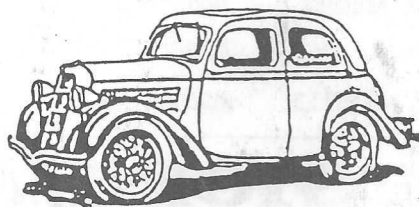
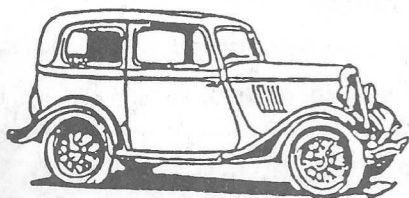


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*

## TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 109 NOV/DEC 1997

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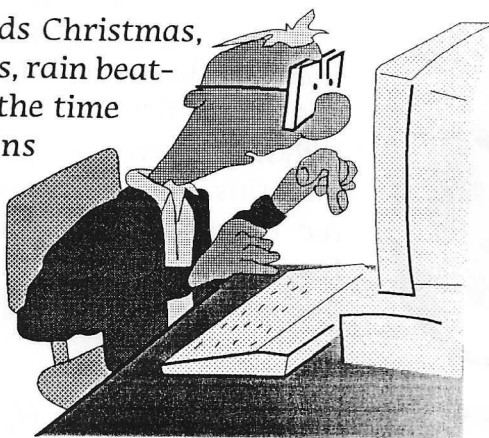
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**"DISCLAIMER"** The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

# EDITOR'S REPORT

As we race towards Christmas, with dark evenings, rain beating down, now is the time to make our plans for the next year. What 'improvements' for the car? which shows to go to? I have already given both these some thought.



The first, the matter of improvements, is a heater. Dave Newman has sent plans and details of the one which he has recently fitted although I had taken a slightly different tack in designing mine. More details in the next issue since I have had some engine problems with Emily which have delayed completion of my heater project.

It's good to hear from so many restorers, the accounts from other people often spark ideas which we can use ourselves, please keep them coming in.

If anyone has any technical queries please send them in. We hope to include more technical advice to help members keep their cars running well.

*Peter Brooke*

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## EVENTS ... EVENTS ... EVENTS

The following events are being lined up for 1998 where there will be a Register presence.

7th & 8th February	Bristol Classic Car Show (Shepton Mallet)	Nick Glenister
21/22 March	London Classic (Ally Pally)	Jim Miles
5 April	A.G.M. Willoughby	Sam Roberts
23-25 May	Enfield Pageant	Jim Miles & Peter King
6/7 June	Tatton Park	John Griffiths
? June	Basingstoke Classic Car Show	Steve Young
21 June	Y & C National Gathering	Reg Hunt
? July	Yorkshire 'Do'	Bob Wilkinson
27 September	All Ford Rally	Sam Roberts
? October	Stoneleigh	Two Geoffs
? November	International Classic Car Show NEC	Geoff Salminen

**The date for the Bristol Classic Car Show has not been announced at the time of going to press so please keep an eye on the National Classic Car press for details.**

# CHAIRMAN'S NEWSLETTER

Although by the time you read this, Christmas will be just around the corner, I am writing it at the end of October. The clocks have just gone back, the evenings are drawing in and it is getting quite chilly out there. Last weekend, I drove a couple of friends of mine, in my Model 'Y' Kerry sports tourer, in glorious sunshine, round the country lanes of north Hampshire, passing through villages of thatched, flint and brick cottages. A couple of villages we went through more than a couple of times; thanks to some local idiot turning the signposts through 180 degrees! However, we did eventually find my favourite watering hole and enjoyed a pre-Sunday lunch drink - or three! Thoughts are now turning to winterising the car. Flushing out the radiator and putting in anti-freeze; cleaning up the battery terminals and earth; taking out the distributor, greasing the shaft and re-setting the timing; honing the contact points with an oil stone and checking the plugs; cleaning out the carburettor bowl and blowing through the jets and, of course, topping up the grease nipples and checking the oils. The car should then start and run with no problems on the infrequent outings over the winter period.



With Christmas in mind, I hope you have made full use of the Register's regalia for that nice-to-have, go-on-spoil-yourself, extra present. It is still not too late. Robert Hale is eager to send out as much of his stock as you demand. In addition to that listed in the last issue of the magazine, he now has mounted and framed cigarette cards of the Model 'Y' at only £5.00 each, plus 50p postage - an ideal gift. Incidentally, I was flattered to read that Peter Brooke, the Editor, thought that my model Model 'Y's were plastic, as they were so well painted! They are, of course, die-cast metal kits. Again, at £5.00 plus 50p postage they make an ideal small gift. Alternatively, you could splash out and, for only £12.50, treat yourself to a Y&C sweat shirt, or £8.50 for a Y&C Register radiator grille or bar badge.

There's plenty of variety on the regalia list for you to choose from. For those of you who have had letters returned by the Post Office from Robert Hale's address stamped "Address Inaccessible", please try again. Robert assures me that he has sorted out the misunderstanding with the powers that be. Don't forget also that Bob Wilkinson has the reprints of the Ford Bulletins, which support our cars and, a recent addition, reprints of the drivers' Instruction Handbooks for the shortrad and longrad Model 'Y's and the DeLuxe Model 'C'/CX'

The meaning of 'P.C.D.' was questioned in the last issue, in relation to the hub of a wheel with the studs providing the only measurement of size. We obviously have few engineers among the membership as no-one, apart from our glorious Editor, came up with a suggestion. He proposed 'Pitch Circle Diameter', which contradicted with the evidence of my research. I had discovered 'Pin Circle Diameter' as being the meaning. So, we are only a little wiser. Any ideas?

I did receive two responses to requests published in the magazine. Firstly, I am grateful to Rodger Dudding, who provided the translation, via a Danish lady working in his office, to the newspaper article accompanying the Members' Cars article on Dr. Bernhard Fischer's Model 'Y'. The translation appears elsewhere in this issue. Secondly, I am particularly grateful to Harry Edwards, the Morris Register's historian, who provided a photocopy of the article on Dagenham, which appeared in the July 8th 1932 issue of The Autocar.

I have three very varied requests to make in this issue. It will be interesting to see what responses I get:-

1. The Internet. We need to have a web page on the net and an e-mail address through which to receive and answer queries on our cars and on the Ford Y&C Model Register. Is any one prepared and

pared and equipped to act as that addressee. I am about to go on the internet, but would rather that the workload be spread among the membership.

2. There is some evidence that the wings, radiator cowls and front valances on our cars were made by Ford rather than Briggs. One member, whom I cannot remember, told me at an All Ford Rally that he had a pair of Model 'Y' front wings which were stamped Ford logo on the inside. If that member would give me a call I would be grateful. Also, if anyone out there can support the evidence, or has evidence to the contrary, I would like to hear from him or her.
3. Ron Staughton, the Curator at the Ford Heritage Centre, is nursing a sick Tug. Its engine, which is a single water inlet type, has lost all compression through old age. Rather than rebor-ing and fitting new liners and pistons to an incorrect engine, he would rather the Tug had the correct double water inlet 8 hp engine. Can anyone supply an engine to Ron? He can be contacted on 0181 5264216.

Two apologies are also due at this time of the year. Firstly, to those paid-up members, who received 'late-payer' reminders from me. Terry Lee, for one, was a victim and was understandably upset at being 'accused' of not paying on time. As I said in the letter, 'None of us is infallible' and even Bob Wilkinson makes a mistake every now and then! Actually, Bob is also the cause of the second apology. This is to those overseas members of the Register who tried to make sense of the article entitled 'The Yorkshire Do' which he wrote in the last issue. What you must understand is that, to normal people in the UK, Yorkshire is foreign and that the people who live there do speak a foreign language, based very loosely on English! Actually, I blame the teachers.

Only two previously unknown cars have come to light this time round. Stan Porter advertised his car in Classic Car Weekly. It is ALA 47, a Fordor model 'Y' (chassis number Y24490) in Orient Blue with Black wings. The other is a Tudor Model 'Y' (chassis number Y23857) with a Black upper half to the body and a Blue lower half, which is being advertised by Grundy Mack, the Huddersfield based classic car dealer. The car ( HF 8915) has lost its original registration.

