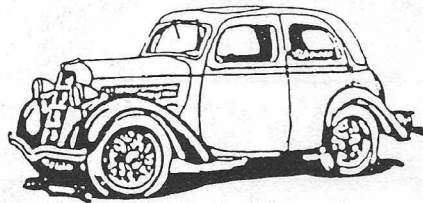
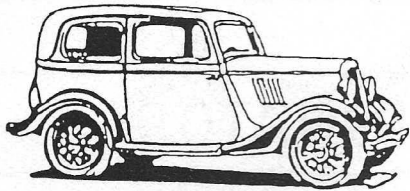


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 117 MARCH / APRIL 1999

NEWSLETTER EDITOR:

VACANT

REGISTER CHAIRMAN:

SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE
SP10 3AF

REGISTER OFFICERS

CHAIRMAN & REGISTRAR	SAM ROBERTS	16 Croye Close, Andover, Hants. SP10 3AF. Tel: 01264 365662 Fax: 01264 356045 'e-mail: <sam@samroberts.demon.co.uk>'
SPARES SECRETARY	GRAHAM MILES	4 York Close, Kings Langley, Herts. WD4 9HX
SPARES ORDER TO:	KEVIN BRIGGINSHAW	8 Lancot Avenue, Dunstable, Bedfordshire LU6 2AW. Tel: 01582 601692 (8-9pm only) 'e-mail: <KevBrig@8lancot.freereserve.co.uk>'
COMMITTEE MEMBER	GEOFF DEE	27 Taylor Avenue, Lillington, Leamington Spa, Warwickshire CV32 7SA.
NEWSLETTER EDITOR	VACANT	- <i>Temporarily Chairman</i>
SECRETARY & TREASURER	BOB WILKINSON	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463
EVENTS CO-ORDINATOR	REG HUNT	Poolside Cottage, Longhill Lane, Hankelow, Nantwich, Cheshire CW3 0JE
TREASURER TO SPARES SECRETARY	JEAN HUNT	Poolside Cottage, Longhill Lane, Hankelow, Nantwich, Cheshire CW3 0JE
TECHNICAL ADVISER	DAVE NEWMAN	1 The Mount, Main Road, Ansty, Nr. Coventry, Warwickshire CV7 9HZ
REGALIA OFFICER	ROBERT HALE	4 Garden City Villas, Mill Lane, New Bradwell, Milton Keynes, Bucks. MK13 7AB

REGIONAL CO-ORDINATORS

01. Devon/Cornwall <i>David Ramon</i> 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel 01392 79614	02. Somerset/Avon/Wilts. <i>Nick Glenister</i> West End Garage West Street Stoke-sub-Hamdon Somerset TA14 6QL Tel 01935 822566 (Day)	03. Dorset/Hants/IoW/Channel Isles <i>Steve Young</i> 221 Chestnut Avenue Eastleigh Hampshire S050 5BW Tel 01703 663333 Ext 204 Office hours Mon-Fri only	04. Surrey/West Sussex <i>Julian Janicki</i> "Riverside" Blackbridge Lane Horsham, W. Sussex RH12 1RR Tel 01403-251184
05. East Sussex/Kent <i>Owen Baldock</i> "Luccombe" 26 Great Elms Hadlow, Tonbridge Kent TN11 0HT Tel 01732 852491	06. South Wales <i>Mike Samuel</i> "The Willows" Viaduct Road Garndiffaith, Pontypool Gwent Tel 01495-773053	07. Hereford/Worcs/Gloucs/ Warwick <i>Dave Curtis</i> 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel 01432-356302	08. Oxon/Bucks/Berks <i>Rod Evans</i> 1 Fox Covert Close Sunninghill. Ascot Berks. SL5 9PA Tel 01344-21800
09. Beds/Herts. <i>Kevin Briggins</i> 8 Lancot Avenue Dunstable Bedfordshire LU6 2AW Tel 01582-601692 (8-9pm)	10. Essex <i>Peter King</i> 7 Halstead Road High Garrett, Braintree Essex CM7 5PB Tel 01376-324195	11. Salop/Staffs/W. Midlands <i>Geoff Salminen</i> 2 North Pathway Carless Avenue, Harborne, Birmingham B17 9EJ Tel 0121-427-2189	12. Leics/Northants/Cambs Geoff Murrell 76 Heydon Road Great Chishill Royston, Herts SG8 8SR Tel 01763 838909
13. Norfolk/Suffolk <i>Brian Mace</i> 5 Glenburn Ave Sprowston Norwich. Norfolk Tel 01603-425558	14 N.Wales/Cheshire/Lancs Manchester/Mersyside <i>Bob Ashall</i> 14 Huntington Close Moreton, Wirral Cheshire L46 6HU Tel: 01516 788488	15. Notts/Derby/Lincs/S.Yorks <i>Bryan Dixon</i> 458 Loxley Road Loxley Sheffield S6 6RS Tel 0114-2345417	16. North Yorks/West Yorks /East Yorks <i>Barry Diggle</i> 16 Croftlands Idle, Bradford Yorkshire BD108RW Tel: 01274 614729
17 IoM/Cumbria/Durham/T & Wear N'umberland/Cleveland <i>Ian Wright</i> 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel 0191-252-0920	18. Scotland <i>Andy Barr</i> 30 Weavers Crescent Kirkaldy Fife KY2 6UR Scotland Tel 01592 269266	19. Ireland <i>Jim Fitzgerald</i> 23 Cambridge Terrace York Road, Dun Laoghaire Co. Dublin. Eire Tel 00 353 1 280 2093	20. London / Middlesex <i>Jim Miles</i> 27 Abbey Road Bexley Heath Kent DA7 48D Tel: 0181 298 0726 (afternoons only)

Mainland Europe: The Liaison Officer for members in Mainland Europe is: *Paul Tritton*, Haslers Farm, Little Waltham, Chelmsford, Essex. Tel: +44 1245 360138

"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.

CONTENTS

Editor's Report.....	3	Parts For Sale	17
Chairman's Newsletter.....	4	New Members	18
News from FBHVC	8	Events	19
Cumberland News.....	9	November Committee Meeting	20
Dearborn Revisited	10	The International Classic Motor Show	21
The Internet Site	12	Lighten Our Darkness O Lord	23
Doctor Ford & His Good Ideas.....	13	Members' Cars	26
Gas Driven Model 'Y'	15	Restoring The Oldest Known Long-rad	27
Members' Letters	16	Parts For Sale	29
For Sale.....	17	Parts Order Form	30
Wanted.....	17	Notices & Useful Contacts	31

We are well into 1999 and the events season is under way. Regrettably, the first Register stand, at the Bristol Classic Car Show, did not attract many members, or potential members. There is a comprehensive listing of our events in this issue, with emphasis on the A.G.M. and the National gathering at Hoar Park, so please make the effort to support those hard working guys who lay on these 'dos' for your enjoyment.

There is still no sign of an Editor emerging from the ranks. As much as I enjoy promoting the Y&C Register and helping it flourish, I would prefer to do that from the more all-embracing Chairman's position, which is busy enough! The Register would also benefit from a little more active support from the membership, to relieve that relatively small group of members who do put in a lot of effort to provide us with the services we expect from a well run club. As I will state, on your behalf, at the A.G.M., we are very grateful to those diligent few.

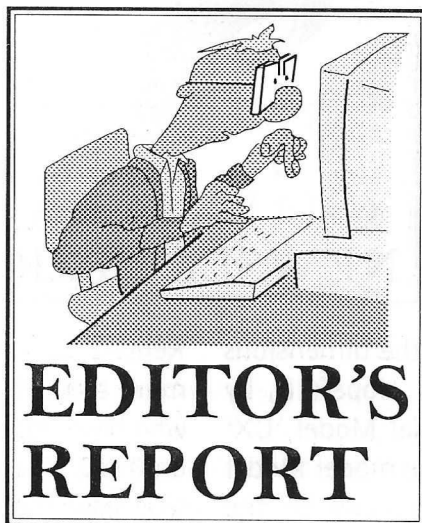
It was a pleasure to receive some feedback on the last issue, albeit from only one (overseas) member who, in his excellent Hispanic English, faxed me to say: "My congratulations for the Issue 116 of the magazine. The articles 'Black Sunday', 'Lighten Our Darkness . . .' and 'Doctor Ford' are really superb. In my opinion the

magazine is arriving to a high standard of interest." I hope that you find that this issue maintains that high standard. We have a hotch-pot of articles, which should whet the appetites of most. Doctor Ford has gone to town on his comprehensive, informative description of the workings of the battery. I can see that he has been working up to that one for a long time! Also on the technical side, Dave Newman's air filter is ingenious. Barry Diggle, Reg Hunt and Paul Clubb each promotes events for your pleasure and enjoyment, whilst Adrian Chapman and Ken Powell remind us of the agonies and ecstasy of restoration.

In my newsletter, I mention the aim to design a new cover for the magazine for the Millennium. Those of you with an artistic flair, are asked to put on your thinking caps and come up with a suggested design, for

consideration by the membership at large at the A.G.M. on the 18th April. Those of you without an artistic flair, come along to the A.G.M. anyway, to give your opinion on the designs, as well as any other matter which you feel needs addressing by the Committee. See you there!

Sam Roberts (Still your temporary Editor!)



Once again, with both the Chairman's and Editor's hat on, I put pen to paper (metaphorically speaking) to bring you up-to-date with happenings in the world of Fords Y&C. I regret to say that I have received not one query or offer on the Editor front. Surely, there must be someone out there who is sufficiently enthused and able to take on the task! Whoever you are, please come along to the A.G.M. on Sunday 18th April and throw your name into the hat. I note that the Sidevalve Club is also Editor-less. I blame the teachers! You will also see in this issue, that we are looking for someone to take over the Regalia from Robert Hale. Robert has not been well for some time, compounded by a fall in hospital which broke his hip. He is now walking on his replacement hip, but has still to have his original problems sorted out. We wish him a successful recovery and are very grateful to Trudy and Nicky, his daughters, who have been keeping on top of members' orders for regalia. As is stated in the 'Wanted' advert, the task would be an ideal hobby for a couple with initiative and a little flair.

As always, it has been a hectic two months for the Chair. I am now writing the eighth chapter of the book on the Model 'Y', with about another four, plus appendices to go! Unfortunately, it has to go on the back burner far too often, to make way for other, normally Y&C related, projects. One such project has been to provide Milestone Miniatures with the dimensions and specifications of the Model 'CX'. Hopefully, by the end of the year, the first ever model Model 'CX' will be available for sale. The 'O' gauge model Model 'Y's continue to sell and be appreciated by the recipients. So far, 20 models have been purchased by members. I will bring samples of the model, in the three available colours, to the A.G.M. for you to view. As stated elsewhere, we also hope to have the new Y&C umbrellas on sale at the A.G.M., thanks to the efforts of Peter Ketchell.

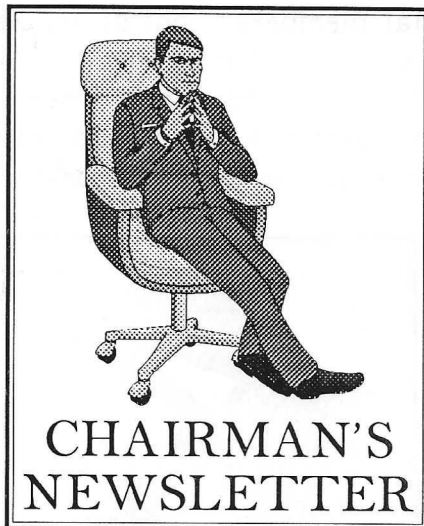
Graham Miles has really got the bit between his teeth on the re-manufacturing front and, through the Spares Sub-Committee, has committed us to the remanufacture of desperately need items. He still needs volunteers to offer their services, in the longer term, to hold and dispatch fast turn-over items, which will be ordered through a central agency, and for someone

to come forward who has space enough on their property to hide a container holding those slower moving items, which will not be needed in the short term e.g. gearboxes, rear axles etc. Names to Graham, please. Although I don't want to repeat information printed elsewhere in this Issue, I would remind you that, at the last Committee meeting, we agreed to a 10% increase in the cost of spares bought by members through the Register. The new prices, which are still remarkably low, are reflected in the price list at the end of the magazine. Last year, we were able to vote £2000 from the main account to the re-manufacture of spares, thanks to the Halifax Building Society windfalls. They were a one-off. In order to continue manufacture of the increasingly difficult to find spares, there needs to be a steady drip-feed of funds annually into the spares account. Rather than putting up the annual subscriptions, the Committee decided that we would obtain this extra revenue from the spares themselves. Hence the hike in prices.

Mind you, those members resident in the UK should be able to afford an increase in subscription, if you have been wise enough to switch your old car insurance to the Y&C/Footman James scheme. I switched this year and reduced my annual premium from £96.63 to £49.92 on the 'Kerry' (value £8000). Reg Hunt e-mailed me with glee to say: "On renewal last week, one phone call moving to the

Register scheme halved our premiums. Saving a lot more than the cost of membership." For those of you who have not switched yet, give Footman James a call on 0121 561 4196. Mention the Ford Y&C scheme, give your membership number and get a quote. I'm sure you will be favourably impressed. Remember, the scheme offers comprehensive cover, unlimited mileage and national breakdown facilities.

I hope you enjoy browsing through the latest issue of the Y&C register, enclosed with this issue. If there are details of your car(s) missing, please let me know them so that they can be entered onto the data base. Incidentally, the new blue colour on the cover of both the register and this issue is the Ford blue, which I discovered is Pantone code number 294C. Talking covers, I have received half a dozen suggestions for the new magazine cover design for the Millennium. I will bring them along to the A.G.M. to gauge your



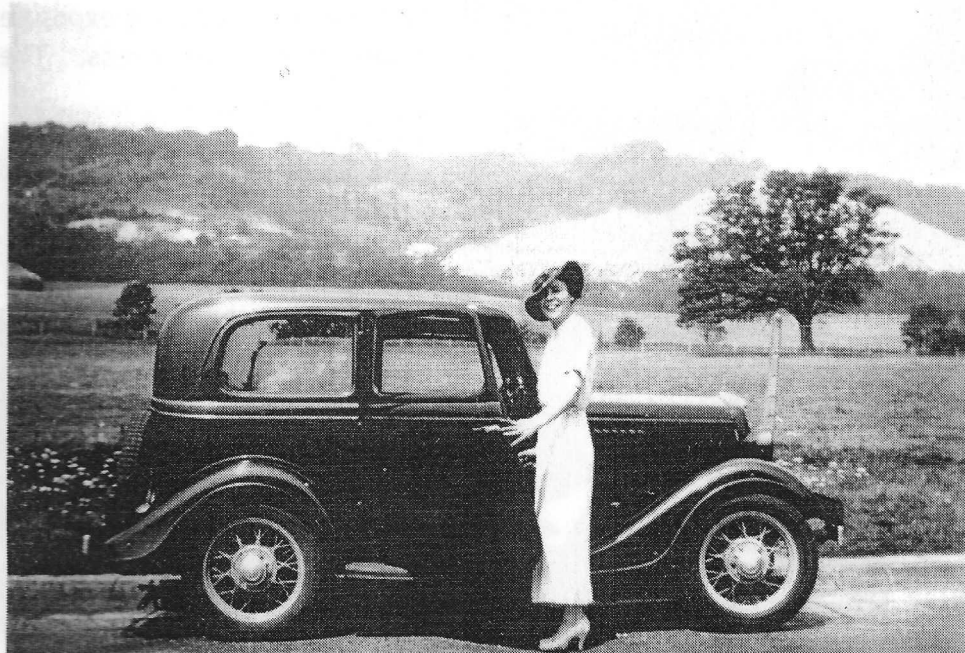
reactions and preferences. If anyone else has an artistic flair and can submit a design, please let me have it before the A.G.M. on the 18th April.

