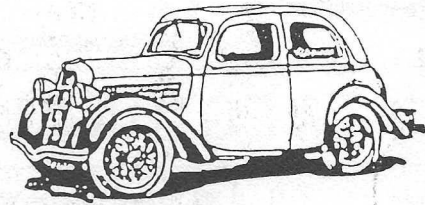
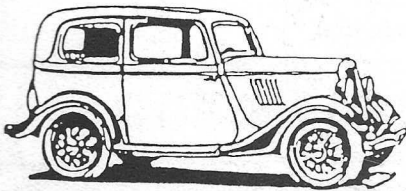


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 118 MAY / JUNE 1999

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SAM ROBERTS • 16 CROYE CLOSE • ANDOVER • HAMPSHIRE • SP10 3AF

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The Ford Y&C Model Register web site is at:

<http://members.pipemedia.net/ford-model-register/index.htm>

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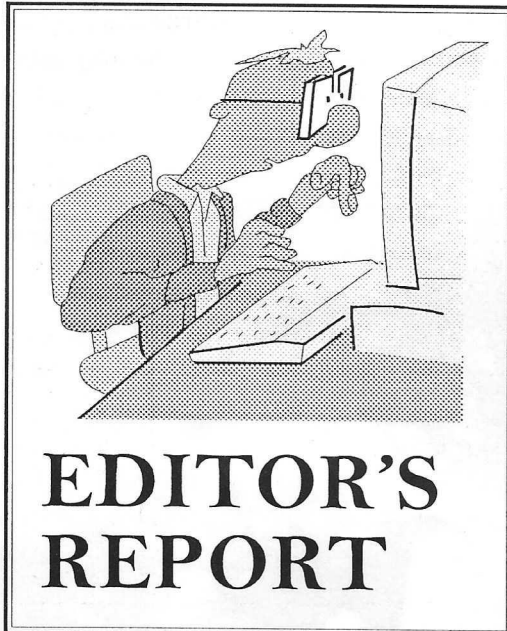
"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

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Right, the die is cast! Because no-one was prepared to step forward to fill the vacant Editor post, it was agreed at the A.G.M. that 'Yours Truly' should stand down as Chairman and continue in the all important Editor role. The magazine is the life-blood of the Register and must continue. All things being equal, I am delighted to say that Jean Hunt will take over the chair at the next A.G.M.

This issue is packed with variety and, I hope, interest. However, I wonder how many members actually read the magazine! I am often asked about a subject which was written up in a recent issue. This month I was asked 'What is the Convoy 2000 route?!' We don't get much feedback from members on the content of the magazine. What do you think of it?



EDITOR'S REPORT

I regret that the last magazine was a week late, due to the fax with my corrections to the proof copy going astray just before I left for a week earning Brownie points in Rome with Paula - my apologies. This time, I am sending off the copy to the printers just before I depart for the Centenary of Motoring in Jersey rally (without Paula), so the proof copy should be ready for me when I return.

Enjoy your read. Please remember four things:-

1. I need your input.
2. Support your local events.
3. Come to the National Gathering

(18/20 June 1999) and
4. Recruit a member or two!

Sam Roberts.

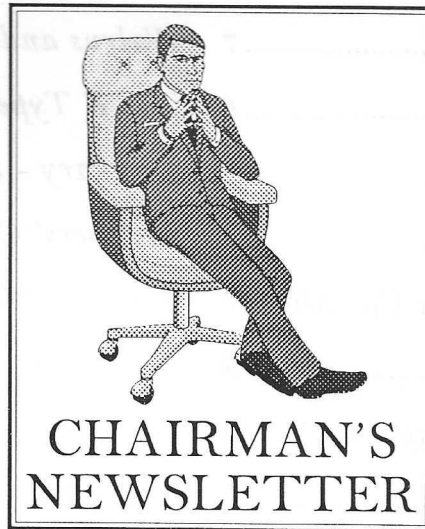
Another A.G.M. has been and gone; my twelfth as Chairman. I must say that the enjoyment of the occasion does not fade with time. It is a pleasure to see the regulars and especially the new faces, be they new members or those who have come along for their first meeting. The minutes are written up elsewhere, but they do not reflect the social aspects of the day, or describe the regalia, ably run this year by Geoff Murrell; Jean and Reg Hunt's 'bring and buy' stall, which did a roaring trade and Tony Butterfield's spares stall. The banter which goes on inside the hall as well as round the members cars parked on the grass, is great to hear.

I would like to mention the one trophy, which it is now custom to award at the A.G.M.; the Maurice Billing Trophy. Maurice, who owned still the oldest surviving Model 'Y' (Y252), died in 1988. In 1989, his widow, Hildie, presented a trophy to the Register in his memory, which has been awarded annually ever since to the person who, in the opinion of the Chairman, has contributed significantly to the success of the Register. This year was the tenth anniversary of the award and I thought

Group photograph of those at the A.G.M. - Note how the Chairman and past Chairman are having to support the Secretary (he's the old chap in the shades!)



it fitting to list the past recipients as a sort of Roll of Honour:- 1989 Don Malin, 1990 Bob Wilkinson, 1991 Peter Ketchell, 1992 John and Siobhan Guy, 1993 Jeff Cole, 1994 John Griffiths, 1995 Kath Devine, 1996 Geoff Dee, 1997 Kevin Briggins, 1998 Jim Miles and, this year, 1999, Geoff Salminen, for his unstinting loyalty to the Register and for laying on such super stands at each successive International Classic Car Show at the NEC.



I've had a couple of interesting visits from Edwin Phelps, who arrived majestically in his 1938 Ford V8 81AF saloon. (We assume it is the 'AF' as it is right hand drive - 'F' meaning foreign in Ford parlance.) Edwin is the present owner of much of the late Bert Thomas' Ford literature. He loaned me his copies of the February 1932, October 1932, October 1933 and October 1935 Ford

Motor Exhibition catalogues, which are now duly photocopied and are held in the growing Register library. He also recommended two books; 'Henry's Wonderful Model T' by Floyd Clymer and 'Tin Lizzie' by Philip Van Storen Stern, of which, the latter, I was able to purchase from the States - see 'Walrus and Carpenter' article in this issue! Edwin also put me on to a second Model 'Y' Allan Taylor tractor, in Essex, which, I am pleased to say has now been 'rescued' by

Dave Tebb. He is also aware of a second Jennings conversion Model 'Y', in Spain. I am waiting to hear more of this.

I have also been on my travels again; this time spending a couple of days in Essex in search of material for my book on the Model 'Y'. Unfortunately, I was unable to visit the Ford photographic archives as they have a drama on their hands. Many of the old negatives are decomposing and letting off toxic nitrous oxide gas, which means that the archives are 'out of bounds' until they have disposed of the offending negatives. I called in to see David Burgess-Wise, who gave me the thumbs up on the book so far (65,000 words). We then had an enjoyable pub supper with Derek Sansom, the Ford consultant PR man. During the afternoon, I had called in to see Bryan Baker, in Maldon. Bryan is the Archivist and Technical Adviser for the Sidevalve Owners' Club. He gave me some useful information and has promised me some photographs, which will form the basis of a couple of articles in the magazine. On the Friday morning, I visited Ron Staughton, the Curator of the Ford Heritage Centre and spent an enjoyable time thumbing through and photocopying articles from the Centre's copies of 'The Ford Times'. He also showed me some more classic car club listings on the Internet, to which we have now been added. All in all, a useful couple of days.

I also earned a few Brownie points from Paula by taking her to Rome for a week. I was disappointed not to find a motor museum in the city. They have no interest in old cars apparently; I suppose that Turin is the Italian 'motor city'. Anyway,

the trip has earned me enough credit to allow me to go to the Centenary of Motoring in Jersey later this month and I shall be reporting on that in the next issue. My Model 'Y' Kerry sports tourer sailed through its MOT at the end of March and has appeared at local shows on the two Bank Holiday Mondays since then: 'Support Your Local Shows' is the Register cry for 1999! I am delighted to say that, once more the Kerry is performing well. I had a problem with her last year and over the winter, which was baffling me. Every time the revs built up, she started spitting. I tried adjusting the timing and honed the points to rid them of pitting, but still she spat. In the end she wouldn't start; so I gave the electrics a good going over. It wasn't until I was once again honing the contact points on an oil stone, that I noticed that the contact point on the cam follower was loose in its steel strip! Bingo! A new set of contact points and she goes like a little sewing machine again. Obviously that point was becoming loose last year and either intermittently not allowing the current to flow and/or causing a variable gap distance on each firing. Incidentally, a new set of points from Halfords (Lucas DSB 122C) cost £11.59. Compare that price with a new set from the Register (£5.00). Who says it does not pay to be a member of the Register? Whilst on the electrics, Barry Diggle, the present owner of my old Model 'Y' saloon 'CNN', asked me whether the ammeter ever shows discharge. I don't recall any Model 'Y' ammeter showing discharge. Can anyone shed light on this?

Well done George Pierce in California! He was the only one to tell me that the fashionable young

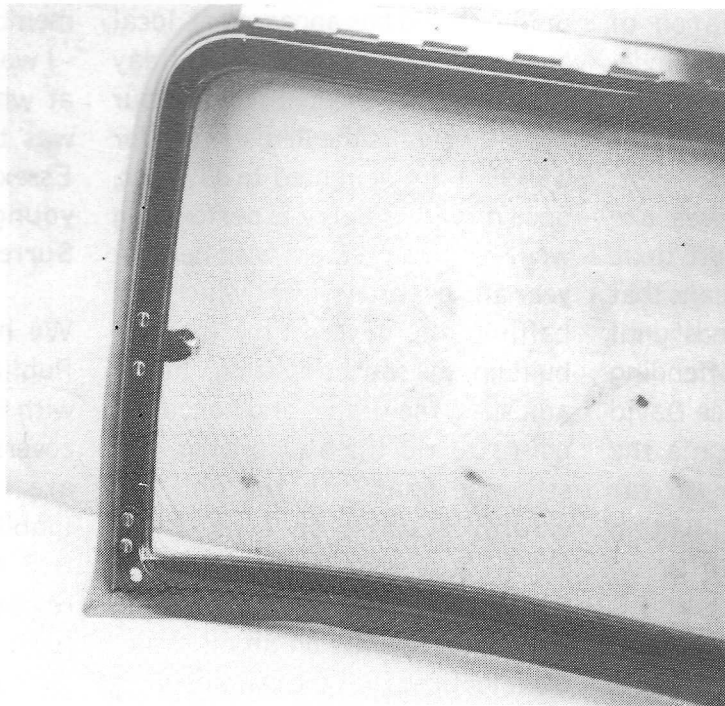
lady photographed in my last newsletter was standing by a longrad Model 'Y' and not the shortrad which was the supposed subject of the photo! Like me, all eyes were on the lady and not on the car! Either that, or most members don't read my newsletter - I wonder! I passed by the location at which I think that photograph was taken on my way back from Essex on the M25. I reckon the young couple were at Oxted in Surrey.

We have renewed the Register's Public and Product Liability cover with Footman James. Although this covers us for most eventualities, you are reminded that the Product Liability does not cover us for the U.S.A. and Canada. Hence, I regret that we are unable to supply spares to those countries. However, members over 'The Pond', who want spares, should contact Tony Butterfield, whose address is on the inside of the back cover. The Register's Public Liability cover does not cover individual vehicles at shows. Each is responsible for having their vehicle properly insured when attending events. Please note also that the minimum premium for insurance cover with Footman James has also increased from £46.80 to £58.80. This is due to their insurers raising the basic rate from £40 to £50 and an increase in the Treasury's IPT (Insurance Premium Tax) to £2.00 - effective 1 July 1999.

I dispatched one of Dave Tebb's manufactured shortrad windscreens to Rafael Duque in the Canary Islands and received a delighted e-mail on its arrival, saying:- "Please let me thank you for the windscreen which arrived this week in perfect condition. The workmanship is

excellent. Thank god there are still some craftsmen around." Dave has made up a batch of shortrad windscreens and is selling them at £280 (which is excellent value). He is planning to make up some longrad ones as well. If you want one, he can be contacted on 01937 557410 (working hours).

