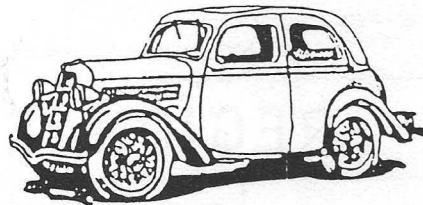
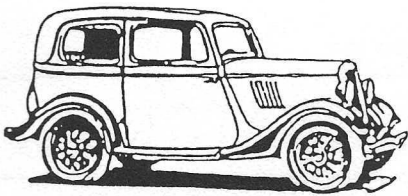


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 119 JULY/AUGUST 1999

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

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

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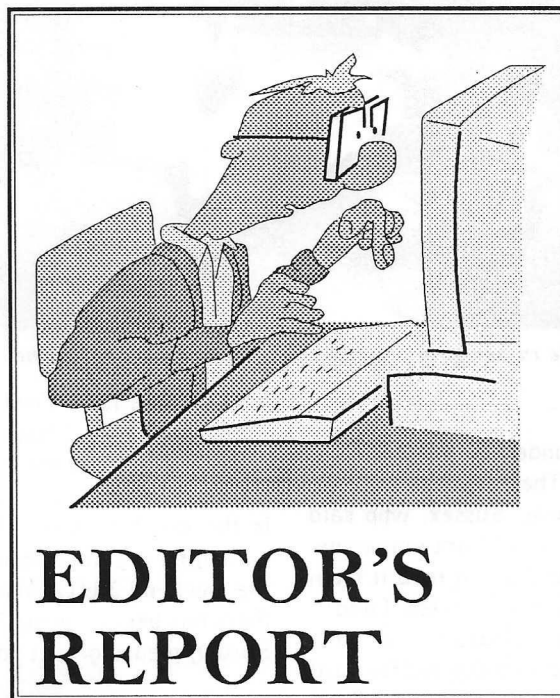
"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

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Now that I am firmly in the Editor's chair, I have given some thought to the content of the magazine.



EDITOR'S REPORT

We seem to have four groups of members, some members falling into two or more groups; the mechanics, who enjoy the restoration and maintenance aspects of their cars; the drivers, who get pleasure out of driving these old ladies; the eventers, who enjoy showing off their cars in the best condition, and the historians, who enjoy reading the background to the cars (and matters Ford). If you feel you do not fall into any of these categories, please let me know where your interests lie. What I, as Editor, must strive to achieve is coverage and satisfaction for each group.

Sam Roberts.

Thanks to all members who have 'phoned, written, e-mailed and faxed me articles and information. As I have said elsewhere, there is a backlog of letters on my 'butcher's hook' awaiting publication or comment in a future issue. I apologise for any delay (Alan Ogden, please note!). Keep the information rolling in. The more I have to juggle with, the more interesting will be the magazine.

Any constructive suggestions for improvement to the magazine will be gratefully received. I hope you enjoy this issue.

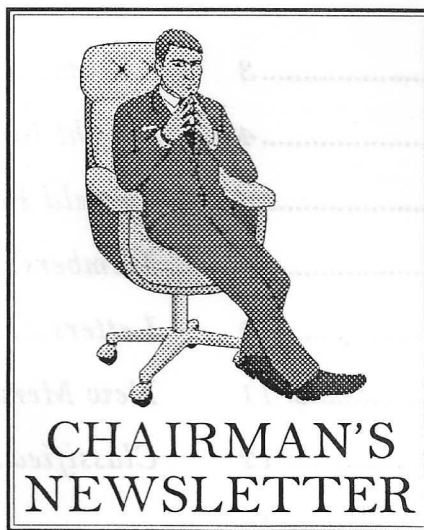
Why does time go so quickly these days? I'm sure the world is spinning faster on its axis! It does not seem two months since I produced my last newsletter. Having said that, quite a lot has happened, as you can see from the articles in this issue. Congratulations are in order for Luis Cascante Davila (father of Luis Cascante Gomis) on his 80th birthday, which was soundly celebrated in Barcelona with many Veteran Car Club friends. Luis is the proud owner of a Model 'C' Tudor. We must also congratulate David Grace, who managed to complete the long-time restoration of Wendy's Arrow Coachwork bodied Model 'Y' Alpine in the nick of time for their daughter, Charlotte's, wedding to Stuart Hicks. The car behaved perfectly on the wedding day, but suffered a few teething problems thereafter. The problems seemed to have cleared by the time of the National Gathering, at which it was much admired.

The National Gathering was enjoyed by those who attended. As last year, Reg and Jean Hunt did all the organising and are to be thanked for their efforts. The turnout was disappointing again. As Reg asks in his write-up, in what form would you, the members, like to see an annual get-together? Please let me know so that the Committee can alter the formula for the year 2001 - 'Convoy 2000' replacing the National Gathering next year.

Thanks to those of you who have responded to my question, "Who reads the magazine anyway?" The most enthusiastic response came from Chris Jarvis, in Hove, Sussex, who said "Thank you and all other contributors to a brilliant magazine. I look forward to every issue I receive and try to read it from cover to cover the first day; most times without success, I add!" I hope you all feel the same way. If not, please let me have ideas on how it can be improved. Chris, incidentally, put forward the highest bid for the donated Model 'Y' - however, he did it without telling the good Carol - Mrs. Jarvis! - clang! I've been there and got the T-shirt. However, after twenty-four hours and a bunch of flowers, his threatened withdrawal from the bidding was rescinded and arrangements are now being made with Geoff Dee to collect the car. God bless Mrs. J!

Bobby Gales, in Ipswich, e-mailed me to say that he had obtained his insurance cover, hassle-free, from Footman James and was

off on "another year's happy motoring for only £58.24." He added:- "Just a quick note, issue 117 - March/April. Tornado Smith lived in Boxford, Suffolk. He lived at the Whyte Heart pub, and the lion is buried in the garden (I only know this as I am a Polstead Boy, the next door village). The photo however does not look like it was taken in the village but I could be wrong." The reason the story of Tornado Smith has come to light recently is that the local Boxford Parish Council is planning to include Tornado and lion on their village sign - much to the consternation of the die-hard conservative locals!



Jonathan Del Mar faxed through to say that he had received a copy of our register of surviving cars from his brother Robin. Car registration numbers are his expertise and he was full of praise for the thoroughness of our listing and had a few observations to make on individual entries. Apparently, he has been trying to persuade the Triumph Owners Club to produce a similar document, but their members seem to be a rather more militant lot than your good selves, with a few vociferous 'barrack room lawyers' amongst their ranks who object strongly to their cars being listed! This prompted me to



Charlotte in her going-away outfit out-shines the Alpine

include the necessary article on the Data Protection Act in this issue, in case we have new members who object to their data being used by Y&C Register officers in the furtherance of their duties in support of the members. Robin Del Mar, incidentally, once again completed the Brighton Classic Car run this year on the 6th June in his, or rather, Elly, his wife's smart Model 'Y' tourer.

Peter Baggott, whose Model 'CX' tourer appeared on the back cover of Issue 116, 'phoned to say that the car has been on display for a couple of

weeks in his local Ford agent's showroom - Invicta Motors of Margate, Kent. I have been also telephoned by a number of members, who tell me that they have been supporting their local shows with their cars - well done; 'Support your Local Shows' is the cry for 1999. For Scottish members, Drew Barr is arranging a gathering of the Y&C clans at Scone Palace over the weekend 11/12 September. As this is the first time that there has been a formally organised Register event north of the Border, please give it your full support.

I 'put my wheels where my mouth is' and went along to the Basingstoke Classic Car show on the 13th June with my Kerry, and found the 'family Young' gathered round Steve's Model 'Y' Tudor, with a 'For Sale' sign on it. Apparently, the family has decided that they want a faster, more modern hobby car and now have a boring 100E! In a follow-up letter to the show, Steve wrote:- "Jacky and I have found ourselves another Ford to take her place (the car, not Jacky!) but I'm afraid it isn't a Y

or C so I feel it only proper to give up my membership and resign as Area rep. I would like to thank everyone for their help and encouragement with a special thank you to yourself and Paula for your tea and sympathy when I broke the car, Julian Janicki for his patience and almost bottomless spares bin and Bob Wilkinson for insults in a dialect I couldn't understand ('thar nose'). Please wish everyone in the Register continued good luck with their cars and to you, good luck with that retirement project (the book). Can't wait to read it when it is finished. We shall be at the All Ford Rally, so if you don't mind an interloper on your display, I'll come and say 'Hello'." Thank you, Steve, for your contributions to the success of the Y&C Register. We're sorry to see you joining the post-war boy racers though!

Steve's departure means that we are asking for volunteers to step forward to take over the Regional Coordinator post for Central South England (Region 3). Please don't

be backward in coming forward. On the positive side, Steve did sell his car through its appearance at the Basingstoke show and we are pleased to welcome on board Roy Whittaker from Basingstoke, a long time Land Rover supporter, who was looking for something more refined!

Tony Fitzgerald rang me from Dublin to say that a trophy is being presented to the Classics Section of the Irish Veteran and Vintage Car Club, in memory of our ex-Regional Coordinator for Ireland, the late Jim Fitzgerald, to be awarded to the best turned out Ford on the Powerscourt Run, which is a family day out for their members and is held each August. The award will be known as the 'Jim Fitzgerald Perpetual Trophy'. We will announce the first winner in the next issue of the magazine. Incidentally, we are still waiting for a volunteer from Ireland to fill the vacant Regional Coordinator post.

Another Region without a Coordinator is Region 12 (Leicestershire, Northamptonshire and Cambridgeshire). Because of his heavy work commitments and active involvement on the regalia

front, Geoff Murrell has asked to stand down from the Coordinator role. Could we please have a volunteer from one of these counties.

Peter King and Trevor Walker have both been feeding me with articles and magazines of interest. Peter loaned me copies of 'Veteran Tidende', the magazine of the Danish Veteran Car Club (Dansk Veteranbil Klub). The December 1998



The Young family await a buyer at the Basingstoke Classic Car Show - I remember when Mother-in-law used to be our most ardent supporter - a fickle fan!

issue contained a full four page write-up, by non-member Erik Mathiason, on the restoration of his LHD 1934 Tudor Model 'Y', 'Ford Junior', (Y76733), a new addition to the register. I see that Erik has also related his story, in English this time, in the latest issue of the Sidevalve magazine. The Copenhagen Ford assembly plant was one of the more active in Ford's history and produced some fine engineers. I'm also grateful to John Coleman, who continues to find gems in the ongoing clear out of his archives.

We also had some new entries for the register of surviving vehicles, reported by Bill Ballard after his visit to Oz, which are described elsewhere in this issue. We were sorry to see Chris Newman, from Perth, Western Australia, over here sooner than expected, due to the unexpected death of his mother in Cornwall. Now that he is back in Perth, we will no doubt read another report on the Australian National Rally in the next issue of 'EnFomation', the magazine of the Classic English Ford Club of Western Australia Inc., which Chris edits.

I am delighted to report that the National Motor Museum at Beaulieu has commissioned Milestone Miniatures to produce an 'O' gauge model Tudor Model 'Y' to sell in their shop. These are now available, mounted on a plinth, in Black or Vineyard Green, and can be obtained by Y&C Register members, through Geoff Murrell, our Regalia Officer, for £52, compared to £70, the sale price through the National Motor Museum. Please also

now order the 'O' gauge Fordor Model 'Y's through Geoff. Geoff also has blue and white Register umbrellas in stock, thanks to the efforts of Peter Ketchell. See the Regalia Order Form enclosed with this issue for the full and growing list of regalia items.

The provisional entry list for 'Convoy 2000' is growing nicely and the plans are coming together under the auspices of Graham Miles and his small committee. I am sure that there are many of you who will be joining in as the convoy proceeds

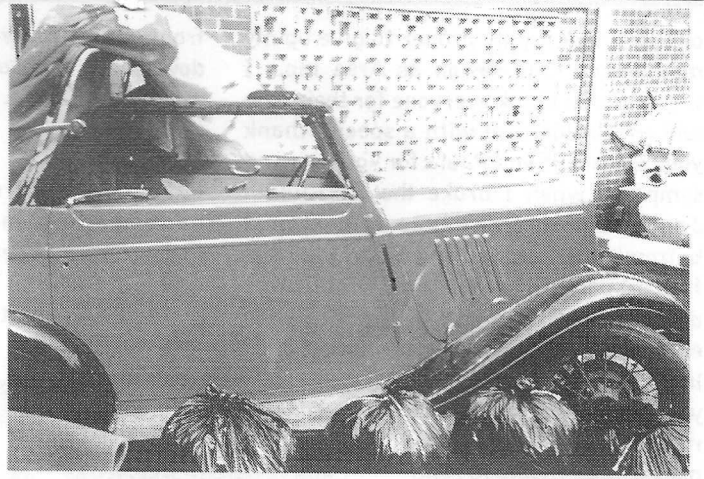
round the country. Please let the committee know of your intentions on the green return enclosed, so that more detailed planning can be made. For example; Gerald Watson has spoken to the Ford County Garage in Carlisle, who would be delighted if the convoy passes through their showroom en route from Dumfries to Kendall. Local press and television may well be involved. We need to give them early warning of the number of cars involved.

Finally, news of two other cars. Firstly, whilst in Jersey, Paul Clubb showed me some photographs he had taken in Neasden, in the late 1980's, of a red cabriolet Model 'Y', which he thought was of German origin. He was absolutely right, as Jim Miles confirmed at Enfield. That was where Jim had the hood and trim done on his Deutsch bodied Model 'Y'. I am in dispute with Jim, as my research tells me that the car is actually a Drauz bodied Model 'Y'. If there are any experts in the audience, please let me know your verdict, so that I can get it right in my book!

The second car in the news is the earliest longrad on the register (165/100), now owned by Bill Baxman on the Isle of Wight. I am delighted to report that he tells me that the restoration is now complete and that the car is on the road. Having seen the car in its unrestored state some years ago, Bill is to be congratulated on overcoming some major problems.

I will close by reminding you that Paul Beck now has a new address and telephone number, which are on the inside back cover under 'Useful Contacts'. We also have a new address for re-enamelling the radiator grille badges. Enjoy the remainder of the rally season. I hope to see many of you at the All Ford Rally and at the NEC.

Sam Roberts.



The ex-Jim Miles' tourer undergoing trim restoration in the late 80's - but is it a Deutsch or Drauz body?

