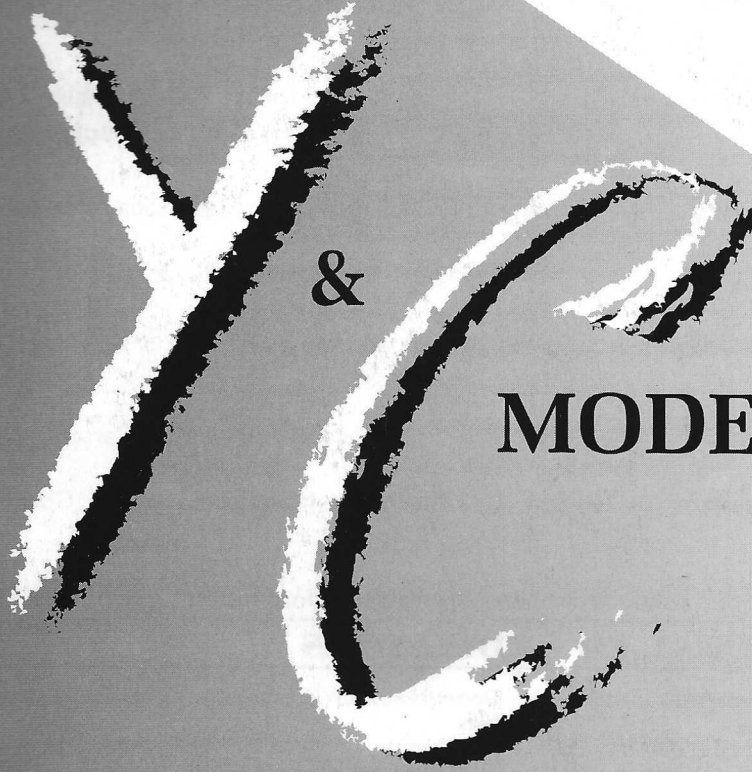


CHRIS HOWEN

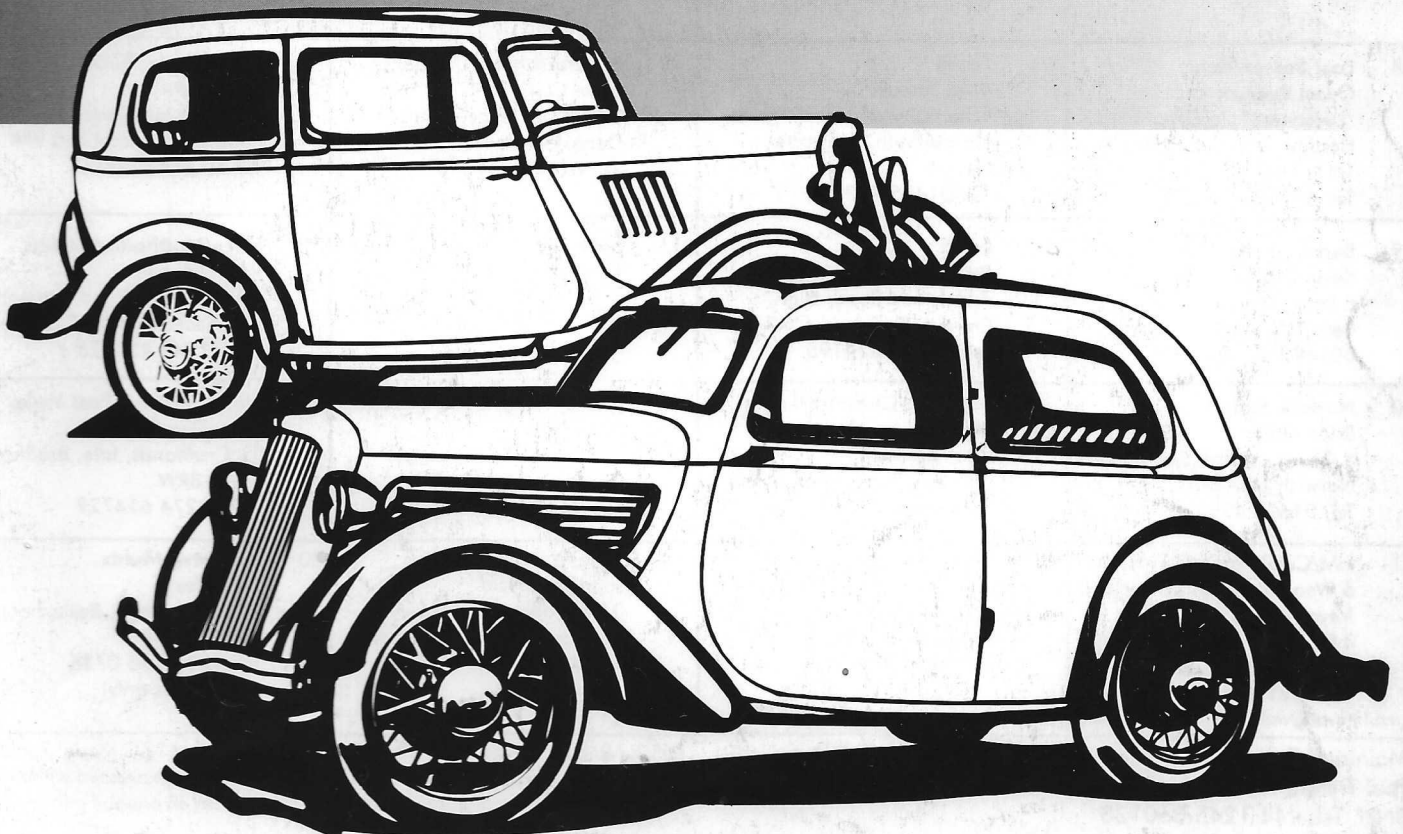
NEWSLETTER

FORD

ISSUE 124 May/June 2000



MODEL REGISTER



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The Ford Y & C Model Register web site is at <http://members.pipemedia.net/ford-model-register/index.htm>

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DISCLAIMER - The Editor & Club Officers of The Ford Y&C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability resulting from erroneous information

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NOTICES

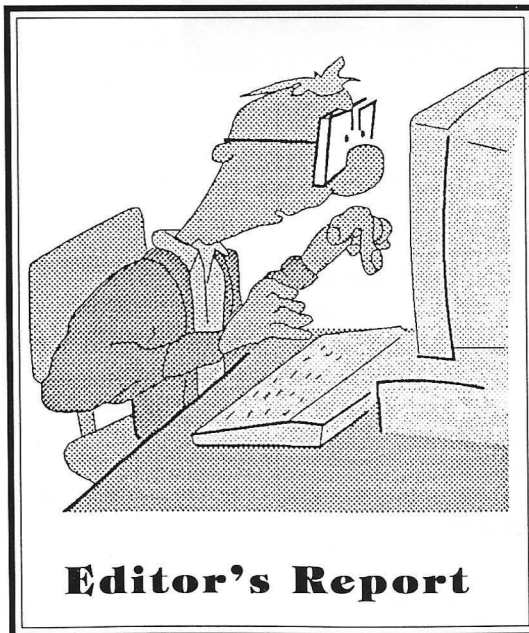
Club year runs from 1st June to 31st May.
**Subscriptions:- U K and Eire £25, overseas £30,
 OAPs and unemployed £20.**
**Cheques payable to Ford Y & C Model Register to
 be sent to Membership Officer who requires
 notification of change of
 address or cars. Back issues of the Newsletter, if
 available can be obtained for a small charge
 from the Secretary.**



PHOTOGRAPH ON BACK COVER

Barry Nutley's car as it was found by the auctioneers when they came to clear the derelict farm near Bridgnorth in January this year. Superb photograph supplied by 'The Shropshire Star' with thanks - see Members' Cars article.

This issue is being printed and distributed by Club Print Services - Airedale, a company set up by Steve Waldenberg, who was the car club magazine guru at Butterworth & Pilkington Ltd., our previous printers. I am assured that the quality and cost of the magazine will not be adversely affected by the change. In this issue there is very much an international flavour, due to a number of contributions from our overseas members. It would be nice to have some more input from the UK-base, especially from Model 'C' / 'CX' owners. To those of you who do send in pictures, snippets and stories, many thanks; it all adds to the variety of this fascinating hobby of ours.



Editor's Report

The A.G.M. is written up in this issue and the new members of the Committee introduced:- Bruce Allan, the new Spares Treasurer and Christine Baldock, who has lessened the load on Bob Wilkinson by taking on the new post of Membership Officer. Christine has comprehensively covered the new subscription rates and explained how this

year's subscriptions are to be paid. Please help ease the administrative burden and postage costs by sending off your subscriptions, or the balance due, on time.

Preparations for Convoy 2000 are well advanced and there will be a full report in the next issue. UK based members can do their bit by coming out to support those taking part or by joining in with their cars for part of the way. Details of when and where the cars will be at any time are in this issue.

My spirits have been bolstered by a number of you saying how much you enjoy reading the magazine. Remember though, the magazine is what you make it!

Sam Roberts

I start this newsletter, having just returned from the Easter Monday Spring Vehicle Meet & Autojumble, which is held annually just outside Andover. It was Kerry's first run out after a top overhaul and a new exhaust valve fitting. She certainly pulls a lot better now. I had problems getting her ready for her MoT as the horn didn't work. After begging a replacement, which burnt out the power supply lead due to a direct short to earth in the horn, I bought and fitted a 6v scooter horn. Roy Whittaker now unkindly refers to the car as a Ford/Lambretta. At the Spring Vehicle meet, I parked up alongside a Model 40 V8 Pick-up truck as a further comparator of the two models. It was also a pleasure to see John Hampton's green 1935 Model 'Y' van present although, regrettably, I did not meet up with John.



Chairman's Newsletter.

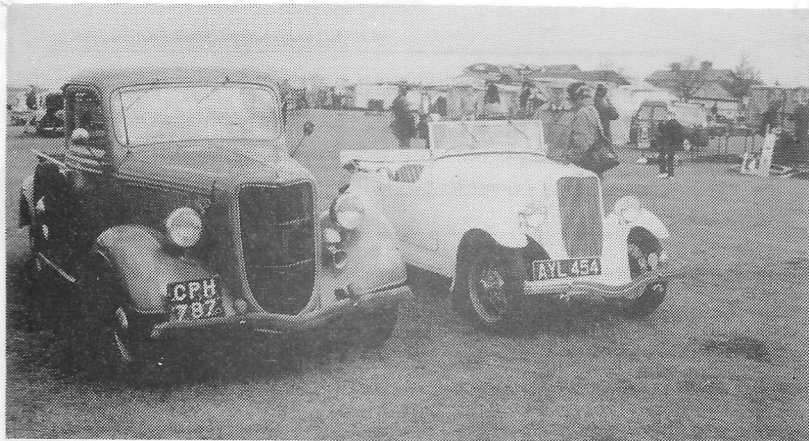
May and Brian Mace has eye-balled the Lotus Centenary of Motoring event in Norwich on the 3rd/4th June as a gathering for East Anglian members. Please give them your support.

Over the Irish Sea, after much detective work, John Fitzgerald has traced the archives of Henry Ford & Son, Ltd., who assembled our cars at their plant in Cork. We hope to have a few stories based on these archives for the magazine anon. As I write, the future of the Dagenham plant is uncertain. By the time this is published, the contents of the Ford Europe report will be known and Dagenham's future more clear. What is certain is that the Ford Heritage Centre is being demolished. Ron Staughton, the Curator, is as uncertain of Ford's commitment to its heritage as anyone, despite Nick Scheele's words of encouragement about a new combined Visitors/Heritage Centre. Ron is having to return the vehicles he has on loan to their rightful owners which, as far as our cars are concerned, applies to Terry Williams' Model 'CX' and the late Tom Morgan's shortrad Model 'Y'. The longrad Model 'Y' and the Tug are owned by Ford.

Another display vehicle which has been withdrawn is Dennis Cheeseman's 1933 shortrad Model 'Y', ED 7432, which for a number of years has been on show at the Stapeley Water Gardens, near Nantwich in Cheshire. Dennis has decided to finish off its restoration at his home in Cumbria. Incidentally, this car is shown in the List of Known Surviving Vehicles (the register) as 'R' - under restoration, whereas, I'm sure that it is roadworthy and should be shown as 'O' - on the road. The tenth edition of the register is due to be published in February next year. Please check your entry(ies) and let me know any missing or inaccurate information.

I had my knuckles severely wrapped following my comments on 'Bruce Baker's' article in December's Classic & Sports Car. I referred to the article as a 'meaningless comparison' between unlike vehicles and cast aspersions on the integrity of the presumed pseudonym author. The author, who turned out to be the well known motoring correspondent Malcolm McKay, gave me stick and said that he had not intended the article to be a comparison of the vehicles, but rather a description of a range of sidevalve Fords. In that respect, I had to agree that his coverage was excellent and showed a good knowledge of our vehicles and their provenance. I hope he accepted my apology gracefully.

I am grateful, once more, to Carlton Thise in his winter home in Florida, for alerting me to another book which has recently been published in the States; 'Ford Design Department Concept & Show Cars - 1932 - 1961' by Jim & Cheryl Farrell (ISBN 0-9672428-0-0). As the title suggests, the book concentrates on concept and show cars, which are of little relevance to our cars but, in its early chapters, does give further insight into the Edsel Ford/ Bob Gregorie relationship and the formation of Ford's Design Department. The book describes John R. Hay as



The 'Kerry' tourer and Model 40 Pick-up, with Paula giving an X-'Y' man the low-down on Model 'Ys!'

On Wednesday evening, I shall attend the second Region 3 pub gathering, which Roy Whittaker is arranging on a monthly basis. At the first one, Roy and I sat in splendid isolation listening to the excited jabbering of some 20 hot-rodders, who had gathered in the other bar! Are hot-rods that much more exciting than our cars? We put our poor attendance down to the fact that Manchester United were playing Fiorentina that evening! In the other Regions, Mike Merry has taken over the reins from David Ramon in Devon and Cornwall and is planning joint gatherings with other clubs; Barry Diggle continues to drum up support in Yorkshire and has targeted the Kirkstall show on the



John Hampton's beautifully restored 1935 van.

8th July as a focus event; Peter Ketchell is getting things moving on the other side of the Pennines, starting with the Chester Festival of Transport on 13th/14th

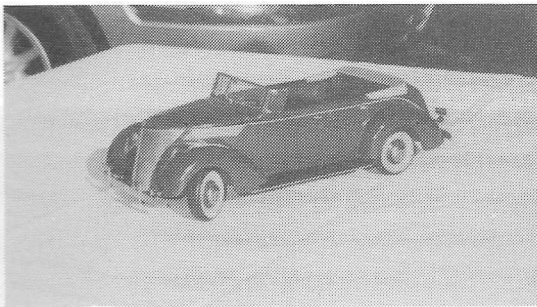
an early recruit to the Design Department, a local Ford dealer having shown his detailed model of a 1937 Phaeton, made from coffee tins and solder, to the Ford Motor Company. John R. Hay and Carlton Thisse are near neighbours and it is John who has brought this book and the 'Edsel Ford & E.T. Gregorie' book, reviewed in the last magazine, to our attention - both are now held in the Register library.



"John R. Hay (left) and Eugene T. 'Bob' Gregorie (right), the designer of the Model 'Y' body, reading the new book last December. John's 'tin can' 1937 Phaeton sits on the table in front of them. Photograph courtesy Carlton Thisse."