There has been quite a bit of movement in ownership of our cars and some new ones coming to light. Within the span of one week, I learned of two, hitherto unknown, early short rads. One, Y5432, appeared for sale in *Classic Car Weekly*. It was first registered KG 1887 on Sunday, 30th December 1932! It has regrettably been sold to a number plate dealer in Cumbria. Having no soul, the number plate dealer was not interested in the illustrated super photograph of the car. It was taken in the early '30s, judging by the fashionable hat, dress and shoes of owner's rather attractive lady

In the same week, Derek Lancaster, a dealer in Broad Street, Crewe, telephoned me to say that he has an even earlier short rad, Y2793, manufactured in November 1932, which has been in dry storage for twenty years. He plans to make it roadworthy before selling it on. The ex-museum, 1937 Model 'Y', Y176580, which belonged to ex-member, Mervin Jenkins, was sold to Geoff Turner, whom I hope will be joining the Register. As can be seen in the 'Notes on New Members', we welcome on board Alex Padlow from Lisburn, N. Ireland, he having bought the 'Recommended Buy' in the last Issue; Pete Jury's 1933 Tudor Model 'Y'. Incidentally, because members have complained in the past, that cars and parts advertised in the magazine have long-since been sold when they telephoned the

There is news of another Model 'CX' on the road. Richard Bingham, in Lisburn, N. Ireland has at last finished the restoration of his Fordor saloon, C59736. It has taken him nine years. After a smoke-break, I expect he will start on his 'CX' Tourer! The partially restored Model 'CX', belonging to the late John Foxon, failed to sell at Brooks Auction and is advertised in our For Sale column at a very reasonable £600 o.n.o.; as is also his very early unrestored short rad Model 'Y', (Y1664), which used to belong to Bob Wilkinson. I regret that my investigations into the whereabouts of the ex-Beaulieu Model 'Y' display chassis have reached a dead end. It was at the NEC two years ago that, by chance, I learned from Henry Thorne, of Margaret Motors, that he had bought the display chassis from the National Motor Museum and had sold it on to a soon-to-be opened museum in the Lake District. Pressing Henry recently for information on its destiny, he tells me that it has now been sold to a private collector. If any member knows of this 'private collector', I would be interested. Only five display chassis are known to have survived, so I am miffed that my trail has gone cold! Recently joined member, Derek Micklewright from Charlwood in Surrey, who bought Robin Prebble's 1937 Tudor Model 'Y' (Y197680), rang me to say that he had traced the original supplier of the car, F. English of Bournemouth, who have cleverly now changed their name to English Ford.

"KG 1887 and lady-friend posing under the North Downs in the early '30s for a proud owner - and boy friend!"



friend. Although KG was a Cardiff registration, the car seems to have spent most of its life around north Surrey. The backcloth to the photograph would seem to be the North Downs of Kent.

seller, we now include For Sale inserts only once. If the car or items do not sell and you want a repeat of the advertisement, please ask shortly before the deadline for copy for the next issue.

I am delighted to report that Bob Ashall, from The Wirral, has volunteered for the post of Region 14 Regional Co-ordinator. I'm sure that he will rejuvenate the once

thriving Region, encompassing North Wales, Cheshire, Lancashire, Manchester and Merseyside, and will receive the full support of the members in his Region. Over the Pennines, in Region 16, Barry Diggle has set about his new Regional Co-ordinator task with gusto! His article, 'Northern Sidelights', and his fruitful liaison with the Skopos Museum bear testament to that. I hope the members on both side of the Pennines support him at the museum on the Bank Holiday Monday, 3rd May. It makes a change to see a Model 'C' in a museum. Barry has also sent me some period photographs of Model 'Y's and 'C's from various magazines.

Worthing Home Guard stop this 1937, Brighton registered Tudor, with 'blackout' headlamps, for an identity check in 1943. - from the book "The Home Guard" by S.P. McKenzie, Oxford University Press, 1995.



Member John Coleman has also been sorting through his attic and sent me the Ford publicity shot of the, then, new Ford Escort Popular (1975), which sold for £1,299. The caption to the photograph reads:- "The first Popular was introduced in 1934 when the Y Model, shown here behind the new version, was re-launched at £115. History was made in 1935 when the price went down to £100. It took 26 weeks average manual worker's wages to buy that car - the same as it takes now for the new model."

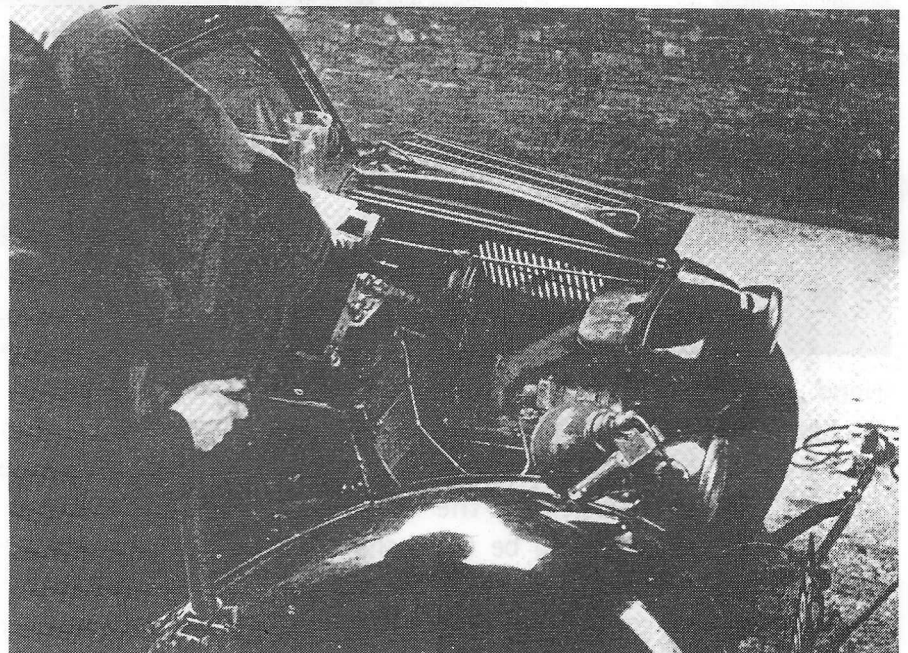
I have been asked by three sources to mention local shows to members in their vicinities. First, our printers, Butterworth

& Pilkington Ltd., based in Morley, near Leeds, sponsor the annual B&P Kirkstall Classic Car Show, which should be an enjoyable family day out. The proceeds from the entry fees will go to the Motor Neurone Disease Association. The show is on Saturday, the 10th July. For entry forms please contact Steve Waldenberg on 0113 253 2411. The second request comes from Bob Tredwell, who organises the annual All Ford Rally. He asks me to mention the Newbury Steam Funtasia, a steam and old time fairground enthusiast's paradise. This is being held on The Newbury Showground over the Bank Holiday, 1st - 3rd May. If you want to show your old car, contact Bob on 01235 530720 for an

entry ticket. Finally, Mike Cobel of Saturn Industries (source for Model 'A' and some Model 'Y' spares) has asked me to mention the Coleford Carnival of Transport, which they sponsor in The Royal Forest of Dean, Gloucestershire. This year it is being held on Easter Monday, 5th April. Just turn up and enjoy a day when the whole village celebrates. For further information, Mike can be contacted on 01594 834321.

We have also had some exposure of our cars in the press. The

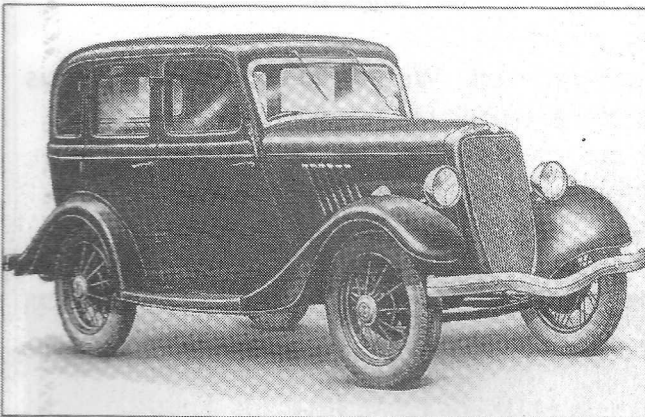
"Forensic scientists trying to read a stolen Model 'CX' chassis number, which has been filed off. - from the "Boys' Book of Scotland Yard" published by Burke, London, 1959.



Model Y behind modern Escort JTW 64N

Motoring Supplement of the Daily Telegraph on Saturday January 16, ran a rather sketchy article on the early Fords, illustrated with the famous picture of the 1934 Fordor De Luxe.

"The standard Ford publicity shot of the Model 'Y', depicting the 1934 Fordor De-luxe."



The Club Editor of Classic Car Weekly, having read in the Editorial to Issue 116 that 1999 marks the Y&C Register's 20th year of existence, telephoned me to ask what we were doing to celebrate and was taken aback when I said "Nothing". I then went on to explain that our 21st anniversary

and the Millennium coincide and that we were making that our celebration with 'Convoy 2000'. The gist of the telephone call then appeared in CCW, accompanied by one of their library pictures from the early 1990s of Y&C members' cars lined up at The Old Ford Rally of that year; these included JL 4086 - Geoff Dee, AYP 699 - Clive Brooke, EW 8625 - the late Jeff Cole and Graham Miles' van.

I regret to report that the Register stand at the first major show of the year, The Bristol Classic Car Show, was poorly supported once again. Nick Glenister, the local Regional Coordinator, has written up the show elsewhere in a positive vein, but reading between the lines, and talking to him on the 'phone, only one visiting member made himself known; David Lovering

from Bournemouth. Adrian Chapman and Ivor Bryant helped Nick out on the Saturday and Sunday respectively, but the show would appear to consist mainly of what I would term, post-war metal supported by boy racers - the Sidevalve Owners' Club and members apart that is! Peter Williams' Model 'Y' (Y69253) was once again on show on the Soundwell College stand. This was the one we reported under restoration, as a college project, on their stand last year. Peter, a member from Crediton,

Devon, purchased the car from Soundwell College and is completing the restoration. Perhaps we should drop this show from the calendar in future, but we need a suitable substitute for the members in the West Country/South Wales area. Any ideas or comments from those members affected?

I have not heard of anyone thinking of venturing to Jersey for the Centenary of Motoring celebrations in May. Paul Clubb has written the event up in this issue. I would certainly like to be there, as it sounds like a super opportunity to see the exotica of the classic car world, as well as being good fun, but Paul has dropped me in it by breaking the news to Paula before I had broached the subject with her! I was biding my time as I am still low on Brownie points, having been to Detroit twice and skiing once on my own! Graham Miles hasn't helped by writing in large capital letters on the back of an envelope

he sent me this week: ENJOY YOUR OFF-SHORE EXPERIENCE IN A TAX FREE HAVEN! The gods are against me.

Back to spares: Dave Tebb has made an excellent short rad windscreen, complete with glass and rubber surround, for Rafael Duque in Fuertaventura, one of the Canary Islands. Dave is planning to make up a batch of these, followed by a batch of long rad ones. More on that, hopefully, in the next issue. I dropped in on Ken Arthur the other day en route from Bath to Andover. He is re-bodying a super Rolls Royce at present. He also has member, Ken Powell's Model 'Y' scuttle, from his tourer, for which he is making a bespoke windscreen. This tourer was made up from Tudor saloon parts in the 1930s by Frank

Ivyson, of Bradshaw Coachworks in Plumstead. It was probably a one-off. Amusingly, Ken and I have both been faxed by one Bruno Bergamaschini, in Como, Italy. He is faxing on behalf of Sven Lindsetmo, a Norwegian, who obviously does not speak English and is on contract to Bruno in Italy. Sven owns a Model 'Y' back in Norway, body number 165/12413. He is after a set of wings and bumpers. Ken has offered to ship the lot out to him, once he coughs up some money and, from my point of view, once he has joined the Y&C Register, as we do not supply spares to non-members (the bumpers). A second pair of faxes confirmed that he wants Ken to go ahead and wishes to join the Register, but it has gone dead thereafter! We certainly do come across some

oddities in the world of Y&C, as Graham Miles will verify - and does so, vocally, quite often!

Finally, some good news and some bad. It is with regret that I learned of the death of John Foxon, a long-time member of the Register. His smiling face will be missed at the A.G.M. Bob Wilkinson, who knew him well, has written an obituary to him in this issue. The good news is still coming in as I write. Roy Kendall, who was a member from 1989 - 1992, has donated his Model 'Y' to the Y&C Register, in gratitude for the therapy its restoration gave him when he was going through a bad patch. Now that his business is a success, in his own words; "It is now pay-back time." I am lost for words!

Sam Roberts

OBITUARY John Foxon

It is with great regret that we report the death of long standing member, John Foxon.

John was well known and respected within the community of Fleckney, near Leicester, where he had built up a local garage and repair business. With his late wife, John worked hard throughout the post-war years to ensure that his family business was known for good, honest service.

From his early beginnings in agriculture, his natural ability with things mechanical not only became his work but his hobby. Over the years, he made countless friends, not just customers, in the classic car scene.

Whilst he was a modest man, his knowledge was wide and he gave generously of his experience and expertise. He had that rare ability to guide and advise, whilst not making the inexpert feel foolish - I know this at first hand!

Even in retirement, he was still busy with ongoing restoration projects and the occasional trip in one of his old cars. In addition, he was still on hand in the garage, on the forecourt and in the MOT bay.

At his funeral, the church was literally overflowing; a personal tribute indeed from those who knew him.

John will be sadly missed. We extend our sympathy to his son, daughter and extended family.

Bob Wilkinson

"The late John Foxon, on the left, with Bob Wilkinson at the 1995 A.G.M."



Since the formation of 'The Register', it has been an aim of mine to reproduce obsolete parts. This edition of the magazine will see me about to order five new items for our reproduction list. These items top the fifty mark in remanufactured parts and do not include the parts that we recondition, which adds another six to the list. The other parts on the spares list are either old stock or parts that I am able to utilise from other vehicles.

Three of these new items are what I call 'pretty', and expect them to be very popular. Paul Beck is one of our club members, who earns his living supporting the old car movement as a retailer of many of the very sought after items that help with restoration (see inside back cover for Paul's details). Paul has set himself up in the business of casting items in brass. He has offered to make tooling to re-produce, at very competitive rates, the Radiator Badge Mounts for the short rad, long rad and 'C' models.

SPARES REPORT

The other two items aren't pretty but very necessary. They are the 'Y' Perch Bolt and the 'Y' Exhaust Manifold. When I've been asked for 'Perch bolts' to date, I've managed to find used, but serviceable bolts. As with manifolds, these days are coming to an end. On average I'm asked for four manifolds a year, which, to date, I've managed to find. However, as previously stated, such finds are fast becoming all too rare, so the decision to bite the bullet was made to start on the reproduction of the larger items. The day will soon dawn when we will ourselves be manufacturing many costly items; such as the front brake drum assembly and, dare I say, crown wheel and pinions. We've a long way to go yet.

However, since making these decisions at the last Spares Committee meeting, two other possible suppliers of these parts have come to light, so before placing orders, these new people have to be checked out. The five items will be shown on the spares list when available.

On the old stock front, I've managed to find some Headlight Bulbs. But, as one item comes in, another goes out; no stock of fan belts.

Being only too aware that I'm very behind in responding to members' letters, I've purchased a Lap Top. All I've got to do now is find out how to use it. But, let me say again, if you are looking for a quick response, your chances are greatly improved if you enclose a stamped,

addressed envelope. So as a couple of you have written, without enclosing an s.a.e., I'll use this medium to reply.

Mike asks, do we stock engine splash guards? The answer is "No". I leave all sheet metal work to Ken Arthur (K.A. Developments - see inside back cover). But remember, the guards only fit the pre-war engine. Another member asked if we stock a rubber cover to the gear stick. Again, the answer is "No". I've enough to do trying to reproduce what was standard on the cars, without 1999 extras! Sorry, can't help on that one; try half a tennis ball - my Dad did. A third member from Eire (where I appreciate the s.a.e. problem) has asked about Steering Boxes. These are something that I've not faced up to, although I have thought about them a great deal! I'm coming round to the idea that an oversized control nut will need to be produced, along with our own sector shaft. The stripped steering box casings will need to be sent to me for over-sizing. At present it is only a thought.