One end of Dave Tebb's shortrad windscreen (glazed) before dispatch. Note the hinge and bracket - cue for a comedy act?



Whilst on spares services, Norman Purdy tried ringing the company listed under 'Useful Contacts' for re-enamelling badges, only to find that they no longer do it. There is a new company now listed in the back of the magazine. I was also grateful to Malcolm Grace, who faxed me to say that a volume of 'Ford Times' (1936) was being auctioned at Brook's Auctions the following day. Regrettably, I was unable to bid on behalf of the Register, due to the short notice. However, if any of you hear of 'Ford Times' for our period of interest (1932 to 1937) coming available, please let me know as we do not have them in the library. As you will read elsewhere in this issue, I have purchased the book 'Tin Lizzie' for the library and we are grateful to John Fitzgerald for donating the book

The large added boot to Bill Plevin's Model 'Y' - this photo was taken some years ago.



'Henry Ford and Ford' by Michael Pollard (in the 'Great Business Stories' series of books). Fred van Leeuwen, in Holland, also sent me some Scandinavian Model 'Y' (Ford Junior) brochures, which have been colour photocopied for the library - thanks Fred. It was refreshing to receive a letter from Michael Ware, the Director of the National Motor Museum Trust and the author of the

'Discovered' column in 'Classic Cars', who obviously reads our magazine. He was keen to follow up some of the stories of new finds reported in recent issues, and via me, has written to each of the owners for details. Note that we do not give out names and addresses of members.

On the cars front, I am delighted that ex-member, Ian Fewtrell's car has come back into the fold, belonging to new member Bill Plevin. The car is one of the three known to have had a boot added and, when last seen, was in need of restoration. Bill has this well under way. Bill reckoned that his car was worth a fortune as, when he bought it, Henry Ford was asleep in the passenger seat!

As Jim Miles has reported elsewhere, the previous owner of Mark Turner's Kerry sports tourer turned up out of the blue at the Alexandra Palace show. Although he was disappointed that the car had been exported to the States, he was nonetheless delighted that it still survives. I am hoping to extract its back history, with photographs, to send on to Mark and to reproduce in

the magazine. It is not often that we can tell casual visitors to our stands at shows that their old cars still survive. The register of known surviving vehicles is often thumbed through at these events in the vain hope that the old owner's registration number will leap out! We were chuffed to find new members, Honor and Eddie Kelly's car already listed in an 'unknown' state (CPP 205). By the time you read this,

it is hoped that the long restoration of David and Wendy Grace's Alpine sports tourer will have been completed. The deadline was the 22nd May, when their daughter is getting married. If it is not completed, I guess they will postpone the wedding! It's a matter of 'deja vu', as David and Wendy went off on their honeymoon in the same car!

I hope that you will all look out for possible bidders for the Register's maroon Model 'Y'. We need to maximise the capital income from its sale to help the spares funds. Incidentally, those of you who have received the modern equivalent paint hand out from Bob Wilkinson, please note that the maroon colour

was discontinued in March 1935, and not March 1934 as stated. The Register's car has an air filter fitted, along the lines of the one described by Dave Newman, our Technical Advisor, in the last issue. Although it keeps out the debris from the carburettor, Geof Dee, who has been working on the car, reports that the air filter does result in a petrol rich mixture and high fuel consumption.

I regret to announce that we have lost my friend, Jim Fitzgerald, who has been the Regional Coordinator for Ireland since the post was established in 1988. His obituary appears elsewhere in this issue. Bob Ashall, regrettably, has had to stand down from the Coordinator post in Region 14, due to family

commitments. We are therefore looking for two successors in Regions 14 and 19. Is there anyone out there prepared to give it a whirl?

I end on a plea. So far this year, the turn out of members at the advertised events has been poor. I reported on a disappointing Bristol Classic Car Show in the last issue and Barry Diggle informs me that only he and John Jennings turned up with their cars at the Skopos Museum meet on the May Bank Holiday Monday. Our cars were designed to be driven so, please:-
SUPPORT YOUR LOCAL EVENTS.

Sam Roberts.

FORTHCOMING EVENTS IN 1999

'SUPPORT YOUR LOCAL EVENT' - the cry for 1999

29th - 31st May 1999 Enfield Pageant of Motoring.

(Jim Miles)

All cars welcomed to 'Kerbside Motors' - the Register stand. Cars required on the stand on Bank Holiday Monday in particular.

13th June 1999

(Steve Young)

Basingstoke Motoring Classic '99

If there is a demand, there will be a Register stand at this show in the grounds of Lord Portsmouth's estate.

3rd/4th July 1999

(Ian Wright)

Northumbrian run to Ford & Etal.

This weekend has been organised for the benefit of members from Region 17 and surrounding regions. See 'Northumbrian Headlights' article.

10th/11th July 1999

(Bob Wilkinson)

Register gathering at East Kirkby Airfield, Lincolnshire. See Bob's advertisement.

10th/11th July 1999

(Geoff Murrell,
Peter King)

Shire Hall Crank-up, Saffron Walden, Essex

Register gathering at this popular steam/classic car event.

10th/11th July 1999

(Owen Baldock)

Ardingly Show, South of England Show Ground, Haywards Heath, West Sussex. There will be a Register stand at this popular show.

26th September 1999

(Rod Evans)

All Ford Rally, Abingdon Airfield, Oxfordshire. As usual, there will be a Register stand at this, the largest gathering of old Fords in Europe. Ring Bob Tredwell, on 01235 530720 for entry form.

The organisers' telephone numbers are to be found on the inside front cover under 'Regional Coordinators'. Ring them to find out more details of events.

Members present:-

Sam Roberts	Chairman	Tony Brasher	Wallingford
Bob Wilkinson	Secretary/Treasurer	Tony Butterfield	Leyland
Graham Miles	Spares Secretary	Adrian Chettle	Bubbenhall
Kevin Briggingshaw	Spares Administrator	Jeff Hancock	Cardiff
	& 9 Regional Co-ordinator	Doug Hickson	Meridan
Reg & Jean Hunt	Spares Treasurers	Dave Jarman	Bury St. Edmunds
Geoff Dee	Ex-Officio, Committee	John Keenhan	Hastings
Owen & Christine Baldock	5 Region Co-ordinator	Mike Meadows	Martlesham
Rod Evans	8 Region Co-ordinator	Mike Murphy	West Midlands
Peter King	10 Region Co-ordinator	Ken Powell	Southampton
Geoff Salminen	11 Region Co-ordinator	Norman Purdy	Birmingham
Geoff Murrell	12 Region Co-ordinator	Kevin Taylor	Ruislip
Brian Mace	13 Region Co-ordinator		
Jim Miles	20 Region Co-ordinator		
John Argent	Hatfield		
Bob Barnard	Dagenham		
Richard Bonson	Mellis, Suffolk		
Tim Brandon	Stowmarket		

Apologies:-

Derek Birch, Peter Brooke, Barry Diggle, Peter Ketchell, Dave Newman, Mike Samuel, Steve Young, John Jardine.

1. The minutes of the 1998 A.G.M. were passed as being a true reflection of what was said.

2. CHAIRMAN'S ANNUAL REPORT 1999

This year marks the 20th year of the existence of the Ford Y&C Model Register, the brain-child of Graham Miles, our founder Chairman. We have chosen not to celebrate this anniversary, but rather to wait until our 'coming of age' 21st year, which coincides with the Millennium. The celebration event will be the Convoy 2000 run around the country, in which it is hoped the majority of members will participate in part, or for the whole 2000 miles. Subject to your approval today, we will also be introducing a new magazine cover for the year 2000 onwards.

In addition to the Convoy 2000 sub-committee, Graham Miles is also chairing the Spares sub-committee, which is taking a strategic look at our spares support. Topics being reviewed include:- what we need to re-manufacture; the re-manufacturing programme vis a vis capital available; the longer term storage problem and the need to decentralise the distribution of high turn over spares, thus spreading the load around the membership. Graham will be outlining the help required from members in his report. In respect of the capital required for spares re-manufacture, your Committee decided at the February meeting to increase, marginally, the cost of spares to make more capital available, rather than increasing the annual membership subscription. Last year, we had the benefit of the Halifax Building Society windfalls, which has been put towards the cost of re-manufacture. I am delighted to say that, this year, since the February meeting, we have had another windfall in the form of a generous donation from ex-member, Roy Kendall. In return for the support the Register gave him at a difficult time, he has donated his Model 'Y'. This asset has yet to be converted into fluid capital. I have written to him on your behalf to thank him.

We have been following the fortunes and misfortunes of the Federation of British Historic Vehicle Clubs (FBHVC) closely and are pleased to report that they are now back on the rails and

performing their vital role of monitoring and lobbying, on our behalf, the legislation passing through the European and national parliaments. They have also been testing fuel additives with the Motor Industry Research Association (MIRA) and have recommended four products to counter the effects of unleaded fuel on valve seat recession. As far as our cars are concerned, unless you do an exceptionally high mileage, or drive the car at 50 m.p.h. or more, the detrimental effects of unleaded fuel are minimal. However, as a longer term precaution, it is recommended that when you next have an engine overhaul, you fit hardened exhaust valve seats.

The ninth edition of the register of surviving vehicles was published this year. Again, I urge any member who can add to, or correct the information contained in the register, to let me know the details. We are proud of the register and claim it to be one of the most comprehensive in the classic car movement. Lets keep it that way.

**MINUTES
OF THE
1999
A.G.M.**

We end the year looking for four volunteers to help in the running of the Register. The Editor post needs to be filled. The requirements have been spelt out in the magazine and I, in particular, would welcome somebody to come forward to take on that bi-monthly task. Due to sickness, the post of Regalia Officer is also vacant. This is an ideal little 'cottage industry' for someone to take on; ideally a couple with a little flair and imagination. It is good to have some female influence in the choice of what to stock. On your behalf, I would like to thank Robert Hale for filling the post during a difficult period for him. Also his daughters, Trudy and Nicola, who have taken on virtually the whole task during Robert's recent hospitalisation. The third post to be filled is that of Regional Co-ordinator for Region 14, traditionally a very active region covering Lancashire, Cheshire, North Wales, Manchester and Merseyside. Regrettably Bob Ashall, who did come forward, has had to stand down due to family commitments. Finally, I am sorry to have to announce the death of Jim Fitzgerald earlier this month. Jim has been the Regional co-ordinator for all of Ireland for many years. We need a successor for that post.

For those computer buffs amongst the membership, the Register web site is being well received, thanks to Dave Newman, who set it up. When I last checked, it had been visited 3529 times from people all over the world - quite astounding. I am also building up the membership e-mail address book. Those of you on the Internet are encouraged to let me have your e-mail address as it saves postage costs (my address is: sam@samroberts.demon.co.uk)

The negotiated Footman James insurance scheme has saved many members significant sums on their insurance premiums. Regrettably, the Footman James insurers have upped the basic rate from £40 to £50, which means that, from the end of this month, members will have to pay £58.80 for cars valued up to £7500. This is still good value.

The library continues to expand and now includes some rare Ford books, which are well out of print. Our stock of Motor, Automobile, Light Car and Practical Motorist covering 1932 to 1937 is also growing towards completion. I regret that we are very light on Ford Times for the same period. The collection of Models 'Y' and 'C'/'CX' brochures is growing also, thanks to members sending theirs in to me for photocopying.

