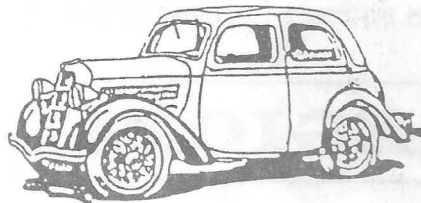
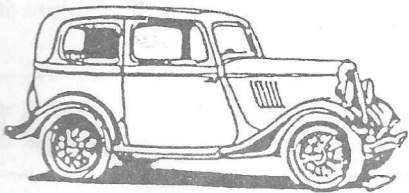


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 110 JAN / FEB 1998

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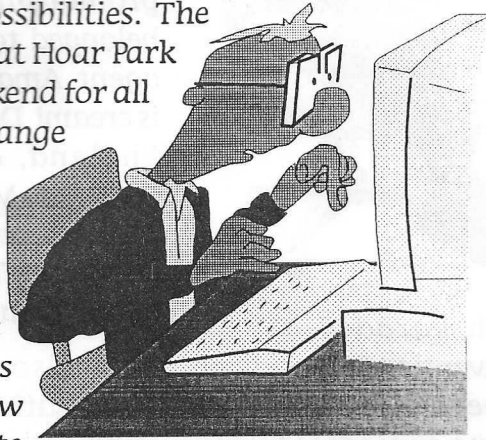
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EDITOR'S REPORT

Another New Year with an events calendar already filling up with exciting possibilities. The National Gathering at Hoar Park seems to offer a weekend for all the family with a range of attractions to cover most tastes. It offers once again, an opportunity for a single meeting of as many members as possible to renew friendships or create



new ones. The names you read about in the magazine will be there for you to put faces to. The discussions which go on will no doubt range from the most intricate engineering problem to where on the Park to buy an ice-cream for the kids! I hope to see as many members as possible for this, our special Summer event, which Reg Hunt, our Events Coordinator, has gone to great pains to put together.

The most cars from the Register which I have seen together at one time, was just over thirty at a Stanford Hall National Gathering in 1992, it would be great if we could top that number 61 years after our cars went out of production!

Also high on the Events horizon is the Belgium run. Several members have already signed up for this weekend in May and the organiser, Jim Miles, is prepared for a rush after you receive this issue and get in touch with him. The early signs are that this will be a very successful trip, and with the current numbers it is certain to go ahead. If you are available over the weekend of 9th/10th May, this seems a very pleasant way to spend it.

Unfortunately I have not yet finished my heater article as Emily has insisted that she needs my attentions on her brakes. She now has a 'new' coat hanger support for the rear brake rods ready to fit on the torque tube. Then I shall try to complete the Heater article!

I hope the Regalia list enclosed in the last issue was of use although it was an old one and not the one I had sent for printing, I keep my fingers crossed that this issue contains the up to date version!

It is heartening to see that members are sending articles for inclusion in the magazine, there now seems a steady

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stream each issue, each with its own slant on our common pastime and interest. Please keep them coming in, perhaps I may be able to collect some at the AGM on the 5th April at Willoughby village hall. As last year I hope to bring some back numbers for sale very cheap! (June insists!!!) The stack of boxes is getting smaller, perhaps they are being sold or? Each issue the 'extras' are brought round by Bob Wilkinson who June now refers to as the 'Hit and Run Man' since he no longer stays when he has rung the bell! He just puts down the box and accelerates. I really can't blame him!

Peter Brooke.

CHAIRMAN'S NEWSLETTER



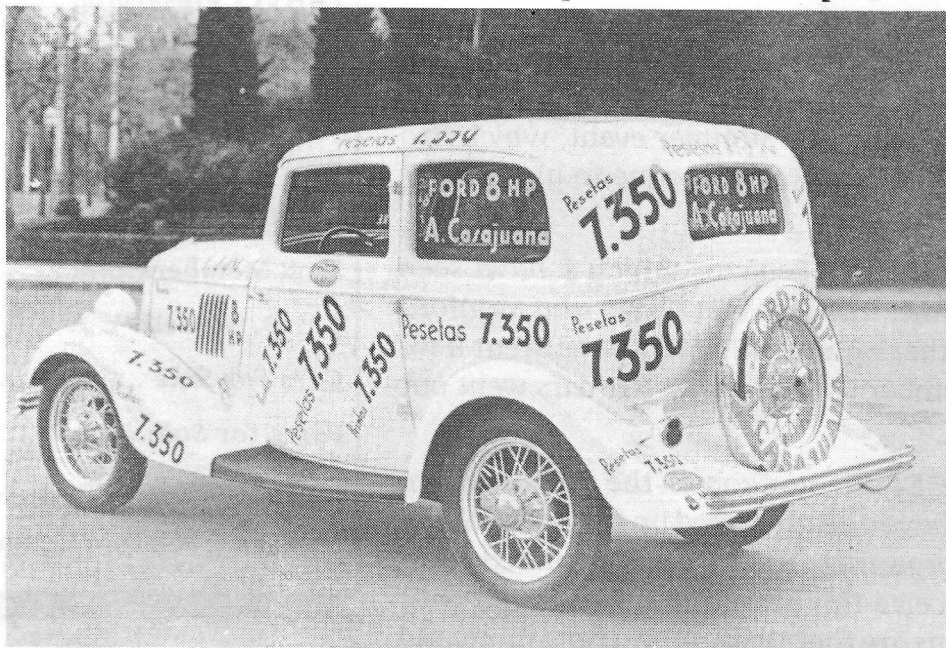
I am writing this during the run-up to Christmas; earlier than I would normally, as Paula and I are off to Singapore to spend the festive season with our daughter and three grandchildren. Hopefully, the last issue of the magazine will arrive before we go!

I have been overwhelmed with feedback from Issue 108: no fewer than five letters, which is five more than I usually receive. At long last there is proof that some of you do read the magazine! Three of the letters arose from the Danish newspaper article on Dr. Bernhard Fischer's Model 'Y' in Hamburg, north Germany. The translation from the Danish lady in Roger Dudding's office appeared in the last issue. A further full translation was

received from Ivor Bryant, who shares a village with a Danish couple, and a third precis came from our European Regional Coordinator, Paul Tritton, who had taken the trouble to visit the Danish embassy in London. However, the embassy wanted real money to do a full translation! Thanks to all of you for your efforts.

The other two letters referred to the cream Model 'Y' promotional

cars, which paraded at the Dealers' Convention at Blackpool in September 1934. You will recall that one appeared for sale in the Classic Car Weekly, which is now in the ownership of a new



The Ford Iberica promotional Model 'Y' in Barcelona in early 1934

Hampshire member, Chris Brading. Phil Wookey from Bristol wrote to tell me that his dad owned a cream Model 'Y', CAE 18. Unfortunately, that registration number is a November 1935 Bristol registration, which is just over a year too late to have been in the Blackpool parade so, either the registration number was changed at some stage, or Phil's father repainted the car cream. An interesting observation was

made by Luis Cascante in Barcelona. In the June 1934 issue of the Spanish magazine 'Revista Ford' appeared the well known photograph of the Spanish promotional Model 'Y' which belonged to the Barcelona Ford agent, Amado Casajuana, and it is cream! Do you think that Ford, England, copied the idea of painting Model 'Y's cream for promotional purposes from Ford, Iberica? Thank you Luis for dating that photograph.

Luis also raised the petrol vaporisation question again. To quote: "I am surprised at the problems of some Model 'Y' cars with petrol evaporation. From

1965 I have covered thousands of kilometres in my Spanish assembled Model 'Y' (until 1970, it was my everyday car), without any evaporation problems and with outdoor temperatures (in summertime) around 35 degrees centigrade."

This got me thinking. There must be a clue here. Luis drives a Left Hand Drive car with the steering box attached to the chassis roughly where the flexible petrol pipe passes from the petrol tank pipe to the pump. Is it possible that, on Luis' car, the flexible pipe is shielded from the heat of the exhaust by the steering column and box? Do we not, therefore, have a solution to the problem? A simple metal shield between the flexible pipe and the exhaust.

It's worth a try next summer. Any reports on the success or otherwise will be gratefully received.

Luis asks: "What were the conclusions on the 6 to 12 volt conversion? Was it possible and what is involved?" Perhaps a member who has done the conversion can report in the next magazine - please.

The International Car Show at the NEC was a success again this year and is written up elsewhere. At the show, whilst I was rummaging through old magazines for the Register library on the Margaret Motors autojumble stall, I was informed by the owner that he had purchased the Model 'Y' display chassis from the National Motor Museum at Beaulieu. This is one of the five survivors recorded

on our register, which was originally discovered buried in a sand pit. Beaulieu had apparently restored it, but did not have the room to display it. Margaret Motors have sold it on to a Windermere museum, which is opening soon and will be displaying cars and boats. Do any of our

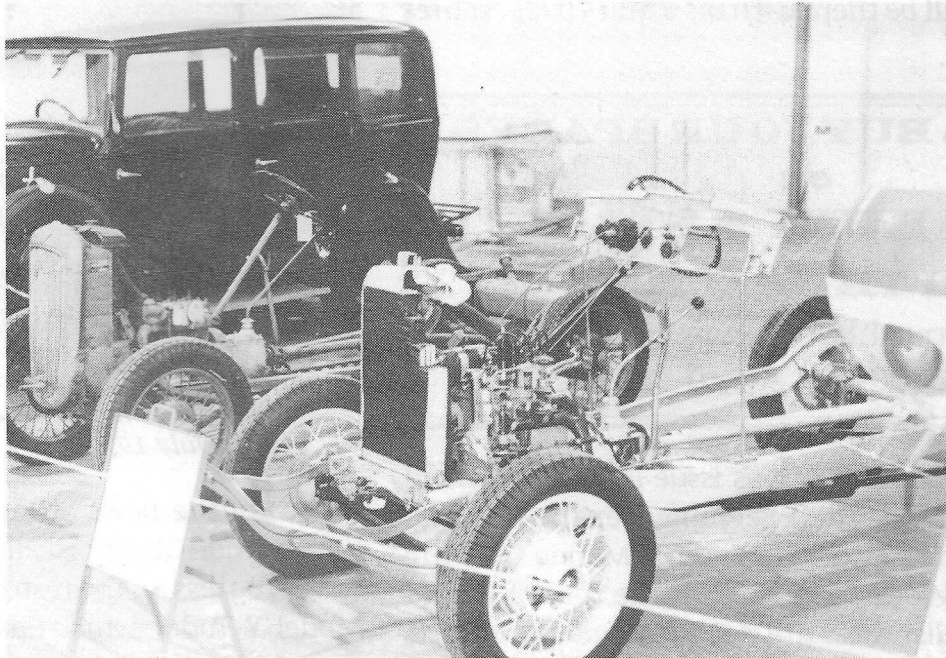
Cumbrian members know of this museum and can find out a name and address for me to write to?