Returning to the Spares Committee, it still needs more participation by the members, especially those with engineering experience. If you would like to attend the next meeting, please contact me.

As a P.S., I've purchased enough material to make about forty early 'Y' sidelight bases. Clearly, no one else was going to make a start on this very time consuming item. At present, I'm still making the tooling, so don't go out in the dark; well, not just yet!

Graham Miles

WANTED REGALIA OFFICER

With the standing down of Robert Hale as Regalia Officer, due to ill health, we urgently need a successor, or successors. The job is ideally suited to an individual or couple, with a bit of flair and initiative, who can manage the stock, receive and dispatch orders and, most importantly, can assist the Committee in identifying new items and the sourcing of those items (see the present list of items to get an idea of what we stock.) It is an ideal hobby job!

Please contact Sam Roberts or Bob Wilkinson for further details, or come along to the A.G.M. and put your hand(s) up!

My short article in Issue 116, on the subject of modern equivalent spark plugs for our engines, prompted a welter of correspondence from three sources (is this a record!). Nigel Stennett-Cox wrote (the italics are mine):-

"The Models 'A' and 'B' did not use 18mm spark plugs. They used larger 22mm ones, also known as "7/8 American" size. These large plugs were also used in all Model 'N' and 'E27N' Fordson tractors from 1928 to 1952. You rightly state that the early Model 'Y's used 18mm ones, which would be Champion type '7', Lodge 'C3' or KLG 'M50'. I would stand corrected by someone as knowledgeable on 'Y's as yourself (*Creep*), but I thought that all engines which went out under Ford's replacement scheme did so with 14mm plugs, even if the old unit submitted had 18mm ones. (*That is what I said!*). Engines of the earlier type have been extremely rare in surviving 'Y's for as long as I can remember, but I understand from spark plug literature that they were fitted up to 1934. (*Note: the engine fitted in my Model 'Y' 'Kerry' has 18mm plugs.*) The only other Ford engine to use the 18mm plugs, to my knowledge, was the 3.6 litre V8 from 1932 to 1952. the 3.9 litre Mercury V8 and the 2.2 litre 'V8 60' both used 14mm types."

Peter King kindly sent me, among other interesting bumph, some conversion tables, including Spark Plug Equivalents, from Practical Classics. These equated the Champion L86 (14mm modern successor to the Champion L10 originally fitted to our cars) to the NGK B6HS and the Bosch W7AC.

Tim Green, from the Green Spark Plug Company, sent me a photocopy of the relevant pages from the Champion 1936 catalogue and a copy of their full range of stock, which is most interesting and includes virtually anything we could need electrically for our cars. In his covering note, Tim writes:-

"I no longer find these old plugs, but I have had in the past both the type C, X and an 18mm plug with

'Model 8 HP.' written on the side. Modern alternatives available:-

- 18mm
- 14mm
- 14mm

- Champion D16 at £2.00 each
- Champion L86C at £1.50 each
- NGK B5HS at £1.50 each"

SPARK PLUGS

For information, if you want a copy of their catalogue, The Green spark Plug Co. is based at 340 Washway Road, Sale, Cheshire, M33 4HA Tel: 0161 973 6755.

Finally, I include an advert taken from the Draeger 'La Revue Ford', which launched the Model 'Y' (6CV) in France in 1932. The advert illustrates the original 18mm Champion 7X spark plug. I have been trying to reconcile the other plugs listed with Nigel Stennett-Cox's breakdown of plugs used on the larger vehicles.

Sam Roberts

Depuis 1911 toujours CHAMPION

BOUGIE CHAMPION (S. A.) - 5, square Villaret-de-Joyeuse - Paris

THE BATTERY - PLUS A LITTLE OF THE PAST & THE FUTURE

Michael Faraday is credited with the discovery of electrical induction in 1831, which led him on to establish the principles of the DC motor. The discovery of the first lead acid storage battery cell is credited to Gastonia Plante in 1859, an Italian physicist. The electric light came courtesy of Mr Thomas Edison early this century. All this electricity was DC (Direct Current).

As we saw in the last issue of the Bulletin, both David Newman and myself re-introduced Ohm's Law. This law states that the lower the voltage the higher the amperage. That is why vehicles moved to 12 volt circuits, quality cars certainly, in the 1920's, and perhaps some earlier. This allowed the designers to use lower capacity cables; added to which the loss of voltage (voltage drop) was less significant by the ratio of 12 over 6. In the future, probably by the year 2002 we may see both Mercedes and Volvo move to 24-volt systems on some of their models. By the end of the next decade, vehicle voltage will probably have moved to 42 volts. "Why?" do I hear you ask? Well this will mean that cable looms will be minuscule by today's standards, which will mean a major saving on space, copper and insulation materials, (not that will matter much, as by then most of the circuits will be fibre optics). Moreover, experimental batteries now under development, will no doubt have made their debut. They, it seems won't have an ounce of lead in sight, but will be made of plastic laminated sheets, chemically coated. The mind boggles! So then it may be time to think about electrically driven vehicles!

The battery is fitted to our cars for the sole purpose of storing electricity. Other vehicles, fitted with more advanced charging systems, need a battery to balance the charging circuit, because a back feed to the regulator is needed, thus allowing the regulator to

measure and 'regulate' the current that it is needed from the dynamo to charge to the battery. This is not the case with a third brush charging system, as on our cars, as the dynamo will merrily provide current no matter how low or high the battery's charged level is. Hence the risk of over charging the battery on a long run, which will shorten its life. This is generally indicated a by excessive need to top the battery up with distilled water. The solution is to re-set the third brush, (the thin one). If moved in the opposite direction to that of rotation, it will decrease out-put. (To increase out-put move it in the direction of rotation.)

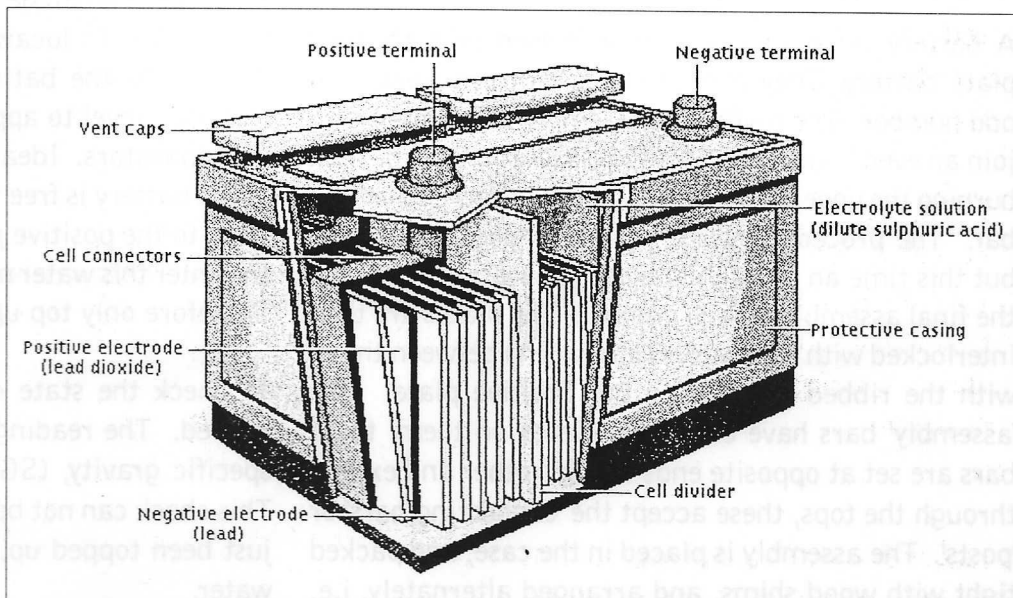
The text that follows will contain reference to the various components that make up the battery. To assist in the meaning I will give a brief description of each.

Battery Case

The square black box that houses the components. It is open topped, and on a six volt battery, has three separate compartments. It is made from a hard material, acid resistant and impervious to liquid. Generally made from hard rubber.

Negative Plate

A flat lead plate, of grill like construction, with an extension to one top corner for assembly, and filled with a lead paste.



Positive Plate

A flat lead plate, of grill like construction, with an extension to one corner for assembly, it is filled with a lead dioxide paste.

Separator

A porous insulator. Set between the negative and positive plates when assembled. One side of which is ribbed, this faces the positive plate.

Group

The assembly of both negative and positive plates, with separators set in place between them.

Top

Top that covers each group, and seals each compartment. It holds the ventilated plug, and is sealed in place by pitch.

Electrolite

An acid solution mixed with distilled water to the required specific gravity.

Connector Bar

A lead bar connecting a negative terminal to a positive. (Open bar design)

N.B. The modern flat top battery is a 'Monolid'

Post

The post, to which the cables are connected, otherwise called the terminal. The positive is the larger.

Cell

An assembled group when placed in the case compartment. Each cell yields a nominal 2 volts.

A battery is said to be a nine, eleven or a thirteen plate battery. They can be more. But are always an odd number. The method of assembly of a group, is to join an even number of Positive plates together by lead burning the upper corner extension to a lead-connecting bar. The procedure is the same for Negative plates, but this time an additional plate is necessary to make the final assembly an odd number. The plates are then interlocked with separators (insulators) between them, with the ribbed side facing the Positive plate. The 'assembly' bars have extension pieces on them, these bars are set at opposite ends to each other and extend through the tops, these accept the 'connecting bars' or 'posts'. The assembly is placed in the case, and packed tight with wood shims, and arranged alternately, i.e.

Positive to Negative, so that when the connector bars are put in position the cells are connected in series, i.e. 2 volt + 2 volt + 2 volt = 6 volt. Lead burning makes up the final assembly. Prior to fitting the connector bars, hot pitch is poured in place to seal the cell.

Electrolite

Is a mixture of acid, with distilled water added in order to reduce the strength of the acid to that required by the battery designer. This is now generally at a strength of 1.280 SG. When the battery is in a fully charged state, the electrolite is at full strength. When fully discharged the plates will have absorbed the acid. If this statement is taken literally the SG will read 1.000 i.e. pure water. Anything inbetween represents the state of charge. A fully charged battery will have light grey negative plates, where a fully charged positive plate will have a red chocolate colour.

If the battery is left for a period of time without use, the acid will be partially absorbed into the plates. They will then take on a light whitish grey colour and this condition is referred to as 'sulphated'. The lower the state of charge, the stronger will be the whitish colour. If the battery is left in a discharged state for a long period of time, a condition in which the acid is allowed to be absorbed into the plates, the damage will be irreversible. It will not be possible to re-absorb the acid into water and reconstitute the electrolite, so the battery will be scrap.

Maintenance

First rule:- Never top up with electrolite always only use distilled water. Hot weather will naturally cause the water level in the battery to fall, due to evaporation; as well as its location under a hot bonnet. When topping up the battery use only distilled water and bring the level to approximately 1/4" above the top of the separators. Ideally this is done just prior to a run, as the battery is free from hydrogen gas bubbles, which cling to the positive plates and give a false fluid level. In winter this water may freeze and damage the casing. Therefore only top up prior to a run in the vehicle.

To check the state of charge, a hydrometer will be needed. The reading should be approximately 1.280 specific gravity, (SG) if the battery is fully charged. This check can not be carried out if the water level has just been topped up, as you will only read that fresh water.

If the vehicle is out of use, the battery should be removed, or at least disconnected. The SG should be checked at least every two months and, if necessary, charged to the correct SG level. If the SG level is as low as 1100 or less, this will indicate a flat or discharged battery, and as previously stated the battery must be charged. If left in an uncharged condition, it may not be possible to recover the battery.

If the battery has been allowed to gas freely, usually as a result of over charging, the tops may have a light covering of electrolyte. If this is the case, modest discharging via this fluid will occur, and so the top should be wiped clean with a cotton rag. Ammonia or a Caustic Soda solution will neutralise the acid.

An added problem on our cars is the close proximity of the Bonnet to the Battery when it is closed, check for acid corrosion on the inside of the bonnet.

The terminals and lugs should be kept clean and clear of acid. Once cleaned, they should be smeared with petroleum jelly.

N.B. As a point of interest, on a fully compensated charging system, resistance at the terminals due to corrosion may result in the bulbs being blown, as the generator will have run out of control.

Long Term Storage

This is possible, but only if the Battery is very sound. It won't make old new again. The procedure is to fully charge the battery, turn it upside down and pour the acid into a plastic container, or the like, and store it. Finally fill the battery with distilled water, and that's it!

When you need it again, pour out the water and put the electrolyte back. Next put a bulb across the battery to discharge it, then recharge it. The SG will be low, due to retained dampness left by the water.

On this occasion, and only on this occasion, you may draw off some electrolyte, and balance the battery to the correct level with stronger acid to get the strength to 1.280 SG

Failure

A. Extreme irregular readings between the individual cells will indicate a cell partition has failed. e.g. One reading at 1280 SG, the next at say 1220

and a third. 1120. In this example the partition wall between the two cells will be cracked and leaking electrolyte. Therefore a short circuit is taking place via the bridge bar. The Positive plates in the low reading cell will be shorting out with the Negative in the medium cell.

- B. If it can be seen externally that the positive end of the cell lid has lifted. The plates below are buckled and will have shed some their paste, thus short circuiting the separators at their base. In this condition the battery is old and finished.
- C. As stated, a battery left flat for long period, may not recover due to sulphation.
- D. A damaged case. Ensure the battery is clamped down.

Therefore when purchasing a new battery, I hope it is clear that there is more to consider than just voltage. Remember that the amperage, and consequently the total plate area is important, so ask for at least a thirteen plate. If you consider that a nine plate battery will have four positive plates, acting double sided admittedly, whereas a thirteen plate will have six, a 50% increase, it's not difficult to see where the increased amperage comes from. Remember too that most six volt batteries that are 'off the shelf' are meant for the MGB, which has a twelve volt system. So referring back to Ohm's law, it's easy to see why they struggle to start our cars. The larger capacity battery has the advantage that our 'masterful' charging system will have less chance of over charging it. The battery under a certain vans' bonnet is for a British Army Tank, one of four in series, I think it has twenty-one plates! I won't over charge that one!

Note: - (SG will in fact vary slightly depending on local temperatures, this article ignores that fact)

So buy your Battery from a specialist, and remember to ask for the correct terminal layout.

Three of you took the trouble to write in with your recommendations. Thank you gentlemen; also my London man.

Suppliers

Lincon Batteries
Lincon Works
Arterial Road
Leigh-on-sea
Essex SS9 4EG
Tel: 01702 525374
01702 528711

Town Hall Battery Co.
8 Milnes Street
off Wellington Road
Leeds
LS12 1DY
Tel: 0113 263 1616

Stanford Battery Service
4a/5a Stanford Road
Norbury
London
SW16 4PY
Tel: 0181 679 3962

Yuasa Automotive Batteries (Used to be Lucas)
Foremans Road, Sparkhill
Birmingham B11 3DA
Tel: 0121 777 3292

It's now more than forty years since the good Doctor learnt this lot, so I hope his memory served him correctly.
Doctor Ford

TORNADO SMITH

"Tornado Smith and lioness. Caption: "No, you can't sit on my lap."!"



Peter King has sent in the story of local East Anglian hero, Tornado Smith, a Wall of Death rider and general daredevil adventurer, who died in 1974. Quite a character, who kept a lioness as a pet in his parents' pub yard in Bloxham, Suffolk. Peter brought my attention to him, following the publication of the photograph depicting the lioness about to molest a young lady in a Model 'Y'. I thought you might like to see it.

Sam Roberts

FEBRUARY COMMITTEE MEETING

Your Committee had a good meeting at Willoughby Village Hall on Sunday, 28th February with some positive outcomes. A few are highlighted here. With the plans of the new pro-active Spares Sub-Committee before us, we considered how to raise the capital to fund the necessary re-manufacturing programme outlined by Graham Miles, which he has outlined in his Spares article. After much discussion, it was agreed that, rather than voting to put up the subscriptions this year at the A.G.M., we would increase the cost of spares by 10%, which still keeps them at remarkably good value for money and should raise a few additional pennies for the spares fund.