On the events front, we have had a year of mediocrity, due mainly to the poor summer last year. By far the best supported and the most enjoyable event was the Battlefield Tour to the Ypres Salient in Belgium. Jim and Yvonne Miles are to be congratulated on arranging a super trip. The turnout for the National Gathering at Hoar Park, however, was poor, even though the weather on that weekend was particularly good. We are grateful to Reg Hunt for laying on an enjoyable weekend. He is repeating the weekend this year and it is hoped that more members will attend. The two Geoffs, Salminen and Dee have once again excelled themselves at the NEC International Classic Motor Show and at the Stoneleigh Restoration Show. Jim Miles also laid on a good show at the Alexandra Palace, London Classic Car Show. The Enfield Pageant was disappointing last year, so this year Jim Miles and Kevin Brigginsshaw are making a special effort to spruce up the stand. They need your support over the late May Bank Holiday, especially on the Monday. The All Ford Rally was a wash-out, but eight brave souls still turned up in their Model 'Y's - that's the spirit! The Bristol Classic Car Show was also poorly attended, which does nothing for the morale of Nick Glenister, who lays it on. The general message for 1999 is: please support your local shows.

Unfortunately, we have lost three very long standing members of the Register. Jeff Cole, who contributed so much, John Foxon, who joined as a member during its first years, and Jim Fitzgerald, whom I have already mentioned, have all passed away since my last report. On your behalf, I wrote to each of their families.

Finally, again on your behalf, I would like to thank the few who help to make the Register the successful and happy association that it is. The key members of the committee work tirelessly to achieve this; as do some of the Regional Co-ordinators and other ex-officio members, who demonstrate the enthusiasm which is at the root of a successful club. We are not complacent though and still need more of you to put something back into the Register, rather than just receiving the benefits. I wish you all an enjoyable Y&C 1999.

3. MEMBERSHIP SECRETARY'S REPORT.

Membership of the Register remains steady at just above 400.

We now have approximately 1000 cars listed on the register of known surviving vehicles; 850 Model 'Y's and 150 Models 'C'/'CX'. There is scope for increasing the membership to at least 500 in 1999. All members are asked to help in a recruiting drive by persuading non-member owners to join at the remarkably low subscription rate. The benefits of membership are both financially rewarding (low insurance and spares costs) and stimulating (the magazine, library and meeting other members).

The latest issue of the register of surviving vehicles has been well received by DVLA, who regard us as one of the most reliable clubs when submitting applications for original or period registration numbers.

4. TREASURER'S REPORT.

Copies of the main account have been distributed. You will see that we end the year with a healthy balance of £9318.52, split between our new account with Nat West and a small float with the Yorkshire Bank, which continues to receive members' subscription payments by standing order. From that balance, the sum of £2000 has been earmarked for transfer to the Spares Account for re-manufacture. Total income last year was £11,516.33, the main sources being subscriptions (£7626.00) and regalia (£1902.41). Expenditure for the year was £10,520.95, the main costs being the magazine and its postage (£5135.39) and regalia purchases (£1778.06).

As a result of the healthy state of the account, your Committee does not recommend an increase in members' subscriptions for this coming year.

Acceptance of the account was proposed and seconded.

5. SPARES REPORT.

The strategy of the newly formed Spares Sub-Committee was outlined:- Graham Miles has been 'masterminding' the spares activity for 20 years - it is time for him to stand back and hand over the reins, which he plans to do at the next A.G.M. To this end, through the Sub-Committee, he is planning to build up a network of dispersed 'Spares Agents', each of whom will be responsible for holding and distributing parts of a similar nature e.g. engine parts, electrical parts etc. The Agents would become experts in their particular field. The ordering of spares would be on a central Administrator, who would fax or send the part orders to the appropriate agents for distribution.

Most of the fast turn-over spares are held in Graham's house and garden shed at present. He will not be living there for too many years longer. Re-distribution of these spares is therefore a must. The bulk of the slow turn-over spares and assemblies are held in the barn. The owner is likely to move to France in the not too distant future. A permanent store is required for these spares which will be a longer term asset to the Register; either as assemblies or for cannibalisation for bits e.g. gearboxes, rear axles etc. A couple of members have offered accommodation for these. It will take time to re-locate the items, which will need to be catalogued at the same time.

The Sub-Committee has drawn up an initial re-manufacturing plan and a search is under way for the most cost-efficient sources of the five items: Model 'Y' exhaust manifolds, perch bolts, front axle hub and brake parts, rear axle brake parts and radiator badge mounts. £6000 has been set aside for these five items, which gives some indication of the cost of remanufacture - particularly tooling.

There is still a need for more members with an engineering background, who can contribute, to join the Sub-Committee. Names of those interested in joining the Sub-Committee, or in becoming Spares Agents, to Graham Miles please.

Special thanks to Dave Jarman and Peter Ketchell for their provision of parts for members were recorded.

6. CONVOY 2000.

Graham Miles outlined this Millennium event and the preparations in hand for it. A show of hands of those present indicated that there were ten members present who wish to complete the whole course. The route is still being finalised; the sub-Committee is still waiting for suggestions from some Regional Co-ordinators, through whose territory the cars will pass.

Bob Wilkinson, in a rare gesture of adoration, proposed that the title of the event be changed from 'Convoy 2000' to 'Miles 2000', in recognition of the Register's founder, Graham Miles. The motion was carried unanimously. However the motion has embarrassed Graham, who wishes it to be annulled. The Chairman reverses the decision.

7. ELECTION OF OFFICERS.

The lack of a volunteer for the job of magazine editor prompted the Chairman to state his preference for editing the magazine, maintaining the archives and keeping the library. After 12 years as Chairman, it was time that someone else took over that role and injected new ideas into the running of the Register. It was suggested that a Vice-Chair be appointed to understudy the Chairman for the coming year, with a view to taking over next year. After much teeth sucking, Jean Hunt agreed to being the Vice-Chair. She was unanimously voted in.

As is now traditional, the Committee stood down and Reg Hunt took the Chair to elect the Chairman for 1999/2000. A vote of thanks was voiced for the outgoing Chairman, who was then re-elected to serve another year.

The Chairman explained that Jean Hunt was standing down as Spares Treasurer and that Reg Hunt had agreed to take on that post. Reg Hunt was standing down as Events Organiser. It was agreed that this post was no longer necessary as the events were co-ordinated in Committee. Robert Hale had tendered his resignation as Regalia Officer, due to poor health. A 'willing' volunteer in the form of Geoff Murrell volunteered to take on that role. The remainder of the Committee was available for re-election. Tim Brandon volunteered his services as a Committee member. A show of hands unanimously elected the new Committee.

Geoff Salminen receives the coveted Maurice Billing trophy



A proposal by Owen Baldock that the Chair be elected for a set number of years was not carried; it being felt that it was up to the sitting Chair and the membership to decide when a change was in the best interests of the Register.

8. ANY OTHER BUSINESS.

The Chairman closed the meeting by reminding members present that their choice of Millennium magazine cover was required from the eight sample covers on show; that the 'O' gauge model Model 'Y's were on display and for sale and that the Committee had decided that sealed bids of more than £2500 for the excellent donated Model 'Y', on display outside the hall, should be received by the Chairman before 1st July 1999.

Finally, it was the Chairman's privilege to present the Maurice Billing Trophy to Geoff Salminen for his significant contribution to the success of the Register over the years.

ANNUAL SUBSCRIPTIONS

1999 ~ 2000

DUE NOW

CLUB YEAR 1st JUNE - 31st MAY 2000

Yes, that time of year has come round again! The annual subscription has been held over at last year's rate again (£20 / £15 / £25 - see enclosed form). Please pay promptly using the reply slip which is enclosed with this issue of the magazine. Because of the administrative hassle, I apologise for including forms in copies sent to those who have already paid, to those who pay by

Standing Order and to those institutional non-members who receive our magazine.

To save additional postage costs, your membership card will be sent out with a future magazine. However, if you need it now, please send an s.a.e. with your cheque.

May I remind all members in UK, that to save you the annual worry, the facility to pay by Standing Order is available. I will be pleased to send you the necessary form.

Pay now, before you forget!
Bob Wilkinson, Treasurer.

It was the 72-Hour Dependability Test of 1933 which inspired Graham Miles to propose the 'Convoy 2000' event, next year. I thought you might like to know more of this milestone in the history of our cars. The 72 hour test was a 'milestone' as it formally marked the end of the mechanical and other reliability problems which beset the Model 'Y' during its initial stages of production. Not only was the 'baby' car a completely new concept for Ford, but it was rushed through the design and development stages to get it into production at Dagenham. It is surprising that there were not more problems than those encountered; the rear axle problem being the most notable (written up in Issue 93). By mid-1933, the faults being reported by dealers on new cars had reduced to a minimum. In order to demonstrate this new-found reliability to the motoring press and the public, the Ford Motor Company hit on the idea of repeating the country-wide Dependability Test that had been carried out with the Model 'A' in June 1931, when 194 cars covered an average distance of 1726 miles in 72 hours.

Each of 193 Ford dealers was asked to provide a car for the Model 'Y' test (they would be all shorttrads, as the longrad was not introduced until the October). At a given time, the engines were to be started and the cars driven around the local countryside. The engines were not to be stopped for 72 hours. The start time was 5.30 p.m. on Monday, the 11th September 1933. At the close, at 5.30 p.m. on the 14th September,

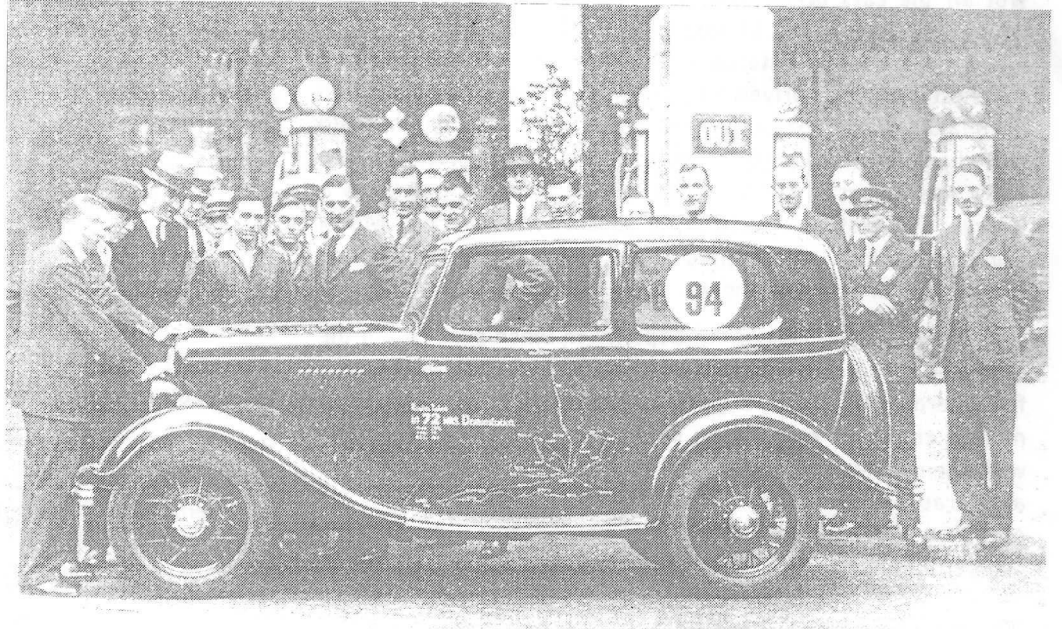
only two cars had suffered an engine stop. One had stalled when the car was forced to skid to a halt to avoid a dog; the engine was immediately started again and finished the test. The second was more severe, having suffered a seized piston. However a new engine was fitted and that went on to complete the test.

THE 72-HOUR DEPENDABILITY TEST

Observers were encouraged to drive or ride in the cars and no rules regarding the drivers or routes to be taken were given. The Edinburgh car was driven by three 17 year-old girls for the duration of the test. The Colchester entry was driven by four lady drivers.

In Bridlington, the Mayor and one of his Councillors shared the first leg. One of the more tricky routes taken was that by the car from Stirling, which was taken up Sherriffmuir Hill, one of the well known Scottish Six Days Trial ascents. The Lancaster entry

The Dagenham Motors Ltd. entry with map of its achievement on its side



The flag-bedecked Brighton entry (No: 3), with entourage, prepares to start



tackled Kirkstone Pass three times daily, from the more difficult side, whilst, further south, the route for the Croydon entry included half a dozen hills with gradients of 1 in 5 and 1 in 4.

