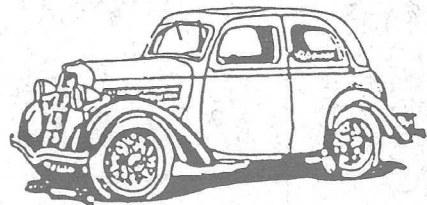
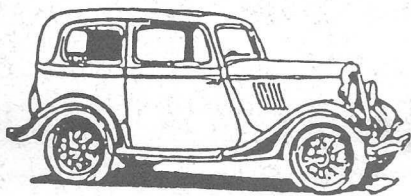


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 113 JULY / AUGUST 1998

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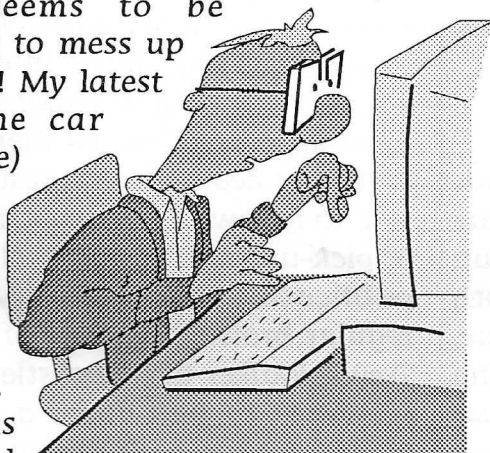
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"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

EDITOR'S REPORT

There always seems to be something waiting to mess up the best laid plans! My latest was not with the car (surprise, surprise) but the computer. It decided it would not recognise my hard drive. This posed a dire threat to my sanity. EVERYTHING seems to be on that hard drive! All the important repeated parts of the mag. Addresses, telephone numbers, you can tell how desperate I became, I have now had to revert to the Wilkinson method - pen and paper. However, using one borrowed computer and having retyped loads of copy, here is the next issue.



In this issue should be an insert, the subs reminder which was missed last time. Congratulations to those who sent their subscriptions to Bob Wilkinson in Thrapston, he was very pleased at the response without the reminder. His new address is printed inside the front cover.

After much negotiating, Sam Roberts has arranged a terrific insurance deal for club members details of which are included this time.

There is some interesting Antipodean info, even if there is an insinuation that Emily has got uncomfortable seats! Chris Newman should have ridden a couple of hundred miles on the originals, after the All Ford Rally in '96 it seemed we had been sitting on a couple of breeze blocks for the four hundred mile round trip in one day!

Please note that the spares list has had a revision, some things are no longer available off the shelf but there are some additions as the stock changes and these reflect the current prices. There has been a good deal of activity in the spares department, so if your order hasn't yet arrived please be patient. Graham is also looking for volunteers to be on a Spares Committee to source manufacturing potential so if you are interested please contact him.

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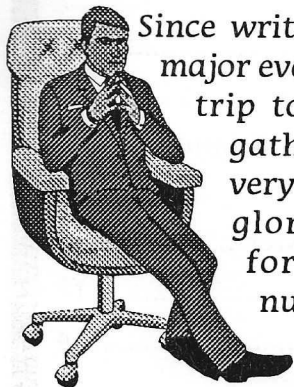
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In the area of problems with our cars, if you have one please contact our Technical chap Dave Newman or write to me and I will pass on the problem, we should then be able to publish some solutions.

On a nostalgic note, the members car for this issue brought back many memories as I was living in Shanklin on the Isle of Wight as Bob was moving then restoring the Cairn. As I recall, the only Model 'Y' I saw was in the workshop of the Esplanade Garage in Ryde, it had been gutted to make into a 'Hot Rod' and when I enquired, I was told that the body was the only thing they wanted and the rest had been thrown away!

Peter Brooke

CHAIRMAN'S NEWSLETTER



Since writing my last newsletter, two major events have been and gone, the trip to Belgium and the annual gathering, both of which were very enjoyable and blessed with glorious sunshine, which is fortuitous considering the number of rain records that have been tumbling so far this year. Perhaps the sun god owns a Model 'Y' or a Model 'C'? Both events are written up elsewhere in this issue. Amazingly, we had nearly as many cars making the trip to Belgium as we had at the annual gathering. Reg and Jean Hunt are to be thanked and congratulated on the arrangements for the annual gathering at Hoar Park, near Nuneaton. It all ran very smoothly and all those present seemed to thoroughly enjoy themselves. Odd little memories I took away with me include the sight of David Grace cycling across the adjacent camping field with his cat, which had gone absent; Debbie Briginshaw's incredibly long strip of newspaper, which won Lynnette Ketchell's game at the buffet evening on the Saturday; Janet Bainbridge's score of 15 with three balls on the skittle alley; the two very original Model

'Y's of Gary Matthews and Tony Hurst, and the split vote which denied Dave Curtis an award for what was undoubtedly the best Model 'CX' and Tourer present! The event was also the first occasion at which we could fly our new Register flag.

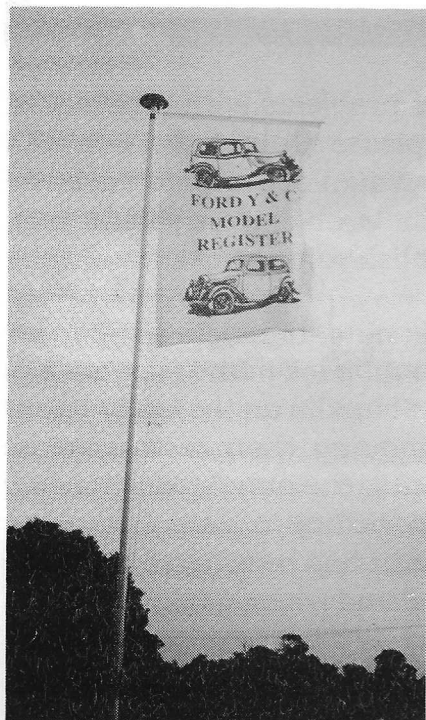
The subscriptions for 1998/99 are coming in a little better this year. I

and the Committee members appreciate the thoughts of those who felt moved to add a few words of thanks for our efforts. Thanks to one Committee member, Dave Newman, we are now up and running on the Internet, with our own Register pages. Bob Wilkinson tells me that we have already recruited members in California and New Zealand as a result. I also used the 'net' to follow up an advertisement for a Model 'Y' pick-up, which appeared for sale in the U.S. publication 'Hemmings Motor News'. Our regular browser of these off-beat publications, Trevor Walker in Newcastle, put me on to it. I managed to pull down a photograph of the vehicle which, as I suspected, is the ex-Earl of Suffolk's 1934 saloon, (Y57536), which he had converted into a pick-up on which to carry his guests on shooting safaris around the estate. The vehicle was imported into the States by Bruce Clifford, whom I was able to e-mail and ask to pass on the details of the Register to the new owner. Within six hours, I received an e-mail in reply! Modern technology is mind boggling!



"The ex-Earl of Suffolk's shooting pick-up. The photograph is off my printer, via the Internet."

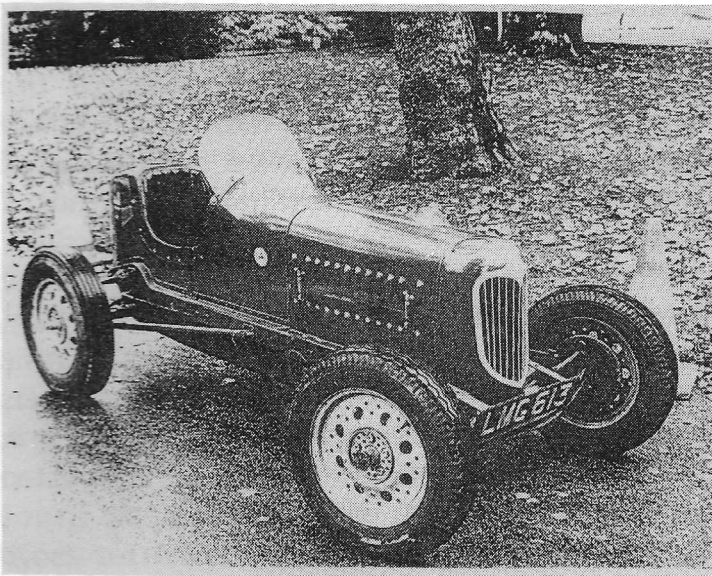
Trevor Walker's Regional Coordinator in the North East is Ian Wright, who is to be congratulated on obtaining a BEng (Hons) degree in engineering. He hopes that he will now have more time to give to his Model 'Y' and the Register. Those of you who knew Dick and Kathie Sterett, now living in Las Vegas with their Fordor Model



"The new Register flag flies in blue skies at the annual gathering."

'Y', 'Betsie', will be pleased to hear that Kathie has also obtained a degree; in Business Administration. We wait to hear the results of Kevin Briggshaw's exams - fingers are firmly crossed!

I spent a glorious day at the Goodwood Festival of Speed; it was the only day of the festival on which it didn't rain! One of the themes this year was the old Indy 500 racing cars. One car which had been shipped in was the Harry 'Al' Miller racer, which competed at Indianapolis between 1931 and 1941, initially with a V16 and then with a 4 cylinder Miller engine. It was this car which Al Miller scaled down to build two 'Model 'Y' Racing Cars' for Henry Ford to present to his grandson, William Clay Ford, and his secretary's son, John Dahlinger. William Clay's car was subsequently presented to Sir Malcolm Campbell, a director of the Ford Motor Company, to give to his young son, Donald. This car now sits in the Paul Foulkes-Halbard's museum near Polegate in Sussex. The story of these cars was written up in Issue 52 of the magazine. The name 'Model 'Y' Racing Car' is a bit of a misnomer as most of the components appear to be of Model 'C' origin - including the 10 h.p. engine!



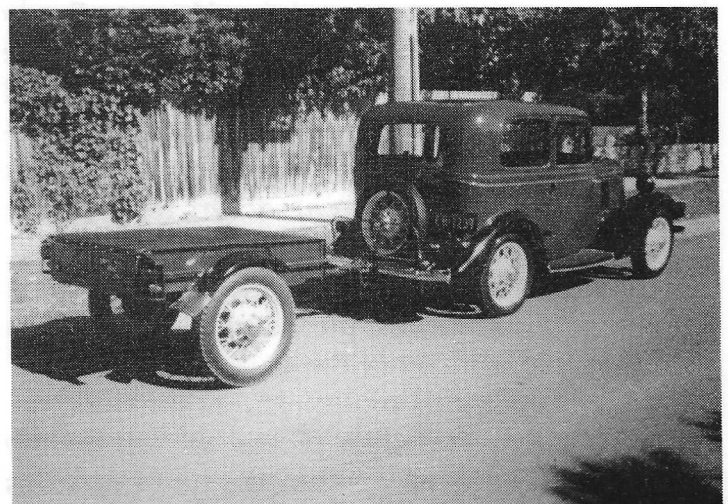
"Model 'Y' Racing Car' with Donald Campbell's 1941 registration"

I bumped into Dave Love at the Festival, who is still trying to sell his 1935 Tudor Model 'Y', which was advertised in Issue 110 of the magazine. From various reports received and the repeated advertisements in Classic Car Weekly, the market seems to be pretty dead at the moment. One

car, which has changed hands recently, is my old Model 'Y' Tudor, 'CNN'. The new owner, and member, Barry Diggle, from Bradford, wrote to me to give me the news. Hopefully, we shall see it more often now at various shows.

One show which was cancelled due to the weather was the Basingstoke Classic Car Show, due to be held on Lord Portsmouth's estate at Farleigh Wallop. Paula and I arrived in my Model 'Y' Kerry sports tourer, to be met by AA 'Show Cancelled' signs! Steve Young had put a good deal of effort into rallying local members to attend and was equally disappointed. You win some and you lose some! Thanks anyway, Steve. Please note that Steve, the 3 Region Coordinator, has a new address and telephone number.

Overseas news this time round includes the discovery of early Model 'Y' shorttrads in New Zealand (Y2673) and Western Australia (EV 9624 - no chassis number as yet). The latter was reported by Chris Newman who is writing reams on the Y&C Register matters, following his visit to the AGM, in the Classic English Ford Club of Western Australia magazine, 'EnFomation', which he edits. His humorous write-up on his trip to and from the AGM in Peter Brooke's Model 'Y', 'Emily', is reproduced elsewhere in this issue. Having mastered the American vocabulary, I have now learnt a whole new Australian one! I am now acquainted with the 'dizzy', the 'carby' and 'shockies'. Please send s.a.e. for translations. From the other end of Australia, in Victoria, in addition to the photographs of his Model 'CX' Phaeton, Wayne Brown sent me a picture of his trailer towing Model 'Y'.