With Robert Hale's continuing health problems, there has been little progress on rejuvenating the Regalia, in line with the plans outlined at the November meeting. We are grateful to his son and daughters for keeping up with members' orders and we all wish Robert a speedy recovery. The good news is that Peter Ketchell has sourced some Y&C Register umbrellas, which we hope will be available in time for the A.G.M.

The plans for this year's Register events were finalised and the Register's main event for the Millennium, 'Convoy 2000' discussed. That Sub-Committee's report is elsewhere in this Issue.

Sam Roberts

A LONG STRUGGLE

Another successful restoration project, if not a little lengthy, is recounted by Ken Powell of Southampton, who has ensured the survival of his Southampton registered 1936 Tudor Model 'Y' (Y125023) for posterity:-

"It was about 1978 when I first saw OW 8697 sitting on a trailer in Charles Russett's yard in Southampton. Charlie was a commercial vehicle breaker but also owned a stable of fine vintage cars of all descriptions. The Model 'Y' seemed a little out of place compared with these aristocrats! He said he had bought it that day and was looking for a good home for it. After some haggling over the price during the next few days, I purchased it for £375. It looked reasonably sound but I did not know what I was in for.

The seats, of which only the driver's was fixed, looked in fair condition but to my dismay I later found out they were made for a '50's Ford and could not be fitted in this model. After some months had passed, I answered an advert from some lads in Hull, who were customising a Model 'Y', and drove up there and managed to purchase the correct ones which they did not require. By this time I had dismantled everything that would come apart and found quite a bit of welding to do i.e. bottom of doors, inner wings, chassis and grille etc.

Having made contact with Graham Miles and joined the Register, I was able to get many items from the Spares Department and, indeed, everything I asked him for he came up with and was a great help to me. I was also fortunate to have a friend who worked in an aircraft factory and was able to get the smaller body

parts and wheels grit-blasted. All this covered a period of six to seven years because, as well as a full time job, I was involved in the transport of racing pigeons in the summer months and had another rather old lorry to keep on the road.

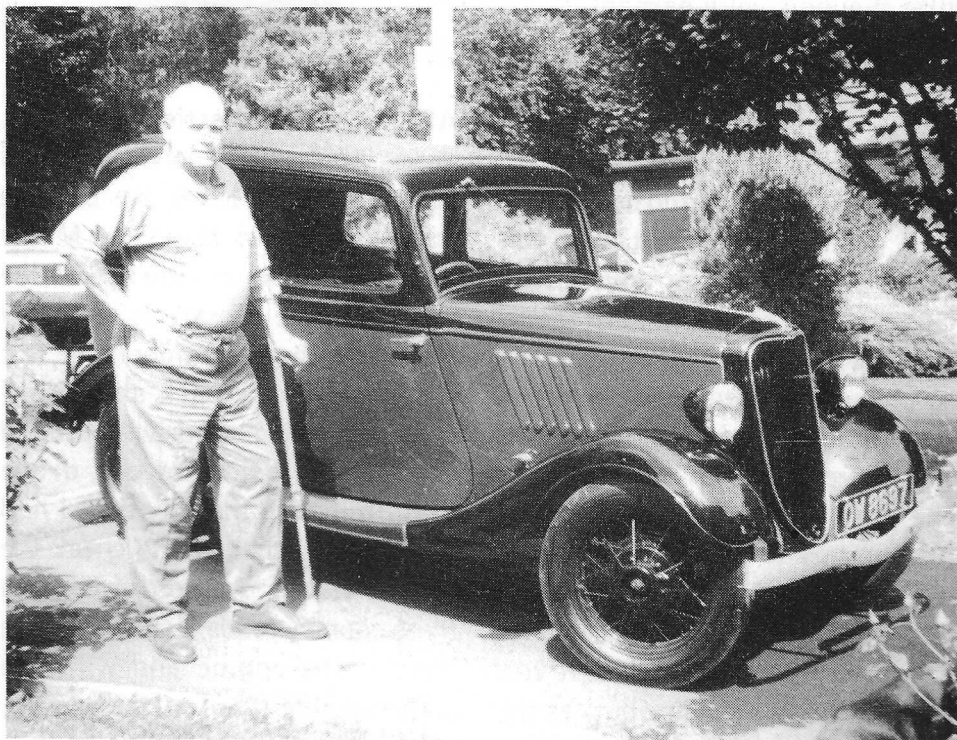
I eventually got to the stage where it was mainly rubbing down, spraying the paintwork, assembling etc. By then, I had decided to look for a house with a bigger garden as I was rather cramped for room etc. I found a house at the right price with a large garden and scope for a large garage. Unfortunately, the house needed a tremendous amount of work as well, so I rented a garage from the Council to keep the Y Model under cover and where it remained for another six years, as I was unable to do anything on it. During this time, I had a hip

problem and had two operations; one to put an artificial hip in, which gave problems and was taken out seven months later. I now have no right hip joint.

A relation of mine, Dave Wallace, came to my rescue and took over the final restoration work and at long last it was ready for the road in August 1997. Dave had already restored two Ford Prefects to a very high standard and the finished Model 'Y' was a great tribute to him and his painstaking efforts to produce the finished article (far better than I could have done) and I was delighted.

However, I am now 70 years of age and, having licked my wounds so to speak, I could not resist buying Chris Felstead's 1935 'Y' Tourer when advertised and, now having an ideal size garage, work is well under way and the important thing is, though I am not so fit as I was, I have more time and hopefully it will be on the road in the not too distant future."

"Ken Powell proudly stands alongside his finished restoration project."



Adrian Chapman, who was one of the eight members who requested sliding roofs for their Model 'Y's, recounts the story of his latest purchase; a 1936 Model 'Y' (Y133172) :-

"Thanks very much for the roof clamp, which is now fitted and looking splendid. I have been trying to find the time to sit and write a brief history of our Model 'Y' and our first journeys and have at last managed to steal an hour or two; so here goes.

Owning a classic car had been an ambition of mine for some years but the closest I seemed to get was looking enviously at magazines like Practical Classics etc. or visiting motor museums. There was always something more important to spend our hard earned cash on, but this summer ('98), having sat down and discussed it, my wife and I decided that now was the time to actually buy one. We didn't have a particular car in mind. Our first thoughts were perhaps a 1955 classic, as that was the year we were both born.

But, one day after several disappointing outings looking at some badly restored and over-priced cars, my wife said, "What about this one.", pointing to an advert in a classics magazine for a Ford Model 'Y'. I liked the look of the car and so phoned the dealer and went to see it that same afternoon. The car was in Crewkerne, in Somerset, and the directions we were given brought us to an old barn type workshop at the back of a commercial vehicle repair shop. As we drove up, I wondered if it was another wasted journey but, as the

workshop doors opened and I saw the car, I thought, "Oh, yes!". She looked absolutely beautiful. She had been restored about ten years earlier and, apart from a few odd jobs and some incorrect parts, was in excellent condition.

A BRISTOL ACQUISITION INCLUDING SLIDING ROOF

"Adrian and car in a Cotswold village."



After a good inspection and a test drive, the deal was done and so, on 7th September 1998, we became the proud owners of a 1936 Model 'Y' two door saloon. We picked the car up a week later on a Friday morning, drove it straight home, put a suitcase in the back and set off on a long weekend, driving around the Cotswolds. The car drove beautifully and the only time I had to lift the bonnet was to check the oil and water. As we drove along these country roads, listening to the hum of the engine and with the unmistakable smell of the leather,

it brought back memories of a small schoolboy going on holiday in the back of his Dad's Vauxhall 14 'J' Type. I have never enjoyed driving so much in my life and my wife says I grinned like a Cheshire cat for the whole four days! Since then, we have had several outings in 'Betsy', some just short trips and one excellent day trip to the New Forest. On one of these occasions, I was backing 'Betsy' out of the garage, when my wife said to me, "Look who that is over there.". As I looked round, getting out of a car outside the house opposite ours, was Alan

Tichmarsh. After I jokingly asked him when he was going to do my garden, he came over and admired the car and said that he was also a classic car enthusiast and that he owned a 1928 Bullnose Morris. The people you meet when you're driving a Model 'Y'!!

I have now managed to complete half the jobs on my list; jobs like faulty fuel gauge, leaking carb and, most recently, the renewal of the sliding roof and headlining, which was

completed much sooner than I expected, thanks to the club being able to supply me with a new roof kit. I decided to replace the roof because it not only looked wrong and stood far too proud of the roof line, but it leaked like a sieve. Not being particularly good at bodywork or trimming, I decided to let a local garage, who specialise in classic restorations, do the job for me. I did however remove the old headlining myself, just to make sure there were no hidden bodes, which I'm glad to say there weren't. I also decided to replace the rear window

"First remove the old roof."



"Fit headlining and clamp (clamp superbly re-manufactured by Paul Beck.)"



seal, which had perished and split. For safety reasons, I replaced the rear window glass, which was ordinary 1/4 inch plate, with a laminated glass, which I had made to pattern by Mobile Windscreens, who have a warehouse and workshop not too far away from me. The car then went to Frenchay Garage to have its new sliding roof and headlining fitted. They had the car for about two weeks, during which time I called in regularly to take some photographs and to talk to the guys who worked there. They were all very friendly. I must say the completed job looks absolutely beautiful and I would highly recommend them to anyone looking to have work done.

I am now eager to get cracking with the remaining jobs, i.e. replace the headlights (the ones on the car at the moment are not the correct type) and to re-chrome the bumpers but, having made a large dent in the bank balance just lately, I shall have to hold fire for a while, or incur the wrath of "Her Indoors". I look forward to meeting the Y&C members during the coming year's events.

"Cover lower frame and bolt in place."



"Ready for the road!"

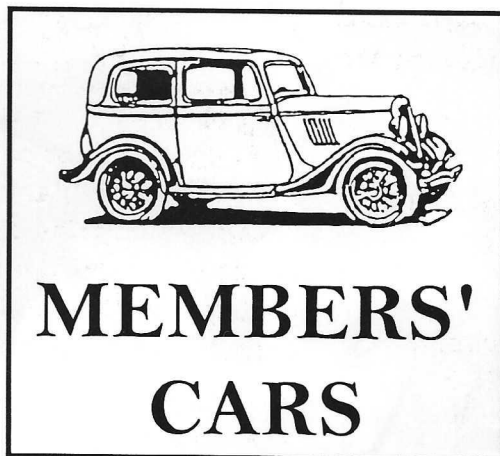


P.S. If anyone out there has a pair of headlights for sale, please let me know (but don't tell the missus.)"

WANTED EDITOR (STILL)

We are still looking for that individual with the wherewithal to pull together the submissions from the membership; to type out those written by hand and to collate them onto disk for dispatch to the printers. The printers do all the page and type-setting, so skills in that direction are not called for. The up-side of the task is that you gain an understanding of the membership and their cars, as you tease articles out of them, and you join that small band of cheerful doers on the Committee. The down-side is that, once every two months, you have a deadline to meet! Sam Roberts will be very pleased to receive names of volunteers!

With the Centenary of Motoring in Jersey celebrations just around the corner (13th - 16th May), it seems appropriate to feature Paul Clubb's immaculate Model 'Y', 'Florie' in this issue. To be precise, the car belongs to Paul's partner, Barbara Dawson, who enjoys driving and eventing in it as much as Paul. Paul is our Member representative on the committee which is organising the big event in Jersey.



Garage (Ford's main agent on the island) for the princely sum of £50. She was re-registered in Jersey with the local registration number J 3688. In 1986, the car was given a further treat, when it was resprayed and re-trimmed by A. Ducker & Sons Ltd. of St. Helier.

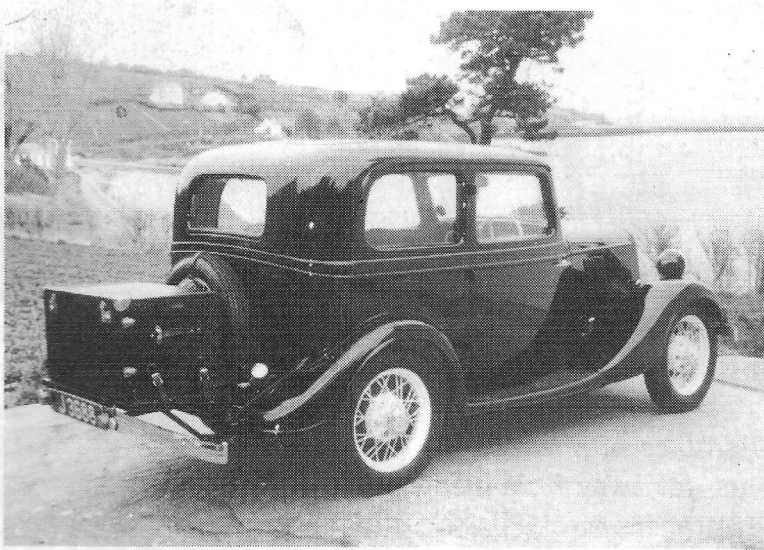
'Florie' has been a regular sight at the major rallies and events on both the islands of Jersey and Guernsey. In 1994 she won the Esso Trophy for being the car which most closely maintained the speed set by the

The car, a standard, black, £100, Tudor Model 'Y' (Y018208), with Tacoma cream wheels, was first registered as BVM 193 in Manchester, on 1st September 1935. It

organisers of the Liberation Day run on Jersey. She repeated the win in 1997, maintaining exactly the speed of 11.8 m.p.h. set by the organisers. Although this may

remained in Lancashire for most of its life, entering the ownership of one Cyril Reilly in about 1958. Cyril worked in the vehicle maintenance workshop of the Greenhall Whitely Brewery, in Warrington. I cannot think of a better mix of occupations in which to be to enjoy restoring an old car! Having

"The recently purchased suite of suitcases above an extended rear bumper."



seem slow to mainland drivers, on the narrow, windy back-lanes of Jersey, this is not a bad speed. Also in 1994, 'Florie' won third prize in the Guernsey Old Car Club Centenary Rally Concours d'Elegance and was awarded an engraved glass goblet by Total Oils.

Her 'Elegance' has recently been enhanced with the addition of a vintage suite of two suitcases, which fit snugly behind the spare

wheel on what seems to be a purpose built framework, onto which is also bolted the rear bumper - there's original!

completely restored it, Cyril sold it, in 1963, to a young blade at the brewery by the name of Paul Clubb. The car has been with Paul now for 36 years. In March 1965, Paul moved to Randalls Brewery in Jersey and, naturally, 'Florie' came too. She was driven down from Warrington to Weymouth and ungallantly hoisted aboard 'The Caesarea' for the overnight crossing to Jersey. She disgraced herself the following morning, on the New North Quay in St. Helier harbour, by refusing to start - verdict; no compression! The result was an unceremonious tow to Randalls Brewery. A few weeks later, a reconditioned engine was fitted by the Le Motte

The extremely good painting on the rear cover of this issue was commissioned in 1997 by Barbara Dawson as a Christmas present to Paul. It was painted by local artist, Robert John Wolfenden. In the painting, the car is parked on the north coast of Jersey, close to the Martello tower at Archirondel, one of a ring of such forts around the island, designed to keep the Napoleonic French at bay.

NEW MEMBERS

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

- A0904 JOHN ARGENT
35 Brookmans Avenue, Brookmans Park,
Hatfield, Hertfordshire, AL9 7QH
- C0220 ROB CHRISTIE
5 Court Gardens, Stanton St. Quintin,
Chippenham, Wiltshire, SN14 60F
- K0812 HONOR & EDDIE KELLY
4 The Alders, Thatcham, Berkshire, RG18 4HB
- P1904 ALEX PEDLOW
18 Lower Toberhewny Lane, Lurgan.
Co. Armagh, N. Ireland, BT66 8JJ
- R0212 ANDY REID
"Brooklands", Vimpeny Lane, Compton
Greenfield, Bristol, BS35 5RY
- S0824 NIGEL STROUD
Cuckolds Holt Farm, Gagingwell, Chipping
Norton, Oxfordshire, OX7 4EX
- W1611 IAN WILLEY
"Avalon North", Boating Dyke Way, Thorne,
Doncaster, South Yorkshire, DN8 5HB

Welcome! Good luck with your cars. We hope you will enjoy membership of, and contribute to the purpose of the Y&C Register.

