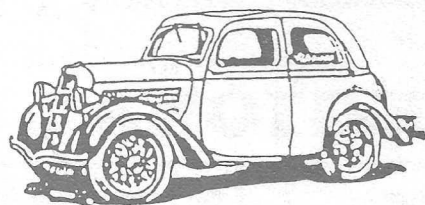
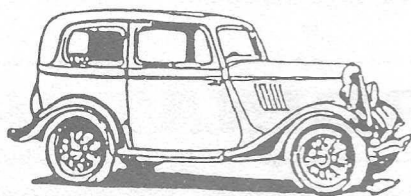


Ford

# Bulletin

'Popular' and 'De Luxe' Models

## TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 116 JAN / FEB 1999

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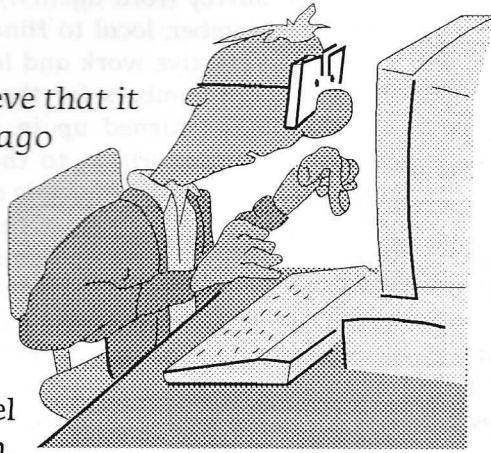
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"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

# EDITOR'S REPORT

It is hard to believe that it was 20 years ago when Graham Miles inserted his advert in the Exchange & Mart calling for anyone interested in Ford Model 'Y's and Model 'C's to contact him.



Regrettably, that is one of the few bits of Y&C Register memorabilia I do not possess. Does anyone have a copy of that advert, I wonder? Here we are now at Issue 116 of what has been a bi-monthly magazine since Issue 6 (May - June 1980), produced by the then newly elected Editor, Peter Fawcett from Sheffield. It was Peter who coined the title of the magazine 'Transverse Torque' and was to design the now familiar cover, which first appeared with Issue 11 April/May 1981. Technology has moved on a pace since those early Register days of manual type-writers, skins and ink duplicating machines! We now enjoy Word Processors, floppy disks, electronic printers, CD-ROMS, faxes and e-mail. The toil and sweat has almost disappeared from the Editor's shoulders. The crucial elements of 'time' and 'diligence' are still with us though.

This leads on to yet another appeal for an Editor to relieve me of the task, so that I can concentrate on writing my book on the Model 'Y'. I would really like to get it published this year. Surely, there is one of you amongst our 400 or so members with the wherewithal and enthusiasm.

We have a pleasing variety of articles again for you in this issue. I hope you enjoy it and feel the urge to contribute. I must say, I felt quite weary having typed out Bill Baxman's restoration article. What a mammoth task - the restoration I mean, not typing out his report! Hopefully, we can include a report on a member's restoration project in each issue, but that depends on you telling us about it.

May I wish you all an enjoyable 1999. It is not too

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early for you to note the two key dates of the year in your diaries; namely Sunday, 18th April for the A.G.M. and the weekend 18th/ 20th June for the Register's annual get-together. I hope I shall meet up with many of you at these events.

Sam Roberts  
Temporary Editor (Very - I hope!)

## EDITOR WANTED

A volunteer is urgently required to edit the Register's bi-monthly magazine. It is essential that the volunteer has the wherewithal to receive copy on disk and can reproduce hand-written submissions onto disk for onward transmission to the publishers. It is desirable that he or she has a basic knowledge of the cars and is able to communicate effectively with the members to encourage contributions. Freedom of expression and layout is encouraged, with help and advice, but little interference from the Committee.

Volunteers please contact Sam Roberts  
on 01264 365662.

# CHAIRMAN'S NEWSLETTER

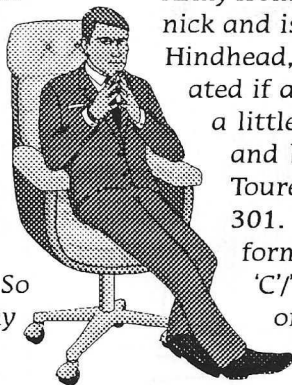
Welcome to 1999, the twentieth year of the Ford Y&C Model Register's existence. I wish you all a pleasant year's enjoyment and success with your cars, be they driveable or in restoration mode.

I started off my last Newsletter with the drama of my Jaguar, which was failing to charge at low revs. Geoff Murrell, who knows about these things, e-mailed me to say that 'modern' cars' alternators kick in at 1000 to 1100 r.p.m., rather than at 2000 r.p.m. as with my Jag. So those of you who may have been concerned, may now rest assured!

Nobody has come forward to offer their services as Editor to the magazine! Come on guys, there must be someone out there who has the wherewithal to pull together the bi-monthly ramblings of the few! Now that the Christmas rush and New Year's hideous gaiety are over, give it some thought, please. I am delighted to report that Barry Diggle, near Bradford, has volunteered to take over the mantle, from the re-located Bob Wilkinson, as Regional Coordinator for Region 16 (North, West and East Yorkshire) - thanks Barry. We are still awaiting a willing volunteer to come forward for the red rose side of the Pennines; Region 14, which embraces North Wales, Cheshire, Lancashire and the metropolises of Manchester and Merseyside. All 24 members in the Region appear to be sitting on their hands - we only ask for one to raise one hand!

Thanks to those of you who have written, faxed, e-mailed and 'phoned in and to those of you who sent Christmas cards - much appreciated. I am particularly delighted that Dave McKelvey, in New Zealand, has at last bought a new fax machine; I can now read his faxes! The new 'O' gauge models of the longrad Fordor Model 'Y' are selling well but, as you will read elsewhere, I underestimated the cost of them to the Register and must put up the price to £50 each. It is still a bargain for a superb model, which is available in three colours, accurately reproduced; orient blue, vineyard green and black.

There has been some news on Model 'CX's of late. Many of you will have read in the national press of the 1936



car (BAH 77), which was dug up after 28 years by the Army from a chap's back garden. It is apparently in good nick and is being restored by apprentices in a garage in Hindhead, Surrey (Ford agents?). It would be appreciated if a member, local to Hindhead, would carry out a little detective work and let me know the chassis and body numbers for the register. Another 'CX' Tourer has turned up in Oklahoma, U.S.A.; CYL 301. I have written to the owner who, I am informed, is knowledgeable on all surviving 'Y's and 'C'/CX's on that side of the pond and who chairs, or chaired a North American English Ford Register. The registration number is very close to Frank Croucher's 'CX' tourer; CYL 392. Bill

Ballard sent me an extract from the newsletter of the Ford 8&10 Sidevalve Club of Victoria, Australia, in which ex- Y&C Register member, Wayne Brown, described his find of the only known surviving Geelong-built Model 'CX' Phaeton, which was written up in our Issue 113. The seasonal photograph of the Model 'CX' being dug out of the snow in this issue appeared in Classic Car Weekly. I am grateful to Geoff Browne, the Editor, for negotiating with the copyright owners to allow us to publish it. New member, Ron Flay, excitedly reported seeing a Model 'C' at the Great Dorset Steam Fair and sent a photograph; it was none other than one from Tom Tomlin's stable.



*One of Tom Tomlin's Model 'C's spotted by Ron Flay at the Great Dorset Steam Fair.*

Dave Ball and Dave Gustard, who both work at Ford's Dunton plant, came across some original drawings in a drawer of a Tudor and a Fordor Model 'Y' and a Tudor Model 'CX' saloon, showing all the dimensions of the bodywork; a super find. Once I have reduced them in size, I will give you a sample in the magazine. Incidentally, Dave Ball, who is the proud owner of a brace of ex-Brighton Model 'Y' taxis, has had the trailer on which he transported the taxis, stolen from a farmyard near his home in West Hanningfield, in Essex. If any member is aware of a long, well used car trailer appearing in his area under suspicious circumstances, please let us know.

There have been some finds on the Model 'Y' front. A complete, but totally collapsed 1934 Tudor has turned up in a barn outside Winchester. It was driven in there some 40 years ago. If anyone wants it for spares, the asking price is £300 o.n.o. - see 'For Sale' adverts.



*Barn find near Winchester - see 'For Sale' adverts*

The ever vigilant Luis Cascante, in Spain, has discovered a L.H.D. Ford Iberica assembled, short rad Model 'Y' Tudor, which is part of the Salvador Claret Collection in Sils Museum, near Girona. Its Briggs body number (135/18901) is the successive number to ex-member, Jouko Kurri's car in Lahti, Finland.



*Ford Iberica, L.H.D. short rad in Sils museum, Nr. Girona, Spain.*

Bill Ballard got very excited when he received the photograph of the early short rad Tudor Model 'Y', registration EV 9624, from Howard Ashdown, a 7W owner living in Perth, Western Australia. His memory bank went into spasms as he recalled the early publicity shots of the Model 'Y' with an 'EV' registration. Had he unearthed the car in those publicity shots? Regrettably for him, 'EV' was

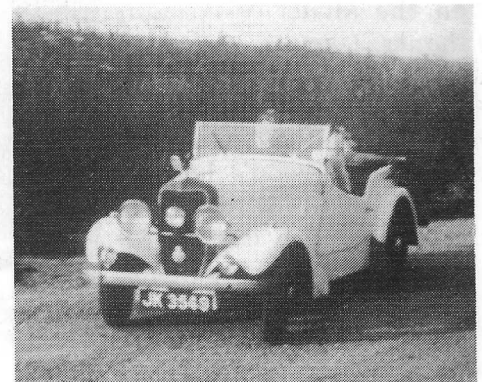
an Essex registration and hence was carried by many Ford cars in 1932/33. The publicity vehicle, incidentally, was EV 5689. "Nevertheless, I'm sure that Sam would like to know about it for listing in the Y&C register." Bill's ego was completely deflated when he discovered that we already have it listed under its present

owner, Ian Bellamy, who seems to be taking his time getting round to restoring it. Chris Newman, our man in Western Australia, is currently trying to find out the chassis and body numbers for us. Never mind, Bill,

it was a good thought. Thanks for thinking of us!

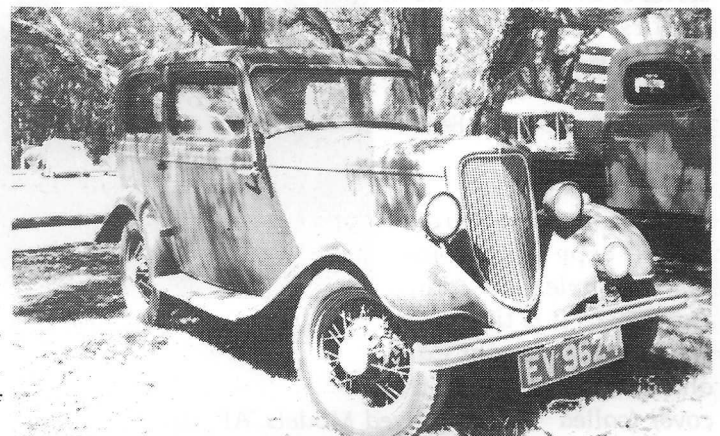
Chris Newman emailed me to say that I had misinterpreted the title of the Australian standard on fuel additives in the arti-

cle of that title in the last issue. The standard was not issued in 1996 - it is Australian Standard number 1996. My apologies. I must also eat my words on my surmise that Tom Wilson's ongoing 26 year restoration beats David Grace's Alpine restoration for longevity. In David and Wendy's Christmas card, Wendy says: "Correction to the magazine. The 'Hutch' was taken off the road in June 1964. Its restoration has been going on ever since:- 1998 - 1964 = 34 years. This must be a record of a kind! At the moment, its body is lying very comfortably on a mattress, a double one, in the garage. David is working very hard and it is far too cold out there. What he doesn't know is that we are buying him a heater for Christmas. He doesn't know how warm he will be once Christmas is over - we hope!" There's a lucky lad. I always suspected that Wendy spoilt you really!



*The 'Hutch', before it was taken off the road in 1964, being driven by a David Grace with hair! - note the massive headlamps*

Luis Cascante (Junior) paid me a visit in December. Luis, you will recall from Issue 114, is restoring his Bar-



*Ian Bellamy's short rad waiting restoration in Perth, Western Australia*

celona (Ford Iberica) Tudor Model 'Y', which he has owned since 1966. I had some more spares for him to collect and, thanks to my local Regional Coordinator, Steve Young, I was able to point him in the direction of a totally restored example, so that he could take some photographs. They met up in Eastleigh the following morning. It was cold enough to freeze the balls on a brass monkey! - and before you accuse me of being coarse, the expression is a Navy one and is not related to the triumvirate of monkeys so popular in naff gift shops! The 'monkey' was the pile of cannon balls, which sat alongside the cannons on the deck. In really cold weather, the sea water froze, sticking them together! Luis also left some fascinating literature and photographs, which will help with my book on the Model 'Y' - many thanks, Luis.

Those of you who read 'The Automobile' will have seen Jonathan Wood's lengthy article on the Model 'Y' in the December issue. Although I challenge some of the statements made, in general it was a good resume of the story of the car. The fascinating photographs which accompanied the article are from the 1930's C.K. Bowers and Sons photographic archives, the glass, black and white negatives of which are being reproduced on a series of CD-ROMs. I have the first CD which, again, has some useful shots for my book. The second CD-ROM is due out in February.

Incidentally, does anyone have a copy of 'The Ford Times Supplement', dated July 1932. It is titled 'The New Ford Passenger Cars' and has a Model 'B' on the cover (called "The Improved Models "AF" and "A" inside.) I would dearly like to borrow a copy of it; returning it almost immediately.