"Wayne Brown's substitute boot in Australia."

Just a smidgen on vaporisation. The younger Louis Cascante sent me a photograph from Spain of his left hand drive steering column, which certainly does act as a shield between the exhaust manifold and the petrol pipe before it enters the pump, and probably explains why he does not suffer vaporisation breakdown, despite the hot Spanish climate. I also noted that Mark Turner, in the States, has an aluminium shield bolted to the chassis of his Kerry tourer to act in the same way.

There is good news on the insurance front. We have, at long last finalised the details of the preferential premium scheme for our cars with Peter James, of Footman James & Co Ltd. This replaces the scheme we had arranged with Norton Insurance. The new scheme, which I believe will be difficult to beat, is fully advertised in this magazine. It is to your advantage to make use of it when your insurance renewal is due. Model 'Y' and Model 'C' motoring has never been so cheap! Also note the requirement for those of you with V5 registration documents, but with your cars off the road, to ensure that you send the V5 to DVLA, before the end of 1998, to have your car re-classified as an 'Historic Vehicle', rather than 'tax exempt'. Those with cars on the road will be automatically re-classified the next time you re-register at the Post Office. Those of you without a V5 and who wish to retain the original registration number, should get in touch with Bob Wilkinson to take advantage of our Y&C Register/DVLA scheme.

The Model 'Y' sliding roofs are coming together well. There have been a few snags, but nothing insurmountable. I am grateful to Norman Purdy for surrendering his clamp and a drain hole cover, so that we can get some made, and to Paul Beck for offering to project manage the re-manufacture of them: also to Dennis Little in Essex for trailering his car down to Andover Family Repair to act as a 'pilot' for making sure the dimensions are correct. If there are any last orders for sliding roofs, please let me have them pronto!

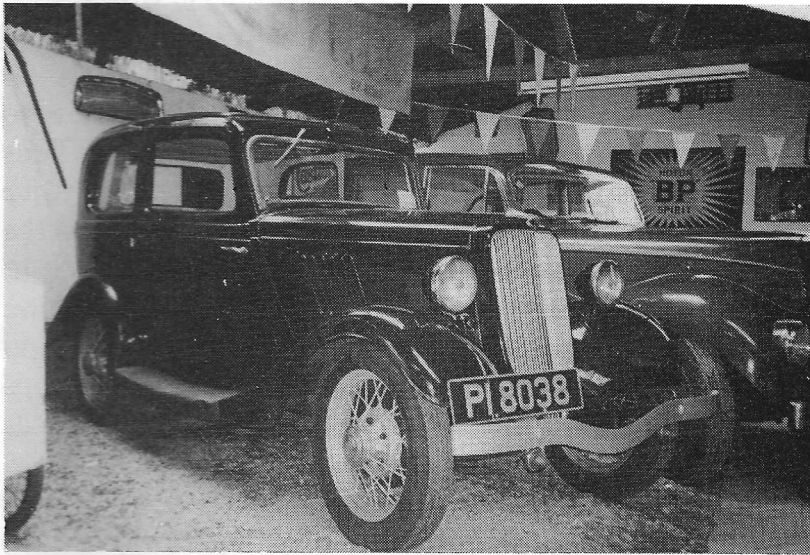
Norman Purdy has also picked me up on my comment in the last issue that the tyre pressures of the Model 'Y' and the Model 'C'/CX' are different

(30 & 35 psi respectively). According to his Model 'Y' Instruction Book, and the reprints issued by the Register, the Model 'Y' tyre pressure should be 35 psi. I have looked through my archives and have discovered that, over the years, the recommended tyre pressure, for both the Model 'Y' and the Model 'C'/CX' has gradually been reduced. The early recommended tyre pressure was indeed 35 psi. By 1937, it had been reduced to 30 psi. I have a handbook dated 1951 for the Popular, De Luxe, Ford 'Eight' and Ford 'Ten', which recommends 28 psi. I can only assume that it was realised that softer tyres give a more pleasant ride and don't hammer the king pins, springs, steering linkage and shock absorbers as much. I shall keep mine at 28psi from now on!

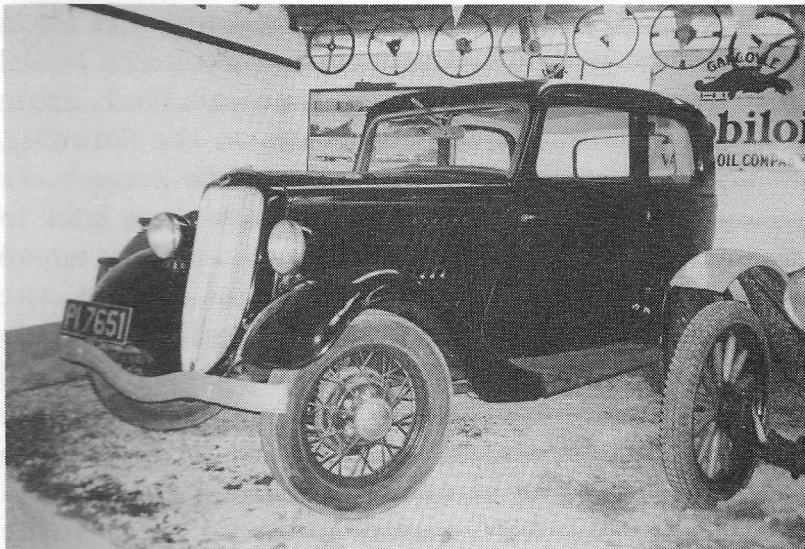
I regret to report that the recently introduced classic car monthly magazine 'Real Classics' has ceased publication. Our own Geoff Salminen and Paul Guinness, the Editor, gave it a good try and gave our cars some worthwhile coverage, for which we are grateful. I thought it filled a gap in the market, but the punters thought otherwise. Perhaps Geoff can now turn his hand to writing a few articles for this magazine? Incidentally, his Model 'Y' Tudor was voted the Best of Show at the annual gathering.

Two more 'CX's have appeared out of the woodwork. Nick Baldwin's 'Treasure Hunt' in Classic Car Weekly uncovered a dilapidated Tudor in a vehicle graveyard in the Midlands. I have traced it so far to a new owner in Yorkshire, but have yet to contact him. An illustrated write up on the Shetland Classic Car Club show in May, also in Classic Car Weekly, captured a pristine looking Tudor Model 'CX', (YSY 334). The car was bought by the present owner in 1997 from someone in East Anglia. It had been imported from New Zealand - hence the recently issued registration number. I have asked for more details of the car, which is probably in the most northern location of our cars in the UK. We also have discovered a Model 'Y' van in Kent, thanks to an advertisement in Classic Car Mart. This is a converted saloon and is advertised in this issue. Christine and Owen Baldock came across two Model 'Y's in the Kilgarven Motor Museum in Killarny, which are now duly recorded on the register. Apparently a number of you have visited

this museum, but none of you has told us about the vehicles!



"1937 maroon Tudor (Y175753) in Kilgarven Motor Museum."



"1936 black Tudor (Y138881), a stable-mate in Killarny."



"The family run-about."

I am also grateful to Christine for surrendering this lovely period postcard of a Model 'Y', with a bald spare tyre, on family duty, probably in the late 1940s, which

she found in a bric-a-brac shop. Paul Bainbridge has also given me a photograph of a Tudor 'CX' sitting in a museum in Auckland, New Zealand, which I am following up.

I regret to report that Bob Hale passed away in South Ruislip in May. Not to be confused with Robert Hale, our regalia Officer, Bob had been a member of the Register for about ten years. On your behalf, I sent condolences to his widow, Phyllis. We welcome his nephew, Nigel Wickens and Diana to the Register with Bob's car. Both popped in to the annual gathering to see what a fully restored Model 'Y' should look like. We wish them success with the remainder of the restoration.

Sam Roberts

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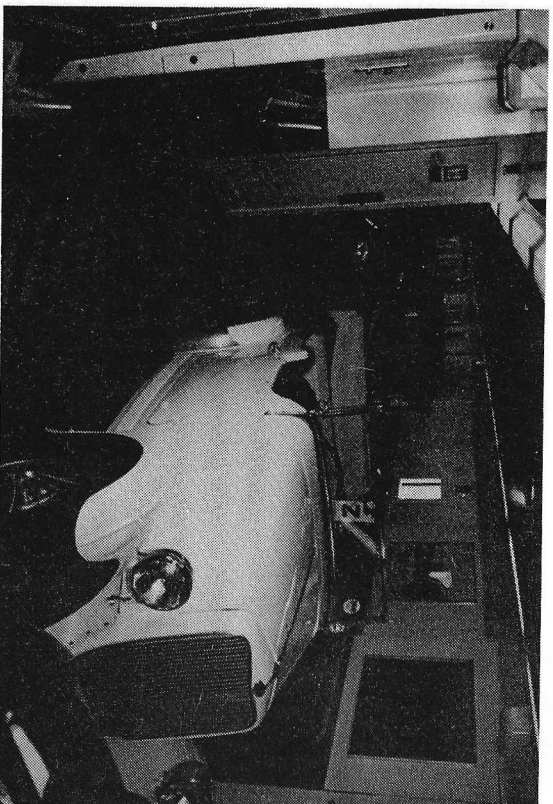
THE BATTLEFIELD TOUR OF BELGIUM — OR 'POP'Y'S IN FLANDERS FIELDS —

What a fabulous weekend! In all respects it surpassed our expectations. The weather was glorious; we had a total of 12 cars and the itinerary was excellent. We don't know who to thank for the weather, but the skies were cloudless. Those of us in open topped cars were showing a good tan by the time for the return trip to UK. Others had a good glow! The turnout was a credit to those who came to Flanders on the French/ Belgian border.

Kerry sports tourer from Andover in Hampshire, I clocked up 530 miles over the weekend, so goodness knows how many they covered. Two other long-distance cars were the Dagenham built, but Copenhagen assembled, Model 'Y' 'Juniors' belonging to our Dutch friends, Rob Bolland and his brother-in-law Maurice Meys. They had driven the 200 odd miles down the coast road from near the Hook of Holland with their wives, the sisters Ans

and Reit. This was the first trip out of our Maurice's car. It was the only one to 'break down' during the weekend — much to the delight of the 'experts', who descended on it like bees discovering a pot of honey. Give them their due, they found the obscure problem and solved it. Apparently the engine timing had been set with the timing pin on No. 4 cylinder at top-dead-centre, rather than No. 1. She went a treat after that!

Kevin and Debbie Brigginshaw, in their lovely Maroon shortrad Model 'Y' and Frank and Linda Croucher in their green Model 'CX' tourer arrived from Bedfordshire on the Saturday, meeting us at the Zonnebeke museum. I took them back to Polygon Wood cemetery, where we had been during the morning, so they didn't miss too much of the tour. Both stayed on after the weekend for a week's touring holiday. Owen and Christine Baldock had kindly put me up on the Thursday night, so we had travelled down to 'Le Shuttle' in convoy on the Friday morning



"Model 'Y's en route dans Le Shuttle"

The longest distance award went to Reg and Jean Hunt and their grandson, Peter, who travelled from Nantwich in Cheshire; closely followed by Peter Ketchell and John Griffiths, also from that region. Reg and Jean took it in turns to drive the oldest known roadworthy Model 'Y' (chassis number Y982 - October 1932) and Peter and John took turns in Peter's 1936 Model 'CX' tourer. Driving in my Model 'Y'

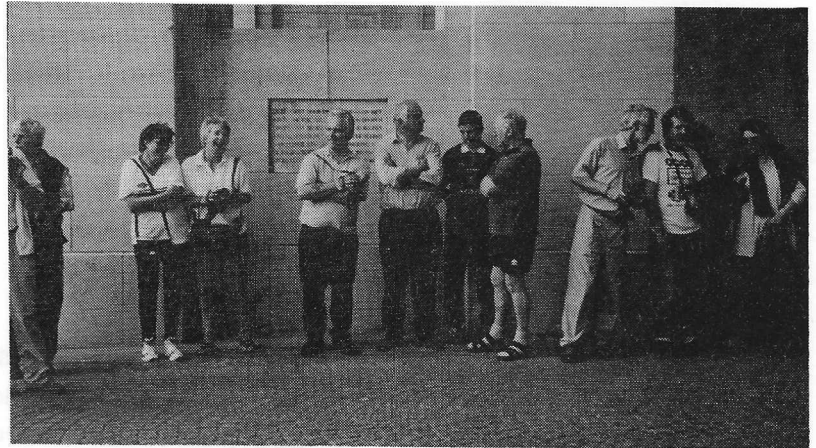


"The Dutch contingent lead the procession at the beautifully kept Lijssenhoeek British Military Cemetery."

with Christine's father's beautifully restored 1936 Model 'Y' leading. A few Shuttles later brought Tim Brandon and Glynis and Brian Mace and Yvonne from Suffolk and Norfolk respectively in their Model 'Y's. All agreed that 'Le Shuttle' is fast and hassle-free, and was only an hour's drive from our hotel, slap-bang on the Belgian/French border. As we never knew whether we were in Belgium or France (sometimes, one side of the road was in Belgium and the other in France), we were required to carry our passports at all times, in case we were stopped by customs officials or the police - none of us was.

