

CHRIS OWEN

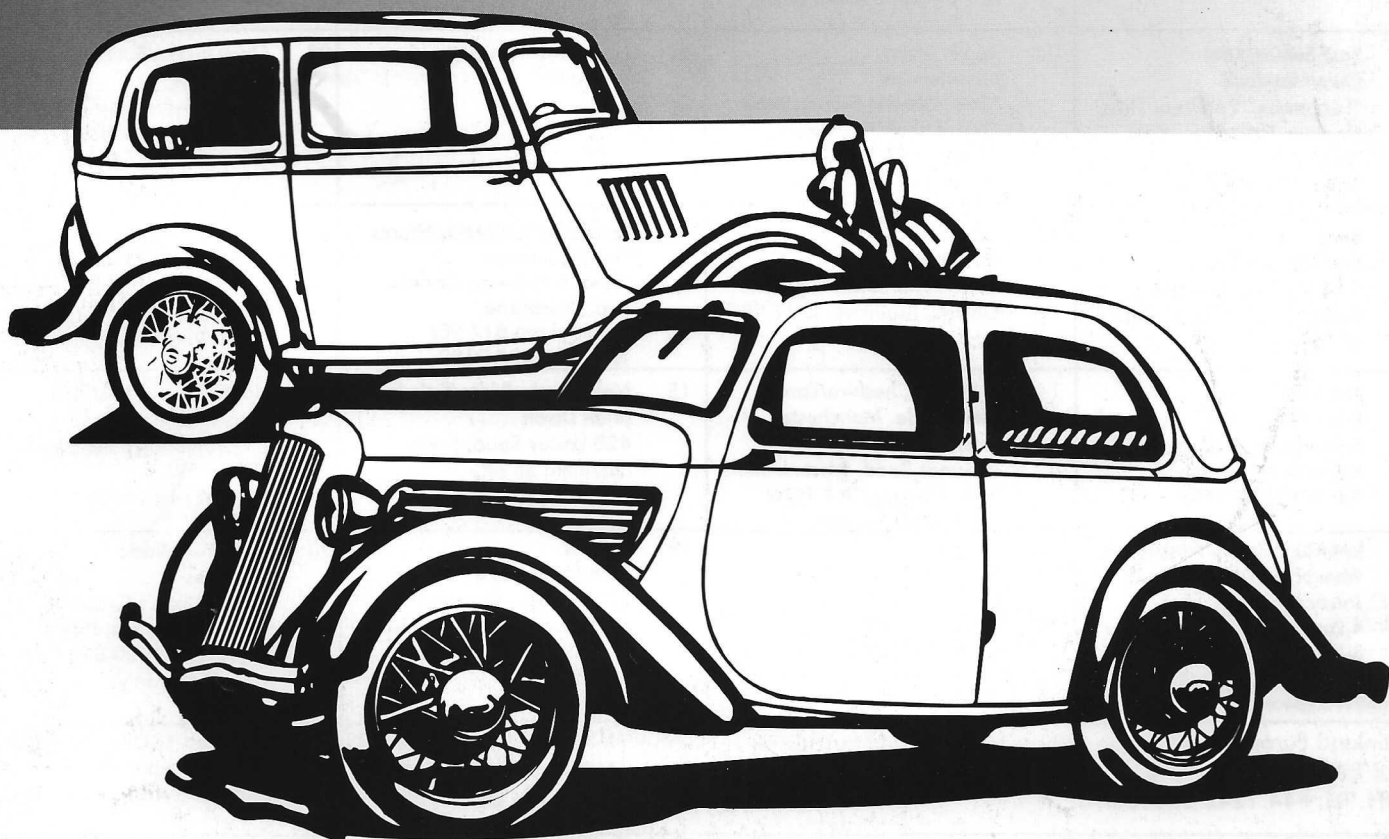
# NEWSLETTER

ISSUE 125 July / August 2000

FORD

X & C

MODEL REGISTER



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# CONTENTS

Editorial .....	3
Chairman's Newsletter .....	4
Lead Replacement Fuel .....	4
Chairman's Newsletter .....	5
Convoy 2000 (part 1) .....	7
Make your car "user friendly" .....	12
Electrics .....	14
Spanish Inquisition .....	16
Overseas News .....	17
New Member notes .....	18
The Ford Logo .....	19
Classified .....	20
Northern Sidelights .....	21
Technical Topics - valve grinding .....	21
Members' Cars .....	22
Your letters .....	23
Secretary & Treasurer's Reports .....	26
Windscreen news .....	27

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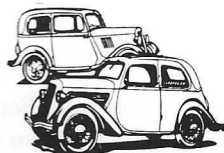
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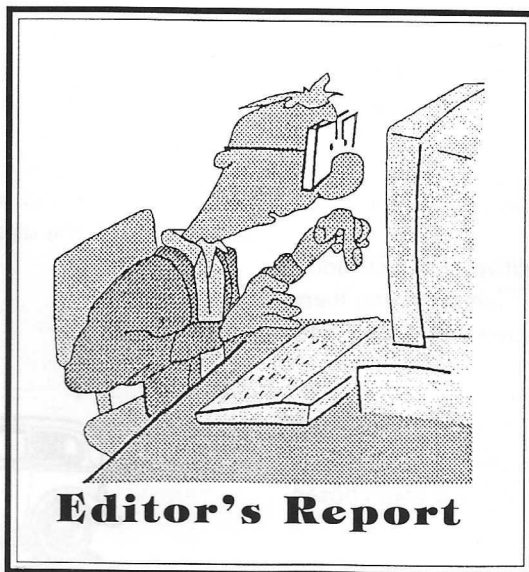
### PHOTOGRAPH ON BACK COVER

This time we have a puzzle for you. I found the photograph in the archives of the National Motor Museum at Beaulieu with whose permission it is printed. It is captioned "1934 Ford Model 'Y' 8hp Mistral sports tourer: Ford 10hp radiator grille." Which body parts can you identify from which cars? To give you a clue, the caption is totally misleading!

It has been a race against the clock to get this out on time but I hope that you find that it contains the usual variety of articles to whet most members' appetites. My thanks to those who have sent in letters, e-mails, snippets and articles. Please keep them coming.

Three members at least, for no apparent reason, did not receive their copies of Issue 124. If you have not received yours and have not notified me, please let me know and it shall be rectified.

Our congratulations to Steve Waldenberg, our new, independent printer, for maintaining the quality of previous issues in Issue 124. As he gets his feet under the proverbial table, I'm sure the quality will improve even more.



This issue, and the next, contains the write-up on our successful Millennium venture, Convoy 2000. The administration was superb; we thoroughly enjoyed driving and being with our cars for two whole weeks and the camaraderie amongst the members and guests was great. It really was what the Y&C Register is all about! I hope more of you can join us on the next major venture - 'watch this space' as they say!

Have a good read.

**Sam Roberts.**

## Lead Replacement Additives

Having used most of the old four-star leaded fuel in my tank and there not being a 4 Star leaded petrol garage within 20 miles radius of Andover, I had to take the big decision as to which additive to use with unleaded fuel. I considered that availability and FBHVC endorsement were the key criteria. I first checked the Shell garages in Andover where I normally fill up, only to find that they didn't stock any lead replacement additives. My next stop was Halfords, being a universal super-market chain. This time, success. They stocked Castrol Valvemaster, Castrol Valvemaster Plus and Redex 4 Star Replacement with Lead Substitute.

Halfords also produce a helpful pamphlet on '4 Star Replacement Additives' which contains the following frequently asked questions and answers:-

Q. Will these additives protect my engine as well as 4 star leaded petrol?

A. Yes. all of these additives will provide equal protection for your valve seats

Castrol Valvemaster has been independently tested and fully approved by the Motor Industry Research Association (MIRA) on behalf of the Federation of British Historic Vehicle Clubs (FBHVC).

Redex 4 Star Replacement is based upon the same chemistry that is used in lead replacement petrol.

Q. Can I mix additives with 4 Star leaded petrol?

A. No. Once you have switched to an additive it is recommended that you do not return to using 4 Star leaded petrol. Pick a moment to change and then stick with your chosen additive.

Q. Can I mix additives and Lead Replacement Petrol?

A. No. there is no reason to mix additives and LRP, additives are formulated to work with unleaded fuels. Mixing them with LRP will add to the cost of your fuel. However it is unlikely to damage your engine.

If you run out of additive and need to refill your tank, using LRP will not cause any harm. However, it is recommended that you use all your LRP before refilling with unleaded and your chosen additive.

Q. Why should I use an additive when lead replacement petrol is available at the forecourt pump?

A. Firstly, additives are likely to be cheaper to use than lead

replacement petrol. In fact, the combined cost of unleaded fuel plus an additive will be less per litre than the price you were paying previously for 4 Star leaded petrol.

Secondly, lead replacement petrol will not maintain the octane rating of 4 Star leaded petrol and so, to maintain performance, an additive such as Castrol Valvemaster Plus, which also boosts octane, is recommended instead.

Q. Can I 'Mix and Match' additives?

A. No, Due to the nature of the additives involved it is recommended that you choose an additive and from then on use that particular additive. Halfords has carefully chosen these additives which we can supply to you for years to come.

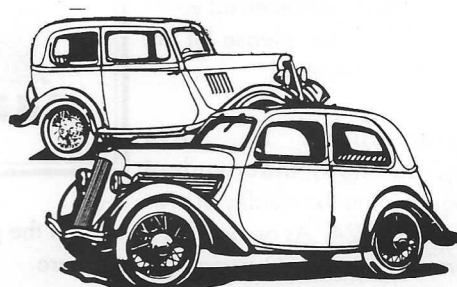
Q. What about having my engine modified?

A. You can have hardened valve seats fitted to your car which would mean you no longer need the protection from an additive and which would allow you to run your vehicle on unleaded petrol. However, the modification of a relatively simple engine would cost at least £300.

The above answers assume that Lead Replacement Petrol (LRP) does not harm your engine, but we have read in the classic car press that there are a number of recorded instances of LRP reducing the performance and, in some instances, causing malfunctions in engines. Remember, there is no British Standard for LRP. Neither was any particular brand of LRP put forward for testing by MIRA.

Based on my criteria, I chose Castrol Valvemaster as my additive (note that the Redex variety has the same chemistry as LRP). I did not opt for the Castrol Valvemaster Plus as it was quite a bit more expensive and, as our cars do not have 'high performance' engines, the added octane boost is not really necessary.

Sam Roberts.





"Barry Diggle sent in this photograph showing a 1937 Bradford registered longrad Model 'Y' climbing up Darley Street towards Godwin Street in Bradford City centre circa 1938. The much-loved Kirkgate Market, seen on the right hand side of the street, was knocked down in 1973 to make way for the Arndale Centre."

## CHAIRMAN'S NEWSLETTER

The past two months have been hectic to say the least. Having had to replace an exhaust valve in my Model 'Y' Kerry sports tourer as part of the run-up to Convoy 2000 and then to take part in that memorable event has eaten into my magazine preparation and normal Y&C in-tray time just a smidgen! However, despite protestations from Paula on how little she sees of me these days, I hope that this issue reaches you on time during the third week of July.

As stated by Bob Wilkinson elsewhere, Convoy 2000 was a great success. What pleases me was the number of members who turned out to see us and greet us along the way. In addition to the 22 members plus friends or family who participated in the whole or part of the journey, some 35 members turned out along the way. That means that an astounding 18 percent of the membership of the Register were actively involved in the event! We have also made some very good friends in our sponsors, Texaco and with the Ford management at the Engine Plant at Dagenham, both of whom were very helpful to us and added the icing on the cake. Best of all though was the camaraderie amongst

those who took part. Coverage of the Convoy in local newspapers was patchy and only 'Classics' car magazine made an oblique reference to the event. The in-house Ford magazine '@ford' gave us a good send-off with a half-page article titled 'We've got ourselves a convoy!' and showing three photographs taken at the AGM. We await the Texaco write-up. Bob Wilkinson gave us some coverage in the Model 'A' club magazine 'Quail'.

It has to be said that the support given by 'Corporate' Ford at Warley was more than a little disappointing. As a company, they seem to have pared their budget for support to owners' clubs to virtually nothing. They have even terminated Derek Sansom's contract, at 48 hours notice, after many years of valuable liaison. We, and other owners' clubs have benefited greatly from his enthusiastic and invaluable support and negotiations with the Ford Motor Company. We are very sorry to lose his services. We wish him, and his wife Jen, success with the other strings to their consultancy bow. Thanks Derek for your help over the years.

On a brighter note, at the 'last supper' in Hastings at the end of the Convoy, it gave me great pleasure to award the Maurice Billing trophy to Graham Miles. This, you will recall, is the shield presented to the Register by Hilde Billing in 1987 in memory of her husband, Maurice, who was a very early member of the Register and who owned the oldest known Model 'Y' (Y252). It is awarded annually by the Chairman at his discretion. Graham has obviously been a prime contender since it was first awarded,





third had '8 H.P. Ford'. Unfortunately, the photographs of them have not come out very well and I cannot remember who owned them. Would the owner please make himself known. I have now started looking for them at antique fairs and autojumbles. I presume they were given to members of the public at the Ford Motor Exhibitions. Does anyone else possess examples?

*"Wayne Brown's maroon and Wayne Lodge's kingfisher blue longrads at Cranbourne Botanical Gardens in Victoria in March this year. These are unusual in that they are Tudors and hence Dagenham bodied. Australian assembled cars were all Fordors."*

but I have always felt it a bit incestuous for one Chairman to award it to a past Chairman. However, as I approach the end of my tenure as Chairman, I feel it is high time that his efforts

The solution to the worn rear axle hubs seems to be nearly with us. Many members, especially those in Australia, have been offering solutions to this perennial problem. It is pleasing to read in Graham's spares report that we seem to have satisfactorily sourced the right bearing and outer sleeve. Pending a couple of final checks, the kits should soon be available to members. Well done Graham and Peter Ketchell.