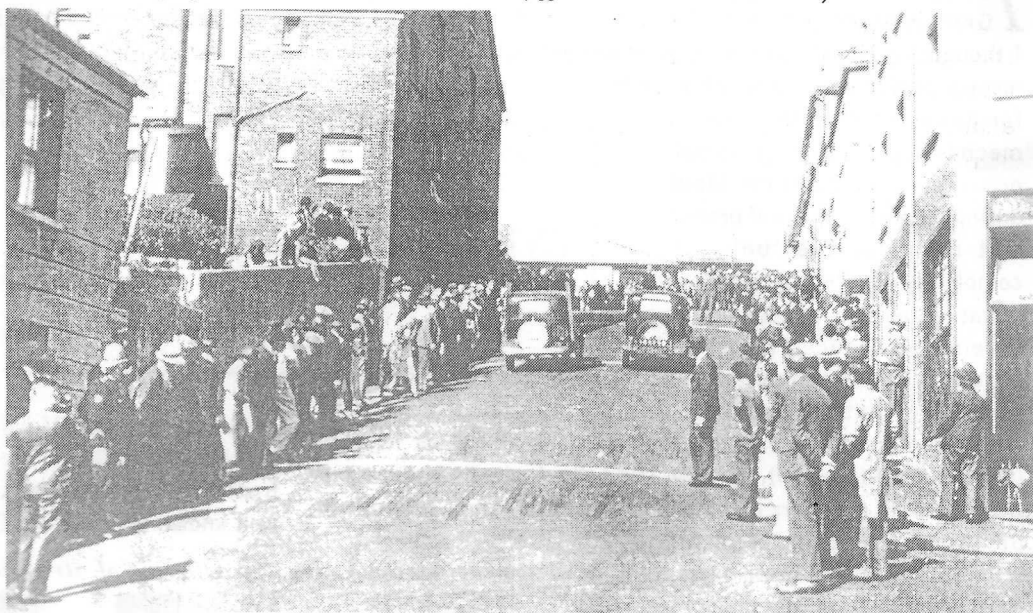
Perhaps the most adventurous route was that taken by the car of Dagenham Motors Ltd., the main Ford agent in Balderton Street (just off Oxford Street) in London. Rather than driving around the streets of London for three days, the car (No: 94) was subjected to a separate route on each of the twenty-four hour stages. During the first twenty-four hours, it travelled to Edinburgh and back (850

miles). In the next twenty-four hours it travelled to Birmingham and back, then to Bristol and back, via Bath and Reading, and then turned round and went to Lands End and finished that leg at Penzance (800 miles). During the last twenty-four hours, having not stopped the engine, it set off from Penzance, drove along the south coast to Folkestone, back to London, and then set off for Ipswich, Norwich and Cambridge, before finishing at Balderton Street at the appointed hour! Total distance covered was 2445 miles; average speed was 33.95 m.p.h. and the petrol consumption was 36.2 m.p.g.

Not all the cars taking part were new. The Dagenham Motors car (ALA 358) was registered in May 1933. The lady-driven Colchester car had driven 24,000 miles in 12 months and had been taken in part exchange for a new Model 'Y'. The Sheffield entry had completed 18,000 before the test. The Wolverhampton entry was a special bodied, open topped Model 'Y', possibly a Kerry. The test was certainly a success for the Ford Motor Company as local newspapers around the country reported on their local car's achievements.

The finale was on Friday 15th September, when over 100 of the cars which had taken part, converged on Hastings, in Sussex, for a Ford rally. It was a gloriously sunny day and the holiday makers enjoyed the spectacle of these cars, many emblazoned with their achievements. In the morning, there were braking, acceleration and parking tests on the sea front, followed by hill climbing up Richmond Street in the town (1 in 6). The competitors had to stop and re-start halfway up the hill.

Hill climbing up the 1 in 6 Richmond Street (off the Old London Road)



After lunch, a mile long convoy of the cars drove from Hastings to Eastbourne, via St. Leonards, Bexhill, Cooden Beach and Pevensey. The drivers took afternoon tea in the Town Hall, at the invitation of the Mayor of Eastbourne, and then drove back to Hastings. The proceedings concluded with a dinner at the Queen's Hotel, Hastings, at which 300 dealers and others associated with the Test, received the Mayor of Hastings as their guest of honour. The week was rounded off with a Ford Dealers' Convention in the White Rock Pavilion on the Saturday. The total miles driven during the Test were 327,146, which averages out at 1695 miles per car.

The Y&C Register 'Convoy 2000' schedule is considering covering 2000 miles in thirteen days - not three days! I hope the above report encourages more of you to take part; if not on the complete run, at least over a stretch covering your region.

Sam Roberts.

The mile-long convoy wends its way over the South Downs from Hastings to Eastbourne.



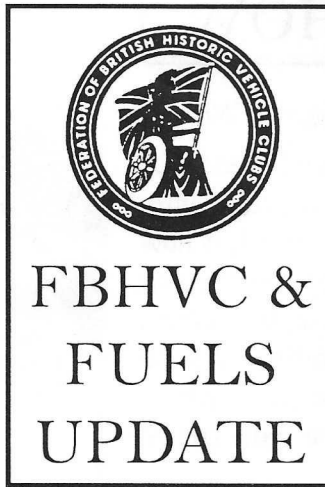
As many of you will have read in the press, the Federation of British Historic Vehicle Clubs (FBHVC), in conjunction with the Motor Industry Research Agency (MIRA), has completed its tests on the 12 lead replacement additives submitted to them for test (out of 40 producers invited to submit). Each product was subjected to an identical 70 hour test procedure using a Rover A-Series engine. The results were conclusive, showing clearly the differences in performance of the various products submitted. Only four of the products submitted have received the FBHVC endorsement. They are:-

Product	Test-rate details
Millers VSP-Plus	250 mils per 40 litres petrol
Red Line	
Lead Substitute	8ml per 10 litres petrol
Superblend Zero	
Lead 2000	500ml per 150 litres petrol
Valvemaster	10ml per 20 litres petrol

The FBHVC endorsement will take the form of either the FBHVC logo and the words "Endorsed by the FBHVC.", or " This product has been subjected to a valve seat recession test by an independent test house on behalf of the Federation of British Historic Vehicle Clubs. The results of that test indicate that the level of valve seat protection provided is likely to be adequate for all normal driving, but not including racing or other exceptionally arduous uses." We are assured that the FBHVC will monitor the concentration of active ingredients in each of the endorsed products to ensure consistent quality. There are a number of caveats:-

1. Valve seat recession (VSR) additives must be used at every filling.
2. There are complex chemical reasons why different VSR protection additives should not be mixed; choose an additive, or LRP, and use it exclusively. Do not use additives with leaded petrol.
3. There is evidence to show that very high treat rates, whilst giving enhanced VSR protection, can lead to other problems such as valve sticking.

4. There is considerable evidence to show that sodium based additives can have detrimental effects, particularly on exhaust valves and turbo-chargers.
5. Do not use any additive or LRP in a vehicle equipped with an exhaust catalyst. Such vehicles are designed to run on unleaded petrol and the additive could damage the catalyst.



Lead Replacement Petrol (LRP).

LRP is, in effect, 97 octane unleaded petrol with one of the VSR protection additives already added by the petrol company. At this time, there is no British or other standard for LRP, but it appears likely that active components may be at a lower concentration than is the case for the additives tested by FBHVC, with corresponding reduction in the protection provided. No LRP was submitted for testing.

Ford sidevalve engines

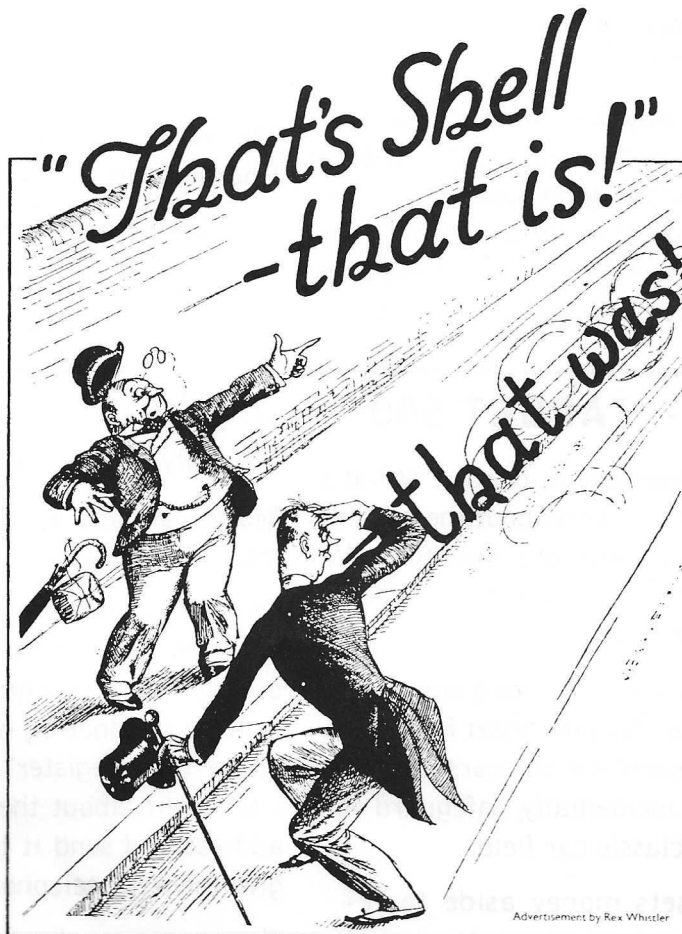
There is no evidence to suggest that owners of Ford sidevalve engined vehicles need worry about using unleaded petrol. On the contrary, many members have been driving their cars on unleaded petrol, without additives, for a number of years, without detrimental effect. Only if you drive your

car excessively hard, need you consider the use of additives to prevent accelerated VSR. As stated before in this publication, rather than using additives, which may have other detrimental side-effects, it is recommended that you fit hardened exhaust valve seats when you next overhaul your engine as a precautionary, long term measure.

P.S. A letter to the Editor of the Saturday Telegraph Motoring Supplement:-

"Dear Sir,
I have read with interest about the various quack remedies for running older vehicles on unleaded petrol. I understand that adding one Viagra tablet per tankful will harden the valve seats. Is this correct?
B.N., Doncaster."

Sam Roberts.



Advertisement by Rex Whistler

THE FOOTMAN JAMES 20TH BRISTOL CLASSIC CAR SHOW

(This article was omitted from Issue 117 - apologies to Nick.)

The weekend of February 7th and 8th, saw the start of the 1999 season of shows. The Bristol Classic, having started life in the dockside warehouses in Bristol, is now held at the established venue at The Royal Bath and West showground, Shepton Mallet, Somerset, but retains its name as the Bristol Classic out of tradition. As the name suggests, this is a show for 'classic cars', which means that our stand was the ONLY one with ONLY thirties cars on it.

On Friday, 6th February, I set up our stand between the Sidevalve Owners Club and the Capri Club stands. On our stand, we had my 1937 Tudor Model 'Y' and Ivor Bryant's Fordor Model 'CX', which is quite a talking point as it is complete, but totally unrestored. As he says: "It has taken 61 years to get it into this condition!" Many of the stands at this show are very elaborate affairs and are built by 7 or 8 people.

Saturday was quite a busy day, but Sunday is always the main crowd pulling day, with many people showing an interest in our cars. I was very pleased to have the help of Adrian Chapman on the Saturday and Ivor Bryant on the Sunday afternoon - he split his time with our stand and running the Sidevalve Owners Club stand.

Nick Glenister's Model 'Y', Y197692, one of the last to be built, and Ivor Bryant's unrestored Model 'CX', C44403



We had a visit from David Lovering from Bournemouth.

