, with something for everyone. Heavy clouds, with forked lightning searing through them, skirted the show ground and only deposited heavy rain on us for a brief spell. I was disappointed that we did not see more members from East Anglia, who do not normally attend our events because of the distance. Apart from the new members, we saw the same loyal faces, who turn up at any rally within spitting distance of their base (100 miles). I hope the Northern Gathering has more success at bringing in the lesser known cars. At the Committee meeting in November, we will look at the success or otherwise of having two national gatherings. Your comments would be very helpful.

*Sam Roberts*



*"The star of the show - Kevin Briggshaw's Jensen bodied Mistral Tourer."*

# RETRO FESTIVAL

## NEC BIRMINGHAM, 9/10 AUGUST 1997

For the organisers and exhibitors alike, this is a disaster. Here is a well advertised, pre-war classic car, steam traction engine show, which is being held at the wrong time of the year, with an exorbitant entrance fee (£8). The temperature outside the air conditioned hall has been approaching 30 degrees over the weekend, enticing many to the beaches or into their gardens.

I am writing this on the Ford Y&C Model Register stand

during the afternoon of the second day of the show. 'Punters' are few and far between. We have had not one serious enquiry at the stand over the two day period. Our only claim is that we have sold one Register tax disc holder to an unsuspecting passer by for 60p!

'We' are the two Geoffs, Salminen and Dee; the two Gurneys, Brian and son, Roger, and me. Yesterday, Saturday, Bob Wilkinson was with us and Gary Matthews

accompanied the Gurneys. Visiting members are also a rarity. Derek Birch and Kieren Whiting dropped by yesterday, but today - not one!

It is such a shame. Geoff Salminen, with his usual vigour, has put an awful lot of effort into presenting the four cars in an excellent way. Geoff Dee provided a scenic backcloth to the stand, which, unfortunately, could not rise to the occasion on the day. We judged our stand



*The 'official' photograph of the stand. Courtesy 'Post Studios Ltd.'*

to be the 'best of show'; even though the organisers have given the award to the Veteran Car Club display of really old cars (well they would, wouldn't they?). Our four cars are the black Model 'Y' Tudors belonging to the two Geoff's; Roger Gurney's smart

blue Model 'CX' and my Model 'Y' Kerry sports tourer.

Roll on 5 o'clock, when we can pack up and go home! I've got a three hour journey down the M40 and A34 ahead of me (110 miles). At least that will bring some colour to

my cheeks with the hood down. In closing, I would add that we have had some good banter over the two days and have made a positive move to revitalise the Register library. More about that in a later issue.

Sam Roberts

## Roadworthiness Testing Directive

The Federation of British Historic Vehicle Clubs, to which we are affiliated, has brought to our attention the EEC directive which has been the subject of much discussion and anxiety this year.

Preamble - para. 26 :-

"Whereas member states may, if appropriate, exclude from the scope of this Directive certain vehicles that are considered to be of historic interest, whereas they may also establish their own testing standards for such vehicles, whereas however such a right must not lead to an application of stricter standards than these which the vehicles were originally designed to meet."

So there we have it. MOT testing standards are clearly in the hands of our own beaurocrats!

Bob Wilkinson

## Technical Tip

### Bonnet Hinge End Brackets ( 'C' / 'CX' and Long Rad 'Y' )

Norman Purdy recently showed off his new chrome bonnet hinge purchased from his local M.G. supplier. The postwar MGTC model uses the same chrome hinge, it simply needs a few inches cutting off.

I have now discovered (you probably knew before but didn't tell me!) that the retaining brackets are available from Keith Ardley (01353 - 778493) at £12.50 per pair plus post and packing. These are designed for later upright Fords eg. 103E Popular but they do fit our cars - except short rad 'Y's of course. Why not write in with your technical tips?

Bob Wilkinson

## D.V.L.A. Matters (UK only)

*As of 1st January 1998 it will become legally binding for an owner to notify the DVLA if he/she owns a vehicle which is off the road and untaxed. This will become known as Statutory Off Road Notification.*

*No further details are available as yet eg. does this only apply to cars without V5 Registration Documents? or does it apply to all vehicles?*

*No doubt there will be more publicity of this requirement in due course. We will do our part in keeping you informed.*

Bob Wilkinson



1935 Tudor Model 'Y', (Y79255). One of the cream promotional vehicles at the 1934 Dealers' Convention (only two survivors known). Good original running condition and registration. £3250.