Whilst on the subject of dealers, we manage to keep track of cars' movements through the dealers through their advertisements in the various car magazines and in Classic Car Weekly. Appreciating that, if it wasn't for the car clubs ensuring the survival of their marques there would be few cars for them to sell, they are very helpful to club officials when questioned about the cars they are advertising. We are very grateful to them for this. Unfortunately, I came across an exception the other week, who was down-right rude and slammed the 'phone down on me! D.R.C. (Motors) of Hertfordshire refused point blank to give me the chassis and registration numbers of a Model 'Y' he is advertising, as if it was privileged information. "How do I know you are who you say you are?" asks he. "Why are you being so difficult?" asks I. - slam; down goes the receiver. We can do without people like that in the classic car movement.

Classic Car Weekly recently carried an article on the hoard of classic cars, in various states of disrepair, owned by Richard Bonnett in Hull. Accompanying the article was a photograph of a Model 'CX', EKJ 348, registered in Kent in May 1937. This car is already on our register of known survivors and looks to be in need of some TLC.

I was delighted to read in the 'Yorkshire Do' article (yes, I did understand it - apart from the 'tryping' error which threw me for a while) that Bryan Dixon has got his 'gin palace' back on the road. He has a stereo radio and cassette player installed, amongst other bolt-on goodies. I can just hear Al Bowley songs emanating from the car at the show. Bryan is working on our behalf to source some drop forged spare parts, such as the front axle perch bolts and the brake actuator arms (the 'spoons' which push the brake rods through the king pins on the front axles.) Finding out the correct grade of steel has been holding him up, but we seem to have got over that problem. A programme of strength testing will be rigorously carried out before they are put

on sale to members as we are very aware of the product liability risks we carry as Register officers.

I had an enjoyable evening with Mark Turner, who is our 'mole' in Dearborn, USA. He was over on business with Ford Europe. In exchange for information on his Model 'Y' Kerry, he is searching through the Dearborn archives for me for my proposed book on the Model 'Y'. I've also had a break-through with Ford France who, like Dagenham, have no archives! They have recruited a history graduate to research their history. So far, I have had to rely on French member, Bernard Martinet

for information on Asnieres, where the Model 'Y' (5CV) was assembled. Incidentally, Bernard asked me to "tell Bob Wilkinson, Kevin Briggingshaw, Julian Janicki and others how much I appreciate their help for parts and info."

Other news from members includes a third car being imported onto Jersey in the Channel Islands. John Follon, who has nearly completed the restoration of the Jennings conversion Model 'Y' (with the rear door), is giving me the details of the new owner of Daphne Godwin's, July 1934 Model 'Y' Tudor, chassis number Y71672 which, presumably, will be re-registered with a 'J' Jersey plate. Trevor Walker has sent me an old cutting from a magazine advertising 7mm models of the Model 'Y' supplied at that time by Malvern Models. I suspect that these were cast from the same dies as the ex-Western Models, which I managed to track down to Poole last year. Does anyone know of, or own, these Malvern Models kits?



*"Geoff Salminen serenading his 'beau' at the 1996 National Classic Car Show."*

I hope we shall see some members at the International Classic Car Show at the NEC in mid-November. Geoff Salminen is putting a lot of effort into the register stand, the fruits of which will be shown in the next issue of the magazine. However, I can't resist including a photograph, which had gone missing from my paperwork, of the multi-talented Geoff at last year's show, serenading the mannequin on the Register stand with a George Formby number on his banjo. Note his admiring public in the background!

This next weekend sees the November gathering of the Committee. Hopefully, I will be able to squeeze in a report on what is discussed before the Editor's deadline for copy for this issue. In the meantime, may I wish you all an enjoyable Christmas.

*Sam Roberts*

# DANISH TRANSLATION

You will recall, in the last issue, we featured the Copenhagen assembled Model 'Y' belonging to Dr Bernhard Fischer in Hamburg, north Germany. For most of its life, the car had been owned by Hans Jorgen Hansen and, in 1977, the local Danish newspaper had featured the 1937 car on its fortieth birthday, which coincided with Hans Hansen's eightieth birthday.

We are grateful to a Danish lady friend of Rodger Dudding, the Managing Director of Lonsto (International) Ltd. and a member of the Register, who has provided us with a translation of the newspaper article - as follows:-

## "WELL-PRESERVED 80 YEAR OLD IN 40 YEAR OLD CAR"

We can now tell what many residents of Aroskobing probably already know, that the old gentleman with his back to his old well-preserved car in the picture in the Folkebladet the other day, was former grocer, Hans Jorgen Hansen of Smedevejan 91, Aroskobing.

The car - a Ford Model Y - was bought by Mr Hansen in July 1937, when he was 40 years old. today, the car has reached its fortieth, and the owner has passed his 80th, but both are still in fine form and are in daily use.

"It was my first and only car, and it is still driving around with the same paintwork, same inner tubes, but the tyres are the second set. Otherwise it has hardly had anything done to it."

As impossible as it sounds, the Ford has only done about 60,000 kilometers in its long life, and that is only because it has been all the way to Jylland a couple of times. On Acro a car has only got a very few kilometers to travel around.

The small, appetising English car, with the original and rare number plates O-786, only cost the happy purchaser 3850 Kroner in 1937, and that included a luggage rack. At that time one did not have a boot.

From then on, the little Ford has rolled steadily and securely ahead, except during the war, when it was put on blocks. But, as a grocer, Hans Jorgen Hansen managed to get it out on the roads again a month before everyone else after the war.

The retired grocer, seen here with his cherished and admired car in the market in Aroskobing, is still as much in love with the machine as he was the first time he got to know it.

Apart from the price, it was in all other respects a cheap pleasure. The driving only cost him 40 Kroner for ??? hours tuition."

## DVLA Notification (UK only)

Statutory Off Road Notification  
Targets Tax Dodgers.

The Driver and Vehicle Licensing Agency (DVLA) have announced details of the new Statutory Off Road Notification (SORN) procedures. These new regulations are designed to target road tax dodgers and should not seriously affect our cars.

Applying to ALL vehicles taxed on or after January 31st 1998 the SORN procedures require vehicle keepers to notify DVLA (by using a revised tax reminder form - V11) that they intend to take their vehicle off the road un-taxed. Failure to do this may mean prosecution and a fine.

A DVLA spokesman said "The introduction of SORN will reduce the opportunity for tax dodgers to evade paying vehicle excise duty. Law abiding motorists need not fear the new regulations."

As yet (end of October) there is no further news regarding registering vehicles which are currently under restoration with DVLA. Club advice is to apply for your existing registration mark (where you do not have a V5 new type log book) via the V765 scheme.

*Details of this scheme from Bob Wilkinson  
(SEA please)*

# Original, copy or fake?

For some time now I have been pondering the question, if I strip my Model 'Y' down to the last nut and bolt and re-build, replacing or repairing any part or parts, re-upholstering the seats, replacing the carpets, replacing the rotting floors, re-chroming the bumpers, New roof kit and headlining, re-spray, then after three years of every weekend and evening do I then have an Original, a copy or a fake?

Being 'original' before I start work on the vehicle, as far as time and previous ownership will allow, as soon as I remove the 'original' finish and replace it with a new finish, which is a 'copy' of the 'original', I then have a 'fake'. But who will tell me that my pride and joy is a 'Fake'.

Owning an Old vehicle and keeping it on the road necessitates the cannibalization of one or more other vehicles, at one time or another,

secondhand parts are 'Original' but not to the vehicle to which you fit them.

The motor industry has been using 'Pattern Parts' for many years, some of these are 'original' some are 'copies' and some are 'fakes', so if the part of the 'original' is a 'fake', does the whole become a 'fake' or does the 'fake' become 'original'? Pondering this question raises a further question, "Who cares? as long as it goes."

Looking for divine guidance, I consult the book of rules on the back of my membership card where it states"....as closely as possible to their original specification", I am then even more confused as Henry's lot at Dagenham kept changing the specification.

Does anyone out there know the part number of the shovel I need to dig me out of this hole that I am in?