Since the publication of Issue 117, work has been put in hand for the manufacture of the items mentioned, but in all cases we are only at the tooling stages.

Fan Belts. We have been able to locate an industrial belt with the basic dimensions that are needed for our engine pulleys. Although slightly wider than the original belt, we see this as an advantage, as it will take up pulley wear. Sizes that cover 3" and 4" dynamo pulleys are in stock.

Circumstances re Engine-Mounts, have obliged me to think again on how we offer them. There are three designs. All three designs consist of two metal parts, bonded together with rubber. Two of the designs are hardly ever returned. One, a non-Ford design, we reject. The other is the early Model 'Y' design. In future the mounts will be sold in pairs, and also offered as non-exchange at twice the price, (hopefully, to encourage members to return their old ones in exchange.) Accordingly, an order for two engine mounts, that has been submitted without the return of all four metal parts, will be deemed as a purchase of one non-exchange. Upon receipt of the balance of the metal parts the second mount will be dispatched. Failing that, I will need an additional payment for a second non-exchange mount. At the end of the day, It's the Piper that calls the tune! In this instance, I'm the Piper!

Shock Absorber kits. Over the last few months I have experienced a few problems with the supply of some linkage components. This problem has now been designed out, which will enable me to speed up supply. (I am holding spares for the mark one kits already in service) However it would seem necessary to remind members that the actual Shock Absorbers are reconditioned Armstrong types. We have found it quite impossible to locate new ones. The arrival of the new design may help me to reduce the latest price. If this is the case, a refund will be due but, for the present, please order on the current price level.

Members who have asked for 'C' kits have to date been disappointed. A member who was to mount and check a prototype kit has not done so, so I am arranging for a 'C' car to be brought to me for assessment. Once this is done I hope to be able to finalise the design and offer the kits.

The Hydrostatic Fuel Gauge needs a certain fluid. This fluid is now on the Government restricted list as, evidently, it is highly carcinogenic. It goes without saying that I can't get it. (not that I want to in the circumstances.) However I am given to

understand that Saturn Industries hold a Ford Model 'B' fluid kit, priced, I'm told, at £20. So that's where it can be obtained, but be careful. [Saturn industries can be contacted on 01594 843321]

The Spares Committee has recruited two new members following the AGM. They are Norman Purdy, who is currently employed in engineering, and the second is Tim Brandon, a man who has a great deal to offer with his vast experience of our vehicles. Tim incidentally is one of the three remaining founder members, so what took you so long Tim? Norman has already been set a task, and I have an evil plan in mind for Tim.

SPARES REPORT

The principle behind forming this working committee is to spread the load over a greater group of members than is the case at present, which hopefully will lead to specialists in different areas of the vehicles. Currently only two to three members have been responsible for the Spares Service. We have now recorded up to a 1,000 survivors of our vehicles and, as we are the only group active with these cars, it is up to us to keep them on the road. Graham Miles

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 arrangements, 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.

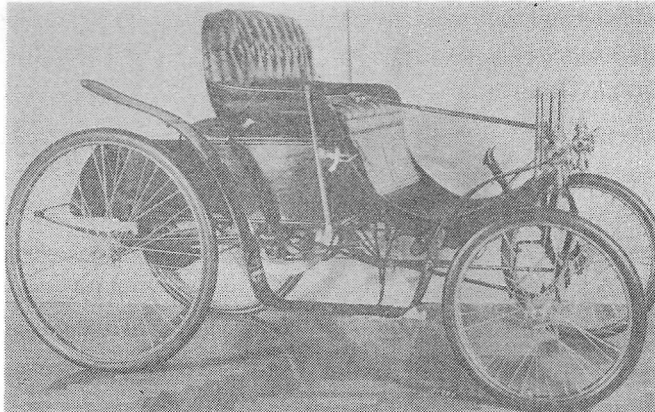
Do you remember all the 'who-ha' there was during 1996, the centenary of the Quadricycle, Henry's first car, which he built in the workshop at the back of 58 Bagley Avenue (the one with the narrow door). Well, he sold that for \$200 to Charles Ainsley, and then set about making his second car. It is one hundred years ago this month, in July 1899, that his second car appeared on the streets of Detroit, although it may have been completed a few months before then. Not a lot of people know that! And

**HENRY'S
SECOND
CAR.**

I bet we are the only Ford club to celebrate the event, however humbly!

It was on the strength of this second car that Ford's backers filed

Articles of Incorporation for the Detroit Automobile Company in August 1899.



Henry Ford's second car - still with tiller steering and bicycle tyres.

It was Peter Falla, the lawyer fella from St. John's who started the rot but, to be fair to him, he was not to know - after all it was a hundred years ago. Our lawyer friend has long since departed, but his legacy lingers on. The trend he started has touched everyone's life in Jersey, like it or not. In 1899, Peter Falla decided he quite liked the idea of a horseless carriage and he chose one of the new fangled Benz machines.

However, such a bold move was not greeted with enthusiasm island-wide. One local newspaper of the time waged a vociferous campaign against the introduction of the automobile, with many column-inches devoted to reminding islanders that this noisy, smelly carriage was not welcome on the Island and questioned the need for such a contraption at all.

**A LITTLE
BIT OF
JERSEY
HISTORY**

The beginning of motoring in Jersey can actually be narrowed down to one auspicious day, namely 31st July 1899, when our normally conservative lawyer imported into the Island from London, a 3.5 horse-powered phaeton built Benz.

The Jersey Old Motor Club was formed in 1966 and received very different publicity. As such, it was felt appropriate to commemorate and indeed celebrate one hundred years of motoring on the Island of Jersey in 1999.

The JOMC was overwhelmed by the response received from clubs world-wide wanting to take part. Cars came from Australia (1), France (23), Switzerland (1), Columbia (1), Guernsey (6), Germany (2), Holland (2), local clubs (45), UK (128) and 120 from the Jersey Old Motor Club, making an impressive total of 327 cars.

The programme commenced on Wednesday 12th May with the early evening arrival of the majority of the UK cars on the ferry from Poole. They were welcomed at their hotels by individual members of the Jersey Old Motor Club, who dispensed rally packs and sorted out any problems, human and mechanical!

Thursday 13th was a free day for our visitors to explore the Island and use vouchers provided for the Jersey Zoo, Motor

Museum, Maritime and Occupation Museums, purchase discounted perfume and spirits, or just relax and enjoy themselves. The evening saw the arrival of the remainder of the cars from UK, including none other than Sam Roberts in his very smart Model 'Y' Kerry, and those from "the rest of the world". All were invited to an excellent vin d'honneur at the St. Helier Town Hall, and this allowed the general public their first viewing of the splendid array of cars. Sam and I then repaired to the East of the Island to meet up with Army friends of long standing for an excellent gourmet dinner.

The "Chasse de Centenaire" took place on Friday. Everybody assembled at the Living Legend for a first rate coffee and Danish pastries and received their documentation. Member John Follon turned out to see us on our way. Regrettably, his Jennings conversion Model 'Y' was not ready in time to take an active part in the rally.

The "Chasse", which was really just a treasure hunt, was under way by 11.00 a.m., with 60 miles of local roads ahead of us; photographs to pinpoint, items to collect and a few tricky questions and answers to finish. And this we all did by 5.00 p.m., handing in our papers at the Howard Davis Farm, and receiving centenary gifts from the JOMC, hand-painted by the Jersey Pottery. More than 200 cars took part, with 75% turning in their papers. The cars in the silent Automobile Auction, were now on view at this venue and aroused a great deal of interest.

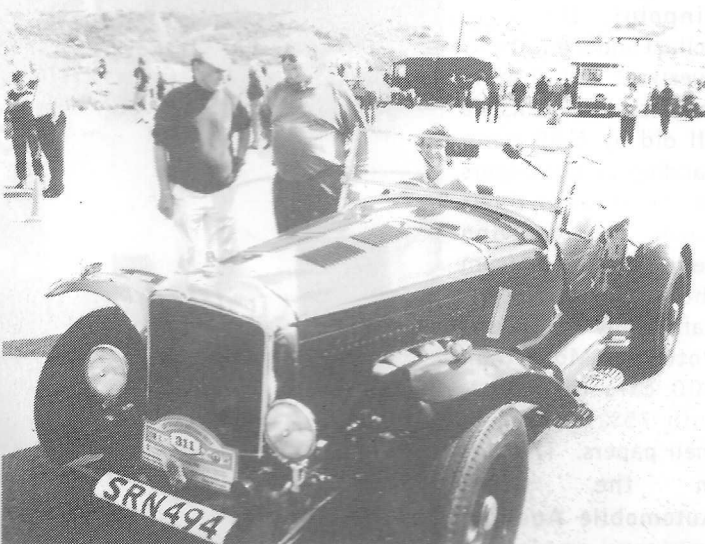


A car-less John Follon sees us off on the 'Chasse'



Sam and local navigator entering a private estate on the "Chasse".

Saturday 16th, and a complete change of pace. In conjunction with the JOMC, the Jersey Motor Cycle and Light Car Club organised a Centenary Sprint at St. Ouen's Bay for those who wished to take part. We took four cars to the event, Sam's Kerry, the MG TD, driven by John Goodman, my very own Model 'Y', 'Florie' and Barbara's latest acquisition, a 1953 Bentley Special. We were joined at the event by Steve Hewlett's 1934 Model 'Y'. Due to the number of entrants, only the Bentley secured a place for the demonstration runs



Barbara prepares for the sprint with John Goodman and Paul Clubb.

and Barbara was able to join some very illustrious vehicles.

Once again, we were lucky with the weather and as a result, were able to enjoy our picnic lunch. My enduring picture of the afternoon has to be the lady from the VSCC Jazz Band, resplendent in Sunday night at the Palladium costume, prancing around on the sand dunes and German bunkers in high heeled satin shoes to the strains of 'Won't you come home Bill Bailey'!! Perhaps I should mention that the JOMC provided refreshment and

enthusiastic support from their hospitality tent.

In the evening, the Celebration du Centenaire Gala Dinner and Prize Giving took place at the Living Legend, attended by 500 guests and sponsors. Prior to the dinner, we were treated to the 'Jersey Experience', a twenty minute audio-visual presentation of the Island's history.

Sunday, 16th May. The final day of the rally, and you know what they say, 'Save the best till last'. An outstanding variety of cars, spanning a hundred years, gathered at Howard Davis Farm, including Sam in his Kerry, Steve and Dacia Hewlett in their Model 'Y' and me in 'Florie'.

We proceeded in a fairly orderly fashion and without any hold-ups down to the centre of St. Helier and along King Street, the main shopping precinct, amidst much cheering from the numerous crowds, and along to the People's Park where, thanks to the forward planning department, we were parked in year order -

a total of 327 cars. This was truly a great spectacle and unlikely to be repeated. It would be quite unfair to pick out any car as more special than the one alongside



Steve and Dacia Hewlett wait for the off at Howard Davis Farm.



Paul (left) dispenses refreshments from the back of 'Florie' at the People's Park.

it. I found 'Florie' attracted quite a lot of attention, or could it have had something to do with the refreshments I was dispensing?

Whilst this was going on, a very special display of sporting cars, from ERA to Morgan Three-Wheelers, formed a static display in the Royal Square. They then came to the People's Park much to the delight of the general public. A magnificent luncheon of lobster salad, barbecue and strawberries and cream was served to the participants and sponsors in a marquee imported for the occasion.

Our Lady President, Judith Genee and David Acon, chairman of the Centenary Committee deserved the thanks of all participants. To quote Judith; "I can not begin to express my delight at the outcome of this rally. Our visitors were completely captivated with the Island and the event far exceeded any of our expectations.

The Jersey Old Motor Club and the Island of Jersey are a winning combination. Another page for the history books.

Paul Clubb.

Trevor Walker, in Newcastle, seems to have an inexhaustible collection of magazines, from which he gleans the most amazing information. In addition to unearthing some custom car conversions, he came across an article in the May/June 1999 'Special Interest Autos', American publication, on Pacific Auto Rentals, a company in Los Angeles, which hires out cars to film studios. One of the cars in their collection is a 1935 Model 'Y'! Trevor is following it up and hopefully it will soon appear on our register of survivors.

Dave Minnett, on the other hand, is not only a prolific writer of articles, but also uses his Model 'Y' on film sets. The 'Early Ford V8 Club of America's May/June 1999 issue of their magazine was devoted to European Fords. By virtue of his ownership of a 1941 Mercury sedan coupe, Dave is a member of the EFV8CA and wrote no less than three lengthy articles in this issue, not on the Mercury as one would suspect, but on the Model 'Y'! That's what we like to see - the Y&C flag flying high! There was also, incidentally, a copy of my article on my Kerry, plagiarised by non-member Alec Choremi from Issue 48 of the Register magazine (September 1987!). I forgive him as he added the Register's Internet website address at the end of the article!

Anyway, back to Dave Minnett. One of his articles regaled his adventures on various film sets with his 1936 Tudor Model 'Y', DLP 449 (Y153275). In his covering letter to me, enclosing the V8 magazine, he tells his cautious tale of committing your car to the film industry:-

"About ten years ago and just after being restored, my Model 'Y', DLP 449 was used in the filming of a few episodes of the 'Poirot' detective series (once, along with Jim Miles in his 'Y') and also another film called 'The Perfect Hero' starring Nigel Havers. After a long period without doing any film work, I was recently offered some more work and allowed my Model 'Y' to be used in two films.

The first film was a Columbia Pictures production of a Graham Greene story called 'The End of the Affair', set during WW II. At 7:00 a.m., I had to be at the film unit based near Kew Green, just south of Kew Bridge on the River Thames. At that time,

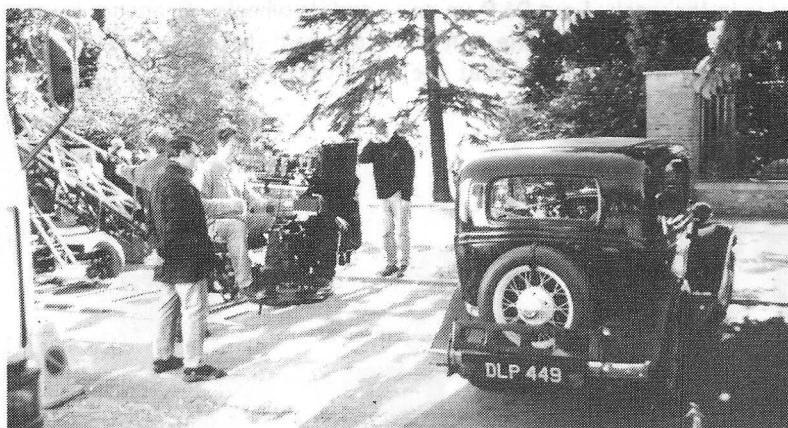
not knowing if the Model 'Y' would be used as a 'drive by', I was fitted with a period suit and very comfortable (wished I could keep it) period cap.

