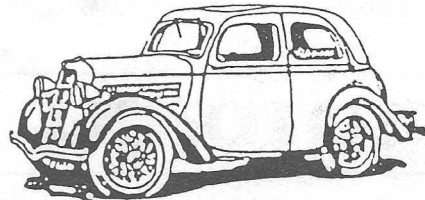
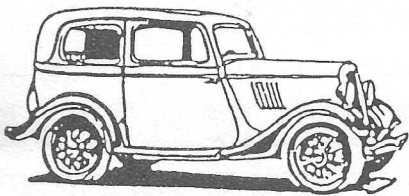


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 114 SEPT/OCTOBER 1998

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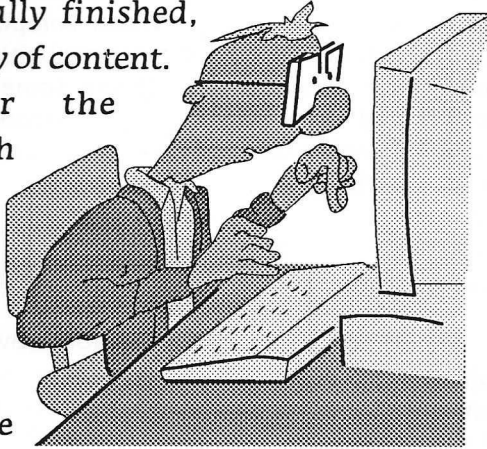
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"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

EDITOR'S REPORT

Another issue finally finished, with another variety of content. Thank you for the contributions which have been sent in especially those from outside the UK. We have contributions from Tasmania and the USA.



There are several amendments to note with the address of Club Officers. These have now been altered, particularly Kevin Briggins' address on the parts order form. It may be that a recent order which you sent to his old address may not have been forwarded, consequently it may be prudent to check with him, but please write rather than telephone. The other address which has changed is that of our Secretary/Treasurer, Bob Wilkinson, which was changed back to his previous address in the last issue. This is now correct on the inside front cover and also on the adverts for the Illustrated Parts Catalogue which has now been reprinted on behalf of the club. These seem to be great value at only £10 (UK including postage) and using a copy of this, I shall be able to refer accurately to each part which is in the past I have been unable to name. This catalogue is for all Model 'Y' cars.

The show season is now drawing to a close although THE ALL FORD RALLY on the 27th is still to come. This event is one of the best for those who appreciate our cars. There are, however, an increasing number of car rallies and runs held during the winter months, by local car clubs. This will no doubt stimulate yet more interest in fitting heaters to our cars!

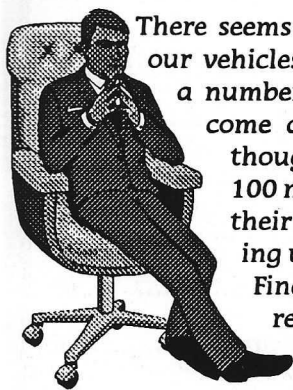
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I look forward to hearing of the exploits of members, and I'm sure Dave Newman, our technical chap, would love to hear from anyone with problems during a restoration. Dave has, as many of you know, set us up on the Internet, although I haven't any data on how many visit have been made to our home page.

Peter Brooke

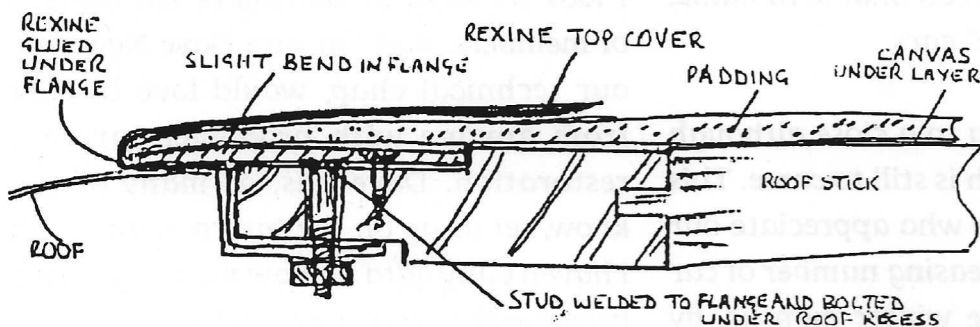
CHAIRMAN'S NEWSLETTER



There seems to have been a healthy ^{turn-over} of our vehicles over the past two months with a number of new members joining. Welcome aboard to you all. Regrettably though, I have been given a list of over 100 members who have not, as yet, paid their subscriptions for this year, causing unnecessary 'admin' in sending out Final Reminder cards. If you have received a card, Bob Wilkinson is not aware that he has received your payment and this will be

your last issue of the magazine - unless you can persuade Bob otherwise!

The 'synchronicity' syndrome has raised its head again. Two of the newer members 'phoned me on successive evenings to say that they needed to restore the fixed roofs on their Model 'Y's. One, Bob Deacon, from Surrey has a 1934 model and the other Derek Micklewhite, from Sussex has a 1937 model. Although not very clear in the parts list, we do have some roof stick kits for fixed roofs in stock at £72.00 each. So those of you who need them are advised to order now, while stocks last. I did send Bob and Derek photocopies of Ken Clarke's and Stuart Spencer's articles on the subject from Issues 56 and 75. Both articles referred to roofs on 1937 models, which had metal flanges screwed to the top of the wooden frame, which overlapped the edge of the roof recess, to stop the ingress of water. Interestingly, it would appear that the earlier models did not have the metal flanges. Also, from our experiences with the sliding roof project, the frames on the earlier models were screwed onto the roof recess from underneath, rather than bolted i.e. the recesses have small screw holes, rather than large bolt holes. Added to this, the earlier models had a metal ridge across the rear of the roof recess, the purpose of which escapes me! When did the roofs change from the earlier type to the later type? Any clues or comments on this will be appreciated. Perhaps Dr. Ford can shed some light. Incidentally, it turned out that Bob Deacon's car was fitted with a sliding roof in production anyway.



SECTION OF MODEL Y ROOF PANEL

"Ken Clarke's cross-section sketch of his 1937 roof, showing metal flange (cross-hatched) - from Issue 75"

In my Chairman's report at the AGM, I should not have mentioned that I had not received any complaints over the previous year. I have since received the obligatory three, mainly relating to seemingly slow service from Register officers! When compared to professional organisations, our service probably is slow, but do remember, we are all volunteers, some have full-time day jobs and others have other extramural interests, not to mention domestic commitments. We do our best. Bear with us!

I am delighted to report that we have now received reprints of the Model 'Y' parts lists, which are now available to members through Bob Wilkinson. I am grateful to Steve Young for providing us with a reasonable copy of the 1937 version as the master. We still do not have a Model 'C'/CX' parts list for reprinting. Does anyone possess such a beast?

I have cancelled the contract to have patterns made of the 'O' gauge model Model 'Y' saloon, thus saving the Register an outlay of £1500. I was 'phoned by Milestone Miniatures in Truro, Cornwall, who are in the process of producing a model. Whereas, we had hoped to be the only provider of Model 'Y's on the market, and thus make a profit on our £1500 outlay, this would not have been the case. I hope by the next issue, I will have the details of the new model.

I was most impressed by Paul Ross, the classic car dealer in Consett, Co. Durham, who told me that he had refused to sell a pretty tired looking Model 'Y' to a cash buyer on the grounds that the buyer wanted it to convert to a 'hot-rod'. I must say that I find most dealers do cherish the old cars they trade. Unfortunately, I read in this week's Classic Car Weekly, that Paul Ross has suffered at the hands of an arsonist and many of his cars have been damaged - not the Model 'Y' I hasten to add.

Bill Ballard of The Small Ford Club continues to keep me up-to-date with his Model 'Y' and 'C' finds. On his travels this summer, he found Y166170, JC 4193, in the Betsy-Coed museum. This, we believe, belongs to non-member R. Jones. He also sent me a photograph of a very smart Y49260, AXK 257, at the Sellindge Steam Rally in Kent, in May. We show this on the register as belonging to W. Frost. Can any member help to locate the owners of these two cars? On the Isle of Man he picked up two old post cards depicting Model 'Y's. Overall, not a bad catch for one holiday!

Whilst on museums, Eddie Parkin reports that his 1935 Fordor Model 'C' resides in the Skopos Museum in Batley, Yorkshire. He had a problem

with its performance, which was caused by the weights on the distributor governor being the wrong way round. Hence he had no advance of the ignition on acceleration! It took a long time to discover the cause - "no thanks to the Y&C Register, who couldn't diagnose it!"