*Bobby Gales  
Ipswich*

## 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 0DJ**



# MODEL 'Y' FORD OR DE LUXE

I came across an interesting piece of memorabilia at an antique market in Salisbury. It is a 'USED CAR MARKET REPORT' issued by the Motor Agents Association (M.A.A.) of 201, Great Portland Street, London, W1. This particular one is No. 96, issued in April 1935. Basically, it's the equivalent of the present day traders' Glass' Guide to second hand car prices. It states that it is 'Strictly Private and confidential for use of the trade only' and has the approval of the Society of Motor Manufacturers and Traders, Ltd.

Under 'FORD' it lists the following:-

HP	Car	1934	1933	1932	1931	1930
8	Tudor Sal....	80	65	nm	nm	nm
8	Fordor Sal...	nm	72	nm	nm	nm
8	Fordor S. deLuxe	95	80	nm	nm	nm
14.9	Tudor Sal....	85	60	45	30	15

etc.

Under 'Used Commercial Vehicle Report' it lists:-

5 cwt	Ford van	65	40	nm	nm	nm
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What intrigued me about this report was that they listed the standard Fordor Saloon as being 'not manufactured' (nm) in 1934, inferring that all Model 'Y' Fordors of that year were to the 'de Luxe' specification.

Coincidentally, the previous week, whilst sorting out the magazines in the Register library, I happened upon an article in the June 30th issue of 'The Practical Motorist', which road tested 'The 8 h.p. Ford Saloon'. It describes the 'de luxe four-door model' as follows:-

"The equipment includes semaphore traffic signals, for which a control switch is mounted just below the instrument panel; a hinged sun visor, dual screen wiper, metal spare wheel cover and a driving mirror incorporating a clock, the face of which lights up when the instrument panel, which carries a large dialled speedometer and fuel gauge, is illuminated."

The photograph accompanying the report shows a Fordor de luxe (Registered AVX 10 - Essex, February 1934) with semaphore traffic signals located forward of the front doors, straddling the coachline. Again, I was intrigued because I was not aware of trafficators being fitted to the Model 'Y' in production. The de luxe models of 1934 were obviously the exception. Production of the de luxe Model 'Y' ceased with the introduction of the De Luxe Model 'C' in September 1934.

*Sam Roberts*

## Did you know that.....

The body panels on the Model 'Y' were made of a soft low grade mild steel of 20 Standard Wire Gauge - SWG ( 0.036 inches). It had to be this thick and soft to enable shaping without cracking. Load carrying structures, such as pillars were 18 to 20 gauge. Structural bracketry, such as those connecting the pillars to the chassis, were 16 -18 gauge (0.064 - 0.048 inches). Chassis structural supports were between 14 and 16 gauge and the chassis itself approximately 10 SWG (0.128 inches).

Modern mass-produced cars are made of high grade carbon steel of 22 SWG (0.028 inches) which can withstand shaping without the fear of cracking. This information was supplied by our member expert bodywork restorer and body panel manufacturer, Ken Arthur of KA Developments (see inside back cover).

# ALL FORD RALLY ABINGDON 28 SEPTEMBER 1997

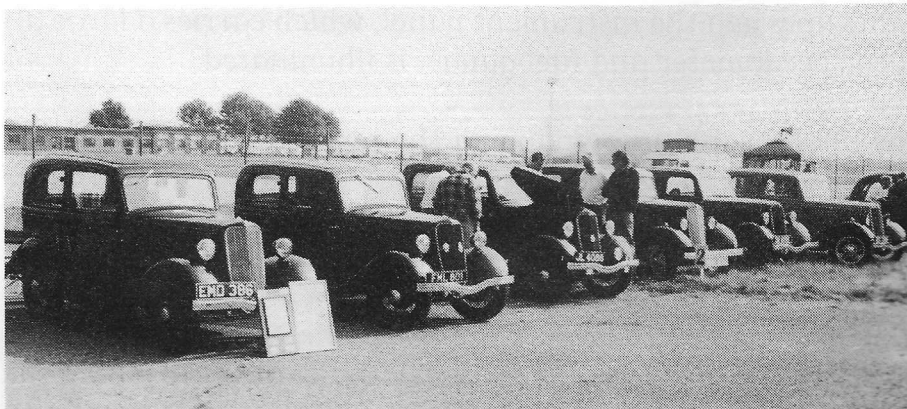
This year, we were blessed with fine weather for a change! The venue was different also, the rally being held alongside the perimeter road of Abingdon airfield. Once again, there was a good turnout of pre-1965 Ford cars and vehicles of all shapes and sizes. A total of 450 entries! We set out our stall amongst the ranks of Class 2 vehicles (1932 - 1942) facing, across the pathway, the ranks of the Models A, B and BF. We numbered twelve in total: - the Model 'Y' was represented by Shortrad of Kevin Briggshaw, and the Longrads of Steve and Jackie Young (and Mum), Rod Evans, Geoff Dee, Geoff Salminen, Tony Brasher, Kevin Taylor and Chris Ainge and my Kerry. Tom Tomlin and David and Valerie Leach made up the Model 'C' contingent and Peter Ketchell, having driven down from Chester, was the sole Model 'CX' representative in his beautiful black tourer. Adrian Chettle chose to come in his 7Y this year and tagged on the end of our line. We had expected a few more but they chose to appear at the stand on foot, rather than with their cars. Graham Miles, unfortunately, had gone down with the dreaded 'flu and was thus conspicuous by his absence.

It was good to see a strong contingent of members from the north Midlands. The family Bainbridge, with young Gary sporting a Y&C sweatshirt, in the company of the family Johnson, Brian and Roger Gurney and Gary Matthews all added more than a little verbal spice to the proceedings - as is their wont!

Jenny and Derek Bone continued their quest for bits for their Model 'Y' restoration. Peter Jury quizzed Tony Brasher on the correct radiator grille colour to match his electric blue body paint, settling on Tacoma cream to match his wheels, and Dave Curtis, Ian Newton, Julian Janicki, Philip Albers, Tim Brandon, Shirley Wood and possibly others came over to say "Hi!". Bill Ballard and The Small Ford Club were set up alongside us again this year. Unfortunately Bill has suffered an angina attack and was not his usual bubbly self. Mark Hughs will hopefully join us as a member, having spent the day searching for parts for his recently acquired 1934 Fordor Model 'Y' - with some success. The rather dilapidated, but restorable, early shortrad (gutterless) Model 'Y', ex-Phil Prosser, was quickly snapped up on one of the autojumble stalls by a dealer who intends selling it on. It's a car I have been keeping



*"Alongside Adrian Chettle's 7Y is Peter Ketchell, in his Model 'CX' Tourer, Tom Tomlin's chocolate brown Model 'C' (Galax - 'C': Tom's joke, not mine!), my Kerry, David and Valerie Leach's Model 'C' and Chris Ainge's beautiful Fordor Model 'Y', which is for sale."*



*"Right marker, Steve Young's Tudor Model 'Y' is alongside Rod Evans' and Geoff Dee's Tudors, Kevin Briggshaw's Shortrad, Geoff Salminen's Tudor and Tony Brasher's Electric Blue Tudor."*

tabs on for some time. I shall continue until it eventually gets into the hands of an enthusiast.

Mercifully, this year, the Tannoy system just happened to break down at the rear of our stand (!) so we were able to chat with ease. Robert Hale was present with some of his regalia stock and managed to sell a number of items, which made a change from last year. All in all an enjoyable day. The icing on the cake was the news that my Kerry had won the second in Class 2 award, so I came home with a cup! It was completely unexpected as I had not prepared, or even cleaned the car, and there were some beautiful 1930s Model As and Bs/BFs in our class. It was good to have a Model 'Y' winning a piece of the silver.