Regrettably, we will not be seeing Carlton on Convoy 2000 as planned, as attempts to get him insured to drive a Model 'Y' in this country have proved too difficult. Age, lack of a UK resi-

d e n t i a l address and named driver only status have all played against him. The plans for Convoy 2000 continue apace: we had a lengthy photo-shoot at the A.G.M. with cars deco-



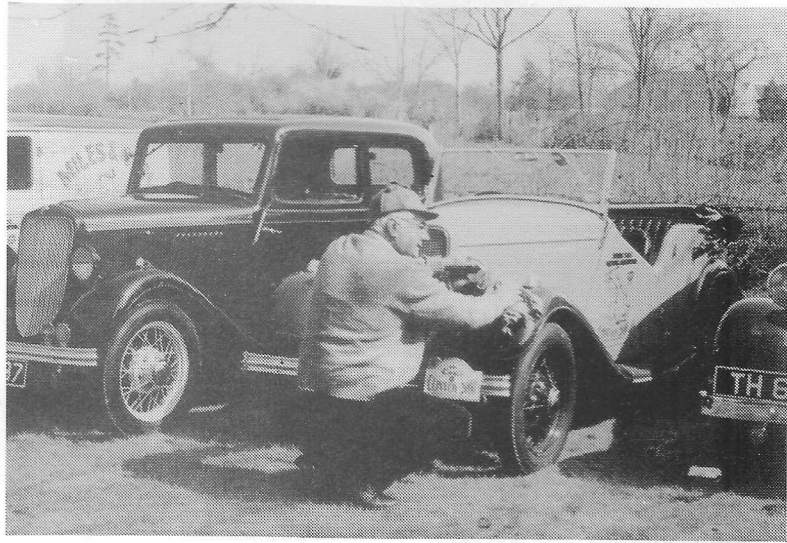
"The model of the 1937 Ford Phaeton made by John R. Hay from coffee tins and solder."

rated in Texaco supplied bumper badges and route map decals on the doors. Graham Miles was seen, and photographed at length, polishing his Knibbs & Parkyn tourer which is a very rare sight! I hope to have a photograph or two ready for inclusion with this newsletter. The A.G.M. was well attended and I hope those who made the journey enjoyed the day, despite the bitter, unseasonal cold. There was lively discussion both in the grounds and at the meeting in the hall, although I did note Noel Page nodding off at one stage! I am assured by Roger Hanslip that this is a sign that he is enjoying himself!

At the A.G.M., Brian Mace showed me a fascinating booklet entitled 'Norwich Under Fire', which describes the little-known major blitz under which Norwich suffered at the hands of the Luftwaffe during the war. One of the many photographs shows

a Model 'Y' van amongst the rubble.

As will be seen elsewhere in this issue, things are hotting up on



"A rare sight; Graham Miles polishing his tourer! Note the Convoy 2000 bumper badges and route map decal on the door, courtesy Texaco Oils"

the Model 'Y' front in Spain with the discovery of a second Jennings conversion Model 'Y' in a Barcelona scrapyard and new member, Jonquil Diaz de Isla's extremely interesting Model 'Y' in Madrid. I've set our Hispanic sleuth Luis Cascante onto their trail, so hopefully more news in the next issue. Incidentally, Luis is to be thanked for presenting a copy of the April 1934 edition of 'Revista Ford' to the library, the Ford Iberica equivalent to the 'Ford Times'.



"The aftermath of an air-raid on Norwich on 2nd December 1940. The van was probably on the road the following day! Note the post-production addition of rear windows."

Amazingly, two cars have come to light which have been in storage for over thirty years. Apart from the 'barn find', now owned by Barry Nutley, reported in Members' Cars, I spotted an advert for a Model 'Y' for sale through Richard White, the classic car dealer in Hungarton, Leicestershire. On 'phoning him, I discovered that the 1936 vineyard green Model 'Y' (Y155259) had been in dry storage for 35 years - see the For Sale adverts. Yet another addition to our list of known survivors. Less pleasing is the threat from Terry Ferguson in Whitehaven, Cumbria to break a restorable 1935 Model 'C' for spares if someone doesn't



"Noel Page enjoying himself at the East Kirkby show last year.

buy it; I thought the days of 'breaking' our cars had passed. Trevor Walker and Ron Topping are hopefully going to dissuade him. I hope the advert in this issue attracts a buyer.

Trevor Walker's report of the Jennings Ltd. entry in the 1933 Dependability Test has borne fruit. Jennings Ford of Stockton-on-Tees have been very co-operative and sent me the original 1933 negative of the photograph of the car, a copy of which will now go into the Register archives.

Barry Diggle has also had success with the Dependability Test. He took the initiative to go along to the local library in Bradford and looked at the local papers during the period of the Test; held on microfiche. He came across the general advertisement for the event, sent by Ford to all national and local newspapers. Regrettably, we cannot read the registration plate of the illustrated car number 6, so we don't know which town entered that car. In the paper dated 12th September 1933, Barry also found the write-up on the Bradford entry - again we don't know the entry number. Extracts from the write-up include:- "The engine of a motor car which was started at 5.30 on Monday evening will not be switched off until 5.30 p.m. tomorrow, and during this period the vehicle will travel nearly 1,800 miles in and around Bradford..... At 9.30 a.m. today the Bradford car was running strongly, and had covered about 400 miles at an average speed of 25 m.p.h. A fresh driver takes over at the wheel every four hours when the machine is refuelled. The car passes the headquarters of the demonstration at Parkinson's in Manningham Lane, on the half of every hour, and passengers are being carried. Any member of the public may reserve, without charge, a seat in the car for an hour's run."

As an interesting and informative exercise, members are encouraged to visit their local library to look out the local papers for those three days and to please let me have feedback (photocopies) of what they find. Our database on the Dependability Test is slowly building up.

Another initiative came from Trevor Walker, who looked up the Jennings Ford website (www.jennings-ford.co.uk) to discover that, on their 'History' page was a different picture of the Dependability Test Model 'Y'. He suggests that members on the Internet let me know of any references to, or pictures of our cars they come across, so that I may let others know. Whilst on the web, I am grateful to Jonathan Davies for letting me have addresses

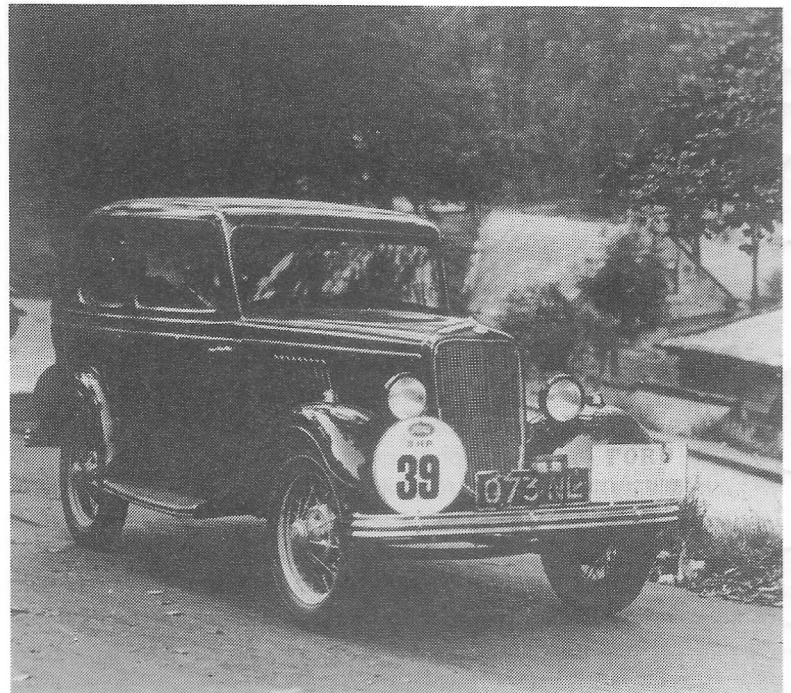
of European old Ford clubs, which he found on the 'Net.

It is time to think of Christmas cards! Our ever resourceful Regalia Officer, Geoff Murrell, would like to have suitable cards on offer for next Christmas. He asks that any member who has a photograph or picture of one of our cars in a wintry scene, to forward same to him for consideration for the card. Brian Fleet sent an ideal picture from one of the Institute of Electrical Engineers' Christmas cards, but the row of cars ploughing their way through a snow laden village were Austin Sevens!

Once again, I fear I must end on a sad note with the deaths of Eric Butcher and Roy Johnson, both Yorkshiremen and both well known to the longer serving members in that county. Bob Wilkinson, who knew them well, has written obituaries elsewhere in this issue. Our sympathies go out to their families.

Enjoy your summer motoring. I hope to see some of you at the Enfield Pageant of Motoring over the late-May Bank Holiday. If not, then as we travel around the country on Convoy 2000, I hope that many of you will turn out to greet us and join us either on the run or for some liquid refreshment in the evenings. There will be a full report on these events in the next issue.

Sam Roberts.



"The Jennings entry in the non-stop 72 hours Dependability Test run between 11th and 14th September 1933. Note that this car ran on Jennings' trade plates (073 NL).

Look out for the FORD 72-Hour Dependability

• DEMONSTRATION •

to be made by the

8 h.p.



IN WHICH STANDARD, STOCK 8 H.P. FORD CARS WILL
RUN CONTINUOUSLY FOR THREE DAYS AND NIGHTS

Your local FORD Dealer is probably engaging in this test. An 8 H.P. FORD car entered by him will be touring your district continuously from 5.30 p.m. on Sept. 11 to 5.30 p.m. on Sept. 14, to demonstrate FORD dependability, economy, safety and trouble-freedom.

Simultaneously, other 8 H.P. FORD cars will be similarly circulating throughout the British Isles, all independently entered by FORD Dealers in the districts toured.

Thus for 72 hours, on the dates named, 8 H.P. FORDS will be demonstrating the value built into them, their ability to withstand arduous, continuous work, and to do that work economically, as well as efficiently.

Detailed particulars, with the routes to be followed, will be furnished, gratis, by your local FORD Dealer. He may be glad of your co-operation as an independent "observer."

If you can spare one, two, or three days, to check his mileage, and certify that his engine has run non-stop, get in touch with him at once, and see what the 8 H.P. FORD can do.

Test for yourself, first-hand, FORD comfort, safety, economy and efficiency.



Final Preparations for the 72-Hour Run.

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. SHOWROOMS: 88 REGENT STREET, LONDON, W.1

"The Ford press advertisement for the September 1933 Model 'Y' Dependability Tests."

Book Report

P.S. Dave Minnett tells me that the excellent book I reviewed in the last issue, 'Edsel Ford and E.T. Gregorie' by Henry Dominguez, can be obtained through the S.A.E. European office in Hertfordshire; Cost £34. Tel: 01462 437933.

Annual General Meeting; 9th April 2000; Willoughby Village Hall

Members present (31):- Bruce Allan, Chris & Owen Baldock, Derek & Audrey Birch, Tony Brasher, Kevin Brigginslaw, Tony Butterfield, David & Cher Curtis, Geoff Dee, Bryan Dixon, Rod Evans, John & Lillian Fitzgerald, David & Wendy Grace, Roger Hanslip, Bessie & Doug Hickson, Reg Hunt, Tony Hurst, Dave Jarman, John Keenan, Peter Ketchell, Nick & Ann Lawrence, Brian & Yvonne Mace, Graham Miles, Jim Miles, Geoff Murrell, Noel Page, Norman Purdy, Sam Roberts, Geoff Salminen, Mike & Kath Samuel, Roy Whittaker, Bob Wilkinson.

Apologies:- Jonathan Davies, Jean Hunt, Dave Newman.

The Chairman welcomed all and in particular those members who had brought their Ys and Cs to create a good display and to help with the photo-shoot for Convoy 2000. Tony Butterfield was thanked for bringing his spares stand and members were encouraged to make purchases from that and the Regalia display.

1. Convoy 2000. The Chairman welcomed guest, Jim Ayres, (handling publicity for Texaco, our main sponsor) and took this item first to allow for information and discussion to give a flavour and detail of the event. Sam Roberts outlined the historical background and the precedent for the event and the Convoy Working Group (Graham Miles, Geoff Murrell, Bob Wilkinson) updated the meeting on the route, numbers, attractions and visits along the way. A core of 23 cars, plus day visitors, were making the trip from Dagenham to Inverness and back to Dagenham, via Chester, Bristol, Beaulieu and Hastings. The 2000 miles journey would take 13 days.

2. Minutes of 1999 A.G.M.

were accepted as a true record. Proposed Geoff Dee; seconded Reg Hunt.

Matters arising:-

(a) The club was still seeking a guardian with suitable secure, dry premises for the long-term storage of the

'heavy iron' from the club spares.

(b) The Convoy 2000 event name was retained by the Chairman's decision, as Graham Miles did not wish the event to carry his name.

(c) Due to a misunderstanding, Tim Brandon had volunteered to join the spares sub-group and not the main Committee.

3. Officers' reports

Chairman:- Sam Roberts reported on a buoyant year for the Y&C Register, highlighting the work undertaken by the Spares Sub-Group, now able to offer reconditioned engines, thanks to Tim Brandon, and the Convoy 2000 Sub-Group in planning an exciting event in prospect.

There is an increasing activity amongst Regional Coordinators but they need more support from local members. Sam thanked Mike Merry (1), Roy Whittaker (3), Roger Hanslip (12), Peter Ketchell (14), Trevor Walker (17) and John Fitzgerald (19) for having taken on these responsibilities this year. Bruce Allan has volunteered to take over the spares section Treasurer's role.

Geoff Murrell is to be congratulated on extending the range of Regalia items available. The Register library has also expanded due to donations and selective purchases to a point where, with the archives, we probably have the most extensive and comprehensive literature collection available on our cars.

We have logged 9300 hits on our web site and our world-wide connections with like-minded organisations is growing steadily. As Editor, Sam thanked members for their many and diverse contributions, which help to produce an exceptional magazine for a club of our size. Various companies provide us with good service and donations, Footman James Insurance Company being one of these. The FBHVC was thanked for its work in testing additives on the demise of leaded petrol and for keeping on top of threatening legislation. Our hopes are with Ford of Europe to retain a viable Dagenham and a Heritage Centre in a new form.

Events over the past year could have been better supported by members, but were nevertheless successful. NEC, Bristol, Hoar Park, Enfield, Jersey and East Kirkby being the key ones.

During the past year, we sent our condolences to the partners and families of Barbara Dawson (Jersey), and John Mawhinney (N. Ireland) on their sad losses. Both in their different ways had been supporters and friends of the Register.

In the Y&C Register's 21st year, as with most 21 year olds, we are mature, active, financially viable, still developing but a long way from our prime. Sam thanked the tireless efforts of the Committee and the members for making it so.

Secretary. Bob Wilkinson reported that membership numbers are holding at 400, with losses being balanced by new recruits, and indicated that we should all address the problem of retaining members as well as recruitment. Regional Coordinators have been given more support and again members were asked to give their support locally. Christine Baldock had volunteered to act as Membership Officer and this would hopefully be ratified later in the meeting. This year has been the busiest yet in terms of Committee meetings and sub-groups (Spares and Convoys 2000) and Officers were thanked for their efforts. Geoff Murrell, Graham Miles (as ever) and Sam Roberts have worked unstintingly on behalf of the club. We are fortunate indeed.

Treasurer. Bob Wilkinson presented the balance sheet for the main account for the year and pointed out that the healthy position was due this year to the donation of the Model 'Y' by an ex-member. We are facing remanufacturing projects with the potential of costing approximately £10k over the coming years and on-going increases in providing the magazine. There is a danger of overstressing our resources. We may be able to manage for a further year at the present subscription levels, but

we would end the year with no lee-way. The Committee had examined all angles and was proposing an immediate increase of £5.00 in subscriptions. During discussion, it was pointed out that that finances had also been bolstered in recent years by the Halifax Building Society windfalls and shares of the gate takings at three All Ford Rallies, which is why we have been able to keep the present level of subscription for a period of four years. Concerns were expressed over the possible loss of membership due to a steep one-off rise. It was pointed out that the rise was equivalent to one and a half gallons of petrol, or one and a quarter packets of cigarettes per year, which could not be seen as too excessive! The recommended proposal was put by Peter Ketchell and seconded by Mike Samuel. The motion was carried by a majority vote.