Whilst on Australia, I read in the Western Australia club magazine that Chris Newman is now the owner of a red Anglia tourer! In the next issue, I hope to include yet more photographs of the unusual body styles found on our cars 'down under' - thanks to the busy camera of Bill Ballard. In the meantime, I include two unusual photographs from that continent.

*"Kim and Robyn Bushell's red Model 'CX' coupe (left) from New South Wales alongside Lance Kitson's maroon version from Western Australia at the Griffith 8&10 Side Valve 'National' event last year."*

are recognised in this award. As I said at the presentation, the award is not so much for the fact that he founded the Register in 1979 and set the tone of what is a very friendly organisation (the past); nor is it for his tremendous work on Convoy 2000 (the present), but rather for the invaluable spares support work that he has, and is, doing to ensure that our cars continue to give pleasure to future owners.

Two of the stars on Convoy 2000 were Neil Bray and John Keenan, who were both driving their recently restored Model 'C's. We have featured John Keenan's car under restoration in past magazines, but not Neil's. I include a photograph of Neil's at probably the point where it had only to get better! One rotten chassis side-member has been removed and a replacement fabricated, and the ravages of the rust moth in the other one are plain to see!

Another big event on our annual calendar, the Enfield Pageant of Motoring, was unfortunately rained off for the first time ever. I've experienced some very wet Enfield shows in the past, but the downpour over the late-May Bank Holiday apparently turned the fields into a quagmire and the show was abandoned on the Saturday; although not before Dave Tebb, from Yorkshire, had set up his autojumble stall and Jim Miles had started preparations for the Y&C Register stand. That combination allowed Dave to give a newly made windscreen to Jim to pass on to me for Luis Cascante's Model 'Y' in Spain. A week later, I met Jim in Kew and took over the windscreen (and this year's Enfield attendance model - now a rare collectors item!) and also picked up a parking ticket from some over-zealous attendant - which I am disputing! I am pleased to say that the windscreen has arrived safely in Spain and Luis is delighted with it.

I have been asked to mention a couple of shows which may be of interest. Firstly, the Wroughton Nostalgia Show at the Wroughton Science Museum just outside Swindon on 29th/30th July. Some 2000 classics are expected with autojumble, collectors fair, etc. If you do attend, I would be interested to know whether the Model 'Y' cut-away display chassis is still in the museum. The second event is called 'Ford Fair 2000' and takes place on Sunday 6th August at Highclere Castle, near Newbury. It is billed as 'Europe's biggest all-Ford show' but I suspect will be attended by mainly post-war and modern 'boy racer' Fords. The one event, more to our pace of life, which I hope you have in your diaries is the All Ford Rally on Abingdon airfield on Sunday 24th September. We will have a stand at the event, which is normally well attended by our cars and other pre-1965 Fords. Entry forms from Bob Tredwell (01235 530720).

Talking of collectors items, at the A.G.M. I was shown some little brass lapel badges of Model 'Y' Fords. Two of them had 'Wallace Carr for Fords' on the scroll under the car and the

I bought 'Classic Car Mart' for the first time recently. Apart from thousands of cars advertised for sale, Michael Worthington-



"Neil Bray's Model 'C' undergoing major transplant surgery during restoration."

Williams, the Editor, includes some interesting news items. One area of concern, which we have not aired in this magazine is the 'white asbestos' issue which is threatening the production and supply of brake linings, clutch plates and gaskets after the end of this year. We are assured that the FBHVC is lobbying on

our behalf. I know that Graham has the bonded brake linings in stock which I believe are not asbestos based, but it will be interesting to hear from the likes of Tony Butterfield on how they are coping with the gasket problem.

Apologies this time round to Mark Maybee, the recently joined member with the Model 'Y' based Tug. He was quite rightly upset at being referred to as Mike.

I will be preparing the next issue of the 'List of Known Surviving Vehicles', 'the register', over the next few months for issue in February next year. Please let me know the missing details on your cars as shown in the last issue; February 1999. Incidentally, Luis Cascante faxed to say: "Did you know that in the list, there are only four pairs of consecutive chassis numbers? They are Y72154 - Y72155, Y169265 - Y169266 and Y177561 - Y177562.

I don't know if that is in accordance with the statistics, but it is a very small number."

I will leave you with that fascinating observation!

**Sam Roberts.**

## CONVOY 2000 - PART 1

Convoy 2000 was great success. All the cars that entered completed their planned schedules, less David and Wendy Grace's Model 'Y' Alpine tourer, which retired with a cracked block at Fort William, a malady which we think it had been nursing since the start at Dagenham. To give you some idea of the journey, I completed 2230 miles from Andover and back in my Model 'Y' Kerry sports. I had to change down to first gear only twice; once going up into the clouds over the Kirkstone Pass in the Lake District and again going through the Cheddar Gorge in Somerset. Additionally, with a contribution from the Ford Engine Plant at Dagenham, we raised an estimated £6000 for the Childrens Promise charity, thanks to sizeable contributions from Neil Bray and his 'mechanic', Mark Lawrence, John Fitzgerald from Dublin and the promise of a top-up from the Ford Engine Plant at Dagenham.

The success of the venture primarily rests with the organising committee of Graham Miles, Geoff Murrell and Bob Wilkinson, whose attention to detail ensured that there were no administrative hiccups, that we were well briefed on the routes, and the sights to see en route, and that we were well catered for in the event of a problem. Appropriate spares were carried and back-up recovery support, in the form of a Range Rover Discovery and trailer, was ever present - arranged by John Keenan, who drove his recently restored Model 'C' with wife, Mary; the Dis-

covery being driven by friends Bill and Mona Smith. Much of the success however was due to the camaraderie which existed between all the participants throughout the two weeks. Everyone thoroughly enjoyed the experience which will remain in our memories for years to come.

### DAGENHAM TO AVIEMORE

The start at Dagenham had been in the balance for nearly a year. Our first start point, the Ford Heritage Centre, we were told was to be demolished in May. Derek Sansom, the contracted Ford Owners' Clubs Liaison Officer, suggested Number One Gate as an alternative start point; that being the gate through which all our vehicles passed after production in what is now the Engine Plant. Despite no co-operation at all from 'Corporate Ford' at Warley, (who have since cancelled Derek Sansom's contract with only 48 hours notice!) we were fortunate to make contact with Mike Harvey, the Manager of the Dagenham Engine Plant, who was only too happy for us to start from Number One Gate. Not only that, but he laid on a super reception for us at the start on Sunday morning, the 11th June, including a tour of the plant by volunteers from his staff, who came in especially to host us and see us off. The excellent send off set the tone for the rest of the trip and we are very grateful to Mike and his staff. Everyone made the start on time, less Rod Evans and wife, who fell foul of some sickness, and Brian and Yvonne Mace; Brian having fallen off the roof of his conservatory and done himself no good at all. They gallantly tried to join in at Norwich but it was too painful for Brian and they withdrew. Also present at Dagenham to see us on our way were members Peter Baggott in his 'CX' tourer, John Bonnett, Dave and Jackie



Gustard, Peter King and Mike Meadows. Our main sponsor, Texaco Lubricants, who had provided the bumper badges and door decals, also provided us with an ample supply of low detergent engine oil and goodie bags containing protective clothing and Texaco lead additive. We are very grateful to them.

*"Geoff Murrell leads the convoy away through No. 1 Gate at Dagenham, followed by Neil Bray's Model 'C' - this must be the only time that Neil was not the first away!"*

We were pleased to get away from the London and suburbia traffic onto the A12 and into the relative calm of Essex and Suffolk where we congregated at Flatford Mill to enjoy fascinating presentations on Constable and some of his paintings, visiting each of the subject sites and indulging in a cream tea afterwards. The Dutch contingent, in two L.H.D. Model 'Y's, now know what a 'cream tea' is!

*Caption: "John and Colin Argent lead the Model 'Y's, followed by Owen and Christine Baldock and 'The Bristols', Adrain and Julie Chapman."*

John Fuller joined us for a brief spell in his Model 'Y' at Flatford, from where we motored on, singly, or in groups of two or three, to the Travel Inn to the west of Norwich after a very full day. There we relaxed over a beer or three before partaking of the standard Travel Inn menu, which was to become so familiar to us! At Norwich we met up with Richard Bonson in his beautiful 1933 Crossley and Graham Rudd, who presented a cheque for the Childrens Promise appeal. Day 2 was a drive across the flat lands around The Wash; good restful driving broken only by the sight of Brian Gurney's Model 'CX' sitting in a lay-by alongside a roadside cafe. We all pulled over and were treated to a cuppa by Brian and his wife, Sylvia. On wards to Lincoln, where some of us parked at the bottom of the hill and took exercise walking up to the cathedral whilst others, John and son, Colin Argent to name but two, drove to the top of the hill. It was but a short trip from Lincoln, due north to Beverley, over the Humber on the first of the awe-inspiring bridges that we were to cross on our trip. Having squeezed our cars into the small car parks of the two hotels in which we were staying, with overflow parking in the Army Transport Museum, we spent an enjoyable hour or two looking over the impressive array of military vehicles on show in the museum. Tim Brandon was particularly delighted to find a close numbered Diamond

'T' Tank Transporter to the one he drove on National Service and was able to find out the destination of his from the extensive

records held at the museum. It was here that we were joined by Geoff Dee in his Model 'Y' and son, Richard, who were to stay with us until Chester.

The following day we tackled the North Yorkshire moors, calling in at Pickering to view the steam railway. En route, at Eden Camp, just outside Malton was parked my old Model 'Y', CNN, with Barry Diggle ready to greet us all as we passed by. Once up on the moors Graham Miles, followed by Owen and Christine Baldock tried a little cross-country fording, which proved to be a little too tough for the Baldocks who withdrew from the challenge. Graham rallied on in his Model 'Y' van, thoroughly enjoying the terrain. (I might add that he was carrying a cement

mixer in the back of the van - but more of that later!) After rather gruelling semi-motorway type driving round Middlesborough and Stockton-on-Tees, we knew we had entered Geordie Land when we were met by 'the lads' on the village green at West Auckland, where they had set up a 'pit-stop'. Regional Coordinator, Trevor Walker, had rallied Ron Topping and son, Kevin, with their 'Y', Ian Wright on a holiday break from his work base in Dublin and Dave Lambert, also with his (ex-Peter Ketchell) Model 'Y'. They provided us with a welcome cuppa. Also present was Ken Sleight in his Model 'CX' (ex-Bob Wilkinson) from down south in Doncaster. It was here that we heard that Jim Fitzgerald in Dublin had had a serious engine failure and was in danger of not joining us as planned at Chester. A 'Mayday' call had been received by Ron Topping who had shipped an engine over to him by DHL. It was due to arrive in Dublin the following day. (It did, was fitted and they met us at Chester!). Ron Topping and Kevin drove with us to the hotel in Chollerton, a stone's throw from Hadrian's Wall, which we visited along with the fascinating remains of the Roman village of Vindolanda.







"Neil Bray and Mark Lawrence in Neil's recently restored Model 'C' at the Norwich Travel Inn."



"A pause at the Scottish border. Bob Wilkinson and the Dutch contingent prop up the wall. Tim Brandon's and Geoff and Richard Dee's cars are in the foreground."



"Brian Gurney calls us to a halt at a lay-by near Spalding."

After topping up oils and doing first parade maintenance checks the following morning, we headed for Scotland, gathering for a photocall



"Wendy and David Grace and the three-legged Ben with their Alpine at the border."

which sits between the new Forth Road Bridge and the old, grossly over-engineered Forth Bridge. Here we were met by Drew Barr who, out of the blue, with Doug Dickson, had arranged for a 1950's single decker bus to take us to a vintage bus restoration society's building in the old Rosyth Naval Dockyard across the Firth of Forth. The huge hangar was a sight for sore restorers' eyes!

We were also joined in Edinburgh by Yvon Precieux and Christine McMenamie in Yvon's Model 'C' van. They were to stay with us for a long weekend - as far as Argyllshire. Also joining us for the Scottish leg was the Pedlow family from Northern Ireland. Alex and Elizabeth in their beautiful kingfisher blue Model 'Y' had the luxury of a back-up vehicle all to themselves which carried their daughter and husband, Gail and Winston, and their son.



"Approaching our first spectacular bridge over the Humber."

at the border. Wendy Grace chatted up a tame piper to gain a few photographic favours at this point. Julian Janicki, who was travelling with Peter Richardson as his navigator, was heard to utter, yet again, his unforgettable view on the whole Convoy - 'Unbelievable!'. And so onto Jedburgh, where we stopped once for a photocall and again for a bite to eat. Here we were met in the car park by Tommy and Marjorie Proudfoot in their Model 'Y'. It was always a pleasure to see members as we passed by. We motored on, by-passing Edinburgh, to South Queensferry

The following day, after an early morning photoshoot with Tim Brandon's, Geoff Dee's and my cars under the Forth Bridge, we set off to join the others to cross over the Forth Road Bridge and out on the A92 to Dundee, where we crossed yet another magnificent bridge, the Tay Bridge, down to the R.R.S. Discovery car park where everyone else had gathered. Most did the tour over Scott's ship, but having been over it when it was berthed alongside the Embankment in London, I collected some welcome cash





"The parking was tight in the hotels in Beverley. Jim Miles and the back of Graham Miles unpacking."



"Another unscheduled stop to greet Barry Diggle in my old car, CNN, outside Eden Camp by Malton in Yorkshire."