Graham Miles, with Bob Wilkinson sharing the driving, went through the Channel Tunnel on the Thursday in Graham's shortrad Model 'Y' van, visiting Hitler's gun emplacements along the coast at Boulogne, before heading north to join us on the Friday near the Ypres Salient. The twelfth car was Jim Mile's Model 'Y'. The idea of the trip had been Jim's at a committee meeting last year, and what a good idea it proved to be. Jim and Yvonne live in a beautiful thatched cottage, not too far from Ypres, to which we were all invited for tea and cake on the Sunday afternoon. Jim commutes to and from London in his taxi, which meant that the bulk of the organising for the tour fell on Yvonne's shoulders. Yvonne and her neighbourhood friend, Jacqueline Chadaine, swatted up Major Tony Holt's excellent book on the Ypres battles; recced the sights of most interest and pulled together a superb itinerary for us. We visited the key cemeteries, museums, hill-tops and preserved trenches. Although, to use Yvonne's words, 'we only scratched the surface', we were exposed to the full horror of the front line in that ghastly war; captured most explicitly in old three dimensional sepia photographs, taken at the time, and viewed through an amazing number of stereoscopes, i.e. 'what the butler saw' type wooden boxes, at the various museums we visited. Perhaps the most poignant moment was watching the Last Post being played, as it is on every day at 8 p.m., by three buglers from the Ypres Fire

Brigade under the awesome span of the Menin Gate, which is inscribed with 54,900 names of British and Commonwealth soldiers killed in the Ypres Salient. The remaining 34,888 names are engraved on panels to the rear of the largest British military cemetery in the world, on Tyne Cot hill, which we had visited that afternoon. It was so called because the German pill boxes on the hill, which were eventually captured with great loss of life, looked to the 'Tommies' like

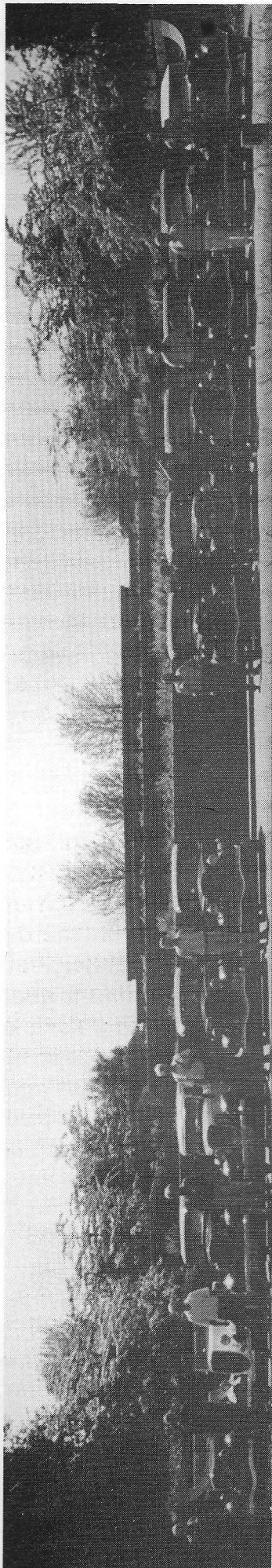


"Under the vast arch of the Menin Gate waiting for the Last Post: Debbie, Linda, Kevin, Graham, Peter minor, Peter senior, Bob, Jim, Yvonne and Jacqueline."

Tyneside cottages on the horizon. It was not all muck and bullets. Yvonne had chosen some interesting drives for the cars and we ate and drank at a wide variety of hostleries. We won't forget Wally's Farm, where we ate the first night. Wally ('I'm the only Wally in Belgium') is a -passed over pop singer, who does a good impersonation of his hero, Elvis, with a Karioke musical accompaniment. Good foot-tapping stuff, which actually tempted the Chairman onto the dance floor in jiving mood! The only problem was the only meat on his menu was sausage! The



"The group photo before day two's adventures."

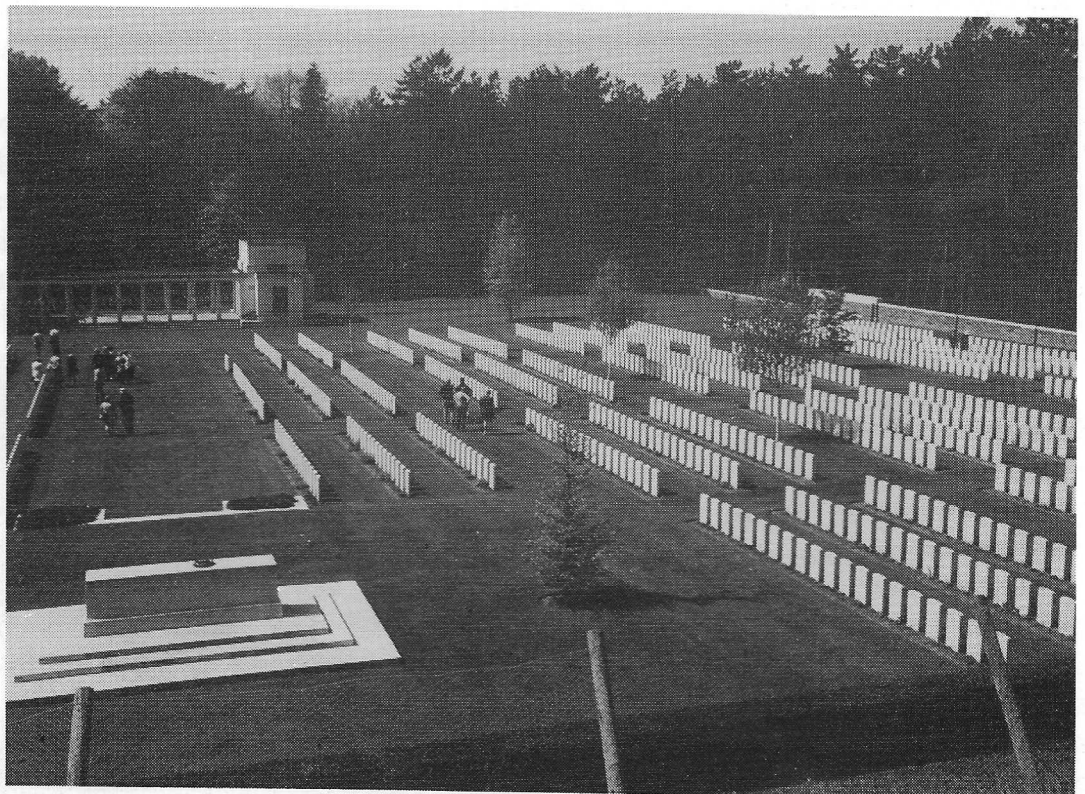


following evening we ate very well in the hotel in which we were staying. Line dancing was the local entertainment here, which helped down the remarkably cheap fillet steaks! On the last night we convoyed up to the Auberge du Vert Mont, where we had a full meal and a few 'thank you's' to say.

Jim had written out a quiz, which taxed even the most knowledgeable (including him!). The winners' bottle of Scotch was awarded on the Sunday lunchtime at the Hooghe Crater restaurant, to the team of Graham Miles, Peter Ketchell and Bob Wilkinson i.e. a joint effort which should have disqualified them! The Hooghe Crater, now an ornamental lake, is on the site of the Hooghe Chateau, which was totally destroyed as the front moved back and forth across that stretch of land. The crater, 16 metres deep and 40 metres across, was caused by a British mine under the German trenches there. The crater changed hands several times, on one occasion costing 4000 British casualties in its recapture! The long, not very good, group car photograph was taken alongside the nearby Canadian memorial.

At breakfast on the Monday morning, before the rush to Le Shuttle, we were greeted by a cheerful, and relieved Yvonne, who presented us with potted poppy plants as mementos of Flanders - she had thought of everything. We are very grateful to her; to Jacqueline and Claude, her husband, for making the trip so informative and enjoyable. Jim summed up the feeling of us all in his usual, succinct way - 'Triffic'!

Next year, the Dutch contingent are threatening us with a trip round the tulip fields of Holland, with a little extra thrown in. We look forward to that!

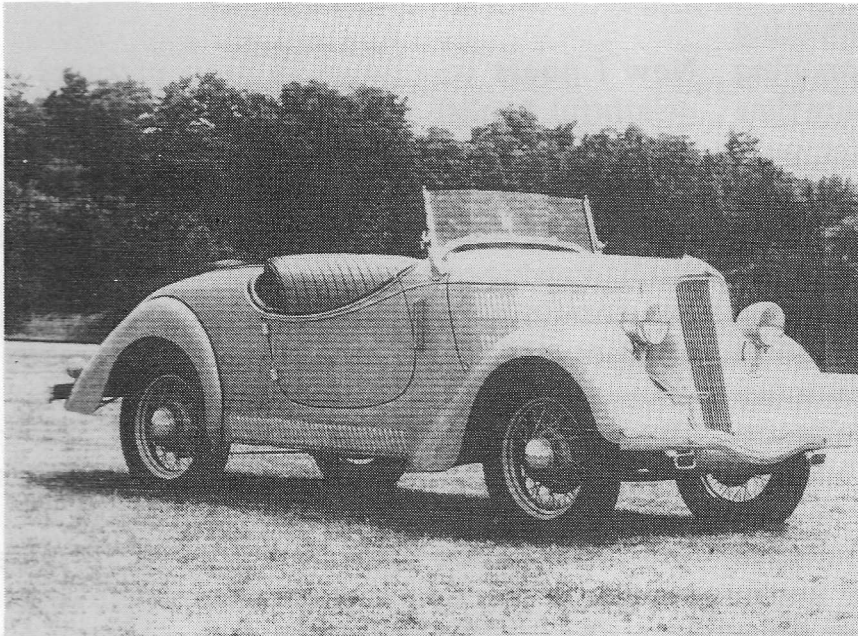


"Members stroll around Polygon Wood cemetery."

A NICE ONE HANS! THE EIFEL ROADSTER

Hans-Konrad Schardt from K÷ln has recently joined the Register with his Eifel Roadster, which he has been restoring over the past four years. This is the first survivor of this particular body style that I know of. It certainly is a beauty - probably the most beautiful of the Model 'C'/CX' based tourers.

The Model 'CX' Eifel Roadster was manufactured entirely within Germany between January and September 1936, after which the styling of the radiator grille changed to the Lincoln V-shape. It sold for only 2850 ReichMark, compared to 2800 RM for the standard saloon. The body was built by Stoewer, who seem to have been influenced by the Jensen company



"Hans' Eifel Roadster after restoration."

in England, looking at the louvres arrangement. But the beautifully sloping tail with the recessed spare wheel is pure magic, even though it restricts the car to being a two-seater.

Hans sent me a CD-ROM with photographs of the car during and after restoration.