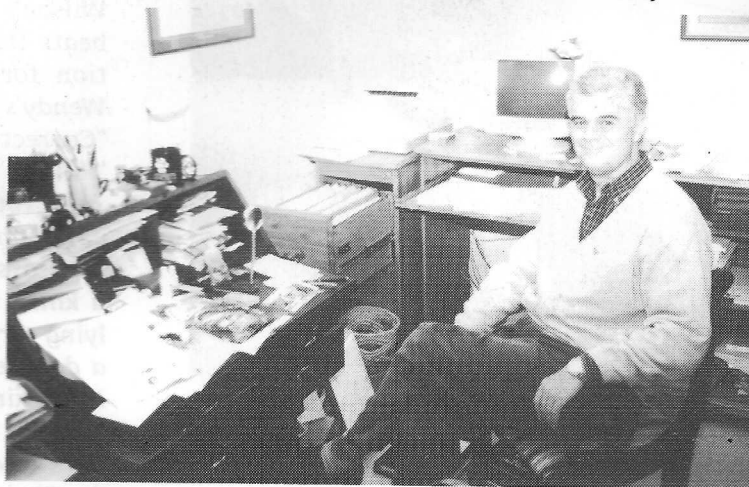
We have four postcards this time round, all depicting Model 'Y's. Peter King sent me a copy of the East Anglian Daily Times, which showed Colchester High street in the 1930s. I followed this up with the Editor, who put me in touch with a lady who sold postcards. The result is

that I now have the postcard from which the picture was enlarged. It shows a March 1933, London registered short rad, AGF 490, passing a building, which appears to be the Essex & Suffolk Fire Office? The three other postcards are loaned by Bill Ballard, for which we are very grateful. The only one to show a registration number is a 1934 Durham registered long rad climbing Cragg Brow in Bowness (UP 9302). The other two show a Fordor short rad parked in Chertsey and a Tudor short rad parked in Rhos on Sea.

I am delighted to report that the Model 'Y' Alpine tourer, which has been languishing in a garage in Swanage for years, has been finally sold to Roger Booth. The garage proprietor has been hanging on to it in the belief that the number plate is worth a bomb (JT 480). Roger has been needling said proprietor for 26 years and has finally persuaded him to sell. The Alpine joins Roger's 1934 Tudor saloon and his 1936 van - quite a collection. Brian Monger has also added to his 'World Cup Spain 1982' football special Model 'Y', which we featured in Issue 106 and which we displayed on the Register stand at the NEC in 1997. He has bought Ken Perrio's Tudor Model 'Y' and is now well on the way to completing the restoration.

Another Model 'Y', which is 98% restored and only requires the minimum of

work on the headlining and trim to bring it up to near concours condition, is that shown in the For Sale adverts. Pete Jury tells me that he has completed all the



*Luis Cascante in my less than tidy 'office*



*The present state of Luis' body off restoration*



*Luis with Steve Young and his 1936 Tudor Model 'Y' on a cold December morning*



*AGF 490 travels up a relatively empty Colchester High Street. Note: the far bus has external stairs to the upper deck*



*UP 9302, probably in second gear, climbs Cragg Brow in Bowness*



*A Fordor short rad parked in Chertsey*



*A Tudor short rad parked in Rhos on Sea*

mechanical work, including a mega refurbishment of the engine, gear box, transmission, axles, suspension and brakes. The car has new, steel running boards and has had a twin-pack, professional body paint in its original colour of electric blue. It sounds too good to be true. He has run out of space as a result of a house move and reluctantly is having to sell. He is asking £2800 o.n.o., which is way, way below what he must have spent on it.

We need another willing volunteer to pull together the Bright Ideas Booklet. Steve Young has done much of the hard work identifying all the ideas put forward in back issues of the magazine, but does not have the facilities to type-set and layout the booklet for printing. If there is anyone who can take it from there, please let me know.

As you will see elsewhere in this issue, Graham Miles has taken the initiative to put our spares on a more sound, longer term footing. He is calling for members with engineer-

ing knowledge to join him on the Spares Sub-Committee. Please don't be backward in coming forward! Whilst on the subject of spares, please note that, due to the pressure of work, Kevin Briginshaw does not now return home before 7.30 p.m. To allow him to have a cuppa, his spares telephone is now open from 8 - 9p.m. Please respect his family's privacy by sticking to these times.

At the last Committee meeting, we discussed how the Y&C Register is going to mark the Millennium. In addition to 'Convoy 2000', which is described elsewhere in this issue, we are looking for a design change to the cover of the magazine. Members are encouraged to submit their design ideas for consideration. The only limitation is that we need to have

the name of the Register and the issue number and date on the front cover. Paul Tritton has already submitted his thoughts, having read the minutes of the meeting as a Regional Coordinator. So sharpen your pencils and lets have some ideas.

Finally, I have received a number of letters and 'phone calls from delighted members who have changed their insurance to Footman James under the Y&C Register scheme. Most have saved the cost of their annual subscription to the Register! If your insurance is due for renewal, ask Footman James for a quote under the Ford Y&C Register scheme. They will also quote for multiple cars on the same policy - not all necessarily being Models 'Y' or 'C'/CX'. Have a good 1999. Sam Roberts

## CONVOY 2000

This will be the Y&C Register's national event for the Millennium. Will you be part of this exciting and testing run around mainland Britain?

Countdown 500 has begun! That is the number of days you have left to finish your restoration! So go to it!!! Graham Miles

- JANUARY 1940 -



*Digging a Model 'CX' out of a snow drift in Hertfordshire, January 1940.  
I hope our members don't suffer this problem this year!  
Photograph courtesy of Hulton Getty Picture Collection and Classic Car Weekly*

## News from FBHVC - Fuel Additives & Road Tax

In the FBHVC December Newsletter, the Fuels Committee reports:-

The generous supply of ten cylinder heads from Rover having overcome the last in a series of difficulties, we are pleased to be able to inform you that our planned testing of lead replacement additives and devices is now under way. The testing is being conducted on the Federation's behalf by MIRA (Motor Industry Research Association). At the time of writing we have approached 38 suppliers of whom five have signed up and a further number have shown interest. Two have indicated they would not wish to be involved. In addition baseline tests on leaded and unleaded petrol have been conducted. We expect to publish results in the first quarter of 1999.

The Retail Motor Industry Federation held a seminar in London on 10th November at which the FBHVC was represented, to draw attention to the concern with the proposed lead replacement petrol (LRP). We very much

share their concern and will watch the existing debate with interest.

Vehicle Excise duty.

In the same Newsletter, FBHVC reports an extract from an HM Treasury document:-

### Section 4.11 HISTORIC VEHICLES

Vehicles made before 1 January 1973 are exempt from VED. As part of the national industrial heritage, the 300,000 vehicles benefiting from this exemption merit separate consideration. While, in principle, the exemption of old vehicles from VED is not strictly compatible with an environmentally based VED system, it is accepted that many vehicles in the "historic" tax class are well maintained and cover low mileage and they consequently do not make a significant difference to overall pollution levels. It is proposed, therefore, to maintain the current exemption.



# CUMBERLAND NEWS

The following article, which appeared in December 13, 1996 issue of The Cumberland News, has come to light:-

"As good as new - Gerald's 62 year-old vintage Ford.

Gerald Watson of Drumburgh, near Port Carlisle, has been a Ford man all his life. His first car was a Model Y, which he bought in 1950, the year he left the RASC as a National Serviceman. He sold it eight years later and remembered it with so much affection that he decided to look for another Ford Model Y in 1968 to restore and keep until it became vintage.

His search ended in 1970 when he bought a 1934 registered car he discovered at Micklethwaite, near Wigton. "I paid £40 for it in bad condition and I hardly touched it for 25 years, except on holidays." said Gerald, who worked for 39 years as

a workshop engineer for Stan Robson's Border Transport road haulage business.

Gerald retired two years ago, which left him more time to devote to restoring the 62 year-old Ford, and continue his hobby of collecting and restoring vintage stationary steam engines formerly used by the farming community.

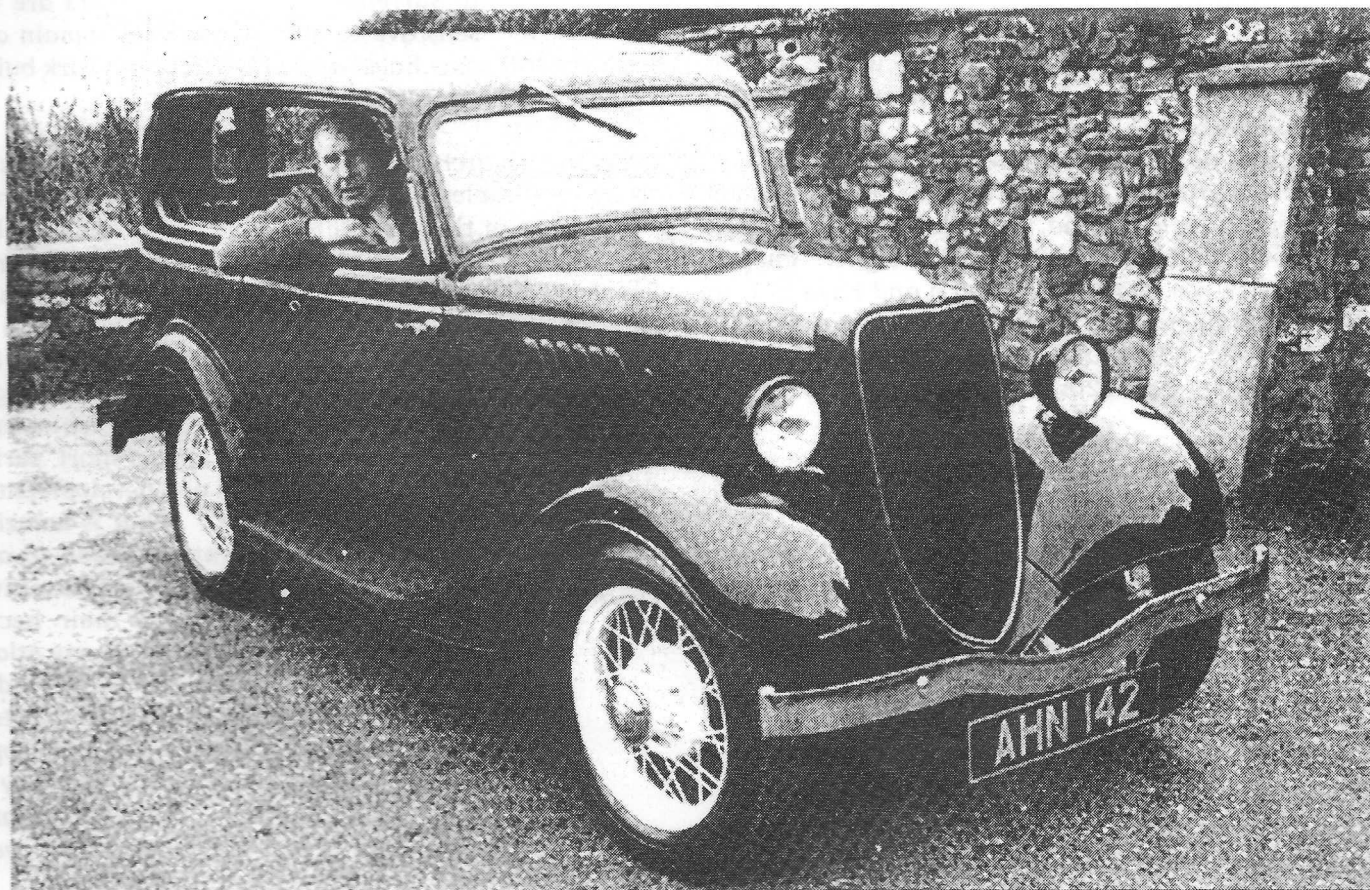
The Model Y, powered by a 933cc engine was the first Ford built at Dagenham and was produced between 1932 and 1937. Previously the Model T was imported. After stripping his car down to the chassis, Gerald did 95 per cent of the restoration himself, which involved new interior trim and a respray to its original blue with black wings.

The Ford is now recorded in the Model Y and C Register and was finished in time to be on the road this year and win a second best in the vintage class

when it was shown.

For everyday use, Gerald remains faithful to Ford by driving a Mondeo 1.8 diesel, after a succession of Cortinas and Sierras. As Assistant Treasurer of the Carlisle and District Vintage society, he shares his enthusiasm for old mechanicals with fellow members. Now re-formed with a new committee, the Society meets at 8 p.m. on the first Tuesday in the month at Parkhouse, near Asda's superstore, Kingstown. Anyone interested will be made welcome."

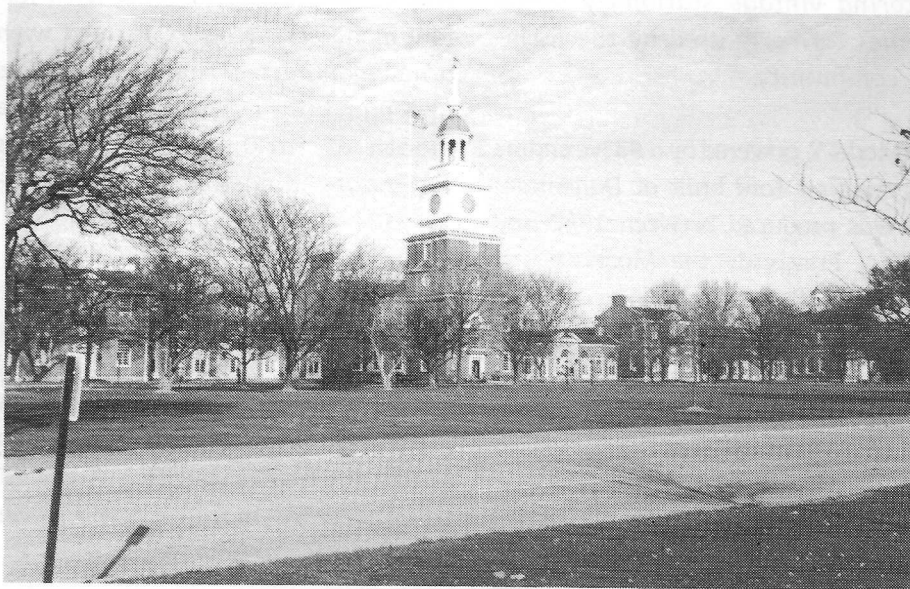
Note: The Model 'Y' will never become 'Vintage' as the cut-off date for that era was 1930. Also, the Model 'Y' was not the first Ford built at Dagenham; in 1932 a number of Model AA trucks and five Model AF saloons were manufactured. Never mind, a nice article.