On behalf of the Register, Bob thanked Reg and Jean Hunt for their services over the past six years as Spares Treasurers.

Spares.

Graham Miles, in his report, noted that sources of new/old stock parts had virtually dried up and the club was forced to re-manufacture and refurbish parts from now on. Increasingly, items returned in exchange (e.g. brake shoes, brake drums etc.) were often beyond rescue and this will present additional problems for the future. Tooling costs for projects (e.g. exhaust manifolds, crown wheel and pinion etc.) would run into thousands of pounds. Current projects include steering boxes and rear wheel bearings. Reconditioned engines, with hardened seat valves, are available in small numbers at approximately £1000. Dynamos, carburettors and 'shiny bits' are also on the almost endless agenda.

Regalia.

Geoff Murrell reported increased sales of new items and announced that post cards and tea towels would soon be available. He asked members to send him any suitable photographs for a Register Christmas card this year.

3. Election of Officers

Chairman: Nominations:- Geoff Murrell.
Proposed:- Bob Wilkinson
Seconded:- Geoff Dee

Sam Roberts
Proposed:- John Keenan
Seconded:- Roger Hanslip

Sam Roberts was re-elected on a majority vote.

Vice-Chairman: Nomination:- Geoff Murrell
Proposed:- Pete Ketchell
Seconded:- Geoff Dee

After some discussion, it was agreed that the Officer structure in respect of the Vice-Chairman and possibly a President, would be considered.

Other Officers elected:-

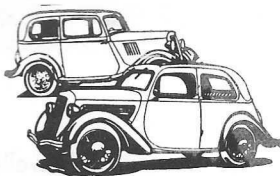
Secretary and Treasurer:- Bob Wilkinson, Spares Secretary:- Graham Miles, Spares Administrator:- Kevin Briggingshaw, Spares Treasurer:- Bruce Allan, Technical Advisor:- Dave Newman, Membership Officer:- Christine Baldock, Editor:- Sam Roberts, Regalia:- Geoff Murrell.

4. A.O.B.

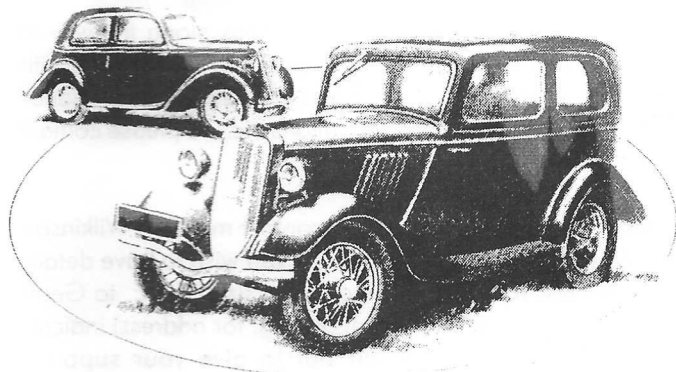
In response to questions from the floor, Sam Roberts indicated that his book on the Model 'Y', currently at the publishing stage, would take longer to publish than the original Model 'Y' had taken from drawing board to the showroom and probably cost Sam a similar amount!

The Chairman thanked all for attending and wished all well for the coming summer season.

Bob Wilkinson.



**FORD MODEL Y & C
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THE MARKET LEADER

MODERN TECHNOLOGY, PAH!

It took from October 1931 to August 1932 - ten months - to start the design of the Model 'Y' from scratch; to develop it through prototype and pre-production stages; to design, manufacture, export and set up the special tooling at Dagenham and to have the production line rolling.

It has taken me two and a half years to write a book on the Model 'Y'. In March, I took the manuscript and accompanying 250 photographs along to the publisher in four hefty files (mind you, the lengthy text - 130,000 words - all fitted onto one 3½ inch floppy disk - which is amazing). I could not believe my ears when I was told that the book could not be launched until March 2001; twelve months after submission to the publisher. It therefore takes longer to publish a book on the Model 'Y' than it took to design, develop and manufacture the original car!

The reasoning is quite logical. Each year, specialist publishers compile their catalogue of books to be published during the following year. The catalogues are produced to advertise the publishers' wares at the major book fairs around the world. Unfortunately the next major book fair is the Frankfurt Fair, which is not until October 2000 and which will be the first time that book distributors are made aware of my book. The distributors are the key guys who order the books for their retail outlets. The Frankfurt Fair will be followed by the London Fair in March 2001 and the American one in April 2001. So, I'm sorry guys, if you have been saving up your pennies to buy the book, I would invest it in a (mutual) building society savings account for a while.

I have also found out what the cattle, dairy, sheep and pig farmers have been going through. The retail price of my book is expected to be £25, or thereabouts. In order for the distributors and retailers to cover their costs and make their profit, the publisher discounts the book to the distributor by approximately 50%, which means that the publisher will only get £12.50 per book. It will cost the publisher £6.00 to print each book - balance £6.50. The publisher has overheads; warehousing the printed books, transportation to distributors, catalogue and other marketing material and of course his staff salaries and profit. This takes another £4.00. The poor author (cum farmer), who has spent all the up-front money, spent countless hours doing the research and writing the damned thing, ends up with £2.00 per book if he is lucky. With a print run of 2000 copies and assuming they all sell, I will not even cover my expenses!

Its a good job that I thoroughly enjoyed researching and writing the book. It will be my last! However, I shall die poor but happy.

Sam Roberts.

Convoy 2000 - Sunday 11th to Saturday 24th June



"A dry run for Convoy 2000, complete with bumper badges and door decals, travelling through Willoughby village before the A.G.M."

Only the last few details have to be put in place before this event gets under way. We have 20 cars doing the whole event, with a similar number undertaking 'day legs'. Members from all over the UK will be joined by others from France, Holland and Eire. This is your last chance to enter, so don't miss out. The route around the mainland, starting and finishing at Dagenham, probably passes near you, so even if you don't want to join us, please turn out to wave and to contribute to the charity collection. Alternatively, you can meet up with us at the overnight hotels and Travel Inns. Towns passed along the way, with dates, include:-

Sunday 11th June. Start Dagenham, via Flatford Mill to Norwich (Travel Inn, New Costessey) .

Monday 12th June. Via Kings Lynn, Lincoln, the Humber Bridge to Beverley. (Cross Keys Hotel)

Tuesday 13th June. Via Malton, Pickering, Whitby, around Bishop Auckland to Hexham, Chollerford (George Swallow Hotel)

Wednesday 14th June. Via Jedburgh to Edinburgh (Travel Inn, South Queensferry)

Thursday 15th June. Via Kirkcaldy, Dundee, Perth, Pitlochry, Blair Atholl to Aviemore (Various guest houses)

Friday 16th June. Day of rest/maintenance in Aviemore.

Saturday 17th June. Via Culloden, Inverness, Loch Ness to Fort William (Croit Anna Hotel).

Sunday 18th June. To Dunoon (Lyll Cliff Hotel, Mayfair Private Hotel, Ross Cairn Hotel)

Monday 19th June. Via Hunter's Quay ferry, Ayr, Dumfries, Greta Green, to Carlisle (Travel Inn M6, J 43)

Tuesday 20th June. Via Penrith, Keswick, Kendal and on to Chester (Travel Inn - Twirl of Hay Hotel)

Wednesday 21st June. Via Wrexham, Oswestry, Newtown,

Hereford to Ross-on-Wye (Travel Inn - Traveller's Rest Beefeater)
Thursday 22nd June. Via Bristol, Cheddar to Christchurch (Travel Inn - The Somerford Beefeater)

Friday 23rd June. Via Beaulieu, Chichester, Worthing, Brighton to Hastings (Travel Inn - Windmill Brewers Fayre)

Saturday 24th June. Disperse.

Graham Miles has organised optional stops along the way at places of interest; Geoff Murrell has arranged sponsorship with Texaco and Ford and Sam Roberts has prepared publicity hand-outs for local newspapers and TV stations etc., so please contact him as necessary.

If you wish to participate, you must contact me, Bob Wilkinson (01832 734463), for an entry form. If you wish to have details of the route near you, please send an A4 sized S.A.E. to Geoff Murrell (Regalia Officer - see front of mag. for address) indicating which day you are turning out to give your support. EVERYONE can support the Children's Promise Charity by sending a cheque ("Children's Promise" on back please) to Bob Wilkinson, or by using the form enclosed with your last magazine. Several participants have large pledges already, including one for £500 to Neil Bray and Marc Lawrence. Please make every effort to give your support.

This event, the brainchild of Graham Miles, will be talked about for many years, so don't miss out!

Bob Wilkinson.

Events 2000

The following are events at which there will be a Y&C Register presence:-

13/14 May	Chester Festival of Transport	Chester	Peter Ketchell
27-29 May	Enfield Pageant	Enfield, Middlesex	Jim Miles
3/4 June	Centenary of Motoring	Lotus Cars, Norwich	Brian Mace
11-24 Jun	Convoy 2000	England & Scotland	Bob Wilkinson
8 July	Classic Car Show	Kirkstall, Yorkshire	Barry Diggle*
8/9 July	Car Show & display	E.Kirkby Airfield	Roger Hanslip
26 -28 Aug	Fenland Vintage Show	Floods Ferry, March	Roger Hanslip
2/3 Sep	Trafford Centre	Manchester	Peter Ketchell
24 Sep	All Ford Rally	Abingdon Airfield	Sam Roberts**
28/29 Oct	Stoneleigh Restoration Show	Stoneleigh	Geoff Dee
4/5 Nov	Int. Classic Motor Show	NEC Birmingham	Geoff Salminen

Note:- * The Kirkstall event is organised by Club Print Services - Airedale, our magazine printers, with proceeds going to charity.

** All Ford Rally : Entry forms from Bob Tredwell - 01235 530720

Chester Festival of Transport and Carnival, 13th/14th May. Hopefully the magazine will be printed and distributed in time for this event. This year the Festival of Transport has been combined with the Chester Carnival, making it a weekend for the whole family. The Festival of Transport takes place on the racecourse, which is a short walk from the City. The Festival attracts many cars, an autojumble and arena events. In parallel with the Festival on the Saturday, the Lord Mayor's Show will be taking place in the City of Chester. On the Sunday there will be a Concours d'Elegance, with no fewer than eleven classes receiving awards, as well as the Best in Show, Best Club Stand and, of course, quality brass plaques for all entrants. Give Peter Ketchell your support on the club stand.

East Kirkby - Lincolnshire Aviation Heritage Centre - 8th/9th July 2000.

Roger Hanslip (01945 430325) and Gary Matthews (01664 561991) have arranged a club meet at this fascinating venue, near Spilsby, and wish to invite along as many members and friends as possible with any pre-war car being welcome. Members who were present at this Squadron Reunion event last year will recall the highlight of the weekend being the Battle of Britain Group fly-past (Spitfire and Hurricane) and the taxiing of the Centre's own Lancaster bomber. There is much to see for the whole family in a pleasant, friendly environment. Beat the rush and contact Roger or Gary to book your place.

'Bridgwater 800'

I have been asked to mention the Transport Day, being held on Saturday, 24th June, in the grounds of Bridgwater College in Somerset, which is a charity event and part of the celebrations of 800 years existence of the town of Bridgwater. The event will include a wide range of activities, including exhibitions of cars, motorbikes, steam engines, buses, bizarre vehicles and trade stands, as well as a programme of shows during the day, including hovercraft demonstrations, hot air balloon rides, a fair ground, live music, food and bars. For more details and car entry requirements contact Mark Stephen Jones on 01278 45080.

Correspondence from Members

Dave Minnett, a joint member of the Early Ford V8 Club of America and the Y&C Register, e-mailed the following:-

"Just received the newsletter (always an excellent read) which I will take to bed with me later! Had a quick scan earlier today and I read the 'Coincidence' feature on the Model Y- Model 40 photo session. Chris Sanders informs me that our Brian Baxter (V8 man) sold your Noel Page (Model Y man) some Model Y spares, and then to cap it off, your man bought Brian's Model B Fordor that was for sale. Is that coincidence or treachery!

Jonathan Davies e-mails from Torquay in Devon:-

Here are the dimensions of a tool I made up when I removed my clutch. It worked well, the clutch plate went back in with no bother. I hope that the dimensions are clear, the most important being the first diameter which is 16.8 mm.

I was a bit disconcerted to find, when changing the rear brake shoes how badly worn one of the axle bearing surfaces for the rear wheel bearing had become. I have written to Graham Miles to see if the club has another axle, or part thereof, just about anything would be better than the surface on the nearside on mine. The offside is OK.

You obviously carried out the wear test described by Graham Miles in the last issue, Jonathan. Frightening isn't it?

Luis Cascante, having read about the manufacture of engine splash guards in the last issue asks 'what are they?' It raises the question of whether they were fitted to export models or were they just fitted to protect the cars from wet and muddy British roads? For others who are not acquainted with them, on the underside of your chassis side members, behind the engine mounts are three bolt holes about six inches (15 cms) apart. They are to hold the sides of the splash guards in place. Also, there is a small screw hole on either side of the engine at the top rear of the front chassis cross member.

The front of the splash guards are held by screws in these. The inside edges of the splash guards rest on the lip of the sump (where the sump bolt heads show). Each splash guard is a different awkward shape to form. Ken Arthur has Model 'Y' patterns, but if Luis wants left hand drive ones made, Ken will have to use a mirror to transfer the measurements as the steering column is on the other side. I have never seen them fitted to Model 'C's/'CX's. Can anybody confirm or otherwise that they had them fitted?

George W. Pierce, one of our members 'over the pond', e-mailed his auto-biography, entitled 'My first Car', as follows:-

It was 1940, I was 14 years old, I had been selling magazines door to door for 5 cents each; Liberty & the Saturday Evening Post. I had a large weekly route, I made 10% and I saved my money; I needed a new bicycle. I hungered for a car. I found a 1923 Model T enclosed coupe, which I purchase for \$5 = about 1 English Pound at that time. The only reason I was willing to pay so much for the car was because it had an electric starter. (Using the cranking method resulted in many broken arms at that time.) The next morning, after my parents discovered the car was mine, all my dreams came crashing down to earth. I was told to "get rid of it!" Within a week I sold it for \$8, a 60% profit. I thought I had discovered a way to become rich.

Fast forward - I go off to WW II. (Would you believe that some of our kids over here now wonder what WW eleven means?) Anyhow, inflation sets in, I save all my overseas pay and come home in 1946 to realize this is only enough to purchase a 10 year old 1936 Ford. Admittedly it was a good Ford, 85 H.P., Columbia overdrive, in reasonably good shaped. I drove it for years. After I was married my wife learned to drive in it. I took her out once for a lesson and she refused to go with me again; she taught herself from then on.

This car supported us during the early part of our marriage, even though I stripped out the cluster gear in the transmission and had no low or reverse for 2 years. A new cluster gear cost \$25; money we did not have as we had two kids of our own by then. We had specific places we parked in each town we drove to, where no one could park in front of us. Seldom did I have to get out and push. In 1950 I sold this wonderful car for \$100 and have regretted it ever since. However I had a family to provide for.

Fast forward again- 1950 to 1976. My gosh 26 years have disappeared, and I find myself finishing my military career in England, in ownership of a 1933 8 h.p. Model "Y". It looks like a scaled down model of the American 1933 85 H.P Ford, that I could have only dreamed of having back in the old days. The Model "Y" that I brought home to California in 1976 was AMG 448. I still have it, and my son who actually drove it in shows in England in 1974, wants it eventually, so it will probably stay in the family for a long time.