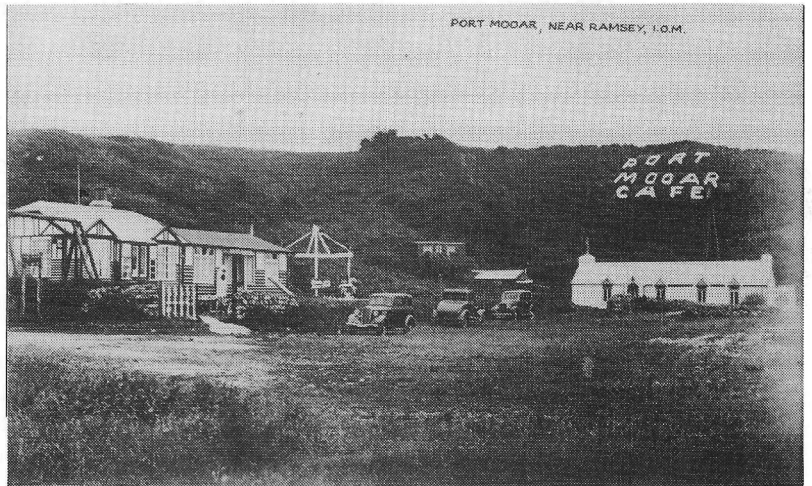
The weather hasn't been too kind for the shows this summer. I'm pleased to report that Owen Baldock and Julian Janicki managed to man a Register stand at the Ardingly Show. They were accompanied by Tony Hurst, Dennis Little and Tom Tomlin with one of his Model 'C's. Classic Car Weekly photographed Nigel and Dorothy Care, from Crowborough, Sussex, proudly standing by their green 1936 Tudor Model 'Y' at the Southern Classic Car Show at Bewl in Kent, in July. By the time you receive this, the All Ford Rally may well have taken place on the 27th September at Abingdon. If it hasn't and you live within 100 miles, make the effort to come to what is always a good show of Fords with a good autojumble.

Paula and I invited Luis Cascante (Junior) and Tata, his wife, to an enjoyable lunch during their tour of the UK from Spain. Luis had sent me a long shopping list of spares, most of which I was able to assemble before they arrived. He left me with two pairs of shock absorbers to overhaul (an early Armstrong pair and a pair of Spanish ones). He had carried this heavy load in his hand baggage from Spain! I have sent them for overhaul to Graham Brown of Vintage & Classic Shock Absorbers (VCSA) in South Croydon; tel: 0181 651 5347. I was very impressed with the service; Graham arranged for them to be collected from my house the following day, via Securicor, for £8.00 carriage only. Speaking to him on the 'phone, he certainly knows his shock absorbers. Luis has owned his Barcelona assembled, Ford Iberica Model 'Y' since 1966, when he was a youthful 19 years old student. Like his father, who owns a Tudor Model 'C', he is a great ambassador for our cars.

I see in the last issue that matey Bob Wilkinson has slapped down my theory that all Model 'CX's had square front number plates. Both his and Tony Eldridge's had horizontal ones. Looking



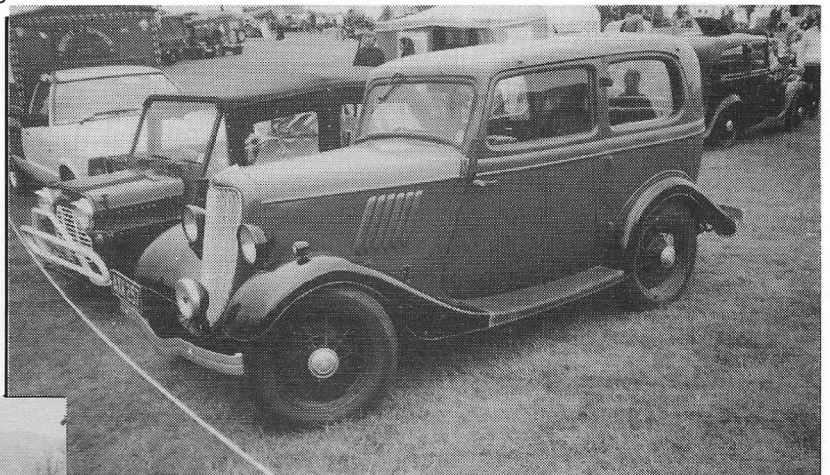
"Luis Cascante's 1935 Ford Iberica Model 'Y' alongside Luis' other love!"



"1937 Tudor Model 'Y', BWY 141 (W. Riding of Yorkshire registration) takes a break outside the Port Mooar Cafe - long-since gone! The location is now at the top end of the Mooragh Promenade in Ramsey."



"An unidentified Model 'Y' van in Castletown."



"1934 Tudor Model 'Y' at the Sellindge Steam Rally - May 1998. Does anyone know the owner?"

through my collection of Model 'C'/'CX' photographs, I note that even the July 1935 Model 'C' Tourer, CPK 744, the 'car on the shelf' referred to in previous issues, has an apparently original square number plate. Perhaps the shape of the number plate was at the whim of the dealer receiving the car from Dagenham where it was fitted with standard number plate brackets only. The next question is; when did they replace the long crank

handle with the short one in the Model 'CX' tool kit? I would like to hear from any Model 'C'/'CX' owners with original tool kits to help solve this query.

News from other members: Rodger Dudding is having to sell ENO 344, Y169453, the 1937 Tudor Model 'Y' which was immaculately restored by the Fullbridge Carriage Works for £30,000. Fullbridge caught a cold, as the then owner did a runner! It was subsequently auctioned at Brooks. Rodger is asking £10,000 for it. Our best wishes for a speedy recovery go to Peter Baggott, who we featured in Issue 112 signing up as a new member at the London Classic Car Show. His lorry was forced over an embankment, resulting in him sustaining physical and burn damage. There's a 'C' Tourer for sale in the adverts, Peter! Derek Havers has taken his Model 'Y' out of store, where it has been for twenty years! He asked me about wiring looms. Paul Beck is the source for these (address on inside back cover). When ordering, remember to state whether you have separate side lights, trafficators etc. I recommend that you ask for a return earth on the wiring to the lights as earthing locally, through to the chassis, can cause problems. Incidentally, Paul's looms are cloth braided, as per the originals. Barry Diggle, the new owner of my old Tudor, CNN, sent me a photograph of the sole surviving Knibbs Parkin tourer, which he found in Classic Car Mart. This now be-

longs to member, Mr. White of Ringwood. What news of its outings?

Which prompts me to ask for progress on a couple of projects. How is Andrew Carter progressing with the restoration of the Dagenham Motors four seater tourer? Nick Pinkett must have also nearly finished his Terrier "rally special". A report in the magazine on these, with photographs, and on other restoration projects would be appreciated.

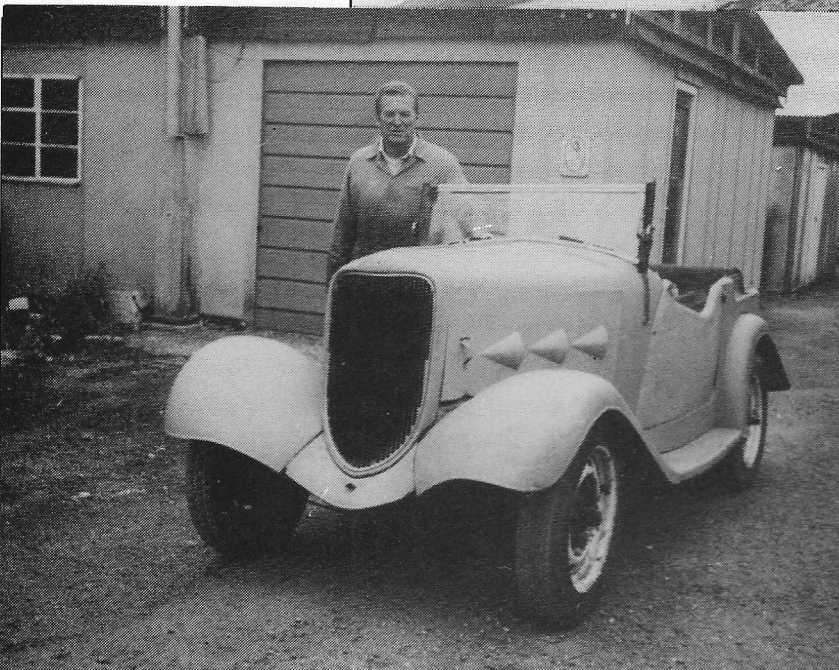
I am grateful to Bryan Baker of the Ford Sidevalve Owners' Club for providing me with some pictures of the 1934 '72 hours Durability Run', in which upwards of twenty new Model 'Y's (mostly registered ACD - Brighton) convoyed around the south of England as a promotional gimmick. This was at the end of the Great Depression



"The 1934 '72 Hours Durability Run'. Where is this location?"

and money was beginning to flow again - the sales pressure was on! The accompanying photograph shows the convoy on a new stretch of concrete paved road with well drained embankments, being led by an AA motor-cyclist. Can anyone identify the stretch of road? It looks very South Downish.