*Sam Roberts*

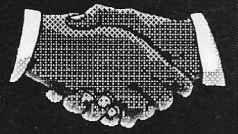
## ALL FORD RALLY VIDEO

This year, the organisers of the All Ford Rally co-opted a professional video company, AVS Rothmar, to film the vehicles and participants at the show. AVS Rothmar employs ex-BBC interviewers and is better known for its documentaries. The resultant video is a two and a quarter hour well produced production, which covers the range of Fords present at the rally, from a 1903 Model 'A' through to the large American Fords of the late 1960s. Each model is described by its owner in chronological order of production, combining to make an interesting and educational review of the Ford classic car and commercial vehicle range. A second camera covered the activities in the arena and captures the best vehicles at the awards ceremony.

Three members of the Ford Y&C Model Register describe their cars on the video. Geoff Dee describes his Tudor Model 'Y', inviting the interviewer into the driving seat "to see for himself". Adrian Chettle was chosen to describe his Model 7Y and Peter Ketchell was 'caught' in the arena and describes his Model 'CX' Tourer.

The video 'All Ford Rally - September 28th 1997' is offered at a cost of £9.99, plus £1.00 postage and can be obtained from AVS Rothmar, The Studio, Common Farm, Milton Common, Oxfordshire, OX9 2NU. This is yet another good idea for a Christmas present for the true Ford enthusiast!

## NEW MEMBERS



Since our last publication we have welcomed the following new members:-

- H0323 STEVE HEWLETT**  
Freshwinds, La Rue Sorel, St. John, Jersey. JE3 4AA
- K1905 MICHAEL KYNE**  
4 Balally Ave., Dundrum, Dublin 16 Eire.
- M1934 BRIAN MULLAN**  
4 Vow Rd., Ballymoney, Co. Antrim, N. Ireland. BT53 7PB
- O-N103 FELIX NICOLAS**  
Tarraco Centre S.A., Apartado Correos 10074, 43006 Tarragona, Spain.
- O1905 EAMON O'DONELL**  
Pound Road, Castlebar, Co., Mayo, Eire. NP1 8NX
- O1701 PAUL ORMOND-SMITH**  
Yn Reash, Rarague Rd., Malen, Isle of Man.
- P1032 STAN PORTER**  
The Coach House, Beckingham Rd., Gt., Totham, Maldon, Essex. CM9 8DY
- S1732 FRED SILL**  
14 Edwin St., Houghton-le-Spring, Tyne & Wear. DH5 8AR  
*(Fred - please note new membership number - error on your card! B.W.)*
- S1631 KEN SLEIGHT**  
Forge Cottage, Owston, Askern, Doncaster. DN6 9JF
- T0207 MIKE TUCKER**  
Garden Flat, 53 Pembroke Rd., Clifton, Bristol. BS8 3BE

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

*Bob Wilkinson*

## Notes on New Members

We have had a number of members join us recently whilst looking to buy a 'Y' or 'C' model. Three of the latest are listed here.

Mike Tucker in Bristol is looking to enhance his retirement activities. The idea no doubt is to recreate the pleasure he had 35 years or so ago when he last owned a model 'Y'. (He has found such a car and it is featured elsewhere in this issue. Ed.)

Ken Sleight in Doncaster is also looking for a 'Y' model after ownership of various cars including an Austin 7 in recent years.

Fred Sill in Houghton-le-Spring, also retired, is on the trail of a 1934 model 'Y' which he has known of for several years. By now, hopefully, Fred will have begun the process of restoration.

Eamon O'Donnell in Co. Mayo, Eire, has a massive restoration project in hand on his 1933 short rad 4 door model 'Y' saloon. At the time of writing, the car is in Wales and Eamon is planning to take it to Ireland shortly. VJ 5149 was inspected some while ago by Mike Samuel our 'man in Wales' who thought that it would be a very brave man to tackle the restoration of this car. Eamon was hoping to find a replacement chassis fearing that the original is beyond hope. Keep us informed on progress Eamon.

Michael Kyne in Dublin is more fortunate in that he has owned his 1937 2 door model 'Y' for nearly 30 years. He repainted the car in 1970 and put it away in store and there it stayed until very recently. With some attention to the wiring and the double water manifold on the side of the original engine block he hopes to be on the road fairly soon. Better late than never Michael!

Meanwhile in Ballymoney (Northern Ireland) Brian Mullan is restoring a 50's special based on a 1934 model 'Y' chassis (Y48666). Our chairman has featured this car elsewhere in this magazine.

Stan Porter is on the road with ALA 47 his 4 door 1933 short rad model 'Y' in Blue with Black wings. Stan has promised more information and photos in due course.

Our next three new members are across the water! Well the Isle of Man is not too far to meet up with Paul Ormond-Smith who was a member a few years ago when living in Liverpool. He has a different car now with an early 1936 'Y' YYJ 289 (formerly JY7527) bought from ex-member Andrew Whewell. After some slight attention to a clutch problem Paul hopes to be back on the road soon. Paul, what happened to your other very smart 'Y' which we had on display at G-Mex some years ago?

Steve Hewlett in Jersey now owns the 1934 model 'Y' latterly owned by Daphne Godwin. Steve says - "the steering has a little too much play and the petrol gauge is faulty (advice needed on these items). The car was bought at auction as a business transaction but I can't part with it!". CG 8491 is now Jersey registered J 3947.

Further away in Tarragona Spain is Felix Nicolas. He owns a 1933 left hand drive (Spanish produced) model 'Y' which is undergoing restoration. The paintwork and interior are yet to be finished.

Will all new members please keep us informed of progress and of course of how you overcome these difficult problems during restoration or there first few miles?

Incidentally no new model 'C' or 'CX' in this edition - where are they?

*Bob Wilkinson*

# Hotting up your Model 'Y

No, this is not an article about building 'Hot Rods' or 'Stock Cars' but, merely the avoidance of cold feet whilst driving on crisp winter Sundays.

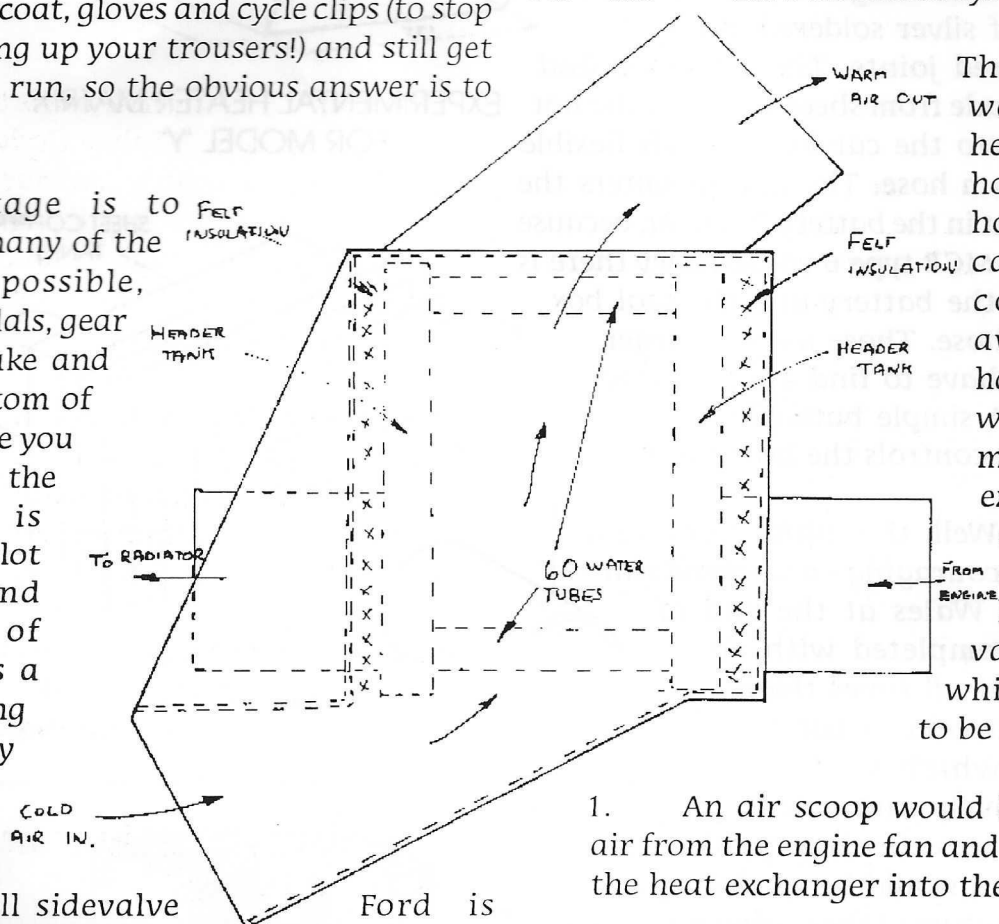
With the advent of free all year road tax many of us are using our cars all through the winter, providing there isn't any salt on the roads, although a winter drive can be a chilly experience. The pre-war motorist would wear cap, scarf, overcoat, gloves and cycle clips (to stop the daft blowing up your trousers!) and still get cold on a long run, so the obvious answer is to fit a heater.