*Gerald Watson with his 1934, Darlington registered Model 'Y'*

# DEARBORN REVISITED

Driving off the Michigan Avenue East exit from the Route 39 Southfield Freeway in the Detroit rush-hour, and driving through the gates of the Henry Ford Museum and Greenfield Village complex, is like taking a step back in time; from the noisy, badly surfaced, solidly packed three



*The front of the Henry Ford Museum -  
the archive buildings are on the right hand end*

or four lane highway (all driving on the 'wrong' side of the road at 70 m.p.h.), through wrought iron gates into the tranquillity of the heart of the Ford empire. From the gates, you pass the half mile long, wavy wall surrounding the Dearborn test-track on your left, now called the Dearborn Proving Ground, with the rustic clap-board buildings of Greenfield Village on your right. You are limited to 30 m.p.h. along this stretch and have to stop at the pedestrian crossing as you approach the grounds of the Henry Ford Museum. When Henry created the museum in the late 1920s, he named it The Edison

Institute, after his hero and fellow entrepreneur, Thomas Edison. It was only after Henry's death, in 1947, that it was renamed The Henry Ford Museum.

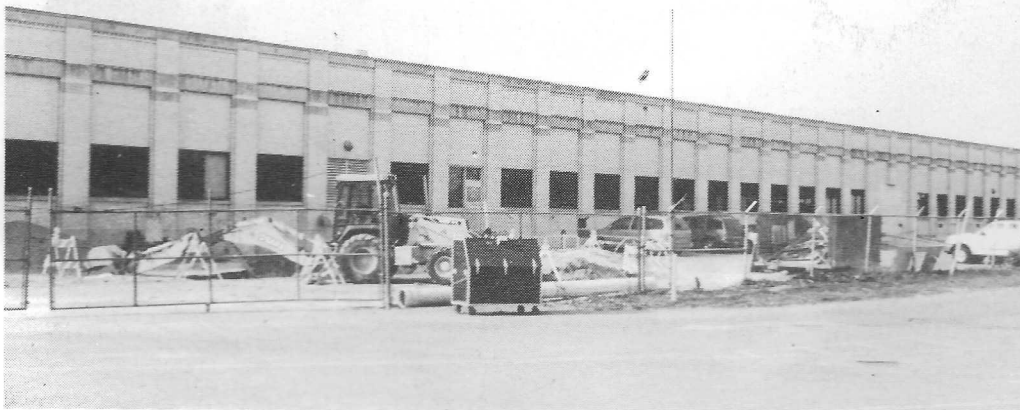
Driving across the large car park, round to the rear of the museum you pass, on your left, what is now called the Triple 'E' Building (standing for Electrical and Electronic Engineering). This is the long, low, white brick building in which the Model 19, our Model 'Y', and the Model 20, our Model 'C', were designed and developed. Then, the building was called the Ford Motor Company Engineering Department; the name which is still engraved above the art deco facade as you approach it.

At the rear of the museum is the location where the initial publicity shots of the Prototype Model 'Y' were taken and which appeared on the cover of 16th February 1932 issue of The Motor magazine (available from the Register Regalia). Regrettably, the area is rather untidy at present as contractors are installing massive air conditioning vents on the roof of the building. Having parked the car, it is a short walk to the building of similar architecture alongside the museum, in which are housed the Henry Ford Museum archives. These were handed over to the Museum, a separate commercial concern, by the Ford Motor Company in 1969. They are not complete, as some departments failed to surrender their files. Others are too sensitive to be in the public domain and

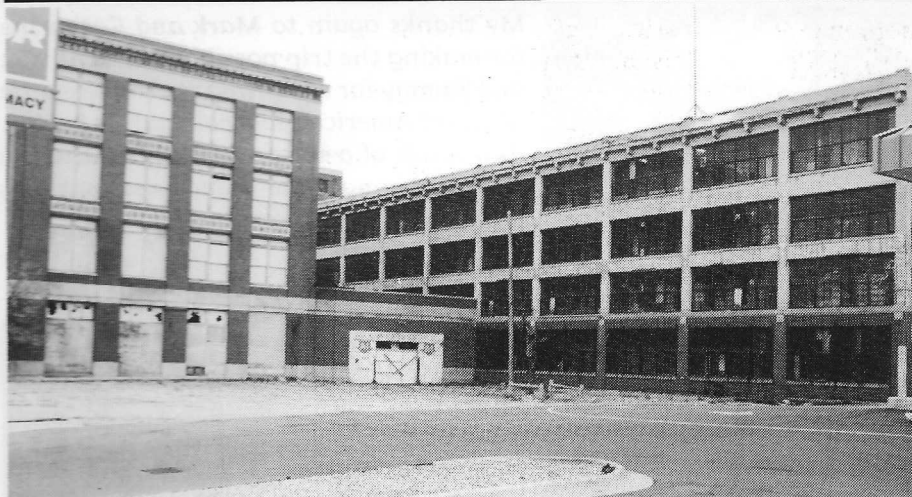
there are still some holed up in the Highland Park building in Downtown Detroit.

To sit in the archives and thumb through the files of letters and cables which passed back and forth across the Atlantic in the early thirties is an experience full of nostalgia and emotion. To handle letters in Charles Sorensen's files, signed by Sir Percival Perry, written in his London Office, and letters from Rowland Smith to Laurence Sheldrick on design matters, as well as the file copies of the replies from Sorensen, give a vivid insight

into the problems encountered during that hectic short period of the design and development of the Model 'Y'. What is amazing is the amount of travel, to and fro, that these senior executives incorporated into their hectic lives; not only in the many Atlantic crossings, each a five day affair, but around the capitals and assembly plants of Europe. They did not have the luxury of the aeroplane; rather the steamship and the steam train were their modes of transport.



*"The back of the old Ford Engineering Department where the Model 'Y'  
and Model 'C' were designed and developed."*



*"What remains of the Highland Park complex, where millions of Model Ts were manufactured."*

About a mile away from the Henry Ford Museum, just off Schaefer Road, are the Ford Motor Company archives, which now include the Ford European archives sent over by David Burgess-Wise in the late '80s, when Ford, Dagenham decided to convert their archive room into a computer suite and were about to bin their history! They have only been sorted through once and boxed; each file title being listed, which makes life easier for the researcher. I only spent a couple of days there, before returning to the Henry Ford Museum archives. Unless I am completely blind, I think I have exhausted both archives for Model 'Y' material.

During my stay, I was superbly looked after by Mark and Catharine Turner out at their extensive pad in Wixom, about 20 miles from Detroit and the home of the Ford Lincoln plant. I am most grateful to them for their generosity and would not have been able to carry out my research without their help. Mark, once again, gave me the keys to his Ford Taurus on arrival, so I was a free agent transportwise. I covered some 600 miles, driving to and from Dearborn and getting hopelessly lost on a couple of occasions in Downtown Detroit, looking for, and failing to find, a particularly good second hand book store to stock up with books on Ford for the Register library. Downtown Detroit is nothing to write home about. It is very run down, but you can see that in its heyday, in the 1920s and '30s, it would have been very fashionable and smart.

Mark's latest restoration project is a Texaco petrol pump, circa 1927 - that is in addition to his 1926 Cord, two Ford Mustangs and his Model 'Y' Kerry sports tourer! On the Saturday, after visiting the second hand bookstore and finding what is left of the old Highland Park plant in Detroit, we drove down to Auburn, Indiana, to visit the Auburn, Cord, Duesenberg museum in the old Auburn Motor Company premises. Apart from the beautiful cars on display, the art deco showroom was worth the visit, which totalled 350 miles for the round trip. Incidentally, we filled up with petrol en route, paying 87 cents per gallon - that is 52 pence per gallon, or 11.4 p per litre! We also stopped at an Arby's

for a beef burger, the likes of which I have never tasted - beautiful!

On the Sunday, before my evening flight, I looked over most of the buildings in Greenfield Village, including the house in which Henry Ford was born and Thomas Edison's laboratory; all the buildings were selected by Henry Ford and relocated in the Village during the 1930s.

During the afternoon, I did the conducted tour of Fair Lane, the house on the River Rouge where Henry and Clara Ford lived for most of their lives and where Henry died in November 1947. I had an hour to spare after that, so headed off down Schaefer Road to the huge River Rouge plant. Ford has sold most of it off now and it is very run down, but you can still sense the immensity of the place where the Model 'A' was made.



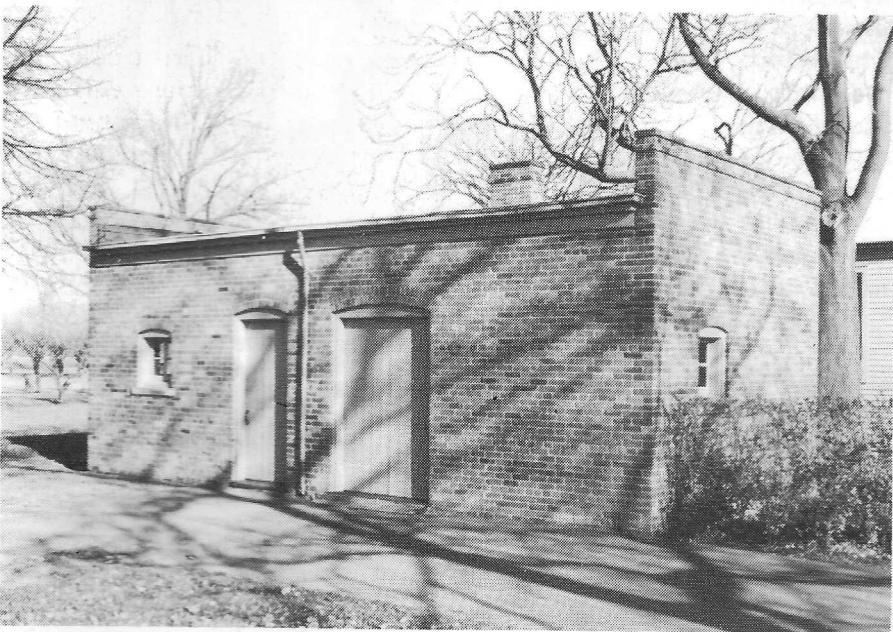
*"Mark, who stands 6 feet 4 inches in his socks, alongside a petrol pump similar to the one he is restoring."*



*"1920s Auburns, Cords and Duesenbergs in the art deco showroom of the old Auburn Motor Company."*



*"The house in which Henry Ford was born and brought up. Now in Greenfield village, about two miles west of its original location."*



*"The small workshop, which was located behind 58 Bagley Avenue in Detroit and in which Henry Ford built his first automobile, the Quadricycle. Note the door which had to be widened to get it out!"*



*"The back of Fair Lane, taken from the bank of the River Rouge. Henry and Clara Ford would sit for hours on the balcony, watching the birds and wildlife in the garden and across the river."*

My thanks again to Mark and Catharine for making the trip possible and to Allison and Tommy for educating me in the gentle sports of American football and ice hockey. As a result of a cultural family visit to the latter, I am now the proud possessor of a Detroit Vipers T-shirt!

Sam Roberts

## THE INTERNET SITE

The Internet site is causing some interest and I have received e-mails from quite a number of different places, not all of them in English! Some people have found difficulties in reaching the site although 'Ford Model Y&C' will find it on the main search engines e.g. Yahoo.

The full address is:-  
<http://members.pipemedia.net/ford-model-register/index.htm>.

Enclosed is an e-mail which I received from Argentina, in Spanish. The sender had found our pages on the web. As my Spanish is non-existent, this posed a problem. Fortunately my next door neighbour has friends in Spain, so we faxed it to them. They kindly translated it and faxed it back - such is the wonder of modern technology! A reply was sent wishing him luck and the offer of any support he might require.

This translates as:-

Dear Friends,  
As my father was the owner of a Ford Model Y 1936 Tudor for about 15 years (1950-1965) and I grew up with it, I am going to start a search, firstly by trying to find the same vehicle and tracking the subsequent owners after the sale was made by my father. If it is not possible to locate it I am going to try and buy a similar one. My present address is Colon 416 etc etc. In the mean time I am very grateful for all the attention.

Regards,  
Jorge F Vall & Dave Newman

# DOCTOR FORD AND HIS GOOD IDEAS

May I remind the members that we want you to send in useful ideas to quote in this passage. To date that has not happened. Now there's a surprise! So I need to hear from you!

## Roof headlining

Head Lining Material needs to be suspended from the roof sticks, which form the roof structure. A good way to do this is to stitch lengths of 4" bandage at its center, so as to form 2" strips that can be tacked to the roof stick, working from the front to the rear of the vehicle. Tack to the rear edge of the stick, and thus suspend the lining.

## Starter Motors

As both David and Kevin Briggins have both had starter motor problems, the Doctor thought it appropriate to have a few words on that rather neglected subject.