"The Geordie greeting at the West Auckland pit stop. From left: Trevor Walker, Dave Lambert with his ex-Peter Ketchell Model 'Y', Ian Wright, Ron and Kevin Topping."

for the charity from passers by whom I let sit in my car for a photograph, before moving on towards Perth! Two miles off the beaten track, I found a huge antique centre in which I was able to buy my 'conscience' present for Paula for presentation on eventual return to Andover! Driving north from Perth on the A9, I was overtaken by a honking, wildly gesticulating Alex Stevens in his modern machine. We pulled into a lay-by, where he explained that he was (coincidentally?) camping in a neighbouring valley with his family all the way from the banks of the Moray Firth in the north and thought he would look out for us! He saw us into Pitlochry, where we visited Scotland's smallest distillery. Here we stocked up with another essential for a long journey! The A9 from Pitlochry to Aviemore gave us our first taste of the Scottish Highlands as we drove over the bleak, but beautiful, Grampian Mountains. The weather was perfect, if not a little chilly in my open-topped car.

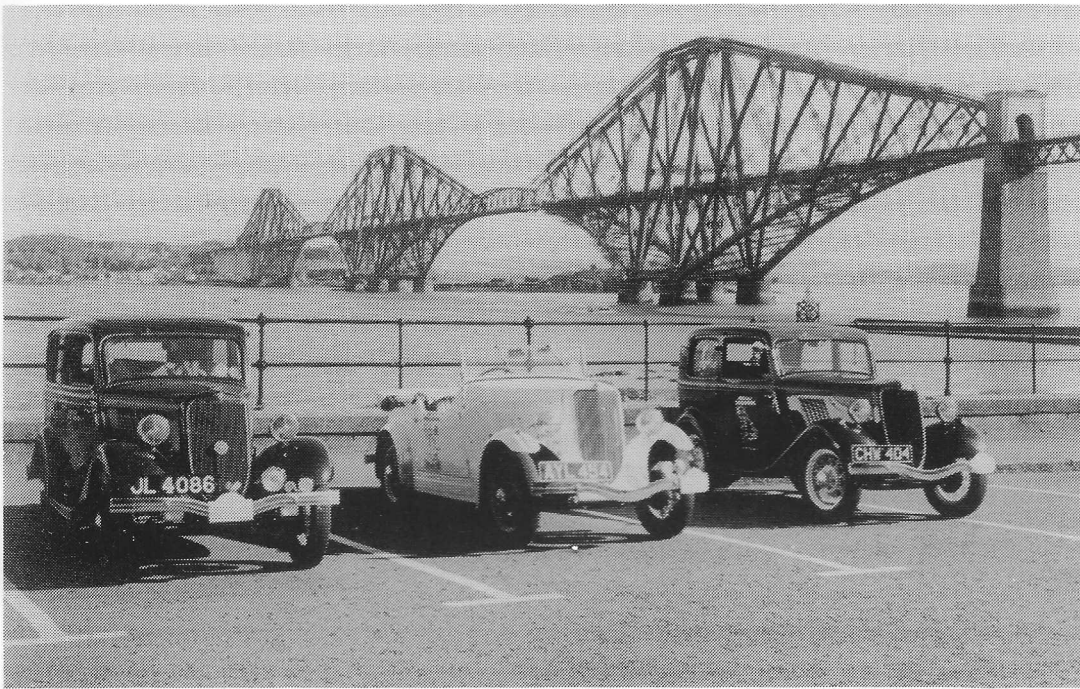
We drew into Aviemore and settled into the hotels which were to be our home for the next two days. Aviemore is primarily a ski resort and my accommodation, which I shared with Tim Brandon, resembled a rather cramped ski chalet. The bars and restaurants also had the air of out-of-season amenities. Slap in the middle of Aviemore, Graham Miles has a cosy 'sleeper' cottage, constructed out of old railway sleepers. It was for this reason that he carried his cement mixer! The following morning, after 'The Bristols' - Adrian and the ebullient Julie Chapman - had cleaned their car yet again, we drove up to the lower car park under Cairngorm where Graham gave us a rundown on the view and its history.

The super-fit walkers, Bruce Allan and Jim McVey by this time had already set off for the summit of Cairngorm (1245 mtrs). We had chosen to take the less strenuous route and proceeded to the upper car park to take the chair lift to the top. Due to the construction of a funicular railway, the ski lifts were not working so John Argent with his new navigator, Mike, Geoff and Richard Dee and I set off on foot. Jim Miles, puffing at his ever present roll-up, set out also, but gave up after fifty yards - 'Triffick'! We reached the summit, meeting up with Bruce and Jim at the cairn.

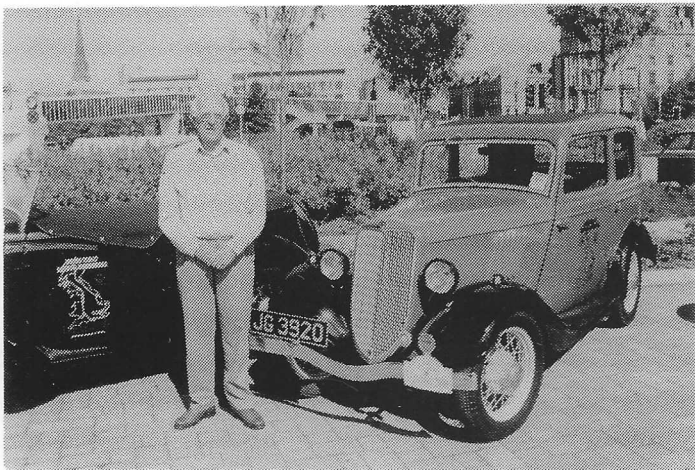
That afternoon a most efficient 'pit' was organised on the lawn of Graham Miles' cottage. Peter Ketchell, Jim Miles and Bob Wilkinson, looking like something from a science fiction movie in their all white Texaco supplied protective clothing, ushered one car in after another onto ramps; drained the oil; refilled with the Texaco Lubricants supplied fresh and greased the nipples on the front axles. A superb production line.

That evening we enjoyed a superb dinner on the Strathspey Railway, being steam hauled from Aviemore station into the wilderness, where we parked up for the meal. Most of us were shown up by the younger Dutchmen, Martin Bolland and his friend, Patrick, who appeared immaculately dressed - in their best suits. I was to suffer later from a surfiet of a bottled beer called 'Monster Mash'!

In the next issue of the magazine, I shall cover the second half of the Convoy from Aviemore to Hastings. This first part reads as a rather turgid tour guide and does not include the 'funnies' and other happenings which made the trip so enjoyable. Perhaps par-



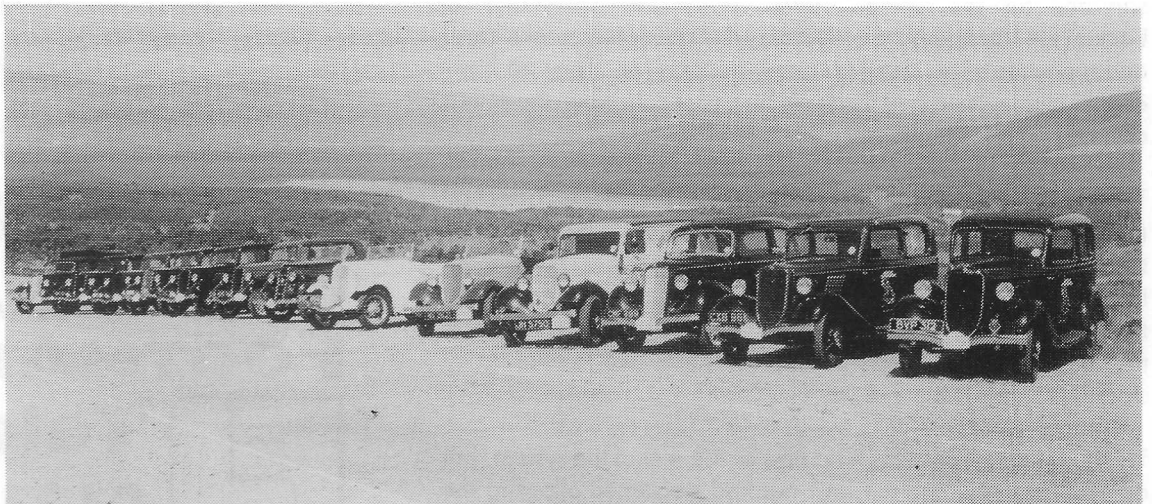
*"An early morning photocall at the Forth Bridge for Geoff Dee and his 'navigator' (I use the term loosely!), Richard; my Kerry and Tim Brandon."*



*"Alex Pedlow and family joined us in Edinburgh from N. Ireland. Photographed in the R.R.S. Discovery car park in Dundee. Peter Ketchell's 'CX' tourer alongside."*

Participants would like to send in their anecdotes and stories for inclusion in the next issue.

### **Sam Roberts.**



*"The line-up in the lower car park on the Cairngorm overlooking Aviemore. Graham Miles' van and Knibbs Parkyn tourer are fourth and fifth in line."*



## VALETE - DAVE AND CHER CURTIS

I regret to say that, after 18 years or so as a member of the Register, Dave Curtis has sold the last of his beautiful Model 'CX's and has moved on to the comfort of a more modern Zephyr saloon. In his letter to me, he said that his decision was taken after much 'discussion and heartache' between him and the ever supportive Cher.

Dave joined the Y&C Register in 1982 at Knebworth Park, where he met Graham Miles, who gave him 'an application form and several newsletters - photocopied and stapled down one edge in those days!'

Dave owned two immaculate Model 'CX's; a grey August 1936 Fordor saloon, CYV 129 and an even more immaculate grey, January 1936 registered tourer, RD 7970. The saloon was sold some years ago and is presently for sale with the dealer D.T. Matthewson of Thornton-le-Dale, North Yorkshire (01751 474455). The tourer appeared frequently in classic car magazines and won many awards at shows. They were both justly very proud of it and it was only that they were beginning to feel vulnerable in

modern traffic, that they decided to sell. The car is currently for sale with Orchid Cars in Amesbury, Wiltshire (01980 623805).

Hardly a Register event went by without Dave and Cher making an appearance, if not in one of their 'CX's, then in a supportive role in their 'modern'. Dave even joined us at Ross-on-Wye for dinner on Convoy 2000, having taken the day off to see us go by. Dave has also been the Regional Coordinator for Region 7 (Herefordshire, Worcestershire and Gloucestershire) since the inception of the Regional Coordinator idea.

His cheery banter will be sorely missed at our events. We thank both Dave and Cher for their tremendous support over the years and wish them happy and enjoyable motoring in their more comfortable cars. I'm sure we will see them at our events in the future.

Sam Roberts

## How to Make your Car User-friendly.

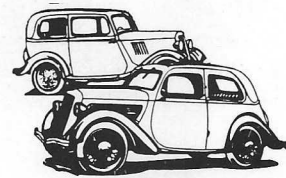
When I first bought my car I had some rather naïve ideas that my wife would be able to pop down to the shops in it and that my teenage daughter, on passing her test, would be able to borrow it to go out for drives with her friends. But after taking it for a couple of short drives it became very clear to me that not only was it unlikely that my wife and daughter would be driving it very much at all, but that even I was finding it difficult, if not downright unpleasant behind the wheel.

The main reasons for it being unpleasant to drive were:- poor brakes, poor steering, poor driving position, very noisy, harsh vibration, no direction indicators, poor headlights.

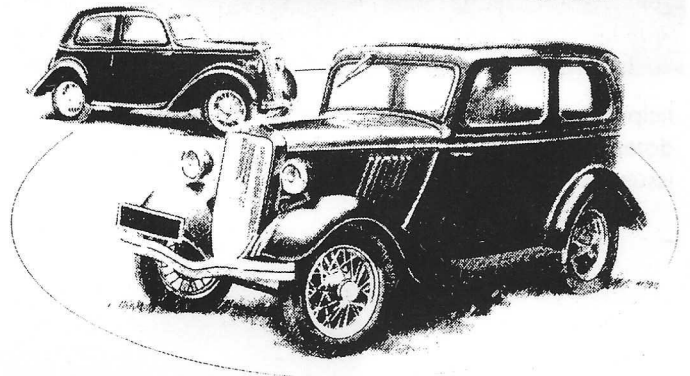
The brakes were given a full overhaul and relined where necessary and they are now quite efficient. In fact I can make the back of the front passenger seat flip forwards when I brake hard, and the wheels will lock in an emergency stop. They do however require quite frequent adjustment, especially when the linings are new.

The steering box was dry and this was filled with the correct oil (SAE 90) and the adjustment screw tightened with the wheels off the ground, to take up as much slack as possible, but without tightening it too much. Both front wheel bearings were adjusted to take up excessive play. The steering wheel was removed and the bearing behind it was greased and adjusted to take up all slack.

There was no wear in the king pins or the rest of the system, but on one track rod end the lock nut had slackened allowing the taper to become loose in its housing. This was put back and a split pin ensures that it won't come out again. The car had a matching pair of new tyres on the back and these were put on



## FORD MODEL Y & C INSURANCE

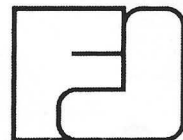


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the front once the tracking had been correctly set- it was originally  $\frac{3}{4}$  inch toed in! The steering doesn't wander and is a lot better, although it is still rather sensitive to irregularities in the road surface.

I am not very tall, but the high windscreen line reduces driving visibility for any driver. So I removed the driver's seat and replaced the wooden blocks beneath it with two that are one inch higher. This entailed using some longer countersunk bolts, but the improvement in the driving position was dramatic. I now feel much more in control of the car.