The first stage is to eliminate as many of the draughts as possible, around the pedals, gear lever, handbrake and along the bottom of the doors. Once you have done this the car is immediately a lot warmer and some sort of heater stands a chance of being reasonably effective.

The problem with the small sidevalve Ford is that they do not have a water pump, water cannot be made to flow through a heater in the conventional way. To get around this you can either fit an auxiliary water pump to pump water to a heater unit, or, you can fit the heater in some part of the thermo-syphon system such as the top hose, as was done in the 40's and 50's when add on heaters were available in accessory shops.

Having looked with no success for a heater at autojumbles, I decided to have a go at making

one and considered different ways of doing this. The first proposal was to acquire a heater matrix from a modern car in a scrap yard, mount it in the car and make a water pump driven off the fan belt by a friction roller, which would take hot water from the top hose, pass it through the heater and return it to the bottom hose. However, several snags became apparent with this scheme! Would a pump drawing water out of the system upset the normal circulation of the thermo-syphon system and cause overheating? There wasn't much room in the car to place a heater unit, and the heater would need an electric fan which would place additional load on the car's electrical system.



The second idea was to place a heater in the top hose and duct the hot air into the car as the commercially available units had done but, this would entail making a heat exchanger which could be quite difficult. I looked at various criteria which would have to be met:

1. An air scoop would have to pick up air from the engine fan and blow it through the heat exchanger into the car.
2. The heat exchanger must not restrict the flow of water in the cooling system.
3. The heat exchanger must provide as large a surface area as possible so as to conduct as much heat as possible into the air passing through it.

The air scoop was tackled first by making a mock-up out of cardboard and this seemed to

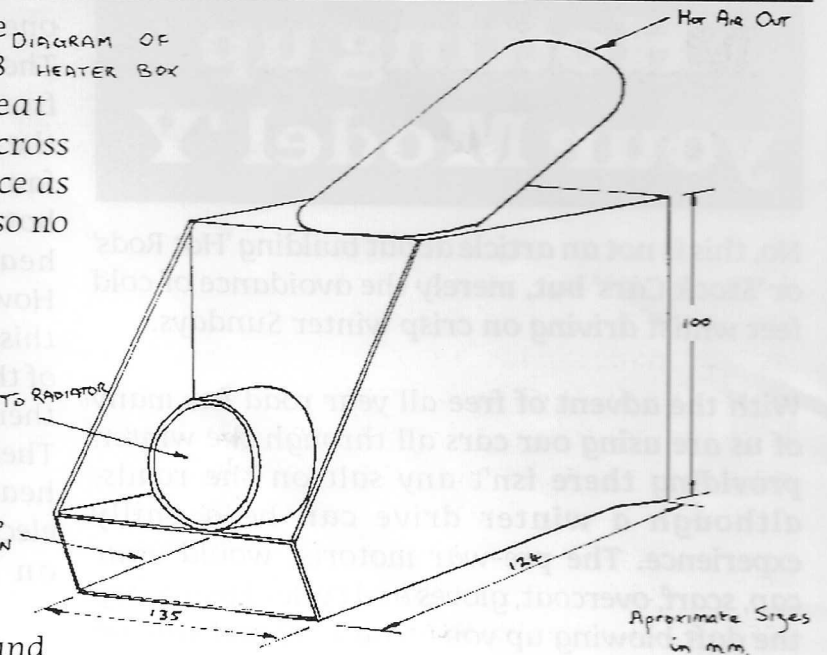
do the job quite well. The room available looked as if it would allow about 60 x 3/8 inch diameter water tubes in the heat exchanger, and this worked out to give a cross sectional area of water passage nearly twice as big as the cross sectional area of the hose, so no restriction should take place.

By putting fins on the 60 tubes the heating surface could be increased as much as possible. Making the heater proved not too difficult, the heat exchanger has top and bottom tanks made from sheet copper, the water pipes are copper and the fins are brass, the whole thing is assembled by a mixture of silver soldered joints and soft soldered joints. The air scoop and heater box is made from sheet steel and the hot air is ducted into the car by a 2 inch flexible coiled aluminium hose. The hot air enters the car via a hole cut in the battery box floor, because my car uses an MGB type 6 volt battery there is room between the battery and the tool box for the 2 inch hose. Those using a larger battery would have to find another way of doing this. A simple butterfly valve in the heater duct controls the heat supply.

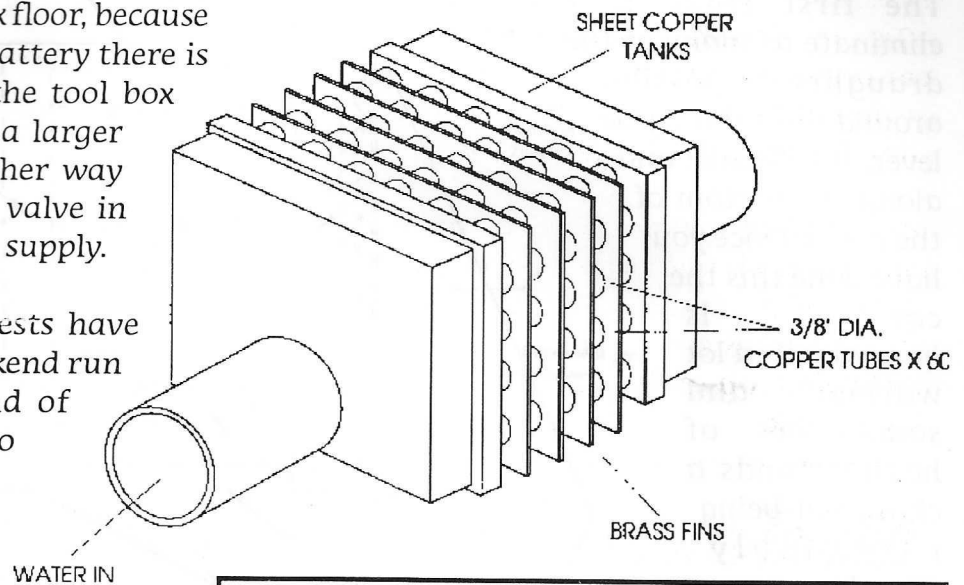
Does it work? Well, the initial tests have proved quite encouraging - a weekend run around North Wales at the end of October was completed with no problems and at all times there was a steady stream of hot air into the car which kept the driver's feet lovely and warm.

Obviously, if the weather is very cold, some kind of radiator blind would be needed to keep the working temperature of the engine up, but given that, I think I can say my heater is a success. Incidentally, whilst in Caernarfon an elderly gentleman approached me and said he had a 'Y' windscreen and frame if I knew anyone who needed one. I am not aware of the condition but, if anyone needs one they can contact Mr. I. R. Jones on Caernarfon 674500.