Tel: Martin, 01789 490345 (Stratford)

1936 Tudor Model 'Y', (Y136458). Beautiful throughout; super runner; re-upholstered; original registration; taxed; MOT; lovely example; good history; black. £3000. Tel: Paul, 0121 426 2672 or mobile: 0958 518330 (Midlands)

1933 Shortrad Tudor Model 'Y'. In need of restoration; chassis and transmission sound; complete, with additional spares; body fraying at the edges; needs a good home. £600 o.n.o. Tel. Jeremy, 01989 - 750316 (Ross-on-Wye)

1936 Model 'CX' Tudor, (C52405). Extensively restored throughout, this dark green car now sports 12volt wiring system and alternator. Recorded mileage; only 31000. Asking price £4750. Tel. Exclusive Classic Cars Ltd., 01283 - 548811 (Burton-on-Trent)

1933 early long-rad 'Y' (Y44936) restoration 80% complete with photographic evidence. Recon engine. Full mechanical overhaul, bodywork sorted (some professionally done) roof kit, car runs and drives. In primer, needs paint and some trim. Health forces sale. £1600 o.v.n.o. Dave Lambert. 0191 - 4161224. may exchange for on the road car.

1937 2dr. Model 'Y' in sound condition for refurbishment. Locked away in 1955. All documents receipts and invoices and brochures. A rare 'one owner' find. Andrew Beaumont. 017683 - 53209

Short rad body panels. N/S front wing, pair rear wings, radiator grille. All in sound condition. also dashboard complete. Bob Wilkinson. 01405 - 860836

1936 CX tourer. JV 4676. New upholstery. In good condition. MOT. £5750 or P/X. John Griffiths. 01244 - 534194

Garage clearance of Y and C parts. Also Bellamy axles. Ring for details. John Griffiths. 01244 - 534194

1935 Model 'Y' 2dr. Old English White with Black Wings. Red interior. Full renovation completed, excellent condition. £4500 o.n.o. Brian Hodges. 01977 - 661260 (Pontefract area)

Models for sale. Matchbox twin pack models. 1921 model T and 1930 model A Vans. William Lusty livery. £5 per pack inc. UK postage. Cheques to John Powell 177 Powerscourt Road, Portsmouth. PO2 7JQ. Tel. 01705 - 648695

## WANTED

CX saloon to recapture 1930's motoring. Running or for light restoration etc. Ring with details and price to Mike Stanton. 01225 - 858165 (New member)

## EVENTS .. EVENTS .. EVENTS

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

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

# 'Yorkshire Do'

## Newby Hall. July 19/20 1997

(To be read with a Yorkshire accent!)

This year we thort we'd join up wi't' lads and lasses from t' North Eastern Club for Pre-war Austins (NECPWA) - they 'ave all sorts o' cars other than t' Austins but t' owd name o' t' club stuck tha' sees!

They organise a smashin' show wi' about 800 owd cars and a reet grand autojumble an' all. Newby Hall near Ripon i' North Yorkshire is a grand owd stately 'ome wi' luvly gardens and plenty o' spaces surrounded wi' trees for t'owd cars.

Our lot started to arrive at tea-time on t' saturday - by gum it wa' a warm day. We sorted out t' stand an' it only took an hour for Trevor Walker and Dave Lambert and 'is mate to put up t' canopy for a bit o' shade ( On t' box it sez it only teks ten minutes to erect - but that's wi'out Trevor 'elpin'!!!) Graham Miles decided to gi' 'is 'Y' van a clean for 1997, '96 and '95 all at one go to save time tha' sees.

Anyroad at 6.30 we got our gang organised to go for t' evenin' run round t' pretty villages. By gum it wa' complicated - we 'ad 2 pages o' type written instructions wi'out a map. We thort we'd never get round afore it wa' dark.