The car is noisy, with the roar from the carburettor air intake, the crude silencer and exhaust, which stops under the floor, the mechanical noise from the engine, gearbox and back axle and the general wind noise through the many "apertures" in the vehicle. I put felt soundproofing from a car accessory shop all over the floor under the carpets, both front and back (this entailed a certain amount of tailoring and I lightly glued the felt in place using spray adhesive). The rear seat was removed and I put a blanket of thick felt over the tin floor beneath it. Inside the engine compartment the bulkhead was also lined with soundproofing felt, as were the toolbox and battery holder. This had a dramatic effect on noise levels and the engine especially is now less intrusive.

At this point it is possible to start tracking down annoying noises that weren't even noticeable before. Under the bonnet an annoying rattle turned out to be the dynamo cut out metal cover. This was bent slightly to make it clip on tighter. The toolbox cover was also "buzzing" and suitably dealt with. One chrome hubcap was quite loose and making an amazing amount of rattling that I hadn't even been aware of. Knocking down the metal tabs on the back tightened it. It is worth coasting the car down a slope with the engine off and the windows open to find sources of noise like this.

Inside, the glove box had all its screws tightened (this seems very inclined to vibrate). The screws on the panel above the windscreen were loose, allowing it to vibrate. The door interior handles and windscreen opening knob had all worked loose and were vibrating. These were treated to some Loctite on the threads.

All these were small steps towards a big overall improvement. The car was running a lot better up to about 40mph when the vibration really hit you. On an open road it was not really possible to exceed 40 without the windows starting to buzz in their frames, and the fillings starting to come out of your teeth. The car was willing to go faster but the occupants were not. Everyone said that this was normal; that they do vibrate etc. I couldn't believe that originally they vibrated to that extent. Everything seemed OK, the engine runs well with a regular beat and the mountings etc. are all in good condition.

In desperation I called Bob Wilkinson who suggested removing the fan belt for a short run. The difference was amazing! The 'Y' felt like a sports car, I was able to accelerate up to 50mph

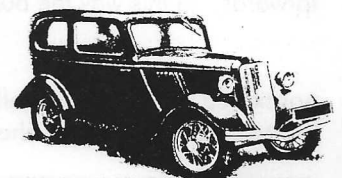
and actually overtook someone! In fact the car was quite willing to go further but now the limitation was the roadholding. So what was the problem? The dynamo and fan were undamaged and span freely. The culprit was the crankshaft pulley that had been buckled by being previously levered off its shaft using the tin flanges. It hadn't looked too bad when largely hidden by the fanbelt, but when after a lot of work (it needs a 1-and-1/8 inch socket) it was removed and spun on a lathe. The twisted flanges were very noticeable. I think that it had been twanging the fan belt like a guitar string! It took a lot of careful work to straighten, but that particular vibration has now gone.

The car has no indicators although, having being produced in 1937, I think that it would have had some originally. Holes in the dashboard look as though a switch was once installed. I had intended to fit some semaphore indicators, but was strongly advised that on this one point the safety considerations were such that, for frequent use in heavy traffic, flashers would be better. From a car accessory shop I obtained four Landrover / Mini type round amber flashers. There are various manufacturers. These were made by "Ring", who produce a lot of things for the caravanning and towing market. The bulbs were changed for 21w 6volt, easily obtained at a motorcycle dealer. I made some simple brackets from sheet aluminium and attached them by the four bumper bolts so that they hang beneath the bumpers. Julian Janicki, who advertises in the magazine, proved to be very helpful and, having done the job himself, was full of useful suggestions. He supplied me with a "period" switch and an old "gem" type telltale light. The wiring was quite simple and I used an 8-amp 6-volt flasher unit bought new quite cheaply from a motorcycle shop. Using 2 tiny diodes at 3 amps (40 pence!) neatly solved the problem of wiring the telltale so that it flashes when either side is working (a very simple solution that was unavailable in 1937). The flashers work beautifully and I have no hesitation in taking the car into town. They have made an enormous improvement.

Finally, night driving. I set up the car opposite the garage door as illustrated in the handbook and stuck pieces of tape in the relevant places. The lights were adjusted for angle and in particular focused. This is what makes the difference. With the correct positioning the lights are still poor, although the reflectors are in good condition, but at least what little light there is, is directed into the right place.

My wife has driven the car a few times and is getting used to it, although she has yet to go anywhere by herself. My daughter shows no sign of passing her test, but I hope that she will show an interest in it one day. As for myself, I now at least have no hesitation in jumping into it to go down to the shops; it is a completely different car to drive!

**Jonathan Davies.**



# THE GOOD DOCTOR RETURNS TO THOSE LIGHTS

Before getting involved with all those wires, I'd to look at the mechanical aspects of the Head Lights, which relate to the setting up of the 'Beam'.

You may have noticed that the bulb is marked 'TOP', usually on the metal part of the bulb. It is important that the bulb is fitted the correct way up in the holder. If you look carefully at the position of the filaments within the bulb, you will notice in some designs, that one of the pair is mounted to one side, and slightly higher than the other, which is itself central to the bulb. It is this *off-set* that directs the 'Dip' beam to the Near Side of the vehicle when illuminated. This *off-set* also determines whether the bulb is suitable for RHD or LHD. The *off-set* within the bulb is in the opposite direction to which the beam will be emitted from the light, i.e. mounted to the right, the beam will be directed to the left. Having said all that, the vast majority of 6 volt Head Lamp bulbs that have survived are made with the filaments vertical to each other, thus emitting a vertical dip beam, and so are suitable for both Left & Right Hand Drive.

When the bulb is illuminated, the light rays will emit from the element. Those passing to the rear will be formed into a Beam as a result of being reflected back from the 'Reflector'. The position of the reflector, position of the element, and the various design characteristics of all the components will determine the form that the beam will take. Light rays passing to the front, will be reflected back to the reflector as a result of meeting a second reflector mounted in the rear of the Magniflect Bar. The early shortrad headlamp lens did not carry the Magniflect Bar, but instead relied on the 'Prisms' in the lens to help the Reflector form the beam. In many respects, in spite of being the earliest of the light designs, it was the more advanced.

In order to position the bulb relative to the reflector, the bulb holder must be designed in such a way as to permit the bulb element to move fore and aft, in order to set the beam. Hence the adjusting screw on the rear of the Light Shell which, acting against a spring, will allow the holder to move backwards and forwards. In this way the bulb can be correctly

positioned relative to the reflector. When assembling the reflector in the light shell, it is essential that attention is

paid to the positioning 'Dowels'; in the bulb holder, reflector and those pressed into the edge of the Head Lamp Shell, which correspond in turn to pressings in the Reflector edge. All of these must align. After all there is no point in positioning the Bulb 'TOP' uppermost if the reflector is not positioned correctly in the shell.

The circuits are in principle are all the same on the range of vehicles that we cover. However consideration needs to be given to the fact that early 'Y' models have separate side lights, as do 'C' models, but they ('C' models) have floor mounted dipper switches, as do the late longrad 'Y' models. Thus we have three circuit designs to consider.

The early 'Y' shortrad and Intermediate models have the same light switch as the late longrad models when the headlights are

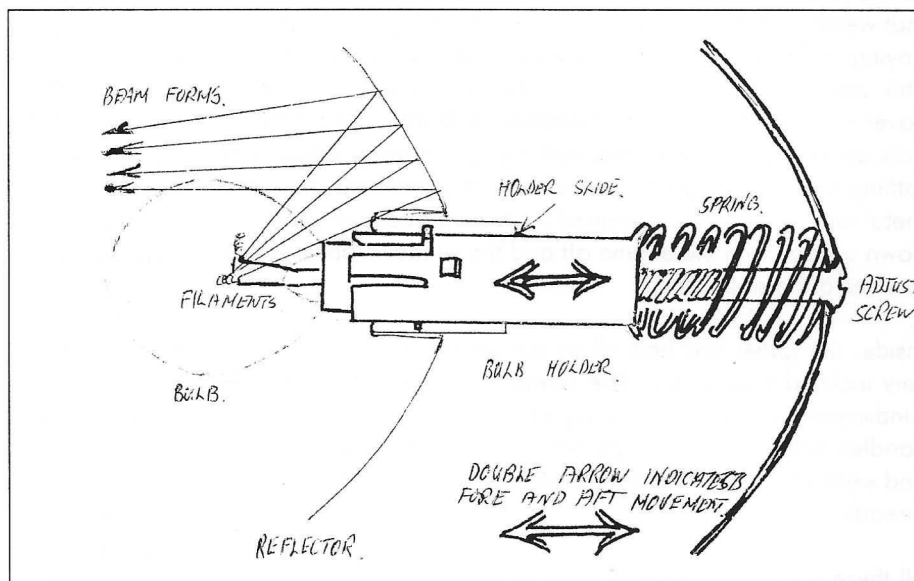


DIAGRAM 1. Setting the beam

*"The beam is set by adjusting the screw at the rear of the lamp body."*

on. This is a legal requirement due to the inboard position of the Head Lights. The switch when turned to the right will turn on front side and rear lights only. The first position to the left will turn on the Head Lights to Main Beam and the second to the left will turn on the Dipped Beam. All positions maintain illumination of both front and rear side lights.

The later 'Y' incorporates an integral front side light within the Head Lights, which are mounted further outboard on the front wings. This has the advantage that front side lights can be



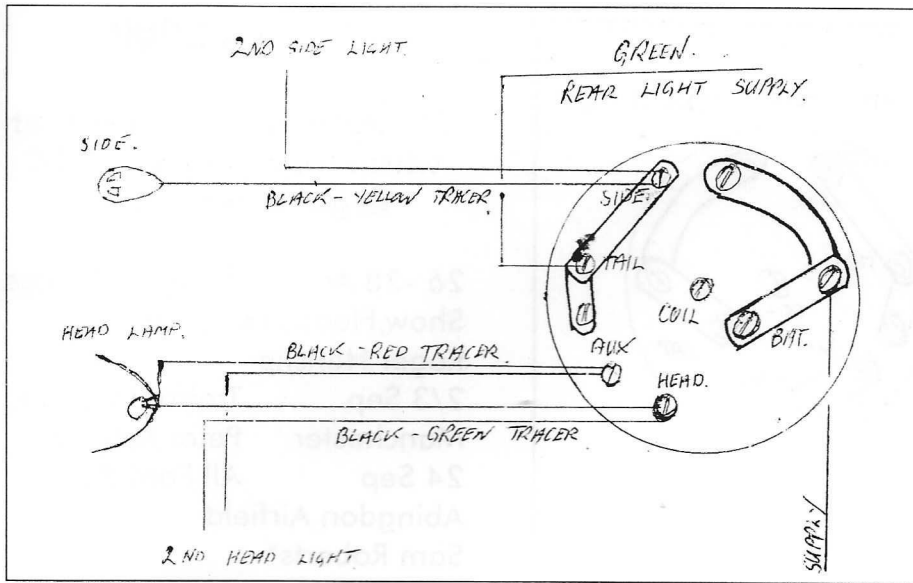


DIAGRAM 2- "The wiring of the switch for the Shortrad and early Intermediate Model 'Y's - with side-lights." extinguished when the Head Lights are illuminated. This necessitates changes to the link bars on the back of the switch. In addition to these changes, a floor mounted Head Light Dipper Switch is introduced, necessitating a modest change to the cable circuit. The second Headlight position on the switch still illuminates the Head Lights, but as the power only continues to supply the Floor Mounted Dipper Switch, nothing in practice changes when this second position is selected. (Purely to help the Parts Store Man the Part No. is revised to Y-E-1165-B, but this revised Switch is exactly the same, with the exception of the link bars.)

Both 'C & CX' models have the same lighting circuits, in principle the same as the shortrad 'Y', except that a floor mounted Dipper Switch is introduced, causing a third change in the detail of design. The early 'C' model was reputed to have been fitted with a fuse in the lighting circuit, however it would seem that this was soon discontinued.

The disadvantage of such a fuse, would become evident should it blow. At which time total light failure would occur. It is true to say that modern cars have fused lighting circuits, but the emphasis is on fuses, with several fuses protecting many aspects of the circuits, thus total failure is unlikely.