WE'RE IN THE MOVIES!

As it turns out, my car was only chosen to be parked up in two scenes. For the first scene, I had to allow brick, rubble, glass, wood, fullers earth etc. to be placed on a black blanket on the car, and then have muddy water thrown at it to reduce the reflections of the paintwork. The scene is set during an air raid and the house (office) next to the parked Model 'Y' has just

suffered a hit. The Fire Brigade and Ambulance Service arrive and the scene is very busy with ARP wardens etc. running around like headless chickens, as actress Julianne Moore walks out of the building and through this action. The only other scene in

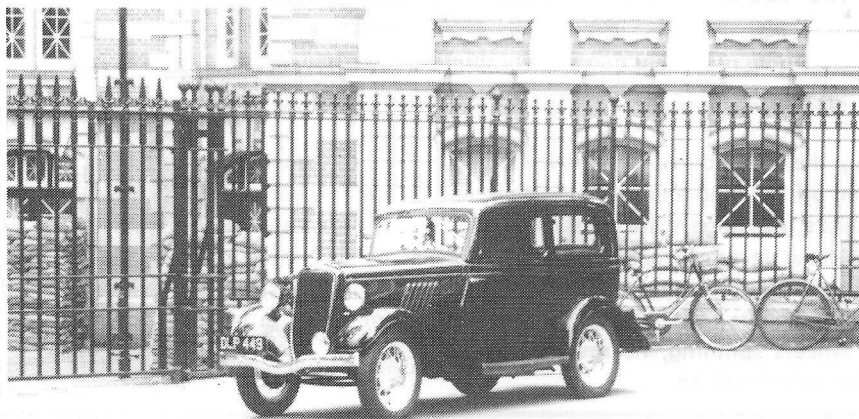
which DLP 449 is used on this day, it is parked in the street outside of the same house (this time after the war has ended) as one of the main male characters comes calling for the lady. The car should feature well in close up in this scene. Being a mere extra, I wasn't told the full storyline and the technicians didn't seem to know too much either, and just did as they were told.



Camera - Action!

Also starring Ralph Feinnes and directed by Neil Jordan, I was told this was a big budget film for cinema release. Cleaning the car properly afterwards took me nearly two days. A couple of weeks later and I took DLP 449 to Islington, north London,

for more film work on 'The End of the Affair' with the car used again as a 'parked car'. This gave me some great photo opportunities and one of the photographs taken outside some period shops was used on the back cover of the 'V8 Times'. My '41 Mercury was also used in this film and was heavily involved (with me driving) in a complicated scene shot in Battersea Park at night.



Car parked outside The Royal Observatory before disaster struck.

The second film in which DLP 449 was featured recently was a Granada Film production for TV starring Jeremy Irons and Anna Chancellor. The film is called 'Longitude' and will be shown as part of ITV's Millennium TV billing at New Year. Set in 1939, the Jeremy Irons character 'Gould' has a nervous breakdown whilst driving DLP 449 from the Greenwich Royal Observatory to his mother's funeral in the country (he is eventually taken away in an ambulance by men in white coats). The first scenes involving DLP were filmed outside The Royal Observatory as 'Gould' rushes out to go to the funeral, for which he is late. Without looking behind him he reverses into a crowd of soldiers

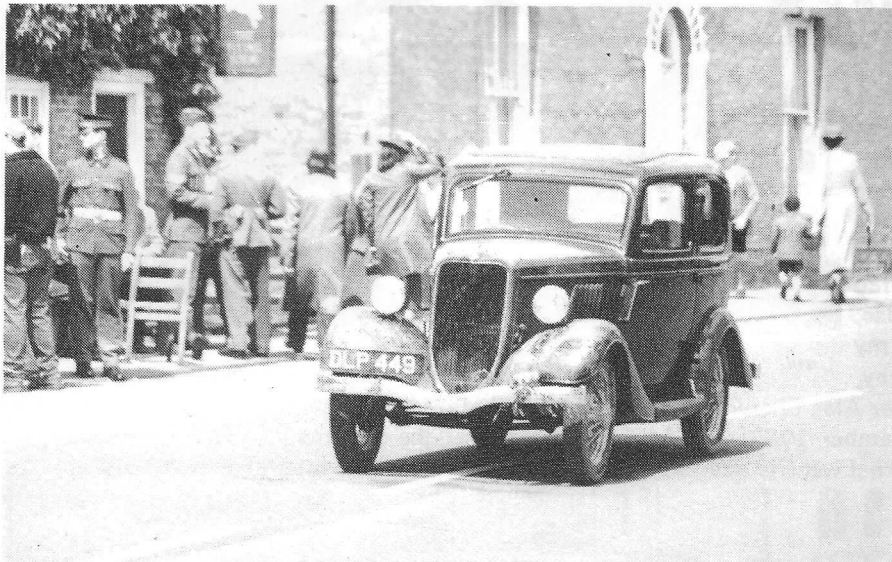
who bang the roof of the car and shout at him as he drives off. Filming this shot from every angle took most of the day and ended in a sour note for me.

In reality, Jeremy Irons stripped a tooth from the rear axle pinion and this is how it happened. The car had two cameramen sitting on the back seat with a heavy camera. Jeremy rushed up to the car, threw his briefcase onto the passenger seat and jumped in. With the camera now focused on the key and starter knob, he fires up the engine. Instead of selecting reverse, he inadvertently selected first gear and with the car in a huge forward motion, he slammed it into reverse gear and 'bang', there goes the pinion tooth. Thinking that the bang was just the noise from the gearbox as it jumped out of gear, filming continued for the day, take after take, even including another scene involving a traffic jam.

Driving home from Greenwich late that evening, I became aware of a 'growl' from the axle. Later in the week, I put DLP up on rear axle stands to investigate the noise from the axle, but at thirty mph the axle sounds seriously ill. Realising that the damage is already done, that I am being relied on heavily for the final scenes, and me having a bit of 'the show must go on' spirit, I decide to allow the filming with DLP to continue.

A week later, the Model 'Y' and its damaged axle was trailered to a country road two miles outside the village of Brill, in Oxfordshire. The script reads that Jeremy Irons, 'Gould', is going to fall asleep at the wheel and career off the road into a field.

The car looks so good as it approaches the cameras up the hill and into the bend. Driven by a stunt man, it is launched off the road and into a grass field skidding to a halt. All the while, my fingers are crossed hoping that the axle will hold out. Now Jeremy Irons drives the car, and drives it harder and faster than the stunt man does. He is obviously enjoying himself as he wants to reposition the car for every take himself. With wheels spinning, he reverses back onto the out of the field road and drives on.



DLP having been through 'make-up'. Now starts the clean-up!

Next, the director decided he wanted a camera and lighting mounted on the side of the car for close up shots of Jeremy driving into the village. With a convoy of film unit traffic behind the overloaded Model 'Y', it headed the procession into the village. To ensure the axle was totally wrecked, this scene demanded that the car ran out of petrol as it entered town. This was effected by turning the ignition switch on and off. With the car fully loaded, the strain on the axle must have been immense, but still it did not fail. Seemingly dozens of takes from every angle of the car coming into the town were filmed. DLP started every time it was asked to and did not miss a beat. Totally oblivious of the damage done to the axle, Jeremy Irons said to me afterwards, "What a nice little car."

Again, the 'Y' had been sprayed with a wax substance to reduce reflection, and fullers earth was dusted on its especially shiny curves. Mud and grass were thrown at and wiped on the car and its wheels. Branches from bushes were fixed to it after the 'off road' scene. The wax has now dried rock hard and is coming off very slowly with plenty of elbow grease. The driver's door

now sags half an inch lower than before, and I have had to remove the axle and send it to Belcher's for repair. Many hours of work are now needed to return the car to its prior condition. Will I do film work again? Only if I know exactly what is in store for the car. I must admit to enjoying the experience of film work, and of course all this also becomes a part of DLP 449's history, as well as providing some really good photo opportunities.

P.S. Since writing you this letter, I have received the repair bill from Belcher's. At just over £908, which also included a set of new front and rear shackles and VAT, I think I now perhaps have the most expensive Model 'Y' axle in the world. The axle is still at Belcher's while I wait for a decision regarding payment from Granada film Productions Ltd.

Dave Minnett.

REGALIA

Well, its summer again; you're at a show and it gets chilly or wet. Do your thoughts turn to sweatshirts or umbrellas? Can the Register help you? Yes, of course, the Register has it all.

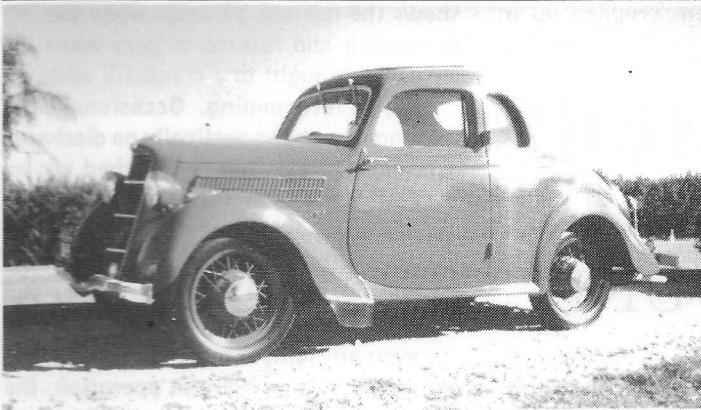
Enclosed with this issue, you will find yet another update of the Regalia Order Form. This time, we have umbrellas, mugs, rear window stickers (for your every-day car), plus a whole lot more tempting goodies. Just remember, all profits, and yes, there are profits at the silly prices listed, go to the Register funds.

For those of you who were waiting for a Tudor 'O' gauge model Model 'Y', these are now available, mounted on a plinth, for only £52.00. Normal retail price is £70.00!

A small supply of regalia items has been placed with three main event organisers; Jim Miles in the London area, Geoff Salminen in the Midlands and Reg Hunt in the North West. If you are going to a show where the Register has a stand, then you should be able to buy the popular items there and then (saving postage).

If you have any thoughts on additional items the Register could stock, please drop me a line or give me a call. Geoff Murrell.

MORE ANTIPODEAN NEWS

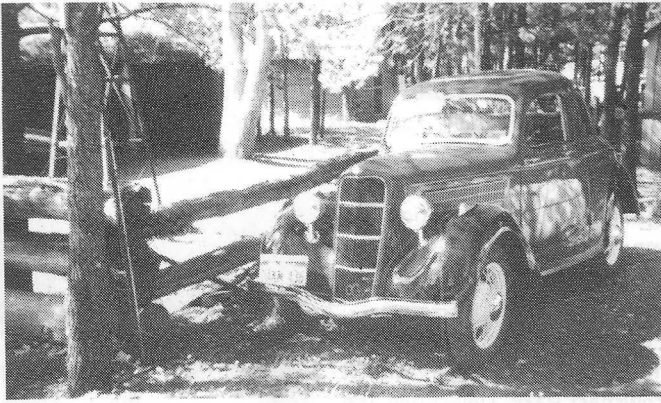


Rick Bushell's all red Model 'CX' Coupe at the National Rally.



Probably 1935 Tudor (no side-lights and with vent on scuttle) at the New Zealand show, wearing a Y&C Register badge!

Bill Ballard, of 'The Small Ford Club' fame, and his wife Sandra have completed another tour of Australia, taking in the 'National Rally' in Griffith, New South Wales over the period 23rd - 25th April. The following



weekend, Bill was taken on a 'garage tour' in

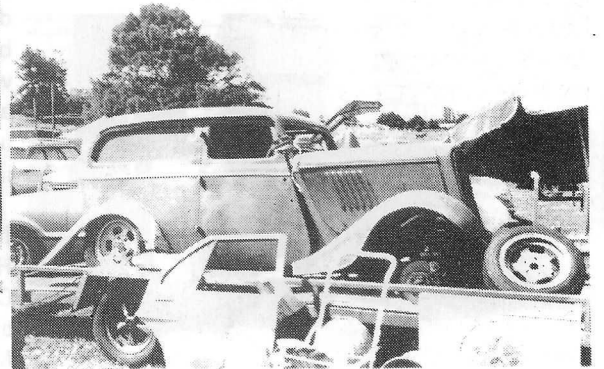
Lance Kitson's recently restored Model 'CX' Coupe, showing off its Y&C Register headlamp lenses at the National Rally.

Melbourne and tripped over no fewer than three Model 'CX's. He also met up with Ken Codling, from New South Wales, who had been to a car show in New Zealand during February, run by the Ford 8&10 Car Club Inc., at which there were three Model 'Y's. Most of the 'Y's and 'C'/ 'CX's described by Bill in his report are known to us, but he did come up with some additions to the list of known survivors.

At the National Rally, there were two Geelong bodied Model 'CX' coupes;



A line-up of sidevalves at the National Rally. Note Wayne Lodge's electric blue Tudor (Dagenham bodied) Model 'Y'.



A sorry sight at the New Zealand autojumble. It was a sound looking Fordor.

belongs to Lance Kitson of Perth, in Western Australia. A set of headlamp lenses from the Y&C Register put the final touch to the restoration, just in time for the 2000 miles haul by trailer across the Nullarbor Plain to the other side of the continent - and our members chimph at going to Hoar Park!

On his 'garage tour' Bill saw the Geelong bodied Model 'CX' Phaeton belonging to Wayne Brown, which we reported in Issue 113 and which, really,

is a 'CX' tourer with external door handles. He also discovered a new, roadworthy, Geelong bodied (Body number 20B-S 972) black Model 'CX', belonging to Gary Yule, which we did not know about, and a rough looking 'CX', which is fit only for spares.

The New Zealand Model 'Y's included a hitherto unknown maroon, early longrad (XC 8683) and two unknown black later models, one of which sports a Y&C Register badge!

