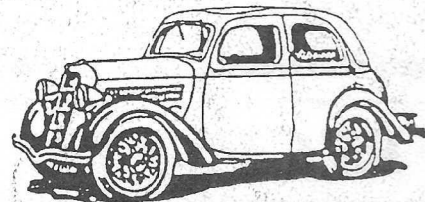
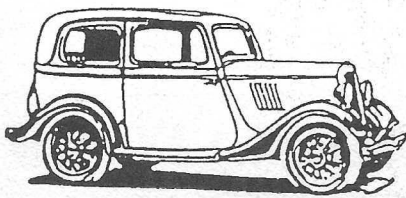


Ford

Bulletin

'Popular' and 'De Luxe' Models

TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 121 NOV/DEC 1999

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SAMROBERTS • 16 CROYE CLOSE • ANDOVER • HAMPSHIRE • SP10 3AF

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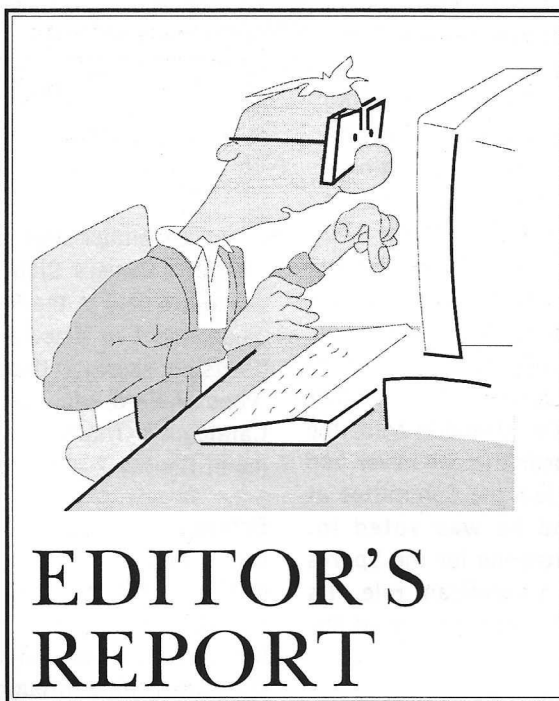
"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

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This is the last issue of the century! A century when technological progress has accelerated at a phenomenal rate. Not so, the automobile; it still runs on petrol, following the same suck, squeeze, bang, push cycle of Herr. Otto that it followed at the start of the century. Of course there has been progress in efficiency, power to weight ratio, design, manufacturing processes and styling, and the introduction of the shortrad Ford Model 'Y' in 1932, and its longrad upgrade in 1933, marked a quantum leap in each of these aspects of that progress. It is for this reason that we love these little cars and their De Luxe big sisters, the Model 'C' and its upgrade, the Model 'CX'.

Through the medium of the Ford Y&C Model Register and this magazine, we hope to keep the interest in these cars alive and as many survivors as possible motoring well into the new century.



To herald the new century and Millennium, we ran a competition for a new magazine cover. The winning entry, by an almost unanimous majority at the last A.G.M., will be appearing with the next issue. So we bid a fond farewell this time round to the familiar 'Transverse Torque', Model 'Y' radiator cover, designed by Peter Fawcett who was the Editor in the early 80's. It first appeared on Issue 11 (April/May 1981) and has survived 110 issues!

Thank you for your contributions which make the magazine what it is. Keep the information rolling in. It does not have to be in the form of lengthy articles;

snippets and anecdotes are just as welcome. Of course, any suggestions for improvement or constructive criticism are also welcome.

Sam Roberts

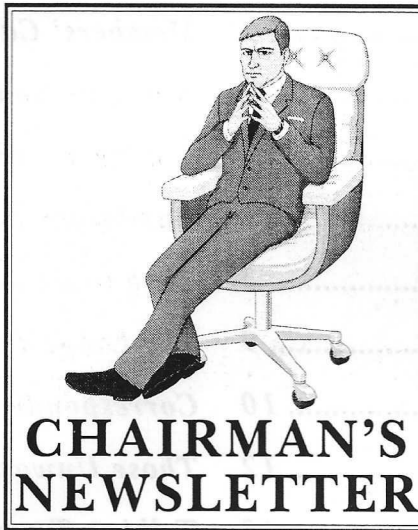
As I start this newsletter, Geoff Dee will be manning the Y&C Register stand at Stoneleigh, with assistance from Geoff Salminen. Together they will be discussing the final plans for the Register stand next weekend at the International Classic Motor Show at the NEC in Birmingham, an event at which the Ford Motor Company is gathering all the Ford clubs together for a show of strength. It is the time of year when the two Geoffs do so much for the benefit of the Register. Afternote: I gather that the two Geoffs were joined by Adrian Chettel and his Model 'Y' at Stoneleigh.

Tonight, the clocks go back and thoughts turn to Christmas and the dreaded Millennium. I hope you have all had a glance through the regalia list for those small presents from your children and others who are hard pressed to think what to buy you. Geoff Murrell has done a stupendous job this year expanding the range of goodies available. Three new items have been added to the list this time round. He needs help in disposing of the stock! As a Christmas gesture, Geoff is providing a mix of different items of regalia for £20.00; the choice is his as to what is included. Why not have a go as a surprise Christmas present to yourself. You can order £20's worth on the Regalia Order Form (it's sure to be worth more).

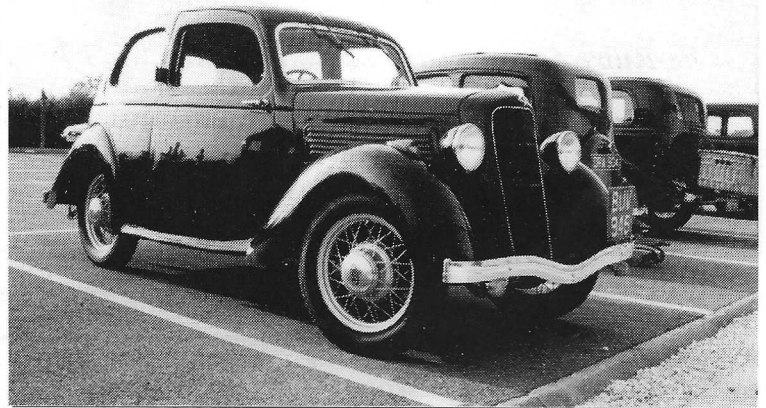
On the Register Officers' front there is good news and bad news. The good news is that new member, Roy Whittaker from Basingstoke, has volunteered to stand as the Region 3 Coordinator. I am also delighted to report that Trevor Walker has offered to step in as Regional Coordinator for the North East (Region 17) following Ian Wright's forced exile to Dublin as reported by Ian in the last Issue. Also, despite being exceptionally busy at work, John Fitzgerald has offered to take on his late father Jim Fitzgerald's mantle as Regional Coordinator for Ireland (Region 19). Our thanks go to each of you. The bad news is that, regrettably and for very understandable reasons, Jean Hunt has had to tender her resignation as Vice-Chair and hence Chair elect. Consequently, I feel a bit like the soldier who decided to leave the Army. He wrote home "Dear Mum, sell the pig and buy me out", to which she replied "Dear Son, have sold the pig, soldier on!" The other bit of sorry news is that we have lost Tim Brandon from the main Committee. Actually, it would appear that we never had him! When we called for volunteers to join the Committee at the A.G.M., up shot Tim's hand and he was voted in. Unfortunately, Tim thought he was volunteering for the Spares Committee on which he has since played a significant role. Its all very confusing, Tim; I'm sorry if we woke you up at the wrong time!

Unusually, we will start with Model 'C' news this time round. 'Mr. 30%' Tom Tomlin, so called because he owned 30% of the roadworthy Model 'C's on the register, has sold both of them! Fortunately, they have gone to good homes; both going to recently joined members who joined the Register to find cars. We wish John Hammel and Joe Lyndhurst enjoyable motoring in the 'C's. As a result, I hope Tom is not going to fall off the Register perch. He has bought a Cresta, which is a bit too

comfortable for my liking, and he may be thinking of abandoning his Model 'C' van project. But then I might just be having a bad dream. Stick with it Tom! As a Stop Press 'For Sale' announcement in the last Issue, a Model 'C' had appeared out of the woodwork in North Wales (C21626). This time round, thanks to an advertisement in Classic Car Weekly, a 'lost' 'CX' has appeared in Dublin, apparently in original condition (see For Sale adverts in this issue). A Model 'C' saloon (C04017), which had also been 'lost' to the register, suddenly appeared at the All Ford Rally, owned for the past few years by Alan Harrison from Louth in Lincolnshire. Hopefully, by the time you read this, Alan will have signed up for membership.



Incidentally, there were Model 'C' and Model 'CX' parts lists. Following my plea in the last Issue, Yvon Precieux who, apart from



"Alan Harrison's Model 'C' photographed at the Yorkshire 'Do' at Eden Camp in 1996, when owned by Ron Watson. Note the bodged Model 'CX' grille."

being a member also runs the Pre-war Register of the Ford Sidevalve Owners' Club, sent me photocopies of both parts lists, which are now in the Register library. They are, in fact, titled 'Supplement to "Popular Ford" Catalogue' and carry the rider, "Parts not shown in this list are identical with those used on the "Popular Ford," and will be found in the "Popular Ford" Parts Catalogue." Thanks Yvon. Yvon is planning to do the Scottish leg of Convoy 2000 with us in his Model 'C' van.

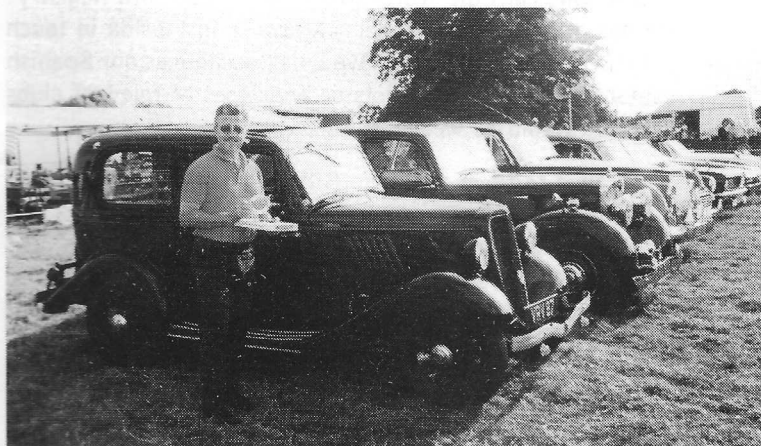
Before leaving Tom Tomlin in peace, he told me how he overcomes vaporisation. He is convinced that it is caused by constriction of the carburettor feed pipe from the pump, due to old fuel crystallising on the inside of the pipe when the car is left idle for a length of time. His solution "which never fails" is to put an old speedo cable through the pipe, connect it to an electric drill and get rid of the crystallisation that way - novel!

In Issue 109 there was an article on the Byford Special owned by Brian Mullan in Ballymoney, Northern Ireland. At that time, two years ago, it was in need of a major restoration back to its 1950's conversion state. John Mawhinney, from nearby Greenisland, has sent in a photograph of the finished project, taken in June of this year at the Ballymoney Show. It certainly

looks smart and presumably still has the Aquaplaned Model 'Y' engine under the bonnet. The final touches, Brian, would be a set of 'Y' hub caps from the Spares Section and a Y&C Register bar badge from Regalia. That's your Christmas presents sorted!

Also in Ireland, Peter Lynch, in County Longford, reports that his Model 'CX' is running well and that he has been on a couple of long runs in it this year.

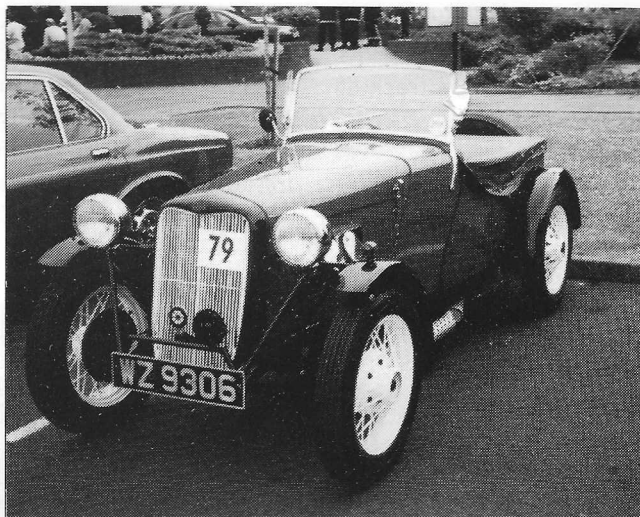
I reported on the Breamore Classic Car show in the last issue, having attended on the Saturday, along with Colin and Julie White in their Knibbs Parkyn tourer. Only later did I learn that Adrian and Julie Chapman had attended on the Sunday and had won the runner-up award for the best pre-war car in their 1936 Tudor Model 'Y' (with Y&C Register sliding roof!). Well done team. In the last issue we ran a caption competition for a pre-war photograph of chap painting 'On His Masters Voice' on his Model 'Y' radiator grille. The winner, and only entrant, was Bob Wilkinson with: "Y Model being prepared for record attempt"! Pathetic isn't it? At least he had a go, unlike the other 399 members!



"Adrian Chapman with his second prize award at Breamore."

I have been having a good deal of e-mail correspondence with Richard Calver, who is not a member, but who is a Jensen Brothers buff. He is well known to Kevin Briggshaw and Doug Hickson, both owners of Jensen bodied Model 'Y' tourers, as he has been quizzing them about their Mistrals. One thing I did learn from him is that the Jensen bodied Model 'C' was called a Hurricane, although he has yet to provide me with documentary proof. Perhaps 'The Autocar' of 31 May 1935 gives a clue - does anyone have a copy? Although we have photographs in the Register archives of Jensen bodied Model 'C's rallying in the 1930's, there do not seem to be any survivors; unless the rumour that there is one somewhere in Dorset is true. Can anyone shed any light on this?

I got stick from Ivor Bryant for mis-quoting him in the last issue. Of course the trials Model 'Y's were not fitted with Lister-



"The maroon and black Byford Special at the Ballymoney show earlier this year."