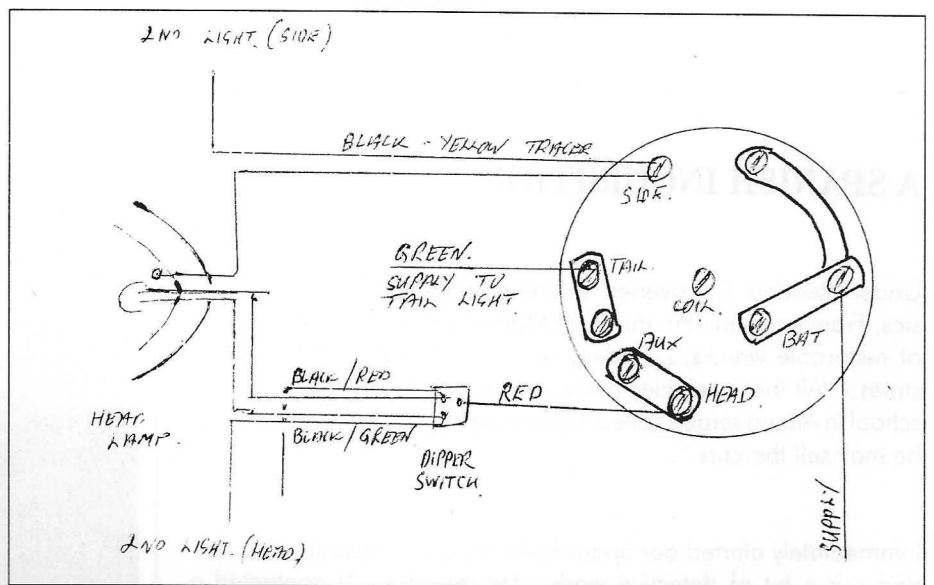
**Fault finding.**

If total failure of every light on the car occurs, check a bulb to ensure that it is sound. It is possible for every bulb to blow. If, when switched on, with the dynamo running at 'output' speed, the battery should for some reason become disconnected from the circuit (The 'A' line to become open circuit), then the dynamo voltage would run wild and exceed the 8 volt operational design of the bulbs, simply blowing every bulb. (So no fuses anywhere in the primary or secondary 'A' lines please gentlemen). If, on checking, the bulbs are sound, and the supply has

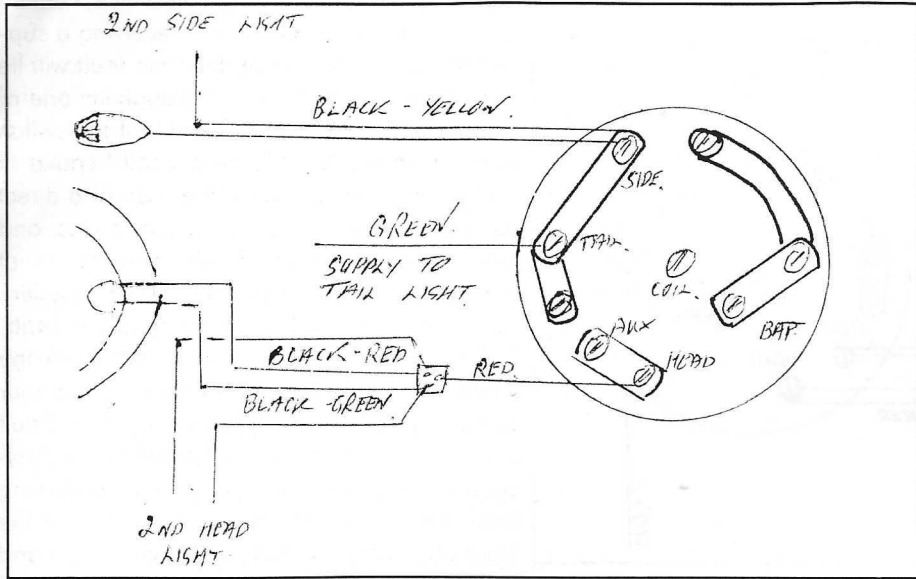
been maintained to the lighting switch, verified by the fact that ignition is still receiving a supply, but the lights do not, then the fault will lie with the light switch. In all probability one of the of the link bars on the back of the switch may be defective. You may recall I spoke of 'Fords' secret fuses, for in the case of a direct short circuit the link bar may act as a fuse, and blow. Whether or not 'Fords' intended it that way is not known, but that's what may happen. Individual light failure is invariably a bulb. However if the bulb is sound, trace back the supply to the previous connection, using your test light (see Issue 122, page 14, under 'Fault Finding'), with one side connected to the chassis, probe the connection until it lights, following back the circuit until it does. In most cases the front side lights and head lights, both main and dip beam, are supplied by their own individual

wire. Early 'Y's have their own individual side light cable run direct from the switch. Later vehicles fitted with a floor mounted dipper switch will have individual cables direct to this switch. Most short circuits occur within the Head Light bulb holder, due in principal to the poor initial design and the passing of the years.

Graham Miles



"The wiring of the switch for the later longrad Model 'Y' with the sidelights integral with the headlights."



Caption:- "The Model 'C' switch wiring for both sidelights and dip switch."

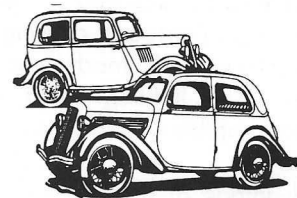
## Events 2000

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

- 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  
Geoff Dee
- 4/5 Nov Int. Classic Motor Show, NEC Birmingham  
Geoff Salminen

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

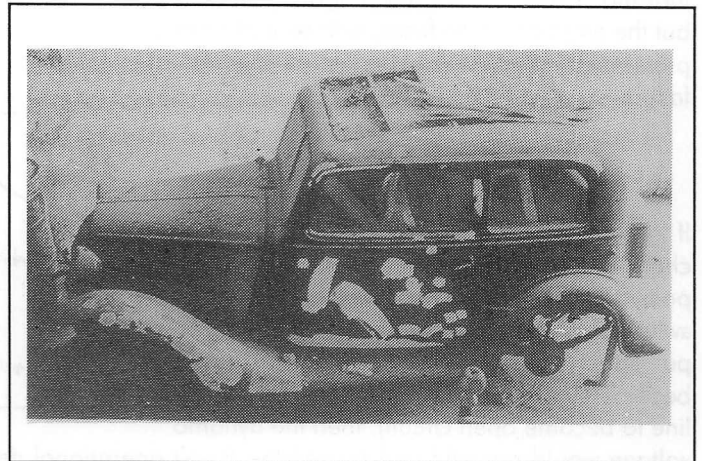
# OVERSEAS NEWS



## A SPANISH INQUISITION

Under 'Readers Discoveries' in the June issue of Practical Classics, Francisco Alas-Pumarino of Madrid sent in five photographs of restorable wrecks, including one of a Model 'Y'. The article states:- "All these vehicles belong to Hanibal, owner of a driving school in Albuquerque called Autoescuela Hanibal. Francisco thinks he may sell the cars."

I immediately alerted our Spanish sleuth, Luis Cascante, who carried out a bit of detective work. He reports:- "I contacted a surprised Mr. Hanibal, after asking a friend who has a driving school and some friends in the south of Spain. Mr Hanibal had a driving school some time ago in Badajoz, (not in Alberquerque as stated in Practical Classics), but he closed it. He also owns a bus



The photograph of the Model 'Y' reputed to belong to Hanibal the driving instructor - as shown in Practical Classics."

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

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

**Handbooks:**

Reprints of the original handbooks issued with new vehicles.

**Model 'Y'****Instruction Book: Model "Y" 8 H.P. (June 1933 Edition)**  
(Covers 'Short-Rad' models 1932/33)**Instruction Book: The "Popular" (June 1934 Edition)**  
(Covers 'Long-Rad' models)**Illustrated Parts List: "Popular" (July 1937 Edition)**  
(Covers all Model 'Y's 1932 - 37)**Model 'C' & 'CX'****Instruction Book: The "De Luxe" (June 1935 Edition)**Each of the above is available to members at £10.00 (UK);  
£11.00 (Europe) and £12.00 (Elsewhere): includes postage.**Service Bulletins:**The nearest we have to workshop manuals. Reprints of the  
technical and service manuals sent regularly to Ford agents.**Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7**  
(Sept. 1932 - Aug. 1934)**Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-**  
**Vol. 3 No. 8 to Vol. 7 No. 6**  
(Sept. 1934 - Dec. 1938)Model 'Y' owners need Parts I & II; Model 'C' / 'CX' owners Part II.  
Service Bulletins are available at £12.50 each plus £1.50 postage  
in UK, or £5.00 postage outside UK.Please make cheques payable to 'Ford Y&C Model Register' and  
send with order to: Bob Wilkinson, Rose House, 9 Brambleside,  
Thrapston, Northants, NN14 4PY, UK.**Available to members only.**company. He said to me that he has restored some classic cars but  
never had any Model Y Ford."Whilst Luis was investigating, I had a closer look at the Practical Clas-  
sics photograph to discover that that Model 'Y' has standard doors,  
thirty-two louvres on the bonnet, semi-elliptical springs on the rear  
axle and a small boot where the spare wheel should be. You will  
recall that on page 15 of the last issue, we illustrated the strange  
Model 'Y' of new member Joaquin A. Diaz de Isla of Madrid, with its  
front opening doors and thirty-two louvres on the bonnet! Is this the  
same car now restored with front opening doors? Perhaps Joaquin  
can let us know the origin of his car so that, hopefully, we can tie the  
two photographs together.**THE AUSTRALIAN HOMECOMING**Bill Ballard reports:- "To celebrate the 75th anniversary  
of the commencement of manufacturing in Australia, the  
Ford Motor Company of Australia Pty. Ltd. sponsored a  
three-day event, referred to as The Homecoming Rally,  
held on 31 March - 2 April (Friday - Sunday). Owners of  
Ford vehicles, old and new, were encouraged to bring  
their vehicles to the event. Owners from distant parts  
could join either the Western or Northern Convoy, led by  
"Convoy Escorts" provided by the Company, starting from  
Perth and Brisbane respectively and timed to converge  
on the Broadmeadows plant in Sydney Road, Melbourne  
mid-morning on the Friday.**The programme for the rally was:-**Friday: Registration, collection of 'goodies', a free soft  
drink and a tour of the factory.Saturday: Breakfast at the Broadmeadows plant, fol-  
lowed by a drive in one of two convoys to the secret  
Proving Ground in the You Yang Ranges, about 5kms  
east of Melbourne; a circuit of the test rack and a BBQ-  
style lunch. You then made your way to Geelong for a  
free bay-side concert and fireworks display in the evening.Sunday: Park up in Geelong in specially designated  
areas on the Cunningham Pier, along the Eastern Prom-  
enade and Ritchie Boulevard, or in adjoining streets in  
the city centre, which had been closed for the day, for the  
giant street party. Free tickets were also given to visit the  
Ford Discovery Centre."Although approximately 2000 entrants had pre-booked,  
Ford unwisely kept the bookings open up to the last minute  
(A\$50 entry fee - about £20). A further 2000 entries  
were to be received, mainly from Victorian locals, over  
the weekend, which was to cause chaos and pandemo-  
nium with the queues and parking arrangements. For  
example, Bill and his group arrived at 8.30 a.m. on the  
Friday to register their entries. 1000 had already done  
so and consequently they were at the end of a long queue  
for a bus to take them on the factory tour. After two  
hours in the queue they were told that the bus drivers  
and escorts were taking a forty minute break for their  
lunch. At 1.15 p.m. an official caused pandemonium  
and near riot by asking Victorians to stand aside to let  
entrants from other states to be given preference. Victo-  
rians could accept another ticket to allow them to visit  
the factory on another date! The queue just disintegrated  
into an unruly rush for the coaches, nearly killing Bill  
in the rush. He retired disgusted to his motel.The organisation did not seem to improve on the Satur-  
day when many Sidevalves were put into the same group  
as the more modern larger engined cars (Fairlanes, Fal-  
con GTs, Galaxies, Mustangs and Thunderbirds etc.) to  
drive to the Ford proving grounds at You Yangs. Bill beat  
the system this time by ignoring the marshals and driving  
from the blue sticker to the red sticker area where he  
joined the Model 'T's, 'A's and 'B's. Similarly, on the



Sunday the marshals were simply overwhelmed with the number of cars and initially parked Bill well away from the 'over 40 years old' parking area. Using his initiative and ignoring the marshals he re-parked in the correct area.

In the Ford Discovery Centre, Bill was pleased to see that due acknowledgement is given to the role played by the English Sidevalve in the history of Ford in Australia, although none was on display. As for the rally itself, as was to be expected, most of the cars were modern Australian and American built. There was a good contingent of Model 'T's, 'A's and 'B's, a sprinkling of early V8s and at least 20 Sidevalves, including one Model 'Y' (Wayne Lodge's longrad Tudor from Victoria) and one Model 'CX' (Rick Bushell's 1935 red, five-windowed coupe from New South Wales).

Having read a number of reports on the Homecoming Rally in various club magazines, I get the impression that, if you were physically able to take part in all the events, it was an enjoyable weekend. However the unexpectedly high number of entrants swamped the organisation and spoilt it for many.



"Rick Bushell's red 5-windowed 'CX' coupe at the Homecoming Rally."

### NORTH AMERICA

I have received the May/June issue of 'English Ford Lines', the newsletter of the North American English & European Ford Registry (NAEFR), which is now headed up by Michael MacSems of Olympia in Washington State. NAEFR caters for owners in the USA, Canada and the Caribbean. He also sent me a membership list which includes some ten Model 'Y's and five Model 'CX's. When the world stops spinning so fast, I shall follow each of them up (less Y&C members Carlton Thisse and Mark Turner who are on the list). Incidentally, Michael also attended the Australian 'Homecoming Rally' whilst on holiday in Oz.

### SOUTH AFRICA

The news from this continent is not so good. I managed to contact the Early Ford Car Club of South Africa only to discover that although they were originally set up in mid-1967 to cater for owners and enthusiasts of Model 'A's and later the early V8s, it is now open to all-comers and is now overrun by a multitude of different makes; Hudson, Chevrolet, Dodge, Studebaker, etc. There would appear to be three Model 'C's and no Model 'Y's on the books. They did not wish to forge an affiliation as the cost of sending their magazine would be prohibitive with the present pound/rand exchange rate. There is possibly another club in South Africa which might be more in tune with us and that is the Eastern Province Vintage Car club, which is based on Port Elizabeth where the Model 'Y's and Model 'C's/'CX's were assembled. I will be contacting them in due course.

## NOTES ON NEW MEMBERS

In this issue I have pleasure in welcoming back a member! None other than Peter Richardson of Horsham. Peter obviously enjoyed himself so much accompanying Julian Janicki on Convoy 2000 that he couldn't wait to join the happy throng again. I look forward to seeing Peter's lovely blue 1933 4 door Model 'Y' on the road again soon.

I have the honour, since this is my first new members report, of welcoming no less than three new cars & their owners to the Register.

I begin with Steve Bowron who had a lucky find in his 1937 Model 'Y' DHN 191. Steve purchased his car from a deceased estate sale. It had been previously owned by the deceased father and laid up in 1961! Steve tells me that it needs an engine re-build, re-spray and re-trim; it is "very sound but tatty". I find it interesting to note that Steve found out about the Register from the Internet. Dave Newman's web site is obviously having the desired result.