Whilst I was in Yorkshire last month, Dave Tebb showed me a cast aluminium sump which had come off Bob Wilkinson's very early Short Rad Model 'Y' (Y1664) - now owned, and hopefully being restored, by John Foxon. Apparently, when production got under way at Dagenham in August 1932, Ford had not solved the problem of mass producing pressed steel sumps, there being too many tight curves in the design; so the early models were fitted with cast aluminium sumps. The question to be answered now is, at what point did Ford change to pressed steel sumps? For instance, does either Colin Liddell's December 1932 or Roger

Starmore's January 1933 Short Rad have an aluminium sump? - both are reputed to have their original engines.

Also whilst in Yorkshire, David Grace showed me a photograph of his Alpine tourer as it was preparing to take Wendy and him on their honeymoon (not quite a sepia photograph!). It was the first photograph of an Alpine I had seen taken front on, rather than from the side. It was interesting to see that the front valance disappeared under the radiator grille surround, rather than joining the base of the surround, which gave it a rather beautiful streamlined look.

Abroad again. Bernard Martinet, in France, has kindly sent me a brass plate from under the bonnet



The Model 'Y' display chassis in the Wroughton Science Museum near Swindon.

of a Model 'Y' assembled at Asnieres, on the outskirts of Paris. You may recall that a photograph of his car's brass plate appeared in Issue 98. On the plate, under a Ford logo, was embossed "Type Y", "No 126" and "Moteur 2108", which tells us that it was chassis number Y 2 1 0 8 (manufactured

at Dagenham - October 1932) and was the 126th Model 'Y' to be assembled at Asnieres. This latest plate is "No 2578" and "Moteur 19819". Chassis number Y19819 was manufactured in April 1933, by when, it seems, Asnieres had assembled more than 2500 Model 'Y's for the French market. As I am desperately trying to find the production records for the European assembly plants, which seem to have gone absent, this was a nugget of information.

EVENTS. By the time this issue drops on your doormats, the Bristol Classic Car Show will have taken place (7th/8th February) and I should be falling all over the ski slopes of the French Alps. If, perchance, the magazine does arrive early, I hope

those in the south-west will support Nick Glenister on the Register stand at the Bath and West Show Ground. This year, Jim Miles has managed to get us a stand at the London Classic Car show at Alexandra Palace on 21st/22nd March. This is a new venture for us and will hopefully bring in some new members from the south-east and bring a few more cars to our attention. The A.G.M. will be held in the Willoughby Village Hall on Sunday, 5th April, with members cars on display on the lawn. Again this year, Jean Hunt has offered to run the 'bring and buy' stall, to which you can bring any surplus spare parts you have (Models 'Y' and 'C'/'CX' only). Jean will add a modest commission onto your asking price for Register funds and offer them for sale. Start putting your surpluses to one side now. If you are short of a critical spare, Jean may have it on the stall; if not, I'm sure that Tony Butterfield will be there with his 8 and 10 h.p. spares stall.

BRING & BUY YOUR SPARES

ON

JEAN HUNT'S STALL

AT THE A.G.M.

Willoughby Village Hall

Sunday 5th April 1998

Another event to mention in this issue is the 'Battlefield Tour' of northern France and Belgium over the weekend 9th/10th May. Ypres, Poperinge and the Menen Gate are a few of the First World War sites on the route. Its not too expensive, the distances are not great and the experts are there to help if you do have problems; so come along and enjoy a long weekend of real motoring. The full details appear elsewhere in this issue.

Looking further ahead to the Y&C Register's National Gathering. After the failure to attract significantly more members to the North and South Gatherings last year, we have opted to return to one central event in 1998. We are grateful to Reg Hunt, the Events Coordinator, for receiving a number of sites. He has booked Hoar Park Craft, Antique and Garden Centre (between Coventry and Nuneaton). There will be a scatter rally during the afternoon of Saturday, 20th June, followed by a barbecue, skittles etc. in the evening, and the rally proper on Sunday, 21st June, which will include some simple driving tests. There is plenty to interest all members of the family at Hoar Park, so put this one, and the others, in your diary now.

Abroad again. Our cars are getting a good deal of exposure in Michigan State in the U.S. of A. Mark Turner has been out and about with Catharine and the boys over the summer in 'Henry', his Model 'Y' Kerry sports tourer and Carlton and Delores Thisse saw their grandson, Michael, and bride drive off on their honeymoon in Grandfather's 1937 Model 'Y', just as Michael's father and aunt had done in 1973 and 1967 respectively. Carlton 'fell in love' with Model 'Y's when he was over in UK as an exchange teacher in the early 1960s.



Grandparents Carlton and Delores Thisse with their 'winter' car in Florida - a July 1934 Tudor Model 'Y'

There is little news on members' cars this time round. Glen Maskell in Suffolk reports slow progress on the restoration of his 1937 Model 'Y' Tudor, which has been off the road since 1960 - that is slow progress! However, Paul Beck is storming on with the restoration of his third van, CRT 896, into the rear doors of which he has decided to incorporate louvres, rather than windows. Hopefully, John Hampton is giving him the measurements for these. Ivor Bryant in Bristol is making steady progress on his Model 'CX', but it is on the back burner at the moment. The 1936 Model 'Y', which has been for sale through dealer Nicky Paul-Barron, has been 'raped' of its original registration, BRM 287, and auctioned through B.C.A. Auctions at Blackbushe Airport, where it fetched £3,300 as RSY 796. It was B.C.A. who coined the word 'raped' - not me! Through the NEC show, we found another hitherto unknown Model 'Y'

belonging to David Adkins in Northamptonshire. I note that the ex-Ken Devine Model 'Y', Knibbs Parkin tourer is still for sale through Thornfalcon Car Sales. We featured it as the Member's Car in Issue 105. I'm surprised that it hasn't been snapped up.

Having had the Model 'Y' and Model 'C'/'CX' Drivers Handbooks reprinted (available through Bob Wilkinson at £10 each), we are now turning our attention to the parts lists. Does anyone have either a 1937 Model 'Y' or a Model 'CX' Parts List in good condition for reproduction, please?

Norman Purdy telephoned me to agree with Peter Brooke that P.C.D. stood for Pitch Circle Diameter. When I referred to possible answers in the last newsletter, I had hoped that the article which gave rise to the question had been printed - it hadn't, so the comment must have seemed out of context to many of you.

Our Editor assures me that the article will be included in this issue.

By the time that you receive this, Graham Miles will have delivered the late Tom Morgan's completely original Short Rad Model 'Y' to the Ford Heritage Centre in Dagenham, where Ron Staughton, the Curator, is putting it on static display. We are grateful to Tom's widow, Gwen, for loaning to the Centre, where it can be viewed as a reference for originality.

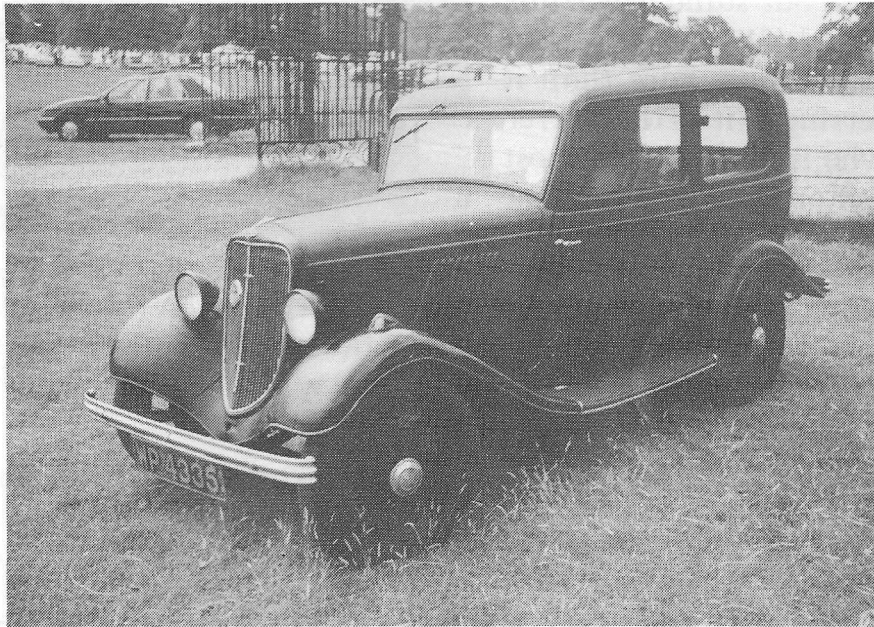
At the last Committee meeting, Steve Young, enthusiastically volunteered to take on the 'Bright Ideas Booklet' from Rod Evans. The booklet is something we've been toying with for some time. It will include useful hints and tips on maintenance, setting up the car, alternative parts, optional extras etc. Steve will welcome any out of the ordinary ideas that you the members have tried and found successful.