Flannan O'Meara writes from the Ford's ancestral home in Cork, Ireland, and sends a leaflet on the refurbished Lisselan Estate at Clonakilty, on which is planned a museum of Ford cars. A Model T, a Lincoln Continental, a Classic and a Consul are all that they have mustered to date. Flannan sent me a picture of his 1936 Tudor Model 'Y', 'out of which he gets much pleasure', strutting its stuff on a local rally.



"Nick Pinkett with the Terrier 'rally special' - ex AJJ 100, taken in 1995 - nothing heard since!"

The Model 'CX', YSY 334, reported in my last Newsletter as being in the Shetlands has thrown

up a new piece of information. The car was assembled in New Zealand from a Knocked Down (KD), crated car, exported from Dagenham in May 1936 and imported back into the UK by member, Barry Francis of Diss in Norfolk. He has since sold it to Frankie Nicolson of

Lerwick. I am told by Frankie that the Briggs body number plate has 'Ford Made in England' above the number. It would be interesting to hear from other members, who own cars assembled overseas, whether their Briggs number plates have a similar inscription.

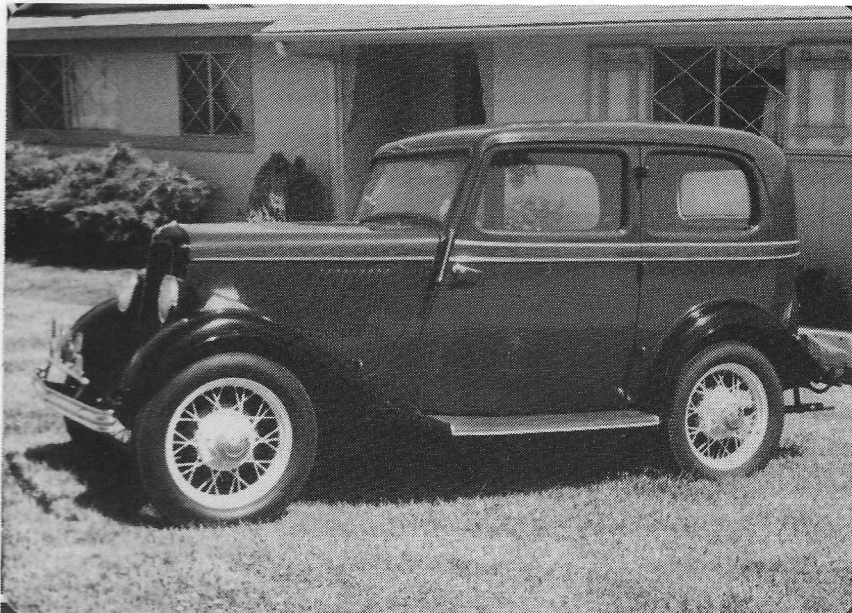
The models sold in this country had just the number, with no inscription.



"Flannan O'Meara's 1936 Fordor Model 'Y' on a local rally in Co. Cork. A Ford Y&C Model Register bar badge would set it off nicely!"

Apart from Mark Turner's news from the U.S.A., which is written up elsewhere, I have been corresponding with George Pierce in California, Stateside, both by e-mail and 'snail mail'. He is after some spares for his Model 'Y', AMG 448, an immaculate 1933 Tudor, Y30298, which he exported to the States in 1975, after a spell with the USAF in this country.

Finally, please note that we have been having problems with getting key addresses right in the last two issues of the magazine, for which we apologise. Just in case there is a slip-up this time round, please note the following changes:-



"George Pierce's garden ornament in California! A 1933 Tudor Model 'Y'"

Secretary	Spares orders
Bob Wilkinson	Kevin Brigginsshaw
9 Brambleside	8 Lancot Avenue
Thrapston	Dunstable
Northamptonshire	Bedfordshire
NN14 4PY	LU6 2AW
Tel: 01832 734463	Tel: 01582 601692
(7pm - 9pm only)	

Hopefully, I shall see some of you at the All Ford Rally on 27th September, or at the Register stand at the International Classic Car Show in the NEC, Birmingham over the weekend 7th/8th November. I am looking forward to both!

Sam Roberts

ADDITIONS TO LIBRARY

We are grateful to Luis Cascante (Junior) who has presented the following European literature to the Register library:

Spanish 'Revista Ford' No.27 - February 1934

Spanish 'Revista Ford' No.28 - April 1934

Ford Iberica combined parts list 'Modelo "Y" y Modelo "10" ' - February 1936

Ford S.A.F. (France) parts list 'ModPle "Y" ' - December 1933

I have also added one of my Christmas gifts to the library: "Automobile and Culture", a lengthy and well illustrated American publication by Gerald Silk, which is for the more esoteric, artistic reader and was published as a supporting document to the 1984 Los Angles Olympic Arts Festival.

Sam Roberts

JOHN DAHLINGER

Barry Diggle, the new owner of my old Tudor saloon, CNN, on reading about the Model 'Y' racing car in the last issue wrote:- "Your comments on the 'Model 'Y' Racing Car' prompted some quick off-the-bookshelf research. Old Henry's magnanimity to John Dahlinger must be understood in the context of Henry's relationship with Dahlinger's mother, Evangeline, (nee Cote). In all probability, John was Henry's natural son, a theme explored by Collier and Horowitz in 'Ford - An American Epic' Dahlinger later noted how he remembered being brought to Fair Lane to play with the grandchildren, and how their principle object in life was to wreck the expensive toy cars that were presents from their grandfather. "They would ride them round and 'accidentally' bump into everything possible, leaving them scratched and dented." (p406 'Ford' by Robert Lacey).

Like the late twentieth century American Presidents, it seems, Mr Ford, too, had a private life."

I would add that Evangeline was the Fords' personal secretary. Although not stunning to look at, she had plenty of zip. She flew aeroplanes, rode horses and was very energetic in looking after the Ford's both at Fair Lane and when they were holidaying away. Clara Ford was more of the homely type. Ray Dahlinger, Evangeline's husband, was Henry Ford's key man for looking after the Ford estate outside the Rouge River Plant (that was Harry Bennet's empire). The Dahlingers lived in a house, bought for them by Henry Ford, next door to Fair Lane and, as Barry suggests, it is probable that

John Dahlinger was an off-spring of an affair between Henry and Evangeline. John Dahlinger certainly thought so. In addition to the two books mentioned by Barry in his letter, we also have in the Register library, John Dahlinger's book 'The Secret Life of Henry Ford', which pulls no punches. Whilst in Dearborn earlier this year, I raised the alleged affair with the Head of Media Communications in Ford World Headquarters and received a 'Don't believe all that rubbish' type of reply. They are very loyal to the memory of Henry Ford in Dearborn!

- AND THE MODEL 'Y'

Barry's letter continues:- "To more mundane matters. It has always fascinated me how and why individual old cars have survived into preservation whilst others did not. Of course it is a random business, but when presented with a full history one can see a pattern. Having carefully looked at CNN's past life, clearly she was most at risk during the 'throw-away early to late mid-sixties'. When Mr. Bird disposed of her in 1963, presumably in fairly decent condition, there cannot have been a sympathetic market place for any standard thirties saloon and he can't have got much for her, but he did impose upon the purchaser (his work-mate) a condition that she be garaged and this no doubt helped. In fact CNN's lowest ebb must have been the time she was stored at Mr. Cheeseman's garage (outside in the elements for the last few years actually), but wait, that was her salvation. It bridged the gap between the two eras, the throw-away and the preservation.

My father disposed of his Model 'Y' in 1962, a very dangerous age. I believe that he got £16 allowed on it against a c.1952 Ford E93A Anglia! What became of the 'Y' (BV 5731) is anybody's guess, but I wager that she never reached preservation, despite being sound in structure, but, with probably a very repairable engine malady. In fact it was diagnosed as a worn crankshaft bearing I seem to remember. That wasn't the point though, by 1962, you had to be as modern as money would allow you to be and that was the end of it.

That 'Y' had a penchant for stripping rear axle pinions, at least on two occasions. A deep rumble from the rear quarters was the sign to head back for home, which it always managed to do. The repairs were usually effected the following weekend on the driveway. I soon became the only 13 years old in my class who could speak with authority about differential mechanisms and crown wheel and pinions! Come Friday night, my father arrived home with the borrowed spring spreader and hub puller, plus assorted A/F sockets. By this time the ironwork had been removed from the 'Y' and awaited attention on the garage floor. My job was to remove the hubs, learning in the process how sharp the keyways were by cutting my finger on one! The spring spreader was not, of course, for a thirteen year old! The whole job was completed by late Saturday afternoon and the economics of the job amounted to something like £5 for the gear set and sundries from the main dealer.