Petter engines - any fool knows that! Lister-Petters are those exciting stationary jobbies that chug away at shows pumping water out of a bucket and back into it again. I just had a mental aberration when typing the caption to the photograph! The engines in the trials 'Y's are actually Aquaplane converted 10 h.p. beasts, fitted with twin carbs. I am still hoping to entice one or both of the trialling Model 'Y' owners to write us an article on their experiences. Nor was Ivor at the Ashton Court show with his unrestored Model 'CX' as reported in the last issue, but rather with his upright 'Pop'. The cost of 6 volt

batteries at Groves is about £50.00, which is not as much of a bargain as the £29.96 Ivor led me to believe in his letter! I made a real mess of his contribution, for which I apologise.

Elsewhere in this issue is the story of Phil Denson's journeying round Ireland. He did add that on one trip he complained to a local about the dimness of his headlamps, whereupon the local connected them direct to a point between the ignition switch and the ammeter, which improved the luminance significantly. You realise what Doctor Ford, alias Graham Miles, was referring to when he discussed power loss in the electrical system in his excellent article in the last issue. I have also had a lengthy discourse with Roy Whittaker on contact points' gaps in the distributor. There does seem to be some confusion on what they should be post-May 1935, when the design of the distributor was changed such that the distributor cam was integral with the governor control arm. Prior to then, the gap was 18 thou. After that it went to 22 thou. for those distributors with a pressed steel arm on the movable contact, and later still, to 14 - 16 thou. for those with a fibre arm on the movable contact.

The GPO vans story has developed. Photographs of vans from the second (Model 7Y) batch of small Fords were found in Dave Turner's book "Ford Popular and the Small Sidevalves" on page 45 - registration letters GGJ. Unfortunately, we have yet to find a photograph of the Model 'Y' batch of General Post Office vans - registration letters DGU. The Post Office Vehicle Club, who were delighted to receive the photographs of the later batch of vans, tell me that the vans were designated '35 cf. mailvans' because that was the standard classification for the pre-war Morris Minor vans with coachbuilt bodies - 35 cf. meaning 35 cubic feet. This was even though the Ford, or to be more precise, the Fordson van had a cubic capacity of 50 cubic feet. I also learned that Duple was a well known coachbuilder based in Hendon, north London, who carried out the van conversions for the GPO.

On the Model 'Y' front, Julian Janicki visited the Beaulieu Autojumble and sent in a photograph of a Tudor (CYT 728) on a trailer which was sold at the meet. It is shown on the register as Y149054 and belonging to ex-member J. Street. I have

written to Mr. Street to find out who the new owner is, with s.a.e., but have had no reply. If anyone knows the whereabouts of this car, please let me know, as we do like to keep track of the survivors. Thanks for keeping us informed Julian.

A new discovery in Ireland is new member, Patrick Cotter's March 1937 Fordor Model 'Y', ZC 1197 (Y178399). At this late stage of production, Fordors were pretty few and far between. As the car was probably assembled in the Cork factory of Henry Ford & Son and as Patrick lives in Cork, the car would have not motored too far from that city. It was however registered in Dublin, so would have spent some time away. Incidentally, if anyone is looking for a Model 'Y' luggage rack, Geoff Dee has a surplus one (01926 334780).



Sold at Beaulieu this year. Does anyone know its whereabouts?

Trevor Walker sent me a copy of 'Hobdays 1934-35 Motor Catalogue', which offered 'Replacement Car Wings' for the Ford 8 h.p. 1932-33. The front wings were £1 14 0 for 'bright' and £2 4 0 for 'enamelled' and the rear ones £1 1 6 for 'bright' and £1 7 0 for 'enamelled'. What do you think a 'bright' wing is? They also offered a "Desmo" Radiator Tie-Bar "to add to the

rigidity of the mudwings". This consisted of a bar of metal which stretched across the front of the radiator and was bolted to the front mudguard supports under the headlamp stems. Whereas the bar for the Austins was 7/6d and that for the Morris's was 6/6d, for the 1933 Ford 8 h.p. it was 16/6d! This was presumably because the Ford mudguard supports have the four

sunken square-head fixing bolts, which called for some skilled shaping and drilling of the ends of the tie-bar.

Whilst on motor factors, Tim Green of the Green Spark Plug Company, tells me that he now has the early Ford 8 h.p. 18 mm. x 1/2 inch reach, Champion 7X spark plugs in stock at £5.00 each plus £2.00 p&p.

The Spares Committee is making good progress and I was delighted to read the minutes of their last meeting. Graham

Miles has summarised their activity in his contribution to this issue.


I am trying to establish affiliations with overseas Ford Y&C Model clubs. I have addresses of Australian and New Zealand clubs, thanks to Dave McKelvey in New Zealand and Chris Newman in Western Australia. Alf Jonasson is our Swedish rep and I have struck up correspondence with Bob Pare in the U.S.A. who runs the 'North America English Ford Registry'. He has already put a Model 'CX' owner in Florida in touch with us. And of course we have Luis Cascante as our Spanish contact. Any other contacts or addresses of relevant clubs overseas would be welcome.

I managed to fit in a visit to Bill Ballard, before he finally managed to escape/emigrate to Australia. Apart from lending me more photographs and postcards depicting Model 'Y's and 'C's/ 'CX's for the magazine, he also produced some interesting German Ford brochures. Jim Miles has also recently gathered in some similar ones. Apparently, they were part of a suitcase full of car brochures, the suitcase having been found in an attic in Berlin, where they were auctioned.

To end on a gloomy note, Butterworth & Pilkington, our magazine printers are threatening to put up the cost of printing the magazine significantly from this issue. On questioning Steve Waldenberg more closely, he says that in future they will be recording time spent on the editing and printing more accurately, which will inevitably put up the cost of the magazine to the Y&C Register. As some 70% of members' subscriptions goes on printing and distributing the magazine, this does not bode well. We will have to wait and see by how much the cost does rise before deciding the next step.

On behalf of the Committee and Officers of the Y&C Register, may I wish you all an enjoyable Christmas and a bright and prosperous new Millennium!


Sam Roberts



Champion

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I have got heartily sick of various jibes from clever 'so and so's in recent months about a perceived lack of modern technology being used by me! Namely, a computer. Being of a sensitive and delicate nature, and not liking the idea of parting with money particularly my own, I have felt somewhat hurt by these rascally comments. After all, did I not heavily invest, only last year, in a new pencil complete with eraser fixed on the end? (I use the word 'eraser' since in some former colonies, the word 'rubber' has a very different meaning so that's my political correctness ration used up for this edition!).

I have to admit that until recently, I did think that a 'hard drive' was 1000 miles as navigator for Graham Miles on our Belgium run last year, and that an appointment was needed with a physiotherapist to attend to a 'floppy disc'.

Tippex on the computer screen characterised some of my early forays into the mysteries of word processing. [*You still haven't found the 'spellcheck' icon, Bob!*]. BUT NOW I too have succumbed. Am I, too, destined to

HI-TEC SEC!

become a saddo who's life is governed by technical jibberish, uttered by those anxious to make the non-computerised feel that they belong to a race of incompetents, lost and banished to another planet? In short, I now own half a share, with the Lovely Patricia, it says here, of an expensive computer. (I did try using my half of the keyboard but it wrote only rubbish OK, so what's new did I hear? but Benson, the dog, suggested I negotiate for the full range of letters.) Now, spending money

- MY MONEY - that did hurt. Don't forget that you are dealing here with a Yorkshireman that's a Scotsman with the generosity removed!

The mysteries of word processing and printing letters etc. are gradually being taken on board, but I do miss the goat which has had to be put out in the back yard to make space for all this newfangled machinery. So all of you upstarts, like young Mark ruddy Slack (page 5, last mag.) had better watch out for a flurry of e-mails from <Yorkshiresmartyrinexile@thrapston.uk> the dinosaur has been disturbed you have been warned.

Bob Wilkinson

(I wish you would quickly learn to put this rubbish on disc Bob, so that I don't have to type it out again for publication! - Sam)

Since it was first held in 1982, the All Ford Rally has been held on the last Sunday in September in the Abingdon area. It is the largest annual gathering of old Fords in Europe. Being at the end of September, we are always at the mercy of the weather. Despite heavy downpours every day over the previous two weeks, the gods smiled on us and gave us a relatively fine day, with only one shower as we paraded the Model 'Y's round the arena. I drove round in my open Kerry with my Y&C Register umbrella hoisted!

We had a good turnout of 11 cars. I was the first to arrive and managed to arrange a plum site for the Register display with Bob Tredwell, the organiser. Up went the Register flag and we were in business. The first car I saw was a Model 'C', sitting amongst the serried ranks of Model 'A's, 'B's, 18s and a few pre-war sidevalves. I persuaded the owner, Alan Harrison, to join our line-up. Alan had bought the car from Ron Watson in 1997 and had trailered it down from Louth, in Lincolnshire, the previous day. We were able to help him out with an offer of a Model 'C' grille from Tom Tomlin to replace the butchered Model 'CX' grille fitted to his car. Hopefully, in this issue, he will be listed as a new member.

Doug and Bessie Hickson arrived with their superbly restored Jensen bodied Model 'Y' Mistral, having driven down from the Midlands that morning and booked B&B locally for the Sunday night. Kevin Briginshaw and Jim Miles arrived in Kevin's maroon shortrad, to be told that it was smoking a little on hills by Graham Miles, who had followed them in his Model 'Y' van, laden with pre-ordered spares for members to collect at the rally. Dave Minnett, who left his V8 at home, Adrain and Julie Chapman, and Geoff Dee, with Richard, arrived with their black Model 'Y's and Tony Brasher added a bit of colour with his electric blue Tudor. Non-member Raymond Passey trailered his

very original Model 'Y' to the line-up, where it sat with its 'For Sale' sign (a good restoration project - see For Sale ads). Full marks to Bill Baxman, who caught the 8 o'clock ferry from Fishguard, on the Isle of Wight, to be with us in his recently restored cherry red Model 'Y'. This was the car which was the subject of 'Members' Cars' in the last issue. He reports that he has replaced the worn little end bush in No: 4 cylinder and all is well.

Other members, who bought their 'second' cars were Adrian Chettle, who delighted us with a demonstration of how to overcome over-heating in the shortest space of time, having stopped in front of the stand in his recently built Siva Special and conked! (and he has an electric fan fitted!). Dave Curtis preferred the comfort of his Zephyr. David and Valerie Leach waved to us rather regally as they drove past us in their Woody V8 Pilot and Colin and Julie White chose to come in their Model 'A' coupe, rather than their Knibbs & Parkyn Model 'Y' tourer.

It was good to see so many members, who had come without their cars for some reason or other. Many went away clutching goodies from the autojumble or, like Tim Brandon were part of the autojumble! The ever helpful Tony Hurst, Roy Hocking, Ivor Bryant, Brian Monger; new member, Roy Whittaker, with a bag full of carburettors; Terry and Barbara Roberts, Brian and Wendy Daly, Craig Toomey, the ubiquitous Brian and Roger Gurney, the effervescent Jack Clarke, John Hutton, our Men of Kent, Tom Tomlin and Peter Baggott, Julian Janicki and a rare sighting of Peter Richardson, who may have travelled up in Julian's Model 'A'; Philip Albers clutching an aerosol can of Tacoma cream paint, and a welcome return of Kath Devine to the old Ford scene, resplendent in a Y&C Register sweatshirt. There were probably others, but my memory is exhausted. I apologise if I have omitted you. It is nothing personal!

ALL FORD RALLY

We signed up Walter Gascoyne as a member. He is restoring a Model 'Y' and was looking for bonnet hinge catches at the end of the later Model 'Y's' chrome strip. Thanks to Geoff Dee, he went away a happy bunny having found the right bits on the Saturn Industries stall (they are the same as those fitted to the Model 40 V8 - which is a scaled up Model 'Y'). All in all, a good day was had by all.



The line-up of 10 Model 'Y's and one Model 'C' on the airstrip at Abingdon. A grinning Jack Clarke stands between Tony Brasher's and Bill Baxman's Models 'Y'

FUEL MATTERS

LEAD REPLACEMENT ADDITIVES

From January 2000, UK motorists will not be able to obtain leaded petrol, a fact we have known and have been preparing to face for some time. Members need not fear as the situation is much better than was the case over 12 months ago.

Experts (and I do not claim to be one!) vary in opinion over the level of need for lead in our type of car to ensure the necessary lubrication and protection of valves and valve seats. There is no doubt that using unleaded fuel in our old cars will produce valve seat recession (VSR); it is the rate at which this will occur over which experts disagree.

Factors which affect VSR (in the absence of leaded fuel or acceptable additive) are:-

- 1 Engine speed - above 3000 r.p.m. wear is said to be very high.
(Note: a 'Y' or 'C' model engine is turning at about 3500 r.p.m at 40 m.p.h.)
- 2 Engine load.
- 3 Operating temperature.
- 4 Ignition setting - unleaded fuel is also of lower octane rating; so check your timing.
- 5 Composition of valves and valve seats.

To safeguard classic car owners against using spurious products, the Federation of British Historic Vehicle Clubs (FBHVC), of which the Y&C Register is a member, tested various additives, of which four passed:-

MILLERS VSP - PLUS RED LINE LEAD SUBSTITUTE
SUPERBLEND 12/ZERO LEAD 2000 VALVEMASTER

And, recently, CASTROL VALVEMASTER has also been approved. Incidentally, approved products carry the FBHVC logo. You are advised to avoid other additives, pellets in tank, gizmos in fuel line, etc.

The best option is to have hardened seat valves fitted when you next have your engine overhauled and then use unleaded fuel with no worries about VSR. Meanwhile, each member must make their own decision as to whether to use an additive or not. My personal decision is to use an approved additive in my old car as an inexpensive precaution. But I will stick to one product as advice is against mixing as well as overdosing. [Note: *Bob's old car is an MG Midget, which is more prone to VSR than our beauties*]

What of Lead Replacement Petrol? Recent articles in classic car journals raise anxieties over the use of LRP in our cars since this does not conform to any approved British Standard and the additives may not give sufficient protection against VSR. Incidentally, 'Practical Classics' magazine each month has a column on this debate and gives regular updates on products.

So there we are A HAPPY NEW YEAR with or without additives.