Julian Janicki and Tony Hurst have each come up with a 'Bright Idea' for members. Julian reports that, if you are stuck for a longrad rear brake rod support rubber for your 'coat hanger' bracket, the Peugeot 205, 1400cc. rear exhaust mount fits very

well. You will have to drill the correct holes for the rods. (Please note that the correct rubbers are available through the Register Spares Section at £4.00 each.) Tony has a technical tip regarding fuel vaporisation - for some years now he has had an asbestos-type sleeve on the fuel pipe from the pump to the carburettor and has had no vaporisation problems. The sleeve came from the clutch cable of a one litre ohv early Vauxhall Nova. You have to chop the clutch cable through to get the sleeve off.

THE FORD CAR

I am indebted to Jim Miles for lending me a very rare 1938 post card, printed by W.E. Mack of Primrose Hill, London (No.18). It reads:-

THE FORD CAR

The "Ford" is my Auto, I shall not want - another.

It maketh me to lie down in wet places.

It soileth my soul.

It leadeth me into deep waters.

It leadeth me into the paths of ridicule for it's name's sake.

It prepareth a breakdown for me in the presence of mine enemies.

Yea, though I run through the Valleys, I am towed up the hills.

I fear much evil while it is with me.

It's rods and it's engine discomfort me.

It anointeth my face with oil.

It's tank runneth over me.

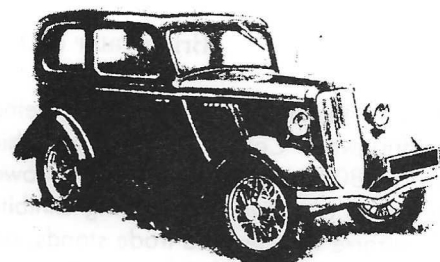
Surely to goodness the darn'd thing won't follow me

all the days of my life,

or I shall dwell in the house of the insane

for ever.

The card's rarity arises from the threat of libel action on Mr. Mack by the Ford Motor Company at Dagenham. In his response to Ford, he explained that the Ford referred to was the 'Tin Lizzie', Model 'T', which took much abuse in the mid-1920's as its styling and design became antiquated. He did however stop production of the card and instructed his few retail outlets to destroy their stock of the No.18 card. Hence Jim has a valuable piece of ephemera in this card.



SECRETARY'S JOTTINGS.

Our new Membership Officer

The A.G.M. confirmed the appointment of Christine Baldock as our new Membership Officer to deal with enrolling new members and the all important matters of subscription renewal. Christine has enclosed a subs. renewal form with this magazine, so please note her address for correspondence. Christine with her husband, Owen, have been active members for many years in the Kent region and at virtually all national events. Their superbly restored Model 'Y' was in fact Chris's parents' car and she recalls many family journeys from her childhood years. I am indebted to Chris for volunteering to take on these responsibilities: please try to make her job as easy as possible by paying on time and completing the renewal forms correctly. I will, of course, be delighted to hear from all members at any



time, as before, by 'phone or letter with all those queries, your cheery messages of progress with restoration, interesting journeys or any other matter Y&C.

"Christine Baldock, our new Membership Officer."

Our new Spares Treasurer

Bruce Allan, with his family, has also been an active member of the club since about 1986, when my first meeting with him was at one of several 'annuals' at Stanford Hall. His very smart 1937 Model 'Y', EKL 315, has graced many a Yorkshire Do and even more events in his native Lancashire, where his family is fully immersed in the local old motor scene. He, like Chris Baldock, is an entrant for the Convoy 2000 event next month. Bruce will be well in harness by now, having taken over the Spares Treasurer reins from our good friend Reg Hunt who with his wife, Jean, has beavered away behind the scenes for many years for the benefit of the members. Thanks Reg and Jean for all your hard work for the club.

Regional Coordinator - Region 1.

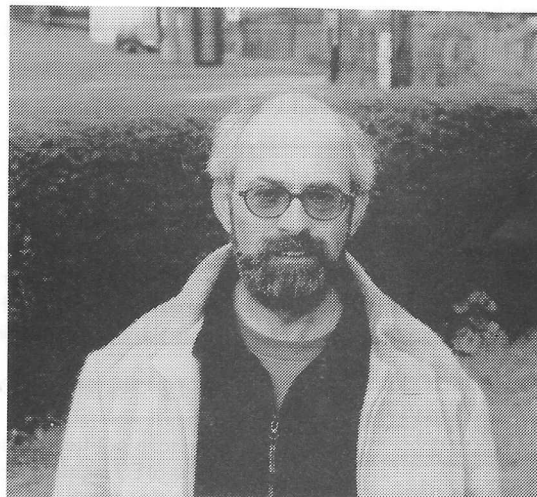
Mike Merry has taken over the role from David Ramon in an area (Cornwall and Devon) where the few members we have

are pretty well spread out. This makes the task of communicating through regular meetings almost a non-starter. Mike belongs to a local classic car group in Plymouth and will try to graft on a few Y&C activities, where possible, to that existing group. Members old and new are now asked to contact Mike to see how best they can help to promote our activities. Welcome Mike.

In my defence!

The last issue (page 23) carried a potentially compromising photograph of me taken by Jo Hanslip at the February Committee meeting. Now why should Pat, quite out of the blue, decide to glance through the mag. and just happen to notice? Blaming the Editor for publishing the photo did sound a bit lame I suppose, and my attempted defence ploy was dismissed out of hand. Then my going on to blame Jo H. for using her undoubted skills to ensure that the digital camera does lie put me on a slippery slope. Indicating that, were it true that our committee membership was comprised of such beauties, wall to wall, we would be packed out with members breaking a leg to become committee members, only provoked sarcastic comments about my undoubted liking for hospital food! Thanks Sam!

What about a joke corner in the magazine?



"Bruce Allan takes over as Spares Treasurer."

Sam says 'No' to this as a regular feature, but let's try this one for starters:-

A Yorkshire farmer was tiring of his American visitor's habit of always outdoing him. After pointing out the extent of his Yorkshire Dales farm

from a scenic vantage point, his guest's riposte was predicable, "Well do you know that it takes me three days to drive around my ranch back home in Texas?" "Aye," replied the Yorkshire farmer, "I had a ruddy old Ford car like that, but I got rid of it!"

There you are Bob, I told you they wouldn't laugh at it! - Sam.

Y meets BMW.

Rejoining member, Peter Nesom, from Co. Durham, 'phoned me to share the story of a recent brush with the law. His Model 'Y', VN 5358, freshly MoT'd but not in the most shiny state you understand (in fact looking decidedly scruffy, but sound mechanically) was being driven by Peter on a short trip from home. The sun was shining and all was at peace with the world when he looked in his mirror to see the daunting flashing blue light of a police patrol car close behind. Peter drew up to the side of the road and stopped ahead of the patrol car as requested.

The policeman was unfamiliar with the virtues of the Model 'Y' and suggested, for starters, that "the number plate should be white on black, rather than white on rust, Sir." Peter was happy to eat mountains of humble pie and conceded that he would have to give that aspect of his treasure some prompt attention, but did point out that the car was in good mechanical order. He even offered the observant constable the comfort of the driving seat from which he could peruse the MoT certificate and other documentation which Peter passed to him from his position in the front passenger seat. The constable then, intrigued by the differences between this trusty steed and his own mundane BMW patrol car, was shown that it did indeed have an electric starter and, lo!, the engine did actually run. Thinking he might enjoy the experience of driving the ancient Ford a few yards up the road was not a good idea, particularly as he was not aware that our wonderful little cars have only three gears. Our intrepid policeman, not pausing for guidance from the owner, dips the clutch and puts it into gear (well, where he thinks first gear is located anyway) and promptly reverses into his own wonderful new patrol car, demolishing the plastic front bumper bar! Within a short period of time, Peter was driving away wearing a huge grin and wondering how that expensive damage would be explained away back at the police station. I'm always delighted when members 'phone me, particularly with stories like that.

Bob Wilkinson.

News from FBHVC.

In their March 2000 Newsletter, the Federation of British Historic Vehicle Clubs (FBHVC) print the following news, which is summarised:-

Four star petrol

At the annual conference of the FBHVC, Jonathan Turner of Bayford Thrust, one of the largest independent energy companies in the UK, stated that Bayford Thrust holds 80 percent of the nation-wide allocation of four-star leaded petrol. A subsidiary of Bayford Thrust, BWOC, holds a further 10 per cent. His ambition is to have a distributor in every large town and maybe two or three in major cities. Futura Petroleum has joined Bayford Thrust and BWOC in joint enterprises to supply leaded petrol. Futura leaded petrol meets the requirements of the old

BS 4040 Four Star specification in respect of lead content and octane numbers, but is more environmentally friendly. Futura asks us to note that the derogation from the EU to limit leaded sales to 0.5 per cent of the overall petrol consumption is indefinite, as is the DETR's permit scheme. At predicted levels of consumption, Futura is committed to maintaining manufacture, supply and distribution, so that classic owners should have no doubt about their, and their distribution partners', long-term objective of keeping leaded petrol available on forecourts.

There are some logistic problems. The leaded petrol is manufactured alongside the Thames. Filling stations requiring supplies may be up to 200 miles away from each other. In most cases they are ordering quantities of 4000 litres, when a normal load size would be 32,000 litres! Some garages are refusing to sell leaded petrol, whereas others who would like to are having difficulties disposing of their LRP!

Overall, the picture looks rosy. Details of the 100 plus garages which are now stocking four star leaded petrol can be found on the Bayford Thrust website:- www.bayfordthrust.co.uk, as well as the FBHVC website:- www.come.to/Motordata. Alternatively, to find the one nearest to you, you can ring Bayford Thrust on 01937 541111.

Member, Fred Hooper, of the Dawson Engineering garage in Burley in the New Forest, which stocks leaded four-star, has sent me the Futura specification for leaded petrol. It more than meets the BS4040 requirements. Interestingly, they are selling more leaded petrol than LRP! The cost of the four-star leaded petrol is 93.9 pence per litre.

'End of Life Vehicles' Directive

We have not been reporting progress on this piece of EU legislation as we were assured from the outset that the issuing of Certificates of Destruction to de-registered vehicles would not apply to our vehicles. Although progress to the final Directive is slow, various amendments are being considered which work in our favour. One important step is the declaration that 'cherished vehicles' are not covered by the definition of 'waste'. Auto-museums, with their hoards of de-registered vehicles, and classic car owners with temporarily de-registered vehicles under restoration and with vehicles held for spare parts, were particularly concerned. A statement by the FBHVC says:- "The Federation welcomes the clarification by the Commission of the intended scope of the Directive and the helpful position taken on deregistration, but will continue its efforts with the Council and Parliament to establish long-term safeguards for the historic vehicle movement."

We are grateful to the FBHVC for their work on this and the four star leaded fuel problem (and additives).

Obituaries

Eric Butcher

It is with great sadness that we announce the death of Eric Butcher of Wakefield. Eric was a very early member of the club and even after selling his Model 'Y', he sourced spare parts and attended many club events, notably the Yorkshire Do's. His interests extended to all things motor, be it on two, three or four wheels! He was one of the old school of motor engineers and the range of his restoration work was extensive and always completed to a high standard. He was always supportive of anyone in need of help or advice, despite having more than one project of his own in hand at any one time. I recall travelling with him to various shows where he became an extremely surprised and modest prize winner. A BSA three-wheeler, a 1929 Model 'A' Ford saloon, a 1938 Austin 12, a Vauxhall Cadet of 1933 were more recent restorations, all started and completed after Eric had recovered from serious heart surgery some 15 years ago. Sadly, a 1929 Ford Model 'A' Phaeton restoration will not be completed by him. He was a kind, unassuming enthusiast who will be sadly missed by many in our hobby. I have lost a sincere friend but his family have lost a dear husband, father and grandfather. It is to Eric's family that we extend our deepest sympathy.

Roy Johnson

Roy Johnson of Rossington, Doncaster, only in his fifties, died suddenly a short while ago. I met Roy about ten years ago when he bought his superbly restored 1937 Fordor Model 'Y' and joined the Register. He was a keen old car enthusiast and used a 1957 Ford Popular as his every-day car. His hobby was shared by his family and he was a regular attendee at various shows over the years. In particular, I recall his coming to a Yorkshire Do at Eden Camp, near Malton, a few years ago, on a very hot weekend, and being plagued by petrol evaporation problems like several others on that day. He then complained bitterly at my choice of a very wet day for a meet at the Crich Tramways Museum in Derbyshire too! As a good club supporter he will be missed. To his wife, Hazel, and his family, we extend our deep sympathy.

Bob Wilkinson

New Members

Since our last edition, we have welcomed the following:-

- C1727 David Cheeseman
Hall house, New Hutton, Kendal, Cumbria, LA8 0AE.
- C0228 Nick Courtier
39 Dornafeld Drive East, Ipplepen, Newton Abbott, Devon,
TQ12 5YH.
- N1703 Peter Nesom
7 Roughlea Colliery, Hunwick Crook, Co. Durham, DL15 0RH.
- M1936 Derek Mart
Rose Cottage, Castlelands, Enniskean, Co. Cork, Eire.
- O1905 Eamon O'Donnell
Pound Road, Castle Bar, Co. Mayo, Eire
- O-D101 Joaquin A. Diaz de Isla
Chalet 109, Piedras Vivas, 28691 Villaneuva de Canada,
Madrid, Spain.
- W0326 James Wade
39 Farnborough Road, Farnborough, Hampshire, GU14 6BD.
- W1419 Chris Williams
Smithfield Business Centre, Lenten Pool, Denbigh, LL16 3LH.

We hope you enjoy membership.

Notes on new members

We welcome back three members. David Cheeseman has recently brought home from the Staveley Water Gardens, where it has been on long-term display, his 1933 shortrad Model 'Y', ED 7432 (Y11102). Final details are in hand to complete the restoration and David hopes to be mobile fairly soon around the Kendal area of the Lake District. Eamon O'Donnell, in Co. Cork, has recently got back to working on VJ 5149, his 1933 shortrad, after spending a long while supporting his late father through a lengthy illness. Peter Nesom was a member from the early days of the club and has recently dusted off the cobwebs on VN 5358, his trusty 1934 Model 'Y' and is having great fun again, not least with the local constabulary - see story elsewhere in this issue!

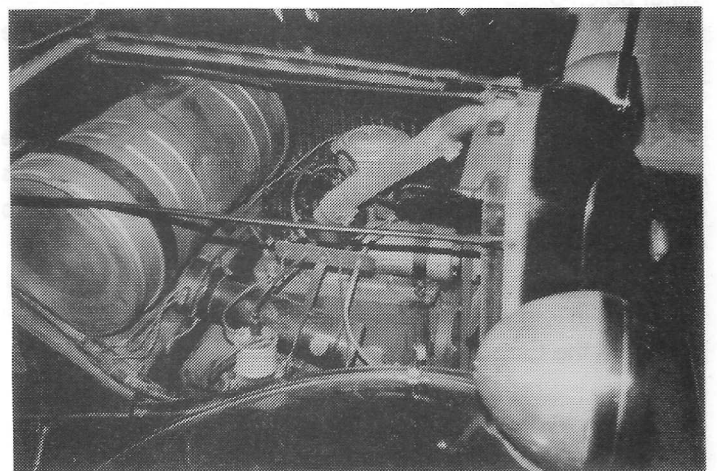
Derek Mart, also in Eire, has PI 7428, a 1936 'Y' once owned by ex-member Con Power. "The car is driveable but I am repairing the rear floor panels and overhauling the engine to stop a few leaks." No doubt, Derek will be out on those quiet Irish roads fairly soon. Nick Courtier has removed the body from EPJ 355 (Y164811) to effect a complete restoration on the saloon which was his father's car from new in 1936. No doubt, Nick has many a tale to tell from those early years of family motoring. Let's hear them Nick.