Bob Wilkinson

ORIGINAL PAINT COLOURS

May I remind you that to help in choosing a modern equivalent of the original Ford colours used on 'our cars', we have available:-

- Lists of colours and matching modern equivalents
- Colour chips - borrow and return, but send s.a.e (30p) please.

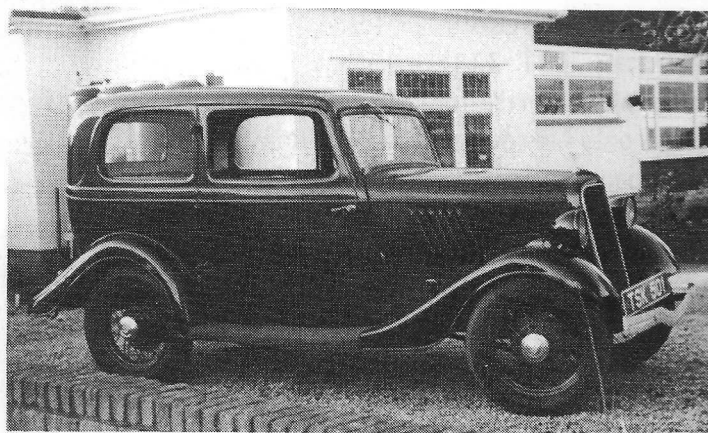
They weren't all black you know! Contact me for help.

Bob Wilkinson

NOTES ON NEW MEMBERS

Rob Christie, in Chippenham, decided to join us pending the sale of TSK 501 (formerly NV 4771), his green and black 1934 Model 'Y', which we advertised in the last edition of the magazine. The car is restored and looks fine in the accompanying photograph. Contact him on 01666 837482 if you are interested in buying.

"Rob Christie's 1934 Tudor Model 'Y', which is for sale in Chippenham."



We know little of CPP 205, the 1936 'Y' Model bought recently by new members, Honor and Eddie Kelly - except that the car is on the road and is dark green in colour. This is a welcome new car to the register, the latest issue of which is enclosed with this issue of the magazine. Unfortunately, as we didn't have the details of CPP in time for publishing, it is relegated to the unknown list at the end of the 'Y' register; so, Honor and Eddie, please let us have the chassis and body numbers of CPP and a tale or two as to how you decided to buy the car.

Nigel Stroud has re-joined us after a few years away. His 1936 'Y' is described by him as "sad!"; tho' he says that restoration of the bodywork is nearly finished. EPA 717 was bought by Nigel, in Norfolk, in 1985 come on now folks, we can't rush these things! Glad to have you back again, Nigel.

Alex Pedlow, in Northern Ireland, has had a busy few weeks! He joined the Register on 20th January, this year, to look for a 'Y' Model, to re-ignite his connection with these cars, on which he used to work as an apprentice motor mechanic. Within a week, he had bought JG 3920, the very early long rad model (Y39572 - registered November 1933) from Pete Jury

('Recommended buy' in the last issue of the magazine). A week or so later, Alex came over via Stranraer, complete with trailer and with family in support, and collected his purchase. Alex is now completing the last few jobs prior to MOT and has organised an upholsterer to complete the interior, including the sliding roof. He is looking forward to some summer pleasure motoring, whilst also busying himself with completing the restoration of a 1934 Morris 10/4. Keep us up to date with photos, Alex, and, by the way, what do you do in your spare time?

John Argent joined in a surprising way - the surprise was his! His son, Colin, joined initially to find a Model 'Y' as a surprise for John's 60th birthday. Colin writes:-

"The car, BPT 311 (1935 'Y'), came as a complete surprise for Dad, who thought that it was only borrowed for his birthday weekend. The specification is very similar to my Dad's original car (CLE 344 - where are you now?) and even the same green colour."

Some work is in hand to effect improvement of the restoration. What about some birthday celebration photos for the magazine, John?

Andy Reid shares his brother David's enthusiasm for 'Y' Models - David was listed as a 'new boy' in the last issue of the magazine. FK 8089 is Andy's 1937 Tudor green saloon, which he purchased from a farm in Warmley, near Bristol, as a restored car, but with completely original interior. FK had apparently been used for film work, but Andy has, as yet, not been able to find out any more details. Both cars together should make a pretty picture; especially on family picnics - we now know why David's car sports such a large hamper (page 19, Issue 116)!

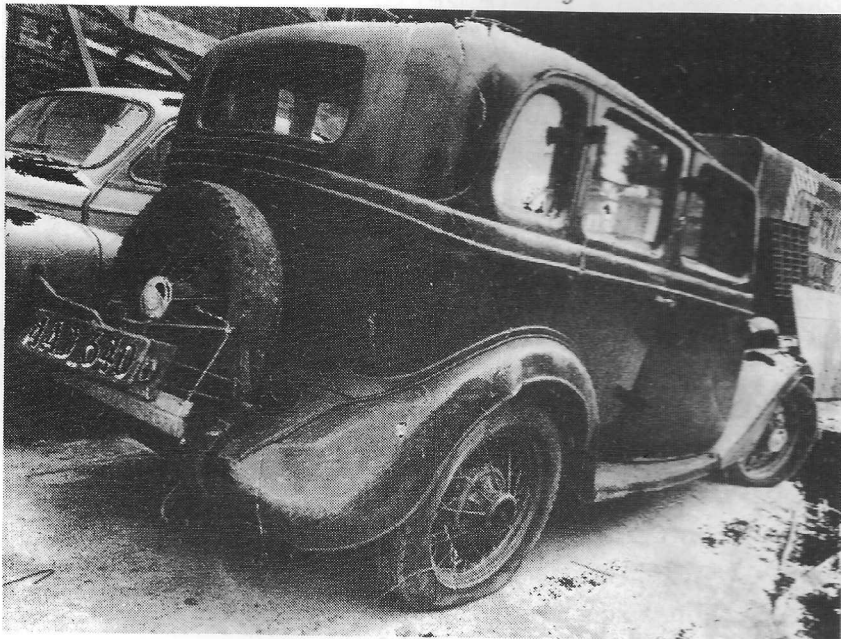
Yes, 'CX's do change hands too! To prove the point, we have Ian Willey, in Doncaster, getting back to the pre-war classic car scene. He recently became the owner of the 1936 'CX' 4 door (Fordor) saloon, PIJ 871, acquired from member Rodger Middleton. Actually they exchanged cars and cash in the deal with Rodger driving away with a 1970's MGC (that's the six cylinder version of the more usual MGB).

Ian obviously couldn't take the pace of the more modern classic! Ian has past connections with our cars. He writes:-

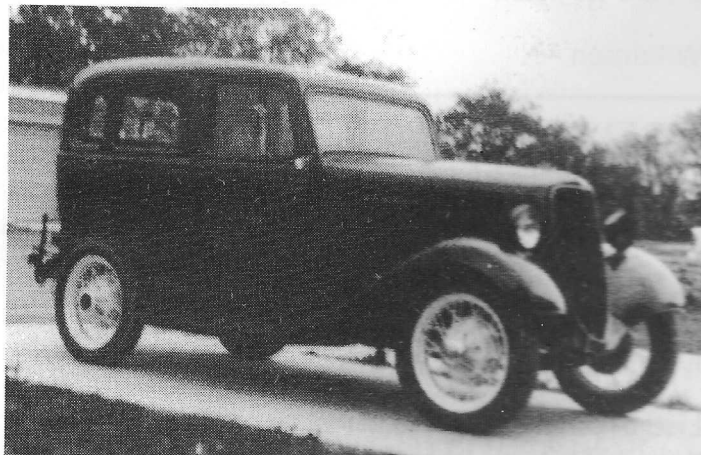
"I am just beginning the final restoration of the 'CX' and, in response to prompts from an unreliable memory,

have dug out the photos of my mid-70's project. Dick Sheppard, entrepreneur, raconteur and stunt man; well known for crashing Jaguars through burning furniture vans on "Summertime Special" in the 1970's, wondered one day if I knew of anyone who could give a home to an old car. "Of course." I said, and dragged home AAD 640, a 1934 Model 'Y'. The work went on but, eventually, the onset of a son and twin girls made acquisition of capital a priority and AAD 640 was sold to Ken? at Ashton in Makerfield, and is now, I believe, in the U.S.A. Any news would be welcome. I will update on PIJ in due course."

"AAD 640, a 1934 Fordor De Luxe Model 'Y' before restoration."



"Ian Willey's AAD 640, partly restored, before selling on. Note the trafficator and luggage rack - part of the Fordor De Luxe specification for 1934."



Welcome to you all and please keep us informed of progress with restoration and those important journeys in the spring.

Bob Wilkinson.

Lift the bonnet on any modern car, and you are sure to find that quite a large portion of the engine bay is taken up by a big plastic box of one shape or another, containing the air filter. Add to this lengths of hose, air flow meters, air intake temperature sensors, and throttle potentiometers and stepper motors, and you have quite a complicated box of tricks. Lift the bonnet sides on one of "our" cars, and there is a little carburettor, with a tin lid over its mouth, (presumably to stop you dropping the odd nut down into the works!) and no air filter at all.

Manufacturers did fit air filters in the Thirties, but obviously Henry's men thought that they were a luxury they could not afford on the budget priced small Fords.

The Ford 8 and 10 side valve engines are a tough little unit but the life expectancy was only about 50,000 miles, and bad bore wear was often the reason for their demise. I have often wondered if the lack of an air filter had any bearing on this, and in fact talking to an elderly garage mechanic the other day rather confirmed this when he said that fitting an air filter on the Ford side valves improved their life expectancy considerably. This then raises the question, should we think about an air filter for our carefully restored motors? The answer

probably lies in the type of lives our cars lead, if your car is a pristine concours condition car which you

want to keep absolutely original and do just short journeys to shows etc., then an air filter is probably of little consequence. If on the other hand, your car is used a lot, doing quite a high mileage, then you have probably already fitted flashing indicators, and total originality is not a top priority, so an air filter to prolong your engine's life seems like a good idea.

The next question is, what sort of an air filter could you fit? Well, Ford did actually offer an oil bath air

cleaner as an optional extra, and the details of it are given below. It consisted of a curved pipe which bolted on to the carburettor, using special float chamber

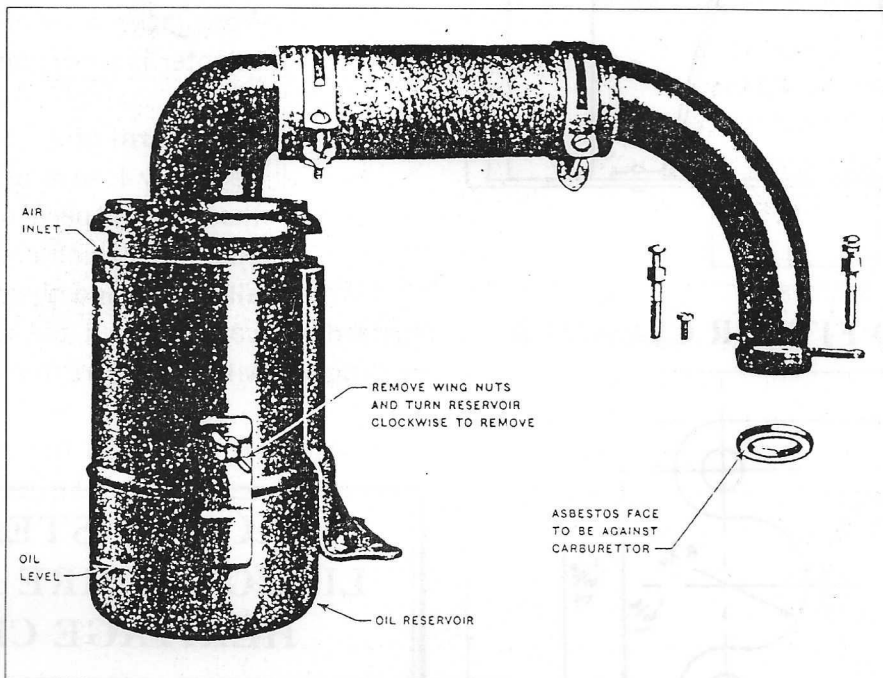
retaining screws, and the one screw which normally retains the air intake cover. The curved pipe is sealed to the mouth of the carburettor using a copper/asbestos washer, the air cleaner itself is mounted on the offside of the engine using one cylinder head stud, and the two pieces are connected by a rubber hose.

It is possible that one of these original items might turn up in an auto jumble, but you may wait a long time. Another possibility is that a replica could be made, but an original would really be needed to copy. Other alternatives are to

fit either a suitably dated air cleaner off another vehicle that would look the part even if it was not correct, or

SIEVING OUT THE LUMPY BITS

OIL BATH AIR CLEANER



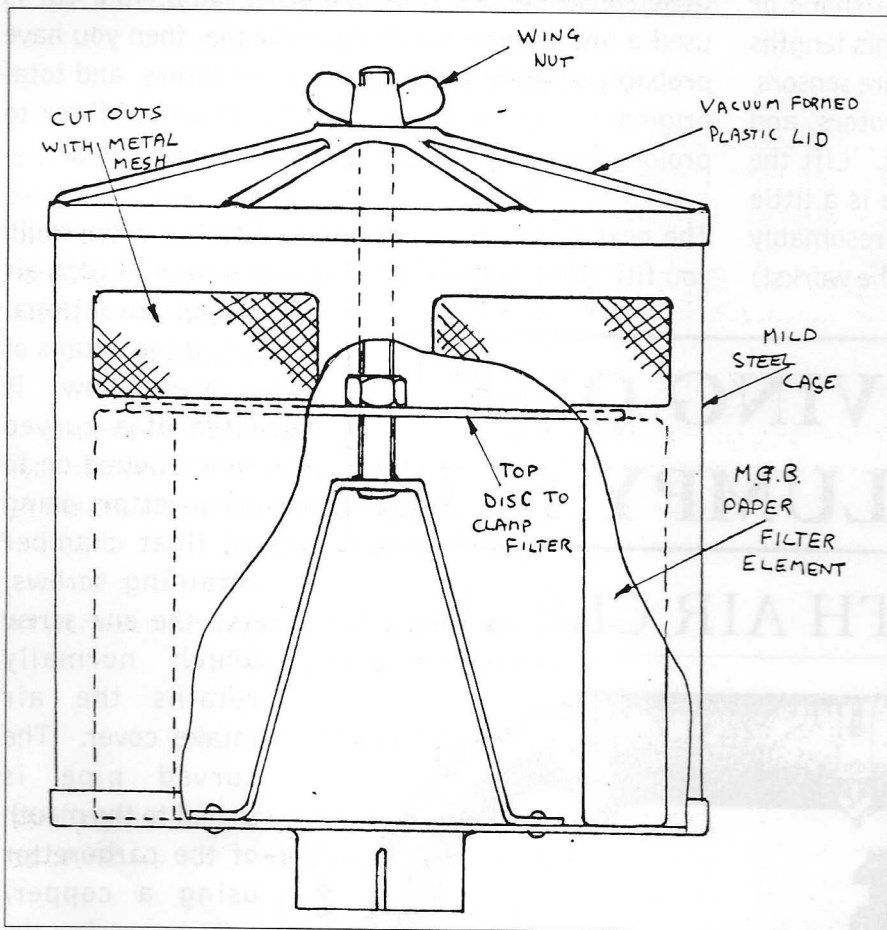
INSTALLATION

1. Remove carburettor air intake cover and securing screw.
2. Remove float chamber securing screws and replace with the special square headed screws supplied.
3. Place the special copper-asbestos gasket over the carburettor air intake, with the asbestos side downwards, making sure it is correctly centred.
4. Place the air cleaner pipe over the gasket and insert the three round headed screws with a lock washer under the heads of each, then tighten the screws

down evenly so that the pipe will seat properly on the gasket

5. Set the air cleaner on the opposite side of the engine to locate the position necessary to align it with the air cleaner pipe and secure the cleaner to the cylinder head by means of the cylinder head securing nuts indicated.
6. Place the rubber hose over the air cleaner pipe, and after centering it properly, tighten the two clips.
7. Remove the air cleaner reservoir and fill to the correct level with a suitable oil.