Well we set off wi' Graham leading an' me navigating an' everybody fallerin' behind. Graham, cheeky chap that 'e is, decided to lead 'em a dance by leavin' t' 'ouse drive an' goin'round a few trees ..... an' some on 'em actually fallered 'im ..... daft beggers! We

got a bit lost 'cos t' driver thort 'e knew better than t' star navigator - an' would you believe it we ended up in a pub car park! We thort whilst we wa' there we might as well check out their beer to see if it wa' alright for everybody else - well tha' can't be too safe these days tha' knows.

We drove back to t' camping field just in time for t' barbecue - a burn it yourself job. We all 'ad plenty to eat and talk about till it wa' reet dark.

On Sunday morning t' rest o' our cars arrived - we 'ad 21 model 'Y's and 1 model 'C'. By gum they all looked grand. In pride o' place wa' Eddie Hamiltons body (well 'i 'Y' bodyshell in primer that is) an' David Grace's Model 'Y' running chassis (minus t' tourer body). Both created much interest amongst up an' running shiny cars.

Evan an' Penny Manuel antertained us wi' owd gramophone records an' when they got tired o' winding, Bryan Dixons newly painted 4 door 'Y' put out 1930's an' 1940's music to add t'o t' flavour o' t' day. It fair brought a tear to me eyes to 'ear t'owd tunes.

Members voted on t' cars for t' aeardsw which were presented by Graham Miles, our club founder, wi'out whos' efforts almost 220 years ago we wouldn't 'ave 'ad a club.

### T' winners -

Best Short Rad Model 'Y'	US 2090	Trevor Walker
Best Long Rad Model 'Y'	AAJ 132	Tony Parker
Best 'C' Model	LSV 166	David Gatenby
Car o' t' Show	AYP 699	Clive Brooke
Long Distance Award - 536 miles		Dave Jarman

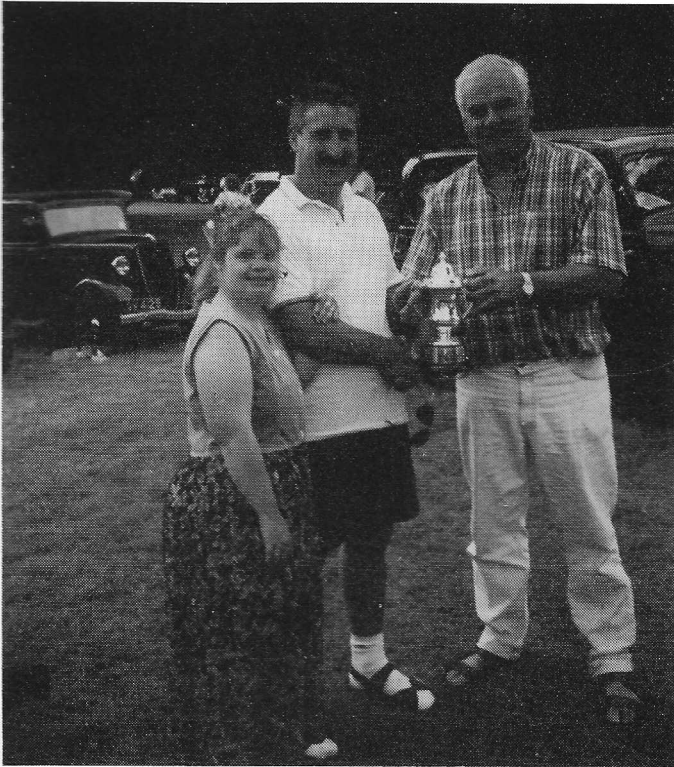
(Actually on t' day prize wa' given to Graham Miles but he checked 'is mileage on t' way 'ome and found that 'e 'adn't won after all. Dave Jarman now 'as t' trophy - well done.)

Everyone wa' pleased wi' t' show so we will be back next year.

Why not come an' see us?

*Bob Wilkinson*

(A translation into English is available on request.)



"Graham Miles presents the award for 'Car of the Show' to Clive Brooke and his daughter Sarah."