The photograph of the car on grass was printed on eight sheets of A4 paper, which I have had reduced. There must be some way that I can reduce the size on the computer before printing! The second picture shows

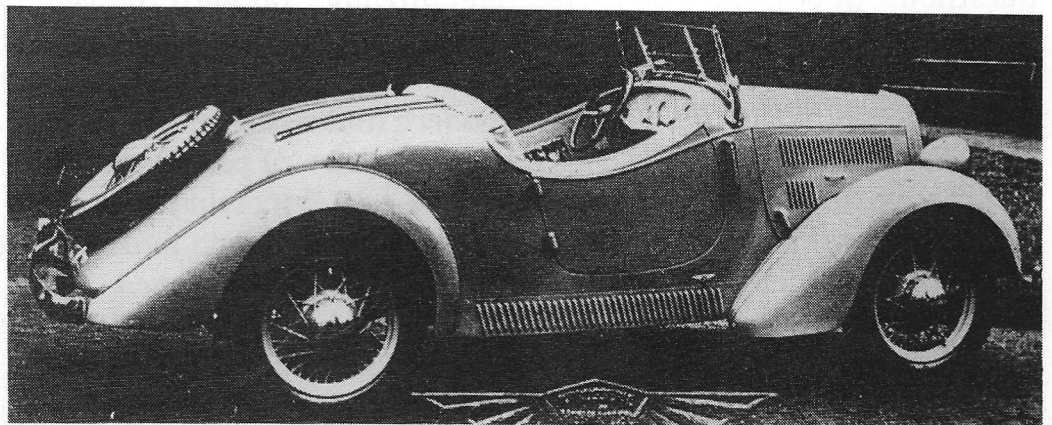


"The tail of the Roadster during restoration, showing construction."

the tail construction during restoration. The side view of the Eifel Roadster is taken from Hans-Peter Rosellen's book, "Und Trotzdem Vorwärts", and shows the streamlined beauty of this body styling.

I am hoping to get more details of the car from Hans-Konrad and will keep you posted.

Sam Roberts



"The flowing lines of the Eifel Roadster with the Jensen louvres arrangement."

240 MILES WITH EMILY

Chris Newman, of the Classic English Ford Club of Western Australia, penned this article for their club magazine 'EnFomation':-

"During my holiday in the UK I took a week to go to a conference. By a happy coincidence it was held in the lovely city of York and by an even happier coincidence the AGM of the Y&C Register was on the weekend between the conference and a previously planned study tour. Incidentally this coincidence is not the same as when a Polie goes on a fact finding tour of cricket grounds in England just when the Ausies are playing the Poms! By an even happier coincidence (by now I should be levitating!) 25 miles to the south of York lives a human dynamo who goes by the name of Peter Brooke. If he is not renovating the house he is running a gym club or managing the local Air Training Corps and in his spare time he edits the magazine of the Y&C Register, with car restoration as a hobby! In between times - daily, just for light relief he drives Emily to a high School 20 miles away to teach manual arts! By now you will have guessed, Emily was not some floosie I picked up but Peter's car. A 1937 Model 'Y' sedan in original condition - a running restoration. This interprets to 'you fix things on the run', as I found out later!

The only problem in all these happy coincidences was the AGM was on at Willoughby near Rugby 120 miles to the south, "no problem" says Peter "I'll pick you up at 6.30." (am that is!) Now for those who know my ability to start early this was going to be a great challenge! For the record I arose at 5.30 am and staggered out of the guesthouse at bang on 6.30 to find Peter already there!

This first part of the trip was in his modern and glory be, it had a heater. the morning was cold like the weather during almost the entire trip. at least the rain did have the decency to hang off until I had left York before it flooded the centre of town. However the population is used to this - one pub on the river bank simply shifts the furniture upstairs, rolls up the curtains and

scores another notch on the wall when the water recedes. They have a hole in the wall especially to let the water out!

Peter lives in the lovely village of Rawcliffe which was our first destination to pick up Emily. Squeeze in like peas in a pod and we are off. Most of us would blanch at a journey of this magnitude in our vehicles but 240 miles is no problem for the English enthusiasts, they regularly do considerably more. (And yes they are sticking to miles for now)

Now I guess you have all seen pictures of delightful English country lanes where things move at the pace these cars were designed for - but not this car - down the motorway is quicker but not just any motorway - the M1 no less! This is a harrowing trip for a modern car considering the traffic conditions, not to mention the weather.

Minor tweaks to the dizzy before getting on to the M1 and then mixing it with the trucks on the inside lane she still wasn't running so well. Two hours on, we pulled into a Servo for more tweaking. This time to the back and rear - ours! Closer to the destination we stopped again for fuel. It took the equivalent of \$45 to fill the tank - in a 'Y'? Super is double our price!

As we have always said it must be something to do with the vehicles we choose to restore that determines the nature of the people. There is ample evidence of that in England too, perhaps the small Ford fraternity are just a nice bunch of people the world over. It was a very friendly meeting with a few jokes about WA thrown in - just to make me feel at home! Some beautiful cars turned up including two soft top 'CX's and some immaculate 'Y's. They also have a spare parts stand with all those hard to get bits on offer. The problem is when do you stop - answer

- when the cash runs out! It was just as well they didn't take credit cards or the excess baggage charge would have been enormous! As it was I was made to transfer stuff from my cabin bag to suitcase at the check in. Beware, they weigh your cabin baggage now!

The journey home was even more interesting and surprise, surprise it was raining! In addition to the rain the traffic was heavy as people made their way home from their weekend away. Now I know what they mean by a tailback, slow moving traffic for miles and then off again for a few more miles before another slow down. Usually caused by merging traffic or a breakdown. One advantage of being in the inside lane in a tailback is you get to overtake all the Porches and Mercs that went flying past twenty miles back!

I guess the fun really started once we were off the motorway and charging along the back roads to Peter's home in Rawcliffe. It was raining and I swear never has so much been asked of 450x17 tyres before. The absence of a grab rail added to the gut wrenching feeling! However if you drive that particular piece of road daily in the same car for many years then I guess you get to know how much you can squeeze out of every bend! Passengers with a heart condition are advised to consult their physician before attempting this journey!

An unforgettable day - made a great impression - on my rear! Peter said I was lucky he had just changed the seats which is why we had such a comfortable ride!!"

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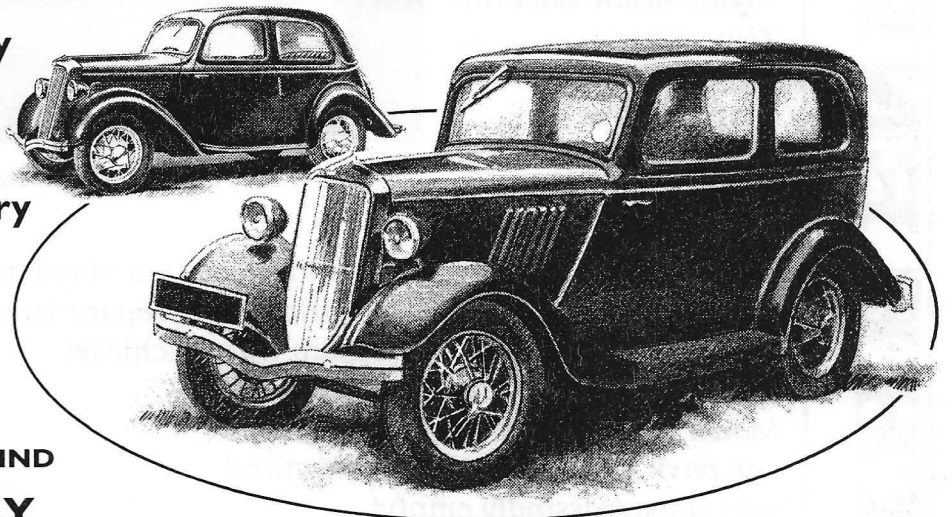


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THE ENFIELD PAGEANT

This year, the attendance and presentation of the Register at the Pageant sank to an all-time low. It is all the more embarrassing because the Enfield and District Veteran and Vintage Transport organisation, who administer the bank holiday extravaganza, are making it known that they will not allocate space at future events to those clubs that do not make an effort and who use their areas purely as a car park for their members.

Once again, Jim Miles came to the rescue and, in addition to running his own stall in the autojumble, arranged for the Register to have adequate space to display ten vehicles. The most we could muster at any one time was six on the Sunday: they being the Model 'Y' saloons of Don and Ron Stephens, Kevin Taylor, Brian Mace and Tim Brandon; the Model 'CX' tourer of Frank Croucher and my Model 'Y' Kerry. On the Saturday, Graham Miles' Model 'Y' van kept company with Rob Bolland's Model 'Y' saloon from Holland. Unfortunately, Chris Cheeseman was unable to find the stand, so parked his Model 'CX' saloon in the 'odds and sods' car park. On the Monday the stand was embarrassingly empty!

Where were all the cars from London and Essex? We attend this event to enable the members in these and neighbouring regions to gather and exchange ideas and information and to show off their cars. This year, we even missed Ian Buckler with his Model 'Y' pick-up; a regular attender over the past twelve years at least!

The good news is that Jim Miles and Kevin Briggins have decided to take on the event for 1999 and to put on an excellent display along the lines of our more successful showings of the 1980s. They will be writing to all the members within spitting distance of Enfield to encourage your attendance next year and to, hopefully, win the prize for the best stand (£250). So, put the



"The maximum we could muster on a dreary stand."

late May bank holiday in your diaries now and prepare to show the other clubs what we can achieve!

Sam Roberts

EVENTS....EVENTS....EVENTS....EVENTS....

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

27 September	All Ford Rally	Sam Roberts
? October	Stoneleigh	Two Geoffs
7/8 November	International Classic Car Show NEC	Geoff Salminen

FBHVC UPDATE

In the last issue of the magazine, I reported that a new Association of British Motor Clubs was being formed to fill the gap left by the Federation of British Historic Vehicle Club's withdrawal, in November 1997, from FIVA, the international

body which looks after the interests of the classic car movement world-wide. You will recall that, under the heading of 'Who Represents Whom?', I inferred that the various representative bodies should behave in an adult manner, stop their bickering and work together to achieve the common aim.

In early June, I received the inevitable plea from the new Association of British Motor Clubs asking the Ford Y&C Model Register to join their

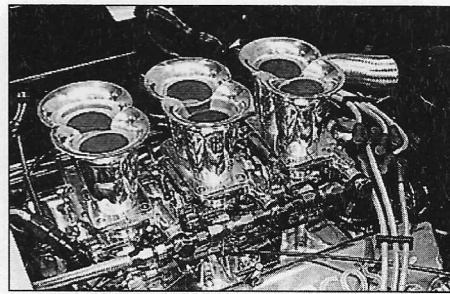
ranks and to attend their inaugural meeting in August. This letter, which went to all clubs, obviously ignited smouldering dissent within the FBHVC. Within two weeks, it was reported that Peter Glover, the Chairman of FBHVC, had resigned as he no longer held the confidence of the committee. Further, a motion was passed to reopen discussions with FIVA with a view to Britain, represented by FHBVC, to rejoin on mutually acceptable terms.

Hot on the heels of that announcement came a letter from Lord Montagu, FHBVC's President, reminding us of 'the importance of UNITY in the British movement' (which was my point exactly!) and to hold fire on joining the Association of British Motor Clubs until the new chairman of FBHVC lets us know of their intentions.

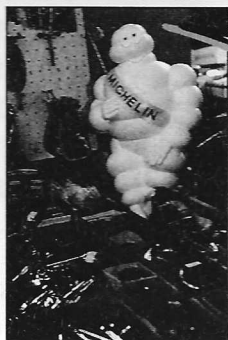
I will keep you posted.
Sam Roberts

NOVEMBER PROMISE

"The November International Classic Motor Show promises to be the best yet" said Exhibition Manager Mike Kennington. "We have more Car Clubs, Trade Stands and Autojumblers than ever before. So we should be able to satisfy most visitor's interests".



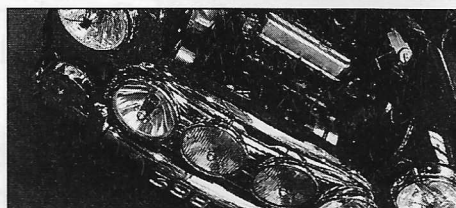
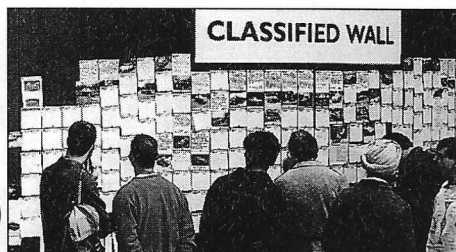
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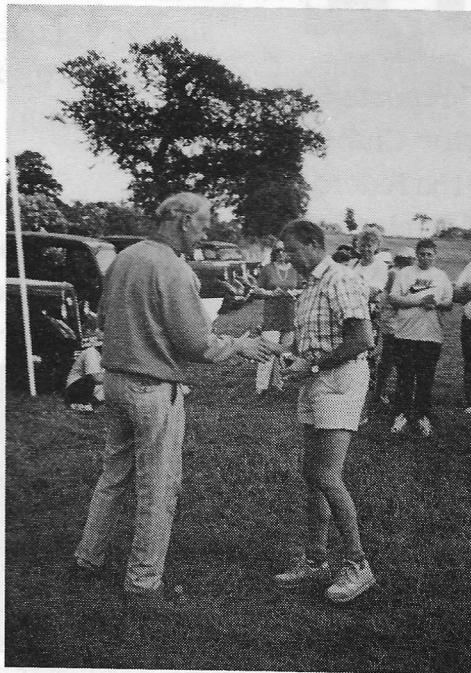
THE INTERNATIONAL
CLASSIC MOTOR SHOW
The NEC, Birmingham
7-8 NOVEMBER 1998

HOAR PARK - NATIONAL MEETING

20th/21st JUNE 1998

The weatherman promised a mini-heatwave so when Wendy and David Grace, Kevin and Debbie Briggins (plus two daughters), Paul and Janet Bainbridge with son Gary and Jean and myself arrived in brilliant sunshine on Friday evening we looked forward to a hot weekend.