As you may know it's the thing fitted to on the other end of the dash knob. It is in fact a very demanding electrical motor. If you consider the thickness of its field and armature windings, you may think of it in a different light. Surely with such heavy windings, it is virtually a dead short across the battery. Therefore when it's used, you want it to do its job as quickly as possible. If you don't, its prolonged use can damage the battery. So as well as keeping the plugs and points etc. in good order we need to remember this motor as the major component in the starting procedure.

Firstly let's look at its electrical circuit. We all know our cars enjoy a 6-volt electric system, where modern cars are 12, and trucks 24 volt. So why the change in modern vehicles? Herr. Ohm had the answer in the last century when he laid down Ohm's Law. Halve the voltage, and you double the current, and that's a lot of amperes, so lets make sure we use them before the battery dies.

The starter circuit is as any other circuit. For as well as cables to carry the current to the item, there has to be a return to the source, i.e. the battery. We all know that leading from the battery to the starter motor is a very heavy cable. This leads to the main Starter Switch, mounted on top of the motor body and operated by the dash pull knob. Ensure that the switch contact to the motor copper post is sound and clean. Also check the general condition of the conductivity strip, which is with-in the switch. Now, how does the current get back to the battery to complete the circuit? The return begins via the Brushes, which carry the current to the motor end plate, and the field coils, (2 prior to 1935, and 4 thereafter.) These brushes need to be in sound condition, both from a wear point

of view, and also where they bond to the end plate and the field coils. Inspect for indications of resistance, i.e. signs of burning through resistance to current flow (often of a golden wheat colour). If new Brushes are needed, ensure the armature is skimmed prior to fitting. Inspect also the condition of the cotton tape binding the field coils, it may be rotten and need to be replaced. Now turn your attention to the cleanliness of the end plate where it makes contact with the motor body, and at the other end where the other end plate contacts on both faces, i.e. body of motor and engine block. It is essential that these faces are clean and free from all grease and paint, and make clean metal to metal contact.

In order to complete the circuit, the current now needs to complete its flow to the battery, via the earth lead bolted to the bulkhead. But how did Ford intend that to happen? We all know that under the bonnet there's

### ★ MODEL 'Y' & MODEL 'C' / 'CX' PUBLICATIONS ★

(Reprinted by kind permission of the Ford Motor Company Ltd.)

#### Handbooks:

Reprints of the original handbooks issued with new vehicles.

#### Model 'Y'

**Instruction Book: Model "Y" 8 H.P. (June 1933 Edition)**  
(Covers 'Short-Rad' models 1932/33)

**Instruction Book: The "Popular" (June 1934 Edition)**  
(Covers 'Long-Rad' models)

**Illustrated Parts List: "Popular" (July 1937 Edition)**  
(Covers all Model 'Y's 1932 - 37)

#### Model 'C' & 'CX'

**Instruction Book: The "De Luxe" (June 1935 Edition)**

Each of the above is available to members at £10.00 (UK);  
£11.00 (Europe) and £12.00 (Elsewhere): includes postage.

#### Service Bulletins:

The nearest we have to workshop manuals. Reprints of the technical and service manuals sent regularly to Ford agents.

**Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7**  
(Sept. 1932 - Aug. 1934)

**Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-  
Vol. 3 No. 8 to Vol. 7 No. 6**  
(Sept. 1934 - Dec. 1938)

Model 'Y' owners need Parts I & II; Model 'C' / 'CX' owners Part II. Service Bulletins are available at £12.50 each plus £1.50 postage in UK, or £5.00 postage outside UK.

Please make cheques payable to 'Ford Y&C Model Register' and send with order to: Bob Wilkinson, Rose House, 9 Brambleside, Thrapston, Northants. NN14 4PY, UK.

Available to members only.

a lot of metal, but the engine/gear box is rubber mounted. There are a few odds and ends that are metallic, but nothing that is really a direct bonding. As I see it, the return is via the transmission, rear spring, chassis, and through sixty year old body panel rivets etc. You would hardly consider this a well thought out design! Accordingly The Good Doctor adds a concealed heavy cable from a Gear Box bolt, across the top of the pedal levers, up behind the side trim, and direct to the bulkhead onto the inside of the bolt fixing the main battery earth lead.

Now consider the mechanical aspect of the motor. Obviously the Bushes in the end Plates need to be checked for wear. The pinion may have worn teeth, the main or pinion retaining spring may be broken, but other than that, very little will fail. (Note the pre 35, 8HP motor has a clip to retain the pinion out of mesh, which may be distorted)

A very common fault on Starters of this design, i.e. fitted with pinions that work out board, is that the armature shaft can become bent. This is a very common fault on the 10HP motor and must always be checked. To do so, assemble the motor, less the pinion assembly. Mount it

in a vice and, with a battery and suitable leads, function the motor, whilst holding a piece of chalk near the rotating shaft. If it marks in one place only, this will indicate the direction in which the shaft is bent. I've always found a piece of steel water pipe slipped over the end, whilst the unit is still held in the vice, will straighten the bend. Never lubricate the assembled pinion assembly, as this will allow clutch plate dust to build up, and clog the operation.

The term 'Inertia' refers to the general design of the pinion. As the outer body of the pinion is of heavy steel by design, and resists the initial rotation of the motor by virtue of its inert mass, it compresses the main spring, which then obliges the pinion to progress up its internal spiral thread and engage into the ring gear.

In the next Doctor Ford letter I will look at the battery. In the meantime, could members from around the country send me addresses of Battery manufacturers local to them. Manufacturers who build heavy duty 6 volt batteries that is.

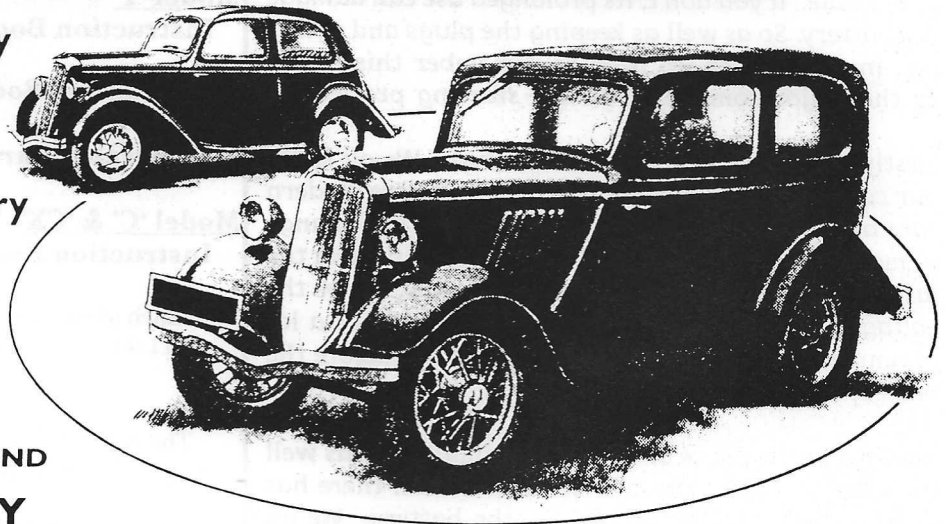
Graham Miles

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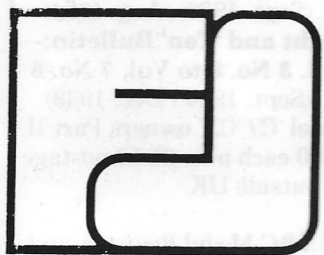
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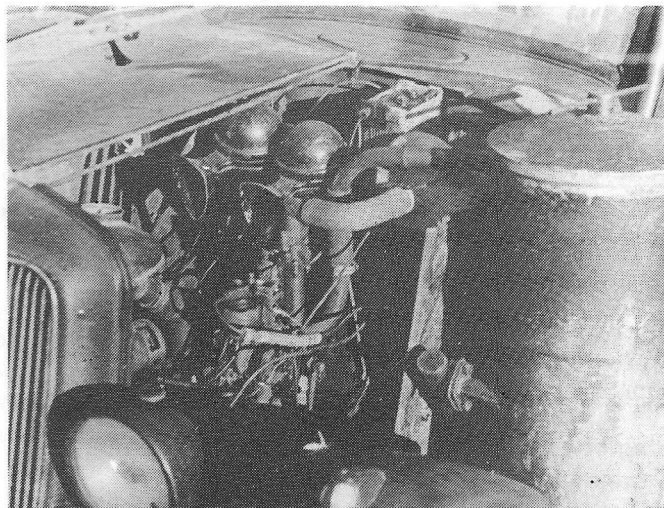
**THE MARKET LEADER**

# GAS DRIVEN MODEL 'Y'

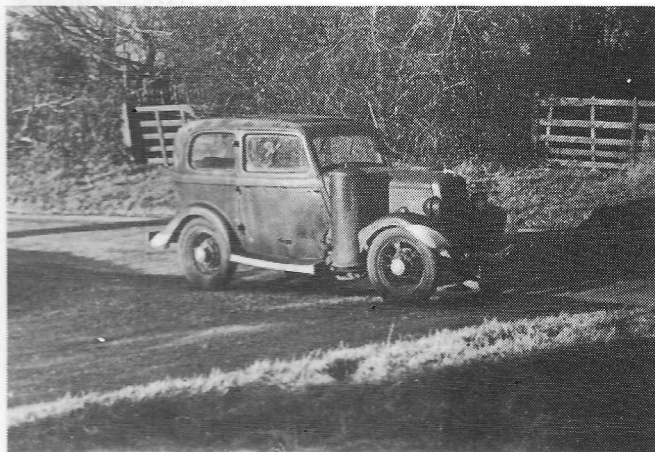
I read a 'Thoroughbred & Classic' article, way back in 1995, describing the life of Dr. Alex Moulton, who was responsible for developing the suspension system on the Mini and other BMC models. He is also the inventor of the Moulton 'advanced engineering bicycle', the unisex one with the small wheels and a low frame and centre of gravity, commonly seen in towns. At 78 years of age, he continues to run his company, Alex Moulton Bicycles, in Bradford-on-Avon in Wiltshire.

In the article, my interest was particularly drawn to a reference to his conversion, during the war, of a Ford 8 to run on 'producer gas'. I recently wrote to Dr. Moulton, and subsequently spoke to him about the conversion. He very kindly explained how it worked and enclosed some photographs of the car. Externally, the car carried two large vertical cylinders, one on each side, which were let into the front mudguards and sat behind the front wheels. The one on the offside was fitted with a Tuyère burner at its base, which concentrated the flames into the reservoir of anthracite. The burner soon

became white hot and had to be cooled to stop it melting. It was hence connected to the water cooling system of the engine. The burning anthracite gave off carbon monoxide, which was sucked into a unit where it was mixed with air, before being sucked into the engine - a sort of carburettor. The engine was fitted with a special 'Alta' high compression aluminium cylinder



*"An under bonnet view, showing the plumbing taking the exhaust gases to the wool-filled cylinder."*



*"The off-side cylinder containing anthracite, showing the Tuyère burner at its base."*

head. The combustion of the anthracite gave off a lot of dust, which is where the second cylinder came in. This was filled with wool to filter the exhaust gases; the wool having to be changed quite frequently.

The start-up procedure was lengthy and

was achieved with a blow lamp type of device and an induction fan. Once the engine was running, the suction from the pistons kept the air flowing through the anthracite. The gas plant was



*"Dr. Moulton's 1934, London registered, gas fired, Tudor, Model 'Y' with blackout headlamp and white paint."*

inspired by the Sentinel works at Shrewsbury, where Dr. Moulton was an apprentice. It was made and marketed by a firm called Brierley.

Dr. Moulton recalls that, although the calorific value of the gas was well down on that for heavily rationed petrol, the performance wasn't too bad and the car would maintain 50 m.p.h. An amusing incident occurred on a journey he was making to the North, when he was stopped by an air raid

warden because the light from the Tuyère burner shone out across the road and was considered dangerous from the point of view of being seen by enemy aircraft!

I understand that buses in Paris used the same on-board type of gas generator during the war. More commonly seen on the roads were the large inflatable gas bags, filled with already generated 'producer' gas, sitting on top of cars, which had been converted to run on the stuff.

I don't know whether Doctor Ford can add to this simple explanation of the conversion. I suspect that he was just out of nappies at the time!

Sam Roberts

# MEMBERS' LETTERS

## Ken Powell, in Southampton, writes:-

"Enclosed please find cheque for £45 for the 'O' gauge Model 'Y'.

You may remember I phoned you earlier this year regarding Chris Felstead's tourer. Well, I purchased it in the end and I am working on it at present through the winter. Ken Arthur made me a pair of chaise rails for the sills (inside doors) which were first class and I would recommend K.A. Developments to anyone. I shall have to get a windscreen made; also a hood at a later date and I may have difficulty with the doors, otherwise I can manage OK.