Dave Newman



EXPERIMENTAL HEATER MATRIX FOR MODEL 'Y'

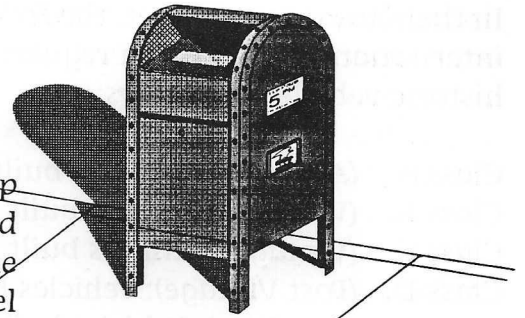


# MEMBERS' LETTERS

## Here is a letter from Pete Jury about his restoration

I am writing as promised to return the Electric Blue colour chip to you. (Bob) It proved invaluable to me when I got my paint mixed as the smallest panel I had with the original colour on was the door after ICI lost my air vent. I treated the replacement panel with rust inhibitor and a thin skim of body filler before spraying with a zinc based primer. Well, the whole car is now painted, in Electric Blue with Black wings and skirts. The whole job was carried out in my workshop on a warm Saturday about 2 weeks ago, the results are very reassuring. I borrowed an electric polisher last weekend and with the aid of some cutting compound I managed to achieve a mirror-like shine. I spoke to Tony Brasher and Sam Roberts at Abingdon regarding the colour of the radiator grille, after a lengthy discussion and looking at several other 'Y's I decided to paint it the same colour as the wheels and pin stripe - Tacoma Cream. I nearly fell over when I saw Tony's Electric Blue car because it was much lighter than mine, I assumed mine was wrong until he told me that his had been painted much lighter than it should be. Phew!

Beaulieu Autojumble turned up some good parts for 'Y'/Anglia and I found my oil filler tube. A good search through a very old crate found me a new 3-part clutch, 2 new shock absorber links and spring bushes for 'Y' and Anglia all still in their original Ford packaging, oh and a new fan blade all for £25, bargain of the day I think.



Anyway I'm off now to start the lengthy reassembly process, I would imagine that she should be somewhere near finished about July/August next year (money allowing).

*Pete Jury*

### Editor's note:

Bob Wilkinson holds colour chips (on metal) for our cars. These can be borrowed against a £10 returnable deposit for colour matching purposes. See also magazine number 107 for full colour specifications and modern equivalents.

## Sidevalve Tractor

Cyril Charlton of Blackpool recently sent in a photograph of a Singer Monarch Lightweight Tractor which he has painstakingly, and magnificently, restored. It is of interest since it is fitted with a Ford 8hp. sidevalve engine. Yes, in a Singer! I presume it must be the same Singer Company which produced cars up to their Rootes Group takeover in the 1950's. Why did they fit a Ford engine?

Anyway, with the help of Tony Butterfield he was able to obtain some fuel pump and carburettor parts to complete the restoration.



*"The Singer Lightweight Tractor."*

# CLASSIFICATION OF VEHICLES

In their latest News Sheet, the Federation of British Historic Vehicle Clubs (FBHVC) reports that the international body which regulates events, Federation des Vehicules Anciens (FIVA), has classified historic vehicles as follows:-

- Class A. (Ancestor): Vehicles built up to 31 December 1904.
- Class B. (Veteran): Vehicles built between 1 January 1905 and 31 December 1918.
- Class C. (Vintage): Vehicles built between 1 January 1919 and 31 December 1930.
- Class D. (Post Vintage): Vehicles built between 1 January 1931 & 31 December 1945.
- Class E. (Post War): Vehicles built between 1 January 1946 and 31 December 1960.
- Class F. Vehicles built between 1 January 1961 and 31 December 1970
- Class G. Vehicles built on or after 1 January 1971 and up to a date 20 years before the first day of the current year.

There has always been confusion over what categorisation our cars fall in to; Post Vintage is the answer! It is also worth noting that Vintage includes vehicles built in 1930 - not pre-1930, as some are led to believe.

I have had a letter from a new member, Michael Tucker from Bristol, who joined a couple of months ago and has now bought a Model 'Y.' This vehicle has been on the register for quite a while, having previously belonged to S. Leech of the Wirral, Cheshire. There are still some details which are not known about the car such as the Briggs body number and engine number (is it the original engine?) but now the car is owned by a Register Member this information should be available.

Originally made in the last couple of months of 1936, (chassis No. Y165698) this black 2door Model 'Y' was not registered until the first day of the following year. The first owner kept the car for 15 years.

Prior to Michael buying it, S. Leech had owned it for ten years after purchasing it from Molesworth Motor Museum where it had been on show for 18 years. They were third owners.

Michael reports that the car is in superb original condition with original upholstery and carpets and exceptional bodywork as can be seen in the photograph. The 'pork pie' rear light can be clearly seen under the rear number plate and Michael says it has the original clock/mirror. It seems on the photograph, that the coachline is red, so I presume that the interior is also red.

It would appear that the car is now being used, as our cars should be and we wish Michael many happy miles of Model 'Y' motoring.





# BYFORD SPORTS CAR

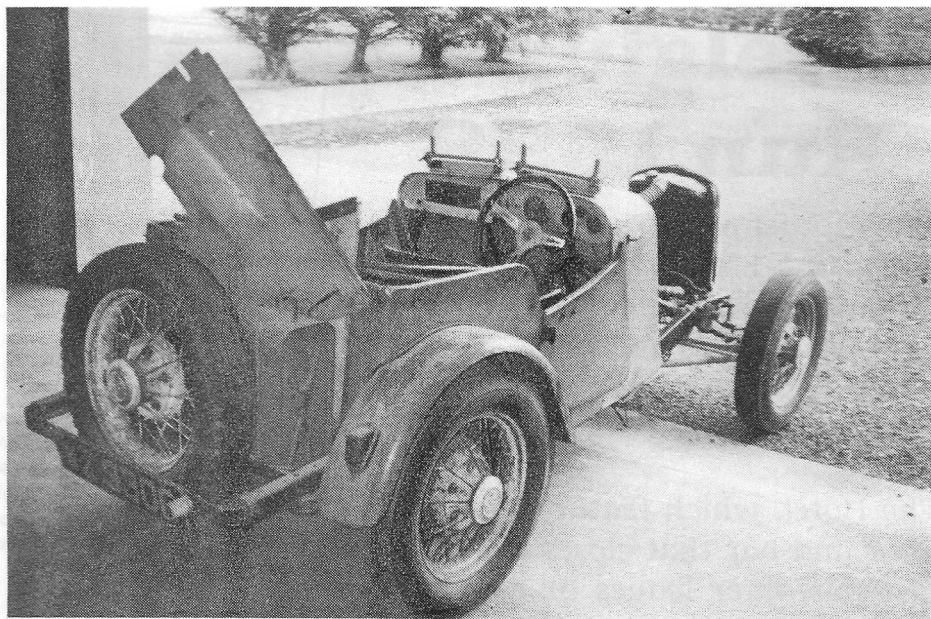
My hopes were raised when Bob Wilkinson told me of a letter he had received from John Mawhinney of Carrickfergus, in Northern Ireland, describing a Model 'Y' sports car, called a 'Byford', which was being restored by Brian Mullan in Ballymoney, County Antrim. A quick letter to John produced some photographs by return of post - thanks John.

My hopes were diminished when I saw the photographs, three of which I reproduce here. Although the car looks very solidly built and quite attractive, the original Model 'Y' characteristics have been somewhat tampered with! The engine has been severely modified with Aquaplane conversions to twin- SU carburettor fuel supply, 'go-faster' exhaust ports and manifold and a higher compression aluminium cylinder head. The dash board looks rather 'Heath-Robinson' and the protruding chassis extensions at the rear do not strike me as being the work of a professional coach builder. Hydraulic brakes have been fitted and the radiator grille, with its Byford grille badge, looks as though it has been adapted from the Model 'Y's big American sister, the Model 40. It smacks of a 1950's home built conversion from a saloon; especially as there isn't a louvre in sight, which all sports cars seemed to boast in the 1930s. To cap it all, the registration number, WZ was issued in Belfast in 1959.

I wrote to Brian Mullan, asking for more details of the car and, if he knew it, the origin of the Byford name. A telephone call from Brian two days later reinforced my suspicions and dashed my hopes completely of discovering another original make of Model 'Y' tourer. The frame of the body is made from angle-iron, the only bit of ash being round the bulkhead. The chassis has been shortened with a section taken out from

the middle. The hubs, both front and rear, have large ventilation holes to prevent overheating of the brake shoes, which are actuated by twin hydraulic pistons. Brian bought the car in March of this year after it had been in store for 28 years. The previous owner knew nothing of its history, other than it had belonged to a house furnishing company in Belfast by the name of Byford and Lynas; I presume that because he had 'ford' in his name, Mr Byford thought it a good name for his creation.