Saturday morning saw grey overcast skies and rain but by 2.00 pm the rain had stopped and five vehicles set off on the scatter rally. By 4.30 they had all found their way back and two teams, Tony Hurst and David Grace in Tony's Model 'Y' had drawn with Geoff Dee with Peter Clewlow in Geoff's Model 'Y'. after a naughty tie breaker Tony and David were pronounced winners. The rest of the field was Paul Bainbridge and family in his Model 'C', followed by Frank Johnson and wife, May, in his Arrow tourer and Peter and Lynnette Ketchell in his 'CX' tourer.



"Geoff Salminen gets the 'Best in Show' Bert Thomas Salver from Sam Roberts.

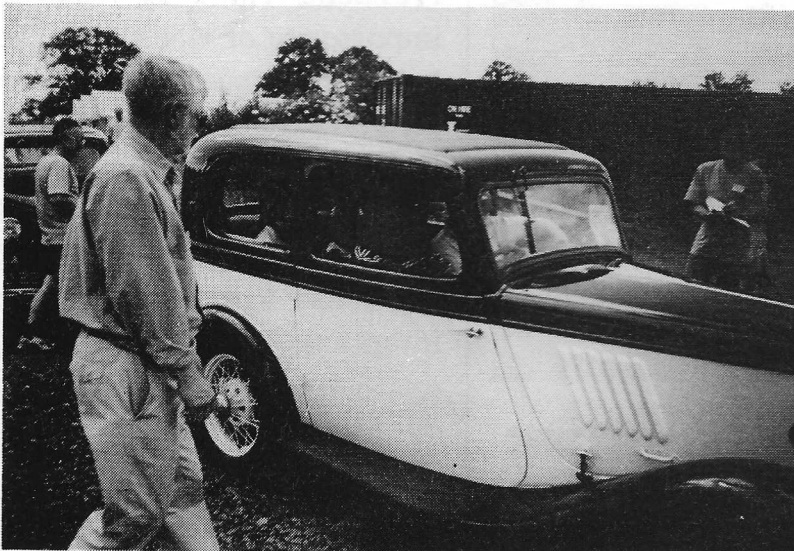
On Saturday evening 26 members, friends and families gathered in the barn for a buffet supper followed by skittles, darts, quizzes and newspaper tearing. Much fun and games was had with laughter loud and long. The eventual winners of the evening were Paul and Janet Bainbridge.

Sunday morning saw fine weather even if the promised heat wave did not materialise and more members and cars arrived. In total 17 cars were on display as well as members without their cars. During the day the members enjoyed craft demonstrations and in the afternoon a hotly contested fun

driving test. Members browsed Tony Butterfield's spares stall, Robert Hale's regalia and the garden centre, shops, tea-room, the children enjoyed the playground. In addition to my family, Geoff Dee, Peter Ketchell, Paul Bainbridge, Frank Johnson and Bob Wilkinson all helped with the driving tests. Other cars and members present included Gary Matthews and Brian and Roger Gurney in Gary's Model 'Y', Geoff Salminen in his beautiful longrad 'Y', our hardworking chairman Sam with Paula came in his Kerry tourer, Norman Purdy in his 'Y', Chris and Owen Baldock in Chris' restored 'Fordy', Brian, Brian's sister and Yvonne Mace in their longrad 'Y', Dave Jarman again in his 'Y', Adrian and Judith Chettle in their 'Y', Dave and Cher Curtis in their beautiful 'CX' tourer, Frank and Linda Croucher also in their 'CX' tourer and Tony and Gail Parker in their nicely restored Tudor 'Y'.

Also joining us, without their cars, were Bob Wilkinson and Pat, Doug and Bessie Hickson, Nigel and Diane Wickens and Paul Beck.

After the members had deliberated, the trophies were awarded by Sam Roberts and raffle prizes given out. Results were as follows:-



" Tony Parker and family 'enjoying' the Driving Tests."

Best Shortrad 'Y':	Reg Hunt
Best Longrad 'Y':	Geoff Salminen
Best Model 'C':	Paul Bainbridge
Best Model 'CX':	Frank Croucher
Winner driving tests:	Jean Hunt
Eric Bufton Trophy for best restoration:	Christine Baldock
Distance award:	Tony Hurst (175 miles)
Bert Thomas Platter, Best in Show:	Geoff Salminen

Just think; I have to live with the only woman competitor in the driving tests who went on to win. No more remarks about women drivers!

Thanks to all who helped and to all those who made the effort to attend a weekend of fun and comradeship.

Reg Hunt

NEW-NEW-NEW

THE Y&C REGISTER/ FOOTMAN JAMES INSURANCE SCHEME

For some months now, we have been negotiating a special classic car insurance policy with Peter James, of Footman James & Co. Ltd., to replace the Heritage insurance scheme, which has not been taken up by many members. I believe we now have an unbeatable scheme, which I recommend to all members.

The scheme covers all Model 'Y's, 'C's and 'CX's, and other classic vehicles over 30 years old, which are owned by members of the Ford Y&C Model Register. Special terms can be negotiated for later classic vehicles.

The annual premium is a rock-bottom £4.00 per £1000 vehicle value, plus a £10 mileage charge, with a minimum premium of £40.00 per policy. i.e. more than one vehicle can be included on the same policy. A charge for the cover extensions of 11% of the total is added and then a 4% Insurance Premium Tax (IPT).

Example 1. If a member owns a car, or cars, valued at £7500 or less, he or she will be required to pay an annual premium of:-
£40.00 (minimum premium) + £4.40 = £44.40 + 4% (IPT) = £46.80

Example 2. If cars are owned valued at, say, £2000, £5000 and £5000 = total value £12,000, the annual premium would be:-
£(4x12) = £48 + £10 mileage + £6.38 = £64.38 + 4% (IPT) = £66.95

The cover is comprehensive with unlimited mileage and with no restrictions. Drivers must be between 17 and 75 years of age.

Drivers over 74 years of age will be assessed on individual application. Terms for potential policyholders or drivers with a difficult profile are available on request. Sons and daughters of policyholders, who are between the ages of 17 and 20 and holding a full licence, can be included with no additional premium, but with the policy excess increased by £250. For drivers between 21 and 24 years of age the excess will be £150.

Policy Excess is quoted as follows: Up to £10,000 value; £50. £10001 - £20,000 value; £100. £20,001 - £50,000 value; £250. There is no excess for windscreen cover, which is unlimited.

Cover extends to Owner Club rallies, National Rallies, reliability and regular runs. Special terms are required for RAC type rallies.

Other benefits include: Continental and UK Accident/Breakdown Road Rescue; Motor Legal Expenses; Enhanced Personal Accident, including Road Rage cover; Free Green Card Cover for up to 35 days per annum and Credit Card facilities.

Laid up vehicle protection cover and competitive terms for Private Cars are also available on request.

This must be unbeatable value. To obtain a quote, telephone 0121 561 4196, giving your membership number.

Sam Roberts

As reported in previous editions, the Federation of British Historic Vehicle Clubs (FBHVC) is to trial additives to unleaded fuel and report on their findings. Peter Glover, who was, until recently, the Chairman of FBHVC, is reported to have said that they now have a set of workable criteria for testing fuel additives. Testing will start 'very soon'.

In the meantime, there has been a delay in the preparation of the British Standard for lead replacement petrol, due to legal reasons. Baroness Hayman, the Under-Secretary of State at the Department of the Environment, Transport and the Regions, expressed the hope that the problems would be resolved in good time for the fuel to be widely available for the year 2000.

Closer to home, John Mawhinney, from Carrick Fergus in Northern Ireland, has sent me an advertisement for 'Broquet - the fuel catalyst for a permanent conversion to unleaded'. This product claims to solve all our problems and has been brought to my attention before. They have obviously a strong marketing strategy in place. I would rather wait until the authoritative FBHVC makes its recommendations.

Take heed of the following two tales:-

1. Chris Newman, in Australia, tells me that the 'answer to the Australians' prayers', Fuelstar, has recently got the thumbs down when tested against a new Australian standard at Melbourne University.
2. It is reported that, on their way back from the Belgian Tour to Holland, Rob Bolland and Maurice Mays filled their tanks with unleaded fuel and popped an additive in the tank. They broke down within 25 metres of each

other with fuel starvation. Their carburettor jets were blocked with a green 'gunge'.

Editors Note. - It is interesting that the Fuel Catalyst known as 'Broquet' has been mentioned. I was recommended this some time ago by a colleague who runs a Mini Cooper, I mentioned it to Bob Wilkinson who informed me that it was under investigation by the MG car club of which he is a member, but as yet there were no recommendations. I have all the information which the company send out to prospective purchasers but even with this, I too await the results of the testing done by the MG car club before I put anything different down Emily's carburettor!

CX Originality Number Plates

In the last issue (page 19) Sam Roberts questioned the originality of the horizontal style of the front number plate on DLA 329, Tony Eldridges 1936 CX saloon. Sam's assertion is incorrect. My 1936 CX saloon VY 8085 has the horizontal style and it is original. How do I know?

Well, Eric Buttle the late original owner of the car had skilfully repaired the cast aluminium number plate which was cracked in 1938 when he collided with a wandering Alsatian dog in his home town of Pocklington. In 1990 Eric, in his blunt Yorkshire style, was still rather cross about negligent dog owners as he vividly recounted the incident of some 50 years or so earlier!

As I recall, my question regarding the well being of the said Alsatian after the collision brought me the reponse that "the bloody dog was not even marked"!

Eric loved his old Ford. His repair is still visible.

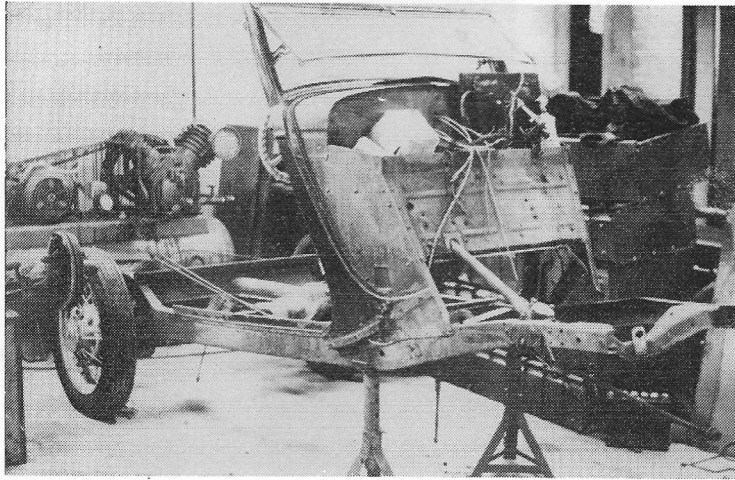
Bob Wilkinson

MEMBERS' CARS

Perhaps the most beautiful coachbuilt body to have been put on the Model 'Y' chassis was that built by Salmons and Sons. Salmons was founded in 1820 by Joseph Salmon in Newport Pagnell, in Buckinghamshire, where it has remained to this day. The company stayed a family controlled firm through to the outbreak of the Second World War.

In the 1920s, the company incorporated the Tickford system of raising and lowering the hood with the use of a winding handle. The hood had characteristically thick, chromed, externally mounted support arms. It was during and after the depression of the early thirties that the company offered bespoke bodies and hoods to a wide variety of customers, one of whom was W. Harold Perry Ltd., the Ford agent in Finchley Road, North London. W. Harold Perry, the brother of Sir Percival Perry, the Chairman of Ford Motor Company Ltd., bought the rolling Model 'Y' chassis from Dagenham and dispatched them to either Whittingham and Mitchel, New Kings Road, London, to have the 'Terrier' sports tourer body put on them (to be renamed 'Kerry' in June 1934), or to Salmons and Sons to build the 'Cairn' coupé.