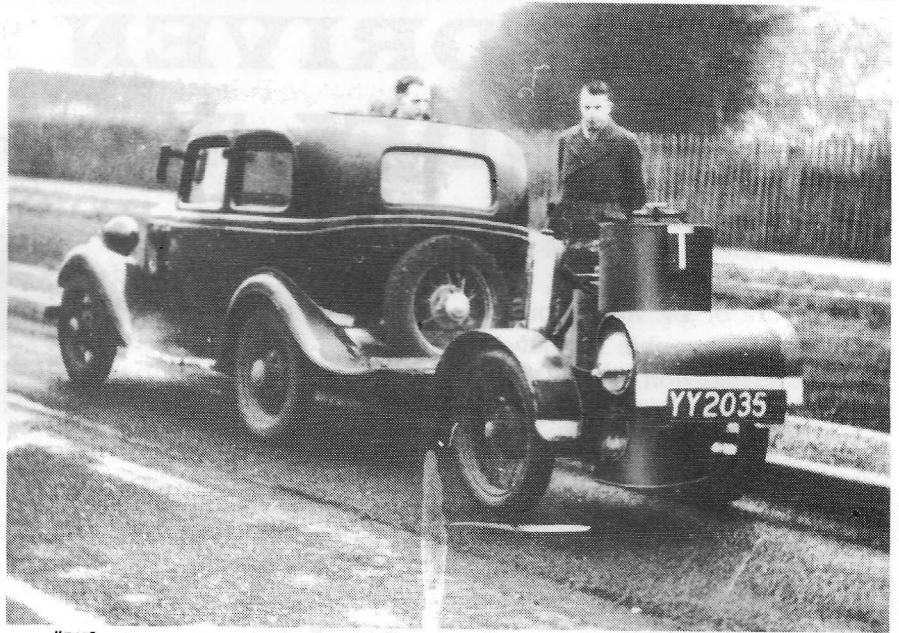
With regard to the Model 'Y' I have on the road, I changed the insurance to footman James and saved about 45% thanks to you. Your Trojan efforts on behalf of the members is much appreciated by some of us!

I purchased the fibreglass running boards you mention in the mag when they were first made and I found them excellent.

I can well imagine what it was like on the A34 with no wipers. I have difficulty with wipers on a modern car sometimes!

In passing, I also need a wiring loom for the tourer and if you could tell me of a supplier I would be very grateful (no hurry). Well here's wishing you all a happy Christmas and also happy Model 'Y' motoring in 1999."

Note: Wiring looms can be purchased from Paul Beck (see back page). State your specific requirements i.e. with sidelights, trafficators, return earth etc. Bespoke windcreens can be made to order by Brasscraft, Farley Mount, Farnham, Surrey; Tel: 01252 782702.

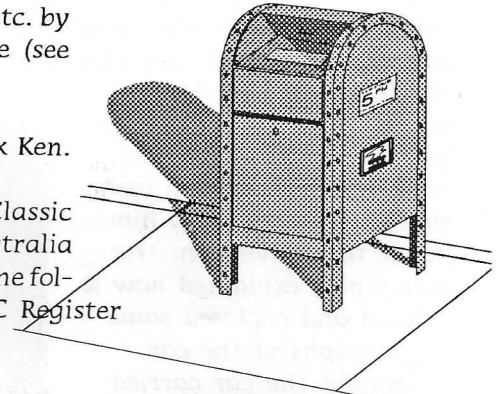


"What appears to be a similar, trailer mounted device behind a shortrad."

Hoods, trim, carpets, upholstery etc. by Geoff Foss, Family Repair Service (see back page)

Thanks for some positive feedback Ken.

Chris Newman, the Editor of the Classic English Ford Club of Western Australia 'EnFo-mation' magazine e-mailed the following on receipt of his last Y&C Register magazine:-



"Have just received the newsletter and was horrified to read the report on the latest edict from the lunatics in charge of the asylum in Brussels. No doubt they will have a string of reasons to control the second-hand parts market but to my thinking this is just an example of forced consumption. Are there any advantages to belonging to the EEC?"

I can empathise with Peter Brooke. It is difficult for me to put the mag together. He must have got hardly any sleep at all with everything he was doing! Now we have got two club computers to hand around but still have to get a volunteer to drive them. Our Secretary is very good and takes a load off me and makes suggestions for inclusions. . . . .

Ask Bob if he is enjoying the cricket - we are!"

Chris, you will recall made a surprise attendance at the A.G.M. in April whilst on a business trip from Australia and subsequently wrote up his experience of driving to and from Willoughby with Peter Brooke in his Model 'Y', Emily.

The news of the 'lunacy' in Brussels is more up-beat. I can report that, courtesy of the FBHVC December Newsletter, the following exchange took place in the House of Lords on 10 November 1998.

Lord Montagu of Beaulieu: "My lords I beg leave to ask a question standing in my name on the Order Paper. In doing so I wish to declare an interest.



## REGALIA ORDER FORM

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Y&C Sweatshirt Long sleeves, light blue.	Round neck, no collar. Large printed Y&C logo across chest. Small, med, large, XL, XXL	£13.50 Small- £13.00 XXL - £13.75	
Y&C Tee Shirt Light blue	Large printed Y&C logo across chest. Small, medium Large, XL	£5.75 £7.25	
Register Car Badges	Grille mounted (blue) Bar mounted (gold)	£8.25 £8.25	
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Players Cigarette Card - Model 'Y'	Mounted and framed	£5.00	
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Magazine binder frontispiece.	Stick-on transparency of magazine cover for own buy binder (A4 size).	£1.00	
Lapel Badge	Small (Approx 1x½ inch)	£1.50	
Model 'Y' models	'OO' gauge, kit form. Die cast metal. 'O' gauge model apply Chairman	£5.00 £50.00	

A3 Full Colour Reproduction Vintage Posters in Transparent sleeve with Cardboard Backing.

Model 'Y' 1932: Model 'Y' 1933: Model 'Y' (L/ R) 1935: Model 'Y' (L/ R) 1936: Model 'C' 1935.  
 All at £3.25 each. **Special offer of set of five for £15.00.**

UK post and packing Parcels £1.75 Small items £0.75  
 Overseas postage & packing at cost.

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The question was as follows:-

"To ask Her Majesty's Government what will be the consequences of the proposals contained in the final draft of the European Council directive on End of Life Vehicles (COM(97) 358) for the collection, storage, repair and use conservation of historic vehicles."

Reply on behalf of HM Government.

Lord McIntosh of Haringey: "My Lords, historic vehicles will only be affected by this directive when they become "waste" as defined under existing legislation: in other words, when the owners have decided to discard them. In any case, the directive does not affect the dismantling by private individuals."

Lord Montagu of Beaulieu: "My Lords, I thank the noble Lord for that answer. Is he aware that he will bring considerable comfort to some 300,000 owners of historic vehicles in this country? Will he instruct officials dealing with the draft directive in Brussels to exercise due diligence to make sure that nothing is subsequently added that will affect the collecting and storage of historic cars? Perhaps in due course a leaflet can be issued by the DTI to explain the directive and its implications."

Lord McIntosh of Haringey: "My Lords, I am grateful to the noble Lord for his response to my answer. My answer to his subsequent questions in both cases is, yes, we have no interest in a directive which would damage the historic car business or vocation. We are concerned that directives of this kind should be well understood. Of course, it is only a draft directive at present so we are some way from a final version."

### Barry Diggle, in his letter from Bradford, writes:-

"..... A thought crossed my mind the other day. I am sure that this will have been covered in earlier Bulletins, but what about Model 'Y's which have been put to non-standard uses? I remember that, in about 1958, the garage in which my father worked was being altered and extended to accommodate a Rootes franchise, and a Model 'Y' running chassis, sans body of any kind, was being used as a hack to carry bags of cement, bricks etc. around the site. It was in a parlous state but interesting in light of the chassis-rigidity debate. I have only a vague recollection but can remember the thing running about with boards lashed across the chassis rails and an orange box for the driver to sit on. It didn't seem to have sagged particularly!....."

Barry, the 'chassis-rigidity' debate was not about the chassis sagging, but rather of it twisting, being of a ladder design. Without the rigidity created by the saloon body, the concern was that continual twisting would cause cracking of an open bodied car's body panels - not to mention the doors flying open when negotiating a bumpy surface. Does any other member have recollections of non-standard uses of our cars?

## FOR SALE

1936 Model 'CX' Fordor saloon CYN 423 (C48620), grey, partly restored, plus spares. Offers invited.

John Gardham: 01977 647807

(Pontefract, W. Yorkshire)

1936 Model 'CX' Fordor saloo PIJ 871 (C38833), partly restored, engine & gearbox o/hailed, new tyres, new seat covers, derusted. House move forces sale and end to project. £1700 o.n.o.

Roger Middleton

Tel: 01405 861870 (Snaith, E. Yorks.)

1934 Model 'Y' Tudor, TSK 501, (Y84348), Green/Black, well restored, MoT etc. £3500.

Rob Christie (Non-member)

Tel: 01666 837482 (Tetbury, Glos.)

1935 Model 'Y' Tudor. Barn find, totally collapsed but dry and complete. Ideal as spares source. (See photo Chairman's Newsletter). £300, but sure to accept much less. Contact: Les Mitchell.

Tel: 01489 896044 evenings (Winchester, Hampshire)

**Recommended buy.** 1933 Model 'Y' Tudor, JG3920, (Y39572) Early longrad w. sliding roof. Superb 98% completed restoration to original spec. Professional repaint in correct electric blue. All together, runs and drives, V5, only minor assembly to complete to near concours. House move forces sale. £2800 o.n.o.

Pete Jury

Tel: 01234 822657 (Bromham, Bedfordshire)

1935 Model 'Y' Tudor, (Y114930), cream and black. Excellent condition following body and engine rebuild. MoT, taxed £3,700 ono.

Brian Hodges (Member)

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

## WANTED

Model 'Y' Tourer for restoration. Model 'C' Tourer hood frame and seats. Part worn tyres. Photos and price appreciated.

Eamon O'Donnell

Tel: 0035 94 23198 (Castlebar, Co. Mayo, Eire)

## PARTS FOR SALE

Y&C parts. Engines 8&10 h.p., Y axles & wheels, shortrad n/s front wing, dashboard, radiator grille and lots more. Ring with your wants.

Bob Wilkinson

Tel: 01832 734463 (Northants)

10h.p. engine (runs). Shortrad grille w. chrome, front & rear bumpers, petrol tank, o/s & n/s inner wings, front valance. Luggage rack, radiators, gearboxes, front & rear axles, wheels, dynamos & starters, shock absorbers, engine blocks, cylinder heads, manifolds, headlights etc. Offers accepted.

Tony Dodsworth Tel: 01964 622615 (Hull)

# NEW MEMBERS

Since our last edition of the magazine, the following have joined the Register:-

- B0413 JOHN BARNES  
207 Markfield, Courtwood Lane,  
Croydon, Surrey, CR0 9HU
- F0313 RON FLAY  
20 Foxbury Road, St. Leonards,  
Ringwood, Hampshire, BH24 2SG
- R0211 DAVE REID  
10 The Glades, Clay Bottom,  
Fishponds, Bristol, BS5 7EN
- S1315 NIGEL STENNETT-COX  
157 Mundesley Road, North  
Walsham, Norfolk, NR28 0DD
- W0109 PETER WILLIAMS  
16 The Lodge, Western Road,  
Crediton, Devon, EX17 3RD

Welcome to you all. Keep us informed, through the magazine Editor, of progress with restorations or those important first journeys.

Bob Wilkinson

## NOTES ON NEW MEMBERS

John Barnes, in Croydon, has taken over the Model 'Y' Mistral tourer, one of only three known survivors, from his late father, Jack (Jack's obituary appeared in the last edition). Jack had restored the car over several years - starting from a scrapyards rescue - to immaculate, original condition. It's good to know that John will continue giving FJ 9857 all the TLC necessary.

Dave Reid is fortunate with his 1937 Model 'Y', AV 9278. On his application form for membership, under the section asking about work to be done, he simply put "Nil". I hope that this is the case, Dave! Like Alan Eyden (page 14 of the last edition) his car has a luggage grid, but fitted with an elegant hamper from Fortnum & Mason. This promises many lovely family picnics for the Reid family; hopefully in 1999 - if we get a summer!



*"Dave Reid loading the champagne and cucumber sandwiches in his Fortnum & Mason hamper."*

Pete Williams, in Devon, is less fortunate with his 1934 Model 'Y', BGY 683, since he has a good deal of restoration work to complete. He is fortunate, however, to own a sliding roof model at a time when Sam Roberts' efforts have put the club in a position where full sliding roof kits are available. Roll on summer 1999!

Ron Flay on the other hand won't be on the road for some time yet with his 1936 Model 'CX'. He has a complete restoration in hand and currently has an immobile shell on its side having attention to the underside and chassis. Send some photos Ron. Don't forget that all the pain is worth it in the end.

Nigel Stennett-Cox is a real Ford enthusiast. He is nearing the completion of a restoration on a 1930 Model 'A' Ford. Needing an under-bonnet oil can (like the ones fitted to our cars), he decided to join us to obtain the parts and, at the same time, find out more about 'our' cars and club via a regular copy of our magazine. Now there's enthusiasm for you!

Welcome to all of you - please keep us informed on progress.

Bob Wilkinson

**DEADLINE FOR COPY  
FOR NEXT ISSUE  
SATURDAY, 27TH FEBRUARY**

(Please send contributions to Sam Roberts,  
Chairman, until new Editor is in post.)

# EVENTS

## 1999

We have a variety of events lined up for the coming year, one or more of which should attract most of you, with or without your cars - but preferably with! The events are spread around the country to keep travelling distances down and to involve as many members as possible.

The full proposed line-up of events is listed below, but there are three which need particular mention in this issue:-

**Bristol Classic Car Show - 6th/7th February 1999.**  
At the Royal Bath and West Showground, near Shepton Mallet, Somerset. This is the indoor show for members living in the South West and in South Wales. Nick Glenister is organising the Register stand and would welcome visitors and assistants on either day. Please give him a ring during the day on 01935 822566.

**The London Classic Motor Show - 20th/21st March 1999.**  
At Alexandra Palace, Wood Green, London. A must for members living in the South East. Jim Miles is running the Register stand, which will be showing the immaculate Tudor Model 'Y' which appeared on the back cover of the last issue - thanks to Jack Clarke. Jim would welcome members to stay for a while and help out on the stand.