In the autojumble at the New Zealand show was a sorry looking longrad Fordor Model 'Y', which some nerd, in his wisdom, had butchered with a view to customising. What a shame.

We are grateful to the ever vigilant Bill for his efforts on our behalf - and for the photographs.

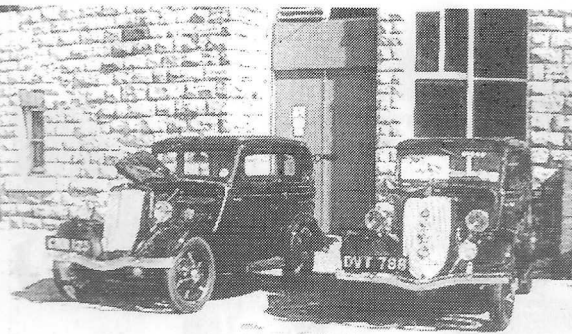
Sam Roberts.



A very smart looking maroon, 1934 Tudor in New Zealand.

SKOPOS EVENT Monday, 3 May:- The weather could not have been better for the time of the year. After a tour round north Leeds to pick up Alan Ogden and look at his ongoing Model 'Y' restoration, CNN made her way through the confusing central Leeds traffic system and headed for Batley and the Skopos Motor Museum. The hospitality was excellent. Suzy Merrick had prepared sandwiches, pies, sausage rolls and coffee for us, and, moreover waived the normal Museum entry fee for Y&C members. There was only one thing missing! Where were all the Fords? The final tally was two Model 'Y's, CNN 125 and DVT 788, (John Jennings), plus Eddie Parkin's resident Model 'C'.

It was a little disappointing and embarrassing since Skopos are really keen that we become involved in their



A lonely brace of 'Y's outside Skopos Museum.

enterprise. In all fairness, several members did turn up in their modern transport and it was good to meet them. Sorry that I did not get all your names.

There are some really interesting exhibits at Skopos, which in some ways puts you in the mind of the Schlumpf collection. Some very fine veterans, Edwardians and vintage as well as some more modern exotica. Eddie gave me a guided tour of his Model 'C' and pointed out his attempt to prevent vaporisation by re-routing the fuel pump to carburettor piping away from the manifold. This is a very effective remedy, having done the same on my Austin a few years ago.

Is there any interest in organising a similar event at the Museum, perhaps later in the year, towards the end of the season?

General Matters:- Talking of vaporisation, I have experienced a similar problem when, having parked CNN on the roadway after returning from a run, then reversed the modern car out of the

driveway, and in attempting to re-start the 'Y' - it won't. Leaving it for half an hour or so, when things have cooled down, it is fine. This problem cropped up in staffroom conversation the following day,

NORTHERN SIDELIGHTS MAY~JUNE

Christine was quite adamant, "It's quite simple! After a nice day out she doesn't want to go back into the garage for another week!". Problem solved! Following advice in the Bulletin, I adjusted the charging rate on CNN the other week. It has made quite a difference, previously I seemed to be getting about 6 amps, which was not enough, but the adjustment gives me about 10 amps which keeps the battery in trim.

I attended the Yorkshire Historic Car Club event at Crowsnest Park, Dewsbury, the other Sunday. I was the only Model 'Y', but was most interested to see that rare of beasts a Model 'B' Ford, Henry's attempt to update the Model 'A'. This was a particularly original example, and the styling similarities with the Y were quite striking, particularly the 'D' back and the grille. (I suspect that you came across a 1933/34 Model 40, which is a scaled up Model 'Y', rather than a Model 'B', Barry)

Finally, the July issue of Practical Classics magazine contains some interesting images of Model 'Y' Fords, amongst other pre-war motors, in their Memory Lane feature.

Barry Diggle

Extract from 'Replies to Readers' Queries' in 'The Practical Motorist' February 22nd 1936:-

Ammeter Readings

"For some little time I have noticed that on switching on the ignition of my 1933 Y-model 8 h.p. Ford, the needle on the ammeter registers a discharge of between

4 and 6 amp. When the engine fires, the needle swings over to a charge of approximately 4 amp. The ammeter shows the normal 10 amp. when the car is running and returns to zero when the car is brought to a standstill with the engine left running. Occasionally the ammeter shows practically no discharge when the ignition is switched on; on such occasions the needle remains stationary when the engine has fired. Some months ago I had a new armature fitted to the generator and the battery is new, whilst the lights seem all right, but would mention that

when all the lamps are in operation, the ammeter shows a discharge of 20 amp. One of the headlamps has a 36-watt bulb, perhaps this makes a difference." - S.C. (Wyke, Bradford)

"On any battery-and-coil car there will be a discharge when the ignition is switched on if the timer contact is closed.



Our active Regional Coordinator for Yorkshire, Barry Diggle, and CNN 125 - bless her!

The discharge itself may be anything from 2 to 6 amp., but immediately the engine is started the discharge drops down to about 2 amp. because the discharge is intermittent. Regarding the reading on the ammeter itself, it must be remembered that the value of the reading is only approximate and is to give only a rough idea to the driver. A meter robust enough to act on a car and also read correctly would cost something like £5. The new ammeter is evidently reading incorrectly as 20 amp. at 6 volts means 120 watts discharge."

Background:- VY 8086 was discovered ten years ago by our Secretary, Bob Wilkinson, when it was still owned by its original buyer, Eric Buttle, then aged 90 years. The car had only 52,000 recorded miles on the clock and was the only completely original Model 'C' or 'CX' on the road.

Ken Sleight takes up the story:- "I bought 'VY' during last winter from Bob Wilkinson. Its a car I have known for much of my life. The first owner, Eric Buttle (who died a few years ago) was an ironmonger in Pocklington, near York, where I used to live. My wife has christened the car 'Betsy Buttle', as she names all my cars, but I wouldn't like to repeat what she calls my ageing DAF!

the glass in the windscreen had begun to yellow and that was replaced. Wing bolts came out easily, doubtless due to Eric Buttle's idea of smothering everything underneath the car in old engine oil. The wing piping was replaced and the front seats re-upholstered, since the original stitching in the leather seats had frayed badly. The front interior panels were re-upholstered in matching green material.

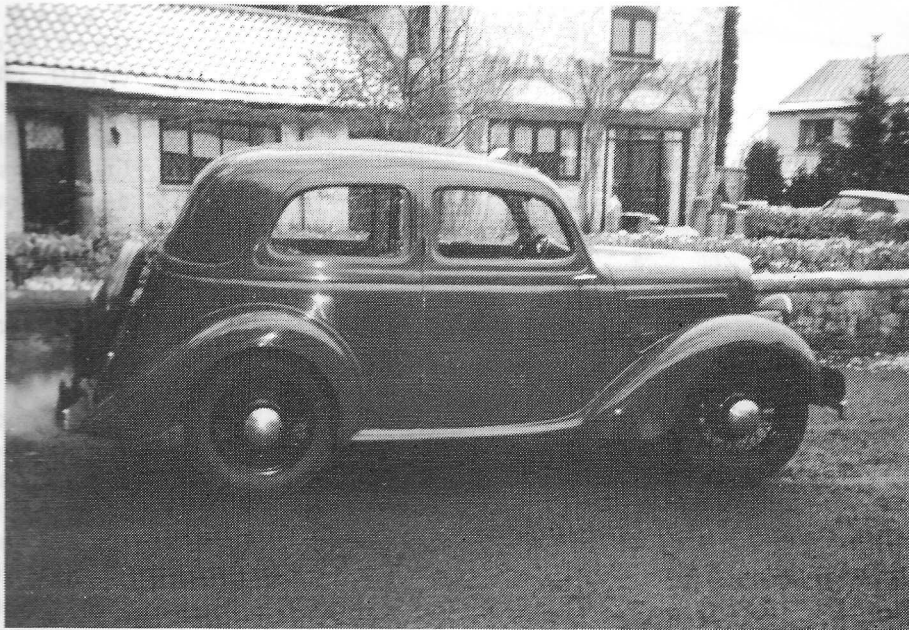
UPDATE ON VY 8086 ~ 1936 MODEL 'CX' SALOON

The engine compartment was re-painted and though the bodywork was devoid of any rust, the paintwork to the bottom half was showing signs of wear and tear after 63 years. The bottom half of the car was re-sprayed in matching gunmetal grey and the green coachline re-instated as original. The underside was 'Waxoyled' and the wings undersealed.

The spare wheel still carries its unused, original 1936 tyre! The speedo reads 56,000 original miles. She does enjoy the odd pint or two of oil, but I think, at her age, we can be forgive her a few vices can't we?

I learned to drive in a Model 'Y' and, later, drove 'C' models, so I'm very pleased to have Betsy and am looking forward to taking her to a few club events."

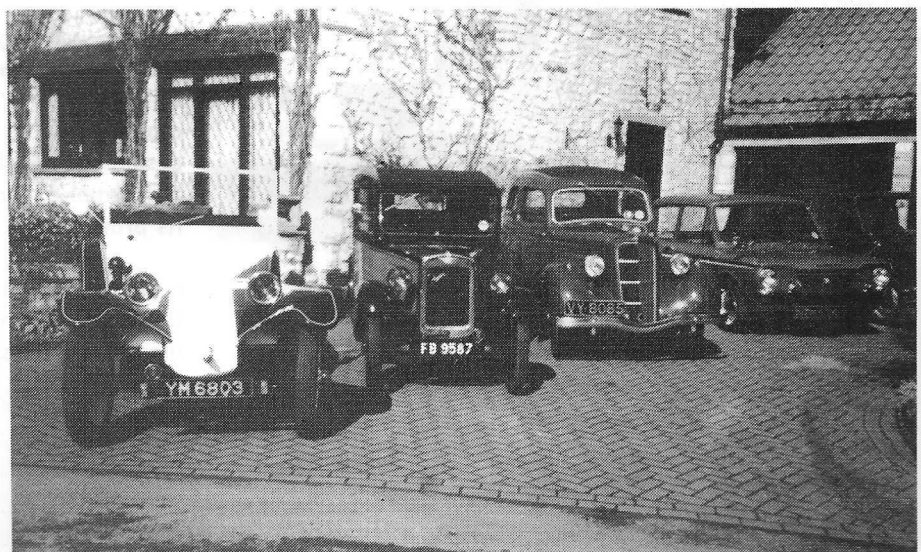
Ken Sleight.



VY 8086 now gleaming in the sun. (Apparently on tick-over from the cloud of exhaust at the rear - she should give up the smoking vice!)

Bob had put out the 'CX' on loan to John Griffiths in north Wales, pending sale - I knew I just had to buy 'VY'. She looked a bit sorry for herself and her need for a deal of TLC nearly put me off, but Ruth helped me to change my mind. Bob and I agreed a price. I borrowed Bob's trailer and brought her back to Yorkshire again, but not East Yorkshire where she used to live.

The car, on close scrutiny, proved to be very sound indeed and I decided to keep her as original as possible; as Bob had done before me. The original wiring loom needed some extensive renewal and



*Part of the Sleight collection: 1927 Tatra, 1932 Austin 7, 1936 Model 'CX' and 1968 Singer Chamois. Where's the **** DAF?*

Those of you who have been members of the Register for some time, may remember articles in subsequent issues of the magazine, Issues 66 & 67 in late 1990, on the Model 'Y' display chassis and the Boys' Trade School at Dagenham, where the chassis were sectioned as a project on the boys' apprenticeship. The four years apprenticeship prepared the boys, at no expense to their parents, for work on the thousands of machines employed in the Dagenham plant.

Running in parallel with the Boys' Trade School was the Ford Scholarship Scheme; a three years course for potential designers

and engineers, who would rise, onwards and upwards, through middle management to who knows where. Scholars were taken on at the age of 18 years. The scheme was based on the South

THE FORD SCHOLARSHIP SCHEME

East Essex Technical College located in Barking. The first year was mainly theoretical work, working towards the Ordinary National Certificate (ONC). During the second year, one day a week was spent in the garage doing practical work. The third year was almost all practical, spent between the garage (repairing employers'

cars!) and on the factory floor at Dagenham. By the end of the third year, the scholars had gained their ONC and were starting

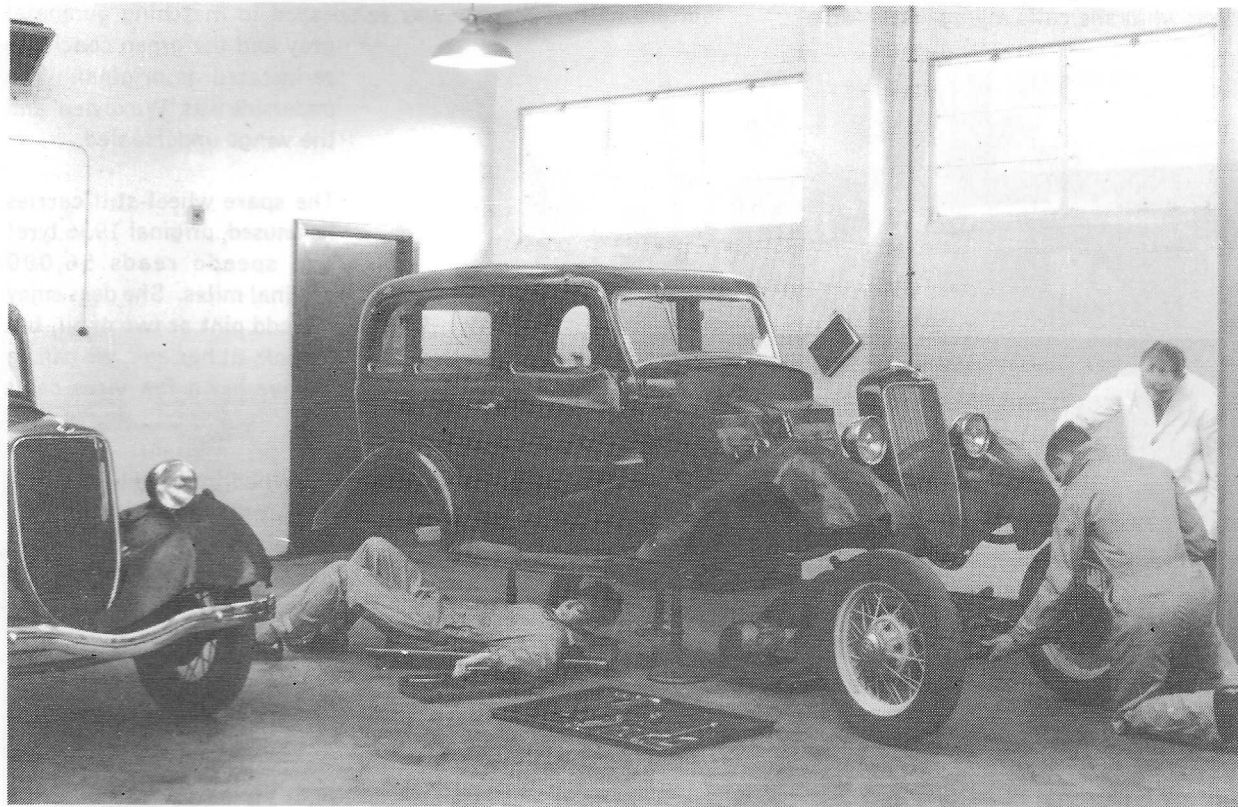
to work towards their Higher National Certificate (HNC). At his stage, they were hawked around the various Ford departments to find that important initial first job and step on the ladder of success.