Finally, it is with sadness that I learned that Jeff Cole has had an operation to remove a cancer and that he is now undergoing chemotherapy. We wish

him a successful recovery and many more years as an active member of the Register. In his letter, he formally tendered his resignation as the Model 'Y' Technical Advisor "to make way for a younger member of our club to show their metal". I am sure that I echo the thanks of many members to Jeff for the advice he has given, as the Model 'Y' expert, since the formation of the Y&C Model Register in 1979. At the last Committee meeting concern was expressed at the lack of technical articles in the magazine and the fact that we did not have a strategic approach to technical coverage of our cars. I am delighted to report that Dave Newman has come forward "to show his metal" and to design a series of technical articles for the magazine; commencing with this issue. He will also take any technical queries you may have on your cars and find out the answers. As our

new Technical Advisor, his name and address appear on the inside front cover of the magazine. Our thanks go also to John Griffiths, who latterly held the post of Model 'C'/'CX' Technical Advisor. I'm sure Dave will still call upon the fund of knowledge of the old Advisors when he is stuck on a member's question.

Sam Roberts



Tom Morgan's totally original July 1933 Short Rad at Stanford Hall.



Dave Newman, a technology teacher, at the 1995 AGM with 'Henry', his December 1936 Tudor Model 'Y'.

THE INTERNATIONAL CLASSIC CAR SHOW

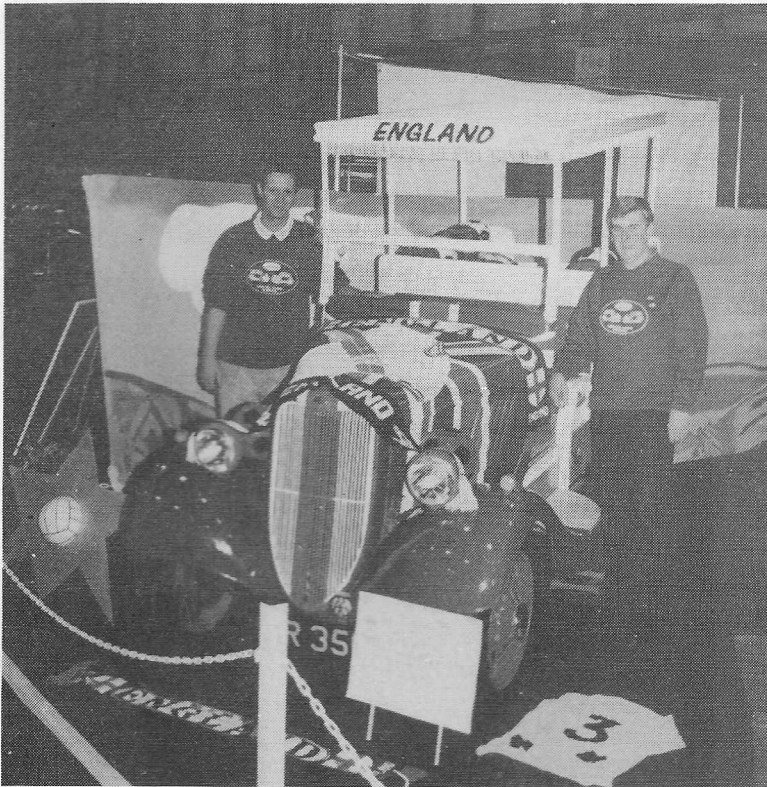
Held at the NEC, Birmingham over the weekend 16th/17th November, this show proved to be the most popular of the shows we have presented at during 1997. Once again Geoff Salminen, aided by Geoff Dee, put on a superb display with bags of interest. This time, he had gathered together Geoff Dee's standard, black £100 Tudor Model 'Y', always a puller for the punters, who associate themselves more closely with that model than any of the others we can produce. Geoff Salminen's Tudor Model 'Y' represented our era in the main Ford display on a separate stand. Another eye-catcher on our stand was Frank Croucher's green Model 'CX' Tourer. Most punters thought it was more rare than it actually is; many referring to it as the 'Barrel' Ford. Dave Curtis, who is probably our most knowledgeable member on these tourers, came over from his perch on the Zephyr stand to ogle at, and pass compliments on, Frank's car; it being the first time he had seen it. Frank and Linda were accompanied by Kevin and Debbie Briggshaw; well, Kevin anyway. Debbie failed to appreciate fully



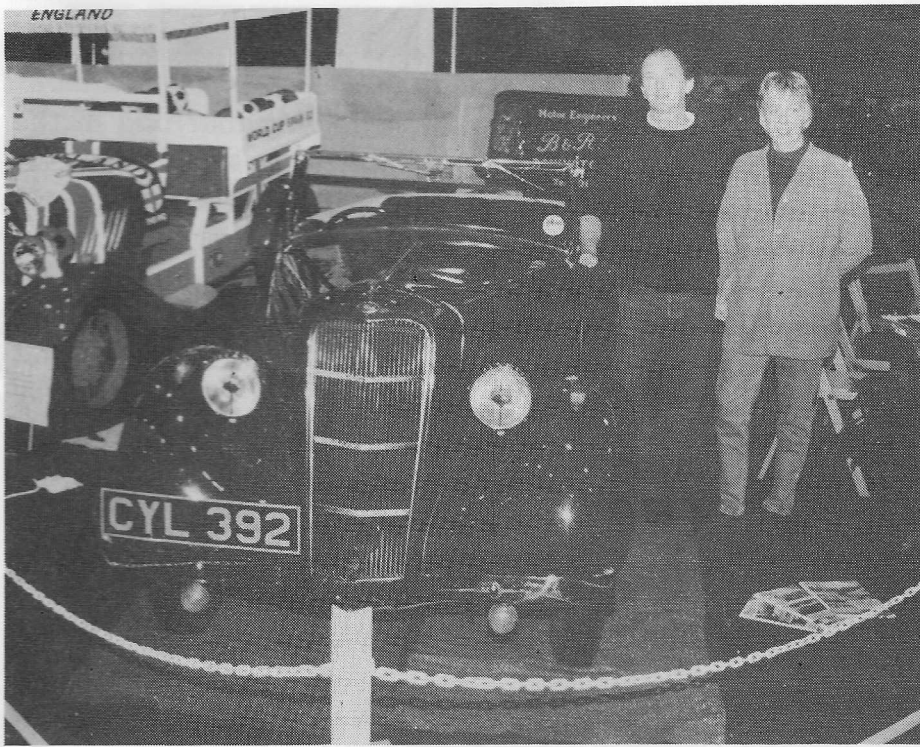
Brian and Roger Gurney with their beautifully restored van

the brilliance of all the expensive metal on show and went off to a craft fair in another hall!

The Gurneys, father and son, Brian and Roger who, I'm delighted to say, seem to display their cars regularly at the shows these days, displayed their superbly restored Model 'Y' van, accompanied by photographs of its condition when they found it. There were one or two amazed visitors to that portion of the stand. The final display kept Brian Monger and his workmate Rod Middleton busy answering questions all through the show. They had trailed the Spain '82 World Cup Model 'Y' conversion up from Eastleigh, resplendent in its union jack livery. With its rear wheels on ramps and adorned with a Spain '82 T-shirt and England scarves, it looked very interesting. Brian and Rod are to be congratulated and thanked for putting a lot of effort into refurbishing and preparing it specifically for this show. The local radio station CWR (Coventry and Warwick Radio) were moved to record an interview with the lads describing their car



Brian Monger and Rod Middleton with the Spain '82 World Cup Special



Frank and Linda Croucher with their Model 'CX' Tourer

and telling its history. They are now toying with the idea of escorting the England team in the vehicle to World Cup '98 in France!

Not all went smoothly though! At six o'clock on the Friday evening, only the two Geoff's were at the NEC. Rotten weather, an accident on the M1, 'New-age' travellers being dispersed by riot police on another main road and a puncture on the Eastley trailer, all combined to make the long-haul exhibits late to arrive. Needless to say the same problems had beset all the stands. However, once installed and a warm cuppa later, anxieties waned and the show was ready to go.

We did not see too many members visiting the stand. Gary Matthews came along with the Gurneys on the Saturday. Andy Barr brought his father south of the border. Malcolm

Black, John Holmes and Dave Newman also called by. Tim Brandon and Mike Meadows visited on the Sunday; each purchasing a Y&C lapel badge from the array of regalia on show. Bob Wilkinson added some spice to the stand on the Saturday - 'Yorkshire Spice', and I put in an appearance on the Sunday. I managed to find a few old magazines for the library in the autojumble and found time to look round the rest of the show. Apart from the Austin Ten Club, ours seemed to be the only stand dedicated to pre-war vehicles. It was the first time I had had to park in the main NEC car park as, in the past, either I have displayed my own car in the hall, or I have kipped down in Bob's camper on some remote lorry park. Could I find my car this time? Could I hell! Eventually, having traipsed around three car parks in the dark, I found it in South Park 7. What a relief!