I am very grateful to Adrian for all his help and to Ivor for his help and for making his car available once again.
Nick Glenister. Region 2.

RECRUITMENT - 'TARGET 500'

At the A.G.M., I bored everyone to death ("What's new?" I hear you cry!) by going on about the need to recruit new members and to keep 'old' ones too. We hover around the 400/420 membership, but should be able to reach 500 easily if we all 'do our bit'.

All our cars are over 60 years of age and a good number will be 70 in two years time. No one, apart from us, is going to bother to make parts for our cars and thus keep our hobby alive and, incidentally, safeguard our modest investment in the classic car field.

Each year, the Register sets money aside to re-manufacture the increasingly rare spare parts we need - and it is expensive. We are fortunate in having a good range of parts available compared to many cars

of 'our' vintage, but we must maintain, and hopefully improve, this situation.

More members equal more income, equals more money available to invest in re-manufacture.

Now this is where you come in. How often do we see a 'Y' or 'C' Model at a show or on a summer outing? - and how often do we find that the owner is not a member or, worse still has not even heard of the Y&C Register? Don't miss that opportunity - tell them about the club - take their name and address and send it to me. If you have it handy, give them my telephone number and/or address.

There are approximately 1000 known surviving cars listed in the register, so we can reach the 500 mark. Your club needs you! Bob Wilkinson

THE NATIONAL GATHERING

PLEASE MAKE AN EFFORT TO ATTEND OUR ANNUAL GET-TOGETHER

**18th/19th 20th JUNE 1999 AT HOAR PARK,
Nr. NUNEATON**

Free camping/caravanning from Friday evening.

Saturday p.m.: Road run to Coventry Museum of Motor Transport

Saturday evening: Buffet (approx. £3.00 per head), Games and Social shindig in the barn.

Sunday - all day: Display of all cars; judging; fun driving tests.

For the family:- craft centre, play area, restaurant.

4.30 p.m. Prize giving and dispersal.

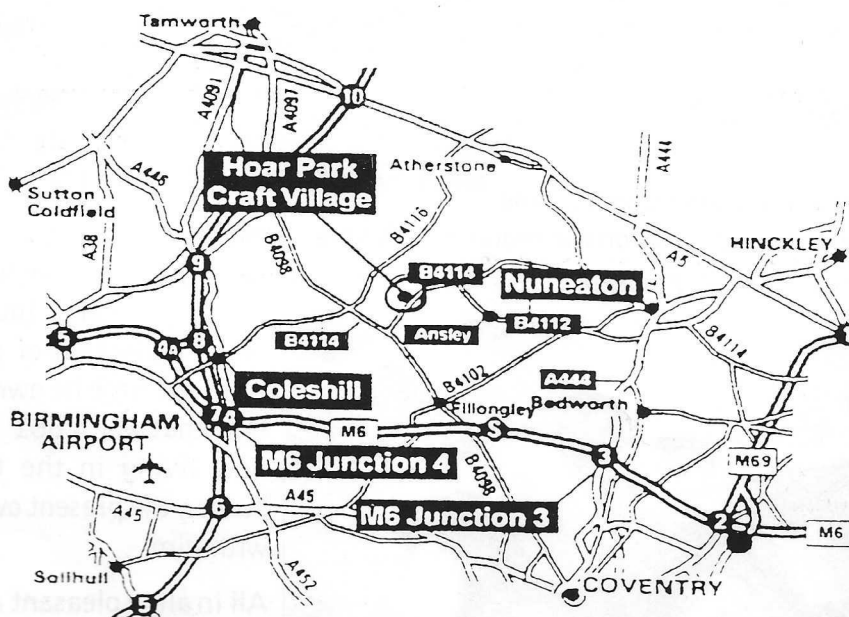
To help with the organisation, please let **Reg Hunt** know if you intend coming.

Buffet supper only available if pre-booked with Reg.

Tel: 01270 812496

List if B&B locations also available from Reg

LOCATION PLAN



Hoar Park is located on the B4114 between Nuneaton & Coleshill

THE LONDON CLASSIC CAR SHOW
ALEXANDRA PALACE
20/21 MARCH 1999.

We set up the Register stand on the Friday, 19th March. Tom Tomlin came all the way up from Dover with his gleaming, dark blue Fordor Model 'C' and immediately bought a Y&C sweatshirt! Graham Miles was the next to appear with his beautiful recreated Knibbs & Parkyn tourer on a 1933 chassis, finished in light blue with black wings and matching black hood. This was Graham's first outing with the tourer, having just collected it from the trimmers.

One of the pluses of being at car shows before the general public is prior access to the autojumble! Graham, Tom and myself took full advantage. I bought a spare cylinder head for my Model 'Y', also some nice sales brochures. We then made our way back to the Register stand and got ready for the rush.

The first Register member to visit the stand was Jack Clarke, the owner of the 1936 Tudor Model 'Y', ENO 633, famous for its £30,000 restoration. All the way from Waterford, Ireland came Patrick Bolger and his son. They are restoring a 1936 'Y' Tudor and ordered some spares from Graham. From Thaxted, Essex, came Mr. G. Clements, who has two 1934 Model 'Y's. David Minnett called in; David has a 'Y' Tudor but didn't have far to come as he was on the Early Ford V8 stand! From the south coast came Colin White, who owns the original Knibbs & Parkyn Model 'Y' Tourer - well done Colin!

However, it wasn't all 'Y' owners dropping in. Tony Eldridge, who must own the nicest 'CX' on the register, Colin White's Knibbs & Parkyn Model 'Y' tourer.

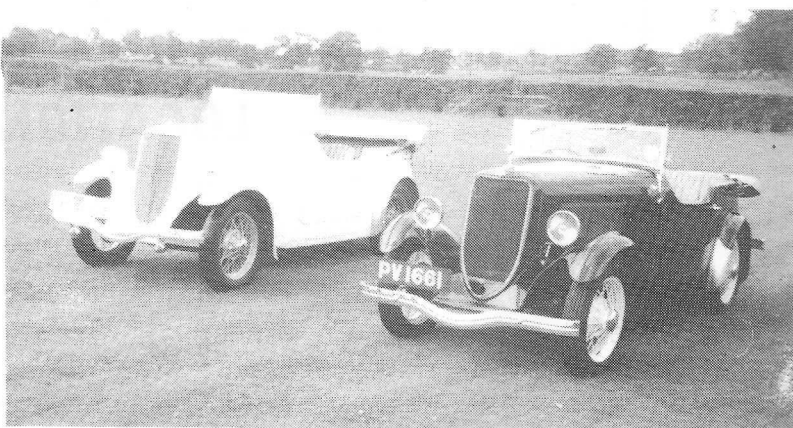


had a long chat and a good look over Tom's Model 'C'. Peter Baggott came up from Margate. Peter owns the Model 'CX' Tourer which was featured in Issue 116 of the newsletter.

Tony Eldridge's beautiful Model 'CX', which was displayed at Alexandra Palace last year.



The two surviving roadworthy Kerrys, PV1661 and ATL 454, at Hickstead, in Sussex, a few moons ago!



A very interesting enquiry came from a Mr. Richard Howard, who owned PV 1661, a 1934 Model 'Y' Kerry tourer in the 1960's, and has a collection of photographs of the car from the time he owned it. I was able to tell him that PV 1661 was still alive but was now living in the United States. Mark Turner, the present owner will be put in touch with him.

All in all, a pleasant and interesting weekend and nice to see the faces behind the names.

Jim Miles,
Region 20.

**NORTHUMBRIAN HEADLIGHTS
FORD/ETAL TRIP ~ 3rd/4th JULY**

Ian Wright, the Regional Co-ordinator for the wodge of counties north of Yorkshire and Lancashire, and the Isle of Man, reports:-

" I might be out of full time employment, but I don't know where the time goes. I must admit job-hunting itself is proving to be very time consuming. Anyway I finally managed to get the boys together on Sunday night, it has been like pulling teeth...and even then the first to arrive was at least half an hour late. Not to worry, we had a good 'crack' and knocked some ideas around until I declared that decisions had to be made.

All were very enthusiastic about the proposed Ford/Etal run over the weekend July 3rd/4th, so I shall summarise the proposals:-

We shall meet at Claremont Road car park in Newcastle (this is a significant landmark as it is at the start of the 'Great North Run' and should be easy to find) at 9:00am on the Saturday, 3rd July, to leave at 9:30am. We reckon it will take at least 2 hours to drive to Heatherslaw Mill as it is approximately 60 miles. This in itself is a pleasant drive on good roads, most of it through the Northumbrian countryside. We will arrive around lunchtime and wait for people to gather at Heatherslaw Mill. This is the central point from which the villages of Etal and Ford can be explored.

We plan to stay at the campsite in Wooler (about 20 minutes drive) which is a substantial town offering varied accommodation and a choice of places to eat. We proposed to meet in the evening at one of the pubs for 'Y-chat'.

Because there is a significant amount of driving anyway, especially for anyone coming from outside the area, it was decided not to plan a run out on the Saturday and leave this open for discussion on the Saturday night. There are many places of interest within access e.g. Berwick(10mls), Coldstream(6mls), or even Holy Island (15mls) depending on the tides for the causeway. This could be down to personal choice.

Sunday; meet in Ford village earlyish to get some photos of 'Fords in Ford'. This might attract some interest from the residents as it is a sleepy little village.

It was proposed that the run back to Newcastle could be via the 'Coastal Route'. This would give views of Holy Island from the A1 for a few miles South to Belford where we would start what we call locally the 'Castles Run' around the coastline. This would take in Bamburgh, Dunstanburgh, Alnwick and Warkworth Castles which are all quite spectacular.

It was thought that a mention in the mag could promote this event and anyone wanting further details, maps, accommodation etc. could contact me and I will glad to post them out. We look forward to seeing as many members as possible. My address and telephone number is in the front of the magazine under Region 17."

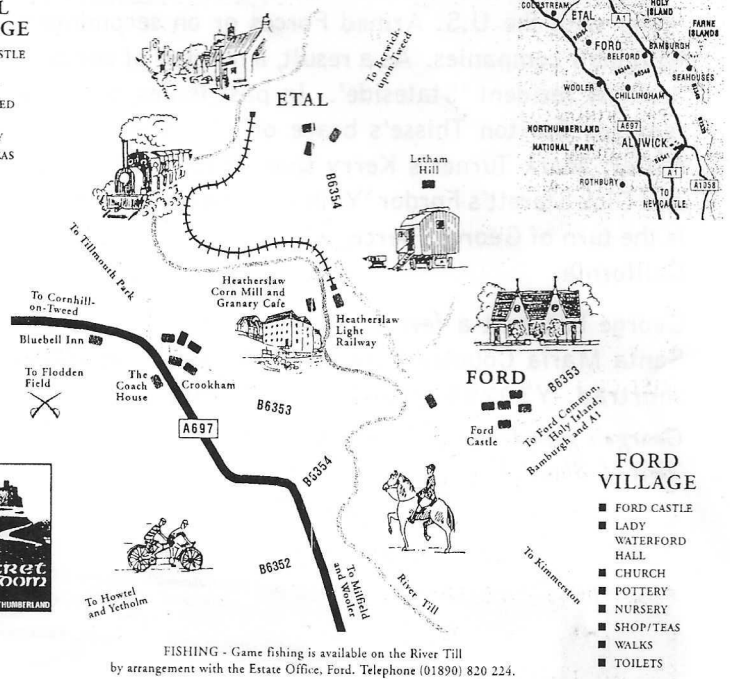
Ian Wright.

A 6,000 hectare rural estate set in the shadow of the Cheviot Hills amidst some of the most beautiful scenery in North Northumberland.



ETAL VILLAGE

- ETAL CASTLE
- LIGHT RAILWAY
- THATCHED PUB
- NURSERY
- SHOP/TEAS
- CRAFTS
- WALKS
- TOILETS



FISHING - Game fishing is available on the River Till by arrangement with the Estate Office, Ford. Telephone (01890) 820 224.