(Please read this article in conjunction with the FBHVC report on page 29 of the last issue of our magazine.)

Bob Wilkinson

In 'The Daily Telegraph' last November, there was an article entitled 'Army Digs Escape Route for BAH 77'. It told the story:- "For 28 years Malcolm Meech has had something more than shrubs and flowers in his back garden, a 1936 Model C Ford 10, marooned there after houses were built on the surrounding land. Yesterday, it was removed by Army engineers as an exercise. They dug an escape route through the mound of earth, and trees which had grown up around it...."

In Issue 116, Y&C members were asked to track down this vehicle as we did not have BAH 77 on our list of survivors. Malcolm is now a member of the Register and has sent in the story of BAH 77:-

"Marjorie Elliot of Haslemere, Surrey was, together with her husband, Barry, the proud owner of BAH 77. Barry was the Accounts Clerk for a large building contractor of which I was the Director. He regularly drove his pride and joy back and forth to work up until the time he died in the early 1960's. On one of our visits to his wife after his death, she remarked that she would like to dispose of the car as she needed the garage space and the fact that it had failed its MOT due to a defective chassis. After some discussion, I was offered the car for £25.

I drove the car home and called in a local garage for an assessment and cost of repair. Being a family man with four young children, I was not in a position to finance the repair at that stage. It was therefore taken to the bottom of the garden to be dealt with at a future date. Having a large garden, both my wife and I used to drive it around the garden, but eventually the novelty wore off and it was consigned to a sheltered area

THE ARMY TO THE RESCUE



under the hedge and covered with a tarpaulin, mainly because there was a slight leak through the soft top. Regrettably, that is where it stayed until November last year when the Army offered to assist in retrieving the vehicle.

We actually moved to another property adjacent to our original house during the interim time, retaining a lot of the land together with BAH 77, which meant that the car was then landlocked. With the goodwill of adjoining neighbours we were given approval to retrieve the old lady and a major operation of cutting down a hazel hedge and digging out a six foot bank let the daylight in and she was on her way.



"The REME rescue squad. Corporal Jones is the one in the smart 'woolly pully' on the left."



"The hole BAH had lived in for 35 years."

Soldiers from 9 Field Workshop, REME, based at Bordon, Hampshire arrived with an enormous lorry, crane and lifting gear, together with steel planks, hawsers and winching gear. We all gathered round the old lady and pushed and shoved, only managing to move her about 12 - 15 feet with great effort, sweat and swearing. Then the miracle happened! Corporal Gareth Jones who was steering the car through the window had this brilliant idea "TAKE THE HANDBRAKE OFF". To a great cheer from all and sundry who had assembled to witness the great event, BAH 77 rolled through the gap in the hedge with ease with only one flat tyre after 35 years, and all done by manpower and no mechanical equipment. She was winched up onto the recovery vehicle and drove off in style.

Unfortunately, due to the fact that she was overgrown through the years, there is deterioration of the sill, back wing and door on the off-side, plus the fact that water got through the rooftop and into the interior of the car. At the moment she is under cover at a local garage and I now need an expert opinion with regard to her future."

Thanks Malcolm for that fascinating story. The car is actually a Fordor Model 'CX', chassis number C49943. Hopefully, by the time you read this, Julian Janicki will have visited Malcolm and given his expert advice on where to go from here.



"Malcolm and Bess ponder the future of BAH."

Mind, the mental health charity, has awarded a grant from its Millennium Award Scheme to Advance Housing and Support Limited, for their Aylesbury based residents to buy and restore a Model 'Y'. Advance Housing member of staff, Mary Dewar, is the Team Leader and sent us this report which appeared in the Autumn issue of their in-house newsletter:-

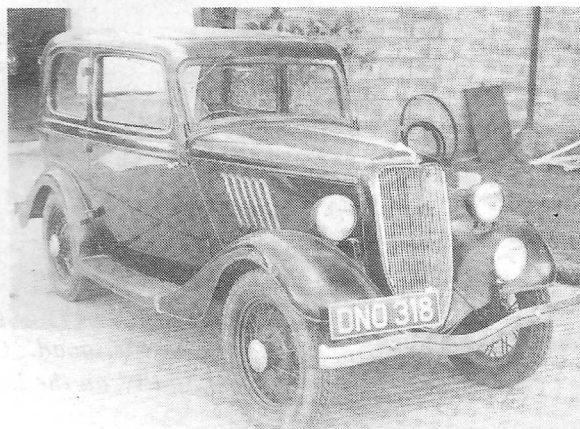
"Three Advance residents from Aylesbury in Buckinghamshire have just received a grant of over £7000 from the Mind Millennium Award scheme. The three residents, Ricky Cleary, Andrew Vardey and Jimmy Johnson were awarded the money to enable them to restore a vintage car - a Ford Model Y, which was originally built in 1936. The money will go towards buying the car, all the tools needed to carry out the restoration work, and any electricity and petrol used.

The Mind Millennium Award scheme was set up to award grants to small groups of mental health service users, with the aim of raising the profile of mental health. It was Ricky's idea to restore a vintage car. As he says, "I like old things and I wanted to restore a bit of history." He discussed his idea with the Team Leader, Mary, in Aylesbury. She suggested speaking to Advance's Community Connections Adviser for the Region, Victoria Pietersen. "Victoria had the information about the Mind Millennium Awards. We had a meeting with her and got the application form", Ricky says. To apply for a grant the group had to prepare a budget. Jimmy says, "We talked about all the things we would need - overalls, tools, things like that.

Then we went to the local auto store and priced everything up."

The application was completed after a discussion between the group and John Kay, Advance's Project Manager for Communications and Appeals. Five months went by between finishing the application and getting the result. Andrew says that waiting all that time was very hard. "We didn't think it was going to happen. The idea of people giving away that kind of money seemed too good to be true."

THE MIND PROJECT



"A smart looking DNO 318 shortly after purchase from the dealers, Malcolm Elder & Son."

The group chose the Model Y Ford after spotting it in a classic car magazine. Ricky says, "From the photographs the car looks pretty good, but when you get close up you can see what needs doing - the interior will need replacing, and all the bodywork is speckled." Work to restore the car will take about ten months. "We will be keeping a diary and taking 'before and after' photographs", Jimmy says. Ricky adds, "And I will probably be working on it every day!" The group all agree that what they will be doing is important. As Ricky says, "It will prove we can do something in spite of having mental health problems, and it will help our self confidence and well-being."



"The restoration group. From left to right; Jimmy Johnson, Ricky Cleary and Andrew Vardy."

The group, under Ricky, have joined the Y&C Register and we wish them success and enjoyment with the project. Roy Hocking, a local member, kindly agreed to help them with the technicalities and peculiarities of the Model 'Y'. He has visited them on a number of occasions. The car, a Tudor, DNO 318 (Y131576), was manufactured in late March 1936 and registered in Essex shortly afterwards.

Pier Entrance, Herne Bay.



Herne Bay Pier

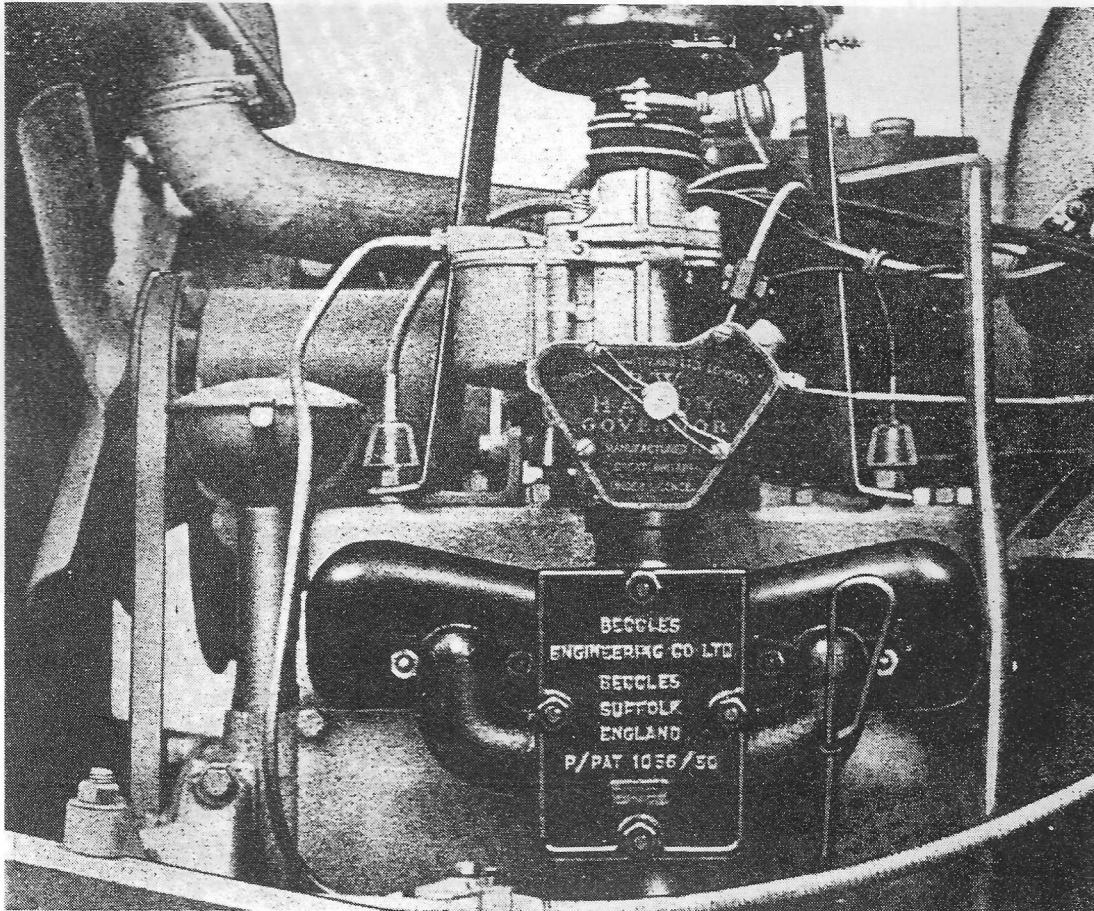
"We are grateful to Tom Tomlin and Bill Ballard for these two shots of Herne Bay pier in Kent. The top photograph, with the 1936, Southend registered Model 'CX' in the foreground, shows happy trippers enjoying a Punch and Judy show in 1937 (Note:- 'Coronation Showboat' is on at the pier theatre). The other photograph was obviously taken post-war as the metal railings have gone to manufacture munitions and have been replaced with concrete. There is another Model 'CX' parked up with a late 1936, DKN, Kent registration and the driver of a Tudor Model 'Y' is fumbling in his pocket to pay the parking attendant. Billy Cotton and his band are appearing at the Pavilion theatre."



BECCLES ENGINEERING CONVERSION

Although designed well after the war, the Beccles Engineering Co. Ltd. Radiant Heat Vaporiser enabled the industrial versions of our engines to run on 'vaporising oil' at half the cost of petrol. The special inlet manifold appears to have been patented in 1950 and manufactured by the company, which was based in Beccles, just west of Lowestoft, in Suffolk (is it still there?).

The advertisement blurb is the only information I have on the conversion. Perhaps one of our members has more information on the conversion, the Company or the vaporising oil used. I am grateful to Edwin Phelps for bringing this to my attention.



Model BE.2 for 8 and 10 h.p. Ford.

Type 1 for 8 h.p. Type 2 for 10 h.p.

PRICE (ex-works) £14 0 0

COMPLETE WITH PETROL STARTING TANK AND ALL NECESSARY FITTINGS.

The above illustration shows the B.E.C. Radiant Heat Vaporiser fitted to 'Monarch' Tractor - (Ford 10 h.p. Industrial Engine).

All our vaporisers operate on the same principle, the manifold illustrated has the built-in Radiant Heat Vaporiser, it is also suitable for the 8 h.p. Industrial Engine.

These two popular engines are installed in numerous machines such as, Bean Tractors - Ford 8 h.p., Marshall combines - Ford 10 h.p., etc. By fitting the B.E.C. Manifold these engines can be run on vaporising oil, after starting on petrol. This change-over will reduce costs by over 50 per cent without any adverse effect on performance, idling on vaporising oil is equal to that of petrol, furthermore, upon opening the throttle, the engine responds immediately and develops all the useful power the machine is capable of.

The list price includes: complete manifold with extended fixing nuts, petrol starting tank, fuel selector and drain, together with necessary pipe connectors.

If your existing Zenith 26 V.F. carburettor has seen considerable service, we recommend a new Zenith carburettor, this we specially adapt for running on vaporising oil - the cost of the carburettor exchange (new carburettor for old) is £3 12s 6d extra.

Before commencing any job which requires the removal of the cylinder head, make sure you have by you a set of replacement gaskets, because it is definitely unwise to try and reuse a cylinder head gasket and you may damage other gaskets during dismantling.

The first job is to drain the cooling system either by the drain tap/plug on the bottom of the radiator, or by slipping the bottom hose off the radiator. Also, for safety, disconnect the battery to avoid any possibilities of short circuits. It is probably best to remove the bonnet to allow greater accessibility, so this is the next job. Get someone to help lift it off to avoid damage to the paintwork.

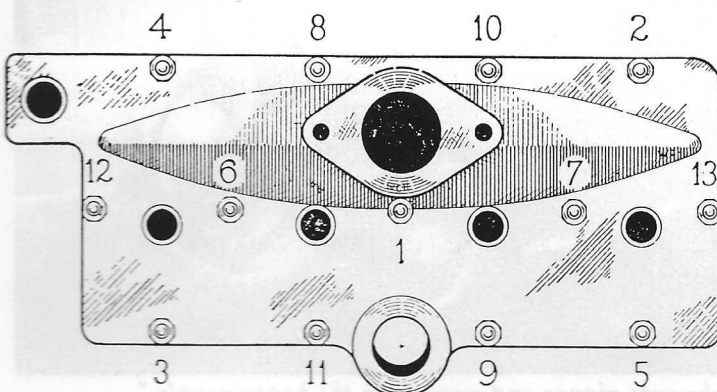
Next, slacken the nut on the generator support pin and tap the pin free to allow the generator to drop in order to remove the fan belt from the pulley. The wire to the cut out should now be disconnected and the generator removed and stored safely.