We are waiting for details from James Wade in Farnborough on his Model 'Y', but do know of BER 502, which belongs to Chris Williams in Denbigh. This 1936 'Y' was restored to a high standard by ex-member, John Holdsworth, in Liverpool a few years ago and is still in fine condition. Chris is looking to sell, see For Sale adverts, but is using the car meanwhile.

Joaquin A. Diaz de Isla, in Madrid, owns a left hand drive, Barcelona assembled, much modified, Model 'Y' ('Modelo 8' as it was known in Spain) and is keen to complete some restoration work. The photographs sent show an under-bonnet extra petrol tank sitting on a drastically altered bulkhead, a more modern carburettor (with air cleaner) and non-Ford headlamps. Knowledge of the origin of the 22 louvred bonnet would be interesting as the original Prototype Model 'Y's of January 1932 also had 22 louvred bonnets. The extensive modifications also include front hinged doors.



"Joaquin's Ford Iberica assembled Model 'Y' in 1997. Where did the 22 louvred bonnet come from? Note the front hinged doors."



"The extra petrol tank looked down on a much modified engine compartment. Where is the battery?"

Bob Wilkinson.

Spares Report.

The little test that I set you in the last mag. would seem to have woken a few of you up as to the condition of your rear hubs. I thought my Near Side Rear on the van was bad enough, at two sheets of the proverbial Corn Flakes box under the tyre, until a member wrote in to say he can get three; but it didn't end there. This month's star prize goes to the guy who claims six sheets! Now boxes may vary around the country, but six is about 126 thousands of an inch, and like all the rest of you, he has a current MoT.

Well I'm pleased to say that after many years we feel that at long last we are getting somewhere with 'The Rear Hub Replacement Kit' project. A suitable bearing in current production has been identified and, better still, a company prepared to manufacture a batch of sleeves in a suitable material has been located. The kit will come complete with all necessary seals, locktight material, and fitting instructions etc. If there is an element of bad news in all this, it lies with the minimum batch quantity for a production run. This minimum being one hundred units which, with VAT, we are looking at an outlay of over £8,000. Ideally the 'Ford Sidevalve Owners' Club' will enter into this venture with us, as it is our belief that all light Ford cars, up to and including the 100E, can use these kits, which if they do and, with the FSOC on board, we will be able to considerably boost the order and thus reduce item costs. (How could the Ford Motor Company get away with making such crap axles for so long?)

A prototype kit will be made up hopefully in time for me to fit to my Van and test out on Convoy 2000. However I have authorised Peter Ketchell, the man behind the design of this unit, to make a verbal commitment to show intent to order an initial batch of 100 units. This of course will be subject to our findings on the test unit, after the 'Convoy 2000' run. So the re-use of Corn Flake boxes may be short lived.

The other new item to make you aware of is Engine Valve Springs. These now appear in the parts list under Engine Parts and these springs fit all engines, i.e. all 8 & 10 HP design, no matter which year or model.

Now, as I'm late with my contribution this month, I need to get stuck into the Good Doctor Ford. Our Editor is waiting!!

Graham Miles.



Subscription increase.

The last increase in subscription rates was agreed at the A.G.M. in 1996. Thanks to a couple of strokes of good fortune, we have been able to maintain those rates for the past four years. In 1998 we benefited from the Halifax Building Society windfall to the tune of just over £2000 and last year we were donated the Model 'Y', which sold through the 'sealed bid' auction at £2600. As a result our total credit, as shown on this year's balance sheet, looks healthy, i.e. £9261 on deposit in the main account and just over £3000 in the spares account.

However, the warning bells were sounding and your committee took a closer look at the statistics. In 1999/2000 the income from subscriptions, for just about 380 members, was £7445 (note that retired and un-waged members pay only £15 annually). Income from other sources, less the sale of the Model 'Y', amounted to a further £600, totalling roughly £8000 income. Expenditure on just publishing and distributing the magazine (£6114) and running the Register (£2300) amounted to approx. £8500. Hence the base income over the past year was less than the base expenditure.

During this last year, we have spent £3500 restocking the regalia, which will hopefully show some profit in the longer term. We have also embarked on some major remanufacturing programmes which, if they all came good during the same year, which they won't, commits us to approximately £10,000 in tooling costs and buying. If we are going to keep the cars on the road long term, these programmes are essential.

These factors, as well as the anticipated increases in costs due to normal inflation (especially the magazine and postage), led the Committee to propose at the A.G.M. an increase in subscriptions of £5.00 across the board, i.e. for UK/Eire, overseas and retired/un-waged UK members. This should bring in an extra £1900 over the next year, which is not a great sum, but will at least bring base income above base expenditure. The proposal was carried by a large majority at the A.G.M.

I hope the above justifies the increase to those who were not at the A.G.M. To put it in perspective, your subscription has gone up for the first time for four years to the tune of just over two gallons of petrol or one and a half packets of cigarettes per year! I hope you still consider membership as good value for the money.

Sam Roberts.

ANNUAL SUBSCRIPTIONS
2000 - 2001

DUE NOW!

CLUB YEAR 1st JUNE - 31 MAY 2001

As you will have read in the Minutes of the 2000 A.G.M (printed elsewhere in the mag) I have taken over responsibility from Bob Wilkinson for all membership matters within the Y&C Register. Bob will be continuing with his general club Secretary & Treasurer activities. All subscription payments, changes of address or telephone number etc. should be forwarded to me at the following address:-

CHRISTINE BALDOCK
 "LUCCOMBE"
 26 GREAT ELMS
 HADLOW
 TONBRIDGE
 KENT
 TN11 OHT

Tel 01732 852491
 e-mail:- chris.baldock@tesco.net

Following the decision at the A.G.M. in April, explained in the Chairman's statement above, subscriptions this year have been set at the following rates:-

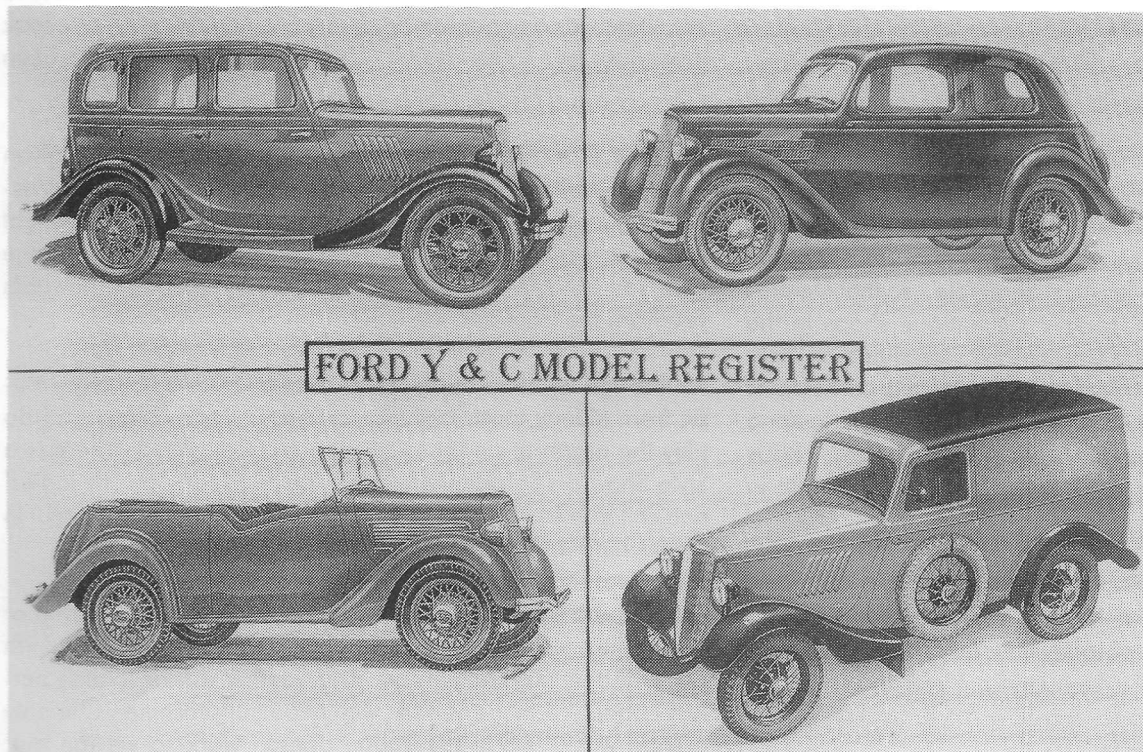
UK / Eire	£25.00
Retired / Unwaged (UK only)	£20.00
Overseas	£30.00 (£GB only)

I do hope you will continue with membership. Please pay promptly using the reply slip which is enclosed with this issue of the magazine. Because of the administrative hassle, I apologise for including forms in copies sent to those of you who' have already paid, or pay by Standing Order and to those institutional non-members who receive courtesy copies of our magazine.

For those of you who already pay by Standing Order :- Please send me a cheque for £5.00 to cover the increase in subscriptions for year 2000/2001 and complete a fresh Standing Order (enclosed), to be effective from 1 June 2001, and forward it to your bank and the tear off slip to Bob Wilkinson. I apologise for the hassle.

To save additional postage costs your membership card will be sent out with a future magazine. However if you need it now please send me an s.a.e. with your cheque. May I remind all members in the UK, that to save you the annual worry, the facility to pay by Standing Order is available. Should you wish to, a Standing Order for future subscriptions is with the Renewal Form. I'm now in the driving seat & look forward to receiving your subscriptions!

Christine Baldock
Membership Officer



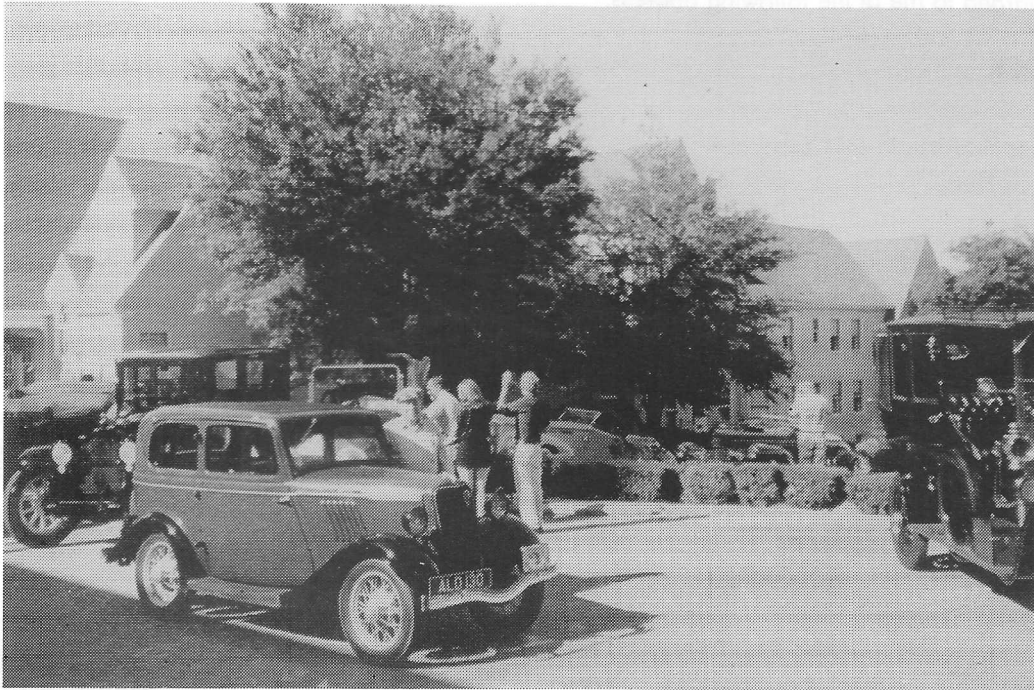
Post Cards from Regalia

Geoff Murrell continues to add goodies to the stock of regalia for sale to members. His latest addition is a Register Post Card, portraying Dagenham produced Model 'Y's and Model 'CX's. The cards are available in multiples of four at one pound per four. Put your orders in while stocks last! Geoff is looking for a snowy scene with our cars in it for a Christmas card. Can any member help?

"The new Register Post Card available through Regalia."

Rally 'Stateside'

Carlton Thisse, from his winter residence in Florida, describes a recent rally:-



"Carlton, with his July 1934 Tudor Model 'Y', ALD 130, outside the Lakeside Inn."

"On March 31st and April 1st and 2nd, Delores and I attended the 28th annual invitation 'Mt. Dora Spring Tour & Meet', sponsored by the Florida Region of The Veteran Motor Car Club of America. This is the sixth year we have been invited to the meet. We have displayed four English Fords at these meets over the years. The town is called Mount Dora because it is one of the highest spots in the state of Florida - the highest is 360 ft!

Cars at the meet are limited to pre- WWII and must be original or restored to original. We always trailer our cars to this meet, even though it is only 125 miles from Seminole - so that Delores can have the 'Modern Iron' to visit the antique shops in the area, while I spend most of the time sitting in the shade or 'kicking tires' with the other participants. Most of the participants stay at the Lakeside Inn (where the meet is held) overlooking Lake Dora. The Inn is a wooden structure built in the 1880s (that's old by our standards - the school in which I taught in Wainfleet, Lincolnshire, was built in 1484!)

Friday afternoon at three is 'low tea' followed at 6.30 by a Champagne Garden Party including a lovely dinner. Friday evening at ten there is a 'spot light parade', where certain pre-designated cars (about 16) drive by the huge front veranda of the Inn with a spot light shining on one-at-a-time, as a local radio announcer describes each vehicle.

On Saturday morning at nine starts a 47 mile tour, with five or six cars leaving the Inn every 10 minutes (oldest cars first). The oldest cars were two Sears - one cylinder, about 1902 with a preponderance of Cadillacs, Packards and Rolls with several

Model As and Buicks. No old show is complete without an Auburn and a Stanley Steamer (one of each) - and, needless to say, there was one English Ford - Model 'Y', ALD 130. We took it because our 1936 Model 'CX' tourer, CYH 678, had been there for the past two years.

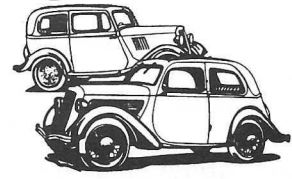
The tour is most interesting in that half the drivers are given maps going around the countryside in one direction and criss-crossing their own route and the other half are given maps that send them in the opposite direction. This means that, on the tour, you will see old cars ahead and behind coming towards you from the front and the sides!

All through the days and evenings there was live nostalgic music from elderly musicians (not as old as I am - although I do play the organ at an inner-city church in St. Pete.) There is a Style Show on Saturday afternoon for an hour - mostly ladies' and children's vintage clothing (this keeps the ladies happy). In the evening is the main banquet followed by a dance.

Sunday morning brought another, shorter, tour - about seven or eight miles, stopping for a visit to a house from the late 19th Century, and finished at noon. The weather was absolutely perfect - about 78 degrees max. with beautiful sunshine. Our only mishap was: ALD's gas gauge doesn't work so we ran out. Fortunately, I had a quart can of gas in the tool box that got us to the nearest service station.

We go back to Michigan in May, but any members who are visiting the Tampa Bay area of Florida next winter, please give us a ring on 727 398 5743."

Doctor Ford gets lit up



In this edition I would like to make a start on lighting aspects of the vehicle. I think the first thing to do is to consider the specification of the lights themselves. I'll start, as Ford did, with the Y models.

If you had walked into a garage spares department and asked for a Headlamp for one of our cars, the parts man would have had a choice of twelve examples to offer. Today, if he could, he'd only be able to offer six, due to the simple fact that both head lamps must now illuminate a Dipped Beam. This has meant that all off side headlights have had to have fitted a bulb holder capable of accepting a double filament bulb, one for main beam, the second for dipped beam.