NORTHERN SIDELIGHTS ~ April/May

Member Alan Ogden came over to Idle on a visit on Good Friday afternoon. The weather was unusually fine and I thought it a good opportunity for CNN to show her mettle after the winter rest. Start she would not. Out came the plugs, off came the carburettor bowl and distributor cap - several times - before we eventually coaxed her into life. Alan, of course is a kindred spirit and understands these things, but nonetheless it was annoying, but I am pleased to say that there was no bad language. Off we then went to join the hurly burly of eve of Bank Holiday supermarket petrol station madness before a short drive around which proved that CNN's aberration was temporary. All she asked was a fresh tank of petrol. I have had this before with the Austin. After six months or so, the old petrol becomes stale and difficult to fire up after the winter hibernation.

By the way, Alan has a wealth of interesting and amusing stories of Model Yng in the dark ages, (the early sixties). Trips from Leeds to Cornwall, nights out to Belle Vue stock car races in Manchester, (before the M62), and rear axle failure, at night, on top of the Pennines, to say nothing of the time he was chased round his garage by a rear spring when the ad hoc spring spreader gave way!

I had promised myself that I would do all manner of odd jobs on CNN this last winter, but alas, the urgencies of earning a living seemed to take priority, and very little was done. However, the nice weather over Easter prompted me to remove and thoroughly clean the sump. It is a few years now since Sam had custody of the car and the time seemed right to generally check over the "bottom end". All was well, but there was a fair amount of sludge in the tray. All was accomplished in a day - what is the Ford recommended time for such an operation?

New member Ian Willey e-mailed a photograph of his ongoing CX restoration. He hopes to have it completed by the end of the year. Good luck, Ian, and how about an article for the Bulletin when finished?

One final thing. The Kirklees Historic Vehicle Parade takes place on Sunday 8 August. This is a very well established event comprising a road run from Leeds to the rally at Greenhead Park in Huddersfield. As well as cars, there are buses, lorries, military vehicles etc. How about a Register presence? Details from East Pennine Transport Group, 23 George Street, Lindley, Huddersfield, HD3 3LY. Barry Diggle Region 16.

MODEL 'Y' STATESIDE

We have a number of members in the U.S.A. who fell in love with the Model 'Y' whilst serving tours in the U.K., either with the U.S. Armed Forces or on secondment with their companies. As a result, a number of our cars are now resident 'Stateside'. In past issues, we have featured Carlton Thisse's brace of 'Y's and his 'CX' tourer; Mark Turner's Kerry sports tourer (PV1661) and Dick Sterett's Fordor 'Y' in Las Vegas. This time it is the turn of George Pierce, who lives in Santa Maria, California.

George has sent a few photographs of a meet in the Santa Maria Country Park in 1989, where his Tudor shortrad, Y30298, ex-AMG 448, with U.S. flags

George's grand-daughter, Rachel, with the 'Best of Show' award.



AMG on show in California, surrounded by American classics.



inserted in each of the front bumper end cap holes, was pitched against what the locals might describe as more exotic American metal. I am delighted to report that AMG walked away with the 'Best of show' award.

The photographs show the car being admired by locals and George's grand-daughter, Rachel, then 12 years old, proudly holding the award, she having spent the previous day polishing the car. It would appear that we do not have a picture of George, as he says in his letter:- "It might be of interest to some over there, that the older gentleman in the chair, was a B-17 pilot during WW II. He flew out of RAF Great Ashfield. He was forced down twice in Belgium but completed 35 missions and brought his crew home every time. His name is Wilber Whitehead, a Canadian born U.S. citizen."

A little while ago I was using the Model 'Y' for work whilst my everyday car was undergoing some minor surgery. One lunchtime I was approached by a colleague, who asked if I could possibly give him a lift to pick up his car which was being serviced, the garage being on my route home. I said, I would be delighted, as long as he didn't mind pre war transportation, pointing out that I was in the 'Y' and not in my more normal car. The prospect of a ride in the Ford obviously did not fill him with too much fear because he instantly accepted and was sure that he would enjoy the experience.

Come home time we met in the car park and jumped in, after the usual apologies that it was the handbrake I was reaching for and not his inside leg, we moved off. There had been showers all day and soon after we set off it started to rain again, so on with the windscreen wiper, an exercise which gave rise to some comment as it bravely tried its best to flick some droplets of rain off the screen. On to the main road and accelerate as hard as possible to get up to 40 mph which is average traffic speed for that stretch of road, of course the wiper stops under acceleration, only to start again as we settle down to a steady cruising speed, overtake a bus, wiper stops again, only to start again as I ease off the accelerator.

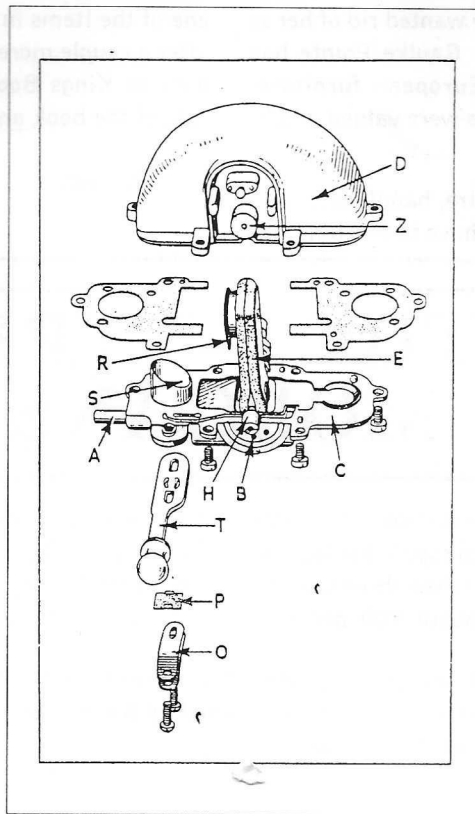
VACUUM PACKED!

Intrigued by this performance my passenger enquired as to what was wrong with the wiper, "Oh they all do that" was my reply, "Its because they are vacuum operated wipers". The rest of the journey was taken up by a detailed discussion as to why they were vacuum operated, and how they worked. This then perhaps leads us into a little look at the vacuum wiper system and how to get the best from it.

The reason for vacuum operated wipers is fairly plain to see. The charging system of the model 'Y' is stretched to the limit when it is running the ignition and a full complement of lights, so to add electric wipers as well would be disastrous. So use is made of the "manifold depression". What this means is, when a petrol engine is running not only do the pistons create the power on the 'power' stroke, but on the 'induction' stroke they try and suck a lot of air in through the carburettor. If the throttle is closed or only partially open, this will restrict the amount of air which can flow into the engine, even though the engine will try and suck more. This will cause a partial vacuum in the inlet manifold, obviously as the throttle is opened more, the partial vacuum gets smaller. It is this vacuum, or 'depression' in the manifold that is used to drive the wipers, through a vacuum

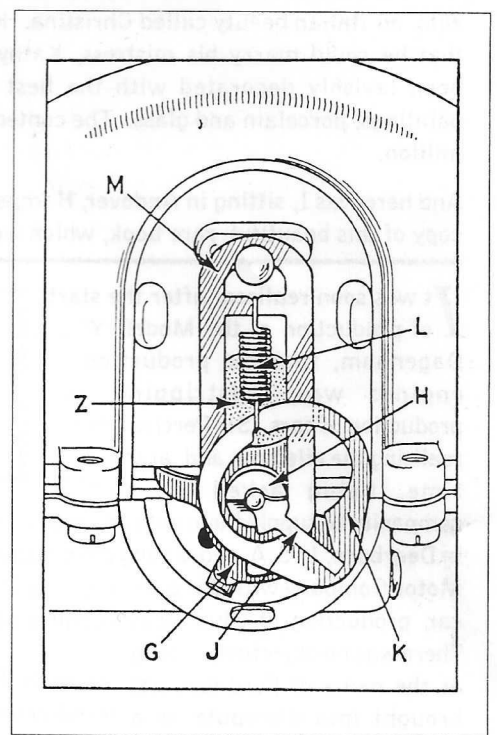
motor, which is a bit like a steam engine in reverse. Obviously as the vacuum drops, the wipers slow down or stop, which is why when you put your foot down, the wipers retire! This problem can be partially overcome by fitting a vacuum reservoir as was done on later Fords, but experiences with a '59 Ford Thames 15cwt van, and a Ford Consul, shows that even then a long uphill drag the wipers eventually stop - great fun on motorways!

To get the best out of the Model 'Y' wiper, first examine the vacuum tube which leads from the inlet manifold, into the bulkhead, up the left hand screen pillar and across the top of the windscreen. Any leaks in this pipe, or in the various rubber connecting tubes will immediately reduce the wiper motor's power. If in doubt, replace it! One problem with old rubber pipe is that it can collapse internally, so whilst it looks OK from the outside it is restricting the flow through it. My own wiper motor was very feeble when I first got the car, so I renewed it, and was about to dismantle it when I thought perhaps I should test it first. I rigged up a short length of rubber tube from the wiper motor to the advance and retard vacuum tube on our modern car, and the wiper motor went like "Billy Oh" - so the fault lay in the Model 'Y' tubing. The actual vacuum motor should give very little trouble as long as the vane (E) is kept well greased



with a light grease, and the gaskets which seal the vacuum chamber (D) to the rest of the body are in good order. Also check that the control valve (T) seats properly on its port face and that there is no dirt or grit under it.

The only other area which can give trouble is the spring operated reversing valve



mechanism which reverses the rotation of the motor at the end of each stroke. The reversing mechanism should be checked for correct operation, and oiled with a few drops of light machine oil. A complete description of the vacuum motor appears in Vol. 3 No.5 of the Ford Bulletin, and if all else fails, don't go out when its raining!

Dave Newman
Technical Advisor

Kings is a superb second-hand and rare book store in downtown Detroit. It is from where the Register library has obtained many of the out of date Ford books it now boasts. I received their latest catalogue some two months ago and noticed that the 1955 book 'Tin Lizzie' by Philip Van Doren Stern was listed at \$25. Not only had I recently had this book recommended to me by Edwin Phelps (of Model 'B' and Ford V8 fame) but, apart from the engine and body styling, the Model 'Y' was designed by the same guys who designed the Model 'T' all those years ago. I thought that it would be a worthy addition to our library and sent off my order.

Three weeks later, the book had not arrived. An e-mail to Kings established that it was on its way and to give it another couple of weeks. Yesterday (27th April), Parcel Force delivered a huge, heavy parcel, which the postman delighted in telling me was "all the way from Detroit." With a "Have a nice day" quip, he went on his way. In the parcel was, sure enough, my book 'Tin Lizzie', but it also contained a huge, leather bound, thick book. I checked the invoice, which I had paid by Visa, to find that I had paid \$650 (£414) for this extra book!

The reason for my 'Walrus and Carpenter' type rambling is this book. It was a limited edition publication, in French, dated 'Paris 1933'. The author was Le Fevre and its title "Expedition Citroen.". It told the story of the fleet of half-tracked Citroen lorries (caterpillar tracked double rear axles) on their third expedition from Beirut, in the Lebanon, to Peking in China in 1932. It was an incredible feat across the old silk routes. Georges-Marie Haardt, the expedition leader, had already crossed the Sahara Desert in 1922 with the Citroens and travelled Africa on a second expedition in the mid 20's. He died in Hong Kong at the end of the third expedition. Of interest to me was that this particular book had been presented by André Citroen to Edsel Ford in 1933 and was inscribed

THE WALRUS AND THE CARPENTER

"...of shoes and ships and sealing wax and cabbages and kings." Lewis Carroll.

as such. The book would have sat on the shelves of Edsel and Eleanor's library at Gaukler Pointe, their Cotswold style homestead, sitting on the shore of Lake St. Clair at Grosse Pointe, a smart suburb to the east of downtown Detroit. Edsel died in 1943, aged 49, and Eleanor in 1976. Their eldest son, Henry Ford II ('Hank the Deuce'), although competently steering the Ford Motor Company, led a pretty debauched life out of the office. An alcoholic and womaniser, with few social graces, he auctioned off the contents of Gaulke Pointe, one year after Eleanor's death, to spite his second

wife, an Italian beauty called Christina. He wanted rid of her so that he could marry his mistress, Kathy. Gaulke Pointe had been lavishly decorated with the best European furniture, paintings, porcelain and glass. The contents were valued at \$10 million.