Sam Roberts



Geoff Salminen mans the stand alongside Geoff Dee's Tudor Model 'Y'

A NORMANDY ADVENTURE

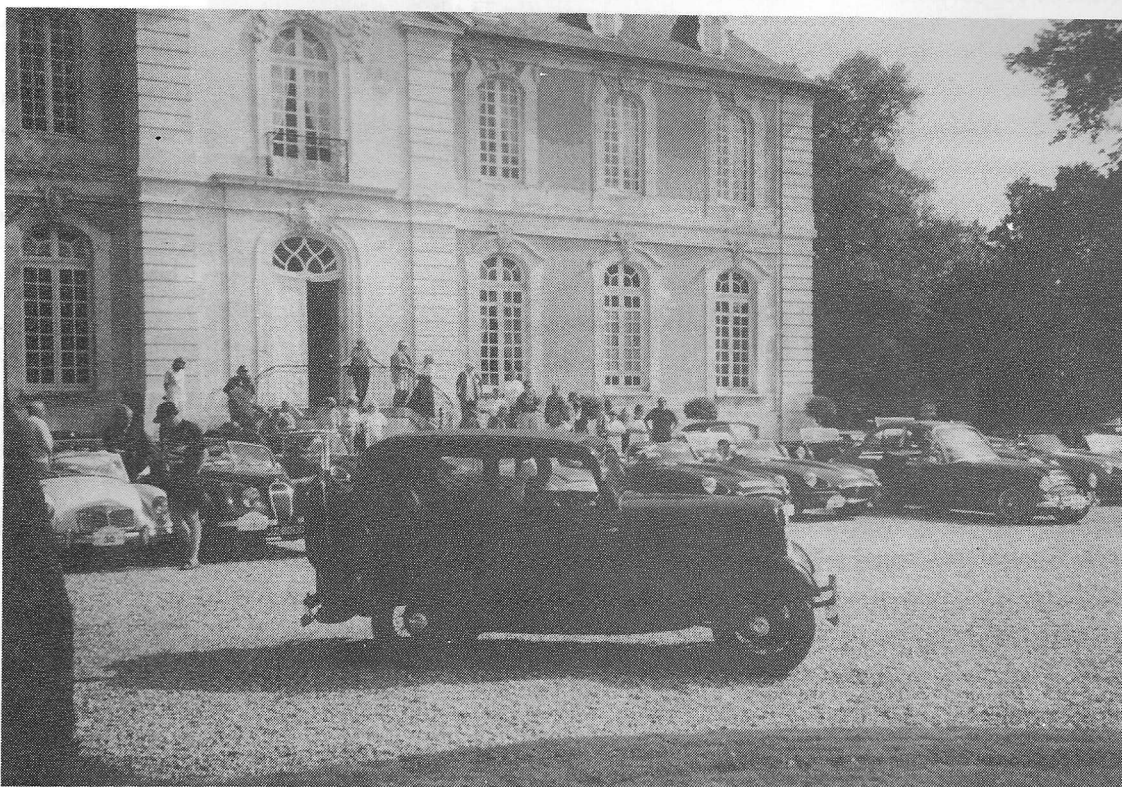
Register member Ken Waller recalls a pleasant late summer trip with a group of pre-1966 model cars and their owners.

Having heard last winter that a neighbour with a lot of rallying experience was arranging an event in Normandy for historic and classic cars, I decided to have the engine of my 1936 'Y' overhauled and 'put my name down' as a participant. In their mail shots throughout the year the organisers explained that the event was partly competitive with several hours a day to be spent following their laid down routes and clues but would also be a holiday in which everybody would enjoy the best of hotels and food which they had carefully researched in their 'reccy' trips. We were not disappointed!

The proposed journey was a little onerous since my navigator (my wife Brenda) and I live in Wetherby, W. Yorks, which would give us a circa 325 mile journey to the south coast and similar return journey. In the event we covered a total of 1238 miles in 10 days.

The muster point for participants was Porstmouth, where we stayed overnight at a pre-booked hotel before joining the others on the quay alongside HMS 'Victory'. There we were issued with rally plates, clipboards, badges etc. and received mountains of advice from seasoned competitors before boarding a Brittany Ferries vessel bound for Caen port at Ouistreham.

It was a delight the following morning in the early September sunlight to see some forty-two cars ranging from a 1919 Standard to several sleek Jaguar 'E' types. The organiser had divided the cars into three categories, namely 'Old Timers' from 1896-1944, 'Middle Aged' from 1945-1955 and 'Youngsters' 1955-1965 and had arranged the proceedings along 'Regularity Event' guidelines. Having agreed an average speed appropriate to category we were required to keep as near speed and journey time, while



Competitors enjoy an afternoon at Chateau Vendevre

following each day's route. Marshals were in place at certain sections when times and distances were recorded. The daily route sheet gave brief directions and clues and each instruction bore a 'Tulip' diagram. These simple diagrams (named after the Tulip Rally) indicated each manoeuvre.

Our journeys took in some of the most pleasing "paysage" of Normandy. The area is rich in Chateaux, lovely old hotels, delightful restaurants and of course, the sad and moving spectacles of war cemeteries and Landing Beaches. Our rugged model 'Y' performed well

despite being perhaps the most humble vehicle of the group and managed the mildly hilly terrain without difficulty. Fellow Ford enthusiast, Dave Tebb, had warned us of a possible sticking cut-out problem with the dynamo, which turned out to be good advice and, en route, we had to wire in a replacement which Dave had provided. Apart from this minor hitch the old 'Y' just motored on.

We took a lowly thirty-ninth place in the final result but enjoyed the trip very much and now have an insight to help us in future events.

For the record, the organisers have arranged a similar event for 1998 and details are available from John Walsh, Conquest Events, Little Orchard, Linton Avenue, Wetherby, W. Yorks. LS22 6SQ (tel. 01937-587102)

We were able to get specialist insurance cover from Norton Insurance Brokers, Regency House, Hagley Road, Birmingham B16 8LA (Tel. 0121-246-6060). It is interesting to note that their Proprietor was a competitor!

THE NORMAN CONQUEST
FRIDAY SEPTEMBER 12TH 1997.

Direction	Tulip
FR COQUAINVILLIERS 3	31.
TR COQUAINVILLIERS 3	32.
TL 11 PONT-L'ÉVÊQUE	33.
TR @ CEDEZ LE PASSAGE ROUEN 79	34.
TL @ 1ST TRAFFIC LIGHTS LE HAVRE	35.
TR LE HAVRE	36.
TL ST GATIEN DES BOIS DEAUVILLE-TROUVILLE	37.
	38.
	39.

A typical route page with 'Tulip' diagrams

EVENTS .. EVENTS .. EVENTS .. EVENTS

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

9/10 February	Bristol Classic Car Show	Nick Glenister
21/22 March	London Classic (Ally Pally)	Jim Miles
5 April	A.G.M. Willoughby	Sam Roberts
9/10 May	'Battlefield Tour' (Belgium - See Feature)	Jim Miles
23-25 May	Enfield Pageant	Jim Miles & Peter King
6/7 June	Tatton Park	John Griffiths
? June	Basingstoke Classic Car Show	Steve Young
19/20/21 June	Y & C National Gathering	Reg Hunt
	Hoar Park Craft Village, Nuneaton.	(See Feature)
19 July	Yorkshire 'Do', Newby Hall.	Bob Wilkinson
27 September	All Ford Rally	Sam Roberts
? October	Stoneleigh	Two Geoffs
? November	International Classic Car Show NEC	Geoff Salminen

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Greenwood's Exhibitions

THE LONDON CLASSIC MOTOR SHOW

95.8
CAPITAL FM

Help a London Child

ALEXANDRA PALACE

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21 & 22 MARCH

10am - 6pm Adults £7.50 OAP £6.50 5-14yrs £3

MEMBERS' CARS

A COUPLE OF DAYS IN YORKSHIRE

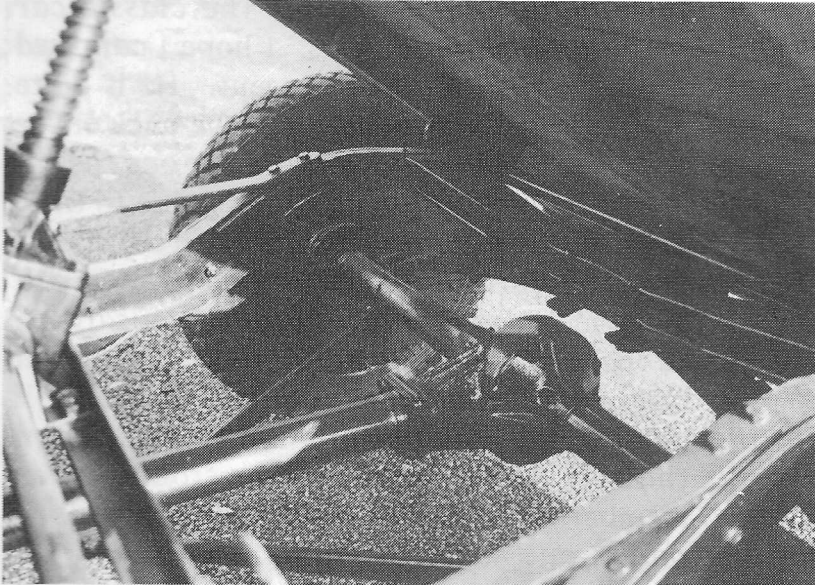
We awoke to wall-to-wall blue sky which, for Yorkshire in November, can't be bad! A trip out to Dave Tebb's estate at Little Fenton was the first venue on the agenda. David Grace and I set off in the Jag from David's house in Boston Spa, arriving to find Dave Tebb under a customer's car on the MOT ramp. Another customer later and Dave found the time to connect up the battery and reverse the sole remaining Model 'Y' based Allan Taylor groundsman's tractor out of his 'museum' shed and into the sun for a photo session. It was to be the featured 'Members' Car' for this issue of the magazine.