Now we turn our attention to the distributor. Number the plug leads to enable them to be replaced in the correct order, and remove them from the plugs. Unclip the distributor cap and remove it, do not forget to disconnect the centre HT lead from the coil.

The distributor itself can be removed next by disconnecting the LT lead from the coil, and by unscrewing the set screw which holds the distributor body clamp to the cylinder head. On some engines there is an adjustable slot to vary the timing slightly, so mark the position of the distributor. The distributor should now just pull out, however, they do sometimes become stuck. Applying penetrating oil and leaving it to soak over night usually does the trick, as also can the careful application of heat. Next take out all four spark plugs, and if the head has a separate water outlet take that off.

The head is now ready to come off, all you have to do is to remove the 13 nuts that hold it on, slacken them a little at a time, and in the correct order! Begin with the centre nut and follow the order shown below. It is important to follow this sequence, or similar ones, to avoid distorting the head. Slacken the nuts 1/2 a turn first, then a complete turn, and then a couple of turns at a time.

If any nuts refuse to move, do not get too rough with them because you may snap a stud which could involve a lot of work. A good tip is to make a little ring of plastecine around the offending nut, then fill the 'lake' in the middle with penetrating oil and leave it to soak for as long as possible, such as over night, then try again.



Once the nuts are off, the head should lift off. Try hitting it side ways with a soft faced hammer to get it free. Avoid driving wedges, chisels or screw drivers into the joint line to lift it unless there is no other possible way. If you do have to resort to this sort of ill treatment, try and get your wedge to split the gasket to minimise damage to the head or block face. One other way which sometimes works is to put the plugs back in and to turn the engine over with the starting handle. With luck, the compression will lift the head!

Assuming there has been no problems with a leaking head gasket, proceed with the decoke. If the gasket has been leaking, inspect the head and block surfaces for problems or cracks and get them checked for flatness. Possibly, they may need machining.

To decarbonise the engine, turn the crankshaft until two pistons are at top dead centre, and put clean rag or kitchen paper into the other two bores. Treat any open valves, water passages and the distributor hole, to a similar stuffing up exercise to prevent

the ingress of any carbon or grit. The carbon should be scraped off the tops of the pistons using a blunt chisel, or screwdriver, or best of all a scraper made up from a piece of scrap brass. At all costs avoid scratching the piston tops. When you are satisfied that the two pistons are clean, wipe up any carbon dust and debris with a cloth damped in paraffin, and when everything is clean,

do exactly the same for the other two pistons.

Next you can turn your attention to the cylinder head, again remove all traces of carbon with a chisel or brass scraper and make sure that everything is left clean.

At this point you must decide whether you are going to remove the valves, to decoke the valves and valve ports. If you prefer to leave the valves alone, then just clean the carbon off the valve heads.

To reassemble the engine, it is really the reverse of the dismantling procedure, pour a little engine oil into each cylinder bore and smear it all around, use new gaskets, re-tighten the head nuts a little at a time in the order all ready described. If you have a torque wrench, they should be tightened to 35 lbs.ft. but, if not, the books say "tighten them securely, and avoid excessive force". It should perhaps be remembered that these engines were designed before super socket sets with long tommy bars. Adequate torque was probably achieved with a box spanner with an 8" bar through it. When replacing the distributor, realign any marks you made, to ensure the timing is not disturbed, although perhaps a check on the ignition timing would not go amiss anyway.

After starting the reassembled engine, allow it to warm up thoroughly, and recheck the 13 cylinder head nuts. After three hundred miles running, recheck them again.

Well, that's about it for a decoke job, easy isn't it! In the next issue we shall look at valve removal and regrinding.

Dave Newman
Technical Adviser

ENGINE TOP OVERHAUL ('DECOKE')

NEW MEMBERS

Since the last issue, no fewer than twelve new members have joined our ranks:-

✓ **C0805** **Richard Cleary**
9 Rowland Way, Aylesbury, Buckinghamshire
(Post Code awaited)

✓ **C1914** **Patrick Cotter**
Carraigh Dubh, Togher Road, Cork, Eire.

✓ **C1822** **Leslie Coull**
22 Main Street, Newmill, Keith, Banffshire, AB55
3UR

✓ **D0811** **Jon Davies**
Perona, Huxtable Hill, Torquay, Devon, TQ2 6RN

✓ **F1914** **Liam Fahy**
Gate Lodge, The Quay, Westport, Co. Mayo, Eire.

✓ **G0917** **Walter Gascoyne**
59 Gooseberry Hill, Luton, Bedfordshire, LU3 3JZ

✓ **K1201** **Terry King**
12 Thatchers Corner, East Goscote, Leicester, LE7
8ZU

✓ **M1405** **Rod McCully**
16 West Avenue, Prestatyn, LL19 9HA

✓ **M1122** **Steve McCabe**
23 St. Marks Road, Pelsall, Walsall, WS3 4HT

✓ **M0310** **Malcolm Meech**
Copper Beeches, 22 Longmoor Road, Liphook,
Hampshire, GU30 7NY

✓ **M0206** **Graham Morgan**
21 Goldney Avenue, Warmley, Bristol BS30 5JG

✓ **R0414** **Terry Roberts**
6 Clarendon Court, Blackwater, Camberley, Surrey
GU17 9JN

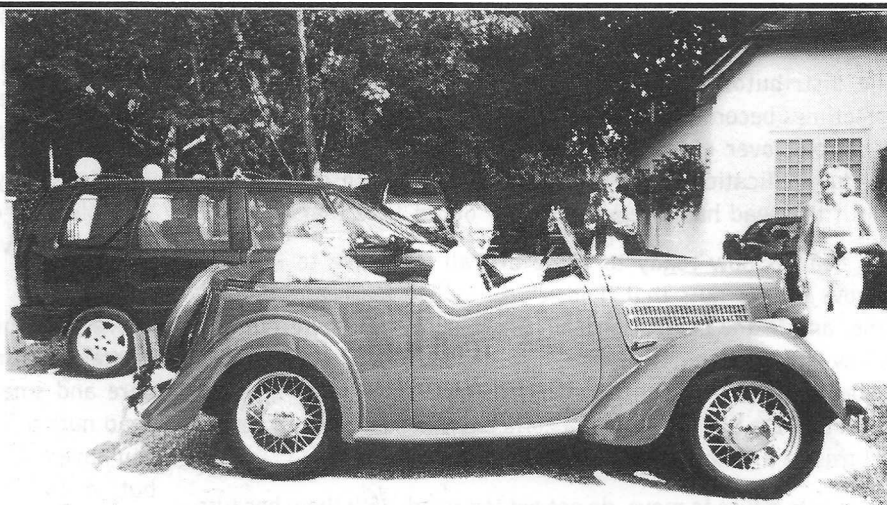
As always, we welcome the above into membership and ask members to make contact with those new members in their area.

Bob Wilkinson
Secretary

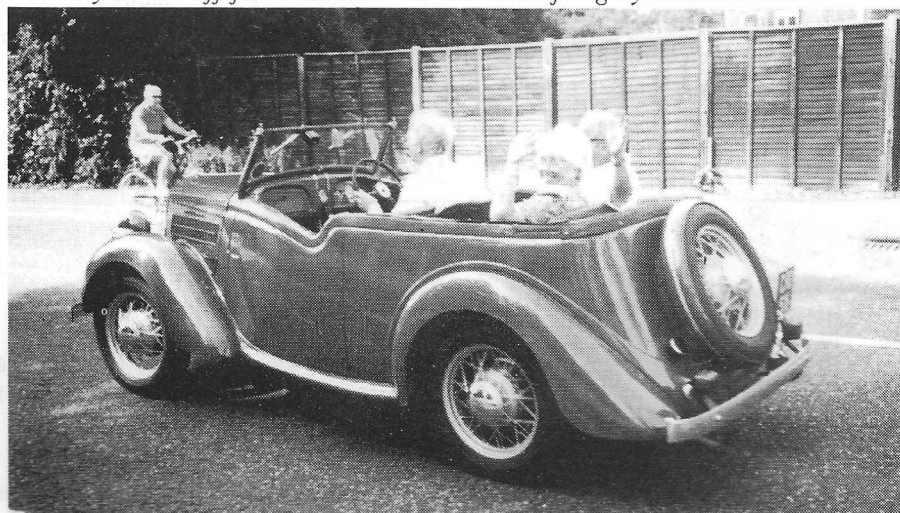
THE RUBY ANNIVERSARY

You will recall in the last issue, I mentioned that the Register had been called upon to provide a Model 'CX' tourer for an unsuspecting couple, who did their courting in such a car and who were celebrating their ruby anniversary. Andy Aldridge, from Lymington, did the honours and arrived at the appointed hotel to take a surprised 'Mum and Dad' for a spin after their celebratory lunch.

Their scheming daughter, Jane Martin, from Marlow, kindly donated £60 to the Register funds for our efforts and promised me some photographs of the occasion. Not only had she forgotten to take any of the car in her excitement and had to beg copies from the family, but the Post Office, in their wisdom, felt that Jane had scrimped a bit on the postage. The photographs eventually arrived just in time for this issue. Thanks again, Jane, for your kind donation and to Andy for providing the transport.



"Andy drives off from the hotel in his beautiful grey 'CX' tourer....."



"..... with a backwards glance and wave from the happy couple."

Derek Micklewright wrote from Charlwood, in Surrey, asking for my comments on the fuel catalyst 'Broquet', which consists of tin based metal pellets which you either put into the fuel tank wrapped in steel gauze, or incorporate into the fuel line in a cartridge. The accompanying 'bumph' makes some wonderful claims for the product:-

**FUEL
CATALYSTS**

"It significantly improves fuel combustion and engine performance; Allows safe use of unleaded in all older 4-star engines; Avoids need for expensive engineering on cylinder head; Cuts emissions by 30 - 50% and improves m.p.g.; Lasts for at least 250,000 miles; Gradually decarbonises the engine; Supported by leading car clubs; Equally effective in newer petrol and diesel engines; Used by thousands and thousands of motorists; Fully guaranteed." Members might be interested in my comments to Derek and if we have one or more of the "thousands and thousands of motorists" as members, perhaps they could give their experiences with this catalyst.

" Dear Derek,

Thank you for the information on Broquet. You asked me for my comments. I have had Broquet referred to me on a number of occasions. As a company, they certainly push the boat out on the advertising front!

I cannot substantiate or discredit any of the claims they make about the catalyst as I have not tested it. However we, the Y&C Register, pay good money to the Federation of British Historic Vehicle Clubs (FBHVC), who recently carried out a thorough test of a number of additives and catalysts through MIRA (the Motor Industry Research Association). Some 40 producers were invited to take part in the tests to ascertain which products did

stop valve seat recession using unleaded fuel. I'm sure that Broquet was one of those invited to take part. As you will have read in the Y&C magazine, only four products showed evidence of reducing valve seat recession, and none of these was a pellet additive in the fuel tank.

I understand that, in New Zealand, where leaded fuel was banned some time ago, Broquet had a rough ride and was discredited there. As an engineer, I find it difficult to understand how it can affect valve seat recession. The 'blurb' you sent me says that the pellets do not dissolve and therefore do not add anything to the fuel. It is claimed that they aid oxidation, which assists combustion and reduces exhaust emissions and improves combustion - hence giving more m.p.g. I find this difficult to believe. In any event, oxidation cannot affect valve seat recession, which is due to the lack of a lubricant in the fuel to prevent grinding of the valves in their seats at high revs.

As far as our engines are concerned, as I have said many times, valve seat recession is not a serious problem with the low mileage our cars cover and the relatively low revs at which we drive our cars. Many members have been driving their cars on unleaded fuel for years without any drop in performance. However, to reduce long term valve seat wear, it is recommended that hardened seat valves are fitted on engine overhaul (£15 -£20 per valve seat). In the meantime, if you are concerned, you are better off using one of the additives recommended by the FBHVC, or Lead Replacement Petrol (LRP) which is coming on stream at the pumps vice four-star.

Sam Roberts.

**CONVOY 2000
(11th - 23rd June 2000)**

The Convoy is building. To date we have 16 cars doing the complete run with seven doing various legs of the run. The 16 stalwarts are:-

- | | |
|------------------------------|--|
| Model 'Y' | Model 'Y' Van |
| Adrian Chapman (for charity) | Graham Miles |
| Tim Brandon | |
| John Argent | Model 'C'/ 'CX' |
| Bruce Allan | Peter Ketchell (Tourer) |
| Rod Evans | John Keenan |
| Brian Mace | Neil Bray |
| Rob Bolland (Holland) | Tom Tomlin (With Peter Baggott in his Tourer?) |
| Julian Janicki | |
| Paul Clubb (Jersey) | |
| Jim Miles (Belgium) | |
| Sam Roberts (Tourer) | |

Those who will be doing parts of the run are:-

Model 'Y':-

- Ian Wright and Ron Topping (Hull-Edinburgh);
- David Gustard (Dagenham - Norwich);
- Alex Stephens (Scottish Highlands);
- Geoff Dee (Lincoln - Chester).

Model 'C'/ 'CX' :-

- Yvon Precieux - 'C' van (Scottish leg);
- Richard Bonson - 'C' Tourer (Dagenham - Norwich);
- Dave Curtis - 'CX' Tourer (Chester - Bristol).

There must be many of you who are planning to do parts of the run, as well as others who will be doing the complete run. Please let Bob Wilkinson have your names.

There are also some Regional Coordinators, through who's Region we will be passing, who have not put forward route suggestions. Please let Bob have these as soon as possible so that the route can be finalised.

This time round, we will have a look at Carlton Thisse's 1937 Model 'Y', which is his summer car. Carlton and his wife Delores are a couple of those lucky people who live in Muskegon, Michigan during the summer and then, when it gets a bit chilly towards the end of the year, they migrate south to Seminole, Florida for the winter. Not only that, but he has a black Tudor 1937 Model 'Y', WG 5793 (Y169075), based in Michigan and a superb Orient blue 1934 Model 'Y' and a Model 'CX' tourer (ex-Kath Devine) based in Florida!

Carlton follows up the article in the last magazine with a letter:-

"Thanks for the accolade in Issue 120 "Carlton to the Rescue - Again!". You and Mark Turner made it sound as though I knew what I was doing when actually I'm just a "shade tree mechanic". Maybe its the many years I've been playing with this stuff. At 78, I should be shutting down on activity but it gets in the blood.