Well, I fear I am beginning to ramble on like an 'ex-Y man'! What the aforementioned didn't appreciate though was the beauty of the Model 'Y'. Eugene Gregorie and the Dearborn stylists got it just right. A design which looks superb from virtually any angle, so good in fact, that it led the

way for the domestic Model 40 and, I suspect influenced other car makers as well, (is there a hint of Model 'Y' in Citroen's Traction Avant?), notwithstanding Morris' carbon copy. Of course, in the days of the Mini and the 105E, who could have admitted to such thoughts, but in the more circumspect 90's we can be quite unashamed about it. To my mind Ford styling in the early thirties has no equal. It just amazes me every time I open the garage door and catch an eyeful of those sweeps and curves - magic!

However, enough of the eulogising. I changed the engine oil as a matter of course on receiving CNN, (four pints is a cheap round in comparison with moderns). There is a slight leak from the front end around the crankshaft pulley, but I suspect that this can easily be rectified over winter? Apart from that everything is fine and I am now looking for-



"CNN (with old front bumper) taking part in the 50th anniversary of the Battle of Britain - 1994, at Boscombe Down."

ward to the Bradford - Morecombe Run on 20 September, our northern equivalent of the London - Brighton. Hopefully, next season, I shall be in

a position to venture further south and augment numbers at Register gatherings."

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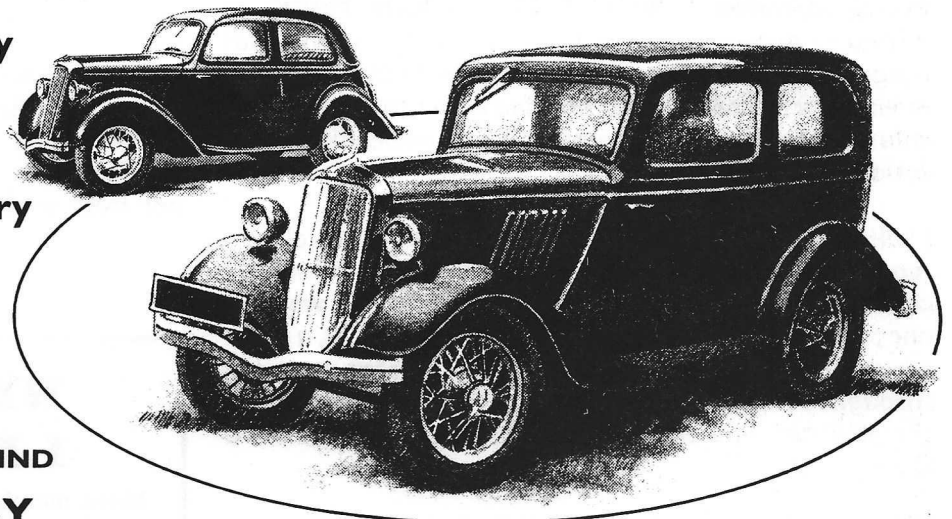
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THE EIFEL ROADSTER

I need my wrists slapped! My apologies to Hans-Konrad Schardt. In my article on his beautiful Eifel Tourer in the last issue, I stated that the body was made by Stoewer. Re-reading Hans-Konrad's letter to me and revisiting my reference book on the German Fords, I must amend that statement to read that the body was made by Hebm³ller (that is Hebmüller, with an umlaut over the 'u' - I noticed that our printer's computer does not seem to recognise umlauts!).

The Model 'CX' based Eifel Roadster was manufactured between January and September 1936. Stoewer manufactured the bodies between January and April and Hebm³ller, with pressed steel from Ambi-Budd, manufactured them from May to September.

Hans-Konrad informs me that "Hebm³ller has built Volkswagen Beetle convertibles for VW. In the 1950s the company was taken over by Ford and produced drive shafts for Ford (now Visteon). The plant is located between Cologne and D³sseldorf, about half way."

Paul Tritton, our intrepid Regional Coordinator for Europe wrote to tell me that "Stoewer was a minor East German make (of car), based in Stettin (Prussia) and started making cars in 1898. They always made quite big vehicles, including a 'Gigant' in 1930 - a large cabriolet of the period. They started front-wheel drive cars in 1931, with a V4 of 1188cc. From 1936, they made a small Tatra design under licence (not the big air-cooled V8, but a flat four of approximately 1500 cc), which they bought from Rohr in 1935 - when Rohr's had gone bust due to the Depression. Stoewer continued production during the Second World War, with a 4 x 4 radio truck, the '40', and may well have ceased production when overrun by the Russians in 1945."

My observation on the Eifel Roadster is that its design was very much in keeping with contemporary German ideas. The long beetle back, with spare wheel a-top, is the same as that on the bigger, and even more beautiful, 500K Mercedes-Benz Special Roadster of the same year.

Sam Roberts

FBHVC UPDATE

I am pleased to report that the saga of FHBVC / FIVA / Association of British motoring Clubs / IHVO has finally run its course. Common sense has prevailed and a reconstituted Federation of British Historical Vehicle clubs (FBHVC) has negotiated with the rival Association of British Motoring Clubs to form one body, FBHVC, to represent British interests internationally. FBHVC has resigned from IHVO and is to rejoin FIVA, the IHVO having discredited itself by sending direct to British clubs voluminous, spurious, anonymous and misleading accusations about FIVA.

I believe we now have a strong national body which will represent fully the interests of British historic vehicle clubs in Europe and internationally. Above all, we have one powerful voice representing the British clubs, a point which the Ford Y&C Model Register has been stressing throughout this sorry saga. You should be aware that the Register has remained supportive of the FBHVC throughout.

Afternote: Since penning this article, I have received a further notice and questionnaire from the Association of British Motor Clubs, saying that they have not reached agreement with FBHVC! This situation really is childish. I have made the following response to them, with a copy to FBHVC:-

" I consider the claims and counter-claims of this messy business to be petty and the so-called responsible persons looking after our welfare, pathetic. If any of them

were running British Classic Motor Clubs plc, the company would, by now, have gone into receivership. We all have a simple aim; to preserve the classic vehicle movement in this country. This must be carried out by one organisation, representing the British classic vehicle owners on the international stage, which is traditionally FIVA's. Until recently, FBHVC has been doing this exceptionally well. They have admitted to going astray and are in the process of putting their house in order. We should all give them the support and guidance they require. This is best done from within the FBHVC and not from without."

Sam Roberts

NEW TOW BAR LEGISLATION

Many members of the Club tow their cars on trailers at various time and may not be aware of a new regulation.

After 1st August, any new car (S registration and beyond), which is used for towing any sort of trailer or caravan must have an EC-type approved tow bar (EC Directive 94/20). You are not allowed to take a non-approved tow bar from an earlier car and fit it to a new car.

CAPERS STATESIDE

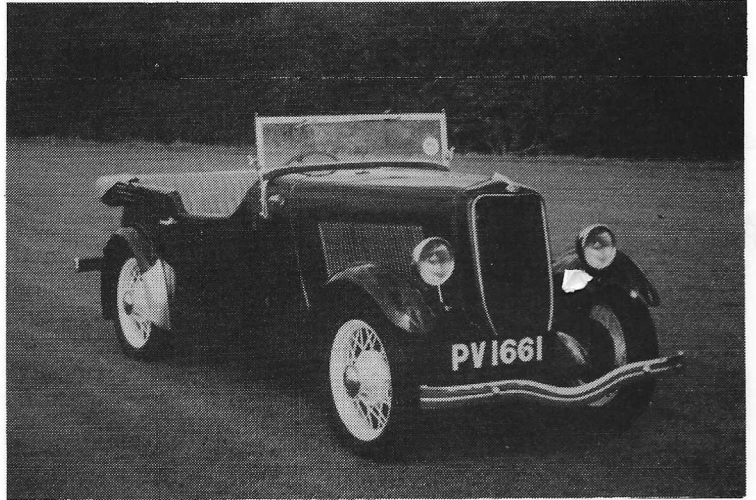
About four hours' drive in a Model 'Y', to the west of Detroit in the U.S. of A., lies a town called Kalamazoo. Each year they hold a 'Mad Dogs and Englishmen' festival for cars from the ol' country. This summer, Mark Turner, accompanied by daughter, Alison, made the drive from Wixom, Michigan in their Model 'Y' Kerry sports tourer, which goes by the name of 'Henry'. About two miles from their destination, Henry started to chug. Mark assumed he had a touch of the vapours in his fuel supply, but was not convinced as he had had new cores put in his radiator last year and his fuel pipes are well shielded from the exhaust manifold. Henry chugged on to the hotel destination with four hours to spare before the road rally. With the bonnet sides raised to allow Henry to cool, Mark and Alison cooled themselves off in the swimming pool.

The rally commenced and Henry, now with an extra passenger, Mark's wife, Catharine, went through the first two check points without a problem. Smiles all round. Then things started to happen. Henry was losing power, so water was poured into the block to help cool the engine. After five minutes, on they went, but unfortunately misread the map and left the rally course. Henry died again! By this time Mark realised that the problem was not overheating, but something more subtle, and decided to make for the hotel, where a better diagnosis could be made. A further

breath of life from Henry managed to get them to the next check point where help was at hand in the form of a lift for Catharine and Alison. Mark set off for the hotel, but Henry was having none of it and conked out once again half-way up a steep hill (in Michigan? - you must be joking!).