PROPOSED AIR CLEANER CUT AWAY TO SHOW HOW ELEMENT IS HELD

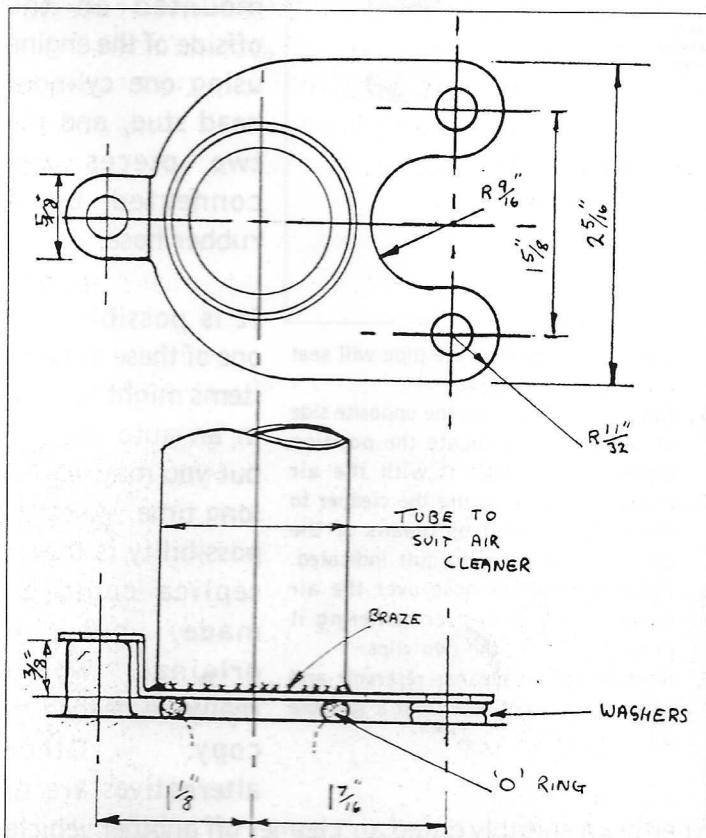


fit a pancake sports type of filter like the ones that used to be found on twin S.U. set ups. This last option would look pretty ghastly but it could be made easily detachable for showing the car. One final option which I am having a go at, is to make a filter which uses a modern paper element in an old fashioned looking casing. A search along the shelves of my local motor factors produced a paper element for one of the carbs off an MGB. This is reasonably small and I am hoping to fit it in a reasonably period looking metal container. Which ever route you choose you will need to make some sort of adapter for the mouth of the carburettor, this can fit like the Ford one using the float chamber screws and the intake cover screw, the seal can be made with either a fibre gasket or a large 'O' ring. A suitable adapter is shown below.

Some form of air filter is beneficial and hopefully I have provided some food for thought, and perhaps there are other ideas out there which could be shared with us all, if so send them in, and, like school custard, we can sieve out the lumpy bits and supply our engines with clean dirt free air!

Dave Newman, Technical Adviser.

ADAPTER TO FIT AIR CLEANER



**Y&C REGISTER MEET
LINCOLNSHIRE AVIATION
HERITAGE CENTRE**

JULY 10TH/11TH 1999

ADVANCED NOTICE

Venue:- EAST KIRKBY, Nr. SPILSBY,
LINCOLNSHIRE

- * An ex-RAF bomber airfield with Avro Lancaster bomber - start up & taxi.
- * Something for all the family - even if it rains!

More details in next magazine - book the date now - all welcome.

Contact me for details.
Bob Wilkinson. Tel: 01832 734463

Member Eddie Parkin is a much valued helper at Skopos Motor Museum in Batley, West Yorkshire, and, through him Suzy Merrick from the Museum contacted me with a suggestion that the Register becomes involved at Skopos. She tells me that the Museum has lots of parking space and would be willing to set up an area for meetings etc. Both Eddie and Suzy felt that it would be a good idea for the Museum to have a resident club, and, who better than the Y&C Register? By the time you read this, hopefully, I shall have visited Skopos with a view to discussing this kind of offer in more detail. I will keep you informed of developments.

Meanwhile, member John Slocombe of Normanton sent me an update of his 1936 Model 'Y' Tudor restoration. He bought the car in November 1994 and, with the assistance of Bob Wilkinson, trailered it home from Blackburn. To date, John has fitted the wiring loom, rear window, made a start on recovering the roof, made replacement interior panels, amongst other things, but still has a lot to do. John hopes to be on the road by the Millennium, although he didn't specify which millennium! - Good luck, John.

This year will be the last when we can buy leaded petrol, but I feel sure that suitable additives will be on the market before then. What really upsets me was the realisation that, every time we fill up with petrol, the government takes 80% in tax! These figures are quoted by the AA in their campaign for a fairer deal for motorists. It certainly makes you think.

Barry Diggle.

P.S. Further to the above, I have arranged the following:-

Region 16 gathering - Monday 3rd May 1999 - Bank Holiday

Members from all Regions most welcome.

Venue: Skopos Motor Museum, Alexandra Mills, Alexandra Road (Just off Bradford Road), Batley, West Yorkshire.

Time: From 10.00 a.m. onwards.

This is an informal gathering where we can show off our cars and look round the museum, which has some quite stunning exhibits, including Eddie Parkin's Model 'C', rubbing shoulders with such exotica as a blower Bentley and early TVR etc.

NORTHERN SIDELIGHTS

News from Region 16 - North, West & East Yorkshire

The owners of the museum are keen that we establish a foothold there, with a possibility of becoming their 'resident Club'.

Attached to the museum is a shopping village

with, apparently, some 20 independent retailers offering a variety of goods.

Please try to come along. If you could let me know in advance, it would be much appreciated.

Barry Diggle. Tel: 01274 614729.

Bob Wilkinson, our erstwhile Yorkshireman, has provided the following information on Skopos Museum:-

"Local member, Eddie Parkin, being retired, has formed some part-time work links with this superb classic car museum, located in the heart of West Yorkshire.

Skopos is a modern textile manufacturer, the Managing Director of which has a keen interest in classic cars - hence the museum, which was opened about 2 1/4 years ago by Lord Montagu.

Eddie's Model 'C', restored by his own fair hand, spends winter time in the museum."

"Eddie Parkin's maroon and black Model 'C' in Skopos Museum."



SUNSHINE ROOFS AND ENGINE SPLASH GUARDS

We are continuing to receive requests for sunshine roofs and engine splash guards, neither of which we stock as 'off the shelf' spares. Last year I had a bespoke batch of eight sunshine roofs made, against specific orders from members. Later this year, if there are five or more members wanting sunshine roofs, I will have another batch made up. The cost of the frames and metalwork on the roof itself was about £280. I did not have made the drain pipes and chromed outlets as they were still in situ in the cars concerned. Paul Beck made me a batch of internal roof clamps, which sold for the remarkably low price of £20 each. Packing and delivery within UK cost a further £20 odd. Members will need to arrange for the roofs to be covered and fitted and the

headlining to be doctored. If, at this stage, there are members who might be interested, please let me know, so that I can gauge the demand.

In the meantime, if there are members who wish to have a set of engine splash guards made, please let me know. I have a set which Ken Arthur can use as patterns. They are a quite complicated shape and not easy to make without the right skills and tooling. Note however Graham Miles' warning in his Spares Report that the guards only fit the pre-war engine. I'm not sure what alterations are necessary for them to fit the post-war jobbies. The guards are bolted to the chassis side member and screwed to the front chassis cross-member, so the difference must be in the curvature of the top of the sump, on which they rest with a piece of felt. An additional warning; if you suffer from fuel evaporation in hot weather, it is advisable to remove the nearside splash guard to allow an increased flow of air over the petrol piping. Names of those members wanting a set to me by the end of June, please.

Sam Roberts.

GENEROSITY HATH NO BOUNDS

As we go to press, news is coming in of a most generous donation to the Y&C Register from ex-Member, Roy Kendall. Roy was a member from 1989 to 1992, when he was restoring his 1935, maroon and black, Tudor Model 'Y', BRR 525 (Y107356). At the time, life was not being very kind to Roy and the restoration provided him with the therapy he needed to carry him through. Having completed the restoration, things got better and his business gradually took off. The

roadworthy car was garaged, where it has been for the last eight years. Roy now needs the garage space into which to expand his business and, reluctantly, is disposing of 'Elsie', as the car is affectionately known.

As Roy told Bob Wilkinson: - "Elsie' gave me excellent therapy when I needed it most. It is now pay-back time and I would like to donate the car to the Ford Y&C Model Register, for them to dispose of as they wish."

DVLA MATTERS

Recent successes for members in terms of DVLA agreeing to allow retention of original registration marks, prompted me to remind members of the support available through the Y&C Register.

Thanks to our very detailed Vehicle Register and access to other relevant information on registration marks and production figures, we are well placed to support V765 scheme applications by UK members (V765 is the DVLA form use for re-registration)

When the RF60, that's the old style log book, is available, there is usually no problem in processing applications. However, where the RF60 is missing, other documents e.g. MOT certificates, tax disks etc. may be accepted as 'evidence' of registration by DVLA.

If you need assistance or general guidance on these matters, you don't have to wait until your restoration is complete. Drop me a line (an s.a.e. helps) for an information sheet on how to proceed.

Bob Wilkinson

I'm sure that you will approve of the letter, which I have sent to Roy on behalf of all members, thanking him for this generous donation.

These are early days. Gary Matthews has kindly agreed to collect and store the car in the short term. More in the next issue.

Sam Roberts.

THERE ARE ALIENS OUT THERE!

I received an e-mail from one Joe Cali, asking me if I was interested in the 'Type IV Upright Conversion Manual'. Always keen to learn about the various modifications to our cars, I asked him for more details; only to receive the following reply from Joe Cali, in New York, U.S.A!:-

"Hi Sam, I know what happened. Ken Green e-mailed me a virus warning and most of the other fellows were into VW Performance, Bugs, Ghias, Buses Things etc. I thought you were also. The manual is how to make and install a T-4 engine that comes out of a Porsche 914, and VW Buses after 1972 into a T-1 car like the ones listed. You get an average twice the hp and three

times the life and it is a basic bolt in. I have one in my 74 bug, it is a 2.0 with 125 hp. The land speed record for a steel bodied stock street car under 2.0 is by a 197 hp bug with a 914 engine. He did 150.50 mph on the Bonneville salt flats. Then drove it home. The manual is how to convert the engine into an upright fanhousing like a bug. The T-4 has its fan on the crank, which makes it too long to fit into the engine compartment. It bolts up to the stock trans and only weighs 25 lbs more."

If anyone is interested, I'm sure Joe would be delighted to hear from you.

His address is <Joe@SwiftCEC.com>.

So what is it all about? Well, it is something for you as owners of a 'Y' or 'C'.

In 1933, the Ford Motor Company set up a series of runs as proving tests for the then new Ford Model 'Y'. So, with the coming of the new Millennium, The Register needs to mark the occasion with an event to match up with those early tests; hence 'Convoy 2000', which Geoff Murrell, Bob Wilkinson and myself will be arranging.

The intention is to undertake a 2,000 miles route around Britain, a challenge worthy of our ageing cars. We intend to start and finish from where our cars first saw the light of day - The Ford Motor Company, Dagenham.

A draft route of the run accompanies this article, and I do stress that, at this early stage of the organisation, it is only a draft route; many aspects, if not all, are open to suggestion and change. As can be seen, we have set a route running north from Dagenham, departing on Sunday, 11th June, and returning on Saturday, 24th June. All

members are invited to participate as personal time permits. Some of you may join for the entire run, for a few days, or even for a day as we pass through your area. For example, an Irish contingent may wish to join as we leave the Glasgow area and stay until we reach Liverpool, South Wales, or for the remainder of the run to Dagenham. The decision will be one of personal choice.

CONVOY 2000

What we now need is local knowledge to improve on the proposed route. With this in mind, all Regional Co-ordinators have been contacted and sent a full set of the route plans. Any member wishing to have an input, please contact them, myself, or both. As you can see, the computer has generated a total distance of just under 1700 miles and, by and large, it follows main roads (not motorways). I'm quite certain that a more picturesque route will be the

final one, which in areas may drastically change the present proposals. As an example, we may well pass inland of Newcastle, cutting out the A1 north at that point. Taking a route across the moors and pass via Jedburgh to enter Edinburgh from the south. The Lake District needs to be included and the route through Wales needs to be improved on. At present, the West Country is missed out altogether. Changes will indubitably add mileage to the overall journey, edging us nearer the magic 2000, a distance which these cars are quite capable of covering in thirteen days.

The choice of a Sunday start and a Saturday finish will allow for travel to and from Dagenham over the balance of the weekends. Vehicles intending to cover the entire distance may be marked with a route map (using modern contact material - not paint). We chose these dates based on the belief that it was essential to be clear of school holiday dates. However, should you wish to suggest an alternative period of time, please write to me expressing your point of view on

this, or other aspects of the event. (Please remember that Scottish schools, and perhaps those in other regions, close and consequently return two weeks ahead of English schools in the summer break.) We also need to organise hotels etc. So we need, at this early stage, an idea of participant numbers. Where possible, we intend to use the Travel Inns chain to keep costs down. What is now needed is your input. We need to know how you, the members, have received the idea. Please write to me, or the other members of the organising committee, committing your support,

offering suggestions etc. Mark your envelope Convoy 2000. These letters will be discussed at our next meeting.

Remember, at this stage, everything can be changed. So let's hear from you.

That restoration count-down has now reached a nominal 430 days! Will you be ready?

Graham Miles.