## SPARES REPORT

Despite Auto Jumbles generally failing to supply our much needed parts, Kevin optimistically visited Beaulieu this year but failed totally in his quest for parts. We have long ago faced up to the fact that their usefulness to us has in the main finished, however they cannot be completely written off. The Auto Jumble at Bob's 'Yorkshire Do' (I suppose that Yorkshire needs a capital!) produced a sprinkling of SR parts, probably now the hardest model to find parts for and the 'Festival of Transport' held near Malpass, which I attended with Peter Ketchell, produced a large quantity of brand new Vacuum Wiper Motors, all ex-army stock, and wrapped as only the army can wrap items. The exact quantity is still not decided at the time of writing this report as the dealer is checking his supplier for possible further stocks. It will mean a considerable investment, but we have the money

and opportunities cannot be passed up. Other items to come to light were Track Rod Ends, both male and female in design and a selection of 6 volt bulbs, which are also hard to find.

On the repro side Spare Wheel Straps were introduced in the last Mag., as well as their Mounting Bracket if needed, (a word of thanks to Dave Gattenby here). Sam has been asked for a couple of early / van side light bases. As they are very time consuming things to make, I want to make up a small batch, so are there any more orders likely to come in? Cost per base is £18.00, this includes all screws / bolts, bulbs, cable and painting etc. The covers, lens and base mats are all priced in the Parts List. They are not included with the base supply.

Looking to the future, thanks to the efforts of Bryan Dixon, we should be able to supply our first forged Brake parts, these items are associated with the front brake operation of all models. It will mean that we will be able to offer a full stage King Pin overhaul kit, which will cover the associated Brake components that are mounted in the King Pin. We hope to go on to such items as Perch Bolts and other Brake parts.

As you may have seen on the Spares List, I have introduced, in draft form only, the Shock Absorber / Mounting kit. This kit will be supplied with enough parts to fit out an axle. However they are still very much at the thinking stage, so don't expect supply for a considerable time. I've introduced them at this stage to try and gauge both demand and model, ie. which car and which axle.

SR front are already at an advanced stage as I have a couple of chassis on the go in my garage, the rear will prove to be the most difficult and consequently I expect will be the last to be produced. Anyway in the meantime your thoughts on numbers please.

Graham Miles

## 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	PRICE	QUANTITY	AMOUNT
Y & C Sweatshirt Blue/White Logo 55% Polycotton	Small	£12.00		
	Medium	£12.50		
	Large	£12.50		
	Extra Large	£12.50		
Y & C Sweatshirt Blue/White Logo 100% Polycotton	Small	£13.00		
	Medium	£13.50		
	Large	£13.50		
	Extra Large	£13.50		
Y & C Tee Shirt Blue/White Logo 55% Polycotton	Small	£5.75		
	Medium	£5.75		
Y & C Tee Shirt Blue/White Logo 100% Polycotton	Large	£7.25		
	Extra Large	£7.25		
Register Car Badges (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		
Plastic Model 'Y' Kit		£5.00		
<b>A3 Full Colour Reproduction Vintage Posters in Transparent Sleeve with Cardboard Backing.</b> Model 'Y' 1932 - £3.25   Model 'Y' 1933 - £3.25   Model 'Y' L/R 1935 - £3.25   Model 'Y' 1936 L/R - £3.25 Model 'C' - £3.25 <b>Special Offer - Set of all five prints   £15.00</b>				
UK Post and Packing	Parcels Small items			

Please allow 28 days for delivery.

TOTAL ENCLOSED £



# 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,	£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 108

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 NON LISTED ITEMS  
 PRICE ON APPLICATION

PRICE  
 NEW ITEMS

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TOTAL  
 OVERHEAD CHARGE £ 3-00  
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 TOTAL DUE £ \_\_\_\_\_  
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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, NorthernRebore 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 FORD PARTS AND CLASSIC OILS**  
**Dave Tebb,**  
Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet. 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 full breakdown cover anywhere in the UK. Unlimited mileage.  
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 Industrial Estate,  
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 Julian Janicki.** Riverside, Blackbridge Lane, Horsham, West Sussex. RH12 1RR  
Tel 01403 251184

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