The Allan Taylor tractor, simply described, is a Model 'Y' roll-

ing chassis, with what appears to be a two foot diameter planetary reduction gear on each of its rear hubs. These, according to the catalogue are filled with oil. Because of the reduction gearing, the tractor travels at a snail's pace and can get away with only front wheel brakes; there being no room for brakes on the rear hubs. There are no rear shock absorbers fitted either. Behind the conventional front seats is a tipper box container, which is raised on a vertical screw thread, operated via a hand crank in the horizontal position. The chassis side members are 'sawn off' behind the rear chassis cross member to allow the box container to tip. This has necessitated the relocation of the petrol tank, which

is under a raised, steel plate, nearside running board. Other than for a complete absence of head, side and tail lights and any structure above the dashboard, the vehicle, in all other respects, is a standard Model 'Y'. This particular vehicle was the Hoover sports field groundsman's tractor in its working life, towing gang mowers and humping rubble and the like. Graham Miles restored it to its present immaculate state, before selling it on to Dave Tebb. The Allan Taylor Engineering and Manufacturing Company head office and works were based in Wandsworth High Street and supplied a wide range of parks, golf course and sports field tractors, as well as pumping and drainage equipment. Most of their tractors were powered by the Model 'B' engine with either Model 'B' or 'BB' sub-frames. The catalogue

appears to have been issued in 1936, the year of George VI's coronation. Consequently, this Model 'Y' based tractor and its sister, the 10 h.p. Model 'CX' based one, were referred to as the Coronation Models. I wish now that I had looked for the chassis number on Dave Tebb's tractor to confirm its date of manufacture at Dagenham -



The chassis and transmission showing Model 'Y' originality. Note: planetary reduction gear on hub; no brakes or shock absorbers and sawn off chassis to rear of cross member.

perhaps Dave would let me know what it is, please. The relevant parts of the catalogue were illustrated in Issue 101 of the magazine.

After viewing the remainder of the Tebb collection, consisting of a partially restored 1911 Swift, Model 'T' and Model 'A' vans in 'Tebb's Lubricants' livery and the Model 'Y' display chassis, and peering through a window to check that the earliest Model 'Y' on the register, the Tug, a dilapidated Kerry tourer and the Model 'CX' Tourer had not gone absent, we left Tebbie's and set off for a pint of Samuel Smiths (the best beer in Yorkshire - so I am informed) and an excellent pub lunch.

We then came across a traffic jam in Church Fenton, of all places! Ahead of us was a funeral cortege following the top-hatted undertaker on foot. Whilst crawling along, past the village hall, who should we pass but Ken Waller who, with his number two, had virtually rebuilt the inside of the hall and was putting the finishing touches to a new porch. We pulled in and chatted about his recent 1300 miles trip in his Model 'Y', with the local car

club, around the beaches and battlefields of Normandy; quite a haul from the depths of Yorkshire! A report of the adventure is printed elsewhere in this issue.

We then headed back to David's house where, after a cup of coffee, we struggled with his Model 'Y' Alpine Tourer body, to set it up on trestles in the garden for another photocall. It was the first time it had seen daylight for 17 years! David assures me (yet again!) that he is going to give its restoration some priority. I've lost count of the number of assurances I've been given on this score. Regrettably, the wall-to-wall blue sky had been replaced by November murk by this stage, so the photographs were not that brilliant.

The following morning, Paula and I steered the Jag southwards to Bob Wilkinson's castle in Pollington. Bob has recently sold his early Model 'Y' to John Foxon for restoration, so is now left with only his very original Model 'CX' saloon.

(he also has a penchant for MGs - but we don't talk about that). After comparing notes on the administration of the Register (us) and the stupidity of the menfolk with their obsession for old cars (the ladies), and a welcome 'bowl of broth' from Shirley, Paula and I departed Yorkshire for the drizzle of Hampshire. At least we've got hills in Hampshire. We didn't see one in Yorkshire. I'm told there are some!

Sam Roberts



Seen in daylight for the first time in 17 years; David Grace's Model 'Y' Alpine tourer body-shell.

FORD Y&C MODEL REGISTER**BATTLEFIELD TOUR****BELGIUM/NORTH FRANCE - 9/10 MAY 1998****Friday, 8th May 1998**

Those who wish to make a long weekend of the tour, should make their own way to Hotel Callecane, Callecane, Callecanesweg 12, which is 5km from Poperinge, on the French - Belgian border, along the Poperinge - Steenvoorde road (N38). Cross Channel fares change in the New Year. "Le Shuttle" is likely to be £110 return for a five day visit. Stenna Line ferries charge £10 return for the same period; Dover to Calais. Poperinge is approximately 50 miles from Calais and only 20 from Ostende.

7 pm. Gather in bar for evening meal.

Saturday, 9th May 1998

Remainder travel over from UK.

12.30pm. Lunch at Hotel Callecane restaurant.

2 pm Tour battlefields out towards Ypres.

6 pm Gather in hotel, or other hostelry, for drinks and evening meal.

Sunday, 10th May 1998

9.30 am Tour battlefields around Poperinge.

12.00 am Lunch at Ypres (Ieper)
Those wishing to return to UK on the Sunday can travel back after lunch.

12.30 pm Tour Menen, Bailleul and back to hotel

7 pm Gather at hotel, or other hostelry, for evening frolics.

Monday, 11th May 1998

After breakfast. Disperse.

Hotel charges: 1500 Fr B.

(250 Fr F) single (Approx £25) bed and breakfast.
2100 Fr B. (350 Fr F) double (Approx £35) bed and breakfast. Triple rooms are available.

The hotel address for booking accommodation is:

Hotel Callecane

(Mention that you are a member of
"the old car club")

Callecanesweg 128978 Poperinge Belgium

The hotel telephone number from UK is:
00 32 57 38 88 09.

If you are planning to take part, please tell either
Jim Miles (0181 298 0726 - afternoons only) or
Sam Roberts (Tel: 01264 365662; Fax: 01264 356045)

**ORIGINAL,
COPY OR FAKE?**

The question posed by Bobby Gales in the last issue of the magazine is one which has been brainstormed throughout the classic car movement over the years. I hope I can shed some light on his predicament. He is quite right to point out the rule on the back of the membership card, which calls for our cars to be maintained "as closely as possible to their original specification." It is a sin in the eyes of the Y&C Register to replace a component with one which has different design specifications, as the sinner is then straying from the design originality, which is set in concrete through blueprints/handbooks etc. It is for this reason that we do not entertain 'customisers' as members of the Register. Although, as Bobby points out, 'Henry's lot at Dagenham' did change the specifications, we have identified the changes and related them to the appropriate chassis numbers in the register of surviving vehicles, which was last distributed to members in February 1997. The next edition will be distributed in February 1999, but Bob Wilkinson has some spares if you are without.

The question of replacing original parts with either new or second hand components of the same design is also pretty clear (unless you are an ardent purist!). It's a question of 'provenance'. It is perfectly acceptable to replace components on a 'wear and tear' basis and for the car to retain its 'originality'. i.e. its origin can be traced. After all, most of our cars had replacement engines fitted under the Ford replacement scheme of the '40s and '50s. The owners did not feel that they had a copy, fake or different car. It was still the 'original' car. i.e. its provenance could be traced to the car that came off the production line at Dagenham.

A simple but extreme analogy is an axe. If the handle breaks and you buy and fit a new handle, it is still the original axe. If then, the head is blunted beyond repair and you buy and fit a new head, it is still the same axe. Its

provenance can be traced to the original axe. However, if you buy a handle and a head and fit them together, then you have created a new axe and its provenance starts there and then.

The extreme case with our cars is when a body or a chassis is beyond restoration and a similar specification replacement is fitted. Even then, the provenance of the car is maintained. Mind you, with the specialists we have in the

Register - Dave Tebb on chassis and Ken Arthur on bodywork, there is no need to write off either chassis or bodies.

But, if you fit a different style of body onto your chassis e.g. a tourer body, the cars design originality is destroyed and the provenance of that vehicle restarts, in classic car terminology, either as a 'replica' of a known style, or as a 'special'. We have examples of each on the register.

Sam Roberts

Where Are All The 'C'/'CX' Models?

Malcolm Black in Cleveland responded to my question in a recent magazine as to where all the 'C'/'CX' models were? He is pleased to show us in the accompanying photograph that his 1936 'CX' tourer is in regular local use - in this instance on Wedding Duty during the summer of 1997.

The 'CX' is in immaculate condition as Malcolm is proud to inform us, but sadly, due to ill health problems, he is selling the tourer and a Matchless Motorcycle (See ads). I'm sure we can help to find a good home for XS 4359.

Bob Wilkinson.



'CX' tourer XS 4359 as a wedding car, now for sale.

NATIONAL RALLY 1998

The National Gathering for 1998 will be at a new venue for most of us, namely Hoar Park Craft, Antique and Garden Centre at Ansley between Coventry and Nuneaton.

Reg Hunt, our Events Coordinator has done the 'leg-work' and put together an interesting weekend for the whole family, beginning with free overnight camping/caravanning on the Friday evening.