A kindly soul, in the shape of a fairy godmother asked if she could tow Henry back to the hotel. The cars were hitched up and the good lady engaged 'drive' and put her foot down! Mark was nearly thrown out of the car as the slack in the tow rope was taken up; a minor case of whiplash. Unfortunately, the front axle was not quite so forgiving and bent like a banana! Help was at hand, in the form of Tom, a Jag owner, who suggested tying the rope to a post in the car park and wrenching the axle the other way. Other old car enthusiasts gathered round and rolled Henry as fast as possible until the rope came taught. Several goes at this finally bent Henry's axle back to its original shape!

Tom and Mark then re-timed Henry and thought they had cracked the problem. A short drive seemed to prove them right and Henry got back to the hotel. Mark took the precaution of hiring a trailer to be towed behind Mom and Dad's van- just in case. The following day was the day of the big show. Unfortu-



"'Henry', Mark Turner's 1934 Model 'Y' Kerry sports tourer."

nately, not a mile from the hotel the following morning, Henry died again. The trailer came to the rescue and carried them to the show - an ignominious form of arrival! As luck would have it, another Y&C Register member, Carlton Thisse, had arrived at the show an hour beforehand and had reserved Henry a place; so now we had two Y&C members to solve the problem!

Mark had decided by this time that the float was probably sticking in the carburettor chamber. Carlton put forward a different theory; he thought it could be a fuel delivery problem. The float chamber looked good, so they looked at the fuel delivery side. The pump was removed and that appeared to be working fine, so they decided that there must be gunk in the petrol pipe. Clever Carlton blew into the petrol filler and nothing came out the other end - bingo, it must be blocked! The pipe was removed from the top of the tank and blown through. It was clogged! Carlton had an air compressor with him. They blew through everything in the system and cleared out the gunge. Henry has been fine ever since - THANKS TO CARLTON!

So ends another chapter in the life of Henry!

Recounted by Mark Turner - produced from three sides of A4 by Sam!



"Carlton Thisse with his 'winter' car in Florida."

ENGINE OUT OR AXLE OFF

One Question which seems to crop up quite often, is, if your clutch requires attention is it best to take the engine out of the car and gain access to the clutch that way, or is it easier to remove the rear axle and torque tube, and remove the gearbox from inside the car?

Different people will recommend either way, and I am sure there is probably not a lot in it, however I prefer to remove the back axle and do it that way every time. My main reason being that there is less chance of damaging paint work, I find the bonnet is a very unwieldy item to remove and handle on my own when it is complete, and mine does not come to pieces very easily, and also I do not have an easy method of lifting out the engine.

A little while ago I had reason to put into practice a gear box out exercise. I had noticed that above certain revs a metallic clanging noise could be heard faintly above all the normal noises and it seemed to be emanating from the clutch or gearbox. My first thoughts were that perhaps something had broken loose in the clutch and at above a certain engine speed it was being flung out by centrifugal force and it was striking the inside of the bell housing as it revolved. Anyway the only way to be sure was to investigate.

A start was made by removing the carpets and floor boards to reveal the gearbox, next the back of the car was jacked up and the chassis was placed on axle stands. The rear wheels were removed and the brake rods disconnected from the cross drafts up by the gearbox. With the shock absorber links disconnected a jack was placed under the centre of the differential and the nuts on the "u" bolts which retain the rear spring to the chassis cross member were slackened off a little at a time. With the rear spring released the jack under the diff. was lowered allowing the axle to drop away from the car. The next job was to release the torque tube from the back of the gearbox, which entailed dropping the brake cross shaft bracket a little, to gain enough clearance, and of course disconnecting the speedometer cable. With a final check to see that everything was free, the rear axle was then wheeled out from under the car running the brake drums on two strips of wood like railway lines.

Next I turned my attention to the inside of the car, with the engine sump firmly supported on a jack, the gearbox was removed by undoing the bell housing bolts and the rear gearbox support, not forgetting of course to disconnect the clutch operating rod.

With the gearbox off the car the clutch was inspected, and nothing seemed to be amiss, so what could the cause of my mystery noise be?

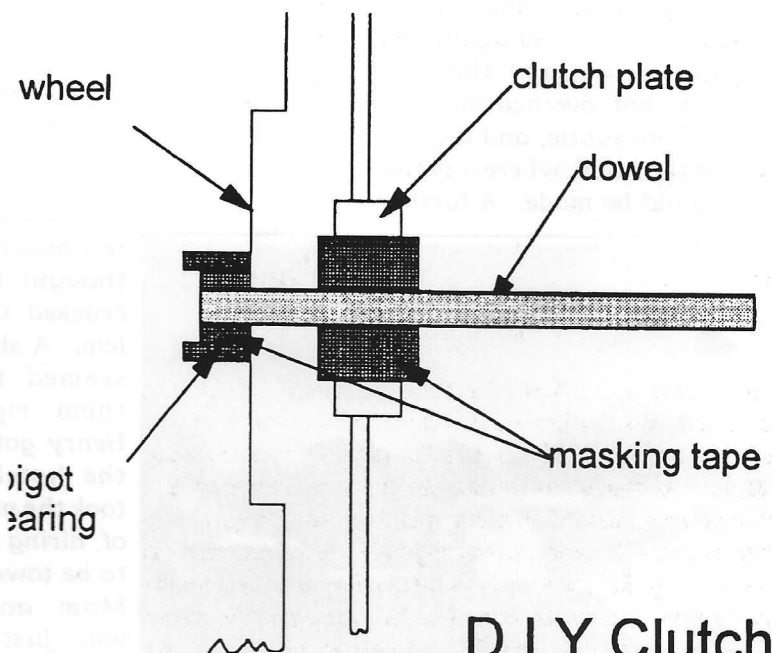
As the engine was well supported and everything was still connected, I decided to start the engine and watch to see if anything happened. With the engine ticking over nothing seemed to be wrong, so I gradually speeded the revs up, then the cause of my noise became apparent, as the revs increased so did the vibration and the starter motor pinion vibrated along the bendix until it made contact with the spinning ring gear, the collision caused a metallic clang as the pinion was flung back home, from where it would start back down the bendix again until the same thing happened again!

What puzzled me was that apparently there was nothing to stop this happening, but a look at an old scrap starter motor that I had lying around showed that there should be a light spring to keep the pinion held out of harms way. The starter on my car was a so called reconditioned one, and someone had missed this spring out. The spring off the scrap starter was fitted and problem solved!

It is interesting to ponder, that if I had removed the engine to gain access to the clutch would I have ever spotted the problem, it was only being able to run the engine with the gearbox off that allowed me to see what was wrong.

Whilst on the subject of clutches, a member phoned me the other day to ask advice on reassembling his clutch, aligning the centre plate and reuniting engine with gearbox, he was doing it on a bench which makes life easy.

Hopefully my advice was useful, particularly on centering up the clutch plate. There are several ways to do this,



DIY Clutch Alignment Tool

you can go out and buy a universal clutch alignment tool, or you can use an old first motion shaft out of a scrap gearbox, but if none of these methods is available then an old dodge is to use a piece of wooden dowel and a roll of tape such as masking tape. Find a piece of dowel which will fit into the spigot bearing in the fly wheel, if nothing can be found that will fit, take a piece that is small and wrap a few turns of tape around it so that it is a tight fit in the spigot bearing. Next slip the clutch plate over the dowel and hold it against the fly wheel and mark on the dowel the position of it. Then remove the dowel from the fly wheel and build up the diameter of it, at the place marked, with layers of tape, so that it is a tight fit in the internal diameter of the clutch plate

splines. There you have one D.I.Y. clutch alignment tool which will hold the plate central whilst the clutch cover is bolted on. Once this is done the tool can be pulled out.

Dave Newman - Technical Advisor

Sheet Metalwork Course

News has come through about an intensive one day course which may be of assistance to members restoring their cars bodywork. It is aimed at those working on vintage and classic vehicle coachwork.

Included in the 8 hour course will be subjects of most interest to restorers, shaping, wheeling and butt welding in a highly professional manner.

For more details, write or fax to :

Iain or Bruce Macleod

Contour Autocraft,

Lordship End, French Drove, Thorney,

Peterborough, Cambs. PE6 0PP

Tel. 01406 330504

Fax. 01406 330440

Ford Dealers

Mention of F. English the Ford dealer in Weymouth (see new members notes) in the 1930's raises the question as to whether F. English is still in business. It would be interesting to know.

On a wider front it would be interesting to know how many of the Ford dealers of the 1930's are still in business as Ford agents or indeed for any make of car.