**Centenary of Motoring in Jersey - 13th to 16th May 1999**  
(French Ascension holiday). This is the Register's 'over-seas' trip for this year; the proposed trips to either Holland or Belgium having both fallen through. It is included in this issue as bookings will need to be made early, for

accommodation in particular. This will be a super opportunity to see numerous marques from major UK and European clubs. The following activities are planned by The Jersey Old Motor Club:- 'Chasse de Centenaire' (Treasure Hunt), Vintage and Classic auction, Centenary Sprint on the Five Mile Road (A timed drive), Cavalcade and Display, Gala Dinner and Ox roast. The Club de L'Auto's "Rallye Paris - St. Malo - Jersey" will be incorporated. Visits to local attractions are also being arranged. Invitations have been extended to the V.C.C., V.S.C.C., A.B.V.A. the Guernsey Old Car club and to clubs to which members of The Jersey Old Motor Club belong. Paul Clubb is their member who has invited the Register to attend. Paul has one of the two Model 'Y's on the island. There is a cut-price package for entrants; 5 nights half board, including car ferry, from £355 per person. Bookings through "Travelsmith" on 01621 784666. If you want to take part, make your own bookings and let me know of your attendance.

## OTHER EVENTS

### Fixed dates:-

<b>A.G.M.</b> All cars welcome. At the Willoughby Village Hall, Nr. Daventry <b>Classic and Sports Car Show</b> Register stand with selected cars. NEC Birmingham.	18th April
<b>Enfield Pageant</b> All cars welcome. Late May Bank Holiday	1st/2nd May
<b>Y&amp;C National Gathering</b> All cars encouraged. Hoar Park, Nuneaton	29th - 31st May
<b>South Yorkshire/Lincolnshire/Nottinghamshire</b> East Kirkby airfield. Register gathering. All cars welcome.	18th-20th June.
<b>All Ford Rally</b> All cars welcome. Abingdon airfield.	10th/11th July
<b>Stoneleigh Restoration Show</b> Register stand with selected cars.	26th September
<b>International Classic Motor Show</b> Register stand with selected cars. NEC Birmingham	Late October
	6th/7th November

## Dates to be fixed:-

Region.	Organiser
Central South	Steve Young
South East	Owen Baldock
East Anglia	Peter King/Geoff Murrell
Lancashire	Region 14 Coordinator (vacant)
Borders	Ian Wright
Scotland	Andy Barr

The listed organisers of the above events are asked to contact Reg Hunt (Events Coordinator) with dates and venues of shows. If other members wish to organise a Register gathering locally, please also contact Reg Hunt.

Sam Roberts

## SPARK PLUGS

I am often asked what spark plugs should be used on our cars. The initial Model 'Y' engines were fitted with 18mm plugs which, presumably, were fitted to the Model A and the Model B - perhaps someone in the know can confirm that. However, the vast majority of our engines, including replacement engines, were fitted with Champion L10, 14mm plugs.

Champion L10 plugs are no longer available. The modern equivalent is the Champion L86C plug or, failing that the B5HS NGK plug.

Sam Roberts

# NOVEMBER COMMITTEE MEETING

Other than items covered elsewhere in this issue, there were two agenda points of which members should be aware. Firstly, the Millennium run, which has been tagged 'Convoy 2000'. We have been discussing this for some time and at the Committee meeting, the proposal was put to the vote and carried. To celebrate the Millennium and, incidentally, the 21st birthday of the Y&C Register, it has been decided to replace the annual national gathering with a round Britain tour, emulating the early sales promotional runs of the Model 'Y'. The convoy will start at Dagenham and probably work its way up the east side of the mainland, maybe as far as John O'Groats, and return down the west side, maybe taking in Wales and Lands End, before finishing back at Dagenham. There will be a hard core who will complete the whole run, but the majority of members with roadworthy cars are invited, and encouraged to join in as the convoy passes through their region, or maybe tag on for a longer spell. Graham Miles is heading up a committee to work on the planning, including Regional involvement, the route plan and clearance, accommodation plan, breakdown back up, spares requirements, advertising and sponsorship - offers of sponsorship from members, or members companies, will be gratefully received.

Graham is also very involved in the second initiative, which involves getting our spares service to members on a better footing. We are all aware that spares for our vehicles are becoming harder to find. We have a reasonable back up of used spares in the barn, but the bulk of these are slow turn-over spares like gearboxes, back axles etc. We will have to vacate the barn in the next couple of years and are looking for somewhere safe to put these spares for eventual use in the longer term. Does any member have a suitable storage area, or farmland where a locked container can be hidden away etc.? Graham's other concern is the more rapid turnover spares, which are falling more and more into the re-manufacture category. He is heading up a sub-committee to look at the demand for, and procurement of these spares

which, once purchased, will be held by individuals around the country, knowledgeable in their particular spares holding. The inventory and location of the spares will be held centrally on computer. The ordering and administration of the spares will also remain a centralised function. The sub-committee has already had its first meeting, but Graham is looking for other members with engineering knowledge to join the team. He wants 'doers', rather than well-meaning individuals who contribute nothing substantial. Are there any suitable volunteers out there, please? - We need you.

## THE 'O' GAUGE MODEL MODEL 'Y'

I have processed twelve orders for the super, larger scale model Ford Model 'Y'. As yet, I have only heard from one recipient, Ken Powell in Southampton, who 'was very pleased with it'. I regret that my estimation of the cost to members was on the low side and they are being purchased at a loss to Register funds. As a result, I will have to ask £50 per model on orders received after the 1st February 1999. This is still way below the retail price of £69. Those of you who wish to take advantage of the initial £45 offer, had better turn out your piggy banks quickly and get your cheques off to me before the end of the month!

I am pleased to say that there is a choice of colours on these models. You may have Orient Blue, Vineyard Green or Black - all with black wings. The colours are true to those used in production.

Orders, please, to me with cheques made payable to 'Ford Y&C Model Register'.

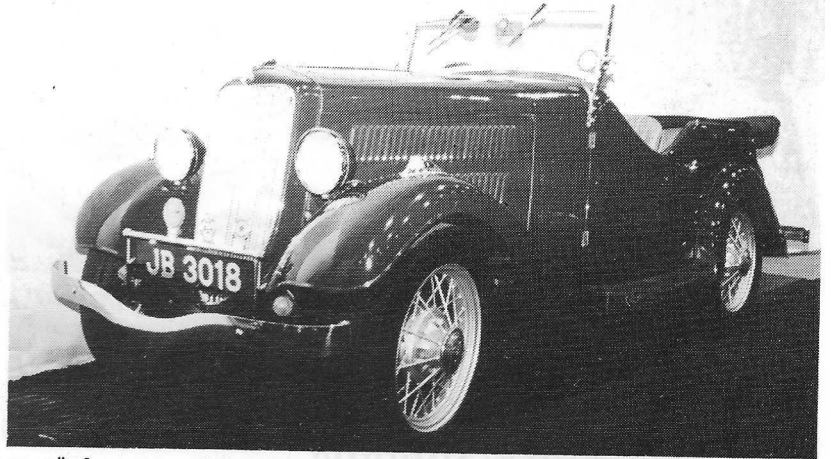
Sam Roberts

# THE INTERNATIONAL CLASSIC MOTOR SHOW

## NEC BIRMINGHAM - 7th/8th NOVEMBER 1998

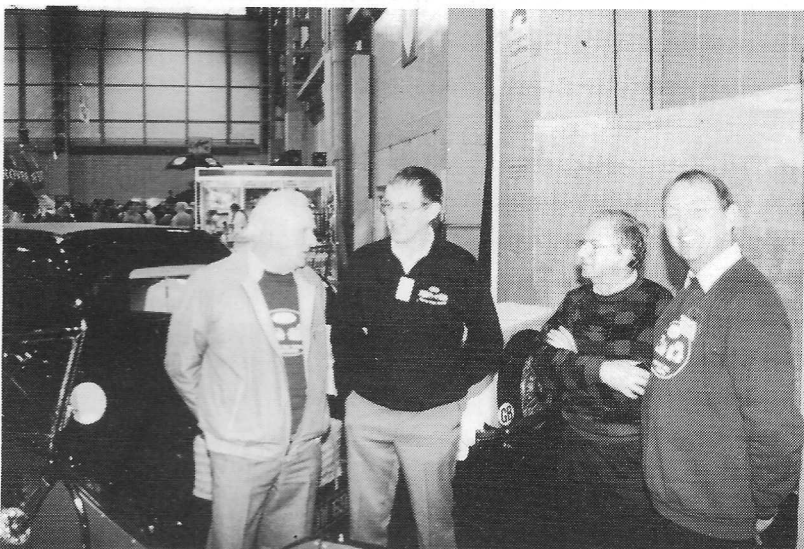
What a cracking show! Congratulations are in order, once again, to Geoff Salminen, in particular, and to Geoff Dee (and son, Richard) for putting on an even better Y&C Register display this year. The stand was very eye-catching and had on it a superb display of cars. The theme of the show was "Happy Birthday" and our contribution to the theme was outstanding, with a female tailor's dummy clad in 1930's party dress, standing over an array of period goodies, including a portable wind-up gramophone, picnic hamper, a Y&C happy birthday cake and, of course, Geoff's banjo, which had a couple of airings over the weekend! Geoff Dee and Richard had purloined some superb back screens for the stand, which they had painted, and on which were displayed the large posters of our cars.

Interspersed with potted palms and ferns were no less than five cars. From left to right were my Willoughby & Mitchell bodied Model 'Y' Kerry sports tourer (holding aloft the Register flag); Geoff Salminen's £100 Tudor 'Popular' Model 'Y' (complete with radiator muffler); Doug Hickson's beautifully restored, dark blue, Jennings bod-



*"The star of the show; Doug Hickson's recently completed Mistral tourer. Doug is saving up for a pair of Model 'Y' bumpers!"*

saloon. The cars certainly drew the attention of the public and those manning the stand had little time to sit down and relax. Manning the stand on the Saturday were the two Geoffs, Doug Hickson and me. We were joined early in the day by recently joined member Alex Stephens, who had come down from Inverness for the weekend to see the Register at work first hand and to meet a few other members and officers. Alex, resplendent in his Y&C Register sweat shirt, was soon in full swing chatting to the visiting punters. Bob Wilkinson, who was supposed to spend the day showing Pat around the show, couldn't resist the temptation to keep popping back to join us and to give out a few earfuls of his usual Yorkshire banter to unsuspecting visitors. It was a good day. Alex joined us for the awards ceremony in the evening at which Tony Mason, of Top Gear fame, was the (very humorous) guest speaker. On the Sunday, the two Geoffs, Doug and Alex were joined by Peter Ketchell, with Kevin Briggshaw and Frank Croucher taking it in turns to keep Debbie and Linda from getting to bored with it all! Bob Wilkie and I went off to Towcester to attend the FBHVC A.G.M. as the Y&C Register representatives. I got back at 4.30, just before the end of the show, to learn that it had been another successful day. The overall exposure of the Y&C Register was excellent and the team did a great job in flying the Register flag at this prestigious event.



*"Alex Stephens, Geoff Dee, Doug Hickson and Geoff Salminen chatting at the back of the stand. Doug is saving up for a Y&C sweatshirt!"*

ied Model 'Y' Mistral tourer (the star of the show!); Peter Ketchell's beautiful black Model 'CX' tourer and Kevin Briggshaw's immaculate maroon Model 'Y' short-rad



*"Geoff Salminen tries to win Pat's heart with his banjo, but she has eyes only for the handsome photographer! Peter Ketchell's Model 'CX' tourer in the background."*

## Black Sunday!

Here endeth the formal report on the event. The Roberts report was not so brilliant! My drive up on the Friday afternoon to the NEC from Andover took one and a half hours longer than it should have done, due to roadworks which have closed the A34 at Oxford for five weeks! You can imagine the A34 traffic being diverted through Oxford. I crawled in first and second gear in the Kerry for the full one and a half hours. Fortunately the little 8 h.p. engine behaved. I pulled into the Warwick service station on the M40 at 4 p.m. as there was a heavy, threatening cloud ahead, and I had the hood down. Foolishly, I didn't refuel as one is supposed to have near empty tanks when on display at the NEC. I eventually

arrived at the NEC at close on 5 p.m., having met the Friday rush-hour traffic, in the rain, on the M42. After chomping down the car, Geoff Dee kindly gave me a lift to my B&B, some 12 miles away. The landlady directed me to the nearest pub for a meal and a quiet beer or three. She failed to appreciate that I was carless! The pub was one and a half miles away, was dreary and had no food! I was served the first pint out of the John Smiths' pump, which tasted foul. I walked back to the B&B and slept well. The next day, Saturday, was good fun, both on the stand and in the evening, when I was given a lift to a super pub by a fellow guest at the B&B, who turned out to be Roger Black of 'The Automobile' magazine. We had a good natter and a splendid meal.

This foreshadowed 'Black Sunday', which also happened to be Remembrance Sunday! Because I was low on fuel, I asked Geoff Dee to bring in a petrol can so that we could fill it with fuel on the way in to the show, which we did. I had then arranged to meet Bob Wilkie at 9.30 outside the railway station at the NEC so that we could drive to the FBHVC A.G.M. I arrived at the station at 9.20 and waited, and waited. Eventually at 9.45 Wilkie strolls up and says he had been sitting in the car park for the last half hour reading his paper! We arrived at the A.G.M. in the Rolls Royce Enthusiasts' Club headquarters, near Towcester, spot on 11 o'clock, to hear Lord Montagu tapping the gavel for the two minutes silence.

There then ensued one of the most chaotic AGMs, I have ever attended! Bob and I couldn't see the top table from where we were and the PA system was appalling. A few in the audience liked the sound of their own voices and



*"The 'official' photograph of the stand, taken before the punters arrived."*

asked about, or spoke on the most inane subjects. Out of it all came confirmation that the FBHVC is back on track and that the Y&C Register was wise not to throw our lot in with the rival Association of British Motoring Clubs.