A DRAFT ITINERARY

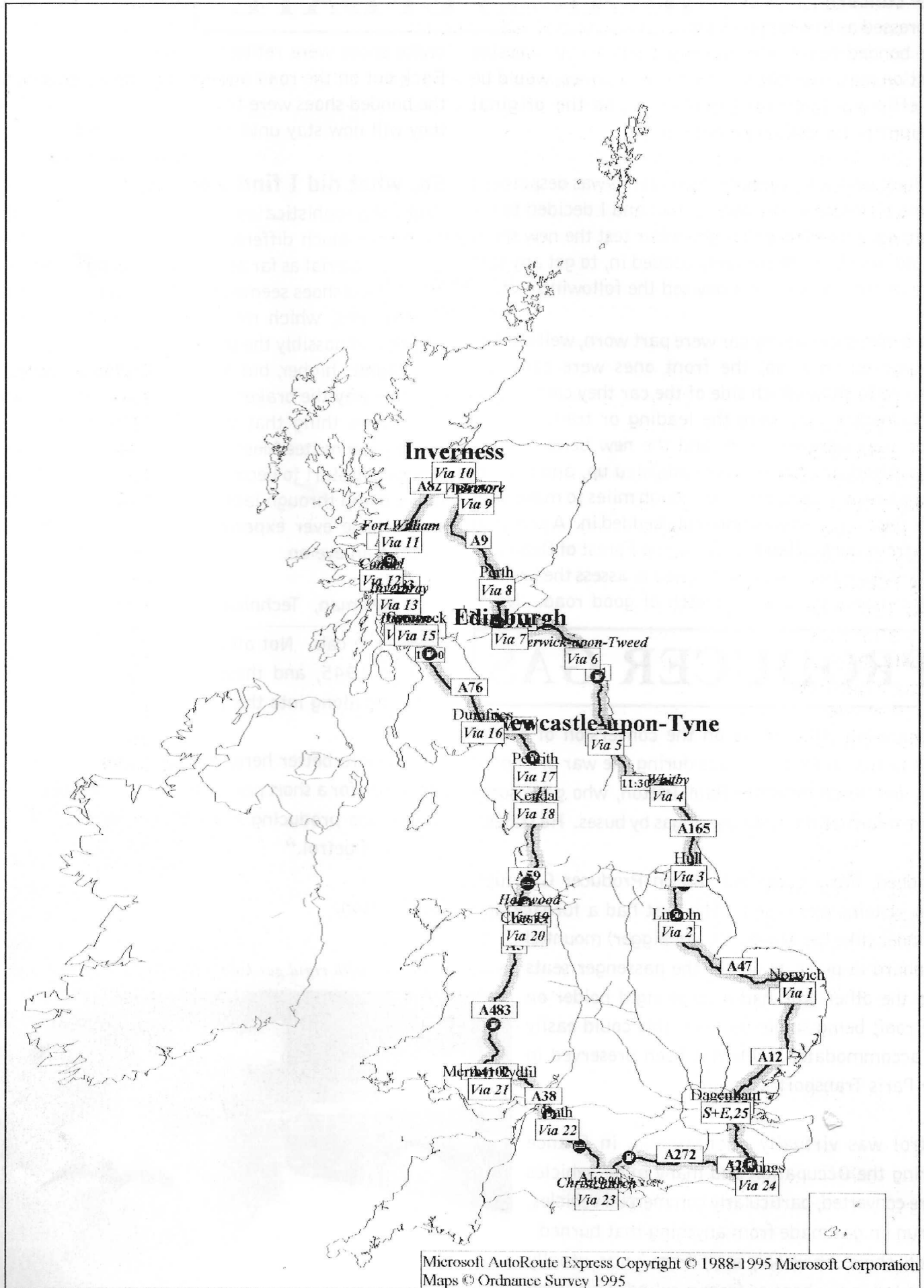
11th June 2000 to 24th June 2000 inclusive
Daily Start at 09.30

Day/Date	Start	Finish	Distance (miles)
Sunday 11th June	Dagenham Heritage Centre	Norwich	116
Monday 12th June	Norwich	Hull	159
Tuesday 13th June	Hull	Newcastle-on-Tyne	139
Wednesday 14th June	Newcastle-on-Tyne	Edinburgh	127
Thursday 15th June	Edinburgh	Aviemore	134
Friday 16th June	Rest day in Aviemore	Local Touring?	
Saturday 17th June	Aviemore	Fort William	100
Sunday 18th June	Fort William	Dunoon	118
Monday 19th June	Dunoon	Penrith	154
Tuesday 20th June	Penrith	Chester	137
Wednesday 21st June	Chester	Merthyr Tydfil	133
Thursday 22nd June	Merthyr Tydfil	Christchurch	143
Friday 23rd June	Christchurch	Hastings	143
Saturday 24th June	Hastings	Dagenham	66

TOTAL 1669

Lennox Motors, Southsea, circa 1948. Seven Model Y's being serviced or repaired.





Microsoft AutoRoute Express Copyright © 1988-1995 Microsoft Corporation
Maps © Ordnance Survey 1995

S ometime ago, concern was expressed as to whether

BRAKES UPDATE

the bonded brake shoes, made from a non asbestos friction material that the Club now supplies, would be as efficient in stopping our cars, as the original equipment riveted brake linings.

In due course a set of the bonded linings was despatched to me from our trusty spares man and I decided to try them out. Obviously to make a fair test the new shoes would have to be thoroughly bedded in, to get any sort of true comparison, so I devised the following test.

The brake shoes on my car were part worn, well bedded in, riveted ones, so, the front ones were carefully marked to show which side of the car they came from, and whether they were the leading or trailing shoe. Then they were removed, and the new bonded shoes were fitted, the brakes were adjusted up, and the car was then left to accumulate enough miles to make sure that the shoes had well and truly bedded in. A camping trip from the Midlands down to the Forest of Dean and back did the trick, and then I tried to assess the braking performance on a level stretch of good road. Next,

PRODUCER GAS

Remarkably, the article on the conversion of Model 'Y's to run on Producer Gas during the war prompted only one response; from Paul Tritton, who gave some more information on the use of gas by buses. He states:-

"Indeed, Paris buses did run on Producer Gas fuel. Two systems were used. The first had a furnace and cylinder (like the Model 'Y', but bigger) mounted in board in place of one of the passenger seats and the other type had a large rigid holder on the roof; being single-deckers, this could easily be accommodated. One has been preserved in the Paris Transport Museum.

Petrol was virtually unobtainable in France during the Occupation and many more vehicles were converted, particularly commercial vehicles, to run on gas made from anything that burned - wood chips, charcoal, etc., from units usually mounted in the boot or from a cylinder mounted

back home, jack up, front wheels and drums off and my original

brake shoes were refitted in their original positions. Back out on the road again for comparisons. Finally the bonded shoes were tried on the back brakes where they will now stay until they are worn out.

So, what did I find out?

Without a sophisticated brake meter it is very difficult to discern much difference between the two types of friction material as far as overall stopping is concerned. The bonded shoes seemed to take longer to bed in than riveted ones, which might mean that they will last longer, and possibly the pedal pressure required to stop was slightly higher, but all round I was quite satisfied with the way the brakes performed with either type of shoe. One thing that was raised during the recent Spares Committee Meeting, was the worry that bonded linings can start to become unstuck if they are allowed to get damp through lack of use, this is not something that I have ever experienced, but it may be worth keeping an eye on.

Dave Newman, Technical Adviser

behind the cab. Not all were immediately converted back in 1945, and these 'gasogenes' could be seen wheezing along into the 1950s.

Things were better here, although London buses also ran on gas for a short period, in 1943, when 160 started to tow gas producing trailers, saving 3 1/2 million gallons of petrol."

Paul Tritton.

"Single-decker bus with rigid gas holder (No:91) in Paris museum."



I would like to remind fellow members of the Y&C Register of the forthcoming Centenary of Motoring, organised by the Jersey Old Motor club, from the 13th to 17th May 1999; as mentioned in the last Bulletin, Issue 116. The event promises to be a wonderful opportunity to see numerous classic marques of cars from major UK and European Clubs and to meet their owners. To date, the Jersey Old Motor Club has been notified of 100 cars having entered. Additionally, there will be many attending from Guernsey and the French Club de L'Auto.

I have lived in Jersey for 34 years and have been a member of the Jersey Old Motor Club, with my Model 'Y', since its inception in 1966. With my tourism hat on, I would say that Jersey is a splendid place to visit, even supposing one has not the empathy that I have for classic and vintage vehicles. It is a green and pleasant Island where there is an abundance of flowers, with good food and drinks at reasonable prices: the month of May being perhaps the best month of the

THE CENTENARY OF MOTORING IN JERSEY

year to visit the Island. You will see from the programme that we have arranged some interesting things to do each day. Surely an event never to be repeated.

The package deal costs from £355 per person, which includes car ferry and five nights half board. Bookings are through Travelsmith on 01621 784666.

Please try to come, as our marque of car is definitely worthy of being represented along with the other famous!

Programme

Wednesday 12th May 1999

Depart Poole Harbour - 12.55 p.m. Arrive Jersey Harbour - 17.35 p.m.

Thursday 13th May 1999

Daytime: Free. Suggest visit Jersey Motor Museum, Castles, Occupation museums, Jersey Zoo, Maritime Museum etc. European/Paris entries arrive 17.00 p.m.

Early evening - Vin D'Honneur, St. Helier Town Hall - Remainder of evening - free

Friday 14th May 1999

Morning: Chasse de Centenaire.

Afternoon: Centenary of Motoring Treasure Hunt with observation tests covering the Island.

Evening: Free

Saturday 15th May 1999

Morning & Afternoon: Sprint meeting (chance for ladies to go to go shopping)

Evening: Celebration De Centenaire: Dinner and Prizegiving.

Sunday 16th May 1999

Morning: Centenary Cavalcade and Display. Farewell Lunch (Jersey International Food Festival)

Evening: Free; European & Guernsey cars depart.

Monday 17th May 1999

UK cars depart for Poole - 08.00 a.m. Arrive Poole - 12.30 p.m.

We look forward to seeing you here on Jersey!

Paul Clubb,

Member Ford Y&C Model Register & Jersey Old Motor Club.

FOR SALE

Through dealers;

1936 Model 'CX' Fordor, CYV 129 (C49365), Grey; £4950

D.T. Mathewson

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

1936 Tudor Model 'Y', Black (Y131576) DNO 318, roadworthy, but requires restoration, £2400

Malcolm C. Elder & Son

Tel: 01869 340999 (Oxfordshire)

1937 Tudor Model 'Y', Green & Black (Y171570), CBJ 576, excellent condition. £5500.

Malcolm C. Elder & Son.

Tel: 01869 340999 (Oxfordshire)

Private sale:

1935 Tudor Model 'Y'. Black, (Y107022). Very good condition; used regularly; MOT. A very nice car. £2950.

Paul McCaffrey,

Tel: 01474 743395 (Gravesend, Kent)

1935 Tudor Model 'Y'. (Y111205). CLK 317. Golden beige with new red trim. Fully restored to A1 condition. My own car for the past 10 years. MoT to Jan 2000 - Must be seen. £5250 o.n.o.

Ray Stevens,

Tel: 01483 232521 (Guildford)

1937 Tudor Model 'Y'. (Y183847). AJU 409. MoT to May 1999. Very good condition. Other commitments force sale. £3500.

Alison Candlin, Tel: 01905 456811 (Worcester)

1933 Tudor Model 'Y' short rad (Y28038) JV1995. Bodywork, chassis, floor excellent; mechanics good; new loom partly fitted. Needs trim finishing. Would make first class car. £2100 o.n.o.

Tony Dodsworth, Tel: 01964 622615 (Hull)

1936 Tudor Model 'Y' (Y148706) DKE 912. Resprayed by Ford Dealer in two pack Black. Red trim and body stripe. Good roadworthy condition, ready for this summer's motoring. MOT to Sept '99. £2800.

Geoff Murrell. Tel: 01763 838909

(Nr. Royston, Hertfordshire)

1936 Model 'CX' 4 door (C55250), Green, DVK 269. For restoration. Most welding and chromework already done. Some spares. £600 o.n.o.

Richard Foxon. Tel: 01162 402726 (Home)

Tel: 01162 402733 (Work) (Leicester)

1932 Model 'Y'. Very early short rad Tudor (Y1664). Needs full restoration. Original engine reconditioned. £500 o.n.o.

Richard Foxon. Tel: 01162 402726 (Home)

Tel: 01162 402733 (Work) (Leicester)

1933 Model 'Y' Long rad Tudor (Y40858), Green/Black, VE 9388. Original engine. Restored well over recent years. Runs well. MOT. Realistically priced at £2900.

Ian Newton, Tel: 01488 608304 (W. Berkshire)

1935 Model 'Y' Tudor, (Y114930), Cream and black. Excellent condition following body and engine rebuild. MoT, taxed. Reduced to £3,500 o.n.o.

Brian Hodges Tel: 01977 661260

(Nr. Goole, E. Yorkshire)

1936 Model 'Y' Tudor (Y136458), ANP 969, black, with red interior. Well restored. £3600.

Steve Clee. Tel: 01299 402338 (Bewdley, Worcester)

1938 Morris 8 h.p. 4-door saloon. Sliding roof, shining black and chrome; beautiful condition; a show winner. £3500.

Dave Lambert (Member)

Tel: 0191 416 1224 (Washington, Tyne & Wear)

10 h.p. engine (can be heard running), gearbox plus one in bits, short rad grille with chrome like new. Set short rad inner wing panels, front & rear bumpers. Front axle complete with drums, front spring, radiator, shock absorbers, starters, dynamos, petrol tank, wheels, door wood, floor pan, window winders, door glass, engine blocks and parts, headlights & various items.

Ring for wants. Tony Dodsworth

Tel: 01964 622615 (Hull, Yorkshire)

Y&C Parts. Engines 8 & 10 h.p., Y axles & wheels, Short-rad n/s front wing, dashboard, radiator grille and lots more. Ring with your wants. Also, Hydraulic 4-post lift - £400 and 4 h.p. compressor - £300; both 3-phase but will connect to 240 volts. Can be seen working.

Bob Wilkinson

Tel: 01832 734463 (Northamptonshire)

WANTED

Electric petrol tank unit for 1935 Model 'Y' in good condition. Luis Cascante, Spain.

Contact Sam Roberts, Tel: 01264 365662

A pair of engine splash shields for Model 'Y'

Mike Meadows, Tel: 01473 624650 (eve)

THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS (FBHVC) AND FUEL UPDATE

I'm delighted to report that the threat to classic cars as a result of the End of Life Vehicles directive (ELV) has been lifted. This legislation, currently being drafted by the European Parliament Environment Committee, has now been amended, as a result of lobbying, to exclude 'Veteran Vehicles', which, it has since been decided, means "an historic vehicle of value to collectors which was manufactured more than 20 years ago and which is stored in an environmentally friendly manner, either ready for use or stripped into parts."

The Fuels Group of the FBHVC, in the February issue of their Newsletter, report that:- "The testing of lead replacement additives and devices continues, with ten tests completed at the time of writing and more to come from the 40 suppliers contacted. The results of each test are disclosed solely to the relevant supplier and - contrary to anything you may read or hear - no FBHVC endorsement has yet been issued. We hope to announce the details of the lead substitutes that have passed the test and obtained an FBHVC endorsement at the Federation Conference at Gaydon on 20 March."

In the meantime, there is growing talk of Lead Replacement Petrol (LRP) coming available on the garage forecourts. A Shell statement recently announced:- "Shell has been selling potassium-based LRP in Germany, Holland and Belgium for several years with no reported problems. We will introduce it to Britain from October 1999 and expect it to be an effective substitute for lead." BP, Texaco and Jet have said they will do likewise.

This news was endorsed by two of our Ford employed members, Dave Ball and Geoff Murrell, who each sent me a Ford Motor Company statement which reads:- "A recent EC directive will ban the use of leaded fuel in Europe by 01:01:2000. This is causing some concern to those people with older/classic vehicles.

**DEADLINE FOR COPY FOR ISSUE 118
IS FRIDAY, 30TH APRIL 1999.
PLEASE SUBMIT YOUR
CONTRIBUTIONS TO SAM ROBERTS**

★ **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.