The first model of the car, known as the shortrad (SR) model, was manufactured from August 1932 through to August 1933. The car was produced in two forms, the Standard and the Deluxe model. The standard model had an all black light, including the rim, which had a rather pointed design. The lens was slightly curved and carried a high number of prisms, with the oval Ford logo cast in the bottom of the glass. The deluxe model has the same light, except that the material from which it was made had a bright, stainless steel appearance, generally thought to be stainless steel, although it is not quite, since it has a high level of nickel content. (It is probable that these rims and bodies were imported from the States, having been made by the same company that produced those on Model 'A'. The name of the company eludes me at present. All I can remember is that it is the same name as a mountain range!) Focus of the light beam, on this and all models is by adjustment by a screw at the rear of the light body. Turning this screw in either direction draws the bulb holder in and out of the rear of the reflector, thus positioning the bulb filament in a relative position to the reflector, and so setting the beam. The sidelight is separate and mounted outboard on the wings. The material used is as per the headlights, i.e. black painted steel or bright steel for the deluxe.

The single tail light was of the same material as the front lights, originally mounted on the off-side wing on a bracket, which also carried a square number plate mounted above it. On later models, from approximately November 1932, the light and number plate moved to the centre of the car, which now had an oblong rear no. plate. This light had a squared off rim in appearance and a one piece all red glass. The same light was fitted to the larger Model 'B' Ford.

The Intermediate model, launched October 1933 and produced until mid '34, carried the same lighting equipment. An exception being the lenses in the headlights which had a slightly increased diameter, thus necessitating the rim to reduce its internal diameter. These lenses were flat, and for the first time saw the introduction of the Magniflect Bar. Initial models had a round centre, later to change to a diamond shape. (approximately February/March '34). The lens design changed, (round centre to diamond,) at the same time as Magniflect bar changed design. The purpose of this bar is to deflect the Bulbs' emissions back to the reflector, in order to increase the light emission.

It is my belief that the rear light body changed at this time to black finished steel, only the rim was made of the same material as headlights.

The next change came when the head lights moved outboard on the wings, thus alleviating the need for separate front side lights. Now the reflector incorporated a separate bulb and holder, to operate as the side light. At this time the lights became larger and were made with black steel bodies and had a rounded brass rim finished in chrome. The lens became larger and once again was curved, but it still carried the

diamond centre, to match the Magniflect bar. At this time a floor mounted dipper switch was introduced and the rear light changed to a more rounded light. (Because of its general appearance it became known as the 'Pork Pie Light'.)

Models 'C' & 'CX' light specifications were basically the same as the late 'Y', with the exception that the reflector was that fitted to the early 'Y', since the light did not incorporate an internal side light. This was in a separate position, i.e. outboard on the wing. This sidelight was not the same specification as the 'Y'. (The two models of car, 'Y' & 'C' obviously had different head light mounting stems.)

Next issue I'll trace the wires back to the lighting switch, and introduce you to Ford's secret fuses.

Doctor Ford.

Northern Sidelights

The nice Spring weather seems to have disappeared but, hopefully, will have returned by the time this Newsletter arrives. CNN is all set for some summer motoring after one or two adjustments in the ignition department and seems to be running quite sweetly.

I circulated all Region 16 members with details of the Kirkstall Classic Car Show on Saturday July, 8. This is being organised by Steve Waldenberg, and, is sponsored by Butterworth and Pilkington - the Ford Y&C Newsletter printers. I have had a handful of replies, but there may still be time to enter if you have not already done so. A phone call to me will get you an entry form.

MEMBERS' CARS

Jack Smith from Grimsby rang me the other day with news of ongoing work on his early "long rad". He also informs me that he has several parts which are surplus to requirements.

Uncertainty about the future of Longbridge, and the shock news that Ford are to pull out of Dagenham has made for some grim reading over the past few weeks. Whatever would Herbert Austin and Henry Ford have thought! Effectively, there will be no British motor industry in a few years, and what about the Ford Heritage Centre which, as reported in the last Newsletter, already had an uncertain future?

Coverage of the Ford story in one of the Sunday papers made reference to Model 'Y' and the fact that, when Edsel Ford cut the first sod on the Dagenham site in 1929, his silver spade hit rock and buckled. I reckon he was very unlucky given that the whole site was so unstable that it had to be underpinned with hundreds of concrete pillars!

Barry Diggle

The story really starts with the superb photograph on the back cover. It is of a very tired looking Model 'Y', UD 7893, which had lain in the ramshackle barn since 1954 when it was last taxed - a real barn find! It came to light in January of this year following the death in a nursing home of Gladys, the sister of the car's previous owner, Arthur Leaming. Arthur had farmed the remote Cleedsmoor Farm, near Bridgnorth in Shropshire until eighteen years ago, when he died (1982). It has not been farmed since. Gladys and the family had lived on the farm since the 1930s. Gladys was the last person to live at the farm but moved into a nursing home five years ago, since when the farm has been empty.

In January, the contents of the farm were auctioned. In addition to the Model 'Y', they included three old tractors from the 1940s and a chassis from a 1924 Morris. The Shropshire Star also reported that "there were also some larger trucks but over the years trees have grown up through them making a few impossible to move." Barry Nutley, a National Fleet Sales Manager for Goodyear and long-time commentator on BBC Grandstand for the British Superbike Championship, attended the auction and for £70.00 added the Model 'Y' to his collection, which already comprises a

1941 Standard Fordson tractor, a 1949 TVO Ferguson, a 1954 Diesel Ferguson, a 1957 FE35 Massey Ferguson, a 1967 JCB3C excavator, a 1987 Citroen 2CV, a 1989 Trabant and a Series 1 80 inch Land Rover- there's variety for you!



"A close-up shot of the Model 'Y' barn find."

And his first love was motor-bikes! In fairness, ownership of the Ford is tinged with nostalgia as it was one of the vehicles in which he was given a lift from home to work in Reading in 1960.

Referring to his new restoration project, Barry states:- "Being a fairly impulsive and impatient sort of chap with a busy summer ahead of me I am choosing to do an 'original running and useable' restoration rather than a concours and fair weather job. My aim is to be on the road for June" Barry does not hang around. By mid-March he had already fixed the king pins, brakes, shock absorbers and tyres and had already done a few laps of his paddock! The upholstery was away being fixed.



"Arthur Leaming with Chelmarsh Bertus Blossom."



"Barry, with constant companion, well into restoration."

An amusing discovery was a letter and some photographs beneath the rear seat. Obviously Arthur Leaming was not the best of farmers as the letter was from the Shropshire County Agricultural Executive Committee, dated 1951, placing him under supervision 'in respect of your farming and management'. Barry reckons he hid the letter under the seat to keep it away from his wife! The photograph was of Arthur Leaming and his prize cow, Chelmarsh Bertus Blossom.

We are delighted to welcome Barry aboard the Y&C Register and hope to see him and the car on the road, perhaps joining us as we pass through Shropshire on Convoy 2000.

Sam Roberts.

The Australian 'Ute'

I raised my doubts on the Ford Australia claims with their Historian and received the following explanations:-

"The difference between a utility and a pick-up was essentially that the utility had

a smooth steel side the same width as the cabin, whereas a pick-up has a separate load area and usually a narrower type of body - although this is not always the case."

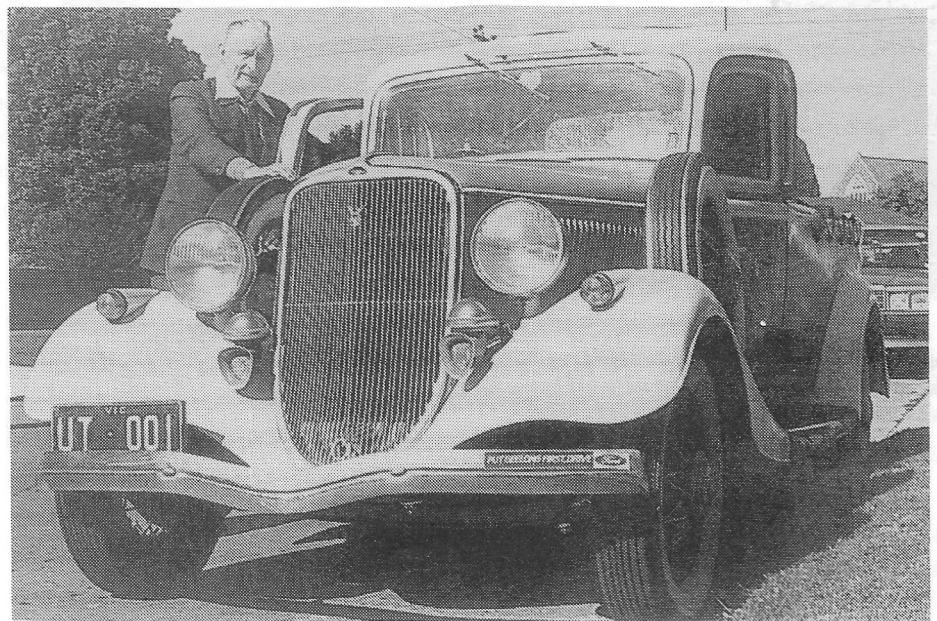
He goes on to explain that the Model 'Y' utilities sold in 1933 had 'soft' tops rather than the steel cabin of the Model 40, inferring that 'soft' top Utilities did not count!. The Model 'Y' version was known as a 'Roadster Utility' rather than a 'Coupe Utility' with an all steel cab. To my mind both the 'Roadster Utility' and the 'Coupe Utility' should be classed as 'Utes', which means that the world's first 'Ute' was in fact a Model 'Y' (the Geelong body numbers on the Model 'Y' Roadster Utility were prefixed with 19 LD - LD being short for Light Delivery). Because no Model 'Y' 'Utes' have survived, and hence cannot be displayed, does not alter the facts!

You will notice under 'International News' in this issue, a photograph of a 1935 Model 'C' Roadster Utility with a 'soft' top. It is described as a 'well-sided' model. 'Utes' came as either straight or well-sided models. The Model 40 'Ute' is straight sided. The well-sided models had a seat along each side of the load area on which the farm hands would sit precariously as the vehicle bumped across the dirt roads of the bush. The seats had a small back to them to stop the unfortunate passengers sliding off!

Sam Roberts.

Whilst researching my book on the Model 'Y', I was baffled by claims from Ford Australia that they invented the Utility vehicle, or 'Ute' as it is known in the vernacular, and that the world's first 'Ute' was built on the 1934 V8 Model 40 chassis, which is now on display in the Ford Discovery Centre in Geelong, Victoria, registration number UT-001.

To me, a layman in these matters, I considered 'Ute' as just another name for a 'Pick-up' truck and examples of these have been made by various manufacturers as far back as 1910. I was also aware from Ford Australia statistics that eight Geelong bodied Model 'Y' 'Utes' were sold in 1933, the year before the 1934 Model 40 'Ute' appeared.



"The surviving Model 40 'Ute', claimed to be the world's first, with its designer Lew Bandt."

The Ford 'Tug'.

Having made mention of Mike Maybee's purchase of the Model 'Y' based, ex-BAC Filton Tug in the last issue, it was felt that it was about time to introduce this extraordinary vehicle to newer members. In 'The Ford Times' of March 1936, the Company explains its reasoning behind the introduction of the vehicle:-

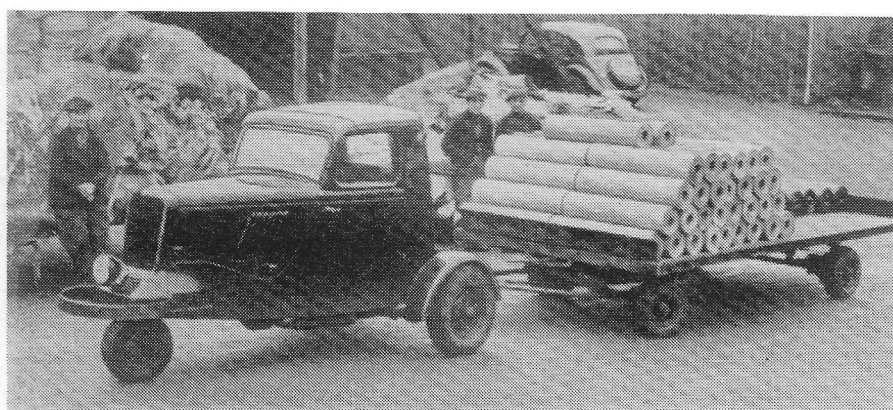
"There are signs that the time is approaching when restrictions may be placed on the use of heavy horse-drawn transport, and the "Tug" has been designed to meet the demand for an economical substitute. The cost of operating a two-horse van in London and the large cities is approximately £7 5s per week, with obvious limitations in regard to working range, usually about 20 miles per day.

A Ford Tug and trailer are more economical, and below are given the total costs for various weekly mileages, which (besides fuel and maintenance) include licence, wages, depreciation, rent and rates, insurance, and interest at 4 per cent on capital investment:

100 miles	£5 8 1	or	12.97d per mile
200 miles	£6 9 10	or	7.79d per mile
300 miles	£7 11 7	or	6.06d per mile
400 miles	£8 13 4	or	5.20d per mile

In computing the above running costs the following data were used:

Petrol consumption	17 m.p.g.
Oil consumption	650 m.p.g.
Life of tyre	15,000 miles
Maintenance	0.37d per mile



This 1937 Fordson Tug was used in the paper mill belonging to C. Davidson & Sons of Bucksburn, near Aberdeen. Note that both the Ford 5 cwt. van and the Ford Tug were rebadged 'Fordson' in early 1936 to bring them in line with the other commercial vehicles in the Ford range."

It is unnecessary to enlarge on the time taken in grooming, feeding and watering horses, or the loss through sickness or death of valuable animals, as against the replacement of parts or exchange of sub-unit.



"McArthur & Co.'s Tug pulls its load of zinc up the 1 in 5 Constitutional Hill in Bristol."

There are many outlets for the Ford Tug for pulling special attachments peculiar to certain spheres of operation, such as factory trucking, house-to-house refuse-collection, street cleaning, etc. It is particularly suitable for replacing horse-drawn vehicles for the short-distance haulage of coal merchants, dockers, brewers, builders, timber merchants, and contract hauliers, as, in fact for any service where horses are used for the transport of 2-ton loads."

An unofficial demonstration of the Tug's ability occurred in Bristol in early 1937 when that belonging to the wholesale iron merchants, McArthur & Co., of Broad Quay, was driven up the 1 in 5 Constitutional Hill, one of the city's steepest, with a trailer-load of zinc considerably above the advertised two-ton payload. Despite its little 8hp engine, it pulled the load over the hill with the greatest of ease, and even performed a stop-restart test half-way up with no difficulty. The trailer's over-run brake was off particular value on the way down! The tug's manoeuvrability was also demonstrated with a turning circle of 21 feet with a standard trailer.

We are grateful to the auctioneers, Cheffins of Cambridge who, coincidentally, this month donated a November 1936 copy of the Parts Price List for the Fordson Tug to the Register library.

Sam Roberts.

Another Jennings!

In the last issue, we told the story of John Follon's Jennings converted Model 'Y', which he was forced to drive in an almost-restored state from St. Brelade to his new abode in St. Helier on the Island of Jersey. At the time, it was the only known surviving Model 'Y' which had had the Jennings treatment.