We drove back to the NEC, where Bob dropped me off to collect the Kerry and to help clear up the stand. He drove off with my pipe and baccy on the passenger seat! Having cleared up the stand, poured the contents of the petrol can into Kerry and said my farewells, I set off for the B&B in the rain and the dark. No sooner had the carburettor full of good fuel emptied, when the engine started spluttering! At a jerky, kangaroo 10 m.p.h., I struggled in the traffic as far as Coleshill, where the engine died, just short of a car park. A couple of lads helped me push the car uphill into the car park and under a street light, where I took off the carburettor bowl, drained it, blew it through and replaced it. With fingers crossed, I pulled the starter and she started. I travelled, spluttering, for about another three miles before

she packed up again - this time in the middle of the country, pitch dark, on an uphill left hand bend! With cars sweeping by, I repeated the performance and set off again. Suffice it to say, it took me one and a half hours to reach my B&B, where I didn't have transport to take me to a decent pub and I hadn't got my pipe and baccy!

The following morning, armed with a plastic pipe and container, I spluttered down to the local garage and tried to siphon out the remainder of the fuel in the tank. After three mouthfuls of petrol and air, I gave up, filled the tank with good stuff and set off on the 80 odd miles journey to Andover. The car didn't miss a beat. The day was perfect and, with the hood down, I took the back roads through Warwick, Stow-in the-Wold, Burford, Lechlade and Marlborough; giving the A34 a wide miss!

It was a super weekend, but I would rather forget Black Sunday!

Sam Roberts

## Lighten our Darkness O Lord

With winter now well and truly upon us, those of us who use our cars all year round, are sooner or later going to be faced with a trip back when it is dark, and those feeble 6 volt head lights will again cause us to grumble and curse Old Henry's frugality.

So what is the problem, and is there any thing we can do to improve things?

Lets start with some simple physics, to create light from an electric bulb you require electrical power, electrical power is measured in watts. To work out watts you multiply the voltage you have, by the current (Amps) that you are drawing, so for a 36 watt bulb at 6 volts the current would be 6 amps.....  $6 \times 6 = 36$ . If however you have you have 12 volts the current for a 36 watt bulb would be only 3 amps, so you can see that a 6 volt system is always going to be heavy on current, one reason why the wiring in our cars needs to be approximately twice as thick as in a modern vehicle. The other reason is that in any cable, connection or earth connection there is always a small voltage drop, drop 1/2 a volt between the front of the car to the back on a 12 volt system and you still have 11 1/2 volts left, drop 1/2 a volt on a 6 volt system and the percentage drop is twice as much.

As designed, the dynamo on the Model 'Y' had to be capable of providing enough current for two head light bulbs at 24 watts, one rear light bulb of 5 watts (possibly only 3 watts?) and enough current to run the ignition system and the panel light if it was turned on. This would work out at 4 amps per head light, just under an amp for the rear light and say 1 or 2 amps for the ignition system. This means that the dynamo had to produce about 11 or 12 amps to supply everything and

perhaps just put a little back into the battery. The immediate problem that we have now, is that we have to have by law two rear lights, which means nearly another amp, and we are starting to get close to the dynamos maximum output.

Because the Model 'Y' was designed to be as cheap as possible, there is no voltage regulator, only a cut out which disconnects the dynamo when it is not producing enough voltage to overcome the battery voltage, thus preventing it from trying to be an electric motor. This means that the dynamo output can only be adjusted manually by moving the third brush which runs on the commutator. The recommendation for this is to set the output to as low a current as possible, to maintain a fully charged battery, and to up the output in winter when the lights are being used a lot, and to reduce it in the summer. For average driving the charging rate should not exceed 10 amps.

To increase or decrease the rate of charge, remove the metal band which covers the brushes and commutator at the rear of the dynamo. The third brush, which is the moveable one, is the uppermost brush, and it should be moved in the direction of rotation to increase the charge, and against the direction of rotation to decrease the charge.

The maximum out put is about 15 amps, which would theoretically allow for slightly higher wattage head lamp bulbs, but to run the dynamo flat out all the time I think would lead to the dynamo being burnt out very quickly and it would be unwise to try this. The best setting, if head lights are going to be used quite a lot, is to set the dynamo to give a reading of zero, or a very slight charge,



on the ammeter when the lights are on, and then check that the charge is not much over 10 amps when the lights are off. Set like this, unless all you driving is in the dark, which is unlikely, your battery should maintain a charge.

There are ways of getting the best out of your lights. Firstly, the condition of the reflectors will have an affect; so poor reflectors need to be re-silvered. Also the Magnaflex device should be in good condition and all wires and connectors in the supply should be checked out. A very good thing to do is to arrange an earth wire return from each lamp back to the battery, rather than relying on a return through the body work, which could easily be dropping the odd volt and, of course, you should check that the dynamo mountings are clean and providing a good earth and that there is an earth strap from the engine, preferably back to the battery.

It is now possible to upgrade your bulbs because Halogen bulbs are now available for our cars. I have included here a list of halogen bulbs on an order form from supplier Andrew Brock, with possible Models 'Y' and 'C/' 'CX' replacements underlined. You may wish to trial the

12 volt bulbs on your more modern cars. I have not tried these personally, so this is not a recommendation, but merely a suggestion of what's available. If you contemplate using the 35/35 watt bulbs, then make sure your wiring is up to scratch so it can handle the extra current. Obviously you will have to be prepared to charge the battery every so often because you are going to run at a discharge and very long journeys might cause a problem with the battery going flat.

When I recall some of the stories my father used to tell about driving home in thick smog with black out masks on the lights during the war, and how he very nearly drove into a bomb crater because he could not see it, it makes me realise how lucky we are today. Still, with everything as good as it can possibly be, it is possible to accomplish long journeys at night, as I found out last year when I drove back from Wales at night, a journey of 130 miles or so. Mind you, I had been eating my carrots!

Dave Newman  
Technical Advisor



## **Ba15 Bayonet 15 mm .....6 and 12 volt**

The Ba15 bulb will replace the majority of headlamp and spotlamp bulbs used from the mid 1920's to late 40's for English and American vehicles.

*"Illustration from the Andrew Brock Halogen bulb catalogue."*

## **ADDITIONS TO REGISTER LIBRARY**

Whilst in Detroit, I took the opportunity of buying the following books, second hand, for students of Henry Ford and the Ford Motor Company:-

- 'We never called him Henry' by Harry Bennett. - A worn paperback.
- 'The legend of Henry Ford' by Keith Sward
- 'My forty years with Ford' by Charles E. Sorensen.
- 'Mr. Ford - What have you done?' by Edward Keller - Henry Ford's views on economics.

I also discovered the following book at a flea market in Devizes:-

'The British Motorist' by Lord Montagu of Beaulieu.

Graham Miles lent me the following, which have been photocopied:-

- "Supplement to 'The Ford Times', June 1932. - New Ford Passenger Cars"
- "Supplement to 'The Ford Times', October 193. - Ford Commercial Vehicles"

## **ERRATUM 'CX' CHROME STRIP**

In the last issue, on page 12, under 'Good Ideas', Graham Miles was quoted as saying that the external trim from the doors of a Citroen CX can be used as the trim on the sides of the 'CX' bonnet. This is incorrect - the donor vehicle is the Citroen 2CV. Apologies all round!

## CLASSIC AND VINTAGE HALOGEN REPLACEMENT BULBS : ORDER FORM

	VOLT	WATT	BASE	PRICE Per Unit	Number Required	TOTAL COST
SINGLE FILAMENT HEAD OR SPOTLAMP	6V	55W	P22s/BPF	£11.50		
SINGLE FILAMENT HEAD OR SPOTLAMP	12V	55W	P22s/BPF	£11.50		
SINGLE FILAMENT HEAD OR SPOTLAMP	6V	55W	Ba15s	£11.00		
SINGLE FILAMENT HEAD OR SPOTLAMP	6V	35W	Ba15s	£11.50		
SINGLE FILAMENT HEAD OR SPOTLAMP	12V	35W	Ba15s	£11.50		
SINGLE FILAMENT HEAD OR SPOTLAMP	12V	50W	Ba15s	£10.00		
SINGLE FILAMENT HEAD OR SPOTLAMP	12V	55W	Ba15d	£11.50		
SINGLE FILAMENT HEAD OR SPOTLAMP	12V	55W	Ba20s	£12.50		
SINGLE FILAMENT HEAD OR SPOTLAMP	12V	65W	Ba20s	£14.50		
DOUBLE FILAMENT HEADLAMP	6V	35/35w	P22d/BPF	£13.50		
DOUBLE FILAMENT HEADLAMP	6V	55/60w	P22d/BPF	£14.50		
DOUBLE FILAMENT HEADLAMP	12V	35/35w	P22d/BPF	£11.50		
DOUBLE FILAMENT HEADLAMP	12V	55/60w	P22d/BPF	£11.50		
DOUBLE FILAMENT HEADLAMP	24V	70/70w	P22dBPF	£13.50		
DOUBLE FILAMENT HEADLAMP	12V	50/55w	P22d/BPF	£14.00		
DOUBLE FILAMENT HEADLAMP	12V	55/65w	P45t	£7.50		
DOUBLE FILAMENT HEADLAMP	6V	55/60w	P45t	£14.00		
DOUBLE FILAMENT HEADLAMP	12V	80/100w	P43t	£7.50		
DOUBLE FILAMENT HEADLAMP	12V	55/60w	Ba20d	£11.50		
DOUBLE FILAMENT HEADLAMP	6V	25/25w	Ba15d	£13.00		
DOUBLE FILAMENT HEADLAMP	6V	35/35w	Ba15d	£13.00		
DOUBLE FILAMENT HEADLAMP	12V	35/35w	Ba15d	£11.50		
DOUBLE FILAMENT HEADLAMP	12V	55/60w	Ba15d	£11.50		
DOUBLE FILAMENT HEADLAMP	12V	50/50w	Ba15d	£13.00		
DOUBLE FILAMENT HEADLAMP	6V	35/35w	APF	£11.50		
DOUBLE FILAMENT HEADLAMP	12V	50/50w	APF	£11.50		
DOUBLE FILAMENT HEADLAMP	12V	35/35w	APF	£11.50		
STOP / TAIL LAMP	12V	35/15w	Bay15d	£8.50		
STOP / TAIL LAMP	12V	55w	BA15s (short)	£8.50		
SIDE / PILOT LAMP	12V	20w	Ba9s	£7.50		
SIDE / PILOT LAMP	12V	10w	Ba9s	£6.50		
SIDE / PILOT LAMP	12V	5w	Ba9s	£5.50		
SIDE / PILOT LAMP	12V	10w	Ba15s	£6.50		
SIDE / PILOT LAMP	12V	5w	Ba15s	£5.50		
				SUBTOTAL	£	
P & P (UK) rates : 1 Bulb = £1 2 Bulbs = £1.50 3 Bulbs = £2.00 4 Bulbs = £2.50				PLUS P & P	£	
Cheques payable to "Andrew Brock" please				TOTAL	£	
NAME & ADDRESS (incl postcode)						
TELEPHONE NUMBER						
Every effort will be made to supply orders from stock by return. Please note bulbs may not be immediately available so please allow 28 days for delivery. Cheques received will only be presented when order is despatched.						

ANDREW BROCK (BULB SUPPLIES), 31A SHAWBURY ROAD, EAST DULWICH, LONDON SE22 9DH.  
TELEPHONE / FAX 0181 299 0299

# MEMBERS' CARS

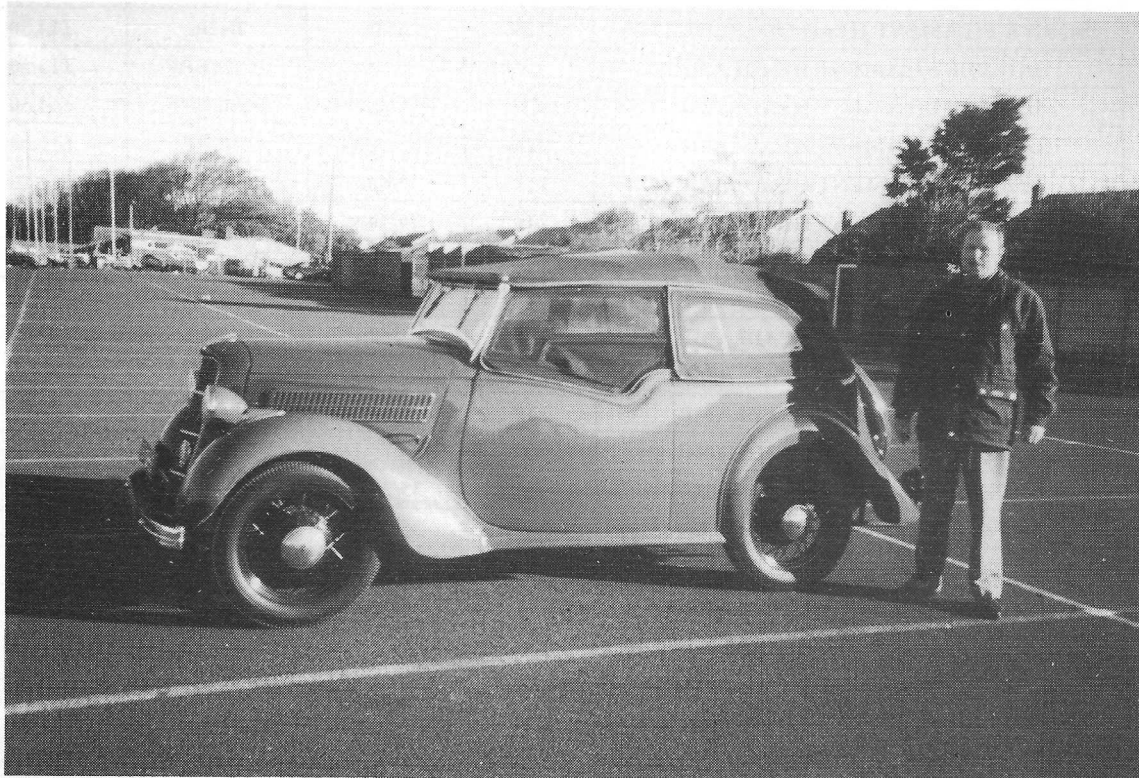
Peter Baggott is the new owner of XS 4359, a Model 'CX' Tourer. Peter, who lives in Margate\*, Kent, drove up to Guisborough in Cleveland, with a transporter, to view the car and negotiate a deal with Malcolm Black, a Register member who had owned the car for seven years. The drive 'oop' north, in itself, was an achievement as Peter is still recovering from an horrendous road accident he had earlier in the year in his firm's truck. This was his first venture since the accident. He fell in love with the car on first sight and drove it back home quite chuffed with himself.