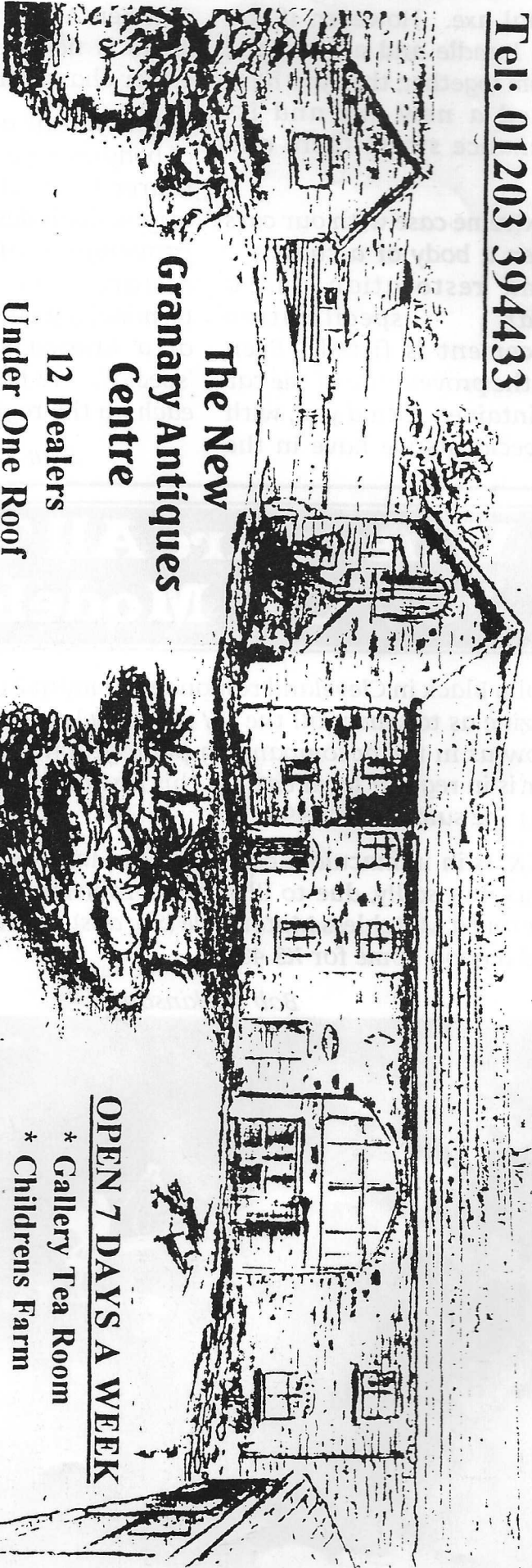
A leisurely start is envisaged for the Saturday followed by a Saturday afternoon Scatter Rally around the Worcestershire Countryside. Saturday evening will see us entertained with a Buffet and Games in the Barn. (Skittle alley, darts etc.)

Sunday morning will be the time to assemble for the Rally in the field. During the afternoon there will be Stencilling and Craft demonstrations for any interested members. Others may like to take part in the Fun Driving Tests! The afternoon will culminate with the prizegiving after which members will disperse at their leisure.

You may not be able to attend the whole weekend, but with so many things already planned and possibly more to come, please try to make this year the best National Gathering to date.

Please see Brochure overleaf for details.

Tel: 01203 394433



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OPEN 7 DAYS A WEEK

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(Plus Various Other Units)

HOAR PARK

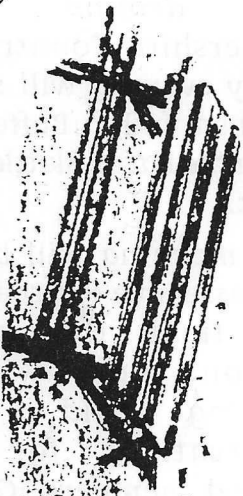
**Ansley
Nuneaton
Warwickshire
CV10 0QU**

OPENING TIMES

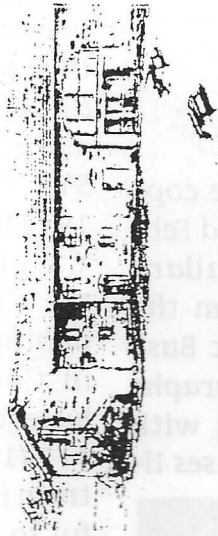
10 am - 5.30 pm

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(see local press for det. ls)



CRAFT VILLAGE AND ANTIQUES CENTRE



Explore and enjoy the many fascinating things to do at HOAR PARK

LOCATION PLAN



Hoar Park is located on the B4114 between Nuneaton and Coleshill.

- COUNTRY WALKS
- CRAFT COURSES

Set in the beautiful North Warwickshire Countryside. Hoar Park dates back to the 1430's. The existing house and buildings date from 1730. The buildings now form the centre piece of the Park, containing the Craft Village.

Hoar Park stands in 143 acres and as well as being a Craft, Antique and Garden Centre is still a working farm.

The Craft Village is contained within the range of converted traditional farm buildings. The livestock may have gone but it is now alive with the sounds of the craftsmen and women at work. Every craft unit is open for you to see masters at work, working with a range of both traditional and modern materials. There are a variety of unique hand crafted goods for sale with many of the Craft Persons willing to accept commissions for custom made items. So please ask.

The Garden Centre adjacent to the Craft Village offers a wealth of produce, plants and equipment for everyone from the experienced to the novice gardener. We already have a considerable reputation for one of the widest varieties of peat and compost available in the Midlands Region.

When all that shopping gets too much why not take a break in our Tea Rooms which has spectacular views over some of the best North Warwickshire Countryside.

For those who prefer to enjoy the fresh air there are several Public and Private Footpaths for you to enjoy including a Picnic and Play Area adjacent to the Craft Village.

BUSES AND MODEL 'C'S

I don't think we have featured buses before in the magazine. This month I have received two photographs featuring buses - typical, isn't it; when you want one they don't appear and when they do come, two come along together!

Peter King passed me the copy of 'Buses Illustrated', dated February 1961, and Bill Ballard sent me the extract from the May 1997 issue of 'Classic Bus'; both of which had photographs of Model 'CX's tangling with buses and trams. The 'Buses Il-

lustrated' cover picture is taken in north London, close to where the Model 'CX' (DMT 513 - Middlesex) was first registered in about June 1936. The bus is STD 13, one from the original 1937 batch of STDs. The Model 'CX' of indeterminate origin in the 'Classic Bus' magazine was photographed in the Broadway in Coventry in 1938. These buses are both COA6s, numbers 117 (1934) and 155 (1936). The tram is number 45. I am grateful to Gavin Booth, The Editor of 'Classic Bus', for permitting us to copy the photograph.

Sam Roberts



DVLA - Registration Update.

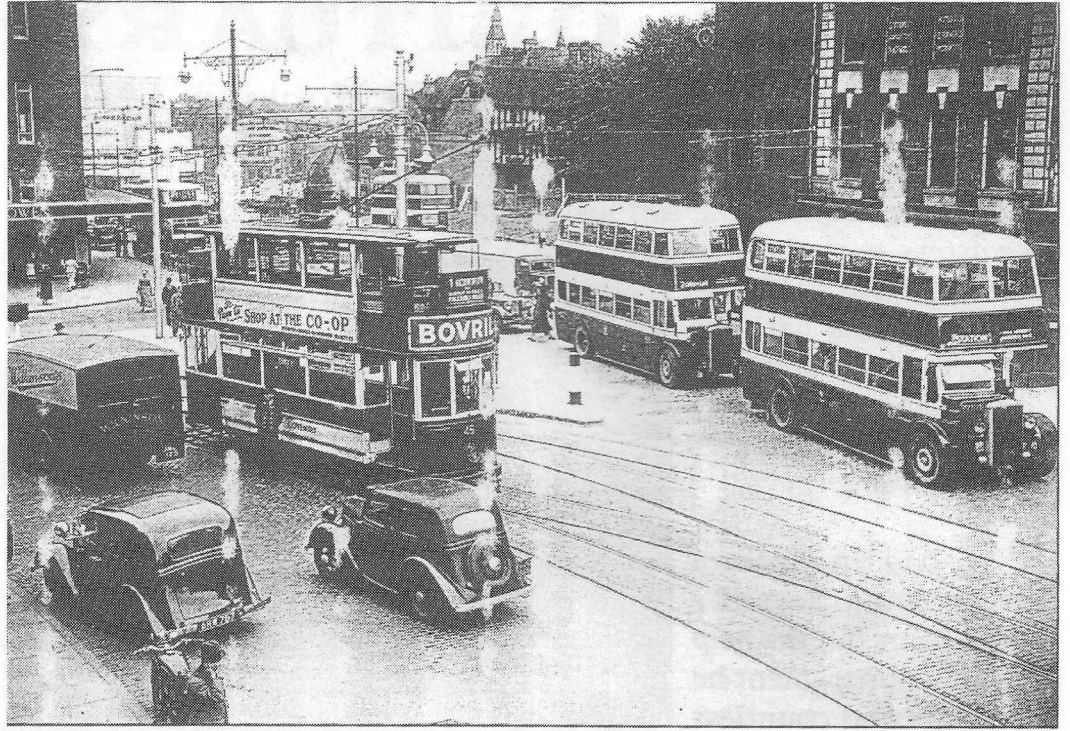
Just to update UK members on the DVLA matters. As I indicated in our last edition the new Statutory Off Road Notification (SORN) regulations come into effect on 1st February. The reminder/Renewal form from DVLA for your 'on road' car has been revised so that you have to make a positive response if you are not taxing the vehicle.

None of the above affects restoration projects currently off the road. DVLA have been at pains to reassure classic car owners of this.

However I feel that owners of cars without a V5 (modern) 'log book' should apply for documents on the V765 scheme whilst the current legislation applies. Don't risk losing the original registration mark. Send a SAE to me for full details of how to apply. (Address inside front cover of mag.)

Bob Wilkinson.

BUSES AND MODEL 'C's



FBHVC - Preserving the past for the future.