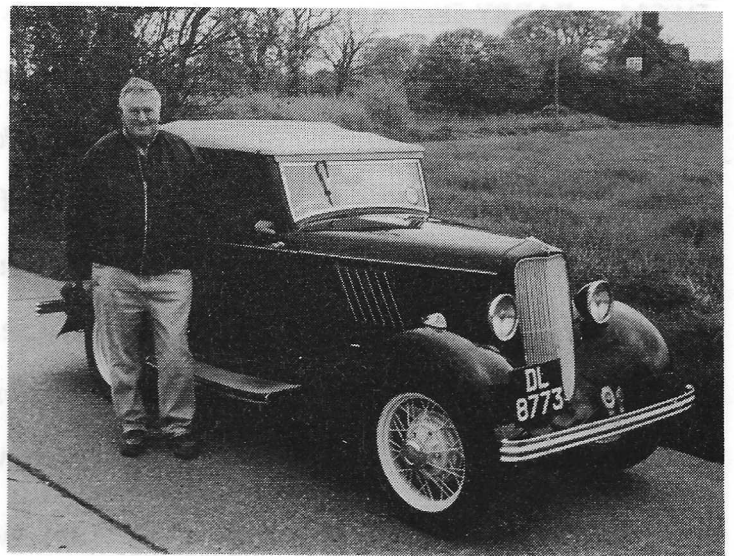
A Colonel Kindersley bought a blue and grey Cairn coupé in 1933 from Frank Cheverton, the main Isle of Wight Ford agent, based in Newport. His friend, Lord Mottiston, was so taken with it that he ordered one for himself. However, when the black coupé arrived at Frank Cheverton's from Perry's, Lord Mottiston decided that he did not like the colour and left the car with the agent to sell on. It was bought by a Mr Hayles of Newport, who drove it until 1949. Two Island owners later, a Mr Kingswell, bought the car in 1967 and, as he was unable to drive, left its care to his housekeeper who, foolishly, left water in the block during a particularly hard winter. The block cracked. The now very tired and immobile car was bought, in 1969, by an electrician by the name of Charlie Read, also of Newport. Charlie dismantled the car and first set about what he new best and rewired the car.



"The Cairn after Bob had 'wheelbarrowed' it from Charlie Read's to his garage in 1973."

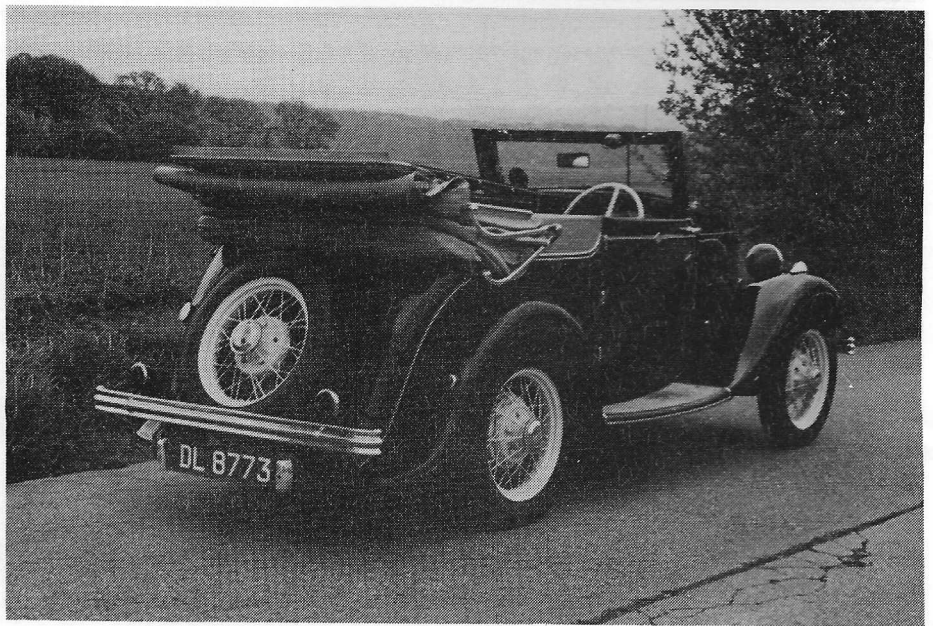
Hovering in the background at this point was Bob Stay, the owner of Stag Garage in Newport. Bob, a friend of Charlie, tried all manner of ruses to prise the car from him, to no avail. Eventually, Charlie gave in and Bob 'wheelbarrowed' the chassis, with engine removed, down the hill to his garage, where he set about the total restoration of the car to its original specification. As can

be seen from the photograph on the back page, the coupé looks resplendent in its original black livery, with yellow coachline, grille, wheels and flashes on the bonnet louvres. Bob is to be congratulated on a superb restoration. The Tickford hood, which is raised manually, rather than by a winding mechanism, has been restored to its original glory. To Bob's knowledge, the car never had rear bumper irons or bumper. These have been added, as has an electric fuel gauge. The car was built at the end of 1933



"Bob with his pride and joy."

(Y36143), at the changeover point from the shortrad to the longrad, mixing features of both styles in its construction. The grille, bumpers, wings and running board are shortrad and the bonnet and dashboard are longrad. Despite owning a stable of five Model Ts, a Bullnose Morris, a vintage Singer, a 100E and an upright Pop, Bob's pride and joy is his Model 'Y' Cairn coupé.



"The rear of the Cairn with Tickford hood lowered."

This is one of only two known surviving Cairn coupés, the other (Y18680), an unrestored, totally shortrad example, being owned by John Harrison, an ex-member living in Barnard Castle, Co. Durham. Those of you who attended the Stanford Hall meet in 1988 will remember his gallant drive down to the gathering. I did hear of a Cairn being offered

for sale in Essex about three years ago but, try as I might, I never did trace it. Perhaps a member in that region knows of this illusive beast and can let me know its whereabouts.

NEW MEMBERS

Since our last publication, we have been joined by the following:

B1012	NORMAN BLACK	Elms Farm, Nr, Bardfield, Saling, Braintree, Essex. CM7 5EJ
C1404	BARRIE CLARK	'Rozelle', Cropper Road, Marton, Blackpool. FY4 5LF
D1405	PHIL DENSON	The Green, Hapton Road, Padham, Burnley, Lancs. BB12 7AJ
D1107	GORDON DOCHERTY	2 Walford Ave, Birches Barn, Bradmore, Wolverhampton. WV3 7AZ
D0608	JOHN DAVIES	Ger-Y-Rhos, Llangoedmore Rd, Penparc, Cardigan. SA3 2AB
D1611	BARRY DIGGLE	16 Croftlands, Idle, Bradford. BD10 3RW
K1904	MARTIN KELLY	Shallee, Caparoe Nenagh, Co. Tipperary. Eire.
O-M101	PAUL MAYER	2524 North Valley Mills Drive, Waco, Texas. 76710 USA
O-P101	GEORGE PIERCE	1411 Stubblefield Road, Santa Maria, California. 93455 USA
S0503	RAY SYMONDS	Winton Oast, Puddingrake Ln, Rolvenden, Cranbrook, Kent. TN17 4JS
W1203	NIGEL WICKENS	11 Croft Lane, Roade, Northampton. NN7 2QZ
O-M103	DAVID McKELVEY	6 Keiss St, Blenheim, Marlborough. South Island, New Zealand.

As always I ask existing members to contact new members in their locality.

Bob Wilkinson

NOTES ON NEW MEMBERS

We welcome 9 new members bringing 5 'new' cars to the Register and one or two old friends which have changed hands.

Old hands first, Phil Denson from Burnley was with us 10yrs ago and still owns Z 7071 a fine 1936 model 'Y' which started life in Ireland. He has recently sold DHK 499 (Y129088) the 1936 Model 'Y' which once belonged to a fellow Lancastrian Alan Burgess, this car is now in Eire. Phil has a lifelong interest in the old car scene and this 'Y' has a few stablemates.

Barry Diggle in Idle, Bradford (the home of the now extinct Jowett Car Company) has recently bought CNN 125 the 1936 2door 'Y' model recently owned by Ray Whitaker but formerly owned by our chairman Sam Roberts for about 20 years. This is a much travelled car with known history.

Nigel Wickens visited us with his family at the Nuneaton meeting to look at 'our' cars having just been left MRO 905 a 1935 Model 'Y' by his late uncle Bob Hale. (See obituary notice in this issue). By now Nigel will have transported the car to Northampton from Ruislip and the final restoration work - wiring and assembly etc. - will be under way.

Gordon Docherty in Wolverhampton has some restoration work in hand on his recently bought 1937 Model 'Y' (Y173827). Sadly this car, already known to the Register with ex-member A. P. Thomas, has lost its JN8657 registration and now sports NSJ 528. How a classic car dealer was able to sell/transfer the original number from a vehicle which was presumably not MOT'd is not clear. However Gordon is happy with his purchase which hopefully will be on the road before too long.

Our new friends - members and 'new' cars - bring cars with good histories.

Paul Meyer in Texas now owns the 1936 CX saloon ADM 182 once owned by former editor Kath Devine and exported to US by Carlton Thisse. Paul has added this 4 door saloon (sedan sorry!) to a collection of 1936 Fords numbering 40. What about some photographs Paul?

Incidentally I guess Carlton Thisse has been responsible for exporting about half the Model 'Y' or 'C's known to lurk in the USA! Let us know the inventory please Carlton.

Nearer home in Kent, Ray Symonds owns a 1935 'Y' model JG 6610 which we heard of at auction recently. Ray is contemplating restoring the car, though he may be persuaded to sell, to join his Austin Chummy. The car has been apparently unused since 1964 and has one previous owner. The Club is helping Ray to retain the original registration mark using the DVLA's V765 scheme. Don't forget that members should contact me with any problems related to registration marks and DVLA.

John Davies too owns a nicely restored 1936 'Y' model EJ 4656 and should be MOT'd and on the road by now, His V5 registration document showed the 'Y' to be a 1983 model!! A letter from me indicating a March 1936 production date should help John to have that document corrected and equally importantly be eligible for his free excise duty licence.

Barrie Clark in Blackpool too has a March 1936 Model 'Y' which is on the road. He bought it from a local classic car dealer with the speedo showing 28563 miles and asks if this is likely to be genuine? Since the car is fitted with its original engine (check the engine number and don't rely on the entry in the logbook) it is highly likely that the mileage is correct since by 40 000 miles, or less, most of our cars had been fitted with one of Henry Fords very inexpensive restored engines. (Numbers are prefixed RY...for 8hp and RC....for 10hp units).

Martin Kelly is undertaking a complete restoration on a 1936 Model 'Y' after being introduced to the Club by fellow Irishman Flannan O' Meara. Send in the full details Martin.

Norman Black too brings a 'new' Model 'Y' CW 9519 which had been stored for 30 years. He has restored the car, the paintwork being the most recent job and is having much fun with his new toy which reminds him of motoring 40 years ago.

George Pierce in California is our first member to join after finding us on the Internet! George was in UK as a member of USAF and took home in 1975 a 1933 short rad Model 'Y' AMG 448. His restoration work was undertaken back home, long before our Club was formed and many parts had to be made or adapted locally. George obtained a starter motor and service bulletins from a Ford dealer in Nepal! About 1000hrs were spent on the restoration.

Judging by the photo he has super little English Ford, also a lasting interest in flying.

Just joining as we go to press is David McKelvey in South Island New Zealand. David is a real enthusiast with 2 model 'Y's currently - a 1937 long rad 'Bonnie' and a 1932 short rad model 'Clyde' - but is also looking at a 4 door saloon to restore.



"Superbly restored Model 'Y' (Y30298) belonging to George Pierce in California."

David (with 'Bonnie') is very active on rallies in his area and we hope to print a report and photos in future editions. David also sends me news of other 'Y' models in New Zealand for the Register. Sounds to be a lot of fun down there Dave. By the way we don't talk about Rugby in the UK at the moment!

Welcome to you all gentlemen. Keep us informed of your progress.

Bob Wilkinson

Obituary

Bob Hale of Ruislip

It is with great sadness that we report the death in May of Bob Hale.

Bob took up membership of the Club about 10 years ago when he bought MRO 905, a 1935 Model 'Y' saloon. His intention was to fully restore the car, much work was needed incidentally, and then to enjoy some 'old time' motoring in his retirement years. Work progressed steadily with several setbacks along the way - problems of missing parts and much welding to complete.

Despite failing health in recent years but with a constant cheerful disposition Bob managed to almost complete the work. Only re-wiring and minor tasks remain unfinished.