\* Margate is where Tommy Cooper's doctor recommended he went, as it is good for rheumatism; so he went and he got it!

Peter's great friend and mentor, Mr (30%) Tom Tomlin, so called because he estimates that he owns 30% of the known surviving Model 'C's, was soon crawling under and over Peter's acquisition; sucking through his teeth at minor flaws and generally letting Peter feel that he had been 'done!' Peter was not to be deterred. As he says:- "I have always liked Ford cars, and knowing that this one was available, I sold my 7Y to a local man and quickly went for this model, as I was the owner of the 7Y for ten years and thought a change was on the cards - otherwise the CX would have gone to the U.S.A. I am very pleased with the change over and hope that I shall have many happy hours of motoring in my new found CX in the near future."

XS 4359 was first registered in Paisly, Scotland on 25th March 1937. It carries a chassis number (original engine number) - C39086, which puts its date of manufacture almost a year earlier than registration, in April 1936. Perhaps it sat around in a dealer's showroom for the intervening period awaiting a buyer? Its Briggs body number is 462/585. It is finished in vineyard green, with dark green upholstery and a dark brown hood and sidescreens.

The photograph on the back cover, taken by Bill Ballard, shows the car parked on the promenade at Walmer, overlooking the English Channel on a cold October day.



*"A proud Peter Baggott with his new acquisition."*



*"Two of Tom Tomlin's Model 'C's and Peter's 'CX' Tourer on the front at Walmer."*

# RESTORING THE OLDEST KNOWN LONG-RAD

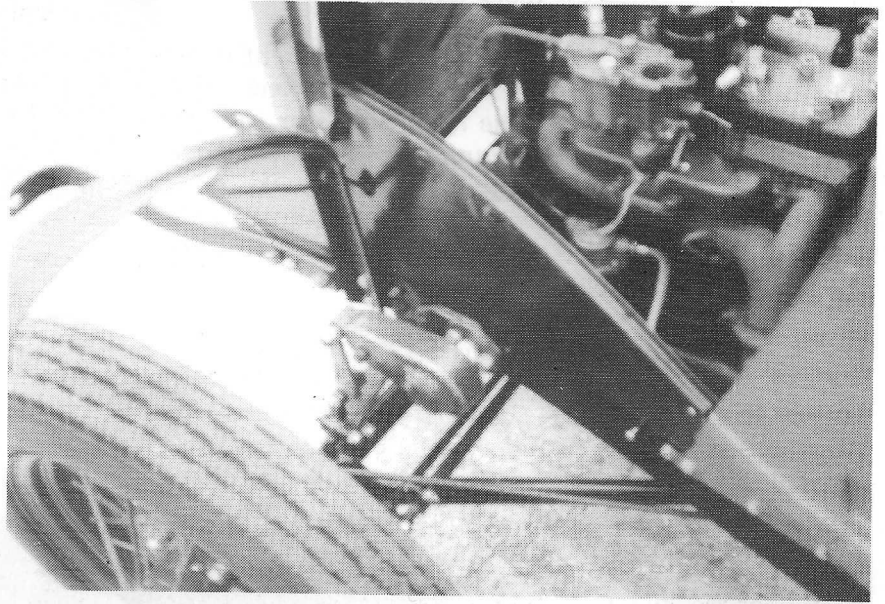
Bill Baxman, on the Isle of Wight is restoring the oldest known surviving long-rad (Briggs body No: 165/100), which would appear to have lived all its life on the island. He writes:-

"I bought the car 14 months ago from ex-member Doug Barber and decided to do a nuts and bolts restoration job on it. As I intended using the car on a regular basis, I opted to change to a 12 volt electrical system and convert to an alternator for battery charging.



*"As inherited from Doug Barber."*

Work started a year last August, stripping the car down to the last nut and bolt, including separating the chassis to weld in new sections that had rusted out. It was then sand blasted, primed and painted and reassembled with stainless steel nuts, bolts and washers. Front suspension, steering and brakes came next, all parts dismantled and sand blasted and then reassembled. After priming and painting, new king pins and bushes, perch bolts and brake shoes were fitted. The front spring was disassembled, cleaned and reassembled with graphite grease. The rear axle was stripped down and examined - everything was A-OK. The casing, torque tube, brake plates etc. were



*"Reassembled, primed and painted - note stainless steel nuts and bolts holding body to chassis."*

sandblasted, primed and repainted and the axle reassembled with new brake linings and a new brake rod steady bracket made. The rear spring was a real beast to assemble, but I fitted the main leaf to the axle first, then reassembled the other leaves with a long H.T. threaded rod and large G-clamps. I did wish that I had a proper spring spreader.

The axles were now assembled to the chassis with all wheels sand blasted, primed and painted. I now had a rolling chassis.

The engine strip down was not bad. It turned out to be an 8 h.p. E493A unit with standard bore and very little wear, so new standard pistons and rings were fitted, as well as a new timing chain, valve springs, gaskets etc. The gearbox overhaul was also easy with just new synchromesh balls and springs and thrust washers fitted and reassembled with new gaskets. The clutch was in very good condition after cleaning. Just

a new greased thrust race was fitted. The engine and gearbox was then assembled into the chassis, with a new exhaust from Club stores. The radiator was reflashed and fitted with new hoses, again from Club stores.

The steering box was a bit of a problem. It leaked oil. I believe they all do, so I set the box in a milling machine at work and milled an annular groove in the bottom of the housing and fitted a felt washer and reassembled the box. It seems to work - time will tell!

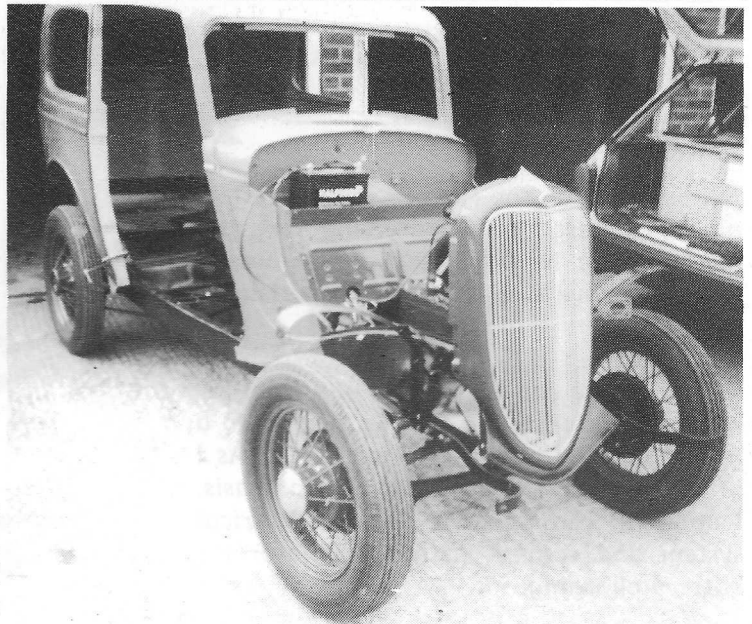
The body was fitted back to the chassis with stainless steel nuts, bolts and washers before any work was carried out on it. It was sand blasted to bare metal, new drip channels fitted and all new ash woodwork installed. It was then primed and painted with four primer coats and four top coats in Cranberry Red.

The roof was a major problem because a previous owner had cut away the inside channelling and fitted a sheet aluminium roof panel with 200 self-tapping screws. So, after much thought, I got an aluminium sheet, marked off all the screw holes from the old roof panel and fitted 200 M3

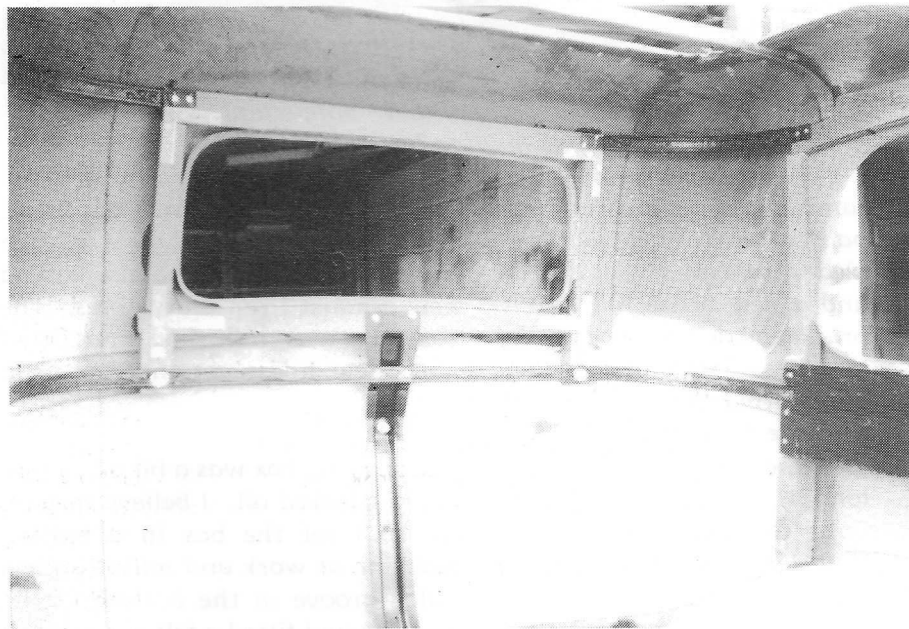
rivet head studs to the panel, so that the studs dropped through the holes drilled in the top of the car. I then padded the roof panel, covered it with Vinyl cloth and sealed it with mastic. I fixed the panel with 200 M3 nuts and washers and it now looks quite original.

I cut a new windscreen from plate glass and sent it for tempering. All seats were covered in leather. New metal was welded to the rear of the front wings and to the front of the rear wings. New running boards were made from sheet steel (not quite original, but looks OK). New metal was welded to the door bottoms. The doors were rebuilt with new channels and new ash wood. All window winders and door locks were overhauled.

The electrics were modified for a 12 volt system, the wiring loom including ground return wires to all lamps. VW Polo headlamp units (6 1/2 inch diameter) fit the Ford shells with sidelights included. The wing lamps were fitted with new bulb holders and amber bulbs for direc-



" Well on the way - note the G-clamp holding the new door post in place."



" All internal wood replaced."

tion indicators. Double D rear lamps were fitted with amber lens fitted in one position for rear indicators, and stop and tail light bulbs fitted in the other position.

The car is now running. The engine is sweet; if not a little tappety (maybe it will settle down a bit). The gearbox is OK; no noise and the synchromesh is fine. Rear axle is good. The brakes are mediocre (aren't they all?), but stop straight and true. The steering box has a little play at the wheel but, I guess, acceptable (MOT will let me know no doubt!). All I want now is an electric fuel gauge sender unit to replace the old fluid type. "If anyone knows of one.....?"

Many thanks to the Club for providing the spares needed. I will be having one of your rear bumpers shortly.

Whilst writing, I wonder if I might enlist your opinion on the registration question. The facts are that the

original index mark was DL8666 - DL being the Isle of Wight registration letters. At some time in its life, the car was issued with 646 CDL, which I believe is a 1960's number. Would it be possible to get the original registration number back, or at least an age related number for 1933 - preferably two letters and four digits?

Many thanks for a great magazine. I was very interested in the article on Bob Stay's 'Y' tourer. I used to work with Bob in the trade, many years ago. Do you know of any other Model 'Y's on the Isle of Wight?" Note: Bill Baxman asks if it is possible to obtain an age related registration for his car, which has lost its original mark. The answer, fortunately for Bill and other members too, is yes! The DVLA will, on evidence supplied by the Y&C Register, issue a three letter, three number registration

for post 1930 cars such as ours. Unfortunately for Bill, the two letter, four number DL registration, which was still being issued on the Isle of Wight through to the end of 1935 will not normally be issued. However, if we don't ask, we certainly won't get!

Bill and other members who require period registration marks should contact Bob Wilkinson either by post or by telephone on 01832 734463. He will do his best to help. In Bill's case, I'm sure he will use his considerable Yorkshire charm to chat up the appropriate young lady at DVLA!

As for other cars on the Isle of Wight, other than Bob Stay's Cairn, I am aware that John Pinder, a member of the Register in the 1980s, shipped an unrestored shortrad Model 'Y', UJ 1243, into store on the island in 1987. I have heard nothing of it or him since!

# 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 each
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 pair
Drag Links 'Y' state L/R hand drive	£32.00 each
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
Shock Absorber Kit S.R. & L.R. front (suspension parts)	£117.00 pair

## MECHANICAL - ENGINE & TRANSMISSION

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	NO STOCK
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)	NO STOCK
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

## 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
Y fixed timber roof stock kits in hard wood	£1-00 each
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 116

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 (please print clearly)

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PLEASE SEND YOUR CHEQUES AND A STAMPED ADDRESSED ENVELOPE PAYABLE TO:  
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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*  
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