In 1935, I bought my first car at the age of 14! There was no driver's licence in the State of Florida and insurance was not required! The car was a 1925 Chevy coupe and I paid \$21.25 (the pound was worth \$5 at that time) after dickering with the used car salesman. The asking price was \$25.00.

I remember when my father gave me my first driving lesson when I was 10. That was in a 1925 "Baby" Overland. Dad thought I drove too close to the street cars (trams) when they switched tracks.

I must remind you that WG is all original including paint, even bits of the green pin stripe "EXCEPT" (as you would say Sam) "that spurious chromed windscreen surround" which I, in my naivety, in 1961, purchased from a car wrecker (breaker) in Louth, Lincolnshire, to replace the slightly cracked windshield. I also had the vinyl roof replaced in the late 60's due to one tiny leak. The running boards still look like new as does the green carpeting. The front seats are a bit tired and the head-lining is quite pale. The original center tail-stop light is still there and is not required to be blacked out in this country. Quite charming is the old original can with stencil. Oh yes it has a replacement 933 c.c. engine which I found in Cleveland, Ohio.

Delores and I are contemplating a trip to England in summer 2000. We'd like to purchase another Model 'Y' or 'CX' Tourer over there before we arrive so that we could join "Convoy 2000" for 2 or 3 days toward the end of the tour. This has been complicated (someone threw a wrench in the works) by the wedding of a grandson June 16, 2000. WG will be their transport when they leave the church. We're trying to arrange a flight about June 17 -18 from Detroit or Toronto and we are watching the ads. for a Model 'Y' Tudor or a CX tourer with MOT at a reasonable price. We're also trying to locate an insurer of a British registered car for an alien with no permanent address in Britain! Footman James' answer was "No" and could not refer us to any other source. We're still working on it. If anyone has any insurance ideas or cars in good nick, please send phone numbers instead of, or in addition to addresses.

MEMBERS' CARS

When the mag comes, I drop everything and read it through. You guys do a great job. Please remind the members that we would like to be contacted by any who come over to the Sun-Coast of Florida, November through May 15. Phone 00-1-727-398-5743."

Does anyone have a Model 'CX' Tourer which could be for sale next June? The experienced driver and mechanic, Carlton, is happy to negotiate a deal before he and Delores come over from the States. By adding Carlton's name to the seller's insurance as a second driver for the last three days of Convoy 2000, with the sale being completed at the end, that will also overcome his insurance problem.

The picture on the back cover shows Carlton and Delores, with WG, outside the replica of part of Henry Ford's first factory on Piquette Avenue, Detroit, which was built, at Henry's instigation, in Greenfield Village, Dearborn - see the "Back to Roots" article elsewhere in this Issue.

NOTES ON NEW MEMBERS

We have welcomed twelve new members in this edition. Four bring new cars to the Register and of the twelve, only two are 'C' or 'CX' models, which is about the overall proportion of surviving Model 'Y's to 'C's/ 'CX's.

Starting with the 'CX' Models, we welcome back **Terry King** in Leicester with his well loved 1936 Fordor, HV 5918, which has been on proud display over the years at club events. A new battery (for the car that is) will see the King family once again out and about. **Malcolm Meech** too has owned his 'CX', BAH 77, for many years but has much restoration work to do. His story appears elsewhere in this issue. **Jon Davies** also gets a mention on other pages in this issue, having bought AJU 409 from Alison Candlin in Worcester. An article also appears on the Mencap Millennium project to restore the Model 'Y' registered in **Richard Cleary's** name.

I still need full details from **Walter Gascoyne** in Luton on the 'Y' model he is restoring. Similarly, all I have from **Leslie Coull** in Banffshire is that his 1935 'Y' model carries the registration mark VFF 866, having previously been JM 1832. **Liam Fahy** in Co. Mayo is restoring a 1936 'Y', but again all I have is ZA 8590 as the registration mark. **Patrick Cotter** in Cork is obviously enjoying using his 1937 four door 'Y', ZC 1197, since he too hasn't sent in full details. Would each of the above please send me the chassis and body numbers, the colour, number of doors and date of first registration of their cars so that we can update the register of surviving vehicles.

Rod McCully joined us in September on buying BWW 952, the 1937 Model 'Y' once owned by long standing member Don Firth in Halifax. Don sold the car to a chap from North Wales several

years ago and we lost contact. Rod tells us that the 'Y' has hardly turned a wheel in years despite being in good on-the-road condition. Armed with our Service Bulletins, Rod is sure to catch up for lost time and enjoy the scenery on trips near his North Wales home.

Steve McCabe, in Walsall, now owns ACJ 86, bought from Paul Milne in Leicester. I recall Paul buying this very sound car from the original family owners and agonising over the dilemma of how far to take the sympathetic restoration of an original car. This one should just about be on the road. Drop us a line Steve.

Terry Roberts owns a 'scruffy' 1935 'Y', DMK 432. He has owned the car for many years and has only now got round to making progress on the restoration work how often have we heard that? However, he is a 'metalbasher' by trade,

so many of the problems will be easy for him to rectify. Much work has been done, but "the engine is an unknown quantity at present", he tells us.

This month's bravery award must go to **Graham Morgan** in Bristol! he recently bought OW 8897, a two door Model 'Y'. Well, actually only a ONE door car, since the driver's door is missing! The car had lain in a quarry for several years awaiting a fairy prince restorer and has suffered badly. Graham sounds quite sane on the phone (as yet!) and is confident he can complete the project. If you have a Longrad Tudor driver's door, please give him a call on 0117 960 5907.

Welcome to you all, good luck with your cars and don't forget to write in with all those problems and successes.

Bob Wilkinson

NORTHERN SIDELIGHTS

November/December

Morecambe is about sixty miles from Bradford, and, in the days when Bradford was the Worstedopolis of the world, it was commonplace for the woolmen to commute daily between the two places by train. It was always a popular destination for a day out, not less so than in a Model 'Y' or 'C', and in an attempt to re-create that state of affairs, the Bradford - Morecambe Run was started about twelve years ago.

This year's event was held on September 19, sponsored by the supermarket giants, Morrisons, from whose HQ the Rally started, and finished at their store on Morecambe promenade. Ken Morrison is richer even than the Queen, but gets my vote if only because when he built on the site of the former Jowett factory here in Idle, he had restored a Jowett Bradford van which regularly attends local rallies. He also provided all entrants with a free breakfast!

The run to Morecambe was accompanied by good weather, and it was good to meet Alan Higham and family from Preston in their excellent 1937 Model 'Y'. It began to pour it down by mid afternoon, and the run home was pretty wet, but accomplished with no problems by CNN. If vacuum windscreen wipers were good enough for Henry Ford, then they are good enough for me!

My local filling station has stopped supplying four star and replaced it by LRP. With such I filled up before my last outing to Bolton Abbey on 5th October. CNN seemed to fly on the stuff, with no apparent overheating, although it was a cold day. Bolton Abbey Station, originally closed in the 1960's, has recently been restored and is operated by the Emsay-Bolton Abbey preserved steam railway. Well worth a visit if in the area.

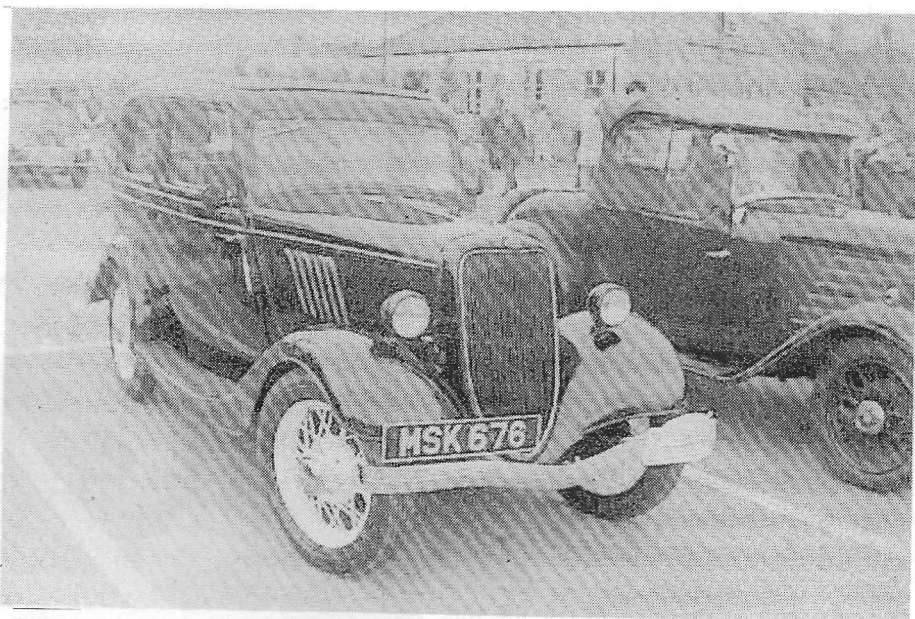
I have tried lately to alternate my old car motoring between the Ford and my Austin Big Seven. Maybe some day I will do a back-to-back feature, but in a

sense they are very different, although very similar in performance. The Austin is a little more refined with her four speed box, standard leather upholstery, and generous instrumentation, but the Ford probably wins on styling. I thoroughly enjoy driving both, and am beginning to confuse the neighbourhood as to whether my old car is blue or black!

The recent spell of fine weather has encouraged me to make one or two cosmetic improvements to CNN - things which I knew needed doing on my pre-purchase inspection. These have included re-painting around the inside of the doors, a little judicious, and successful, fettling of the running boards, and a little tidying up of the windscreen surround.

Finally, I would welcome any suggestions for Region 16 activities next year. Perhaps another meeting at Skopos, and, or, attaching ourselves to one of the larger local Rallies.

Barry Diggle.



"Barry sent me an e-mail photograph of Alan Higham's nice looking Model 'Y' on the Bradford - Morecambe run, transmitted direct from his digital camera. Regrettably, my printer (or I) is (am) not up to receiving such photographs for quality publication. Here is the photograph with apologies!"

RAMBLINGS AROUND IRELAND

As a tail-ender to the Convoy 2000 article in the last issue, I mentioned the hundreds of Irish miles which Phil Denson, from Burnley in Lancashire, has put on his Model 'Y', nicknamed 'Z'. Steve Waldenberg, our printer, kindly forwarded to me a copy of the October issue of the 'Craven Old Wheels Society' (Cows?) newsletter. The Craven OWS is apparently a local, Skipton based, Yorkshire car club. In the newsletter is the following article by Phil, who copied it to us also:-

"In the beginning, when we had to send our log books to retain the original registration numbers, Swansea lost the log book for 'Z' (so what's new you say) which complicated things as she had come from Southern Ireland and still had her original Fox number plates. After a lot of letters and phone calls to and fro with Swansea, they lost patience and said we could keep the original registration - whoopee!

Armed with only the registration number six years ago we set off for Holyhead and the ferry to Dublin not really believing that we would get there - we arrived with no problems at all and never looked back.

Six years on and six visits later a man selling tools at the side of the road at Maam Cross in Connemara told us to go to Crosmolina where a man at the local garage had 12 Model 'Y's (or Baby Fords in Ireland). We got there only to be told that he now had no Baby Fords - he sold the last one to England 28 years ago. I asked him if he remembered the registration number - he said "come in the house" - he took a letter from the mantle piece, blew the dust off it and said "I've been meaning to write to this man." The registration number was Z 7071. I told him the car was on the forecourt at the moment - he could not believe his eyes. (It saved a stamp!)

At a rally in Galway one man was admiring 'Z' (who wouldn't) and he asked if she burnt any oil. I said not that you'd notice. He was running a Model 'A' so I asked him if his car burnt oil - "The bitch would if I put any in." was the answer.

They tell tales of being a "rattling good fit", of putting bits of wire in the carburettor jets if they are oversized. One model 'Y' was used to carry a coffin at a funeral - when asked how could they do that, the answer was the coffin was tied on the roof while everyone went to the pub for the wake.

This year one old chap shed some light on the Z registration - he said that most Z plates were issued to government vehicles and as she was owned by a postmaster at the start of her life this now makes sense.

Also this year we met two elderly bachelors whose home was filled with beautiful antique furniture and a large

carved oak dining table which had a roughly bored hole in each end of the table top - for the boiled eggs of course.

The first year in Ireland we did approximately 900 miles, last year 2000 miles. This year we cut down to 1600.

Now the car is well known all over Southern Ireland and one chap in particular who had seen us on our journey while he was working in different areas came to us at a steam rally and said what a good little car she was and that he would like something with a little more poke like the Ford. He was running a 1930's Standard - it must have been slow.

But really the little Ford is magic - she takes us anywhere we ask her - and we really do have to ask her as she has a mind of her own.

I realised this year that the two front tyres were at least 28 years old (India) and although they passed the MOT, I thought I had better swap them.

Ireland's answer to the unleaded petrol problem is to put Viagra in the fuel tank - it does nothing for the valve seats but it does stiffen your suspension.

In the first ten minutes in Galway this year, I was asked to do an interview on old cars - I was well and truly dropped on, so I rambled on that the oldest member of the Y Club was 111 years old but I had misread it - he was ill, but that some of us swam in the Dead Sea when it was poorly. I think they were glad to get rid of me.

But honestly, the hospitality and interest in old cars is fantastic - you would never be stuck in Ireland.

Phil Denson.



"Phil Denson and 'Z' overlooking a spectacular view in Ireland."

BACK TO ROOTS

Carlton Thisse's letter (see Members' Cars) has given me the excuse to wander back in time to 1932, to Dearborn, just to the west of Detroit, as I did in Issue 116 after my visit there. In his letter Carlton tells of a 'Motor Muster' earlier this year, in June, which was held in Greenfield Village, in Dearborn, to celebrate the centenary of the Packard car. Carlton and Delores attended the two-day celebration in their 1937 Model 'Y', WG5793.

"We were allowed to drive in and out of the village any time we wanted, just so we were there on time for scheduled parades, special viewings of specific categories (of cars) and Pass-in-Review programs. The "Pass-in-Review" was held in front of shaded bleachers and narrated by retired Curator of Transportation, Randy Mason. Randy, an acquaintance of mine for more than thirty years, gave a comprehensive and quite authentic history of Ford in England and the Model Y from '32 to '37 when we passed in review."