You will recall in the last issue that there was a photograph of Norman Feelden in his three-wheeler Morgan F4. Norman, or Ned, as he was popularly known, was the garage supervisor on the Scholarship Scheme and was

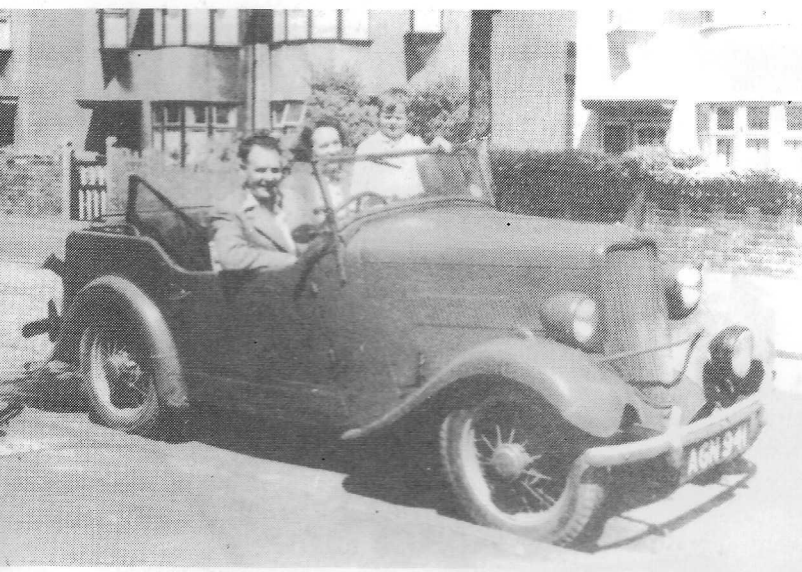
well known to generations of scholars passing through. We have another photograph of him; this time in his early 1933 Model 'Y' tourer, with a body which looks like a cross between a Jensen and a Whittingham and Mitchel design. Although not certain, Ned seems to recall it being a 'Normand' body. Does any reader have any clues as to its provenance?

I am grateful to Bryan Baker of the Ford Sidevalve Owners Club, and ex-scholar himself, for this article and the photographs.

Sam Roberts.



Ford Scholars working on a 1934 Fordor de-luxe Model 'Y' in the garage. Photo courtesy Bryan Baker.



Ned Feelden in his London registered 1933 tourer. Note: one row of louvres along bonnet and under the doors and 'modifications':- non-standard lights and front bumper and bar between wing supports.

I personally think that Sam's excellent article 'The 72-Hour Dependability Test', published in Issue 118, set the theme for 'Convoy 2000'.

Hopefully the Doubting Thomases amongst us will now realise that these vehicles are quite capable of completing this journey! As Sam points out, we are intending to complete this run in a thirteen-day period which, in 1933, the Dagenham Motors' car managed in just 3 days, and covered 2,445 miles to boot. We should also remember that roads some 67 years later are vastly improved, as are lubricants, fuel and tyres, plus many other aspects of these vehicles and their running conditions.

Where ever possible, I would like us to repeat some of trials that these cars undertook, such as the Hill Climb in Hastings; always assuming that 'Richmond Street' hasn't become a one way street down hill! If the members local to Kirkstone Pass, Lancaster, and Sherriffmuir Hill, Stirling could check those locations out, we may be able to incorporate them in our run. It crossed my mind to wonder if one, or even all three of the 17-year-old girls from Edinburgh are still alive, but how we ever check that one out I've no idea. Perhaps the Mayor of Hastings may wish to entertain us, as did his predecessor.

To date, eleven cars have entered for the total journey and nine-part way. We fully

expect this number to more than double. John Keenan, an entrant with a 1936 'Y', and has offered to arranged to escort 'the convoy' with his personal Land Rover Discovery, equipped with a recovery trailer. (My only reservation is, can a 'Y' tow a Discovery when it breaks down?). Those of you who have still not sent in your provisional entry, can do so on the 'Convoy 2000' form enclosed with this issue.

CONVOY 2000

Some members have asked about the route. It was published in issue 117 on page 27, and by and large remains unchanged, although some minor changes are being put forward. To recap in brief, we intend to assemble at the Ford Dagenham Factory on the morning of Sunday 11th June. This will be a morning given over to assembly and, as yet, an exact departure time has not been set. We are hoping to arrange with Ford Motor Co the facility for modern tow vehicles and trailers to be left in secure storage with them. Our departure will therefore depend on the makeup of the entrants, and their expected time of arrival. I do not expect to depart much

before 1.30 p.m., so a picnic lunch that day sounds in order.

We then move on to the following towns for overnight stops: - Norwich, Hull, Newcastle-upon-Tyne, Edinburgh and Aviemore. Having reached the Highlands, we plan a day stop over for minor repairs and service work. However, I plan we take some exercise, taking in the areas natural beauty. We then progress to Fort William for our next overnight, and then on to Dunoon. The next day we have a proposed change to the route, in that we turn west to Ayr, south to Dumfries, on to Carlisle and Kendal for a stop over, with Chester for our next over night stop. Merthyr Tydfil is the next stop, and here David Curtis has suggested some alternatives for the route to Christchurch, which will mean missing out Bath and, instead, routing us through open country. From then on to Hastings for a last over night stop. Next day, Saturday the 24th June, we finish at Dagenham. This is still provisional and we continue to look for local input, so don't be shy.

In edition 121 we will probably publish a revised route in greater detail. Nominal mileage to date is 1780. Don't forget that count down has now dropped to 330 days! Will you be ready?

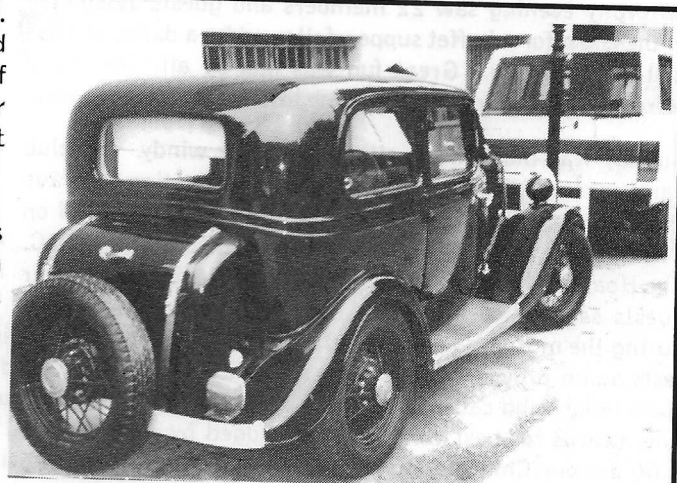
Please remember all correspondence to Geoff Murrell, Bob Wilkinson, or myself Graham Miles.

HOLIDAY FIND

We are grateful to member, Ken Sleight, from Doncaster, who sent in these photographs of a rather smart 1935 L.H.D. Model 'Y', complete with added boot, which he saw whilst on

holiday in Tenerife. Unfortunately, he could not trace the owner. If anyone knows the owner of PW-6646, please let us know.

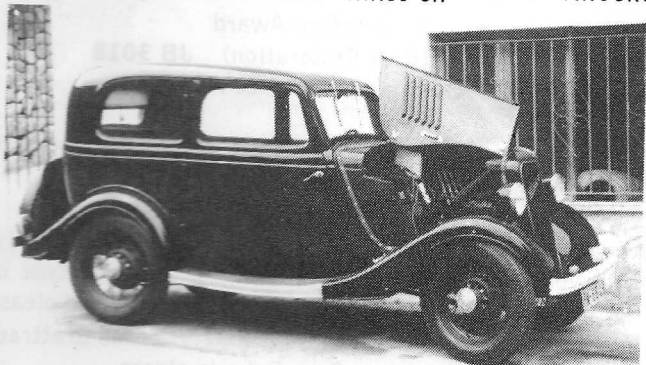
It would seem that this is a car which was sent from Dagenham to Barcelona in a 'Knocked Down'



A neat boot has been added.

(KD), crated state. It would have been assembled at the Ford Iberica plant and sold through the Spanish dealer network. You will note that it has a shortrad front bumper, which reinforces the export status of the car; Dagenham used up its surplus stock of shortrad bumpers on its export longrad models.

Sam Roberts



A well restored, Barcelona assembled Model 'Y' in Tenerife.



**HOAR
PARK
1999**

The line-up of cars at the National Gathering.

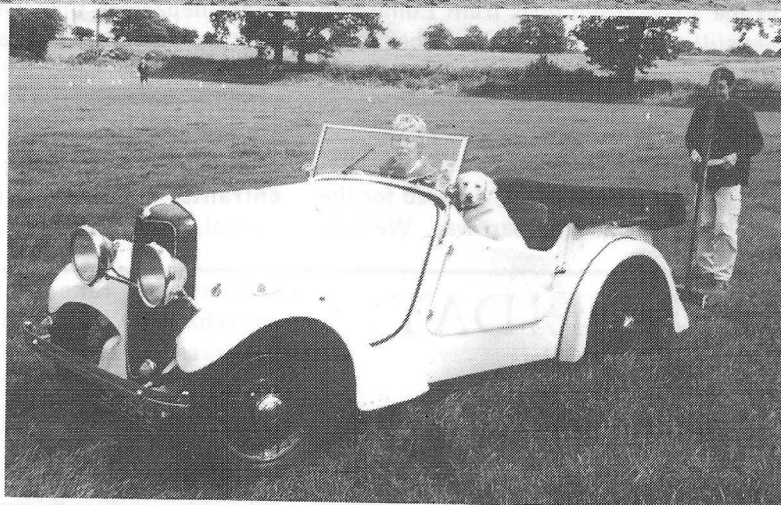
The 1999 National Rally was again held at Hoar Park near Nuneaton. Two members and their families and guests arrived on Friday evening to enjoy the free caravaning facilities. They were:- David and Wendy Grace in their motor home, towing the famous Model 'Y' Alpine tourer in a smart cream and green livery, and Paul, Janet and Gary Bainbridge, without a car this year due to engine problems.

Saturday afternoon saw a group of eight cars visit the Museum of Transport in Coventry. It was a very pleasant run through the countryside, followed by a visit to a superb collection of interesting vehicles. The museum is well worth a visit if you are in the area, even if the Ford Marque is under-represented; the museum concentrates on marques associated with Coventry. Many thanks to Geoff Dee for organising this visit.

Saturday evening saw 22 members and guests assembled in the Barn for a buffet supper, followed by a darts, skittles and quiz evening. Great fun was had by all. The liquid refreshment consumed led to some interesting quiz answers!

Sunday was mainly dry although rather windy. 16 club cars were displayed with the added attraction of Dave Porter's scaled down "Edwardian" Siva special, based on a Model 'Y' chassis. Dave is the chairman of the FSOC. The Hoar Park craft displays, laid on for members and their guests saw the display area empty on several occasions during the morning and early afternoon. The afternoon driving tests again proved popular with nine entrants. They provided some laughs and cause for barracking from the watching group! The awards for best vehicles were judged by members and at 4.00 pm our Chairman, Sam Roberts, presented the following trophies :-

Adrian Chettle	Winner Driving Tests	
Kevin Brigginsshaw	Best Shortrad	AGH 237
Christine Baldock	Best Longrad	CBX 96
Dave Curtis	Best Model 'CX'	RD 7970
Doug Hickson	Best Tourer	JB 3018
Graham Miles	Best Commercial	JH 5750
Jack Clarke	Bert Thomas Award (Best in Show)	ENO 344



Wendy and Ben reversing up to a post, using rear view mirror only, in the newly restored Alpine sports car at Hoar Park.

- Doug Hickson Eric Bufton Award
 (Best Restoration) JB 3018
- Chris & Owen Baldock. Longest Distance Award

Many thanks to those members who helped out over the weekend, it was greatly appreciated.

The event was remarkable for the poor turnout. Clearly, members voted with their wheels against either this type of event or this venue. Would members who did not attend please let committee members know what it is that is needed to attract you to an event. Responses to Sam Roberts please.

Reg Hunt.

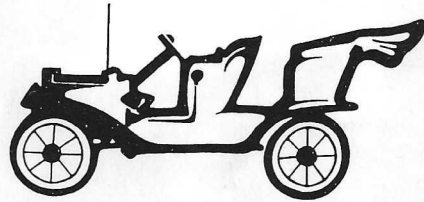
FORTHCOMING EVENTS

- 11/12 September 'Farming Yesteryear & Rally' at Scone Palace, Perth.
Drew Barr, the Scottish Regional Coordinator asks as many members as possible to attend this large event.
- 12 September 'Ford Day' on the Blackpool Seafront (Middle Walk). All Ford Clubs and individuals are invited to enjoy the day. Bruce Allan will be heading up the Y&C Register attendance.
Entry forms from Dave Eastwood on 01772 627004 (after 6 p.m.)
- 26 September 'All Ford Rally'. The largest gathering of pre-1965 Fords in Europe. Held on Abingdon airfield in Oxfordshire. As always the Y&C Register will be there in strength. Entry forms from Bob Tredwell on 01235 530720.
- 30/31 October (Provisional) 'The Stoneleigh Restoration Show'. Geoff Dee and friends will be manning a Y&C Register stand at this popular Warwickshire indoor event. Make his day by paying him a visit.
- 6/7 November 'The International Classic Car Show' held at the NEC, Birmingham. Once again, Geoff Salminen will be organising the Y&C Register stand which, this year, forms part of a large Ford Motor Company sponsored Ford display. We look forward to seeing you at this prestigious show.