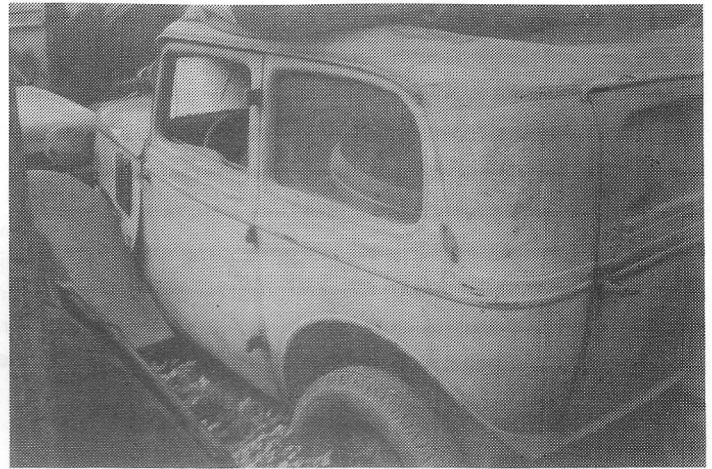
"Front view of longrad Jennings Model 'Y' in Barcelona scrap yard showing shortrad bumpers."

Between issues, another one has come to light in a scrap yard in Barcelona, Spain! I was told some time ago by Edwin Phelps, of Ford V8 fame, that he thought there was one in Spain. He has now sent me photographs. Unfortunately, he does not know where the scrap yard is and tells me that it is soon to be demolished to make way for a supermarket! I am keeping our sleuth in Spain, Luis Cascante, informed on the off-chance that he may be able to locate it.

The photographs show that it is probably a 1934 model. It has left hand drive and straight 'shortrad' bumpers. This indicates that it was assembled at the Ford Iberica plant in Barcelona, as all overseas plants (less Ireland) were given shortrad bumpers for the longrad cars until Dagenham left-over stocks ran out - approximately March 1934.

It is probable that a customer in Spain (could be an 'ex-pat.') ordered a Model 'Y' with a Jennings conversion on Ford Iberica. The order would have been sent to the Ford London office in Regent Street, where the body order would have been sent to J.H. Jennings & Son, Ltd. in Sandbach, Cheshire. On completion, the body would have been shipped, with its chassis and transmission, out to Barcelona, through Dagenham, with a standard consignment of 'knocked down' Model 'Y's.

I note the rain ridge above the rear door to stop the water entering through the top of the door. A closer look at John Follon's Jennings, in its earlier restoration days, indicates that his also had a ridge along the top of the door.



"A side view showing L.H.D. and rear door closed."

Sam Roberts.



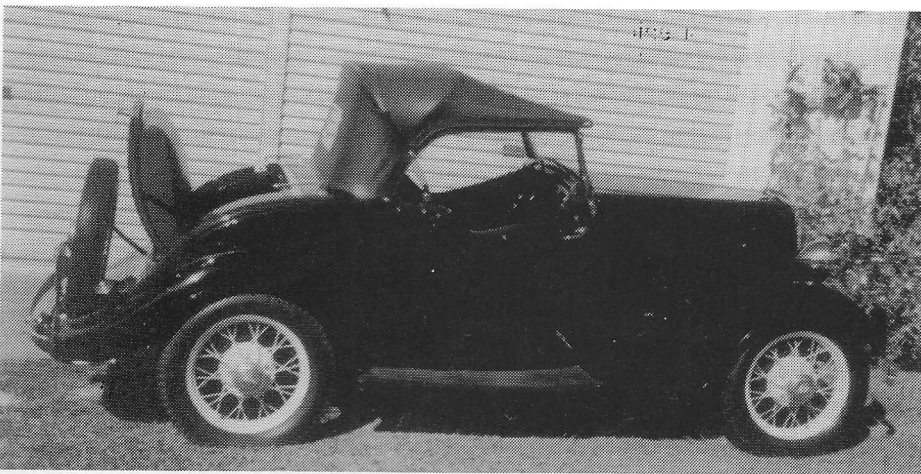
The rear door open. Note the rain ridge above the door

INTERNATIONAL Y & C NEWS

I have made contact with the 'Club Obsolete Ford France', which, it states "was founded in 1977 for the preservation of Fords, Matfords, Lincolns and Mercurys over 25 years old. The club organises regional and national displays, edits a quarterly newsletter and a half-yearly bulletin, in which it reports on its activities and reproduces old photographs and documentation. The committee, and its members, help those who are restoring old Fords with technical advice and parts. The club has 250 members and caters for over 700 models."

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Ex-member, Jim Oliver, reports in the Newsletter of the 8&10 Sidevalve Club of Victoria, Australia, that he was given a morale boost in the long term restoration of his 'CX', when he discovered that the reason why it wouldn't fire was that the fuel had been in the tank for so long that it had 'gone off'; He continues, "So, yesterday, I disconnected the line to the fuel pump, put a line direct to a new tin of Super, cleaned out the fuel bowl etc., gave it a kick!!! Wow, started first go!"



"A rare Geelong bodied 1934 Model 'Y' Roadster advertised for sale in Brisbane, Queensland for AS 16,000. Tel: 00 61 7 5445 1807 if you are interested."

Some unusual cars are advertised in 'Ford 8&10 Second Gear Chatter' the Ford 8&10 Sidevalve Club of South Australia's magazine. In January's issue was reference to a Model 'C' 'Wellsided Ute' and, in February's issue, a 1934 Model 'Y' 'Roadster' was advertised. These were bodies designed and built by the Ford factory in Geelong, just outside Melbourne, on chassis imported from Dagenham. I am grateful to Gay Hay, the editor of 'Second Gear Chatter', for supplying me with photographs of these two unusual vehicles.

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Ford Motor Company, Australia was established on the 31st March 1925; so this year saw the 75th anniversary celebrations. Over the weekend 31st March/2nd April, according to

the official records, some 2500 Fords converged on the current Ford assembly plant at Broadmeadows, on Sydney Road, Melbourne, with some 6,300 people involved from as far away as Perth, Darwin and Townsville. A tour of the modern Falcon line was an attraction here. On the Saturday, the cars travelled the forty odd miles to the top secret Ford Proving Ground in the You Yangs Range near Geelong, Ford Australia's birthplace. The 'Homecoming Rally' as the event was called, took the form of a beach party on the Saturday evening and a mammoth street party in the City of Geelong, which lasted all day Sunday and was attended by 40,000 visitors. We hope to have a full report with photographs for the next issue.

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I received the following e-mail from Chilton Korkie in Worcester, about 50 miles from Cape Town in South Africa, following his daughter, Louise, finding our web site on the Internet:-

"I am a 76 years old Ford fanatic and a member of the Early Ford Car Club of South Africa. I have been a Ford supporter for most of my motoring life. The first car I owned was a 1935 Model 'C' Tourer. Unfortunately a friend of mine T boned it at an intersection just after the second World War. A number of years ago, I acquired my present Model 'C' Tourer from a club member who had given up hope. This was a complete basket case. There were two chassis, one badly mangled, two doors, five wheels, an engine beyond repair, but at least I had a firewall (*bulkhead*), a dashboard and steering gear. I also had two windscreen posts and a windscreen frame. The front and rear axles were also there with their springs. Shock absorbers were finished - I've had to use some from a Prefect of the 1940s."

I hope we shall be welcoming Chilton on board as a member in due course.

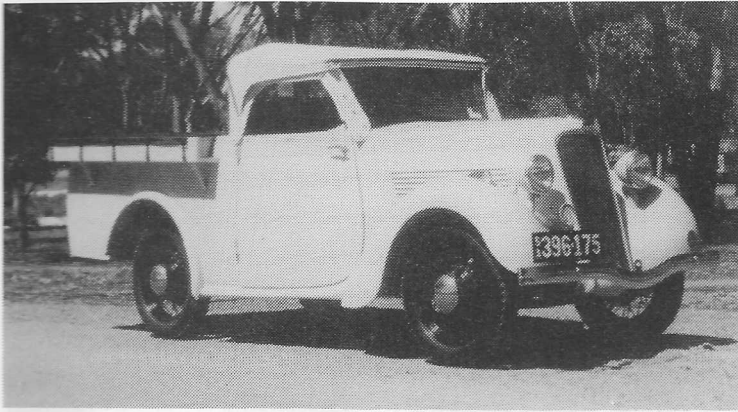
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The Queensland, Australia, 'British Ford Car Club' magazine advertised the following event:-
6th Annual Drive & Jive Inn; Rock 'n' Roll Nostalgia Night; Beenleigh Drive In, Jacob's Well Road, Yatala; Saturday 25th March 2000; Admission - Normal Drive in Prices; Burgers, drinks, fries; A great movie; Rock 'n' Roll stalls & paraphernalia; Classic cars & hot rods.

We're missing out on something here! It certainly beats the 'rows of cars parked on grass' type of event. Come on Regional Coordinators, we need a drive-in!

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Many of you will have noticed the 'CH' number plates on some Australian Model 'Y's and 'C's. these are 'Concessional Historic' plates, for which less than the full rate of annual tax is paid. However, there appears to be a downside to the scheme, reading David Urry's warning in the April issue of Second Gear Chatter (South Australia):-



Possibly, the only existing 1935 Model 'C' well-sided 'Ute' owned by an enthusiast in South Australia.

"For those of us who have an historic vehicle on concessional registration please take note of the following; if you exceed the speed limit and "catch the eye" of a speed camera or red light camera ... the first you will know about it won't be an Infringement Notice in the letter box, it will be a Policeman at your front door wanting to see your Log Book. If there is not an entry for the day concerned, you will receive an extra penalty of \$750. You may also have to pay the balance of full registration. So please be warned always fill out your Log Book every time you use your vehicle."

It makes you realise how lucky we are in the UK with no tax, retention of original number plates, no restrictions on our movement and no log to keep every time we use the car!

THE JENSEN - FORD CONNECTION

Although the Jensen has become known as a car in its own right, the company originally started as a coachbuilding concern in 1928, when the brothers, Richard and Alan Jensen built a body on an Austin Seven chassis. Admired by the chief engineer of Standard, they designed the body for what was to become the Avon Standard of 1929; the New Avon Body Co., Ltd. of Warwick being the body manufacturers. The brothers then joined Patrick Motors, a Birmingham dealer, to form Patrick-Jensen motors, which was to build special bodies on the Wolseley Hornet chassis. This partnership failed, so they bought into the West Bromwich coachbuilder, W.J. Smith & Sons and changed the name to Jensen Motors, Ltd.

Jensen Motors were soon to become well known for their sporty bodies, making their name in 1932 with the Wolseley Hornet and Morris Minor. With the introduction later that year of the Model 'Y' Ford, a strong relationship developed between Jensen Motors and Bristol Street Motors, the main Ford dealer in

Birmingham. Regular readers of this Newsletter and cognoscente of the Model 'Y' will know that Jensen built the 'Mistral' body on this chassis; perhaps the best known of the Model 'Y' special bodied tourers. Three Mistrals are known to have survived, dating from February 1933 to July 1935, when the factory produced Morris 8 Tourer undercut the hand-built bodies in price and beat them on quality. Less known is the Jensen bodied Model 'C', the 'Hurricane', which was a bespoke aluminium bodied car, lighter than the Dagenham manufactured Model 'C' Tourer, which was ideal for trials and rallies with its higher power to weight ratio. None of these is known to have survived, although the rumour of one existing in Dorset still persists.

Meanwhile, back in Dearborn, U.S.A., Edsel Ford, had just returned from a trip to Europe, or 'the Continent' as he called it, fired with enthusiasm to build a long low sports car along the lines of the S.S. Jaguars, Bugattis, Lancias and Alfa Romeos he had seen on this and previous visits. He had harboured a love for European sports cars for many years, being a regular subscriber to 'Autocar', 'Motor' and other British motoring magazines.

Having formed a close relationship with Eugene "Bob" Gregorie through Gregorie's work on the Model 'Y', Edsel set Gregorie up, out of sight of his father, in the service department of the Ford aircraft factory, about a quarter of a mile from the Ford Engineering Laboratory, to design a low rakish body on the standard Ford V8 chassis. A total of three successive streamlined 'Continental' car bodies were hammered

out by the aircraft factory craftsmen, at great expense, for Edsel to try. But try as he might, he could not persuade Henry Ford or Charles Sorensen, the production expert, to build the sports car as a production model.

In early 1935, Sir Percival Perry visited Dearborn and Edsel struck on the idea of building his sports car at Dagenham. After all, England was where he conceived the idea and Dagenham was manufacturing the V8 Ford. He later wrote to Perry describing the car and asked him to consider manufacturing it at Dagenham. Perry replied in the negative as he was having problems with

BRISTOL STREET MOTORS
Main Ford Dealers LTD.
 164/172, BRISTOL STREET,
 BIRMINGHAM

Specialists in Sports Bodywork
 for all Ford Chassis
 STAND No. 42
 OFFICE No. 12

"MISTRAL"

Mistral Body mounted on 8-h.p. Ford Chassis - £162 : 10 : 0

Photo above: "Extract from the 1933 Ford Motor Exhibition catalogue."

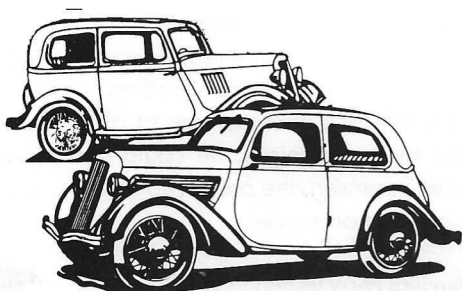
Briggs over the supply of the standard bodies and didn't want to aggravate the situation by asking them to produce yet another type. However, he did show the design of the car to Lieutenant Colonel John Moore-Brabazon, a W.W. I flying ace and racing driver. Moore-Brabazon asked Perry for exclusive marketing rights on the car. Edsel was delighted at the news and, in September 1935, asked Gregorie to prepare a right hand drive chassis to be sent to England with detailed drawings.

Moore-Brabazon, meanwhile, had approached Richard and Alan Jensen to see if they were interested in building the car, and Harold Kahn, a business associate, to help share the financial risk and initial expenses. M.B.K. Motors, which was to market the Jensen-Ford, was the result of this latter union. The arrangements were for M.B.K. to procure the V8 engines, transmissions and rear axles from Dearborn and the chassis components from Dagenham. These would be sold to Jensen Motors at cost. M.B.K. would then make their profit from royalties on cars sold by Jensen. The car, based on the 1936 Model 68 V8 Ford, was not the success that Edsel, Brabazon and Perry had hoped for. In England, the road tax formula penalised the car with its large cylinder bores. Fewer than 100 were built with Jensen radiator grilles before the outbreak of world War II curtailed production. Only four are known to have been exported to the U.S.A., these with Ford Model 68 grilles, the most famous of being the one owned by the film star, Clark Gable.

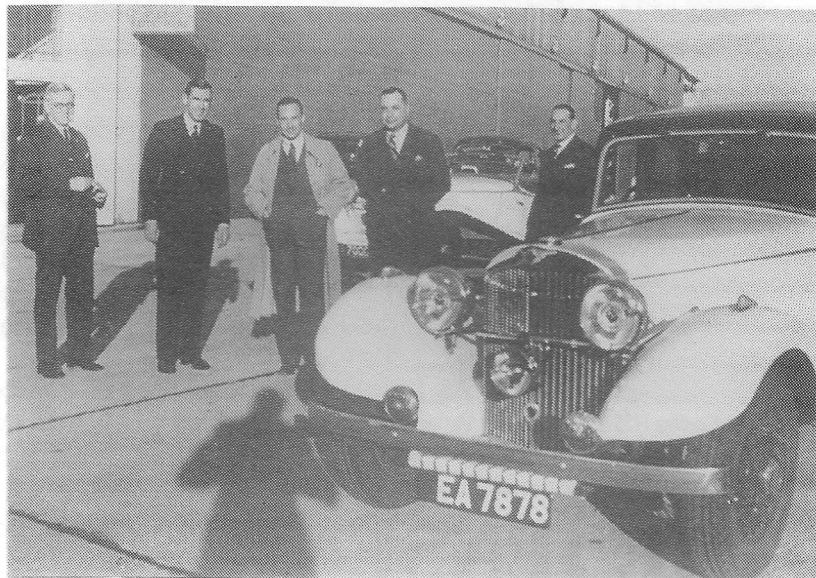
Eventually, the Continental was built in Detroit, but by Edsel's own Lincoln Motor Company rather than Ford. Gregorie adapted the design of the 1939 Lincoln Zephyr to become an attractive low convertible coupé. Some 400 were hand-built pre-war and it was not until after the war, in 1946, that the plant was tooled up to mass produce the model.