By 1919, Henry Ford was a multi-millionaire, but a simpleton at heart. It was at about this time he took up a hobby that was to absorb him for the rest of his life. He started collecting. Nothing so simple as books or postage stamps; he collected memorabilia from the early days of the United States. Again, not only pots, pans, jewellery, tools, porcelain, glassware, clothes and furniture, but machines, steam pumps, railway engines, cars and even antique buildings - in fact anything that gave

an insight into bygone days. On 27th September 1928, his hero and great friend, Thomas Edison laid the foundation stone of what is now called the Henry Ford Museum, but what he named The Edison Institute. Alongside, he created Greenfield Village; 252 acres of historic buildings interconnected by railroad and tarmac roads. There is even an original steamboat sailing round an island. The village was not finally completed until 1937, although it and the museum had been declared open, by Henry and Clara Ford, as early as October 1929. Today, both the museum and the village ooze nostalgia and are fascinating to visit.

It is fitting that a Model 'Y' should have been at the 'Motor Muster' in the village in June. Not one hundred yards from the red brick Henry Ford Museum is the old Ford Motor Company Engineering Department, a long, low, white, art deco building, built in 1924, in which the Model 'Y' (or the Model 19 as it was



"WG in front of the workshop, now in Greenfield Village, but which was originally located behind 58 Bagley Street in Detroit and in which Henry built his first car, the Quadricycle, in 1896. Note the, now, extra wide door which had to be widened to get the Quadricycle out!"

then known) was designed and developed under the team leadership of Laurence Sheldrick and under the watchful eye of Edsel Ford. Across the main road from Greenfield Village is the Dearborn test track, round which Model 19s were driven on their proving trials. The design, development and proving trials all occurred over a period of only

seven months, after which the Model 19 was not to be seen again on American soil until, that is, the likes of Carlton Thisse, Mark Turner, Ernest Bombard, George Pierce, Dick Sterett etc. imported them after tours in England with the U.S. Forces or with their companies.

Henry Ford probably gave a smile of satisfaction from his grave in Dearborn when he saw the return of the Model 'Y' to his beloved village. It is probably only the second time that a Dagenham-built Model 'Y' has returned to Dearborn, the first time being when Carlton Thisse and his Model 'Y' were invited to Eugene 'Bob' Gregorie's 80th birthday celebrations there in 1974. Bob Gregorie was responsible for the styling of the Model 'Y'.

Sam Roberts.



"Delores and WG in front of the Gog and Magog bell tower (imported from England) in Greenfield Village."

Member, Tom Wilson, up in Cleveland, was approached by Michael Ware, the researcher and author of the 'Discovered' column in 'Classic Cars', to tell him about his on-going restoration. Tom replied:-

"..... My lifestyle is not busy, but hectic. I repair fork lift trucks from early morning to late at night. I spent - no, wasted- last year converting a derelict garage into a dream workshop. It was told it had a 15 years lease, until our enterprising council slapped a compulsory order on it. So I have to start again.

Meanwhile, back at the ranch - my Ford Model 'Y' motor car, ATC 542. We met back in 1973 when I bought her for £85.00. That was in the February and we were mobile by the summer of that year. Lots of work was needed. It needed front seats. I also remember a headlight falling off on the way home. Someone had fitted wooden - yes, wooden running boards. A rolling restoration followed.

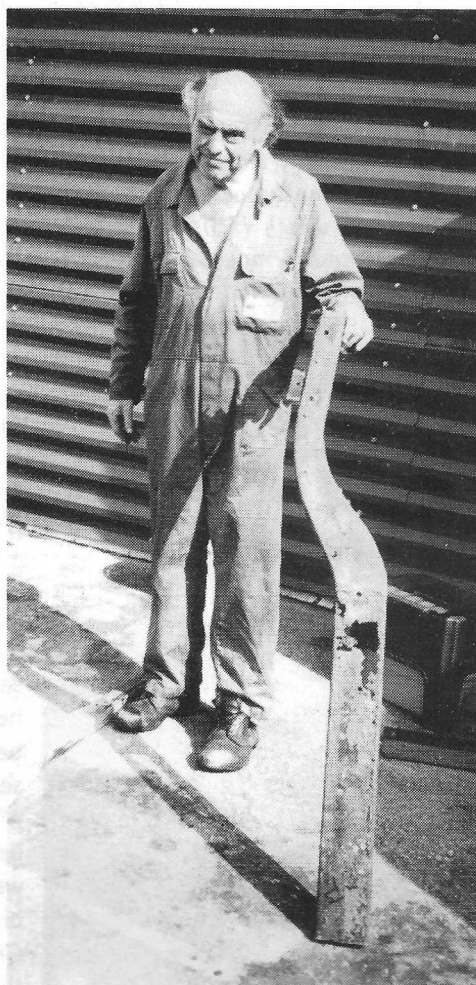
This little car turned out to be the most reliable car I have owned or used. It has broken down, but you can count on one hand how many times it did in the next 350,000 miles - yes, the noughts are correct! I have driven the length and breadth of the country. I visited London up to six times a year.

The biggest mistake in those early days was the paint job. When we first met she was maroon, a nice colour, but the paint was 'claggy'. At that time I didn't know that I was going to keep 'Minnie' for ever so, instead of removing the paint, I sprayed on an isolator and then the cellulose. She looked nice for the next 20 years, but then started to crack. That was the start of the major restoration.

Here then is the story we all know too well! I knew I had soft timbers in my door posts, but not rot in her chassis! Well that was it. The body had to come off. I don't think Mr. Ford meant that to happen. The body, minus doors was braced with Dexion and the rivets ground and drilled out. (How did Ford do all this work and sell it so cheap?) I then lifted the body off with my engine crane, but it would not stand upright, so was laid on its side. Fortunately, the bracing did its job and no damage was done.

THE LONGEST ON-GOING RESTORATION?

The first job was the chassis repair. Knowing that Ford no longer kept chassis parts, the engine, gearbox and axles were removed until the bare frame was left. More rivets to remove; grinding, drilling, hammering and cups of tea. I am left with two side frames and cross members. It then got interesting. The side frames were measured, checked and double checked and drawn on a huge lump of plywood; then the steel. The straight cuts were made with a guillotine, curves with an angle grinder and bending carried out in the vice. However, I had to cheat on the swan neck, as it not only curves but the channel tapers as well. The curved webs had to be cut separately and welded in. Before your mail box gets flooded with mail Mr. Editor, I did not have any fancy



"A photogenic Tom and the rust moth in his chassis."

gear. I worked outside using a stout bench and a vice. If you don't scrimp on material, carefully check and double check, anyone can do this (although one of mine had to be scrapped - oops!). Holes were drilled and the cross members were cleaned, rustproofed and painted. I then had a chassis, but it took a long time.

The next logical step was the rear or drive axle. The axle was dismantled, cleaned, checked and fitted with new bearings. Bearings could not be obtained in the UK by my bearing company, so they came from the U.S.A. - extremely expensive! Using Ford's theory of 'put it together and it works', shims and spacers were made by me to get the mesh of the gears right. One of my breakdowns had been due to a stripped pinion! The axle was fitted with a new spring - ex-Beaulieu. The axle eyes were drilled out and bushes made to suit. Shackles and pins were also made and hardened at home. They were made on my one luxury item; an excellent lathe drill/mill by Chester - second hand of course. The generous swing of this machine allows the con rod big ends to be machined after remetalting; another story. The completed axle was refitted, though minus the brakes which will be fitted later. The brakes have been rebuilt with new cam bearings.

I next refurbished the bracket under the gearbox for the brake linkages. New shafts were made and the bracket refitted (I had to as it holds the front axle in). The front axle, engine and gearbox as yet have not been overhauled.

My current job is making new door pillars (wood) and rebuilding the rear inner wheel arches. Oops, I forgot to say that the body is back on! That's the story so far.

Before signing off, here are a couple of stories for you. Many years ago I fitted an electric wiper instead of the vacuum one - lots of hills around here! One Christmas, it fell to bits on the Tyne Bridge, about 35 miles from home. It was snowing at the time. After parking up, I bought a knitting needle in one shop and an elastic band and ball of string in another. Going home, the long suffering wife pulled on the string which was attached to the L-shaped needle on which the wiper blade



"Marking out the new chassis sides on plywood."



"Tom about to skim his brake drums on his Chester lathe."

was fixed. The elastic band, attached to the windscreen pillar, provided semi-automation!

One early morning, I stalled the engine. Fords start well in the cold and not badly when hot; but in the middle? The trick is to put a match in the accelerator linkage on the carb, a clothes peg in the choke, half a turn and we're off! Disaster, no matches in the tyre pump clip. I was walking alongside the car looking in the gutter when a passer by asked me if something

had fallen off the car. "No," I said, "I need a match to start the car." "I've got a lighter" he said. He must have thought I was going to light the blue touch paper!"

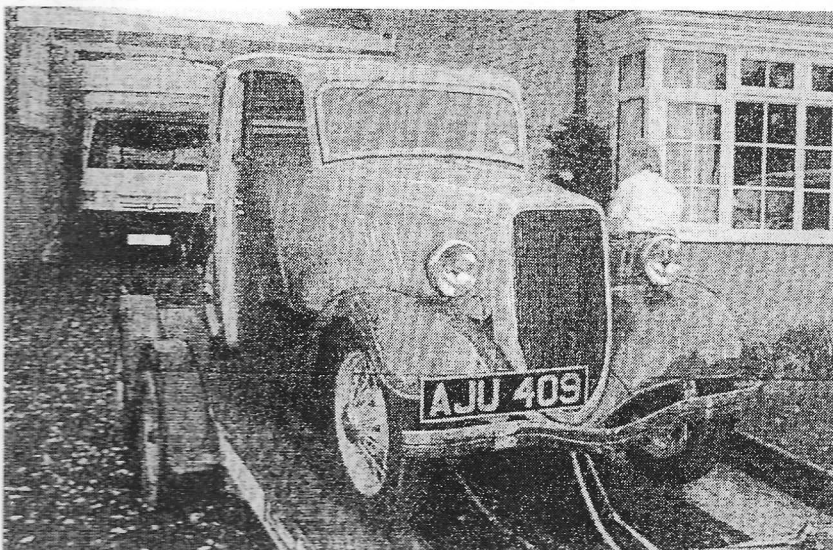
Tom Wilson

CORRESPONDENCE FROM MEMBERS

An e-mail from new member Jon Davies:-

"I have just bought the Tudor, Y183847 (AJU 409), from member Alison Candlin. All the details are the same. It had been with the same family since 1986, and since 1989 had covered the grand total of 330 miles! Once my wife and daughter saw it, all other considerations were put aside as they both liked the colour scheme (light tan and chocolate) and the rear blind worked!!

We have just returned with it on a trailer from Worcester to Torquay. In one afternoon it went further than in the previous 5



"Alison Candlin's 1937 Tudor changes hands to Jon Davies."

years. I will now give it a full service before it goes back on the road. My daughter is keen to drive it as soon as she passes her test. Attached is a photo taken as it was put on the trailer ready for the journey back down the motorway.

I found out about the club by putting FORD Y into the search engine Altavista. An impressive website."

Following the Tenerife (Canary Islands) and Majorca (Balearic Islands) mix-up over the location of the Ford Iberica Model 'Y' with the boot in the last Issue, Ken Sleight writes:-

"This is a follow up to my recent letter about the Ford 8 Model Y photographed in Soller on the north coast of Majorca. Soller is in a mountainous part of the island. I can't imagine how a car with a rather high first gear, and not the best brakes in the world, coped with the treacherous roads, steep hills and constant S-bends even today. In the early days of its life most of these roads would have been cart tracks.

When my wife and I saw the car it was outside a garage where it had been for repairs or servicing. I got the impression it may have been in regular use; it didn't look like a show car, although it was in very good condition. Points of interest were its solid steel roof. I have recently been informed that Fords intended for hot climates were so fitted because the original ones didn't stand up to the heat very well. Any comments? Secondly, it had many years ago been fitted with a specially made petrol tank shaped to the contours of

the bonnet and fitted where the tool box should have been. The petrol pump was still in place as was the original tank. Was this just an extra tank because even today filling stations are few and far between. Or had the car been converted to run on vaporising oil? I will be very interested to hear other peoples' views on the points I have raised."

The solid steel roof was not fitted by Ford at Dagenham. In fact the car would have been shipped in a 'knocked-down' state in crates from Dagenham to Ford Iberica in Barcelona, where it was assembled. Although Ford Iberica were at liberty to add refinements, to my knowledge steel roofs were not one such. I suggest that the car was extensively modified during restoration, when the extra petrol tank was also added. Incidentally, the Model 'Y' Prototype had a gravity feed petrol tank under the bonnet where the tool box is on the production models.

A fax from Luis Cascante in Spain confirms Ken's siting on Majorca, having written to the Spanish registration authorities:-

"I have received the official information about the Model 'Y' with the original Ford Iberica boot, registration number PM-6646. Incidentally, the registration plates of the Balearic Islands begin now with the letters IB (Islas Baleares) instead of PM (Palma de Mallorca).

The car was registered on the 12th July 1935. The car is a Ford, but the type is not stated in the archives. The chassis number is 99014 (the 'Y' before the series number is not stated). the present owner is Mr. Antonio Torrents Capo in Soller, Mallorca Island..... "

Thanks Luis, we have now been able to list the car in chassis number order on the list of known surviving vehicles.

And the story does not end there! New member Walter Gascoyne was so taken by the illustration of the Ford Iberica boot, that he wants to make a copy of it for his Model 'Y'.

Is this a record?

Luis' father, Luis Cascante (Snr), whose 80th birthday we announced in the last issue and who is a past President of FIA (International Automobile Federation), writes:-

"I'm very very proud for being in contact with my Model 'C', and owner, for more of 60 years. My first travel took place the 16th July 1939!"

Luis, who is still active with the FIA, owns C19591, a June 1935 Model 'C' Tudor. Can anyone beat that length of ownership?