FORD DAY

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INDIVIDUALS
12TH
SEPTEMBER
1999
ON BLACKPOOL
SEAFRONT
FOR ENTRY
DETAILS CONTACT
PRESTON
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ALL FORD RALLY 1999 PRE '65



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access via Southern entrance near A34 Marcham interchange (Barrow Road, Shippon)
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10.00 a.m. to 6.00 p.m.

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Tel: (01235) 530720 Mobile: 0860 443215

NOTICE - NOTICE - NOTICE - NOTICE - NOTICE - NOTICE

**YOUR SECRETARY, BOB WILKINSON, WILL NOT BE ABLE TO ANSWER ANY
CORRESPONDENCE OR TELEPHONE CALLS OR DEAL WITH SUBS BETWEEN JULY 25TH
AND AUGUST 28TH 1999. (AWOL!)**

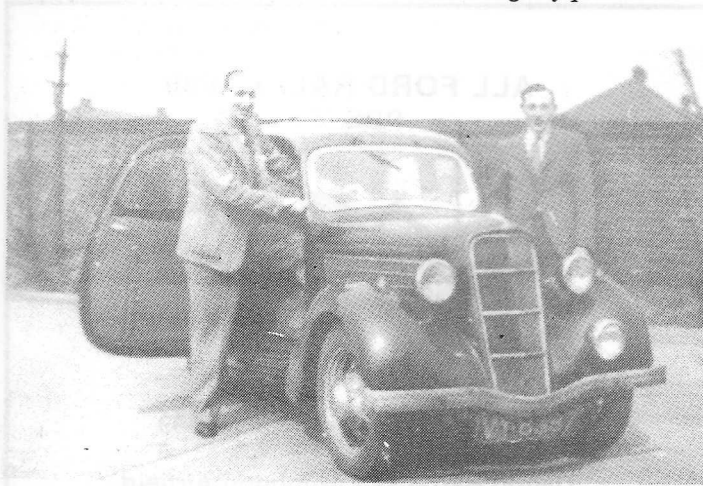
'CX's IN THE NEWS

David Gatenby sent us this photograph of a 1936 Model 'CX', which appeared in the Bath Chronicle's 'Down Memory Lane' feature earlier this year. GL 3267 took part in Bath's New Orleans Street Parade in the 'flower power' era of the 1960's, painted bright orange, blue and green! The jazz parade raised money for the restoration of Bath Abbey.

David also sent us an extract from the NECPWA News, a car club publication more local to his home town of Darlington, showing club member Arthur Kendrick and his father "getting into a Ford just before the war."



A gaily painted 'CX' which took part in a 'Bath Abbey Week' jazz parade in the 1960's



Another York registered 1936 Model 'CX', VY 8397, to accompany Ken Sleight's VY 8086 update story in this issue.

A SNAP SNAP

Geoff Murrell came across a photograph of the White Horse pub in Great Chishill, his home village near Royston in Hertfordshire, taken in about 1948. Outside is parked a longrad Model 'Y' with a 'foreign', straight front bumper and a chromed windscreen surround. The registration is EW?. As the Oxford EWL was the only EW to be issued during the production life-time of the Model 'Y', one assumes that the car is an Oxford registered 1937 model, in which case the chromed windscreen surround is spurious.

A 1937 Model 'Y' outside the White Horse pub in Great Chishill circa 1948.

Anyway, always willing to rise to a challenge (and hoping to find a good excuse for a pint), Geoff re-enacted the scene with his July 1936 Tudor Model 'Y'. Apart from the tree growth, and the fact that it does not look as though it is a pub any longer, not a lot has changed. Sorry you missed out on a pint Geoff!

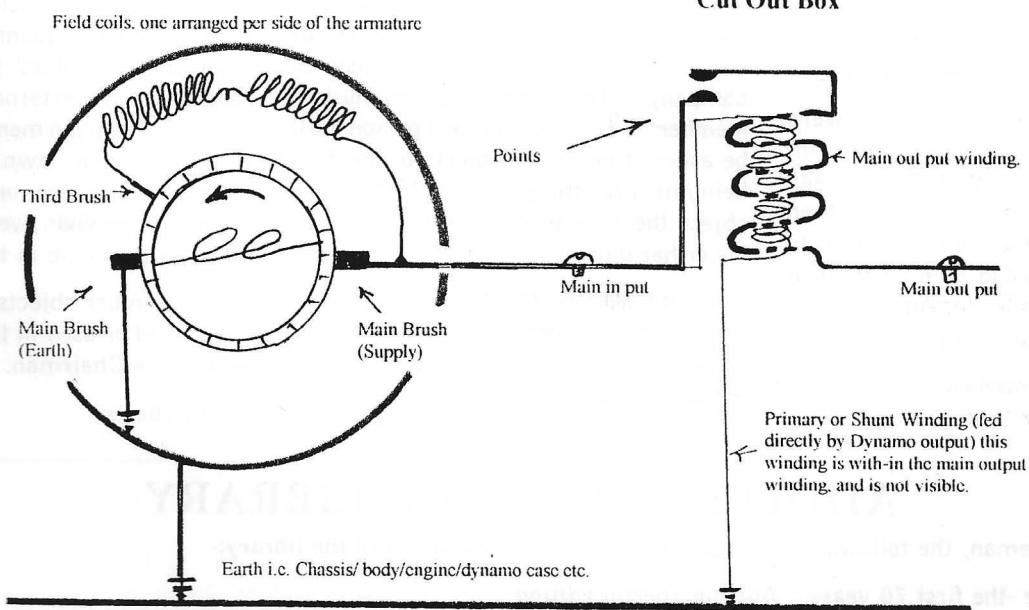


Geoff Murrell's 1936 Model 'Y' outside the same, but now pretty dry looking building.

In this issue I'd like to consider the Cut Out. This is the small black box mounted on top of the dynamo. However, before doing so, I'd like to speak about a couple of days spent with Jim Miles at his home in northern France, where we amused ourselves wiring up Jim's 'C' Eifel. Once we had finished, it crossed Jim's mind to ask why the head lamps brightened once the engine was revved up, which, as it happens, leads me very nicely to the Cut Out. This brightening of lights is really only noticeable on a car fitted with a Dynamo. It is barely perceivable when the vehicle is fitted with an Alternator. **

In Issue 117 of the Bulletin, I looked in some detail at batteries and made reference to the future. I thought the information I'd been given, that vehicle electrical systems would move to 42 volts, was a strange amount. Further research has revealed that only part of the vehicle will be affected in this way, the balance will, for the present remain at 12 or the proposed 24 volts; the 42 volt circuits will cover sophisticated direction finding systems and associated instrumentation. The Alternator will be dual output. But here's the really interesting proposed development; 12 volts may move to 14 volts! Just why, I've not discovered, but it may tie in with the type of battery. If only for environmental reasons, lead acid batteries will go

The Third Brush Dynamo,
or to give it it's correct name
The Constant-Current Dynamo.



Incidentally this charging system has the major, if not a rather ironic disadvantage in design. That is, the more the battery becomes fully charged, the higher will become the line voltage, and the more efficient will become the generator; just what you don't want!

DOCTOR FORD & HIS BRIGHT IDEAS

fitted, you may find that some of them are marked 6/8 volt. This is because 6-volt bulbs are actually designed to operate as 8-volt bulbs. 12 volt bulbs are actually 15/16-volt bulbs. But for marketing purposes they are sold as 6/12 volt, to avoid confusion with Joe Public. Also, the fact of the matter is that few 6-volt batteries are actually 6 volt, as they may range from 5.7 to 6.3 volts or more, and pro-rata for 12 volt batteries. Accordingly, the charging system needs to be flexible enough in design to cope with this variation in requirements, and a higher voltage is needed to force a charge into a lead acid battery. This may not be the case with new battery designs.

Always remember that the purpose of a vehicle is to transport people or goods. In other words, the vehicle designer is primarily interested in the vehicle in motion, it is in this condition that the generator is at its full output. So when in motion, it is the charging system that provides the current to function all the

services; lights, radio, heated screen etc. The battery only floats in the system, controlling the generation output, by virtue of the regulator system incorporated in that vehicle's electrics.

Alas this is not the case with a Third Brush dynamo system, where the only control is by virtue of the position of the third brush. Incidentally, Lucas, and I don't doubt other makers around the world, had other ideas in the 1930's to control dynamo output. The Lucas system introduced two set wire wound resistances that the driver selected via a switch. These were set across the Field Coils to reduce the out-put from his dynamo. It all relied on the driver to control the condition of his battery.

In all cases where a DC Dynamo is fitted, no matter which design of the voltage control is used, a device called a Cut Out will be incorporated. It is basically an electrically operated switch, excited by the output of the dynamo, and not the voltage stored in the battery. In other words, it switches off the dynamo when the engine stops turning or slows down to tick over, when dynamo output falls to zero. If it didn't then the battery would drain via the dynamo.

If you remove the cover of the Cut Out, (best done with the battery disconnected)

you will see a coil like object with a plate mounted above it. This plate is called the armature and is held in place by a light steel, but flexible strip. At the other end of armature is either a single or pair of contacts. A spring strip holds the armature away from the coil by virtue of a pre-set tension spring strip, set by an adjustable stop, or in some cases by a screw. As the dynamo turns

and output reaches a pre-determined level, (determined by the tension pre-set in the spring strip), the armature will be attracted to the coil; a primary light winding having created the effects of an electro-magnet in the coil and drawn down the armature. Thus the contacts are made, and output from the dynamo reaches the vehicle's electrical system. This is via a second heavy coil, that connects directly to the contacts.

As the dynamo comes to rest, or the engine slows down to tick over, the output from the dynamo will cease. The Cut Out will lose the power in the primary winding and the lower voltage current will now flow in reverse from the battery. This battery voltage is lower than that of the dynamo. The current will flow in reverse through the secondary winding and will change the polarity in the electro-magnet. Aided by pre-set tension in the spring strip, the reverse polarity will open the contact/s. Thus current is prevented from flowing through the dynamo.

The Register is able to supply replacement Cut Out units, but you will need to re-use your old mounting plate, as ours are of a later design. Incidentally, the H.T. of the ignition system and the primary windings of the Cut Out are the only two circuits that operate independently of the vehicle electrical system on our cars.

**

* The dynamo produces DC (Direct Current).
* The Alternator will produce AC (Alternating Current) at very low speeds. This is then rectified to DC.

Now to a Bright Idea, and this is a 'bright' one. Time to smarten up your Dash Knobs. They are engraved with the words 'Choke, Dash Light, Starter' (abbreviated to the word 'Start' only on early Shortrad models).

Originally the engraved words were painted white, but in most cases this paint has gone. I've found that if you clean them out with something like a pin, then cover them in Tip-ex and allow it to harden, the surplus can then be scraped off with a sharp knife, leaving only the white words and outer ring.

In the next issue, I intend considering the 'Wiring Harness' or 'Loom'.

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

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

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

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

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

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

Model 'C' & 'CX'

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

Each of the above is available to members at £10.00 (UK); £11.00 (Europe) and £12.00 (Rest of the world) - prices include postage.

Service Bulletins:

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

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

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

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

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

THE DATA PROTECTION ACT - 1984

Exemptions under the above Act include "personal data held by an incorporated members club (eg. a sports or recreational club which is not a registered company). All the data subjects must be members of the club and each person must be asked if he or she objects to the data being held for this purpose. If he or she object the exemption does not apply to his or her data."

The data held by the Ford Y&C Model Register on its members, includes name, address, telephone number, membership number and details of their cars. The data is only given to those officials of the Ford

Y&C Model Register, who need the information to execute their function effectively, on the members' behalf. Other than to the printers, who distribute the magazines, no external organisation, or individual is given members' details. Car details, with owner's name and membership number only, are listed in the register of surviving vehicles, a document which is available in the public domain.

If any member objects to his or her data being held or used in this manner, please inform the Chairman.

Sam Roberts

ADDITIONS TO THE LIBRARY

Thanks to John Coleman, the following booklets and paper have been added to the library:-

1. "Ford in Europe -the first 70 years." Autocar special edition
2. "Picture a Ford - 75 years of Ford history in photographs." Autocar special edition
3. "Happy Birthday - 50 years at Dagenham." David Burgess-Wise. Ford Motor Company souvenir newspaper.

Peter King has contributed "The Way We Were -a look back at motoring from the beginning of the 1930's to the end of the 1970's." - August 1996 Practical Classics and Thoroughbred & Classic Cars.

This year's theme for the Register stand was 'Kerbside Motors (1933) Ltd.' Kevin Briggingshaw did a great job of making signs to draw in the punters; for example: 'Talk to Honest Jim for the Best Deals'. The donated 1935 longrad, BRR 525, was driven down by Peter Ketchell and placed in a prime position on the 'used car lot'. Peter then stayed over the weekend to help Kevin and myself run the stand.

**THE ENFIELD
PAGEANT OF
MOTORING ~ 1999**

Afternote from your Chairman, who was also there (Obviously Jim, who was taken ill at the Pageant and was temporarily out of commission, failed to see the Kerry parked on his lot! We wish you a speedy recovery, Jim; back to firing on all four cylinders.) The following letter was received from a delighted Jack Clarke after the event:-

The weather was nice and dry and a great many members turned up for the show. The East Anglian contingent was led by Brian and Yvonne Mace in their nice Fordor longrad Model 'Y', along with Tim Brandon in his much travelled longrad Tudor.

lovely company.

Brian Money, from Chingford, who is restoring a Model 'Y', looked over, under and inside the assembled cars to see what should go where. It was good to see Rob and Ans Bolland, who had travelled all the way from Holland and who are already looking forward to both Convoy 2000 and the Berlin Run in 2001! John and Carol Argent, Julian Janicki, Peter Richardson and Dennis and Lyn Little all crowded in.



Jim Miles and Kevin Briggingshaw, the proprietors of Kerbside Motors Ltd. Note: Brian Mace and Geoff Murrell (in the shades) entertaining punters.