The second new car is that of John Murray of Wimbledon. John has owned his car DBB 77, a 1936 Model 'Y', for over 20 years and is only the second owner. It still has the original engine that requires an overhaul, or possible replacement, as it may have a cracked block. Let us know how you get on John.

Dave Russell has the third new car in this issue. Dave purchased his Model 'Y', CPA 972, together with another Model 'Y', DYX 974, from a car dismantler. CPA 972, from its chassis number, appears to be a late 1937 model that requires some MoT and trim work together with a re-spray. It is a 4 door, quite a rare beast in the survival stakes. DYX 974 requires a complete restoration. Dave will certainly have his hands full in restoring both cars.

Guy Maurin joins us with his "on the road" 1935 2 door Model 'Y', which will add to the other 'Y's in Spain. Keep us posted Guy on your jaunts around sunny Spain.

Ian Smith has taken up ownership of BKK 325, a 1934 Model 'Y' which used to be owned by Neil Pritchett. Ian has some work to do on the headlights and I note with interest that the car still has its original engine.

John Yendall in Co. Antrim joins us with ZA 7893, a 1936 Model 'Y', which used to be owned by James Brown of Belfast. John has some restoration work to do on his newly acquired motor.

Please keep us informed on progress with all your restoration projects.

**Christine Baldock**  
Membership Officer.

## NEW MEMBERS

The following have joined since our last magazine was published:-

B1754 Steve Bowron  
26 Glebe Road, Darlington, Co. Durham  
DL1 3DZ

O-M104 Guy Maurin  
C/Ramon Lull 32, Alqueria Blanca,  
Mallorca, Spain 07691

M2043 John Murray  
120 Copse Hill, Wimbledon, London,  
SW20 ONL

R0415 Peter Richardson  
29 Hazlehurst Crescent, Horsham,  
West Sussex RH12 IXB

R0423 Dave Russell  
93 Purley Vale, Purley, Surrey, CR8 20W

S1536 Ian Smith  
Brockwell Service Station, Brockwell Lane,  
Chesterfield, Derbyshire, S40 4ED

Y1902 John Yendall  
22 Heatherdale Park, Larne, Co. Antrim,  
Northern Ireland, BT40 IQZ

Welcome to you all! Please may I ask "old" members to contact new members in their area.

Christine Baldock  
Membership Officer

## THE FORD LOGO



It is a common misconception that the familiar script *Ford* logo is a copy of Henry Ford's signature. This is not so. When the Ford Motor Company was founded in the summer of 1903, it needed a trademark. Henry Ford's engineer, Childe Harold Wills, remembered an earlier hobby. He had trained, among other things, as a commercial artist and in his teens had earned money by printing visiting cards. He still had his old printing press in the attic of his home and, using the script typeface he had used for his visiting cards, he developed a stylised version of the words "Ford Motor Company." Wills' trademark design was first used on company communications in 1903, though a transfer carrying the words "Ford Motor Company" in an art nouveau border (Fig. 1) was carried on the side of the

in relief on the radiator header tanks. The letters "F" and "d" had long tails. This "script with wings" (Fig. 3, above) was used on all Ford cars - including the famous Model T launched in October 1908 - up to the end of 1910.

The Ford script trademark, much as we know it today, was registered in 1909. The first use of an oval trademark had occurred in 1907, when the British agents, Perry, Thornton & Schreiber (forerunners of the original Ford Motor Company, Limited of England) advertised "Ford - the hallmark for reliability and economy" (Fig. 4).



The definitive Ford trademark was created by combining the script and the oval (Fig. 5). It was first used for dealer identifica-

first production Ford, the 1903 Model A.

The "Ford script" (Fig. 2) first appeared on cars in 1904, when it was used on



some examples of the new Model C. The same year, it was also used to advertise the cars for the first time and appeared on the windows of the London Ford Agency. The 1906 Model K and Model N had the script letters "Ford" embossed

tion in 1911, but the vehicle identification remained the embossed script on the radiator.

A winged triangle in dark blue or orange with the words "Ford - The Universal Car" was also used in advertising and dealer identification (Fig 6, overleaf). Its symbolism was explained by Ford in 1912:- "From oldest Egypt comes the 'winged-pyramid', a happy combination of the Sacred Scarab Wings - symbolizing speed,





lightness, grace - and the Royal Pyramid - typifying strength, stability, permanency: And it's our trademark." Henry Ford, however, took an irrational dislike to this design and it was discontinued. Other companies - Avro aeroplanes (based, like the first British Ford factory, in Manchester) and Alvis cars - copied the winged triangle trademark that Ford had put aside.

The plain Ford script was used both on cars and in Company communications and advertising until 1927, when the new Model A was the first Ford car with the "script in oval" as a radiator badge (Fig. 7). The Model 'B', the V8 Model 40, the Model 'Y' and Models 'C' and 'CX' followed suit. The simple oval reflected the art deco trend of design in the late 1920s.

Simplicity and geometric shapes were common in automobile logos of the decade e.g. Auto Union (now Audi), BMW, Citroen, Renault.



The oval badge was used on many Ford cars up until the end of the 1950s, but was not used again in England until the introduction of the new Mk IV Cortina in 1976, since when it has been used on all Ford models. This oval badge (Fig. 8) differed slightly from the 1927 registered logo. The cross tail on the 'F' was shorter and the

narrower. As an 'Automobile' dated "Ford is returning to the traditional Ford script in corporate facilities throughout the world and as a feature in new signs identifying Ford and Lincoln-Mercury dealerships." The re-vamped 'Ford in oval' was the work of Robert E. Zokas, who was Ford's corporate design manager from 1965 to 1968, responsible for redesigning all signage, logos and advertisements.



There was an attempt to introduce a 3d-effect "enhanced oval" in the 1980s, but it was withdrawn very quickly. It is understood that Henry Ford II didn't like it.

I am especially grateful to David Burgess-Wise for the majority of the history outlined above.

**Sam Roberts.**

## The Radiator Drain Tap

On my car the tap was leaking, and was so stiff that I was frightened of breaking off the brass arms. To remove the tap, grip the body (2) with a large pliers or mole grip and unscrew. As it is brass screwed into brass it should come off without too much difficulty. To dismantle it further it was necessary to pick away at the lump of solid rust on the end until I could begin to identify the components. The remains of the spring and washers eventually fell away and what was left of the split pin was very carefully drilled out. It was now possible to gently knock out the tapered barrel (1) from the body. The brass components clean up well, and I gently used a little fine valve grinding paste to seat the tapered barrel perfectly into the body. This is the only seal that keeps the water in. Everything was reassembled using a new spring (4) (I would think that any spring of about the right size would do), washers, and split pin (6). I included washer (3) although it is not clear whether this was fitted originally. The tap was once

## For Sale - private

1934 Model 'Y' Tudor, Y70988, ABY 142, black. Mechanically sound - a runner. Much work completed by previous owner; kept in dry storage since renovation began. Will sell complete car for £1200, or exchange for on the road model & cash adjustment.

**Graham Seary**

Tel: 01485 532188 (Hunstanton, Norfolk)

1937 Model 'Y' Tudor, Y188205, JN 9279, black. Good condition, roadworthy, MoT'd and taxed up to Dec 99. Recently re-upholstered. Garaged.

Sale by widow of recent owner. £2900 o.n.o.

Joyce Foulkes Tel: 02380 402480 (Southampton, Hampshire)

1932 early shortrad Model 'Y'. Stored for thirty years. For full restoration. Car in Leicester.

R. Moore Tel: 0208 879 1863 (London)

## Wanted

Model Y engine suitable for reconditioning.

David Minnett. Tel: 0208 653 2287 day. Tel: 0208 661 2480 evening (Surrey)

A Somerset registered (?YA, YB, YC, YD) Model 'Y' or 'C'/'CX' in good condition. Wish to keep family links with Somerset alive.

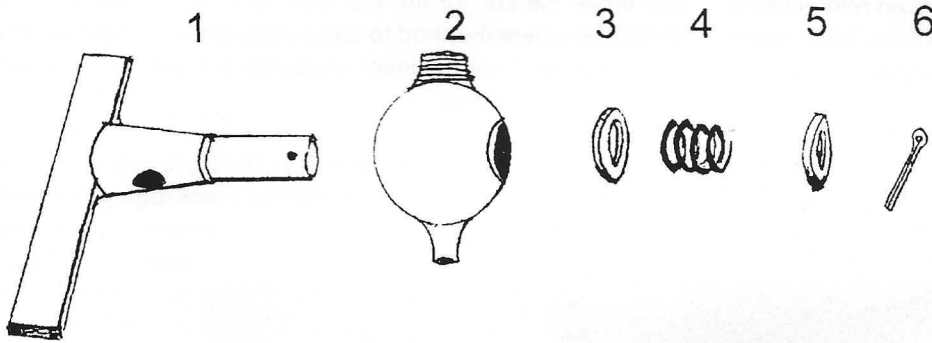
Distance no problem. Maurice White Tel: 01925 652647 (Warrington)

Post-war 8 & 10 hp engines wanted urgently for overhaul and placing in club stock. Engines must be complete and blocks serviceable Contact Graham Miles (address inside front cover)

**DEADLINE FOR  
COPY FOR ISSUE 126  
31st AUGUST 2000**

again screwed into the bottom of the radiator with a little plumber's PTFE tape around the thread. The drips have disappeared and it is now possible to open and close the tap using finger pressure alone. It is closed when the arms are horizontal.

Jonathan Davies.



## NORTHERN SIDELIGHTS

My hearty congratulations to all those who took part in Convoy 2000! I was able to meet up with the Run at Malton on the first Tuesday after a splendid drive from Idle, taking on the early morning Leeds suburban rush hour with absolutely no trouble at all, (a well-maintained Model 'Y' can take on anything).

At Malton I educated the local Polar Ford salesman about the original Dependability Demonstration, the concept of the £100 Ford and the current 2000 mile trial, whilst checking my bearings (geographical, that is) against the itinerary sheet. A quick word with David and Wendy Grace, who were the first through, put me in mobile phone contact with Bob Wilkinson and an arrangement was made to meet everyone at the entrance to Eden Camp.

It was quite an education for me to see striking examples of all the Model 'Y' and 'C' variations; tourers, van, and left hand drive European Tudors, and to meet their crews, before heading back to Idle. A splendid morning!

Where were the TV cameras at the crossing of the Humber? Alan Ogden had sent out publicity material to the media,

and I had spoken to a programme researcher at YTV the previous Thursday, impressing upon her the newsworthiness of the event! Why can't the Historic Vehicle movement be given more media coverage, especially for something as grand as Convoy 2000?

The annual rally at Crownest Park, Dewsbury, attracted an enthusiastic membership enquiry from Simon Purnell, who, with his father, Bob, are seriously contemplating the restoration of a 1934 Model 'Y' Tudor which is known to the Register but has been out in the cold for a few years.

The next Region 16 event, of course, is the Kirkstall Classic Car Show on July 8th, and I am looking forward to meeting some of the membership there.

Finally, I have given LRP the push after a tankful resulted in absolutely abysmal starting and some very fine blisters on my hand from hand cranking. Unleaded plus additive - no problems. (Although it must be said that the Austin seems to like LRP).

Barry Diggle, Region 16

## VALVE GRINDING

I followed Dave Newman's procedure on valve grinding which appeared in Issue 122 and have the following comments. It is a back breaking job with the engine in situ! One of my exhaust valves had blown, causing erosion of the valve seat at a couple of points on its circumference. For four hours, I was grinding in the valve using the standard suction rubber on the end of a stick. The last hour was with the valve guide in position and with the finer grinding paste. At last I had more than one sixteenth of an inch smooth seating on the circumference but the valve clearance at the stem had reduced to less than one and a half thou! (thou = thousandth of an inch for our metric readers). I had already had 15 thou taken off the base of the new valve in order to grind it in, so had now to return to the friendly engine machine shop in Winchester to have another 15 thou taken off - for which they did not charge!

One point that Dave did not make in his article is that the inlet valves should have a clearance of between eleven and a half thou and thirteen and a half thou, whereas the exhaust valves should have a clearance of between 15 and 17 thou. As Bryan Baker of the Ford Sidevalve Owners' Club and ex-Ford Scholar points out:-

"The clearance was originally stated as being 0.0115" to 0.0135" for both inlet and exhaust, but at some point between 1950 and 1953, the exhaust valve clearance was increased to 0.015" to 0.017". I do not know the reason for this. A common thought is that the clearance can be anything from 0.015" and 0.017". Not so. What it means is that a feeler gauge of 0.015" will 'go' into the gap, whereas a feeler of 0.017" will 'not go'. It is a Go-No Go measurement."

Another point to watch, of which I was aware but Graham Miles reminded me, is that the top centre bolt of the valve chest cover is shorter than the others. If you put a longer bolt in this bolt hole, you will foul the distributor drive shaft.

The engine is back together again and running smoothly. I only changed the one exhaust valve as the others appeared to be seating and performing correctly. Added to which, one of the other valve seats had been ground so deep in the past that the mushroom on the base of the valve had almost been ground away. Any more grinding and there would not have been a ledge for the spring retaining cotter to sit on! I can see that next winter's project is to rebuild a replacement engine which has sat in my garage for aeons and for the present engine to be extracted and have hardened seat valves fitted. It raises the question in my mind of how easy is it to grind in hardened exhaust valves into hardened valve seats? It's hard enough with 'soft' valve seats. Can we have an expert opinion on that please.