Sadly Bob did not live long enough to see his dream come to fruition and the completion of the tasks have now passed to his nephew Nigel Wickens who has just joined us.

Our sympathy goes to Bob's widow Phyllis and family in their loss.

Bob Wilkinson

FOR SALE - Through dealers

1936 Model 'CX' Fordor, CYV 129 (C49365), Grey;
Reduced to £4,495. D.T. Mathewson

Tel: 01751 474455 (Thornton-le-Dale, N.
Yorkshire)

1937 Model 'Y' Tudor, (Y126024), Red and black
Excellent condition. £3,950. Thornfalcon Car
Sales

Tel: 01823 443057 (Taunton, Somerset)

1936 Model 'Y' Tudor. (Y137407), Black, In need
of restoration but with many new and used
spares including 4 new tyres and a wiring loom.
Original Reg. No. AVF 162 with V5. £950.

Classic Car Trading, Gilberdyke, East Yorks.
01430 449434

FOR SALE - Private

1936 Model 'Y' Tudor, (Y129088), Green and black
Recon engine. Recent roof lining and upholstery.
Waxoyled. MoT. £2,750. Phil Denson (Non-
member)

Tel: 01282 774768 (Nr. Burnley, Lancashire)

1935 Model 'Y' Tudor, (Y114930), Cream and black
Excellent condition following body and engine
rebuild

MoT, taxed. £3,700 o.n.o. Brian Hodges (Member)

Tel: 01977 661260 (Nr. Goole, E. Yorkshire)

1937 Model 'Y' 2 door. Easy restoration. Owned
20 yrs. Reg No. NV 9350 Plus spares - ring for
details.

Maurice Hyde 01636_702518 (Newark)

For sale- Pair LR front wings £100. Hardwood
roof timber kit £45. Pair front wing stays £15.
Pair headlamp brackets £15. Headlamp shell £5.
Generator mounting stalk £5. Dipped bumper
(no groove) £50.

Neil Fletcher. 01703_860080 Totton,
Southampton.

1934 Model 'Y' 2 door. Black/green Genuine 40
000 miles. Re-upholstered. £3750.

Nigel Pritchett 0976_919495 or 01905_767265.
Worcester.

1936 CX 2 door saloon. Very sound original
condition. Bought from first owner in 1990.
Gunmetal grey, green leather. MOT A very rare
find. Must sell. £3,500 o.n.o.

Bob Wilkinson. 01832-734463.

For sale - Parts fro
1946 Standard 8hp
tourer. Nearly all
mechanical parts
plus bonnet and
hood frame. Sell as
one lot. Buyer
collects. £200.

Please write for
details, T. N.
Proudfoot. 42,

South Hermitage Street, Newcastleton,
Roxurghshire. Scotland. TD9 0QE.



Y & C parts. 8hp. 10hp. Engines, Y axles, Y & C
wheels, also for short-rad Y n/s front wing,
radiator grille and dashboard. Plus lots more,
please phone.

Bob Wilkinson. 01832-734463.

1937 Model 'Y' 2 door (Y190507) AYS 193 Dark
Blue. Chassis, engine and body completely
restored. Seats original but need some attention.
Quite a few spares. £3.300 o.n.o.

Austin Holder 01271_816275 (Devon)

1936 Model 'Y' with boot for restoration. £700
o.n.o.

Ian Fewtrell 0151_342_7259

1937 Model 'Y' Tudor. GMC 168. Black, rewired,
brakes sorted, engine rebuilt and long MOT.
£2500.

Glyn Jones. 01763_273341. Buntingford,
Herts.

1933 Model 'Y' 2 door. Early Long Rad. Green
body/ Black wings. Recent restoration but needs
completing. MOT, Tax disc. Genuine reason for
sale. £3 250 o.v.n.o.

01488_608304. Berkshire.

Remains of Short Rad. Front end of chassis,
steering parts, axles, inner wings, front grille,
dash and old log book, chassis number, Briggs
body number.

Offers to A. Dodsworth . 01964_622615

1937 Model 'Y' TudorAJU 409 Two tone Brown.
MOT Good condition £4,100 o.n.o.

Tony Candlin 01905_456811 (Worcester)

1936 Model 'Y' 4 door. AAB 903. Grey/black. Red interior. MOT 6/99. First class condition. Full history 1936 to date inc. photos & original paperwork. Reluctant sale to finance CX tourer. £3950 o.n.o.

Barry McIlveen. 01925_791025.

Spares - oil filter cap £3, Rear bumper irons made to support carrier £5, ignition switch £15, Ford ign coil £10, gearbox £ 10, 2 rear window glasses £10 pair, one left hand door £25, Free - used door woods but one New ash blank £10. 2 front brake drums £10 each One S/R grille £25. 1 rad for rebuild £10. Pair S/R splash panels £5 each complete set of bright trim for running board £10. Steel shell for S/R left running board £10. 2 Armstrong shock absorbers £15 pair. Some door and windscreen cappings £2 each S/R rear mudguard splash panel £5.

Wanted to swap/buy - a dynamo that works and S/R windscreen.

Jan Pieniazek 01403_732206.

For sale - Long Rad pair front wings complete with headlight support brackets and rear stays. Oiled and stored 40 years, just need prepare and paint. £280 pair - will not split.

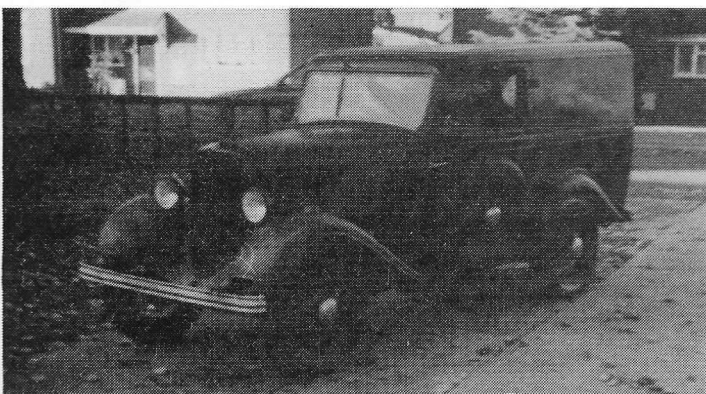
Tony Dodsworth 01964_622615

1937 'CX' tourer(C39086) Immaculate condition throughout. First class hood and tonneau. Engine runs like a watch. Current MOT. Colour Green. Reg No. XS 4359. £6 850. o.n.o.

Malcolm Black. 01287_633848.

1933 Model 'Y' van (converted saloon - Y22849) FSJ 288. All steel with alloy roof. Recon engine. Skimmed brake drums. 12 volt electrics. £2500.

Mr. Moody (non-member). Tel: 01474 853094 - North West Kent



"Converted saloon FSJ 288 For Sale"

Wanted

Model 'Y' tourer, any condition, photograph appreciated. Also Koln or Eifel wanted. Eamon O'Donnell, Poun Read, Castlebar, Co. Mayo, Eire. Tel. (Eire) 353 94 23198

**DEADLINE FOR NEXT ISSUE
31st AUGUST 1998**

1998-99 Annual Subscription

Due 1st June

Rates unchanged (£20.00 UK, £15.00
unwaged, £25.00 overseas.)

See the separate sheet enclosed with your mag.

Your membership number is on the magazine address label that you have just thrown in the waste-bin!

Please pay promptly and note my new address. Also let me know if you have sold your car or are not renewing for any reason.

Many thanks

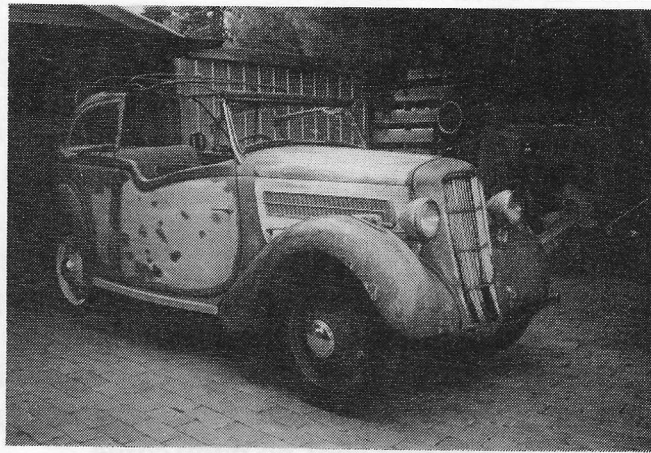
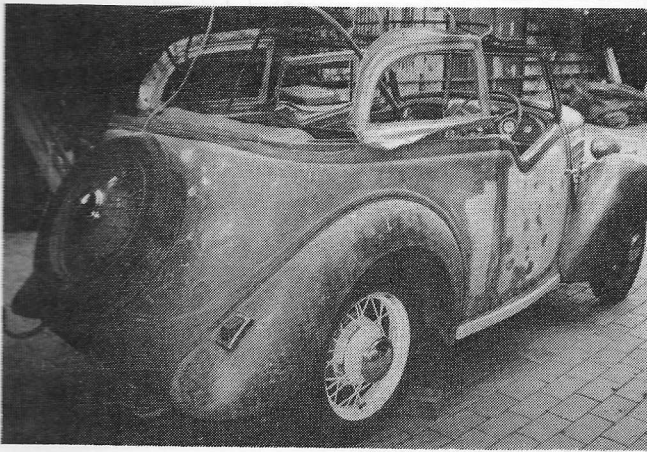
Bob Wilkinson - Secretary/Treasurer

1998-99 Subscription Renewal

Did you spot the deliberate mistake in the last issue? No reminder/renewal form enclosed! Please renew NOW but before the end of August to avoid paying the £32.00 membership renewal penalty.

£20.00 UK and Eire members.
£15.00 Unwaged / retired rate. UK only.
£ 25.00 Overseas.

Cheques payable to 'Ford Y & C Model Register' and send to Bob Wilkinson. Note new address on the inside front cover.



"Front and rear views of Wayne Brown's Model 'CX' Phaeton."

In my last newsletter, I mentioned that Wayne Brown had bought a Model 'CX' Phaeton, body number 20B-P2, and that I was looking forward to seeing some photographs of it. I am grateful to Wayne for sending the photographs, two of which are reproduced here. I was slightly disappointed as I had expected a hitherto unknown body style but, as you can see, it is almost identical to the Dagenham Model 'CX' Tourer. It is almost certain that the Gelong plant used body dies imported from Briggs Bodies Ltd. for the pressings. I say 'almost identical' as I have noticed one difference. The Gelong version has external door handles, whereas the Dagenham body relied on inside handles to open and close the doors. Perhaps some knowledgeable, keen-eyed member can spot other differences.

I have also received a listing of the Model 'C' / 'CX' production records from the Ford (Australia) archivist. They read as follows, with body numbers in brackets:-

1935 - Model 'C' i.e. Model 20.	
Sedan Deluxe (20 - S***)	323
Roadster Deluxe (20 - R**)	8
Coupé Deluxe (20 - C**)	1
Utility - well-type (20 - LD**)	45
Van (20 - PD**)	43
Commercial chassis	10
Total	430
1936 - Model 'C'	
Sedan Touring (20 - S***)	14
Coupé Deluxe (20 - C**)	2
Total Model 'C' produced	446

1936 - Model 'CX'	
Sedan Touring (20B - S****)	1494
Roadster Deluxe (20B - R***)	221
Van (20B - PD***)	167
Coupé Deluxe (20B - C***)	138
Utility '302' (20B - LD**)	81
Utility '304' (20B - LD**)	78
Phaeton Deluxe (20B - P**)	2
Utility chassis	18
Total	2199

1937 - Model 'CX'	
Sedan Touring (20B - S****)	1501
Roadster Deluxe (20B - R**)	113
Van (20B - PD**)	166
Coupé Deluxe (20B - C***)	166
Utility '302' (20B - LD****)	215
Utility '304' (20B - LD****)	27
Phaeton Deluxe (20B - P**)	31
Commercial chassis	12

Total Model 'CX' produced 4430
 The difference between the Sedan Deluxe and the Sedan Touring I can only guess as being 'without' and 'with' sunroof respectively. The difference between the two Utility vehicles will be that one is straight sided and the other is 'well sided' i.e. has platforms over the wheel arches on which passengers may sit. But which is which, I can only ask our Australian members to let me know - please. It is interesting to note that the Phaeton which Wayne Brown has bought (20B - P2) was the second of only two manufactured in 1936.