John Mawhinney writes from Co. Antrim, Northern Ireland:-

"Many thanks to all the team who do so much for the club etc. I am sorry I cannot attend any of your meetings owing to health problems, but I do enjoy taking my car out on a good day and meeting so many people who can recall their father owning one or buying a car for £13.00. They are surprised to learn that my car is in its original condition and how easily it starts (just recently had to have the valves attended to as there was a problem starting the car.) I must say that I do enjoy reading the magazine and look forward to each edition."

Thanks for those kind and reassuring words John.



"John on one of his day trips in his maroon Tudor."

New member Terry Roberts writes from Blackwater in Surrey:-

"I am writing to you after returning from the 'All Ford Rally' on Abingdon airfield, and very enjoyable it was too. As you can imagine, being on the threshold of restoring a Model 'Y' and seeing a whole row at the rally, there were 101 questions I wanted to ask the various owners. After pouncing on any one who came in the vicinity, with an "excuse me, is this your car?", I did eventually meet a gentleman from the Isle of Wight [*Bill Baxman*]. Then I met Kevin Briggshaw who then introduced me to Sam Roberts, and finally I met a couple from the Liverpool area who's car was not actually at the rally. By this time I settled for four out of ten (I think there were ten cars present) for fear of being asked to leave for pestering people and spoiling their day out.

So may I suggest owners of cars on arrival should be tied up, but not gagged, and chained to their front bumpers. Seriously though, it would be useful if owners wore label badges showing their entry numbers, or even displaying on their windscreens when they might be at their cars for an hour or so. But perhaps this may all seem a bit dictatorial, especially coming from someone new to the scene

Terry, it was a pleasure to meet you and Barbara at the rally. I can imagine your frustration. You were certainly not a pest as most owners are very happy to talk about their cars. We do get the occasional crank who we would dearly love to 'go away', but generally speaking we enjoy the company of like minded enthusiasts. The All Ford Rally, and the Enfield Pageant, are rallies with a difference - the difference being a good and large autojumble. It is a rare opportunity to be able to look for spares for our cars, especially for those involved in the Register's Spares Section. Hence the absence of many of the owners from the Register stand. However, the stand was manned throughout the day. Apart from driving my car around the arena at the appointed hour and grabbing a welcome hamburger at The Small Ford Club stand at lunchtime, I was present from the moment the Register flag went up to when I took it down at 4.30 p.m. Once the boys get amongst the autojumble, who knows what they will find and what leads they may follow. It would be not feasible to indicate how long they are going to be away from their cars. Anyway, I am glad you enjoyed the rally

and I hope most of your 101 questions were answered. If not, let's hear them and we will get some responses through the magazine.

Bob Wilkinson sends this translation of Alan Ogden's letter in the last issue:-

"To be read with a South of Watford accent!"

For those of you with a limited experience in life in a real environment, in short, those who struggle with the Yorkshire dialect and colourful phraseology, I offer the explanation of the words "Come on Frame Thissen" penned by Alan Ogden on page 23 of the last mag. This translates as something like "Come on you folks and make an effort to support your jolly old club!" Now that doesn't have quite the same motivating power as Alan's genuine plea, but the sentiment is evident and he does make a serious point tharnose (you know!). Alan's articles have made nostalgic reading for all of us, and I feel sure that we all have similar tales to tell. Get your pen out now and write in!"

Paul Tritton comments on the unrestored Model 'C', with seized engine which has come to light in North Wales and is advertised for sale at £1000:-

"It will cost several thousands of pounds to restore. I recently sold my everyday diesel in excellent order, albeit 12 1/2 years old, but it had not done an astronomical mileage, or been crashed. I got £300 for it. I might have got a bit more if I had sold it privately, but both the insurance and licence were running out, and I didn't want to renew them. So much for 65 years of development. A friend of mine re-imported a vintage Renault a little while ago. A total wreck and he wants £3000 for it. I'm afraid I won't be very active in the restoration world until these figures are reversed. When I began in the late 50's, you could have the cars for nothing - take the old junk away!"

New member, Roy Whittaker, in Basingstoke writes:-

"Thank you for your recent welcome to the Ford Y Register in the last issue of the Bulletin.

As you mentioned in the magazine, I am experiencing the delights of my first pre-war car, and am learning fast the foibles of this old lady. I have to say that we had not gone out with the intention of buying a pre-war car on the day of the Basingstoke Classic Car Show. We had intended to experience the day, a new venue in itself, within the house and gardens of Farleigh House ('er indoors likes gardens etc.). We had stopped to admire a long line of black cellulose shimmering in the sun. The one at the end was for sale, but no-one to talk to.....

Eventually, Steve Young and family returned for lunch and a discussion began. An elderly gentleman who learnt to drive in such an example constantly interrupted the conversation. - This reaction to old Fords, I have since found to be quite normal.....

"Henrietta" is a joy. The steering is vague enough to make a Land Rover proud and the general ride is as jolly as a previous Citroen 2CV. I have a couple of jobs to do at some time, a slightly incontinent carburettor and a flatulent exhaust manifold to a downpipe joint. I am sure I would be disappointed if the car did not need anything.....

I look forward to putting some of the many names to faces at events in the not too distant future. My first event should be the All Ford Rally in September."

Graham Miles

THOSE UNWANTED SPARES, or are they?

Robert Spinks, in the last issue, finds himself despairing at the loss of spares offered to the 'Register'. Over the years I've inspected lots of these offers of spares. A recent example of this followed the receipt of a letter that had originally been sent to Bob Wilkinson. A gent from the Cambridge area had a very interesting list of Shortrad spares, all of which he claimed had been removed from his 'brother in laws' car prior to its disposal. Kevin Briggshaw and Frank Croucher took the trouble to drive the 70 or so miles to inspect this very tempting list. The instruments did include a Shortrad speedometer, but that was where it ended. The amp. meter and fuel gauge weren't Ford, neither were the head lamps, which, incidentally, weren't even a matching pair. The gearbox was not from a 'Y', neither was the dynamo or starter, and for that matter neither were the other items on the list from a 'Y' of any sort, with the exception of the engine. It was the most attractive item on the list and was a 1950's Ford rebuilt engine, which had also been removed from the same car after only a few months use. The strange thing was that it was rather dirty and didn't have any compression. Frank (a fully skilled motor mechanic) removed the head and confirmed the worst. This man like many others was looking for a "Mug". Personally I doubt his story. Am I just a cynic or is it that I've been there before?

From time to time members or an outsider will submit a very detailed list of spares which are offered for sale. These lists are often so detailed and include such valuable items as used Spark Plugs, along with their own used Leads of course. Am I seriously expected to put a price on such desirable items? Well the answer would appear to be 'yes', for what doesn't come with the list is the asking price. The late Bert Thomas taught me many things, one of which was an expression 'I can't be the buyer, and the seller'. In other words I can't price what's on offer; that's the sellers job. Then all we need is the time and fuel to go and inspect the goods which are often many miles away.

However the lists never seems to include the much sought after goodies, only lots of iron, gearboxes, axles etc. I wonder why? Would it be that the would be seller has already tried their hand at 'Auto Jumbles'?

In the club stocks I'm holding at least 20 to 30 used 'Y' & 'C' gearboxes, more than 60 half shafts, dozens of the three types of wheels, and so the list goes on. In other words a lot of iron, which just doesn't sell at present. Do I continue to buy more and more for the use of members in a hundred years or so? Instead 'The Register' is using its scarce financial resources trying to reproduce the obsolete fast moving parts, which will hopefully keep current members on the road.

SPARES REPORT

Since the publication of the previous issue, the Spares Committee held a meeting in early October. Probably the most important decision reached was to press on with idea of the 'Register Offered' **exchange Engines and Steering Boxes**. Both decisions however offer their own problems; the engine due to certain obsolescence of parts, where as the steering box problem is that refurbishment hasn't been successfully been done before.

Many of the engine parts such as Ring Gears, Shell Bearings, Pistons and Valves are already being reproduced, and we have successfully located these manufacturers. However this is not always the case; such items as Valve Springs, Valve Guides and Cam Followers are virtually impossible to find. So we propose to reproduce our own. In fact the Valve Springs have already been ordered, and a sample pair of Split Valve Guides are in production as I write this report. The Cam Followers require a little more thought as we intend to produce one that can be adjusted by the use of a shim, thus alleviating the need to grind the end of the valve stem, as companies with equipment to do this work now-a-days are few and far between. Plus we will offer these items for sale as a spare part, in order that it will be possible for members to set their own valves up at home.

At the time of writing this report, nobody within the membership has come forward with offers to tender for the part of the work, so will we carry on with our own contacts. The Register will be obliged to absorb the VAT charged to us with in the cost of engine rebuild. As we are not VAT registered it can not be passed on, to you, the end user. As a budget price the engines will cost about £1200 each. This price does not include carriage. A surcharge of £200 will be made, until a satisfactory used and clean unit is returned. If this unit is not clean, £50 of this surcharge will be retained, and given to Tim Brandon, who will be carrying out the overhauls and rebuilds. The engine being returned will need to be damage free and of the same late Post War type. (Cylinder Head excluded in this statement, this will be 'Y' or 'C' type) It is recommended that a Register exchange clutch is fitted.

Now the 'Register' needs a late 10HP engine to make a start on. Can any body supply me with one?

Where Steering Boxes are concerned, we will need to manufacture at least two parts. However I must stress that it is very early days for this idea. Now I need some help from a member with greater 'C' model knowledge than I have, so can I ask one to send me a sketch showing the dimensions of these boxes, or better still let me or Tony Hurst have an old one to strip down.

Other projects of a lesser nature are also under consideration by the committee, and are at various stages in reproduction. Just some are 'Radiator Badge Mounts, 'Y' Exhaust Manifolds, Rear Shackles and King Pin Kits' to name just a few.

Now to consider the future. I'd like to see us in a position to offer Exchange Carburettors, Fuel Pumps, Distributors and Dynamos.' Does any member know of a supply of the necessary parts that we will need? Better still, do we have a volunteer to take on the refurbishment of one of these parts, and make him a specialist in this field? He, or perhaps she, can live anywhere

in the UK. In the meantime I've been collecting odds and ends to offer a limited supply of Fuel Pumps. These will be on an exchange basis. I will need your old one before I can return the one to you. There are two reasons for this. One, I may need to rob a part from your old one and secondly, I will need to see which of the three types you have. Price on these pumps will be £20 posted.

We now have Early Engine Sump Sets, that is engines from 1932/39. This sump change date is not to be confused with the Single Water Return change, as on the later blocks. (approximately 1940) The sump change came with the introduction of the timing chain, which was just Pre War. Priced the same as late sump sets. Having said this I very much doubt if any of you are using these particular '39 engines, (if you are I've got about 400 engine valves for you!)

Well that's about it on 'The Spares' front, which has kept me rather busy of late, so I'm afraid The Good Doctor Ford has taken rather a back seat with his wires this time around.

Graham Miles

TALKING TORQUES

New member, Walter Gascoyne, telephoned me to ask for the torques to which to tighten the various nuts when overhauling the engine. I looked back at the past issues of the magazine to discover that it was way back in Issue 77 (June/July 1992) that they were last listed. For the benefit of the more recently joined members, they are listed again as follows:-

	Castellated nuts	Self locking nuts
Main bearings	50 lbs. ft	-
Cylinder head	35 lbs. ft	-
Connecting rods	30 lbs. ft	20 - 23 lbs. ft
Sump	20 lbs. ft	20 lbs. ft
Front cover	20 lbs. ft	-
Manifold: exhaust & inlet	15 lbs. ft	-

Notes:

- 1) The above torques apply to both 8 h.p. and 10 h.p. engines.
- 2) The figures apply to a cold engine.
- 3) The cylinder head nuts should be checked for tightness after 300 miles running.
- 4) A suggested order for tightening and undoing the cylinder head nuts is shown on the diagram accompanying the 'Decoke' article elsewhere in this issue. There are a number of variations to the order. The important point is that you must start at the centre and work diagonally to prevent distortion of the cylinder head.

GREEN PAINT MATCH

Thanks to Philip Albers and Tony Hurst, who presented his original Model 'Y' for comparison (see For Sale adverts), we now have the modern equivalent paint for the green coachline and wheels on our cars. Philip has identified it as ICI 3217, which was also used by BMC in 1957, when it was called Reseda Green. This is not to be confused with the body paint, Vineyard Green, which is much darker.

The final colour which Philip is trying to match more accurately is the bright red used for the coachline and on the red Model 'Y' wheels. Does any member have an original red wheel which Philip can use as a comparator?

The complete list of equivalent modern paints is given to all new members joining the Register. For the benefit of the the longer serving members, here is the updated listing (Newer members note change to green.):-



Body Paint Colours (Dagenham Production) and Equivalent Modern Paints.

Original body colour

(In the absence of any Company records, the dates shown are approximate)

Thorn Brown (Early '32 shorttrads only)
Very dark brown with red or Tacoma cream coachline and wheels

Orient Blue (1932 - October 1935)
Dark blue with French grey or Tacoma cream coachline and Tacoma cream wheels.

Vineyard Green (October 1933 - 1937)
Dark olive green with green coachline and green or black wheels.

Cordoba Tan (October 1934 - October 1935)
Medium tone brown tan with red coachline and Tacoma cream or black wheels.

Maroon (November 1932 - March 1935)
Dark maroon with red or Tacoma cream coachline and red or Tacoma cream wheels.

Electric Blue (1934 only)
Medium tone turquoise blue with Tacoma cream coachline and wheels.

Black (1932 -1937)
With red or green coachline matching Rexine or leather upholstery and red, green or black wheels (red or green wheels pre-October 1935).
Or, pre-October 1935, Tacoma cream coachline and wheels.

Radiator grille, wheels and coachline

The radiator grille was normally painted the same colour as the upper body, although French grey was an option on the earlier (pre October 1935) models.

French Grey
Medium to light slate green grey

Red
Vermilion.

Green
Medium green

Tacoma Cream
of the milk cream.