And here was I, sitting in Andover, Hampshire, handling Edsel's copy of this beautiful, rare book, which we have to presume was

one of the items in the Henry Ford II auction. Needless to say, after a couple more e-mails, the book was packed and dispatched back to Kings Books, and my Visa account credited with the cost of the book and the postage. Life is never dull!!

Sam Roberts.

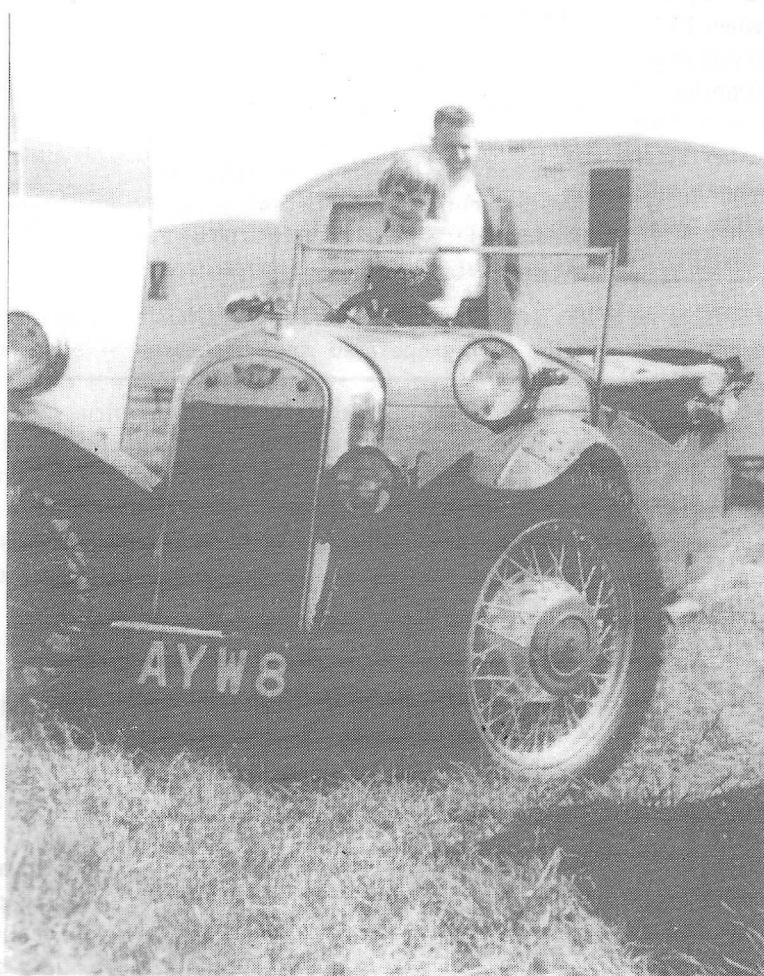
It was soon realised, after the start of production of the Model 'Y' at Dagenham, that the production of engines was outstripping the production of cars. Sir Percival Perry, realising the dilemma and, at the same time, being asked by outside companies to supply them with engines, wrote to Charles Sorensen in Dearborn, U.S.A. requesting permission to supply the Morgan Motor Company with 8 h.p. engines to put in their three-wheeler car, production of which was running at about 300 per year. There was no objection, as long as the name of Ford was not brought into disrepute as a result. So started a sideline of the Model 'Y' production; initially selling off the surplus engines but, as the demand for the engines grew, the establishment of a separate department and the building of engines specifically for sale to other commercial companies. Here we are only looking at that initial order from the Morgan Motor Company.

The Morgan Motor Company based, as it still is, in Malvern, Worcestershire, had been producing sporting three-wheelers since 1910. By 1932 the demand for the powerful V twin JAP engined model, with its engine mounted ahead of the bonnet, was shrinking fast. At the 1933 Motorcycle Show, Morgan announced in its sales literature: "After several years of patient and careful experimental work the Morgan Motor Company Limited are able to announce to the public an entirely new departure in Three-Wheelers, the MORGAN THREE-WHEELER, MODEL F, fitted with a powerful four cylinder water cooled engine made for us by a firm of world-wide repute." The firm, of course, was Ford, but the name was never used in Morgan's promotional literature. Morgan was the only car company, pre-war, to use the Ford engines.

The first F4 Morgan ('4' denoting four-seater) came off their production line on 25th April 1934; chassis number FD 1 and

THE F-TYPE MORGANS

An early F4 Morgan (registered May 1934), with right-angled windscreen ends. This car was owned by Norman Feelden - about whom, more in the next issue.



manufacture. There were a number of body style changes to the F4. In 1935 the rear end was altered to enclose the spare wheel and, in 1938, there was a major revamp of the body. The radiator cowl was re-styled, which meant modifications to the bonnet.

Ford engine number Y38054. From that engine number, we can establish that the engine was manufactured the previous October. A total of 424 F4 Morgans were produced between 1934 and 1952, when Morgan discontinued three-wheeler

The wire mesh radiator grille was replaced by vertical slats. The shape of the windscreen was also altered to make it more rounded at the ends.

In 1935, the F2 Morgan (two-seater) was introduced. By now, the Ford Model 'C' was in production with its 10 h.p. engine. F2 customers (and from 1936, F4 customers) had a choice of 8 or 10 h.p. engines. The F2 was altogether a more sporty model. It could be purchased without doors. Or with a door only on the passenger side. It also had a fold-flat windscreen. 113 F2s were manufactured before production ceased with the onset of war. A completely redesigned F Super Sports was introduced in 1938 and stayed in production until 1952, by when 312 had been manufactured. This was powered by the 'C' 10 h.p. engine.

There were two main changes made to the 8 and 10 h.p. Ford engines to fit the Morgan. Firstly, in order for the engines to be mounted in

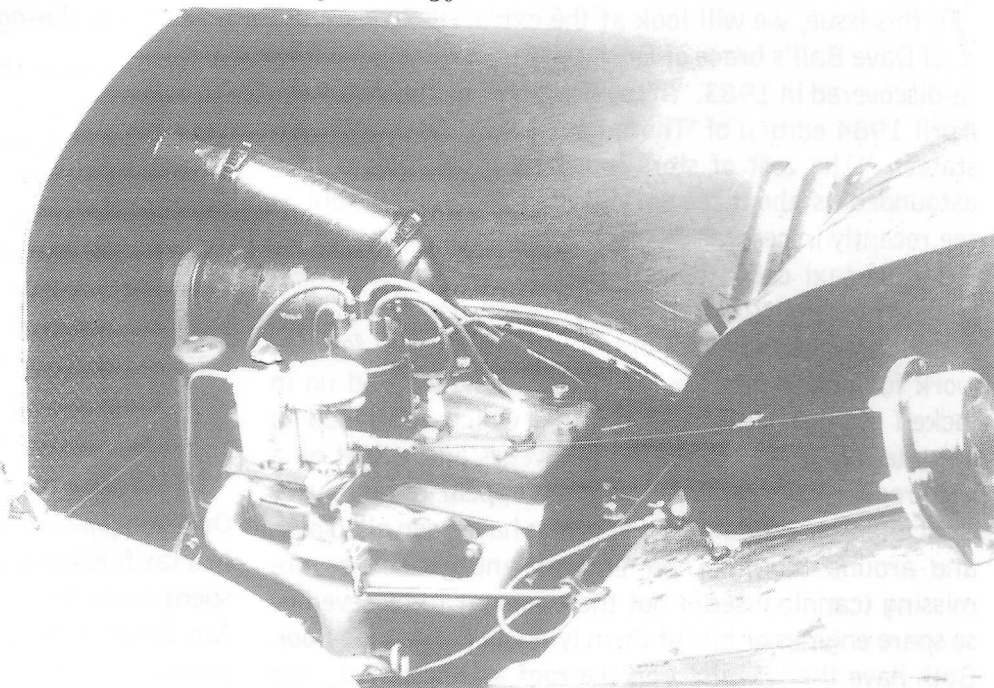
the Morgan chassis, a specially made timing case cover was necessary, with a cast in transverse bar also incorporating a support boss for the F-Type front brake compensator. This was not very successful as the bar commonly broke due to chassis stresses imposed on it. The second modification was the replacement of the cast iron Ford cylinder head with a 'Silvertop' aluminium head of similar external appearance, but with the 'Morgan' script cast onto the upper surface. This head increased

the compression ratio. These were also not very successful due to water corrosion during service. Interestingly, when fitted in the Morgan, the Ford engines did not need a cooling fan as the capacity of the Morgan radiator (2½ gallons c.f. 1½ gallons of the Ford radiator) was sufficient to cool the circulating water.

The Morgans were designed as sports cars and were successful in many RAC rallies and hill climbs during the 1930s and once they were restarted post-war. George Goodall was probably the best known F-Type driver, fitting an Amal downdraught carburettor to his F2 (registered BGO 8).

I am grateful to Dennis Rushton of the Morgan Three-Wheeler Club for much of the above information. He is the author of the book 'Morgan Sweeps the Board', which is a chronological study of the Morgan three-wheeler in competition. Sam Roberts.

A Ford 10 h.p. engine fitted in an F2 Morgan. Note the lack of a cooling fan.



OBITUARY - JIM FITZGERALD

It is with great sadness that I report the death of Jim Fitzgerald on March 22nd in Gran Canaria, aged 73. He had been a long-time member of the Register and the Regional Co-ordinator for Ireland since the post was established in April 1988. It was in November 1996 (Issue 103) that we featured Jim and his Model 'Y' under 'Members' Cars'.

His life-long passion for that car, which had belonged originally to his father-in-law in Limerick, gave him much pleasure. Jim was also a long standing member of the Irish Veteran and Vintage Car Club, having been at the centre of their affairs since 1968. He was still a Board member at the time of his death. In 1995, after their run from Dublin to Inniskerry, Jim was presented with the Pegum Perpetual Trophy (Personality of the Year award), for his outstanding services to the club, particularly on the social front. Way back, in 1970, Jim had driven his Model 'Y', with son, John, as navigator, to Le Mans in France on an Irish VVCC rally, winning first prize in his class. Finbarr Corry, the renowned Irish motoring historian, recalls a later rally at which Jim was the announcer. An early beautiful 1930's Lagonda burred into the car park at the lunch break. Jim announced through the PA system "This Lagonda is a lovely motor car and is

The late Jim Fitzgerald, with the Chairman, outside the Marine Hotel, Dun Laoghaire, in 1996.