Alongside us was the Ford V8 Register, manned by Dave Minnett who, as can be seen in another article in this issue, has divided loyalties between his Model 'Y' and a 1941 V8 coupe. A regular attendant at Enfield is Chris Cheesman with his longrad Model 'Y'. The commercial flag was flown by John Hampton and partner in his lovely 1936 Model 'Y' van. It was also nice to see John Morrish and Peter Sloper, along with Brian Monger. The Model 'C' flag was flown by Geoff Murrell and Frank Croucher with their 'CX' tourers, Geoff dispensing Y&C regalia to all and sundry, including the new, attractive Y&C Register umbrellas.

Whilst I admit that, for the first half of the day, Shirley was looking at me with the sort of expression I have when I am shopping with her in Sainsburys or at the garden centre (the sort of totally bored, when am I going home look), when we were invited into the display area and received a big shiny cup for the best pre-war Ford award, presented to me by Ford executive, Mr. Brian Eckersley, how proud and happy we both were.

After all the hand shaking, the photos and the congratulations, off we went in old ENO 344, as happy as pigs in slurry, Shirley waving the cup out of the

car window, but not before another dozen or so fellows told me once their old dad had a car just like ENO, bless them. We had a wonderful day.



A delighted Jack Clarke showing off the cup and ENO 344 at Hoar Park. Note: No lovely Shirley on his arm! I fear she has joined the ranks of the Y&C Widows Association!

Late last night, just as I turned the bedside light off, Shirley softly murmured. "Jack, when is the Hoar Park meeting?" Could she be thinking about it?? Who knows, perhaps I may be walking around the meeting with my lovely wife on my arm. However, I will bring the cup to place beside old ENO 344 if the lads don't think I am a big show-off! Good luck, see you on the 20th June."

The high point of the weekend was the award of the trophy for the best pre-war Ford of the show to Jack Clarke with his 1936 Model 'Y' Tudor; great publicity for the Y&C Register. Well done Jack.

A great effort by all members. Kevin and I look forward to seeing you all again next year. Jim Miles.

The winner of the Eric Buffon Memorial Trophy at this year's National Gathering at Hoar Park was Doug Hickson. The trophy is awarded annually to the best completed restoration project. The project in question this year was the restoration of Doug's beautiful 'Mistral', the Jensen bodied Model 'Y', JB 3018. The rolling chassis (Y40483) was manufactured at Dagenham in October 1933 and is hence a very early longrad model. The car was registered in Berkshire during the following month, so Jensen Motors of West Bromwich, must have built the body in double-quick time. This was the year in which the Jensen brothers, Richard and Allan, built bodies on a wide range of makes of car and was their first really successful year, from which they never looked back.

Doug bought the car in 1969, after the person who had heard about it had rejected it in disgust because it was not a big, 'proper' Jensen. It was obvious, from its shoddy condition, that the car had not been used for many years. The car was complete, apart from headlamps, and was painted green; a popular colour for the Jensen 'Mistrals'. Doug had it professionally resprayed blue and had a new hood canvas made for it. At the time, Doug also had a Clyno in regular use and a 1928 Austin 12/4 and 1934 Morris 10/4 awaiting restoration. Space was tight and a search for a temporary home locally proved surprisingly difficult.

Even though it has not been taxed and on the road since 1969, Doug's car has had an eventful life in the interim. It was in 1978, the 75th anniversary of Ford, that the Ford Motor Company had to find examples of old Fords to help with their celebrations. Having heard of Doug's 'Mistral', the Company, through David Burgess-Wise, 'borrowed' it. It was trailed to the Ford stands at Stoneleigh and Brands Hatch. The car also appeared on the Ford stand at the first Motor Show to be held in the NEC in Birmingham, during which the Ford workers were

on strike! In 1981, the 50th anniversary of the commencement of production at Dagenham, the Mistral was on a float as part of the Ford display in the Lord Mayor's Show in London.

MEMBERS' CARS

Ford, realising that they had no tangible examples of past models, set up a museum in the Rotunda at their Swansea plant. Doug was asked to loan

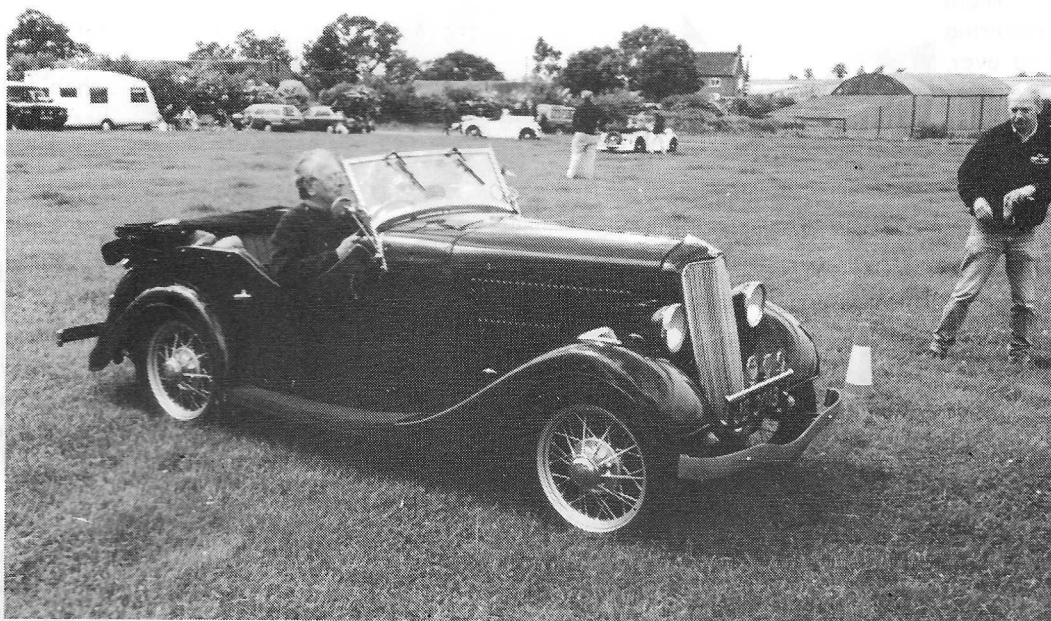
the Mistral to them for permanent display. It was during this period that Henry Ford II visited Swansea and the photograph on the back cover was taken; Henry with his

foot on the running board. The Swansea display was neglected and a number of cars deteriorated. Your Chairman was involved in a legal wrangle between the owner of a Model 'C' van (local conversion) and the Ford Motor Company; the van having been left outside for a number of years and eventually

buried as a wreck - without the owner's knowledge! The Mistral was returned to Doug in a rather sorry state; the body needed repainting, the hood and tonneau needed replacing, the chassis was corroded and a number of the timbers in the body frame had to be replaced. This called for a total strip down.

The restoration was going well in 1995, when Doug suffered a heart attack, resulting in by-pass surgery. The restoration was curtailed for a while, but was resumed with gusto and completed in 1998; the car making its debut on the Y&C Register stand at last year's NEC display, 20 years after its first showing at that venue. It looked immaculate! Doug and Bessie are now to be seen regularly in the car at local events and it was a pleasure to see them at the National Gathering. There are still minor details to attend to and Doug is tackling these in slower time.

Sam Roberts.



*Doug and Bessie competing in the driving tests at this year's National Gathering.
Note: Owen Baldock using a can of beer as a stop-watch!*

MEMBERS' LETTERS

I am pleased to say that the mail bag is now regularly bringing in letters from members, for which I am very grateful. Because of space restrictions in the magazine, not all can be published, although I do extract the odd pearl for the Chairman's Newsletter. The informative ones, which should be shared and which have not yet appeared, are on the 'butcher's hook' and will appear in due course. However, I must share this letter with you, from Richard Reeve, an enthusiastic member in Somerset, to whom I wrote asking about the details of his newly acquired Model 'Y':-

" As regards the car, I can only give you the following information:-

I bought it last year from a Mark Evans of Bristol. It had been "dismantled". A lot. I intend to re-mantle it in due course, although this may not happen for some time yet. I was led to believe that it was a 1937 model Tudor with the Reg. No BTH 650. I am quite prepared to believe that this is a load of cobblers, but cannot confirm one way or the other. I shall endeavour to find the Briggs number and chassis number when I next remove the heap of snit currently on top of the car. (Snit is an old Gloucester word for detritus).

The body colour is a very interesting shade of snit, cunningly mingled with cat pee and second hand pigeon, although I reckon the mingling was done on a dark night, as it is very patchy in the few places where there is anything resembling a colour. I think it might have been shotblasted by causing domestic chickens to fart at it from close range, but I can't be sure. All this aside, what there is of it is big trouble!

Mechanically speaking, as I frequently do, there is an engine. Somewhere inside the glob of 'orror and goo there must be. And a gearbox, I imagine. I found the back axle okay, and it still works a bit, though the musical accompaniment is not easy to overlook at fifty yards. I have no seats, floors, window glasses, headlining or anything resembling them.

In the fullness of time, I will refulgise its soul and body and cause it to be a thing of wonder throughout Christendom for ages to come. I shall then give it to my wife as her new car, as she goes out far to much at the moment! She doesn't know about lighting bonfires under the engine to get it going in winter! You've guessed - I've had one before.

I have some experience of these devices. Currently, I race a Lotus Six, which is basically a Ford 10 stuffed in a space frame chassis with a lot of Mr. Ford's bits slung out or butchered. It goes well, as shown by my winning the 750 Trophy Championship last year. I have a ton of mechanical spares for the 8/10/100E and plenty of experience in building engines/axles/gearboxes. If any of the Club members need a bit of help, let me know!

I will let you know of my discoveries as to the car's parentage in due course. Thanks for the magazine, - very useful."

Note: If anyone wishes to take up Richard's offer, he can be contacted on 01275 372405.

NEW MEMBERS

Since the last edition, we have been joined by:-

- B2057 Peter Benton**
17 Torrington Court, Westwood Hill,
Sydenham, London SE26 6NJ
- C2011 Roger Corti**
24 Wentworth Drive, Eastcote, Pinner,
Middlesex, HA5 2PU
- H1921 Naaman Hutchinson**
TheWillows, 3 Macknagh Road,
Upper Lands, Maghera,
Co. Londonderry, BT46 5SG
- L1016 Ian Lawson**
Lynden, Chalks Road, Witham,
Essex, CM8 7JG
- L1922 Peter Lynch**
4 Hawthorn Drive, Tullow,
Co. Carlow, Eire
- L0419 Joe Lyndhurst**
Orchards Barn, School Lane,
Fittleworth, Pulborough,
West Sussex, RH20 1JB
- P2008 Krishnakant Patel**
49 Elmhurst Road, Mottingham,
London, SE9 4DW
- S0514 Robert Spinks**
46 Goldsel Road, Swanley, Kent,
- W2012 Michael Walsh**
106 Lonsdale Drive, Oakwood,
Enfield, Middlesex, EN2 7NA
- W0317 Roy Whittaker**
18 Birches Crest, Hatchwarren,
Basingstoke, Hampshire, RG22 4RP

As always, I ask members to contact any of our new club colleagues living in their area.

Bob Wilkinson.

We have some ex-members, who have re-joined this month, who feel that their lives are not complete without the club.

Robert Spinks said he felt ashamed that he had "spent two years bringing children into the world to the total neglect of his Model 'Y'. No doubt, the committee will frown upon my frivolous use of time!" His 1936 'Y' is nearing paint decision time in rebuild and he has borrowed the colour chips to help his selection. (Note: I hold colour chips and details of the modern equivalent paints for the original colours for our cars. Members can ring me on 01832 734463, or send s.a.e. for colour details.)

Peter Benton's 1937 Model 'Y', WSV 447, and Naaman Hutchinson's 1935 Model 'Y', BHU 902, are both back on the road - as is Naaman, who has been quite ill.

Welcome back into the fold all of you.

And then their are new members whose lives will not be complete without the club or one of our cars!

Ian Lawson, in Essex (01376 517997) is looking for a Model 'C'/'CX' saloon, two-door (Tudor) preferably. Michael Walsh (0181 363 7604) is looking for a Model 'C'/'CX' tourer version, either on the road or as a restoration project. Michael visited our stand at Enfield a few weeks ago and joined to help him find the right car. Joe Lyndhurst (01798 865893) also is seeking a Model 'CX' saloon - either a restoration project or an on-the-road car. he used to own one years ago you would think people would learn really!

Anyway, welcome to you 'seekers' - I hope members will 'phone with just the car you need.

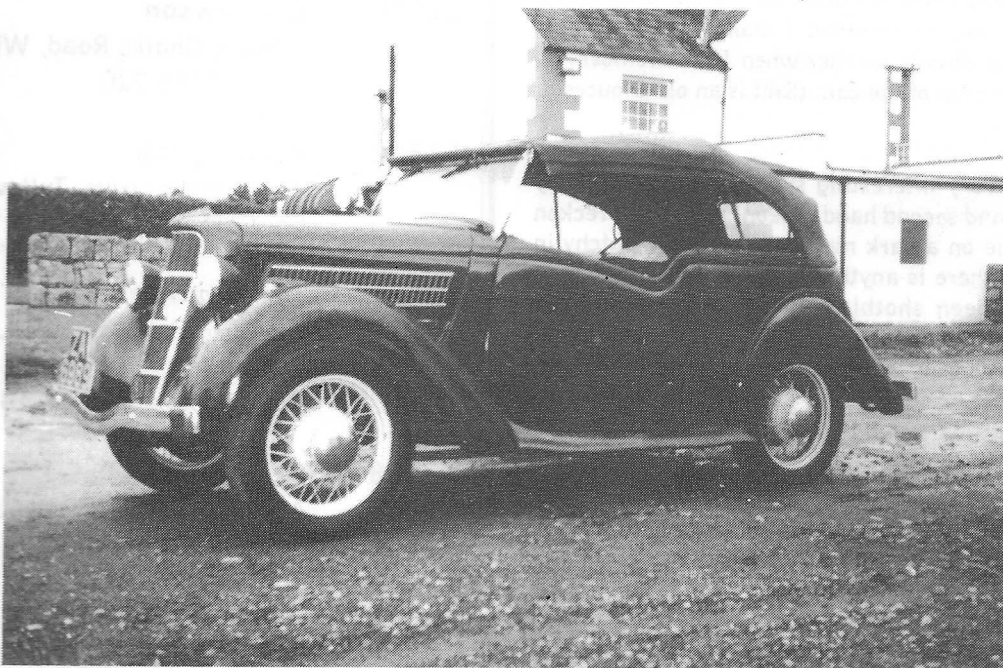
Krishnakant Patel, in London, has joined after buying CPP 205, the 1936 Tudor 'Y' previously owned by Honor and Eddie Kelly, who had been members since January. Krishnakant drove the car

home, about 75 miles, after purchase and enjoyed the experience, despite a little more play in the steering than he would

NOTES ON NEW MEMBERS

have liked. This matter will come in for some attention. Parked outside his home, he reports that CPP gets lots of admiring looks from friends and neighbours.