Research Report December 1997

The Federation of British Historic Vehicle Clubs in association with the University of Central England in Birmingham has undertaken the first detailed survey of the historic vehicle movement in Britain.

Until this survey was conducted (no doubt you returned your questionnaire enclosed with your magazine during the summer of '97) very little information existed on the size and scope of this industry. If the FBHVC is to lobby legislators on our behalf, an important first step would be to have knowledge on the above.

The report is lengthy but the key findings are as follows:-

1. The historic vehicle movement generates more than £1.6 billion in gross annual turnover - of which £300m is in exports.
2. Over 25000 people earn their living within the movement.

3. Over 650000 pre 1977 vehicles are in existence.
4. Annual mileage is low. 30% travel under 1500 miles per year, 60% under 3000 miles.
5. 64% of vehicles owned by club members are roadworthy and licensed.
6. The combined readership for 4 top historic vehicle magazines is 2.6 m.
7. Almost £100m is spent annually on vehicle insurance and over £100m on fuel.
8. Historic vehicles make up less than 2% of all UK licensed vehicles.
9. Historic vehicles tend to make little, if any, measurable pollution.

The FBHVC intend to publish an extended report in 1998. Further details of this present report are available from me -BUT send SAE please.

Bob Wilkinson.

OBITUARY

Bert Hopkins

It is with much regret that I pass this news to fellow members of the Registers true characters. Bert was at his garage assisting with an M.O.T. and suddenly collapsed, passing away on the 16th December 1997.

I only had the pleasure of knowing Bert for three years but the help and encouragement he gave me and countless others was invaluable.

Our first meeting was at one of the many car shows we attended, this sprightly man with pipe clenched between his teeth came over to my car, admired its condition, felt the door handle and said "Not one of the 3100 jobs then?" I assured him it was but the handles had been changed. Every time I saw him at a car show after that the same

ritual would take place with the same twinkle in his eye!



Bert and Mrs. Hopkins, talking to Sam Roberts, when visiting the Register Stand at the 1996 NEC Show.

I am sure that many of you will have met Bert and will have your own fond memories, his stories of his escapades as an apprentice illuminated many an issue of this magazine and his tales of racing his Y and a lifetime of motor trade insights bring a smile to my face as I write this.

Our sympathies are extended to his widow and family at this time of sadness. A floral tribute has been sent by the

Register with the following message "From all at the Ford Y&C Register - To a dear friend sadly missed but fondly remembered."

*Steve Young
Regional Co-ordinator.*

PROBLEMS IN FIVA

There is a major rift within the Federation Internationale des Vehicules Anciens (FIVA), the international organisation which is supposed to look after the interests of the historic vehicle movement worldwide. Four countries are representative of nearly two thirds of the membership of FIVA but, because each country only gets one vote, the four countries have less than one third of the voting influence over FIVA decisions. The four countries are the UK, which is the largest provider of funds, Sweden, Finland and Norway. On 29th November, representatives of the four countries met in Oslo to discuss and decide the best ways of looking after the international interests of countries dissatisfied

with FIVA. The UK is represented by the Federation of British Historic Vehicle clubs (FBHVC), to which the Ford Y&C Model Register subscribes.

At the Oslo meeting, the four countries resolved to form a new international organisation that will be controlled by the majority of the individual historic vehicle owners. A working party has been formed to put together a constitution which will be published soon. The most important work will be the monitoring and influence of international policies and legislation that effects the continued use of historic vehicles, a service which it is considered that FIVA is not providing.

WHAT IS A PCD?

Alan Hughes who, hopefully by the time you read this, is a fully fledged member of the Register, telephoned me to say that he was buying a Model 'Y' which didn't have any wheels! However, he did have a set of 'easiclean' wheels. He wanted to know whether they would fit, so that he could trailer the car home? He asked me what is the PCD of the Model 'Y' hub? Pleading ignorance of the term, I asked him to explain. He told me that you calculate the PCD by measuring the distance, in inches, between the centres of number 1 and number 3 wheel studs on the hub, and then add a quarter of an inch!

I took the appropriate measurements from a spare axle and sat down with a piece of paper and a set of dusty Cosine tables. Dragging up 'O' level geometry formulae from my memory bank was not easy, but I managed to work out the radius of the circle on which the studs sit, by using the distance between the centres of number 1 and number 2 studs (3 1/4 inches), which are a fifth of 360 (72) degrees apart, and the Cosine formula for the resulting isosceles triangle. Sure enough, the diameter of the circle calcu-

lated was the same as the distance between the centres of number 1 and number 3 studs, plus a quarter of an inch! i.e. 5 1/2 inches.

So, what does PCD stand for? I can only guess that it is something along the lines of Presumed Circle Diameter. Are there any engineers or mathematicians reading this, who can shed light on this phenomenon and tell us what PCD stands for?

Sam Roberts

Afternote: This article was submitted to the printers for inclusion in Issue 108; hence my apparently unrelated comments in the Chairman's Newsletter in the last issue! However, it seems that the article got lost on the cutting room floor. It has now been established that P.C.D. stands for Pitch Circle Diameter. Norman Purdy has also carried out the mathematical exercise and established that, for a five stud hub, you can measure the distance between the adjacent studs and multiply by a constant, 1.7031, to obtain the P.C.D. I think we ought to call that 'Purdy's Constant'!

What's that knocking?

I had a noise develop at the back of the engine, in time with the revs and sounding as if No. 4 big end had gone! Much weeping and wailing then off came the sump. Big ends seemed perfect, wires through the nuts OK, main bearings the same. I was so desperate, I was on the point of 'phoning Bob Wilkinson. (now that IS desperate, but sometimes, between the insults, there is genuine help!) I 'phoned. I was convinced that the noise, which had started quite unexpectedly and got worse over a ten mile journey, was at the back of the engine. Bob suggested I might try the gearbox, or at least the shaft end float, "get someone to press in the clutch and wiggle the crank". This proved to be good advice, not that the gearbox was at fault, but I could then detect about 1mm of play on the flywheel. The tied washers which hold the four flywheel bolts together were worn. The wires were OK, but one washer had split and turned causing the slight movement. New ones were made (slightly broader so that they could bend over the nuts as tab washers) and Emily is now on the road again.

Peter Brooke

MODEL 'Y' SLIDING ROOFS

Two years ago I asked whether any member wanted a sliding roof kit, complete with attachments, drain pipes and chromed water outlets - everything except the fabric covering. Ken Arthur and his joiner associate offered to make them up on condition there was an

order for five or more kits from the Register. The cost, with VAT, was about £300 per kit, which considering the man-hours required, was very good value. The response was disappointing, with only two members coming forward.

Since then, a number of members have asked me whether we provide Model 'Y' sliding roofs! This is your last chance. Are there five or more members who would be prepared to pay £300 for a sliding roof kit? If I do not have five names by the end of March, the deal is off.

Sam Roberts

NEW MEMBERS

Since the publication of our last magazine the following members have joined the Register.

- B0350 COLIN BRADING**
5 East Field Close, Southbourne,
Emsworth, Hampshire. PO10 8NJ
- H1625 DAVID HALL**
92 Harpenden Drive, Hatfield,
Doncaster. DN7 4HW
- I2002 KEVIN INNS**
17 Crosier Way, Ruislip, Middlesex.
HA4 6HG
- J0314 GARY JANES**
12 Alby Road, Branksome, Poole,
Dorset. BH12 1NY
- S1835 ALEX STEPHEN**
Crinabhat, Longhill, Lhanbryde,
Moray. IV30 3LE

Welcome to each of you and don't forget to keep us informed on progress with your restoration or those all important journeys. As always I ask 'old hands' to make contact with local new members.

Bob Wilkinson.

Notes on New Members.

Only 5 new members this time bringing 3 'new' cars and 3 'old' cars changing hands, but only one 'CX' model reflecting the proportion of the models on the Vehicle Register.

Kevin Inns now owns CYV 129 the 1936 4door 'CX' model restored some years ago by Dave

Curtis (Region 7 Boss Man!). This is one of the best 'CX' saloons around and featured on our club stand at the NEC Classic Car Show a couple of years ago.

Alex Stephen in the North of Scotland (Moray) now owns the 1933 Short-rad model 'Y' FS 6457 bought from Roddy Murray our only member on Stornaway. Alex will continue to use the car whilst continuing the restoration work started by Roddy. The interior will be the biggest single task.

Colin Brading in Hampshire owns one of the 1934 model 'Y's produced in Cream, featured in our magazine about two editions ago. RJ 3355 was bought locally and still has the original double water inlet type engine. Colin is undertaking light restoration work and hopefully will be on the road this year.

Gary Janes made a good find in Totnes, Devon. DMH 705 is a 1935 model 'Y' which languished for many years in a Ford dealer's garage. By now Gary should have the original registration mark allocated to him with Club support through the Swansea V765 scheme. Some restoration work is required before DMH is back on the road.

David Hall in Doncaster is a glutton for punishment. He has bought 2 model 'Y's ! Fortunately DYF 68 a 1937 model, is on the road and will be used over this year before some restoration work is undertaken. Meanwhile ADL 947 registered in January 1937 and bought from ex-member Roger Eggleston in Sheffield, will undergo a full body and mechanical restoration programme, the interior being in good order. Incidentally DYF 68 was used by a Cheltenham Ford dealer for promotion purposes prior to purchase by David. Members in that area may have seen the car already.

Please keep us informed on progress.

Bob Wilkinson.