Having said all that, the car does look very sporty, with its slab petrol tank on the back and, not seen in the photographs, cycle mudguards on the front wheels. I suspect it was built for trailing or hill climbing activities; or perhaps, it was built just to give Mr Byford a bit of 'street-cred' as he cruised around Belfast! The twin windscreens, although not very effective, would

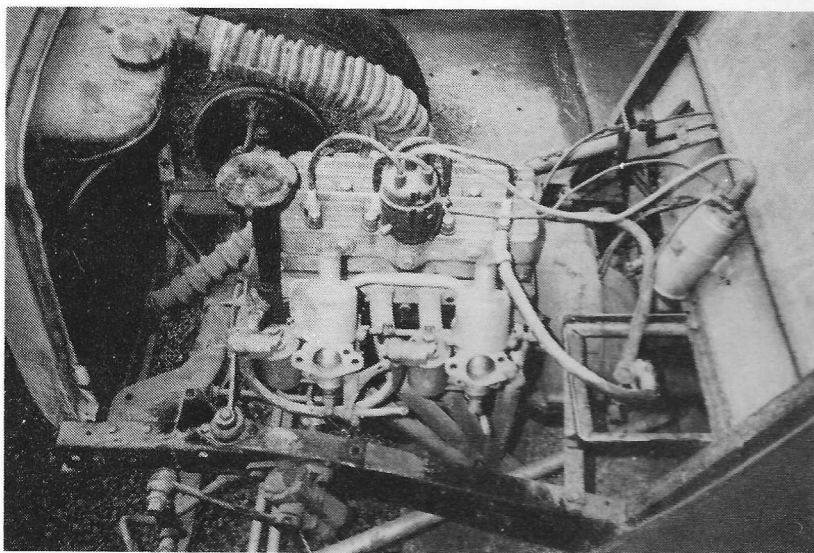


*The Model 'Y' based Byford conversion, showing slab petrol tank and folded bonnet (front downwards)*

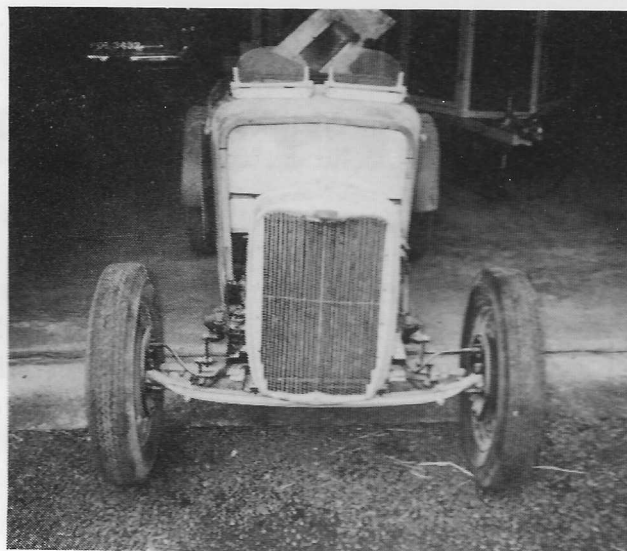
probably stop the flies and bugs from facial collision! Brian intends restoring it to its sporty state, although at this stage, he cannot find its dynamo, or anywhere on the engine to fit it!

If any member can shed any further light on this car, or on the Byford name, I would be delighted to hear from him or her.

Sam Roberts



The engine bay of the Byford Sports car, showing Aquaplane conversions with twin SV carburettors and multiple exhaust manifold.



Front view of the Byford sports car, showing non-original radiator grille, hydraulic brake conversion and ash frame round bulkhead

# The Belgium Run 1998

Don't forget to keep the weekend of 16th and 17th May free for the 'Belgium Run'. The our takes in the First World War battlefields, close to Ypres , also the large car museum nearby.

The Hotel, which features a dance floor and bar that closes when the last customer leaves or drops! is situated on the French/ Belgium border between Steenvorde and Popperinge, which is approximately 50 miles from Calais on the motorway, all flat, no hills.

Up to the time of writing this, five cars have entered, so contact me early to avoid disappointment. My address is on the inside front cover so drop me a line and I'll get the details off to you.

*Jim Miles*

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## Cars for Sale

### through dealers:-

1936 Model 'CX' Fordor, CYV 129 (C49365), Grey; £4950  
*Collectors Cars Ltd., Kenilworth. Tel: 01926 857705.*

1933 Model 'Y' Tudor, long rad, HF 8915 (not original number), (Y23857), two tone Black/Blue. £2995.  
*Grundy Mack, Huddersfield. Tel: 01484 450446*

1933 Model 'Y' Tudor, short rad, HY7957 (Y9257). Requires complete restoration. Complete but no log book. Offers.  
*Donnington Motors, Spalding. Tel: 01775 822166*

1936 Model 'Y' Tudor - Details unknown, Green/Black, £4950  
*D.R.C. (Motors) Ltd., Hertfordshire. Tel: 01923 268000.*

1933 Model 'Y' Knibbs and Parkyn tourer (Y12730) ex - Ken Devine. Immaculately restored. Blue with Black wings. Only known survivor of its type. £8,500.  
*Thornfalcon Car Sales 01823\_443057 (Taunton)*

1937 Tudor Model 'Y' (Y182588). Red and Black. Excellent condition. Has incorrect finish internally and externally i.e. should be black. £3,950.  
*Thornfalcon Car Sales 01823\_443057 (Taunton)*

## For sale (Private)

1933 Tudor Model 'Y', long rad, TYJ 510, Ex- CG 6333, (Y43129), Blue with black wings. Excellent condition, £3000 o.n.o. or part exchange for Zodiac Mk1 or Cresta PA Tel: Gordon, 01324 638005 (Falkirk, Scotland)

1937 Model 'Y' 2door. Black with original red interior. Body and chassis restored 10 years ago. Owned by me for 23 years. Only for sale to a good home. Lots of spares included. £4000 o.n.o.  
*Nick Glenister 01935\_822566 (day) 825881(evenings)*

Parts for short-rad 'Y'. Pair front wings, pair rear wings. Radiator grille, dashboard. Pair 6 volt trafficators.  
*Bob Wilkinson 01405\_860836*

1936 2 door CX saloon. Very sound original condition. Bought from first owner in 1990. Gunmetal Grey. Green Leather. 56K miles only. MOT A very rare find £3,750  
*Details from Bob Wilkinson. 01405\_860836*

1936 2 door Model 'Y' AWD 28 On the road. New Tyres and Steering. Plus recon Ford eight engine. £3420 o.n.o.  
*G. Weston. 01386\_554297*

1935 Model Y two door. Old english white with black wings. Red interior, full renovation completed, excellent condition. £4,500 ono.  
*Brian Hodges. 01977 661260 (Pontefract area)*

## Wanted

10hp. engine block for 1937 Model 'Y' tudor saloon.  
*01905\_456811 (Worcester)*

For 1936 LR Model 'Y' - Headlamp rims, two door handle escutcheons with or without handles, two interior door handles and one windscreen extension handle.  
*John Follon 01534\_43246 (Jersey)*

For 1936 'Y' Pair of front wings, pair of rear wings, windscreen frame, front valance.  
*J. Forbes. 01463\_792479*

Double water inlet 8hp. engine.  
*Ron Staughton. Ford Heritage Centre. 0181\_5264216*

## DEADLINE FOR NEXT ISSUE DECEMBER 31ST 1997



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## THE NOVEMBER COMMITTEE MEETING

Thirteen of the Register's officers gathered at the Willoughby Village Hall on the 2nd November to review the state of the Register and to look ahead to 1998. The following topics were discussed:-

### Regalia and literature:

The Register library is to have a face lift and to be more comprehensive.

Reprints of the road tests on our cars are to be made up into booklets for members.

A comprehensive Introduction Pack is to be assembled for new members.

A reprint run of the Y&C Parts Lists is to be investigated. Y&C umbrellas are being investigated.