Roy Whittaker, in Basingstoke, is now the proud owner of Steve Young's 1936 Model 'Y', EMD 386, which was advertised for sale at the Basingstoke Classic Car Show.



Peter Lynch's fine looking Model 'CX' tourer in British Racing Green, in County Carlow, Ireland.

Roy says that "he has a lot of catching up to do as this will be my first pre-war car!". Well, he is fortunate in having our Chairman just down the road, in Andover, to give him an assist if required.

It is good to find 'new' cars, previously unknown to the Register, and Peter Lynch, in County Carlow, in Eire, has added ZA 6989 to our listing. Have you seen the survival rates for 'C'/'CX' tourers? This 1936 'CX' tourer, C26481, was restored in the early 1990's and bought by Peter's late brother. The car had been purchased new by Lady Craig and was driven regularly by her son, Victor, through his college days. The car continued in regular use until 1960 and then lay dormant,

awaiting rescue. You are fortunate to have such a lovely car to use on the rural Irish roads Peter.

Another 'new' car to our ranks is FS 7435, a late 1933 longrad four-door (Fordor) de-luxe Model 'Y', complete with sliding roof. Roger Corti, after yearning for an old car for some years, decided to buy 'FS', which was languishing in a neighbour's garage. The car has been in one family for 60 years, but has not been on the road since 1963. Roger has the tax disks (for post-war years) to support this claim. He also has the bill of sale, dated 6th June 1936, for the purchase of a second-hand FS 7435 by W. Simpson from Henry Alexander & Co.* in Edinburgh. (FS is an Edinburgh registration), and a subsequent insurance certificate, dated June 1945, made out to Mrs Dorothy Simpson in Southsea,

Hampshire. Dorothy, the widow, estranged wife or daughter of W. Simpson, it would appear, was responsible for bringing the car south. Roger traced us on the Internet and is now enthusiastically preparing to perform some sympathetic restoration, with mechanicals first, to maintain originality where possible.

Bob Wilkinson.

* You may be interested to know that Henry

Alexander was the longest serving Ford dealer at the time of the February 1932 Ford Motor Exhibition in the Royal Albert Hall. It was he who unveiled the prototype Model 19 ('Y') at the show.

Sam Roberts.

**DEADLINE FOR COPY
FOR THE NEXT
ISSUE IS
FRIDAY SEPTEMBER
3RD 1999**

FOR SALE

Through dealers:

1933 Model 'Y' Tudor, HF 6915 (not orig.) Y23859. Runs well, MoT, cheap at £1995. Grundy Mack. Tel: 01944 758000 (Malton, North Yorkshire)

1933 Model 'Y' Fordor, early longrad, KY5564, (Y40986 - but now has new chassis). Runs well, MoT. £2995. Richard White Tel: 0116 259 5291 (Leicester)

1936 Model 'CX' Fordor saloon, CYV 129 (C49365) Grey. Totally restored. Excellent condition. £4495. D.T. Mathewson Tel: 01751 474455 (Thornton-le-Dale, N. Yorkshire)

1936 Model 'Y' Tudor. HV7385 (Y165698) Black. MoT'd and running. Good condition. Redundant stock; hence selling cheaply at £2300 or offers. Andrew Booth, Orchid Cars Tel: 01980 623805 (Amesbury, Wiltshire)

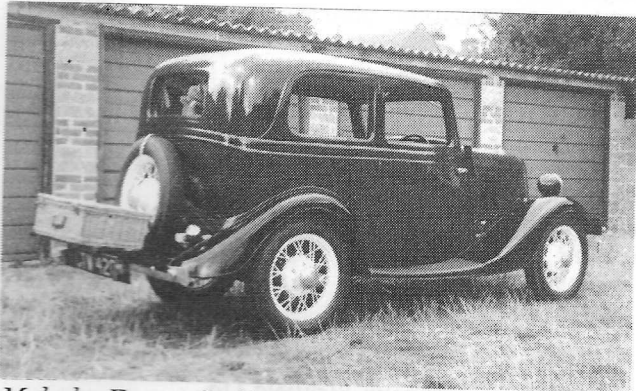


Bargain buy through Orchid Cars.

Private:

1935 Model 'Y' Tudor, JY 5856, (Y100124) Black, basically sound but in need of minor restoration. Plenty of spares. £1600. Phil Lomax (Non-member) Tel: 01454 772261 (Bristol)

1935 Model 'Y' Tudor, CTW 426, (Y107819) Blue with black wings. Excellent condition. Many spare parts. Bad health forces sale. £3,950. See photograph. Malcolm Fraser-Cook



Malcolm Fraser-Cook's superb Tudor Model 'Y'

Tel: 01329 843176 (Fareham, Hampshire)

1933 Model 'Y' Tudor shortrad, AYG 140, (Y15111) Green with black wings. Part restored. Must sell. £500 o.n.o. Tony Pattison (Non-member) Tel: 01279 757912 (Harlow, Essex)

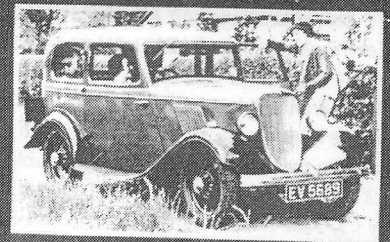
1934 Model 'Y' Tudor longrad. Unknown to Register. Complete but partly dismantled. Restoration project which has had to give way to golf. No reasonable offer refused. Peter Manchett (Non-

**LISTEN TO THE GRAHAM FARISH BROADCAST
FROM RADIO-PARIS SUNDAY EVENING 6.30**

Graham Farish says:-

**I WANT TO
GIVE THE BEST
PROGRAMMES.
YOUR
SUGGESTIONS
MAY WIN YOU
THIS BRITISH
MADE 8 H.P.
FORD CAR**

*Ask within for
your entry form*



CLOSING DATE - FEBRUARY 17TH 1933

I had a Graham Farish train set as a young lad, but did not realise what a wide range of goods they manufactured: "From wireless components to electric fires, from fountains to fertilisers, from hand granades to model railways" reads this 1932 advert - thanks to Trevor Walker for spotting it.

member) Tel: 01638 741228 (Burwell, Cambridgeshire)

1936 Model 'Y' Tudor longrad, ADK 976 (Y128648) Black. 90% restored, requires interior trim, seats re-covered. Very little work required to complete. Change of interest and need for space forces sale.

£2700 o.n.o. John Slocombe, 331 Castleford Road, Normanton, W. Yorkshire, WF6 1QU.

1938 Morris Eight, four-door saloon, sliding roof, shining black and chrome. Beautiful condition. Show winner. Must sell urgently as losing garage. £3500 or offer. Dave Lambert (Member) Tel: 0191 416 1224 (Tyne & Wier)

1937 Model 'Y', without seats but otherwise complete. Restorable. Offers invited. Gary Janes Tel: 01202 730100 (Poole, Dorset)

WANTED

Double grooved Model 'CX' front bumper. Peter Baggott. Tel: 01843 221237

Model 'C' or 'CX' Tourer, on the road or for minor restoration. Will collect from anywhere. Michael Walsh (New member) Tel: 0181 363 7604 (Enfield, Middlesex.) Mobile 0370605980

Model 'C' / 'CX' saloon:- Ian Lawson (01376 517997 Essex)
Joe Lyndhurst (01798 865893 W. Sussex)

Model 'Y' longrad rear seats and one front seat, plus windscreen.
Robert Spinks Tel: 01322 666165 (Swanley, Kent)

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 - Head set 8 or 10hp	£20.00 per set
Gaskets - Sump set (post war)	£20.00 per set
Gaskets - Various - price on application	
C exhaust, with tail pipe-stainless	£80-00 each
Y exhaust, stainless. Carriage included	£75.00 each
Engine top water outlet (head to hose)	£13-50 each
Hoses, straight. Top 9.5" x 1.75" bottom 8" x 1.25"	£4-00 each
Moulded Top hose - suit post Y head	£8-00 each
Moulded Bottom hose - suit post Y engine	£8-00 each
Engine pistons, various sizes - send pattern non returnable	£ P.O.A.
No post-war 8hp pistons in stock	
Various piston rings held send pattern & S.A.E.	
Engine valves - send pattern exhaust or inlet	£12-00 each
Flexible fuel pipe - pump to feed	£3-00 each
Clutch plate centre - exchange	£26-00 each
Clutch pressure plates - exchange	£46-50 each
Clutch release bearings (pre-packed)	£10-00 each
Y24052 Cylinder head stud and nut	£2-00 each
Universal joint - complete assembly - exchange	£20-00 each
Gearbox 1 hold large number of parts send list of requirements	
Fan belts (state 3in or 4in pulley)	£11.00 each

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	£15.00 pair
Engine mount - non-exchange	£30.00 pair

ELECTRICAL

Headlamp lenses late curved diamond (RE-PRO)	£14-00 each
Headlamp lenses. Intermediate model (flat) used (round centre)	£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
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-	£90-00 each
Steel mounting brackets. Adaptable for SR	£170-00 pair
SR. Front valance below grill (external part only - fibre glass)	£21-00 each
Floor board screws Set of 40	£11-00 set
Late LR Y four door hinge centre bolts with spring + tag	£1-50 each
Brass balls, door hinge	£1-50 each
Y fixed timber roof stock kits in hard wood	£83-00 each
Striker wedges - female - door pillar - housed "C" Model	£10-00 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£15-00 each
Hub caps - for model "Y"	£14-00 each
Oil cans	£14-00 each
Oil can transfers. Black only	£5-00 each
Oil can brackets	£13-00 each
Wheel nuts Y set of 20	£35-00 set
Wheel nuts Y individual	£2-00 each
Wheel nuts C each	£1-00 each
Bifurcated Rivets 1.6mm (Set of 25)	£1-00 each
Vacuum Wiper Motor	£26-00 each

SPEEDO CABLES

SpeedoGraph 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 Rebore Services

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

CARPETS, UPHOLSTERY

Family Repair Service,

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

CHASSIS RESTORATION/EXCHANGE FORD PARTS AND CLASSIC OILS

Dave Tebb

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

INSURANCE

Footman James / Y & C Register Insurance Scheme

Very competitive preferential rates for members only.
From £58.80 per policy for cars valued up to £7500.
Fully comprehensive with unlimited mileage
Full breakdown rescue service in UK and Europe
Tel: 0121 561 4196 with membership no:

MECHANICAL, OVERHAUL AND RESTORATION

Mr T. J. Brandon,

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

TRIM, FITTINGS, RUBBER & ACCESSORIES

Paul Beck, Vintage Supplies,

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

TYRES, TUBES AND RIM TAPES

Tony Etheridge

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

Longstone Garage

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

SEAT SPRING UNITS (ready for trimming)

The Bristol Upholstery Spring Co. Ltd.

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

STOCKIST, EARLY FORD PARTS

Mr Tony Butterfield

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

Mr Julian Janicki.

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

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

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B & P Ltd, Albion St, Morley, Leeds LS27 8DU



PARTS ORDER FORM - ISSUE 119

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

MEMBERS NAME:- _____ NUMBER:- _____

TEL NO: DAY:- _____ EVENING:- _____

MODEL / YEAR:- _____ DATE OF ORDER:- _____

PARTS REQUIRED (Used or non-listed items; price on application)

<u>ITEM</u>	<u>PRICE</u> (New items)

TOTAL
 HANDLING CHARGE £ **3.00**
TOTAL DUE £

ADDRESS TO WHICH GOODS ARE TO BE SENT - Please print clearly

NAME _____

ADDRESS _____

POST CODE _____

**Please send stamped & addressed envelope with cheque made payable to:
 "FORD Y & C MODEL SPARES SECTION"
 to Kevin Briggishaw at the address at top of form. (Please allow 28 days delivery)**

REMEMBER TO SEND CLEAN EXCHANGE ITEMS WHEN ORDERING RECONDITIONED PARTS.

Ford Model Y and C Register - Register Sales Order form

Send completed form with cheque to -		Please PRINT your name and address			
Geoff Murrell 76 Heydon Rd Gt Chishill Royston, Herts. SG8 8SR					
		Post Code			
		Phone no			
Item	Colour	Size	Price £	Quantity	Total price
Sweatshirt, long sleeve, small logo	Navy Blue	S,M,L,XL	23.00		
Sport shirt, short sleeve, small logo	Navy Blue	XL	20.00		
Sweatshirt, long sleeve, Large logo	Light Blue	S,M,L,XL,XXL	5.00		
T Shirt, large logo	Light Blue	S,M,L,XL	4.00		
Umbrella, with Register motif	White/Blue alternate panels		12.00		
Register car badge					
Bar mounted	Gold		8.25		
Grill mounted	Blue		8.25		
Key case	Blue		2.00		
Framed cigarette card - Model Y			5.00		
Tax disc holder	Blue		1.00		
Magazine binder frontispiece - Stick on transparency	A4		1.00		
Lapel badge			1.50		
Model Y - kit	Bare metal	OO gauge	5.00		
Model Y Fordor - assembled	Green or Blue (both with Black wings) or Black	O gauge	50.00		
Model Y Tudor - assembled and on plinth	Green (with Black wings) or Black	O gauge	52.00		
Rear window sticker 'My other car is a <i>ford</i> Model Y'	Blue text on white ground		2.50		
Rear window sticker 'My other car is a <i>ford</i> Model C X'	Blue text on white ground	Note, for Model C owners, the X should be cut off	2.50		
Ford Y and C Model Register' earthenware mug	Blue on White ground		3.50		
A3 Colour reproduction posters					
1932 Model Y (short rad)			3.25		
1933 Model Y (short rad)			3.25		
1935 Model Y (long rad)			3.25		
1936 Model Y (long rad)			3.25		
1936 Model C			3.25		
Set of all 5			15.00		
			Add £2 post packing	2.00	
			Total enclosed £		
Please make cheques to Ford Y & C Model Register Note, Overseas post and packing at cost					

MY OTHER CAR IS A MODEL Y

Car Sticker in light blue & red heart (Model C & CX also available)