My thanks to Nick Walker ('A-Z of British Coachbuilders') and Henry Dominguez ('Edsel Ford and E.T. Gregorie') for much of the information in this article.

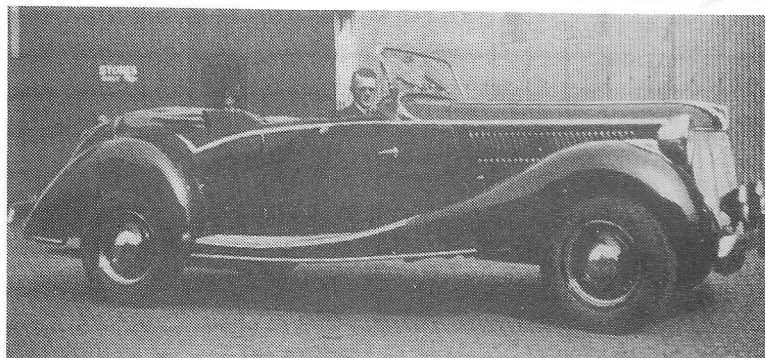
Sam Roberts.



Jack Harrison in his Jensen bodies Model C "Hurricane" leads a standard Model C Tourer on a rally. Note the low elbow rest and the twin rows of louvres on the bonnet of the Hurricane



"Edsel Ford, in rain coat, visits Jensen Motors, Ltd. in West Bromwich in the summer of 1936. Richard Jensen is on his right and brother, Alan, on his left. The bespectacled Sir Percival Perry looks on. The car is a Jensen 'White Lady' "



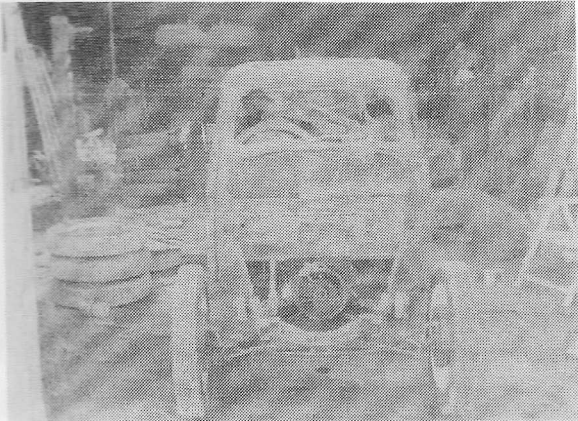
"Clark Gable's Jensen assembled and bodied 30hp Model 68 sports car awaits shipping to the States."



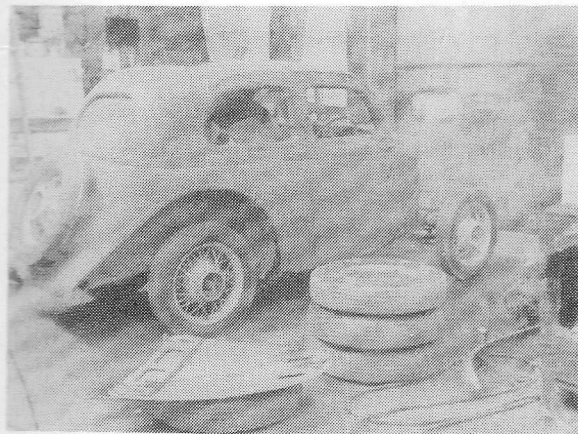
For Sale

Through dealers

1935 Model 'C', BSJ 550 - ex-JP 907.C19726. Requires total restoration. Engine dismantled. Some rust in rear offside wheel arch and sills. £975
Terry Ferguson Tel: 01946 63482
(Whitehaven, Cumbria.)



A scrapyard find. Engine removed and dismantled."



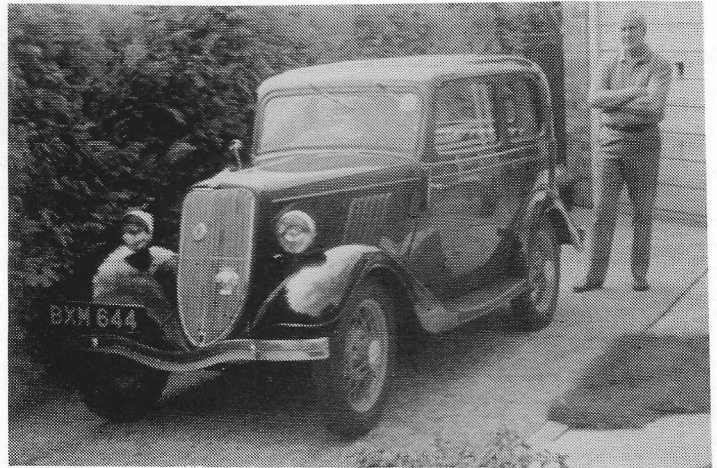
"Side view showing some rust under rear wheel arch."

1936 Model 'Y' Tudor (Y155259), green and black, DGC 631. Dry storage for 35 years. Two owners from new. Sound and very original. V5 applied for. £2650 Richard White Tel: 0116 259 5291 (Leicester)

1937 Model 'Y' Tudor (Y182588), black and red, AV 9278. In good condition. Starts easily and runs well. £3,800.
Avondale Classics Tel: 01684 772754
(Tewkesbury, Gloucestershire)

Private

1934 Model 'Y' Fordor with sliding roof. Y57685, OW 4740, black. Mechanically sound and complete but bodywork poor on driver's side due to weather exposure. Sliding roof still in situ under aluminium cover. Plenty of spares. £500 o.n.o.
Rob Turner Tel: 01794 390458 (Nr. Salisbury, Wiltshire)



1935 Model 'Y' Tudor (with sliding roof) Y100673, BXM 644, brown/black wings. Fully restored mechanically and electrically. No rust anywhere. 63000 miles only. In excellent running condition. £3500
Alan Eyden Tel: 01304 365238 (Deal, Kent)
BXM 644

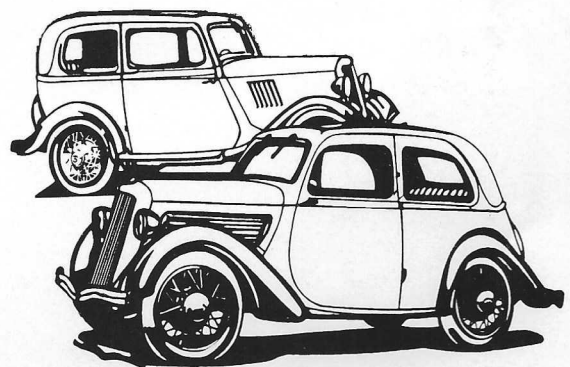
1937 Model 'Y' Fordor (Y180476), DYX 765, black, in excellent condition, MoT, lots of spares. Sale due to bereavement of Roy Johnson. £3500 o.n.o.
Contact Colin Hall Tel: 01427 614782 (7.30 - 9 p.m.)
(Gainsborough, Lincolnshire)

1936 Model 'Y' Tudor, maroon and black, (Y135662), BER 502, fully restored and in very good condition, MoT. £3750 o.n.o.
Chris Williams Tel: 01745 813014
(Rhyl, North Wales)

L.H. (nearside) longrad Model 'Y' running board - new old stock £125; 2x Model 'Y' hub caps - new old stock £40. Pair external shortrad door handles £20.00. Shortrad head gaskets £5.00 each. All prices exclusive of postage.
Julian Janicki, Tel: 01403 251184
(Horsham, W. Sussex)

Parts wanted.

Model 'Y' fuel tank sender unit (electric).
Used Model 'Y' front passenger door handle.
Peter Nesom Tel: 01388 661731





Y & C REGISTER PARTS FOR SALE

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

MECHANICAL-SUSPENSION, BRAKES & STEERING

	PRICE
Clevis pins (20 thou oversize) with split pins: - S.R./C.	£6.00 set
Clevis pins (20 thou oversize) with split pins.'-L.R.	£8.00 set
Front shackles (pattern part)	£7.00 each
Rear shackles (pattern part)	£5.00 each
Bushes for shackles. State front or rear	£2.00 each
Rear hub seals (large - outer) Y1175	£3.50 each
Y&C king pins (Dependent of level of kit) - exchange	POA
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 King Pin) RH Y2076 LH Y2077	£25.00 each
LR-C Rear operating shaft RH CE2231 LH CE2230	£25.00 each
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
Brake shore pull off springs LR post 33' Mod/C/CX, set 4	£8.00 set
Shock Absorber Kit S.R. & L.R. front)Temporarily out of stock	
Late LR. Rear) - contact Graham Miles	

MECHANICAL - ENGINE & TRANSMISSION

Exchange reconditioned post war 8 + 10hp engines with hardened valve seats. £1000.
Tel Tim Brandon 01449 711837 for details.

Y973 7Accelerator return spring (on X rod or accel. rod assy)	£4.00 each
Gaskets - Head set 8 or 10hp (state which)	£20.00 set
Gaskets - Sump set (state with or without timing chain)	£20.00 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 and rings. Various types stocked	POA
Various piston rings held send pattern & S.A.E.	POA
Post-War engine valves-send pattern exhaust or inlet	£12.00 each
Pre-War engine valves-send pattern	
Valve springs (Pt No 6513)	£10.00 set
Flexible fuel pipe - pump to feed	£3.00 each
Fuel Pump-exchange(allow 21 days)	£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 numbers of parts send list of requirements	
Fan belts (state 3in or 4in pulley)	£11.00 each

RUBBER PARTS

	PRICE
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 kit
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 centers	£12.00 each
Headlamp Magniflect 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 each
Headlamp bulbs (24 watts)	£4.00 each
Bulbs various (if rear lamp, state straight or offset pin)	£4.00 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 LR 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 stick 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	£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 0115 926 4235 - Prices on application.

Apply direct - 5' 8" long (Y) or - 5' 1" (C)

SUPPLIER OF FRONT WHEEL BEARINGS -

Timken 07098 / 820503062 / 03162

Bearing Services Ltd (Yellow Pages)

PARTS ORDER FORM - ISSUE 124

To be returned to:

**KEVIN BRIGGINSHAW: 8 LANCOT AVENUE, DUNSTABLE,
BEDFORDSHIRE LU6 2AW**

MEMBERS NAME:- _____ NUMBER:- _____

TEL NO: DAY:- _____ EVENING:- _____

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

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

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

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

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

NAME _____

ADDRESS _____

_____ POST CODE _____

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

REMEMBER TO SEND CLEAN EXCHANGE ITEMS WHEN ORDERING RECONDITIONED PARTS.

USEFUL CONTACTS

BADGE RE-ENAMELLING

Pamela & David Enamels
1 New Street, Chumleigh, Devon EX18 7DB
Tel 01769 581122

BODY RESTORATION, PANEL REPAIR AND MFR.

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

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

BORING, WHITE METALLING, BEARINGS, PISTONS etc.

Ron Topping, Northern Rebores Services 54-56 Elswick.. Newcastle-upon-Tyne. Tel 0191-2734326

CARPETS, UPHOLSTERY

Family Repair Service, Beales Close, Andover Hants SPIO IHT. Tel 01264-323144

CHASSIS RESTORATION/EXCHANGE FORD PARTS AND CLASSIC OILS

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

INSURANCE

Footman James / Y & C Register Insurance Scheme

Very competitive preferential rates for members only. From £58.80 per policy for cars valued up to 7500. Fully comprehensive with unlimited mileage

Full breakdown rescue service in UK and Europe

Tel: 0121 561 4196 with MembershipN°:

MECHANICAL, OVERHAUL AND RESTORATION

Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket Suffolk IP14 6AG Tel **01449-711837**

TRIM, FITTINGS, RUBBER & ACCESSORIES

Paul Beck, Vintage Supplies, Crosswinds, Happisburgh, Norwich, Norfolk NR12 ORX.

Tel 01692 650455

Woolies (I&C Woolstenholmes Ltd) off Blenheim Way Northfields Industrial Estate, Market Deeping,

Nr. Peterborough PE6 8LD. Tel 01778-347347

TYRES, TUBES AND RIM TAPES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford Herts. WDI 4LW (Callers by appointment only).

Tel: 01923-231699

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

SEAT SPRING UNITS (ready for trimming)

The Bristol Upholstery Spring Co. Ltd. 79A Grove Rd, Fishponds. Bristol BS16 2BP Tel 01179 583995

STOCKIST, EARLY FORD PARTS

Mr Tony Butterfield, 2 Cockers Lane, Leyland Lanes. PR5 3SU

(Can supply Gaskets) Tel 01772-424032

Mr Julian Janicki, Riverside, Blackbridge Lane, Horsham, West Sussex.

RH12 1RR Tel 01403251184

Ford Y & C Model Register - Regalia Order form

Send completed form with cheque to -

Please PRINT your name and address

Geoff Murrell
76 Heydon Rd
Gt Chishill
Royston, Herts.
SG8 8SR

Post Code
Phone no -

Item	Colour	Size	Price £	Quantity	Total price
Clothing					
Sweatshirt, long sleeve, small logo	Orient Blue	S,M,L,XL	23.00		
Sport shirt, short sleeve, small logo	Orient Blue	XL	20.00		
Sweatshirt, long sleeve. Large logo	Electric Blue	S,M,L,XL,XXL	5.00		
T Shirt, large logo	Electric Blue	S,M,L,XL	4.00		
Peaked cap, embroidered logo.	Blue with white logo		7.00		
Car accessories					
Register car badge	Bar mounted	Gold	8.25		
	Grill mounted	Blue	8.25		
Tax disc holder	Blue with white logo		1.00		
Key rings, leather.	Blue with white logo		2.00		
Key case	Blue		2.00		
Miscellaneous					
A Post Card featuring Model Y Fordor, Model Y Van, Model CX Tudor and Model CX Tourer		4 cards for	1.00		
Umbrella, with Register motif	Blue / White alternate panels with logo		12.00		
Magazine binder frontispiece - Stick on transparency	A4		1.00		
Coasters, set of 4.	Blue / white logo		3.50		
Earthenware mug	White / blue logo		3.50		
Lapel badge			1.50		
Models -					
Y Model Fordor Longrad - assembled	Vineyard Green or Orient Blue (both with Black wings) or all Black	O gauge	52.00	Please state colour	
Y Model Tudor Longrad - assembled and on plinth	Vineyard Green (with Black wings) or all Black	O gauge	54.00	Please state colour	
Y Model Van Longrad - assembled and in Millennium livery	Orient Blue with Black wings	O gauge	25.00		
Rear window stickers					
'My other car is a ford Model Y'	Blue text on white ground		2.50		
'My other car is a ford Model C X'	Blue text on white ground		2.50		
<small>Note, the X can be cut off for C Model owners</small>					
A3 Colour reproduction posters					
1932 Y Model Tudor (short rad)			3.25		
1933 Y Model Tudor (short rad)			3.25		
1935 Y Model Tudor (long rad)			3.25		
1936 Y Model Tudor (long rad)			3.25		
1934 C Model Tudor			3.25		
Please make cheques to Ford Y & C Model Register			Add £3 UK post & packing Overseas at cost £3.00		
			Total enclosed £		

New - Post cards
Coming soon - Greeting Cards and Teatowels
Wanted - Photo suitable for a Christmas Card (snow scene ?)