How many have the same business premises? Do we have any old photographs of Ford Garages? Are they recognisable today? Please write in to the editor (or me) with your observations.

.....And another thing....

Vauxhall Garages are being encouraged to be more user friendly to their 'old' car brigade. Now I'm not suggesting that you ask for a set of 'C' king pins at the spares counter! But how many of us have visited our local Ford dealer to inform them of our existence? For instance many would be pleased to use 'our' cars in connection with publicity or for showroom display alongside a new model.

We do get excellent support from Ford at Dagenham but do we do all we can to 'fly the flag' with our local contacts. If you have done this, why not write in with your experiences?

Bob Wilkinson.

It is interesting that Bob should have brought up the 1930's dealers since when I contacted Oxford archives to research the origins of my second Model 'Y' I found that it was first registered to a Ford dealer, ten years to the day before I was born! Unfortunately when I rang them, (and they are still Ford agents) they told me that records of sales are only kept for two years! The person I spoke to did not know what happened to the information after that, so I don't suppose I shall ever know who they sold my car on to.

Peter Brooke

REPLACEMENT ENGINE CODES

In Issue 111, I asked in my Newsletter whether anyone could tell me why there was a differentiation between 'Passenger' and 'Commercial' replacement engines. You will recall that I said that replacement engine numbers started with either 'RY' (8 h.p.) or 'RC' (10 h.p.) and that they sometimes ended with 'P' (Passenger) or 'C' (Commercial) or 'PC' (Can be used in either).

Nigel Care in Crowborough, East Sussex, recalls that the difference was due to the size of re-bore carried out on the overhauled engine. If an engine was rebored to greater than plus 40 thou then, in a passenger vehicle, the tax rating would increase. The engine would then be identified as a 'Commercial'. If re-bored to 40 thou, or less, it remained within the 8 fiscal h.p. tax rating and could therefore be used in either a Passenger or a Commercial vehicle.

On hearing this, I reached for my calculator and worked out that 40 thou oversize gives a fiscal h.p. of 8.2446; whereas 50 thou oversize gives a fiscal h.p. rating of 8.31. It would seem, therefore, that the Inland Revenue office put anything over 8.25 h.p. into the 9 h.p. bracket! Note that the standard new engine (2.23 inch diameter bore) had a fiscal h.p. rating of 7.96.

Can anyone expand on this explanation?

Sam Roberts

A message from your SECRETARY/TREASURER

Enclosed with this magazine you will find your 1998-9 membership card. Your membership number is printed on the plastic envelope - the one you have just thrown in the waste bin!in which your magazine arrived.

Please complete the card. (Apologies for the old address on the card)

Thanks to all those who paid their annual subs on time in June and thank you for being patient enough to wait for your card. By sending your card with the magazine we saved a good deal of postage.

I did get one or two curt messages, from some members who had paid early, since our last edition included a subs reminder slip. However you must realise that this was sent to ALL members as being the easiest way for the printer to cope with the task. I'm sorry if this caused any upset but the alternative method would have caused me quite an administration problem and my time is precious too!

We do get an excellent service from our printer but now and then the 'gremlins' get into the works. The last magazine listed my old address and phone number on the inside cover - hopefully this will have been corrected in this issue.

A big thank you too to many of you who, along with your subs cheque, sent a few kind comments and thanks for

the work put in by all our Clubs officers. Human nature sometimes makes us take for granted a 'normal service' but makes us keen to criticise when matters don't go so smoothly. It's good for all of us to receive a kindly word now and then - we thrive on it! After all the Club is run by volunteers, most of whom have proper jobs and all with family commitments - oh yes, and we have cars to restore too!

The awaited 'Y' Model 'Illustrated Parts Catalogue' has now arrived! Ford Motor Company have kindly given permission for this to be reprinted especially for our Club and these are available from me (see advert elsewhere) at £10.00 UK including postage.

This is a very useful book to accompany the reprinted handbooks and would make an excellent present too. The book covers all model 'Y's from 1932 - 37.

Where is the C/CX book I hear you say? I am told that Ford did not produce one for the C or CX model - but I find that rather strange.

Does anyone know different? and, more importantly, does anyone have a good copy to lend to the Club to reprint if one was printed originally? Please contact me.

Many thanks,
Bob Wilkinson.

OVERSEAS MEMBERS' LETTER

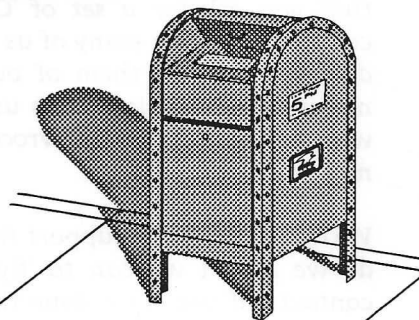
Bob Wilkinson received this letter from Tim Grant, one of our far flung overseas members in Tasmania.

Greetings from the other end of the world. Have just received Issue 113 of the Bulletin. Wonderful pictures of the Eifel Roadster, not too dissimilar to the Australian Roadster with the major difference being the cut away doors and louvres under the door.

Have had a look at the Register's Home Page on the Internet and admired the photo's of the CX Tourer, well done to all those involved with getting this up and running. (Mainly Dave Newman our Technical chap. Ed.) I have read Chris Newman's article "240

miles with Emily" and while the terminology 'carby' and 'shockies' are self explanatory what on earth is a 'dizzy'? (Even a Pommie B-----d knows that's a colonial term for a distributor! Bob W.)

I also noted with interest the production records for C/CX in Australia. The relative low numbers of roadsters will mean that my restoration project must be increasing in value! Unfortunately due to family commitments the roadster has remained in the corner of the shed!



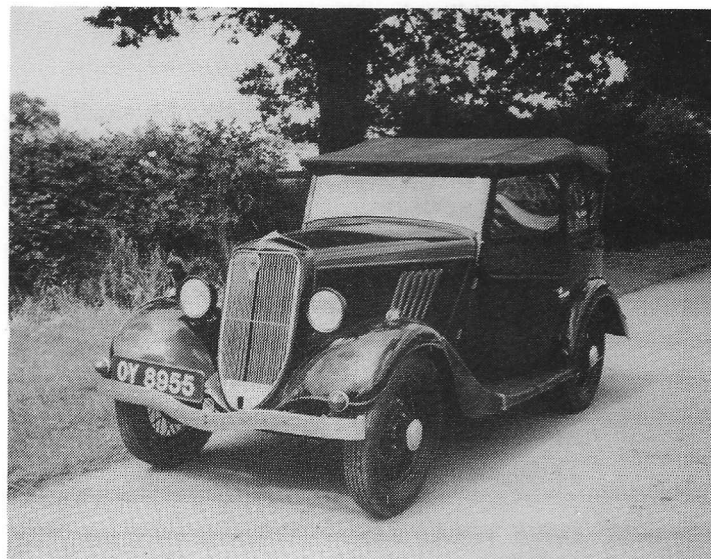
MEMBERS' CARS

In this issue we look at the only known surviving Arrow Standard Semi-Sports Model 'Y', which is owned by Frank and May Johnson in Radcliffe-on-Trent, near Nottingham. The car was first registered in Nottingham on 17th May 1934 and would appear to have been kept in the bounds of Nottinghamshire ever since. Frank bought the car at a Nottingham car auction in 1969, for the princely sum of £49. He drove it home in a cloud of smoke, which resulted in him having new pistons and rings fitted at Brooks Motors, Newark. Frank is a regular attendee at rallies in the Midlands, showing his rare car.

The car was marketed by W. J. Reynolds (Motors) Ltd. of 66 High Street North, East Ham in east London. It was Reynolds who commissioned Arrow Coachworks Ltd. to build, on the Ford 8 h.p. chassis, the Arrow Alpine Tourer, which retailed at £169 10s, and the cheaper 4-seater Standard Semi-Sports model, which retailed at £152 10s. Whereas the body of the Alpine was totally bespoke, that of the Semi-Sports utilised Model 'Y' body panels forward of the windscreen and Model 'Y' running boards and rear wings. It has rear opening doors with gently sloping elbow rests. The separate, chromed windscreen was fixed but opened from the bottom as on the Model 'Y' saloon. Unlike the Alpine, the Semi-sports did

not have pneumatic seats. In many respects, it was very similar to the Terrier/Kerry Model II, which was also built by Arrow Coachworks and marketed through W. Harold Perry Ltd. of North Finchley. The latter had a fold-flat windscreen and pneumatic front seats and retailed at £168 10s.

Arrow Coachworks Ltd. was founded by A.P. Compton in 1930, after he broke away from his partners in Compton Sons & Terry, and was based in the old Albany Carriage premises in Hanwell west London. He built bespoke 'Arrow' bodies on Austin, Jowett, Standard Little Nine,



"Frank Johnson's Arrow Tourer at the Register's Hoar Park National Gathering - June 1998."