Modern equivalent

1. Fiat (Code 793) - Moroccan chestnut (1966-71)
2. ICI 8050

1. Vauxhall (No code) - Orbit blue (1960-68)
2. ICI 3505
3. Glasco 23517
4. Berger 1785
5. P.J.P. 6170X 1910

1. Datsun (Code 965) - Green (1972)
2. ICI TW 24659
3. Glasco 29588
4. Berger 5719
5. P.J.P. 6170X 2013

1. Renault (Code 115) - Havana brown (1960-68)
2. ICI 3857

1. Ford (Code P/CP) - Garnet (1966-71)
2. ICI 7694
3. Glasco 28658
4. Berger 4710
5. P.J.P. 6170Y 5450

1. Volkswagen (Code L.360) - Seablue (1970 +)
2. ICI 3576
3. Glasco 23000
4. Berger 1937
5. P.J.P. 6170Y 1500

1. International black cellular

1. Rootes (Code 33) - Sage green (1959-67)
2. ICI 3193
3. Glasco 21032
4. Berger 1271
5. P.J.P.6170X 2400

Wheels were normally black but, as an option on models pre-October 1935, coloured wheels were available. These normally matched the coachline colour.

1. Ford (Code BS) - Monaco red
2. ICI 3442
3. Glasco 22425
4. Berger 1658
5. P.J.P. 6170X 5200

1. BMC Reseda Green (1957)
2. ICI 3217

1. Fiat (Code 276) - Tahiti yellowTop (1966-71)
2. ICI P030 8689
3. International Paints -Light cream (E1310A)

Paint matching for the Ford Y&C Model Register with thanks to Philip Albers

If this issue was being printed sixty years ago, the main concern of our members would not have been the withdrawal of four-star petrol, but rather the withdrawal of all petrol. Neville Chamberlain's broadcast to the nation from 10 Downing Street on Sunday, the 3rd September 1939 announced that Britain had declared war on Germany. It was not unexpected and many preparations had already been made. Air raid shelters had been dug and gas masks issued; but everyone hoped it would not come to all-out war.

IT'S WAR!

A45 and A5. The 30 m.p.h. speed limit had been introduced in 1935 in built-up areas, but there was no limit out of towns. Our cars would have travelled along quite happily at 50 m.p.h. on the open road.

It had been a glorious summer and motorists were enjoying the fun of motoring in the countryside in the wide variety of new models which flourished in the 1930's - once the effects of 'The Great Depression' wore off. 300,000 cars were sold in Great Britain in 1938. There were two million cars on the road, which was an increase of one million since 1930. The most popular car was the Morris, selling 90,000 cars per year, with Austin close behind. Ford, Standard, Hillman (Rootes) and Vauxhall made up the big six, out of 36 listed British manufacturers. Only three percent of sales were of foreign cars! The cheapest car was the Ford 7Y at £115 and the most expensive, the Rolls Royce Phantom III at £3500. There was no tax on car prices and petrol cost about 1/6d (7.5p) a gallon. Annual licence fees were £1.00 per RAC rated horsepower, so the Ford 7Y owner paid £8.00 and the Rolls Royce Phantom owner paid £51.00.

Despite the pending doom, there was a feeling of let's make hay while the sun shines. Throughout that summer, families had driven off on their holidays or weekends by the seaside and out on picnics in the countryside. In the world of motor sport, the Germans were unbeatable in Grand Prix racing, with their light-weight steel cylindered Mercedes cars which, as it transpired, were test-beds for their wartime aero-engines. The land speed record was increased to 369 m.p.h. by John Cobb in his Railton and Sir Malcolm Campbell, who was on the Board of Directors of the Ford Motor Company, broke the water speed record in Bluebird II (141 m.p.h.). Motorists were looking forward to the 1939 Motor Show at Earls Court, at which new models were expected. It was near to take place. Rootes had already turned over much of their production in the summer to aircraft parts and were to manufacture armoured and scout cars. Ford was soon to concentrate on building trucks and Bren Gun Carriers; Vauxhall, complete tanks and Austin, the Military Ten.

On the down side, although there was plenty of work to be had, the average annual wage was under £500, hence it was only those in the middle classes who could afford a car. As with our cars, they needed servicing every 1000 miles and a change of engine every 25,000 for cylinder re-bore. The road system was antiquated by modern standards. There were no motorways and very few stretches of dual-carriageway or by-passes. It could take 10 to 12 hours to travel from London to Edinburgh and up to 4 hours to get from London to Birmingham along the

The weekend before war broke out, there was a mass evacuation of the larger cities. The new Kingston by-pass was made a one-way road - out of London. That same weekend, 2,200 cars were shipped out of continental Europe on the ferries as British tourists flooded back home, many of their cars being abandoned on the quayside at Dieppe, Bologne and Calais. On the declaration of war, motoring magazines were full of the new regulations on blackout; special headlamp hoods and the need to paint mudguards, running boards and bumpers white. Street lamps were turned off, increasing the number of accidents dramatically. Petrol pumps were sandbagged to prevent damage from air raid attacks. The most crushing blow to motorists came on the 16th September 1939, when all brands of petrol were banned

and it was pooled and rationed. Petrol ration books were issued, allowing cars up to 12 h.p. rating only six gallons per month. Immediately, there was a demand for an alternative fuel and many town gas and producer gas conversions became available (see Issue 116, page 15). Long queues were the norm outside garages, although most put their cars away for the duration of the war and relied on the bicycle or public transport. Soon, not only petrol was to be rationed, but also tyres and cars themselves. It was not until the early fifties that any semblance of normality returned to the motorist's world.



"Two Tudor Model 'Y's in their blackout paint queue for their month's allocation of petrol in London. Note the Rolls Royce delivery van advertising Astorias cigarettes at 1/1d (5p) for 20!"

Enjoy your motoring!
Sam Roberts

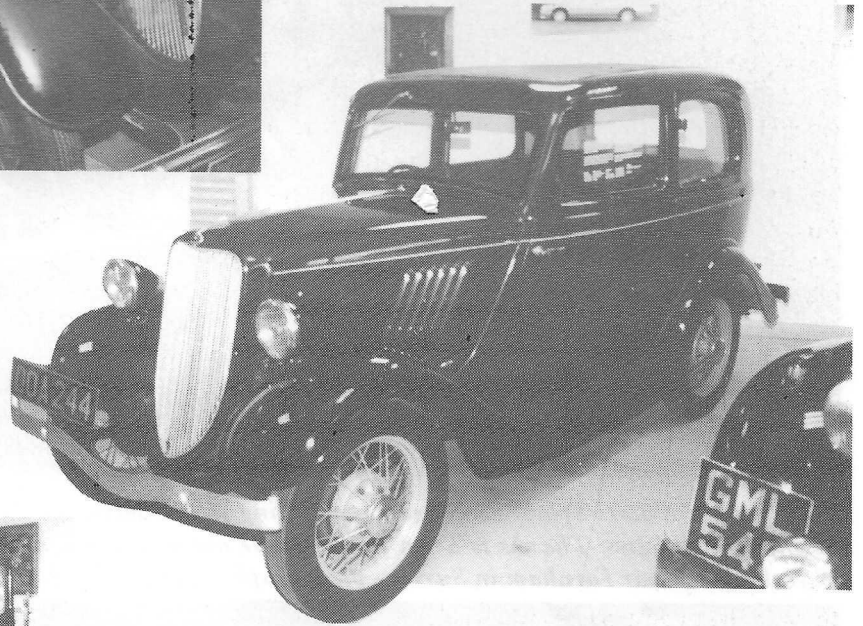
THE FORD HERITAGE CENTRE

For those of you who have not visited the Ford Heritage Centre, here is a glimpse of the Model 'Y's and the Model 'CX' tourer on display



Ron Staughton, the Curator of the Ford Heritage Centre, poses by the late Tom Morgan's original shorttrud, WP 4335 (Y32224)

→
The 1937 £100 'Popular' Model 'Y' (Y174593), restored by Ford apprentices and owned by the Ford Motor Company. This car may well join us on the 'Miles 2000' event next year.



The ex-Cadbury Schweppes Tug, now owned by the Ford Motor Company. Member, Chris Felstead, has recently donated a replacement engine for this vehicle.

→
Terry Mitchell's 1937 Model 'CX' tourer (C46124), on permanent loan to the Ford Heritage Centre.





A Dagenham Motors Sports Four-Seater competing in the Colmore Cup Trial in 1933. This would appear to be an E.D. Abbott bodied tourer. Thanks to Yvon Precieux, we are now aware of the E.D. Abbott Ford bodies built in their works in Wrecclesham, near Farnham in Surrey - photograph courtesy The National Motor Museum, Beaulieu.



A late 1936 Tudor Model 'Y' competing in the MG Car Club Abingdon Trial, held on the 13th/14th May 1939. The car was registered in Denbighshire - photograph courtesy The National Motor Museum, Beaulieu.

FOR SALE

Through dealers

Model 'CX', 1936, B0D 661 (C49106)

Fordor, Black with green trim. On the road and in very original condition. £3700 (£4500 Irish Punts).

Mr Dawson Tel: 00 353 1 278 2137 (Co. Dublin)

1936 Model 'CX' Fordor, CYV 129

(C49365), Grey; Excellent condition. Reduced to £4495.

D.T. Mathewson

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

Very early November 1932 shortrad Model 'Y' (Y2793). Was ALG 228, now registered ESL108. Two previous recorded owners. £2950, but will talk good discount to club member.

Cresswell Cars Ltd. Tel: 0121 421 3494 (Quinton, Midlands)

Private sales

Jan. 1933 early Shortrad Tudor Model 'Y' (Y10697), WP 3292, black. Car complete but in bits. Chassis needs attention. A good home wanted for a restoration waiting to happen. 2 x engines. £500.

Jon Hutton: Tel: 0117 957 4937 (Bristol)

Model 'Y' 1936, Tudor, (Y148706), Black with red trim, DKE 912. Good roadworthy condition with new MoT. Purchase of Model 'CX' forces sale. £2750.

Geoff Murrell. Tel: 01763 838909

(Royston - Cambridgeshire/Essex/Herts border.)

1936 Tudor Model 'Y', Black (Y126536) KG 7821, roadworthy and original but requires restoration, £2500.

Also Model 'C' chassis - reasonably sound, £100.

Raymond Passey, Tel: 01491 836042 (Oxfordshire)

1936 Model 'Y' Tudor (Y129296), HV 6020. Vineyard green and black; 38,000 miles from new. One lady owner for the first 51 years. All original, including engine - except black wings repainted. A rare example of a very original car in nice condition. £3200.

Tony Hurst, Tel: 01435 873432 (E. Sussex)

1934 Model 'Y' two-door (Tudor). DG 9147. (Y 59728). Black. Restored some years ago. Needs new headlining. MOT & Taxed. Drive away. £2950.

Jim Faulkner (non-member) Tel: 0374 181 179 (mob) (N. Yorkshire)

Breaking 1933 shortrad Model 'Y'. Many parts still remain including fully restored chassis and axle. New running boards.

Tony Pattison. Tel: 01279 757912 after 7 p.m.

(Harlow, Essex)

1936 Four door (Fordor) Model 'Y', LSU 810 (Y166080). Nearly complete restoration. New loom,brakes, tyres, upholstery, radiator overhauled. Sunroof blanked off. Body in primer. Heart by-pass forces abandonment. £1500.

David Hopwood. Tel: 01782 563982 (Chesterton, Staffordshire)

1935 Tudor Model 'C', BHW 786, (C21616). Restoration project. In dry storage for 20 yrs. Body sound but missing wing. Otherwise complete. Engine seized. £1000 o.n.o.

Mrs. Mandy Whitehead.

Tel: 01570 434459 (Dyfed, North Wales)

1937 Tudor Model 'Y'. No details available. Believed to be DNN 186, approx. Y185500. Requires upholstery. Black & cream. Offers.

Tel: 01709 877596 (Rotherham, South Yorkshire.)

1936 Model 'CX' Fordor, PIJ 871 (C38833). In final stage of restoration. Nearly everything done or new, engine, gearbox, wheels, handles, upholstery etc. Nearly ready for painting. £1150.

Ian Willey. Tel: 01405 814175 (Doncaster, S. Yorks)

WANTED

Seats for Model 'Y', any or all of them, in any condition. Please help.

Craig Toomey: Tel: 01295 780724

(Banbury, Oxfordshire)

Double grooved Model 'CX' front bumper.

Peter Baggott. Tel: 01843 221237 (Kent)

Model 'C' or 'CX'. Two-door preferred. On road car.

Tel: Ian Lawson 01376 517997 (Witham, Essex)

**DEADLINE
FOR COPY FOR
ISSUE 122:-**

**FRIDAY, 31st
DECEMBER 1999
(The last day of the century!)**

Y & C REGISTER PARTS FOR SALE

Y & C REGISTER PARTS FOR SALE PLEASE NOTE ORDERING PROCEDURE Use the Club order form. Complete. Listing items required & price in column provided. UK. prices include Postage & Packing. Eire & Europe Postage will be invoiced according to additional costs. Accordingly you are requested to enclose your cheque for payment. Cheques made payable to "FORD Y & C MODEL SPARE SECTION." EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT PLEASE NOTE. The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y & C Model Register reserves the right to change prices different to those quoted without prior notice. Prices quoted are not negotiable We are unable to supply beyond Europe. (Please enclose S.A.E. in order that invoice and notice of dispatch may be notified.) Sheet metalwork supplied direct by K.A. Developments - see inside back cover. If a required item is not listed, please submit S.A.E. with request.

MECHANICAL-SUSPENSION, BRAKES & STEERING

Clevis pins (20 thou oversize) with split pins: - S.R./C.	£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) - exchange	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' & 'C' 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	£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	£113.00 pair
Late L.R. Rear	£98-00 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 (state with or without timing chain)	£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
Pre War	£8-00 each
Flexible fuel pipe - pump to feed	£3-00 each
Fuel Pump - exchange	£20-00 each
Clutch plate centre - exchange	£26-00 each
Clutch pressure plates - exchange	£46-50 each
Clutch release bearings (pre-packed)	£10-00 each
Y24052 Cylinder head stud and nut	£2-00 each
Universal joint - complete assembly - exchange	£20-00 each
Gearbox I hold large number of parts send list of requirements	
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, used flat diamond/round centres	£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 Set of 4	£12-00 set
Ends for HT Leads (6)	£ 2-00 set
Y front side lamp acrylic lenses	£4-00 each

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, pillar mounted Y&C types	£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
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Mr Julian Janicki.

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

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