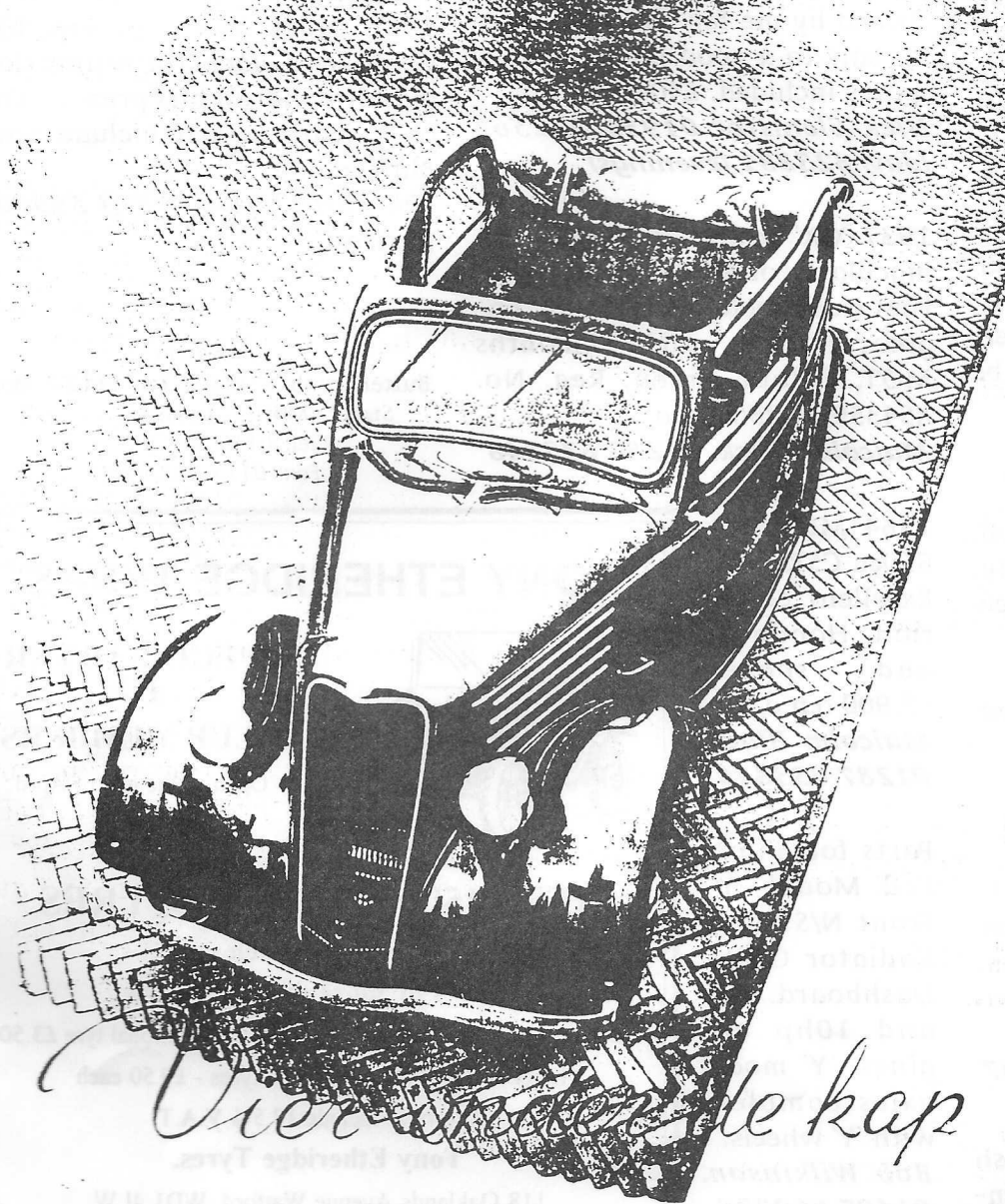
L.H.D. MODELS 'Y' & 'C' / 'CX'

It is amazing how much there is to learn about our cars. Barely a week goes by without a new piece of information coming to light to gradually complete the history jigsaw. Bill Ballard kindly sent me a Dutch brochure, dated 1935, of a Model 'CX' 'Eifel' cabriolet, which was built in Cologne and exported to Holland. I have also a

picture of these cars being assembled in Barcelona at the Ford Iberica plant. We also are aware of Cologne built Model 'Y's (Koln) being imported into Denmark. These facts and the brochure, entitled 'De Ford Junior Cabriolet', infer that, from 1935, Europe was being supplied with L.H.D. vehicles from the Cologne factory, rather than from Dagenham. In-

identally, the body of the two door, four seater Cologne cabriolet was made by the Drauz company.

De Ford Junior Cabriolet



This evidence ties in with the change to the design of the Dagenham Model 'Y's to the one piece dashboard, which we have identified in the register as occurring in approximately October 1935. Prior to then, the dashboard incorporated a separate silvered instrument panel, which was the same shape as the glove compartment and inserted on either side of the dashboard, depending on whether the vehicle was a L.H.D. or a R.H.D. vehicle. Similarly, whereas the Model 'C' had an inserted instrument panel similar to that on the Model 'Y', with the introduction of the Model 'CX' in October 1935, the dashboard became a one piece affair with the central clock. Obviously, the demand on Dagenham for L.H.D. vehicles was so low by 1935 that Cologne took on the production for mainland Europe.

Sam Roberts

The Drauz bodied, Cologne built, Model 'CX' 'Eifel' cabriolet imported into Holland.

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

1933 Model 'Y' Knibbs Parkyn tourer (Y12730) ex - Ken Devine. Immaculately restored. Blue with black wings. Only known survivor of its type. £8,500.
Thornfalcon Car Sales:
Tel: 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:
Tel: 01823 443057 (Taunton)

1936 Tudor Model 'Y', (Y126024). Green and black. Immaculate. Only 53,000 miles from new. "New contrasting interior"? £3,995
D.T. Mathewson
Tel: 01751 474455 (Thornton-le-Dale - N. Yorkshire)

For Sale (Private)

1936 Ford 10 CX fordor Saloon. Part restored. Two spare 10hp engines. Loss of working garage reason for sale.
J. M. Gardham. 01977 647807 (Pontefract area).

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)

1935 Model 'Y' 2 door (Y107022) Reg. No. CGF 922 MOT until June. Very good condition, used regularly. Price £2850.
For details phone P. McCaffery. 01474 743395 (Gravesend)

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

1937 Model 'Y' 2 door. 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)

1937 'CX' tourer (C39086) Immaculate condition throughout. First class hood and tonneau. Engine runs like a watch. 11 months MOT. Colour Green. Reg. No. XS4359 £6,850 o.n.o.
Malcolm Black. 01287 633848

1964 Matchless 650cc CSR twin. Excellent condition. Handbook and spares. £2,900 o.n.o.
Malcolm Black. 01287 633848.

Parts for Short-rad Model 'Y'. Front N/S wing. Radiator Grille. Dashboard. 8hp and 10hp engines. 'Y' model axles complete with 'Y' wheels.
Bob Wilkinson. 01405 860836.

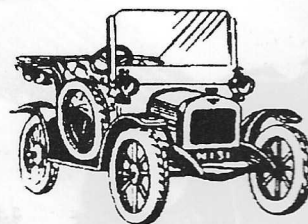
1936 Model 'Y' Tudor. Black re-spray (two pack) by Ford Dealer. Red interior in serviceable condition. MOT to August 1998 and taxed. £3250.
Geoff Murrell 01763 838909 (Cambs)

1935 Tudor Model 'Y' CTN 992 Black externally with green seats and wheels. Taxed and MOT'd last year. Regretted forced sale due to change in personal circumstances. Only for sale to a good home. £3,750.
David Love 01444 871778 (day) 01444 471851 (evenings). West Sussex.

1936 Tudor Model 'Y' BVP 117 Green over black. For restoration (partly done) all bits present. Car on Register. £600 to include spare 8hp. engine
Tel. Chris Jarvis 01273 595001 (Sussex)

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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. U.K. prices include Postage & Packing. Eire & Europe Postage will be invoiced according to additional costs. Accordingly you are requested to enclose your cheque for payment. Cheques made payable to "FORD Y & C MODEL SPARE SECTION." EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT PLEASE NOTE. The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y & C Model Register reserves the right to change prices different to those quoted without prior notice. Prices quoted are not negotiable We are unable to supply beyond Europe. (Please enclose SAE in order that invoice and notice of dispatch may be notified.) Sheet metalwork supplied direct by K.A. Developments - see inside back cover. If a required item is not listed, please submit S.A.E. with request.

MECHANICAL-SUSPENSION, BRAKES & STEERING

	PRICE
Clevis pins (20 thou oversize) with split pins: - S.R./C.	£5-00 set
Clevis pins (20 thou oversize) with split pins:-L.R.	£6-70 set
Front or Rear shackles (pattern part) 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 L.R.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)	£110.00
State front or rear axle, model, year	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 - <u>exchange</u>	£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	£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 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	£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)

PARTS ORDER FORM - ISSUE 110

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

ADDRESS TO WHICH GOODS ARE TO BE SENT

NAME _____

STREET _____

COUNTY _____

TOWN _____

POST CODE _____

TOTAL

OVERHEAD CHARGE £ 3-00

TOTAL DUE £ _____

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-ENAMELING, 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 OPY

Tel Works 01734-731631 Home 01276-32079

BORING, WHITE METALLING, BEARINGS, PISTONS etc.

Ron Topping, Northern Rebore Services,

54-56 Elswick.. Newcastle-upon-Tyne Tel 0191-2734326

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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.

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Tel 01449-711837

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Tel 01692-406343

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Tel 01923-231699

Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA

Tel 01629-640227

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(Can supply Gaskets)

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Mr Julian Janicki. Riverside, Blackbridge Lane, Horsham, West Sussex RH12 1RR

Tel 01403 251184

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