Morris Minor, Wolseley Hornet, Talbot, Hillman Minx, Crossley and Ford V8 chassis, as well as on the Ford 8 h.p. chassis. Despite this apparent success, Arrow Coachworks Ltd. was not to survive the Great Depression and went out of business in 1934.

Frank's car, affectionately called 'Chug', is painted maroon with black wings and boasts a simple black hood and side-screens. The upholstery and trim are red, as are the wheel rims and spokes. It was illustrated in the 1973 Haynes publication 'British Cars of the Early Thirties - 1930 - 1934', on page 63, where it is incorrectly captioned:- "Ford Model Y chassis was available at £97 10s for the mounting of special bodywork as exemplified by this surviving 'Kerry' Tourer, which features a non-original bumper and some other modifications." He once towed a Morris 8 for 40 miles with his Arrow; much to the embarrassment of the Morris owner! More recently, the Arrow has been on family wedding duty. In 1966, it participated in his niece's wedding. The photograph on the back cover shows Frank, with his bedecked Arrow, at the wedding of his son, Paul, to Emma, in May this year at Cropwell Bishop, and by the time you read this, his daughter should have been similarly dispatched! Incidentally, the handsome guy on the left of the photograph, leaning nonchalantly on the bonnet of his Model 'C', is non other than Paul Bainbridge, whose car featured in this column in Issue 95!

Sam Roberts

Illustrated Parts Catalogue

For all Model 'Y' vehicles 1932 - 37

Reprinted from original by kind permission of the
Ford Motor Company Ltd.

for the Ford Y & C Model Register

Priced at £10.00 (UK)

£12.00 (Eire and Europe)

£15.00 (Rest of the world)

All including postage.

From **Bob Wilkinson**

Rose House

9, Brambleside,

Thrapston,

Northants, NN14 4PY

New Members

Since our last newsletter we have recruited the following:

- A0904 COLIN ARGENT**
21 Meadow Way, Codicote, Herts. SG4 8YL
- B1123 TONY BODDY**
57 Ballfields, Horsley Heath, Tipton,
West Midlands. DY4 7DY
- C2007 JACK CLARKE**
213-7 Muswell Hill Broadway, Muswell Hill,
London. N10 3RS
- D0412 BOB DEACON**
4 Limes Road, Egham, Surrey. TW2 9QT
- M0402 DEREK MICKLEWRIGHT**
Thyme Cottage, Rosemary Lane,
Charlwood, Horley, Surrey. RH6 0DE
- R0202 RICHARD REEVE**
17 Lodway, Pill, Bristol. BS20 0AH
- W0805 DAVE WILLIAMS**
139 Wantage Road, Wallingford,
Oxon. OX10 0LT

As always I ask existing members to make contact with our new colleagues who live within their locality.

Bob Wilkinson

NOTES ON NEW MEMBERS

New members looking for cars are always welcome. On this occasion, we have two. Firstly, Jack Clarke is looking for a Model 'Y' in either original condition or an excellent 'correct' restoration to add to his collection. Jack owned a 'Y' about 40 years ago and like so many others feels nostalgic about 'our cars'.

Colin Argent in Hertfordshire, a Land Rover fanatic, is seeking a Model 'Y' for his fathers 60th birthday in October. Colins dad too was a 'Y' owner many years ago. I'm sure we can help to find one Colin and hope your dad enjoys the surprise in due course.

We have 3 'Y' models being restored by new members, 2 of which are 'new' cars to the Register.

Tony Boddy in the West Midlands owns FOW 999 a 1936 Model 'Y' which is mechanically sound and 'runs OK' according to Tony. Tony writes " body restoration and full interior refurbishment will be undertaken. No history before 1980 known but the car has been untouched in a garage for 18years but sadly deteriorated in that time." Does anyone remember the car in the Birmingham area?

Richard Reeve in Bristol is a Ford enthusiast of long-standing having been involved with tuning and racing(?) old Fords for many years. He recently purchased a 1937 (?) Model 'Y' with a total restoration in mind to maintain his enthusiasm for the marque. I don't have vehicle details at present (chassis No. etc.) - please let me have them Richard.

Rod Evans (Coordinator Area 8) introduced Bob Deacon to the Club after knowing him for 20 years or more. Bob runs an established garage in Egham, Surrey and has had 2 of 'our' cars for many years amongst his collection of memorabilia. Bob's 'C' model is completely dismantled - the body and chassis separated for repair. (I don't have details, chassis No. etc for this car Bob.). Bob is giving priority to the other car, a 1934 'Y' model OY 7895, a 4 door saloon. We all hope to see this one on the road next year (?) Bob.

Derek Micklewright in Surrey now owns DLJ 855 the late 1937 2 door 'Y' previously owned by former member Robin Prebble. This car has a known history having been bought by a Mr Samways in November 1937 (production having ceased some months earlier) from F. English the main Ford dealer in Weymouth. The family kept the car until 1983 when it was sold to B. W. Jennings who in turn sold it to Robin Prebble in 1987. Virtually all the mechanical restoration work has been completed, leaving only the body, upholstery etc. to complete before that first all important return journey 'to the road'.

One 'on the road' car joins us with Dave Williams in Wallingford, Oxfordshire. ESJ 446 was formerly NG 6852 (number sold by a previous owner) and is a 2 door long-rad Model 'Y' of 1937. This is Dave's first old Ford and, according to his wife, will be his last! Oh dear it can't be so bad Dave - well lets hope by now a few successful journeys will have earned some favour.

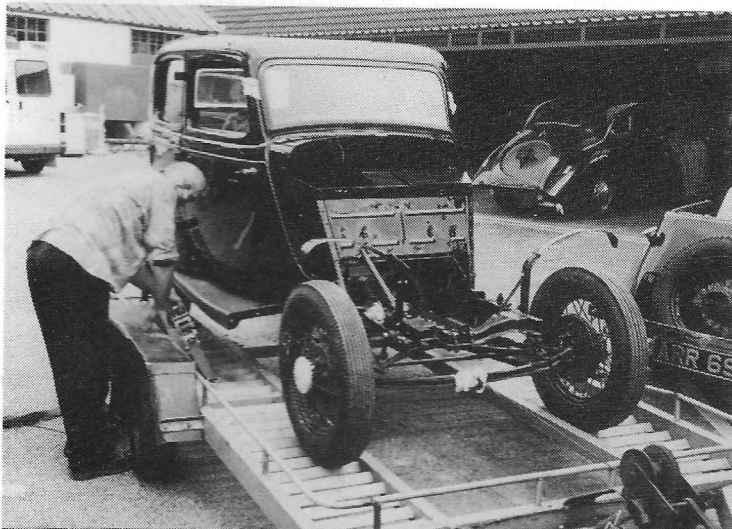
Good luck to all our new members,

Bob Wilkinson
Secretary

The Model 'Y' Sliding Roof Trial

There were eight requests from members for Model 'Y' sliding roofs, which made the manufacture a viable economic project. First of all, arrangements were made for Ken Arthur, our body restoration 'meister', to meet up with a local Andover 'chippy' to show him the remains of Peter Millington's roof and to describe the design. Ken had carried out a body restoration on Peter's Fordor, including the rebuilding of his sliding roof. Unfortunately, the carpenter who Ken had used had gone out of business, so I asked Geoff Foss of Andover Family Repair, who he used. Mike Dyer, a local wood and metal work teacher, had made a sliding roof for a Citroën, which Geoff Foss was restoring, so he was approached and agreed to try his hand at the wooden frames for the Model 'Y' Pytchley sliding roof. Ken agreed to make the metal bits and Geoff agreed to do the covering and headlining.

Having constructed the wooden frames in outline, they were then taken down to Ken's workshop just outside Warminster, where the metal runners, slides and surrounds for the roof were made up in aluminium. Using the old Millington roof as a pattern, sunken nuts were inserted in the main frame and holes drilled

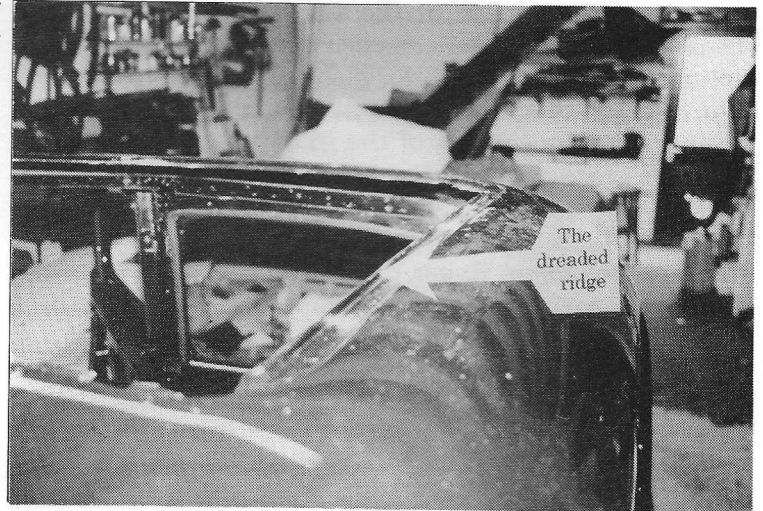


"Dennis Little arrives from Benfleet with his beautifully half-restored 1934 Model 'Y' Tudor."

to fit the roof into the roof recess. We now needed a volunteer to provide his car as a pilot for fitting. Dennis Little bravely stepped forward and, on the appointed day, trailed his car down from Benfleet in Essex. Dennis is half way through a superb restoration of his June 1934 Tudor (Y64755). He has recently painted the body Orient Blue using the colour coding available through the Register and is very pleased with the ICI equivalent. I was also impressed.