Sam Roberts

DOCTOR FORD & His Good Ideas

In the early days of the register we had a regular insertion under the above title, this brought out ideas relating to our cars. The idea was to help members to simply keep their cars on the road. Since that date we have tried to get a 'GOOD IDEAS' booklet off the ground, but with little success, probably due to fact that no body came forward with any hints that they would be author could use. It is requested that members submit their ideas to Peter Brooke or myself, in order that they could then be published under the above heading. This will give our author some copy to work from.

For instance may I relate a couple of points that came up as a result of the recent Belgium run. Firstly let me say that by and large the van ran perfectly, but at one point it was noted that the ignition was 'Pinking', a condition that occurs when the ignition is set too advanced, and the flame spread in the combustion chamber occurs too early. Thus the maximum pressure within the combustion chamber occurs before the piston has reached the top of its travel (Top Dead Centre - TDC). Thus the early pressure rise has the effect of trying to force the piston down on its ascending stroke, which gives rise to an excessive, and unwanted increase in pressure at the wrong moment. It is this pressure rise that makes the Pinking noise, from which it takes its name.

The solution is to retard the ignition. If you're English remember that the two R's go together 'Rotation & Retardation'. The direction of rotation, of the rotor arm, is the direction to turn the distributor body. This will retard the ignition, in other words the points will open nearer to the top of the piston's travel, i.e. closer to TDC, and thus the flame spread will have less time to build up prior to the piston arriving at TDC. Accordingly maximum pressure will occur soon after TDC when the piston is descending on its power stroke. In order to retard our distributors, slacken the pinch clamp at its base and turn the body, ever so slightly. (The full timing procedure somebody else may care to

submit, and don't forget the very early narrow block engine, that really is good fun!). Sounds simple until you find that the distributor body has seized in the cylinder head. (so it is as well to lift the distributor body from the head once a year and clean both it and the head aperture)

The RoadSide solution is to close the gap in the points by a couple of thou. In so doing the effect will be to retard the ignition. When it comes to setting points we are often given a range of plus or minus .002".

When setting ignition points I personally always go for the largest gap offered, in the belief that as they burn with use they build up an uneven surface, which has the effect of closing the gap. Incidentally with plugs I go for the smallest gap offered, as the electrodes burn apart.

Upon my return home I removed the Distributor, something that I wasn't prepared to do beside the road, just in case I broke the body base shaft off in the head, which can happen. How do I personally remove it? With a large pair of Stilson's around the body, prior to which I removed all the distributor side fittings, the centre two plugs, the oil can and covered the wing with a heavy blanket. I then carefully turn it to and fro, a very, very little at first, and at the same time I prise the body upwards with a tyre lever.

That was the first problem. The next was that at some very late stage on the journey the Dynamo stopped charging. Here I found that the Dynamo brushes had worn out. The Generator had been purchased as a reconditioned unit, and had to date covered 13,000 miles, well under what I would expect. Once dismantled I found that the commentator had not been 'Under Cut' sufficiently. So what is the 'Commentator' and what is 'Under Cutting', and why is it necessary? The Commentator is the part of the Armature that has the copper strips on it, against which the brushes make

contact. Each strip is insulated one from the other, as this insulation is harder than the Carbon Brush it is necessary, with considerable care, to cut it down beyond the likely life of the generator before next overhaul is due. This I do with a part of an old Hacksaw Blade, once the side of the blade has been ground away, to a width that suits the width of the insulation. After this action it is necessary to polish the burs off the commutator, this is done with a fine strip of Emery Paper, much in manner of polishing your shoes. Afterwards check for stray pieces of copper in the cleared insulation. This needs to be removed to avoid short circuits. As this lack of 'under cutting' had caused the brushes to be worn away too soon. Incidentally the days of taking a new set of Brushes from the shelf are long gone, I make my own by shaping a set from a selection of oversize ones purchased at Auto Jumbles. The practice of Under Cutting isn't necessary with a starter motor, as the hard copper brush, is harder than the insulation material.

By-the-by, Plug gaps .020" to .022"	All plugs, both Champion 7 (18mm) & L10 (14mm)
Points gaps .018" to .022"	Early distributor, standard fitting until May 1935*
.010" to .012"	Late distributor, post May 1935. (Which most cars have)
	*Another date for Sam.

So a combination of maintenance points above, and some advice.

Now to a 'Good Idea' that comes from Jim Miles.

The CX has three bright metal strips on the bonnet sides, which in the main they are unobtainable. So Jim's answer is to use the trim strips from the doors of a Citroen CX. Most Breakers Yards have one or two in stock, each car will yield a set of four. Though it will be necessary to shape one end.

Incidentally can a member with a CX advise overall length of each strip.

Okey members let's here from you, either direct to Peter Brooke or myself.

Graham Miles

A Spares Manufacture Committee

Due to the increased workload on our regular committee meetings, it has been decided to form a separate committee whose sole purpose is to discuss and arrange the manufacture, or refurbishment of items essential to the continued life of our vehicles.

It is considered that this method of working is the only practical option open to us for the future.

It has frequently been said that the Auto Jumble as a dependable source of parts supply is finished, for vehicles of the age that ours are.

Accordingly we are left with little option but to concentrate our future efforts on Home Sourcing.

Through this passage in the Bulletin I offer an open invitation to any member who feels that he/she has a suitable engineering background to contribute to this committee to contact me. At present I do not expect the initial meeting to take place until September/October, post holiday/rally season, (although discussion with myself is welcome). The initial meeting will probably be held near Coventry, although this location may change. But I do stress that the theme of the meeting is to be productive and businesslike, it will not be a social gathering.

So the ball is very firmly in your court to contact me if you wish to be included.

Graham Miles

SPARES REPORT

Once again this issue sees the return of some old friends.

The refurbished Front Brake Drums have made a return; just how they were refurbished was covered quite extensively in the last issue.

This may have sparked the reply on that subject by Mr David Minnett. We did consider oversize linings to work in conjunction with skimmed drums. But we ruled this one out on two points. The main one was the matching problem that I would be faced with, ensuring that oversize items went out to the correct car, and a possible change in ownership, for one of many reasons could mean that information was not conveyed to the new owner. Then there was simply reduced strength in such a vital item as a brake drum. As you may have learnt from last month's article, even on our cars, they may be called upon to work a lot harder than most people realise. The aspect of shimming out a standard lining I think would only apply to a riveted lining, which I feel sure would mean the use of Asbestos based linings, which as you may know I won't entertain.

Current price £34,30

Front and Rear Bumper Bars are back in stock.

Unfortunately the Parts Price List in the last Bulletin didn't reflect all the changes that I had asked for, namely the listing on Shock Absorber kits, hopefully this issue will put that one right. However I've already run into a snag with the early LR rears. David Grace has pointed out that the early LR chassis had a lighter rear mounting. This was a point that I'd over looked, so yet another conversion kit. This will reflect a price change on them, the problem is as yet I don't know when the early LR's changed to the late design. So at present I'm working on that one.

The Drag Link conversion Bars are with me, but on this one Peter Ketchell has expressed a certain amount of reservation on just sending them out incomplete, that is without the ends fitted. To some extent I share his concern, as over the years I've been somewhat taken back by just how certain items have been incorrectly fitted. On such an important item as Drag Links his concern may be justified, so I'll think that one over. But they are with me if you're desperate.

King Pins sets are to be issued under a new set of rules in future. I'm just so frustrated by the lack of care by some of the

members take with the surplus Thrusts and shims. So you will need to apply under a separate request, at which time I will explain the position in more detail. But until I manage to get more parts in to make up the kits, I'm in danger of having to suspend the supply of this vital component

Bifurcated Rivets are in stock on copper. I've had considerable difficulties finding a stock of any type. I wanted 2.8 mm, but have only been able to find 1.6 mm. It's Hobson's choice I'm afraid.

How does the idea of an exchange Radiator service grab you? It's one that I'm looking into. Just how I can dispatch such an item I'm not sure, and at present I will only be able to offer LR & C, as I just don't have a SR to set the service up with. Not that many SR's still have a genuine one fitted anyway. Anyway, your comments on this one please?

A very big PS --- I still need LR Brake shoes, and somebody to write to me re a possible supply on Rear axle inner seals. Please don't leave it to somebody else, if you know a possible supplier inform me, please do it yourself.

Graham Miles

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 "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 S.A.E. in order that in 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	P.O.A.
Relined Front brake drums- exchange in clean condition	£34.30
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 or female 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 and C 48/2050 Brake operating wedge	£9-00 each
SR/LR/C Y2084 Front brake lever	£8-50 each
Brake operating shaft (Top K.P.) RH Y2076 LH2077	£25.00
LR - C Rear operating shaft RH CE2231 LH CE2230	£25.00
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 Y double roller -set of 6	£11-50 set

MECHANICAL - ENGINE & TRANSMISSION

Shock Absorber Kit S.R. & L.R. front	£117.00 pair
Early L.R. Rear (under manufacture) Late L.R. Rear	£95.00
Fan Belts - 3" & 4" dynamo pulley - state which	£7-50 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	£65.00 each
Engine top water outlet (head to hose)	£9-50 each
Hoses, straight. Top 9.5" x 1.75" bottom 8" x 1.25"	£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 each
Clutch plate centre - exchange	£22-50 each
Clutch pressure plates - exchange	£40-50 each
Clutch release bearings (pre-packed)	£8-50 each
Y24052 Cylinder head stud and nut	£1-50 each
Universal joint - complete assembly - exchange	£18-50 each
Gearbox I hold large number of parts send list of requirements	

RUBBER PARTS

Front radius ball	£4-25 each
Brake & clutch pedals - exchange (send old one first)	£5-25 each
non-exchange	£6-25 each
Gear box mounts	£19-25 each
Door stop buffers - 'Y'	£2-30 each
C Front Axle beam stop rubber (Metal on request)	£7-75 each
Bushes for shock absorber linkages	£1.20 each
Running Board Pyramid Matting	£31.00 pair
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	£29-50 each
Battery fixing bolts - pair	£2-30
Braided Battery Lead - Earth - Bulkhead	£4.25 each
pair Battery lug bolts	£0-50 pair
Headlamp bulbs (wattage not stated)	£2-75 each
Bulbs various (if rear lamp, state straight or offset pin)	£1-40 each
Late type distributor points (not early type)	£3-25 each
Late type rotor arms	£2-75 each
Early distributor caps	£3-75 each
Early type rotor arms (with spring contact)	£4-25 each
Dynamo cut out controls (no mounting bracket)	£9-00 each
Spark plugs - not L10 but equivalent (ie. same as) Set of 4	£13-00 set
Y front side lamp acrylic lenses	£3-50 each
Y front side lamp acrylic covers (black)	£3-50 each
Used Ford steel covers - early side light	£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) (one only)	£80.00 each
Bumper bar bolts (oval shape)	£9-50 pair
Bumper bar end caps chromed L.R. and SR	£6-50 pair
Running boards, for LR. Y Moulded matting with- steel mounting brackets. Adaptable for SR	£85 each
SR. Front valance below grill (external part only - fibre glass)	£160 pair
Floor board screws Set of 40	£21-00 each
Late LR Y four door hinge centre bolts with spring + tag	£10-00 set
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 1.6mm	£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 113

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

TOTAL
 OVERHEAD CHARGE £ 3-00

 TOTAL DUE £

ADDRESS TO WHICH GOODS ARE TO BE SENT

NAME _____

STREET _____

TOWN _____

COUNTY _____

POST CODE _____

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

NOTICES

Club year runs from 1st June to 31st May. Subscriptions:- UK and Eire £20, overseas £25, OAPs and unemployed £15. Cheques payable to Ford Y & C Model register to be sent to Membership Secretary who requires notification of change of address or cars. Back issues of the Newsletter, if available can be obtained for a small charge from the Editor.

USEFUL CONTACTS

BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers,

Ffrwdgrech Industrial Estate, Brecon. Powys LD3 8LA

Tel 01874-624433

BODY RESTORATION, PANEL REPAIR AND MFR. K.A. Developments. 20A Fore Street, Westbury, Wiltshire BA13 3AX

Tel 01373-827746 or 01225-766669 (eve)

Metal Magic, The Mews, Brickhouse Hill Rd. Eversley. Hants RG27 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

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

Footman James / Y & C Register Insurance Scheme

Very competitive preferential rates for members only.

From £34.63 per policy for cars valued up to £7500.

Fully comprehensive with unlimited mileage

Full breakdown rescue service in UK and Europe

Tel: 0121 561 4196 with membership no:

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 WoolstenholmesLtd)

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

Advertising rates: Apply to Chairman Members - no charge:

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