80's, Jim's Model 'Y' was often seen at rallies in and around Dublin and was the leading car in the parade to open the eastern ring road bridge over the River Liffey. Jim had not been well over the past couple of years and was taking a rare holiday in the Canaries with son, Desmond, when he suffered a massive heart attack. It is a measure of the high esteem in which Jim was held that his funeral mass was reported as the biggest that the church in Limerick had seen for 10 years, with many classic cars present. We are grateful to his son, John, who now owns Jim's Model 'Y', for laying a wreath on behalf of the Ford Y&C Model Register. On our one and only trip to Ireland in 1996, Paula and I were treated to tea by Jim in the Marine Hotel in Dun Laoghaire. We shall remember his banter and generosity with affection. Our sympathy is extended to sons, John, Tony and Desmond and their children. Jim's favourite slogan was "Let the hinges of friendship never rust." We'll keep them oiled, Jim, in your memory.

driven by Mr So-and-so from Manchester. It was built in 1932, the same year in which the Ford Model 'Y' was introduced...." Jim had his priorities in the right order! In the mid-

Sam Roberts

MEMBERS' CARS

In this issue, we will look at the extraordinary history of Dave Ball's brace of Brighton taxis. They were first re-discovered in 1983. In the 'Discovered' column in the April 1984 edition of 'Thoroughbred & Classic Cars', it states:- "The cost of storage is one of the facts which astounded us about the survival of two cars we went to see recently in central Brighton. It would appear that a Brighton taxi cab proprietor bought two consecutively numbered (DCD 700 and DCD 701) four-door Ford 8s in 1936. He painted them bronze and used them for hire work for only a year or so. They were then laid up in locked storage within the garage, which continued to operate a taxi service until a few years ago, albeit on a very reduced scale. The two Fords appear to be in very fair condition although lots of things have been piled over and around them. Their engines and gearboxes are missing (cannibalised?) but there appear to be seven or so spare engines or bits of them lying on the garage floor. Both have the taxi light on the roof and both still have original one pint Ford cans of oil in their tool boxes. Parts

of the premises are now roofless except the area where the Fords have been stored. The premises are up for sale and the cars and other spare parts have to be sold in the near future."

The Y&C Register was alerted to the taxis by the late Richard Wakefield, who

was a member at the time, and who had read the Southern Counties Historic Vehicles Preservation Trust Newsletter, in which Michael Ware, of the National Motor Museum, had reported the find. The find was also reported in Issue 26 of the Register magazine (Nov/Dec 1983 - well before 'Thoroughbred & Classic Cars'!)

Dave Ball has found out more on the cars' histories. Apparently, Mr. A.A. Baker started his taxi business in about 1930, using a B.S.A. motor cycle with a two-seat side car. He called the company 'Batax'. On 17th December 1936, Mr. Baker purchased five Fordor Model 'Y' taxis, with registration numbers DCD 700 to DCD 704, and operated them out of 2 Margaret Street, Brighton. I note that DCD 700 has a chassis number

Y159827 and DCD 701 has Y160270, which puts their date of manufacture as standard Fordor Model 'Y's as October 1936. The intervening three months were presumably during when they were converted to taxis.

It would appear that the Model 'Y' did not prove to be a suitable taxi as the hire meter was located over the front passenger seat, which left only the rear seats available for hire. DCD 701 was not used after September 1937. There were three classes of taxi in Brighton in the 1930's; 1st Class - Limousine, with more than two seats; 2nd Class - taxi, with only two seats and 3rd Class - Goat taxi; a single seat rickshaw pulled by a goat! DCD 700 was taken off the road in 1938 due to an accident with a tree or telegraph pole, or so it would seem from the shape of the front cross member, radiator etc. This was stored for spares.

Ownership passed to Mrs. Ethel Baker in 1943, due either to a tax fiddle or because, as it was rumoured, her husband spent some time at Her Majesty's pleasure! In 1983, Mr. Baker passed away and the cars and the premises passed down to his son, Mr. A.R.C. Baker. It was whilst he was clearing the premises that the Model 'Y's and the

spares were discovered. Although reported in 'Thoroughbred & Classic Cars' that the taxis were bronze in colour, when they were cleaned up, they were found to be cream (as per their log books)! In 1984, a Mr Everard purchased DCD 701 and set about converting

it to a hot-rod, by removing the body; reinforcing and strengthening the chassis and fitting Jaguar rear suspension and axle, and Vauxhall front suspension and steering! The wrath of the gods struck him and he fell ill to such an extent that he sold the wreck to a knackers yard in September 1987. The good fairy then sent Dave Ball to the yard shortly afterwards. He bought the car and began its restoration back to its taxi spec. Fortunately, still with the car were the taxi meter, extra roof rack, taxi roof light, Hackney Carriage plate and rear luggage rack.

In November 1988, Mr. Baker (Junior) passed away and his widow sold the second taxi, DCD 700, to Dave Ball to

The two identical taxis on display at the Enfield Pageant in the early 90's, alongside, the then, Dave Curtis' 1936 Model 'CX'



renovate and to keep the pair together. Dave did a superb job on both cars and they were seen annually at the Enfield Pageant; Dave having purchased a special trailer to carry the two cars.

The picture on the back cover shows a very chuffed Dave Ball shortly after the restoration of the two taxis.

Sam Roberts.

FOR SALE TO THE HIGHEST BIDDER!

In the last issue, we mentioned the generous donation of his Model 'Y' to the Y&C Register by Roy Kendall. Those of you who attended the A.G.M., like us, the Committee, were very surprised at the overall good condition of the car. At the Committee meeting, it was decided that the car would be sold to the highest bidder in a 'sealed bid' auction. The absolute minimum value that the experts put on the car was £2500. Hence it was agreed that we would ask members, and the public at large, to send in their bids in a sealed envelope. Bids over £2500 will be accepted. On 1st July 1999, the Chairman shall open the envelopes and the person sending in the highest bid will win the car.

Details of the car are:-
Two-door Model 'Y' finished in Maroon, with black wings and valances. Chassis number Y107356; Briggs body number 165/23957. Date of first registration: 7th August 1935. Registration number BRR 525 (Nottinghamshire). MOT'd. In very good condition.

If you, or anyone known to you, who is wanting a Model 'Y', which requires little or no work to be done on it, then please send in your sealed bids over £2500, before 1st July 1999, to:-

Sam Roberts
SEALED BID
16 Croye Close
Andover
Hampshire SP10 3AF

BRR 525 in the shade of the trees at the A.G.M. She is for sale to the highest bidder



NOTES ON NEW MEMBERS

There are five new faces this time; welcome to you all.

Craig Toomey, in Banbury, currently runs an E493A Ford Prefect, but is looking to sell it and buy a Model 'Y'. Is there anyone out there interested in an exchange? Give Craig a ring on 01295 780724.

John Hardy of the Ford dealership, Holiways, in Newton Aycliffe, Co. Durham, was a member of the Register some years ago. He has recently had a 'rush of blood' and is keen to get his 1935 Model 'Y', BHN 21 (Darlington registered), back on the road after a full restoration. This car looks like a good candidate for the Convoy 2000 run next year. How about it John?

Tim Knight owns a 1933 Model 'Y' that was made into a 'Special' sports tourer in the 1950's. They were all the rage then for we young bloods! The mechanicals and body are in need of a great deal of refurbishment, along with the replacement of non-original parts. The club does have half-shafts Tim, by the way. Please send in some photos.

As stated in the Chairman's newsletter, **Bill Plevin**, in Manchester has recently bought BUR 896, the 1936 Model 'Y' saloon from Ian Fewtrell. This is a rare car in that it has a purpose built luggage boot, contoured to the shape of the rear of the saloon - an unusual but very necessary feature. (I recall, as a young lad travelling in my dad's 'Y' from Yorkshire to Norfolk with luggage restricting the space and comfort in the back of the 'Y'.) Bill intends to complete the restoration work to make the car usable and then make further improvements as a 'rallying restoration'.

As we go to press, **Paul Dunn**, in Yarm, has joined us, looking for guidance in the total restoration of ACX 467, his 1937 Model 'Y'. The car was spotted near Sedburgh on a visit to the Lake District by Paul's dad. This car is a rare find, having had only one owner from new and comes complete with all documentation and history. We hope to be able to publish more details of the documents in a future edition of the magazine.

Good luck to all of you with your restoration work - write and send photographs of progress and, in particular, those first important few miles when back on the road.

Bob Wilkinson.

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 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)

1935 Tudor Model 'Y'. Black, (Y107022). Very good
condition; used regularly; MOT.

A very nice car. £2950.

Paul McCaffrey,

Tel: 01474 743395 (Gravesend, Kent)

1936 Tudor Model 'Y'. Black,
(Y162282). Good all round condition. Taxed and
tested. £2995.

Tony Clark,

Tel: 01233 756371 (Ashford, Kent)

1933 Tudor Model 'Y' short rad (Y28038) now ASL
206. Bodywork, chassis, floor excellent; mechanics
good; new loom partly fitted. Needs trim finishing.
Would make first class car. Reduced to £1800 o.n.o.

Tony Dodsworth,

Tel: 01964 622615 (Hull)

1936 Tudor Model 'Y', Green/blk (Y134456), CPP
205. Excellent condition throughout, long MoT.
£4300.

Honor & Eddie Kelly;

Tel: 01635 862505 (Newbury, Berks)

Parts & miscellaneous

1935 Model 'Y' parts:- Gearbox, front & rear axles,
good wheels and tyres. Luggage rack, brake drums,
bumpers, plus other parts. Also, 10h.p. engine with
all ancillaries.

David Pattison. Tel: 01403 700703

(Horsham, W.Sussex)

Hydraulic four-post lift; £400, 3h.p. compressor; £200.

Both will be converted from 3-phase. Seen working.

Must sell - losing barn!

Bob Wilkinson; Tel: 01832 734463

(Thrapston, Northamptonshire)

**DEADLINE FOR COPY FOR ISSUE
119 IS FRIDAY, 2nd JULY 1999.
PLEASE SUBMIT YOUR
CONTRIBUTIONS TO
SAM ROBERTS**

CHECKED THE REGISTER OF SURVIVORS?

With the last issue of the magazine, you will have received the register of surviving vehicles and, no doubt, will have checked your entry.

Derek Creaser, in Leeds 'phoned me recently after checking his entry. He reported that he had received a spate of letters threatening him with fines for non-payment of parking fees in London! After some correspondence with DVLA, it would appear that his 1937 Tudor Model 'Y' has a modern 'stand-in' - a Nissan or Datsun of

some ilk, with number plates which duplicate the genuine EVX 752! someone is up to no good, down there in 'the smoke'.

However, a few genuine errors have crept into our list. Derek again points out that his car number appears twice on Model 'Y's. Apparently we wrongly credited EVX 752 again to a car reported exported by a Saudi prince a few years ago. Obviously, it never left our shores. Just to make sure, I am volunteering to go out to the Middle

East to check out the prince. I could do with a few days in the sunshine at the Register's expense.....!

Please also forward to me, any omissions from your car's entry in the register; such things as date of first registration, Briggs body number and for those, like Liam Tomlinson, who have yet to give us the basic details, the 'full Monty'!

I will be back before the next edition to check your correspondence.

Bob Wilkinson.

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 shackles (pattern part)	£7-00 each
Rear shackles (pattern part)	£5-00 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/C Y2084 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 - <u>exchange</u>	£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
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
Engine mount - non-exchange	£15.00 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	£3-00 pair
Braided Battery Lead - Earth - Bulkhead	£6-00 each
Pair Battery lug bolts	£0-75 pair
Headlamp bulbs (24 watts)	£4-00 each
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	£12-00 set
Y front side lamp acrylic lenses	£4-00 each
Y front side lamp acrylic covers (black)	NO STOCK

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	£21-00 each
Late LR Y four door hinge centre bolts with spring + tag	£11-00 set
Brass balls, door hinge	£1-50 each
Y fixed timber roof stock kits in hard wood	£1-50 each
Striker wedges - female - door pillar - housed "C" Model	£83-00 each
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£10-00 pair
Hub caps - for model "Y"	£15-00 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 Secretary.

USEFUL CONTACTS

BADGE RE-ENAMELLING

Pamela & David Enamels

1 New Street, Chumleigh, Devon EX18 7DB
Tel 01769 581122

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 0PY
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

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From £58.80 per policy for cars valued up to £7500.
Fully comprehensive with unlimited mileage
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TRIM, FITTINGS, RUBBER & ACCESSORIES

Paul Beck, Vintage Supplies,

Crosswinds, Happisburgh, Norwich, Norfolk NR12 0RX.
Tel 01692 650455

Woolies (I&C WoolstenholmesLtd)

off Blenheim Way Northfields Industrial Estate,
Market Deeping, Nr.Peterborough PE6 8LD. Tel 01778-347347

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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)

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

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(Can supply Gaskets) Tel 01772-424032

Mr Julian Janicki.

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

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