During that first afternoon all was going well, when we hit a snag. The frame was the right size and Mike had rounded off the corners to match the roof recess. There were two differences in the 1934 recess, when compared with the later model of Peter Millington (and, incidentally, my old car CNN). Firstly, there were no bolt holes in the roof recess through which to clamp the roof - only small screw holes; and, secondly, there was a raised ridge across the rear of the recess, which prevented the wooden frame from sitting flush in the recess. Mike drilled bolt holes in the recess and planed a groove in the frame to accommodate the ridge but, in so doing, weakened the

frame such that, when clamped down, the frame split along its width along the line of the ridge! That spelled the end of the trial for that day, as Mike had to return to his garage to construct another cross-piece for the frame. Dennis and wife,

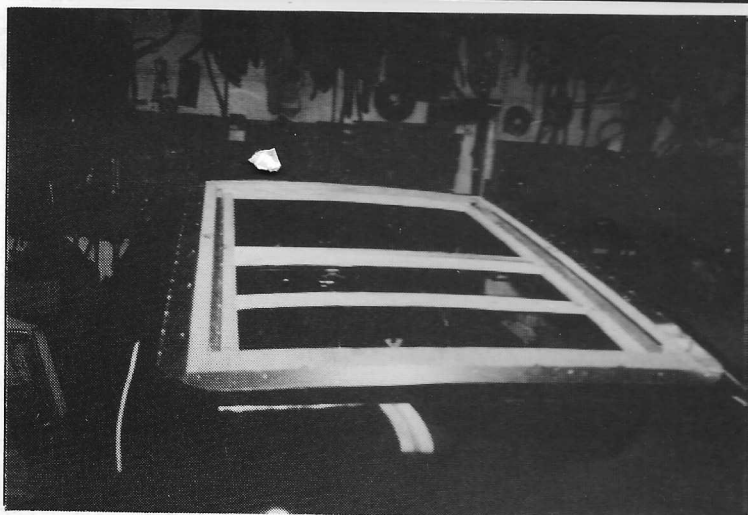


Lynn, returned home, anxious for the well-being of their car!

The following afternoon, it was decided to flatten the ridge as we could see it serving no useful purpose. This solved the problem of the weakening of the frame. Eventually, we were satisfied that the frame sat snugly, without any part of it raised above the top of the recess. It was left for Geoff to cover. Fortunately, I stayed behind a while after Mike had disappeared home for a well earned cup of tea. Geoff and I then tried the sliding frame in the main frame, only to discover that the recess for the finger plate at the front of the sliding part was covered by the front cross-piece of the main frame! Mike was called back from home and brought the Millington pattern with him. It was then discovered that the problem was simply that the front cross-piece on the sliding part was the wrong way round.

Geoff covered the frames and I spent a frustrating Monday morning clamping the roof to the car, leaving Geoff to cut and fit the headlining to the roof, tacking it in place so that the roof could be tested for leaks before final fitting. Dennis and Lynn collected the car and were concerned that they could see daylight between the front of the sliding roof and the

main frame! It was explained that once the drain pipes were in place, the daylight would disappear and that, in any case, the roofs are not designed to be waterproof. When closed, the roof has a sunken area at the rear, which will collect rain water rather like a swimming pool. The design of the roof is such that this water, and water which gets in along the sides of the sliding portion runs off along the guttering along the inside edge of the main frame and out through the drain pipes at each corner. It was the splitting of the canvas in this guttering which caused the original roofs to leak and resulted in owners abandoning the concept of the sliding roof and covering the recess with a fixed sheet of aluminium.



We have still some way to go to furnish all the fixtures such as the clamp, finger plate, drain pipes and drain covers, but we have solved the main problem of the roof itself and learned many valuable lessons along the way.

Sam Roberts

A new Model 'CX' driving through Epping Forest in late 1935 - Photograph courtesy of John Coleman



David McKelvey has sent us this photograph from the 6th Blenheim All Makes Show in New Zealand.



It shows left to right, a short rad 1933 Model 'Y', a 1935/6 Model 'Y' and Davids 1937 Model 'Y' in two tone beige. Note the 1950's Ford Consul MkI and Zodiac MkII in the background.



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)

1936 Model 'CX' Tudor, CLJ 265 (C52405), Green; Good condition; only £2995.
Exclusive Classic Cars
Tel: 01283 548811
(Burton-on-Trent, Staffordshire)

1937 Model 'Y' Tudor for restoration. £1450 o.n.o.
PB & A Ross. Tel: 01207 582734
(Consett, Tyne & Wear)

1936 Model 'Y' Tudor, black, in show condition with original sun roof; MoT. £3750 o.n.o.
Barry Carter. Tel: 01308 868884
(Beaminster, Dorset)

1934 Model 'Y' Fordor, Green/Black. Good unrestored condition. Drives well. £2950 o.n.o.
Barry Carter. Tel: 01308 868884
(Beaminster, Dorset)

1936 Model 'Y' Fordor, Lt Green/Black (Y12108). Excellent condition. £3750 o.n.o.
The Real Car Co.
Tel: 01248 602649
(Bethesda, Gwynedd, N. Wales)

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

Non-member breaking collection:
1936 Model 'CX' Fordor for restoration. £1250
1936 Model 'CX' Tudor for restoration. £950
1936 Model 'CX' Tourer for restoration. £950
Ray Wilson, Tel: 01964 533383..
(Nr. Hornsea, E. Yorkshire)

MEMBERS' CARS FOR SALE

1936 Model 'Y' Tudor, KFF 127, Green/Black. Good condition, runs well. Quick sale due to house move. £2500.
Michael Floyd F0919
Tel: 01442 823190
(Tring, Hertfordshire)

1937 Model 'Y' Tudor, ENO 344 (Y169453), black. Total restoration by Fullbridge Carriage Co. costing £30,000. Asking price £10,000.....
Rodger Dudding D2001
Tel: 0181 959 2882
(NW London)

1935 Ford CX Saloon. Interior re-trimmed. Body and mechanicals good. For sale due to lack of use. 9 months MOT. £3800.00.
R. Garrett.
Tel. 01494_673466. (Bucks)

1935 Tudor Model 'Y'. Black externally with green seat and wheels; no rust; recently on the road. Much regretted forced sale due to change in personal circumstances. O.I.R.O. £3000.
David Love. 01444 871778 (day);
01444_471851 (eve.)
(West Sussex)

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. Tel: 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. Tel: 01703 860080
Totton, Southampton.

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

Nigel Pritchett. Tel: 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. Tel: 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, Roxburghshire,
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. Tel: 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. Tel: 01271 816275
(Devon)

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

Ian Fewtrell. Tel: 0151 342 7259

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

Glyn Jones. Tel: 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.

Tel: 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.
Tel: 01964 622615

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

Tony Candlin. Tel: 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.
Tel: 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. Tel: 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.
Tel: 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. Tel: 01287 633848.

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 30th OCTOBER 1998

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 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
Brass balls, door hinge	£1-20 each
each Y fixed timber roof stock kits in hard wood	£1-00
Striker wedges - female - door pillar - housed "C" Model	£72-00 each
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£8-50 pair
Hub caps - for model "Y"	£13-40 each
Oil cans	£11-50 each
Oil can transfers. Black only	£12.50 each
Oil can brackets	£3-70 each
Wheel nuts Y set of 20	£11.00 each
Wheel nuts Y individual	£30-00 set
Wheel nuts C each	£1.75 each
Bifurcated Rivets 1.6mm	£0-65 each
Vacuum Wiper Motor	£0-03 each
	£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 114

To be returned to
 KEVIN BRIGGINSHAW: 8 LANCOT AVENUE, DUNSTABLE, BEDFORDSHIRE LU6 2AW

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 Rebores 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 £46.80 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** Paul Beck, Vintage Supplies,
Folgate Rd, North Walsham, Norfolk NR28 0AJ Tel 01692-406343
Woolies (I&C Woolstenholmes Ltd)
off Blenheim Way Northfields Industrial Estate,
Market Deeping, Nr. Peterborough PE6 8LD Tel 01778-347347
- 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)