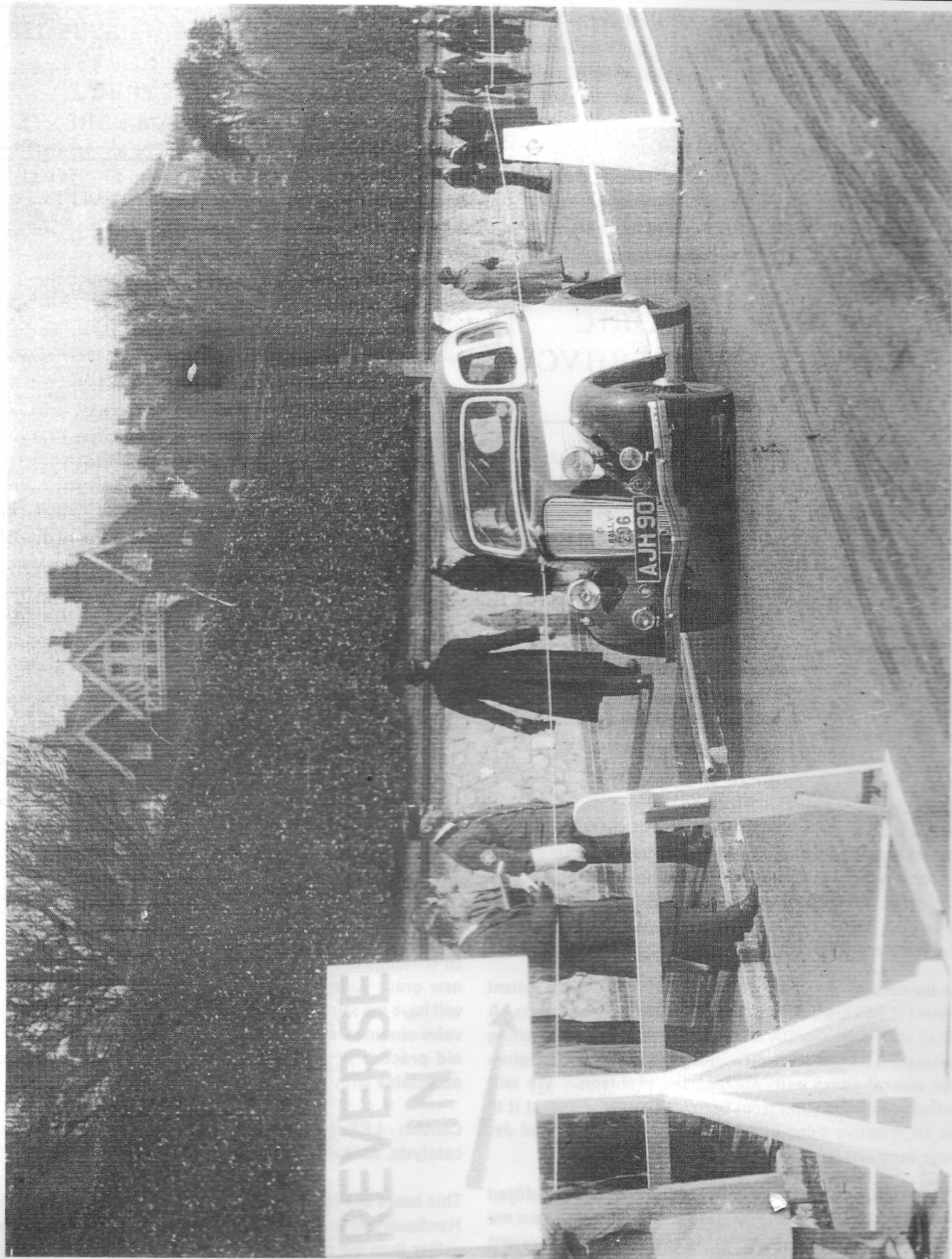
Available to members only.

In Britain, leaded Four Star petrol will be replaced by a new grade called Lead Replacement Petrol (LRP). This will have the same octane as current 4-star, and give similar valve seat protection. It should be used continuously as the old practice of one tank of leaded in every four is not acceptable with Lead Replacement Petrol (LRP).

Caution - LRP should not be used in vehicles equipped with catalysts, as it can cause serious damage to the catalyst."

This bears out my observation when I was at Ford World Headquarters in Detroit. I parked in the staff car park, rather than the visitors', and noticed that all the Ford pool cars (and Jaguars) were filling up at an LRP pump.

Sam Roberts



"March 1935, Hertfordshire registered, ivory and black Model 'C' under the watchful eyes of a judge and RAC patrolman in that year's RAC Brighton Trials - Photograph courtesy National Motor Museum, Beaulieu."

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

	PRICE
Clevis pins (20 thou oversize) with split pins: - S.R./C.	£6-00 set
Clevis pins (20 thou oversize) with split pins:-L.R.	£8-00 set
Front or Rear shackles (pattern part) State front or rear	£7-00 each
Bushes for shackles, State front or rear	£2-00 each
Rear hub seals (large - outer) Y1175	£3-50 each
Y&C king pins (Dependent of level of kit)	P.O.A.
Relined Front brake drums- exchange in clean condition	£40-00 each
Rear brake rod support bracket for LR. Y. with double holes	£31-00 each
YE2502B Front brake rod support (mounts on A-frame to rod)	£6-50 each
Front road springs Y&C (Not Ford) (Rear, used on application)	£33-00 each
Track rod ends with two dust covers male or female design	£28-00 pair
Drag Links 'Y' state L/R hand drive	£37-00 each
Front brake lever return spring Y2096 RH or Y2097 LH	£4-00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£4-00 each
LR and C 48/2050 Brake operating wedge	£13-00 each
SR/LR/CY2084 Front brake lever	£13-00 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	£13-00 each
SR Y2230 Rear brake cam shaft	£13-00 each
SR Y2050 Front brake operating wedge	£16-00 each
Exchange brake shoes, rollers removed send old first - set of 4	£35-50 set
Brake shoe pull off springs SR/early Y double roller -set of 6	£13-00 set
Shock Absorber Kit S.R. & L.R. front (suspension parts)	£130-00 pair
Early L.R. Rear (under manufacture) Late L.R. Rear	£110-00 pair

MECHANICAL - ENGINE & TRANSMISSION

Y973 7 Accelerator return spring (on cross rod or accel. rod assy)	£4-00 each
Gaskets - price on application, upper engine only	
C exhaust, with tail pipe-stainless	£80-00 each
Y exhaust, stainless. Carriage included	£75-00 each
Engine top water outlet (head to hose)	£13-50 each
Hoses, straight. Top 9.5" x 1.75" bottom 8" x 1.25"	£4-00 each
Moulded Top hose - suit post Y head	£8-00 each
Moulded Bottom hose - suit post Y engine	£8-00 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	£12-00 each
Flexible fuel pipe - pump to feed	£3-00 each
Clutch plate centre - exchange	£26-00 each
Clutch pressure plates - exchange	£46-50 each
Clutch release bearings (pre-packed)	£10-00 each
Y24052 Cylinder head stud and nut	£2-00 each
Universal joint - complete assembly - exchange	£20-00 each
Gearbox I hold large number of parts send list of requirements	

RUBBER PARTS

Front radius ball	£5-00 each
Brake & clutch pedals - exchange (send old one first)	£6-00 each
non-exchange	£7-50 each
Gear box mounts	£23-00 each
Door stop buffers - 'Y'	£3-00 each
C Front Axle beam stop rubber (Metal on request)	£9-00 each
Bushes for shock absorber linkages	NOSTOCK
Running Board Pyramid Matting	£36-00 pair
SR side lights - base mats	£5-00 each
LR rear brake rod support rubbers	£4-00 each

Y under bonnet kit	£11-50
Steering joint dust cover	£2-00 each
Engine mount - exchange	£7-50 each

ELECTRICAL

Headlamp lenses late curved diamond (RE-PRO)	£14-00 each
Headlamp lenses. Intermediate model (flat) used,	£12-00 each
Headlamp Magnaflex Bars (diamond shape)	£10-50 each
Rear Wing Lamp mounting bracket - finished black	£35-00 each
Battery fixing bolts - pair	£3-00
Braided Battery Lead - Earth - Bulkhead	£6-00 each
Pair Battery lug bolts	£0-75 pair
Headlamp bulbs (24 watts)	£4-00
Bulbs various (if rear lamp, state straight or offset pin)	£2-00 each
Late type distributor points (not early type)	£5-00 each
Late type rotor arms	£4-00 each
Early type rotor arms (with spring contact)	£5-00 each
Dynamo cut out controls (no mounting bracket)	£10-00 each
Spark plugs - not L10 but equivalent (ie. same as) Set of 4	£15-00 set
Y front side lamp acrylic lenses	£4-00 each
Y front side lamp acrylic covers (black)	NOSTOCK

FITTINGS - BODY

LR Model Front bumpers chromed	£142-00 each
LR Model Rear bumpers chromed	£114-00 each
Bumper bar bolts (oval shape)	£10-50 pair
Bumper bar end caps chromed L.R. and SR	£7-00 pair
Running boards, for LR. Y Moulded matting with-steel mounting brackets. Adaptable for SR	£90-00 each
SR. Front valance below grill (external part only - fibre glass)	£170-00 pair
Floor board screws Set of 40	£11-00 set
Late LR Y four door hinge centre bolts with spring + tag	£1-50 each
Brass balls, door hinge	£1-50 each
Y fixed timber roof stock kits in hard wood	£83-00 each
Striker wedges - female - door pillar - housed "C" Model	£10-00 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£15-00 each
Hub caps - for model "Y"	£14-00 each
Oil cans	£14-00 each
Oil can transfers. Black only	£5-00 each
Oil can brackets	£13-00 each
Wheel nuts Y set of 20	£35-00 set
Wheel nuts Y individual	£2-00 each
Wheel nuts C each	£1-00 each
Bifurcated Rivets 1.6mm (Set of 25)	£1-00 each
Vacuum Wiper Motor	£26-00 each

SPEEDO CABLES

Speedo Graph Richfield Ltd.
 Rolleston Drive, Arnold, Notts. NG5 7JR
 Tel 01602-264235 - Prices on application.

Apply direct - 5' 8" long (Y) or - 5' 1" (C)
 Supplier of Front wheel bearing - Timken 07098/-8205
 03062/03162 Bearing Services Ltd (Yellow Pages)

NOTICES

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

USEFUL CONTACTS

BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers,

Ffrwdgrech Industrial Estate, Brecon. Powys LD3 8LA
Tel 01874-624433

BODY RESTORATION, PANEL REPAIR AND MFR.

K.A. Developments.

20A Fore Street, Westbury, Wiltshire BA13 3AX
Tel 01373-827746 or 01225-766669 (eve)

Metal Magic,

The Mews, Brickhouse Hill Rd. Eversley. Hants RG27 OPY
Tel Works 01734-731631 Home 01276-32079

BORING, WHITE METALLING, BEARINGS, PISTONS etc.

Ron Topping, Northern Rebores Services

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

CARPETS, UPHOLSTERY

Family Repair Service,

Beales Close, Andover Hants SP10 1HT. Tel 01264-323144

CHASSIS RESTORATION/EXCHANGE FORD PARTS AND CLASSIC OILS

Dave Tebb

Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet. Leeds LS25 6HQ
Tel 01937-557410

INSURANCE

Footman James / Y & C Register Insurance Scheme

Very competitive preferential rates for members only.
From £46.80 per policy for cars valued up to £7500.
Fully comprehensive with unlimited mileage
Full breakdown rescue service in UK and Europe
Tel: 0121 561 4196 with membership no:

MECHANICAL, OVERHAUL AND RESTORATION

Mr T. J. Brandon,

5 The Street, Stonham Aspel, Stowmarket Suffolk IP14 6AG
Tel 01449-711837

TRIM, FITTINGS, RUBBER & ACCESSORIES

Paul Beck, Vintage Supplies,
Woolies (I&C WoolstenholmesLtd)

Folgate Rd, North Walsham, Norfolk NR28 0AJ. Tel 01692-406343
off Blenheim Way Northfields Industrial Estate,
Market Deeping, Nr.Peterborough PE6 8LD. Tel 01778-347347

TYRES, TUBES AND RIM TAPES

Tony Etheridge

118 Oaklands Avenue, Oxhey, Watford Herts. WD1 4LW
(Callers by appointment only). Tel 01923-231699

Longstone Garage

Great Longstone, Bakewell, Derbyshire DE4 1TA. Tel 01629-640227

SEAT SPRING UNITS (ready for trimming)

The Bristol Upholstery Spring Co. Ltd.

79A Grove Rd, Fishponds. Bristol BS16 2BP
Tel 01272-583995

STOCKIST, EARLY FORD PARTS

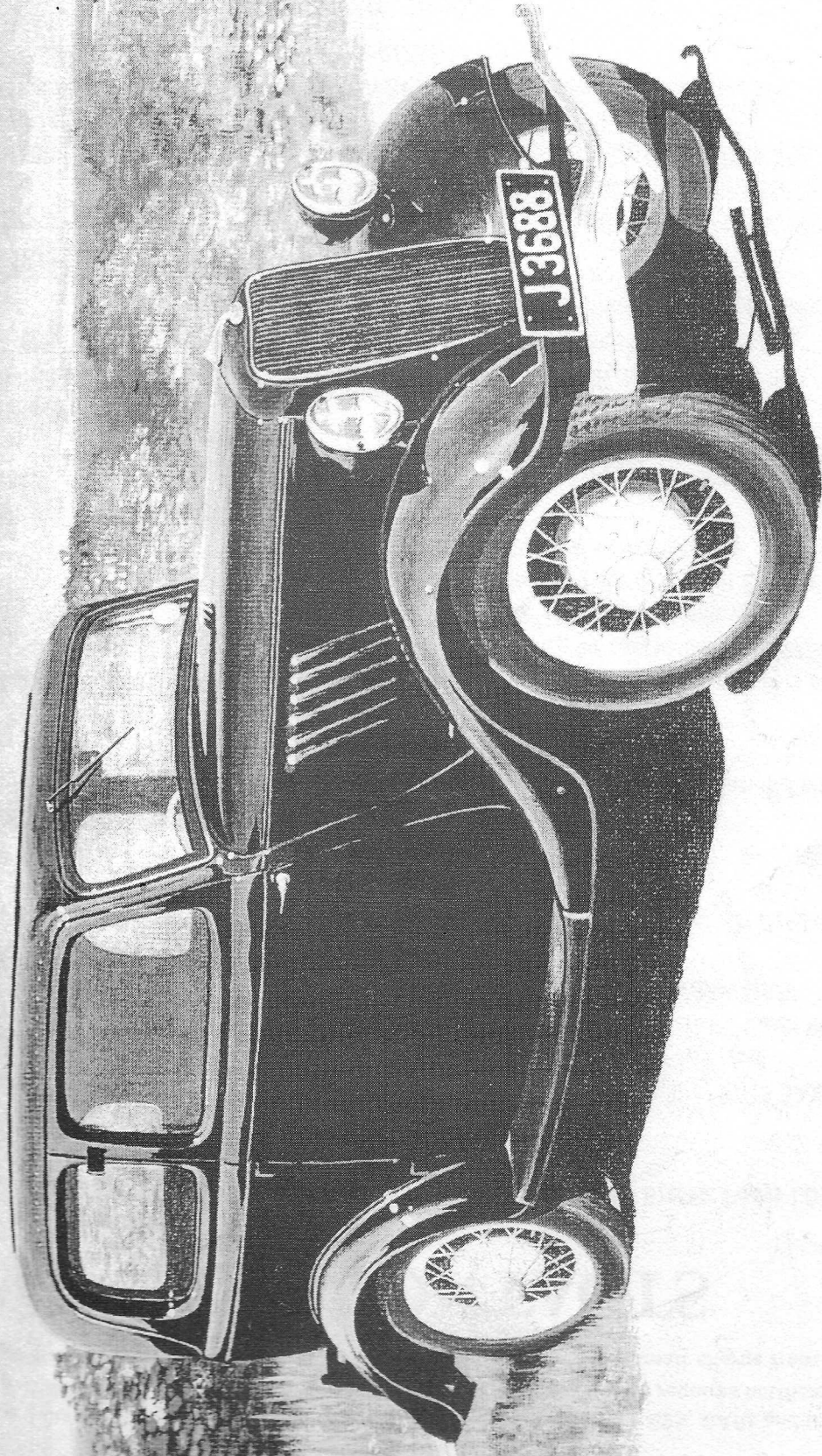
Mr Tony Butterfield

2 Cockers Lane, Leyland Lancs. PR5 3SU
(Can supply Gaskets) Tel 01772-424032

Mr Julian Janicki.

Riverside, Blackbridge Lane, Horsham, West Sussex. RH12 1RR
Tel 01403 251184

Advertising rates: Apply to Chairman Members - no charge:
Non-members £20.00 per insert per annum (6 issues)



REGALIA ORDER FORM

Orders to: Robert Hale
4, Garden City Villas,
Mill Lane,
New Bradwell,
Milton Keynes MK13 7AB

Please print your name & address:

Post code _____

ITEM	DESCRIPTION	PRICE	QUANTITY	AMOUNT
Y&C Sweatshirt Long sleeves, dark blue. (Also avail. with short sleeves)	Button neck with collar. Small embroidered Y&C logo on breast. Small, medium, large, XL	£23		
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		
Register Leather Key Cases	Hold six keys	£2.00		
Register China Mug	White with blue Y&C logo	£3.00		
Embroidered Badge	4 x 2 inches, sew on.	£3.50		
Players Cigarette Card - Model 'Y'	Mounted and framed	£5.00		
Tax Disk Holder	Y&C logo on reverse	£0.60		
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 <u>apply Chairman</u>	£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.

TOTAL ENCLOSED

Please make cheques payable to: "Ford Y&C Model Register"