New, dark blue, collared sweatshirts, with small logo on breast, are being purchased.

Mounted and framed cigarette cards depicting Model 'Y' are now available.

Due to low sales of Model 'Y' 4mm scale models, the making of patterns for the larger 7mm scale models will be held in abeyance.

Self-seal skins for magazine binder front covers are being purchased.

A further order for Register tax disk holders is being placed.

### Funds, income and expenditure

Both the main and the spares accounts are healthy (£10,000 and £4,000 respectively), partly due to Halifax BS 'wind-falls'; some capital gains tax due.

Four issues of the magazine (@ £750 each) are due before next subscription income.

The register of surviving vehicles is to be published biennially in future i.e 1999 next.

The question of Life Membership was discussed. Agreed to stay as at present.

### Events

A programme of major Register events from February to November 1998 was drawn up; none in August.

To be listed in February magazine.

Look to improve coverage of events in Kent/Sussex, Scotland, E. Anglia and Ireland.

Register tour of WW I battlefields (Belgium/France) 16/17 May 1998 finalised.

### Spares

Headlamp rims for longrad Model 'Y' nearing completion.

Shock absorber trials continuing.

Dashboard knobs being investigated.

Brake actuator levers now forged; awaiting machining. Perch bolts next.

Long stemmed valves being sourced.

Replacement drag links being manufactured (to be fitted with Mini TREs)

Method of securing drag link lug to track rod, without welding, being investigated.

Sleeves for rear axle bearings, to take up wear in hub, being procured.

Manufacture of exhaust manifolds too expensive (£250 each - members will not pay)

A company needs to be found to overhaul or manufacture steering boxes.

Patterns to be made for casting Model 'Y' badge mounts and door handles.

Luggage racks not to be sourced. Rather give drawings to members who want one.

A further appeal to be made for members requiring Model 'Y' sliding roof kits.

Shortage of brake shoes for re-lining.

### A.O.B.

Register exposure on the Internet was agreed.

## MEMBERS' CARS

It seems strange writing about a car I know so well. After the latest little problem I was warned about expletives by Sam! (See editorial) Emily (EML 150) has been a part of my life now for 31 years. I was still at school when I bought her from our local postman, incidentally he also sold me my second car, a 1937 Austin Ascot which I still have in storage. I haven't seen him since! but his wife was flabbergasted when I filled up Emily last year at the garage where she works.

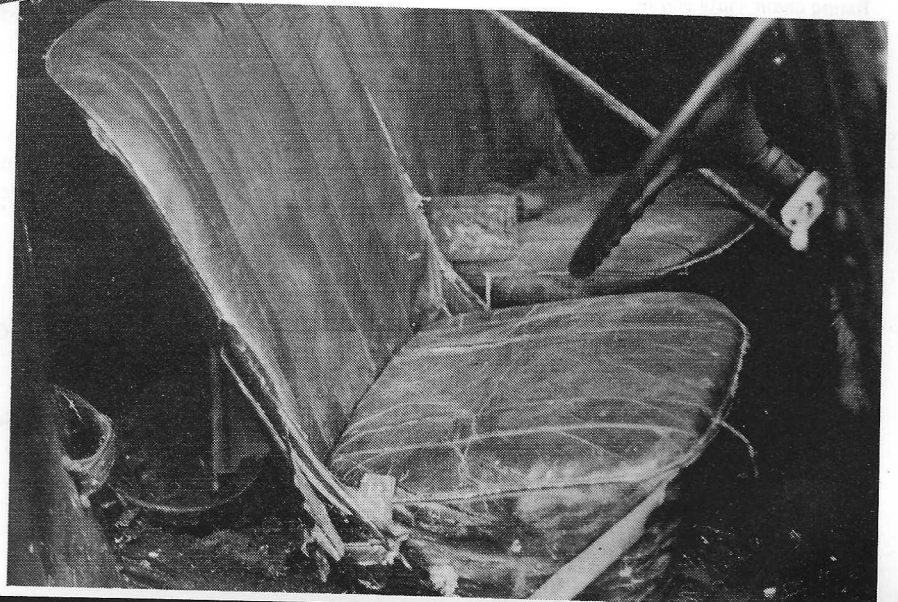
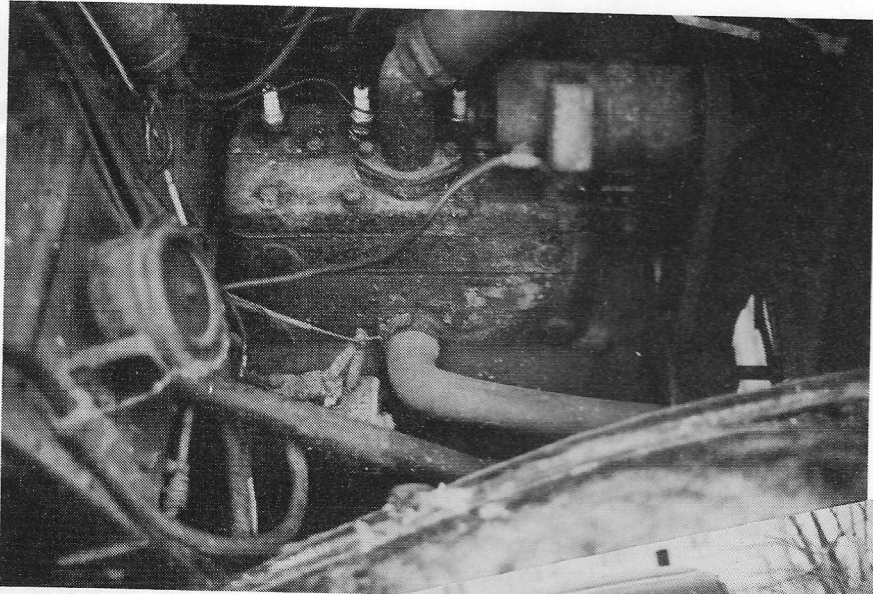
When I got Emily in the first week of March 1966, she was black, she rattled a great deal but got an MOT. This set June and I on a summer of outings and I then went to college in her. The big ends didn't like passing a Zephyr Six and Emily was then put into storage with only slight attention over the next few years, especially when the family came along.

A full restoration was started during the 1980's which took many years but with the acquisition of new seats this is now reaching completion. She has been to a number of shows in whatever condition she happened to be in at the time. At this years 'Yorkshire Do' the Geordie visitors reminded me of the first National Gathering I took her to at Stanford Hall, where she did the obstacle course easily (there were no wings to get in the way!). They had fitted her with substitute headlights in the form of plastic beer glasses.

Now resplendant in her Maroon and Black Emily gets admiring glances as she goes about the district where she is in daily use covering last year about five thousand miles.

# 'BEEN THERE, DONE THAT, GOT THE T-SHIRT'

Robert Pavitt's new restoration project - a June 1937 Tudor with sliding roof (Y189720).



## 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

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
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 again
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 (Not Ford) (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

Shock Absorber Kit (under manufacture) State front or rear axle, model, year	£110.00 budget price
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 - send pattern exhaust or inlet	£10-00 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 1 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	£3.20 each
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
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 set
Headlamp Magnaflex Bars (diamond shape)	£9-00 each
Y Front side lamps bases (mat not included, see rubber parts)	£18.00
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 £160 pair
SR. Front valance below grill (external part only - fibre glass)	£21-00 each
Floor board screws Set of 40	£10-00
Late LR Y four door hinge centre bolts with spring + tag	£1-20 each
Brass balls, door hinge	£1-00
each Y fixed timber roof stock kits in hard wood	£72-00 each
Striker wedges - female - door pillar - housed "C" Model	£8-50 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£13-40 each
Hub caps - for model "Y"	£11-50 each
Oil cans	£12.50 each
Oil can transfers. Black only	£3-70 each
Oil can brackets	£11.00 each
Wheel nuts Y set of 20	£30-00 set
Wheel nuts Y individual	£1.75 each
Wheel nuts C each	£0-65 each
Bifurcated Rivets	£0-03 each
Vacuum Wiper Motor	£22.00 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)

# 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  
plus Favourable comprehensive rates to members only from £66.33 per car,  
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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