Sam Roberts



## Members' Cars

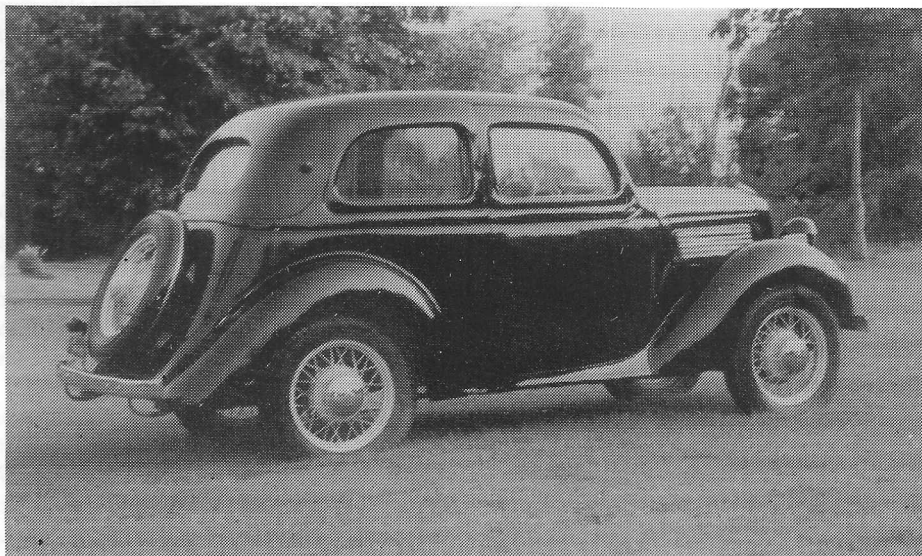
Diligent readers of the magazine will have noticed references to two Luis Cascantes in various reports and articles from Spain. Our most regular correspondent is Luis Cascante Gomis, who owns a Model 'Y'. He is the son of Luis Cascante Dávila, who owns a Model 'C'. It is the custom in Spain to add your mother's maiden name to that of your father to form your surname - hence the different surnames of the two Luis Cascantes! The subject of this article is Dr. Luis M. Cascante Dávila, the senior, who you will remember we congratulated on his eightieth birthday in Issue 120.

Despite his age, Luis senior is no slouch. Since 1980, he has been the Chairman of 'Amigos de los Coches Veteranos' (AVC), which he founded with a few friends in 1960/61 and which is one of the two oldest classic and veteran car clubs in Spain. In 1963/64, AVC was one of the founder clubs of the 'Federation Europeene de Voitures Anciennes' (FEVA), which became the 'Federation Internationale des Vehicules Anciens' (FIVA) in 1966. In 1977, Luis was elected Chairman of FIVA, the third chairman since its inception; a post he held until 1980 when Lord Montagu succeeded him. As most of you are aware, FIVA is the major international body looking after the interests of classic car owners; the Federation of British Historic Vehicle Clubs (FBHVC) being a key member (the Ford Y&C Model Register is a member of FBHVC). For the past eight years, Luis has been the Chairman of FIVA's Historic Committee, a role which takes him all over the world. Not content with all that, since 1990 he has also been a member of the Historic Committee of the Federation Internationale Automobile (FIA), the body whose main role is to govern motor sport world-wide. It is an honour and a pleasure to have him on board as a member of the Y&C Register.

And now for Luis' car, a black 1935 Model 'C' (C19591), which was manufactured at Dagenham in the July of that year and shipped in crates in a 'Knocked Down' state to Ford Ibérica in Barcelona. After assembly, it was sold to a dealer in Castellon, a province in Valencia, who registered it on the 17th January 1936. It was given the registration number CS-3333. During the Spanish Civil War (1936 - 1939), it must have been hidden away as it was not requisitioned by the Republican government for military use, a fate which befell most privately owned vehicles in the Region. In May 1939, with only 2,500 kms on the clock, the car was bought by E.H.S.A., a company owned by a Mr. Gomis and which was part of a group of electricity generat-

ing and distribution companies. Later, Luis was to marry the daughter of Mr. Gomis (hence Luis Cascante Gomis, the son of Luis senior). Luis senior's father was the General Manager of another company in the group and on 16th July 1936, he and Luis drove the car for the first time to a village 90 kms from Barcelona where they had to sort out the legal and burial problems of a fatal car accident involving a close friend of Luis' father and Mr. Gomis.

In 1940, the car was transferred to Lérida, a regional headquarters of E.H.S.A. By now, World War II was raging and petrol was scarce so, in 1942, CS-3333 was converted to run on charcoal 'producer' gas. After the war, in 1945, the company car was transferred to Oliana in the Pyrenees, close to Andorra, where a huge hydro-electric dam was under construction. Luis was the Clerk of Works for the project and the car was used to fetch and carry his three assistants to work.

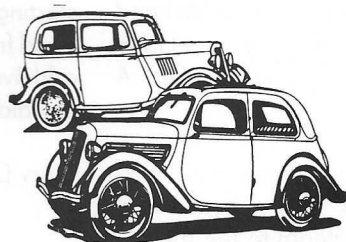


"Luis Cascante's Ford Ibérica assembled Model 'C' in 1996"

The huge project was completed in 1960 when the car became Mr. Gomis' personal transport in Barcelona, being driven by his chauffeur, Emilio. Actually, it was more Emilio's transport than Luis' as Emilio had a motorcycle accident in 1960 and Luis gave him the car to drive to prevent him from returning to riding 'dangerous' motor cycles! Incidentally, Emilio was a former skilled mechanic of 'Cobo', one of the Ford agents in Barcelona and it was he who taught Luis Junior to drive when he was 13 years old.

After 34 amazing years with the company, the Model 'C' was finally retired in 1970, when Luis bought it. However, it was not until 1990 that Luis got round to starting the restoration of the old lady.

*I am grateful to Luis (senior and junior) for finding the time to provide us with the biographical details of Luis and of his car ("Curriculum Vitae of my car" as Luis senior called it!)*



# CORRESPONDENCE FROM MEMBERS

Bill Baxman on the Isle of Wight (who owns the earliest longrad Model 'Y') writes:-

"I will recount to you a problem I have had with the car. I was driving into Shanklin, a little town on the south coast of the island, changed down to second gear for a corner and the drive to the wheels stopped. My first thought was an axle shaft had broken but when I put the car into first gear it drove away normally. I changed up into second and then into top and all seemed to be well but the next time I changed down into second gear the drive was lost; so changing up into second was ok but down into second gear, no drive.

Back home, out came the carpets and floor, off came the gearbox top and after much poking and prodding I could see nothing wrong, so I decided to take out the gearbox to investigate. To cut a long story short the problem was that a small piece had broken out of the second gear thrust washer at the point where the locking plate locates it (illustrated), allowing it to turn on the main shaft and to move back along the shaft when changing down into second gear. A new thrust washer solved the problem. If my car had been fitted with the later main shaft with two locking plates instead of one holding the thrust washer the problem would not have occurred."

## Information Needed

I wish to modify my Model Y engine by converting from poured white metal big end bearings to modern shell bearings. I have the machining facilities available to modify the con rods. Can any member who has experience of this conversion assist me with details of suitable shell bearings etc.etc.?

David Minnett. Tel: 0208 653 2287 day. Tel: 0208 661 2480 evening.

## Mathis

Paul Tritton writes from Chelmsford:- "I was interested to see that you have established contact with The Obsolete Ford Club of France, the carers of Matford. Matford, from Strasbourg, was the American Ford V8 made under licence in France during the 1930s. Our younger members may not be familiar with the name.

Emil Mathis had been an agent and driver well before World War I, and his first car appeared at Shelsley Walsh in 1912, where it was a great success, beating larger cars with many times its litre capacity. It is thought that Ettoire Bugatti had a hand in its design. Later it was marketed here as the Hermes and about 20 were sold before the outbreak of war.

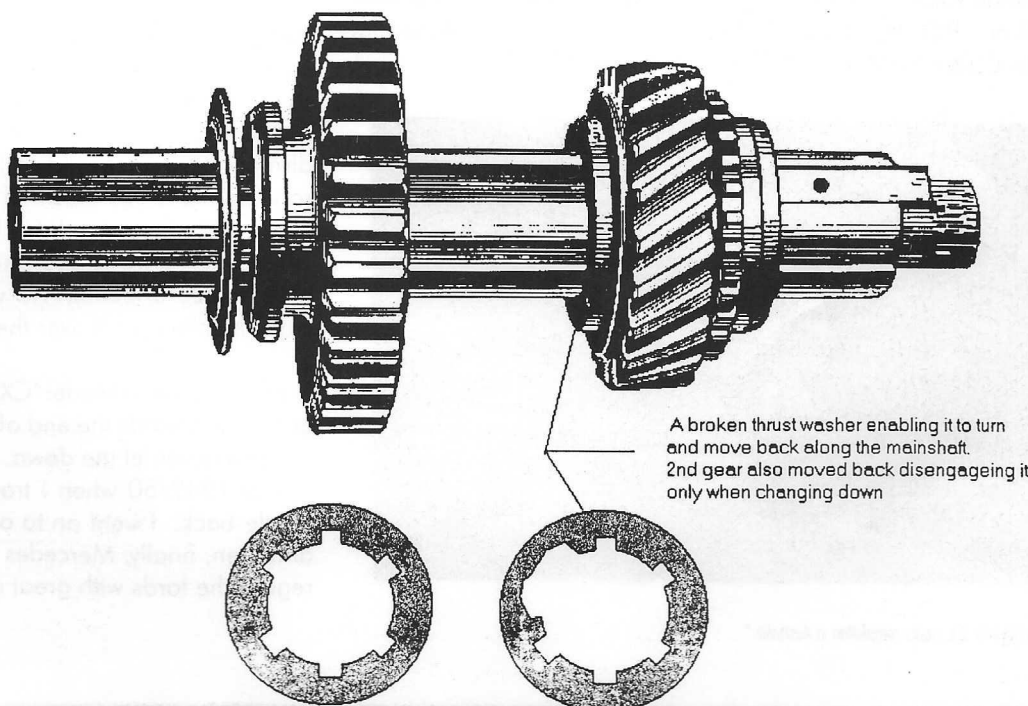
After the war, it appeared again in improved form. By 1923, he was using an 8 to 1 compression and it had further successes. Mathis went on to make a number of less inspired, but quite well-made, family saloons and became quite a big player in the French scene.

He hit financial trouble in the early 1930s and teamed up with Ford in 1934, making their V8s and commercial vehicles for France until World War II. These were made beside his own range of smaller cars, which were fairly uninspired.

After the Second World War Mathis came out with two advanced prototypes:- the 333 and the 666. The 333 was rather like a streamlined saloon Morgan, that with three wheels, the single at the rear. It had opposed twin water-cooled engine, each cylinder having its own tiny radiator. The body was designed by Andreau. The 666 was rather larger; a flat 6 with a futuristic body that had ideas which were taken up later by Ford, in their 1949 styling and also perhaps Studebaker. This was 1946 and they couldn't raise enough money to put either car into production, but I believe examples of each prototype survive.

Mathis tried tractor production and made the Moline under licence. Rural France was still heavily dependent on the horse. Sales were not as good as had been hoped and Mathis left the scene in about 1950. Mathis had no connection with the post-war V8 Vedette from Ford of France, which was later made by Simca.

*Thanks for that, Paul. Although on the face of it, this has no connection with matters Y&C, as you will see from my book, Mathis played a major role in the story of the Model 'Y' - Sam.*





### Exchange visit

Jim Oliver writes from Victoria, Australia:- "My wife, Rikki and I are thinking very seriously of visiting England and France for a few weeks next year in 2001. As we are both over 60 and retired, we will have to think very seriously about the costs involved. Many of our friends who have visited both countries have told us of the high cost of meals and accommodation in particular.

I have been a member of the Victorian 8&10 Side Valve Club since it started. In fact it was I who got the ball rolling way back in 1983. We have made many friends through our little Fords. In 2001, the Victoria Club will host the 8 & 10 National Rally. These rallies are held each second year and are hosted by different states in turn. We normally have about 30 - 40 vehicles entered. It is only a weekend rally but is heaps of fun.

We live in Kyneton, a small town 98 kms west of Melbourne - population 4900. We have a 1948 Anglia tourer, a 1949 English bodied Prefect and a 1954 100E Anglia Sedan. I also have a 1936 'CX' under restoration (for 8 years now). My wife, Rikki, plays golf a couple of times a week and the rest of the time she spends in the garden. I work on my Fords, muck around the place and have a hit at golf occasionally. I am into my old Army days and wish to trace the grave of my uncle who was killed in action in France in 1918. This is one reason why we wish to visit England and France. We are both active and try to enjoy life. After 43 years married, we are still going strong!

Do we have anyone out there who would be interested in joining in our rally and having a holiday here in Australia with us and, in turn, exchanging a bed sometime later in the year? Obviously there would have to be some kind of deal arranged and at this stage this is to see if anyone is interested. The rally is just part of the exchange. Australia is a big place and Victoria is definitely the best State! There would be plenty to do here. Anyone wishing to take up this offer please write to Jim & Rikki Oliver, P.O. Box 240, Kyneton 3444, Victoria, Australia. Tel:- 00 61 54 226392, Fax:- 00 61 54 227590.



"Jim Oliver's 'CX' nears completion in Australia."

### Getting away with it!

Terry Roberts from Camberley comments:- "Graham Miles' spares report in Issue 124 asks "How could the Ford Motor Company get away with making such a crap axle for so long?" Well get away with it they did, for years, along with many other shortcomings in the mechanical department. I am sure that if the great man was alive today, he would be the first to admit it. I have had a love/hate relationship with fords for years over this very issue. It all started in about 1960 when, as a lad of 18 years, I was on the threshold of buying my first set of four wheels. At this point I had to decide; should I go for a Morris 1000 Van with its lively, economical O.H.V. engine, 4-speed box and rack and pinion steering, or the Ford 300E Thames with a thirsty agricultural S.V. lump, useless wipers and outdated steering conceived in the thirties?

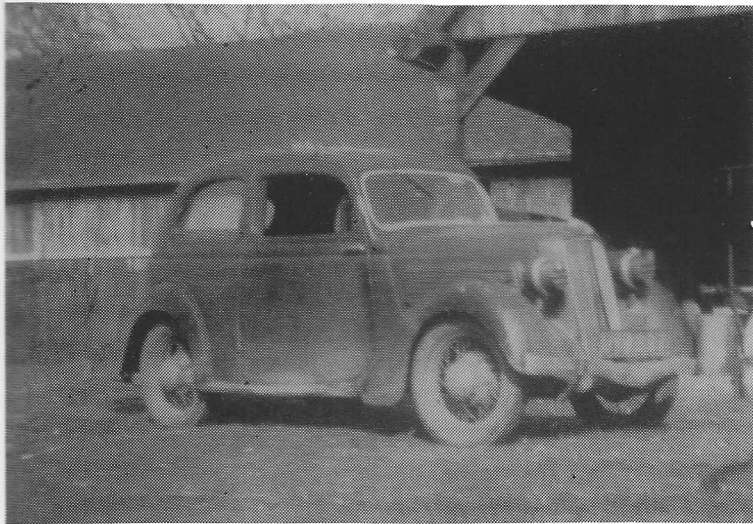
Well Henry pulled it off. I went for the smarter, cleaner looking Ford. Incidentally, I still have one today in my garage, parked next to my cute little Model 'Y', with its tractor like mechanics. How many times in the past have we seen a brand new Ford model hit the showrooms and then, after just one short year, seen it appear again revamped with minor changes to its trim and body? These changes must have cost a fortune in terms of retooling costs. Rarely were there any mechanical changes. But, as we all know, Ford is a success story. As far as Henry was concerned, this would have been money well spent. He well knew that, as long as his car or commercial looked the business and the price was right, he could sell it and get away with it. As we know, the average car buyer knows little or nothing about the mechanics anyway. We now have 'Which' magazine, television's 'Top Gear', '100 Best Car Listings', etc., so he couldn't get away with it today - or could he???

P.S. I apologise for the swearing (Morris)!

### My old cars

Joe Lyndhurst writes from Pulborough in West Sussex. "I mentioned some time ago that I had some interesting shots of some of my early cars. My first Model 'C', BYU 897, 1935 vintage, did sterling work in the early days of the war. I bought it partly dismantled and my eldest brother helped me to put it on the road in about 1941/42. She had two engine changes done in a day, including one clutch by Rowe & Company of Chichester, which cost between £30 and £40. The Model 'Y' belonged to a colleague of mine. We were engaged in assembling lend/lease machinery all over the south of England.

My second was a Model 'CX' and is photographed on my brother's farm towards the end of the war. DLT 413 was an excellent car and never let me down. I think it was a 1936 model. I ran it until 1949/50 when I traded it in for a Standard Vanguard beetle-back. I went on to own a P1800 Volvo, back to a Ford and then, finally, Mercedes Benz of various models. but I still regard the fords with great affection.



"Joe's first Model 'C', BYU 897. Note the 'blackout' headlamp covers."



"Joe's Model 'CX', CLT 413, also with headlamp covers."

Joe joined the Y&C Register to find a Model 'C' and bought Tom Tomlin's May 1935, chocolate brown BAF 400.

### Returning 'Stateside'

George Pierce writes from California:- "This photograph shows a picture of me, with AMG taken back in 1976, just after its minor restoration. A 'down to the frame' restoration was done later. My son Bill, who is also in the picture, looks like he is about 15 years old, but actually he was 20 and in his last year at university. His life was greatly influenced by Lord Baden-Powell. He became an Eagle Scout here in America, then a Queen Scout in England, Saint John's Ambulance qualified and graduated Outward Bound class D-113, Devon. He actually drove AMG in a couple of shows in England and he expects to inherit it eventually.

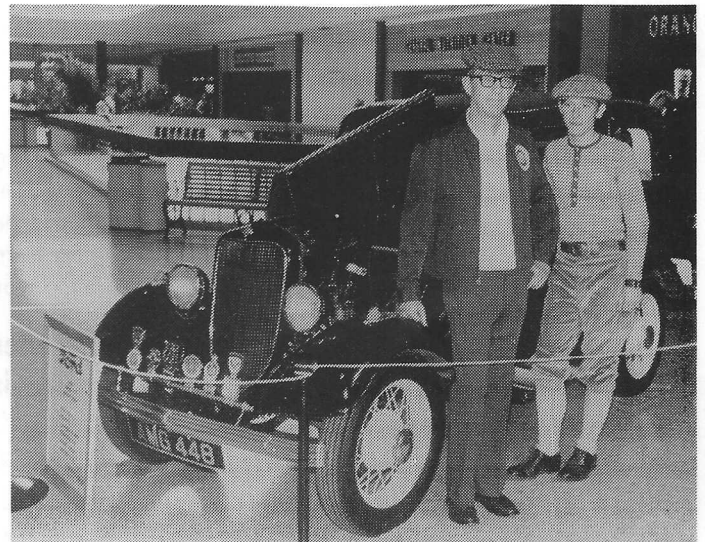
The car show was put on by the Antique Automobile club of Santa Maria and was the first showing of AMG here in California. I show it with bonnet up, as the engine compartment is what everyone always wants to see. AMG attracts a lot of attention here and any Englishman that sees it always wants to talk about it. It seems that most of them have had one at sometime in their life."

### Another barn find.

Trevor Walker writes from Newcastle:- "Seeing the photos in the Newsletter (Issue 124) of the Barn find 'Y' reminded me of the photos I took about a year ago of a 'Y' in a barn near Blaydon, which Ronnie Topping had heard about. As you can see, it is looking slightly the worse for wear, having been in the barn for about 40 years, during which time the barn had been on fire, scorching most of the paint on the right hand side and causing a rafter to fall on the car and cave in the back of the roof. It's up to its axles in horse guano, every window has been smashed by vandals, most of the removable bits on the motor have been removed and the interior looks like one huge rats nest, but apart from that it is not too bad! The doors and front wings are saveable with a lot of work, but to get the car out in one piece would mean sawing down two fifteen foot trees outside the doors and then swinging the car over a wall with a Hiab. Ronnie didn't discuss a price with the owner; the sign outside saying 'Scrap gold and silver jewellery bought here' suggested that he might want a little too much for it!"



"The Geordie barn find - a project only for those with a strong constitution!"



"A younger George Pierce and son, Bill, with his July 1933 shortrad in California, U.S.A. in 1976"



## SECRETARY'S REPORT.

Writing this after the wonderful Convoy 2000 event has made most other matters seem very small beer, or am I still suffering from jet-lag? This issue will have many references to the event so suffice here simply to pay credit to the tremendous resilience of these old cars of ours and a nodding acknowledgement to the stamina of the entrants. Having driven to almost all corners of the mainland, I cannot help but reflect that the least tolerant of drivers seem to be concentrated in the south of England. Elsewhere most drivers, even on crowded roads, were quite helpful when we needed to change lane (probably travelling at 20mph. less than they were) and often acknowledged our presence with a cheery wave. If ever there is a lobby to restrict the usage of our cars I fear it will come from the south of England where people will be happy for our cherished cars to become static museum pieces. Hence the need for us to be aware of the wider problems we may inadvertently create when out on the road.

On wider club issues, following discussions at the AGM, why has our membership total levelled off at around the 400 mark, and remained there for several years? New cars and members are recruited every month in roughly equal numbers to those who lapse membership for whatever reason. However, we are still discovering hitherto unknown cars at a surprisingly high rate. How can we do more to retain members who still own cars? Is the club in some way not living up to initial expectations? If you have any thoughts on these matters why not share them with us through the magazine? We do need to increase our ranks as this will support the very necessary remanufacturing programme outlined in the last edition. By the time you read this I will have written to ex-members who still own cars, encouraging them to re-join, but this still does not answer the questions posed above. Over to you for your ideas and thoughts.

On the subscription renewal front old habits die hard! A big thank you to those members on automatic pilot who sent their subs. to me but please note that all subs renewals should be directed to Christine Baldock who is currently emerging from the pile of cheques which were awaiting her return from Convoy 2000.

### Spares Report

The good news from a cash flow point of view is that our first two reworked engines have been sold, so that means money back in the bank. I've drawn two replacement engines from the barn stocks to get Tim Brandon underway again, as the exchange units are still due back at a later date. Progress will be limited until we are able to offer the replacement Valve Guides and adjustable Cam Followers, both of which are at early stages of development. In the meantime, **as a matter of urgency**, I would like to buy-in post-war 8 and 10 hp engines for reworking and placing in stock. So if any member has a spare one lying around, please get in touch with me. Engines must be complete with serviceable blocks.

## TREASURER'S REPORT.

The increase in subscriptions this year has caused a few anticipated administrative difficulties not helped by these coinciding with the two week absence of Christine Baldock and myself on Convoy 2000. I am in the process of writing to all those standing order payers who did not update in time for renewal (1 June) to top up their subs. and to amend their bank instructions. There are also some members who paid twice to reimburse!

I also am not in a position yet to judge if the subscription increase has led to a loss of members on any significant scale. I trust this is not the case since the rise was only a little more than the cost of a gallon of UK petrol!

Bob Wilkinson.

### CHILDREN'S PROMISE.

Through tremendous efforts, Convoy 2000 participants raised around £5,500.00 (the exact total will be published in next issue) and the cheque will by now have been sent to this very worthy charity. The Engine Plant at Dagenham has also said they will add to this. Thanks are also due to those handful only of other members who sent in donations amounting to around £100. Thank you all for your generosity.

Bob Wilkinson.

### JOKE CORNER

(Come on Sam publish this , you know members look forward to it!)

Whilst looking for directions on Convoy 2000 I stopped and asked a chap if he knew the Carlisle turn-off. " I flipping well married her!", came the swift retort.

However, we have at long last developed replacement rear hub bearing kits, alas too late for me to fit in the Van prior to the Convoy 2000 trip. After some checks we will progress on that item.

The bad news is that I have run out of Universal Joints and shortrad front Brake Wedges, both of which will be a problem for the future.

**Graham Miles.**

## SUBSCRIPTIONS 2000/01

Firstly my thanks to those of you who have already forwarded your subscriptions to me.

If you have not yet paid please use the reply slip that is enclosed with this issue of the magazine, just in case you can't find the last one!

Subscription Rates are as follows:-

UK / Eire	£25.00
Retired / Unwaged (UK Only)	£20.00
Overseas	£30.00 (£UK please)

Because of the administrative hassle, I apologise for inclusion of renewal forms to those of you who have already paid, pay by Standing Order or are institutional non-members who receive courtesy copies of the our magazine.

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

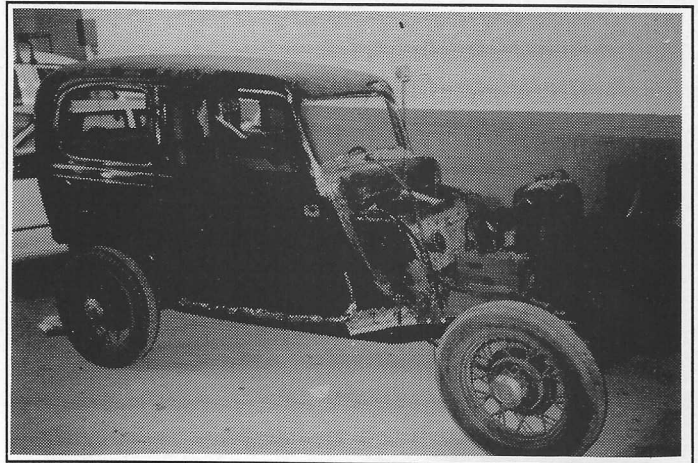
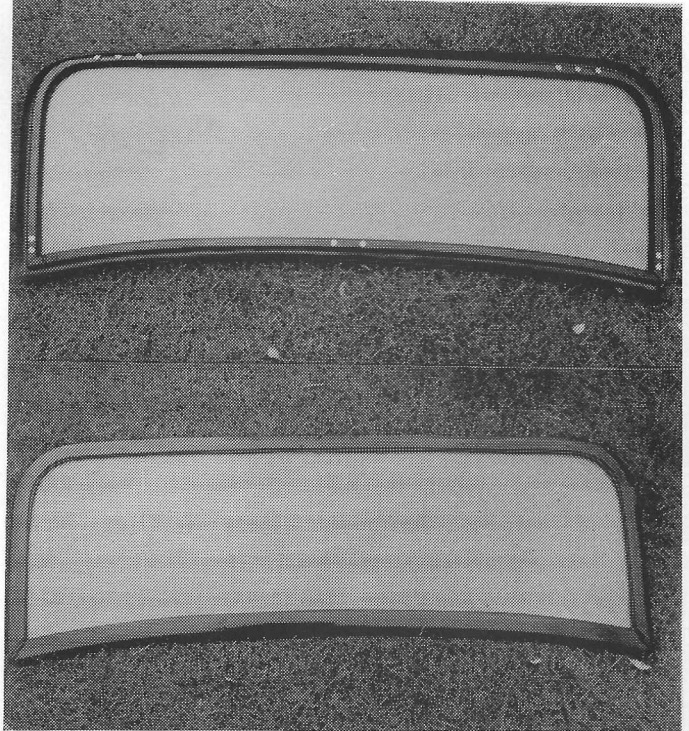
To save additional postage costs your membership card will be sent with a future magazine. However if you need it now please send me an s.a.e. with your cheque. Paying by Standing Order saves you the annual worry. Please take advantage of the Standing Order form that appears with this issue for future years' payments.

Thanking you in anticipation.

Christine Baldock  
Membership Officer

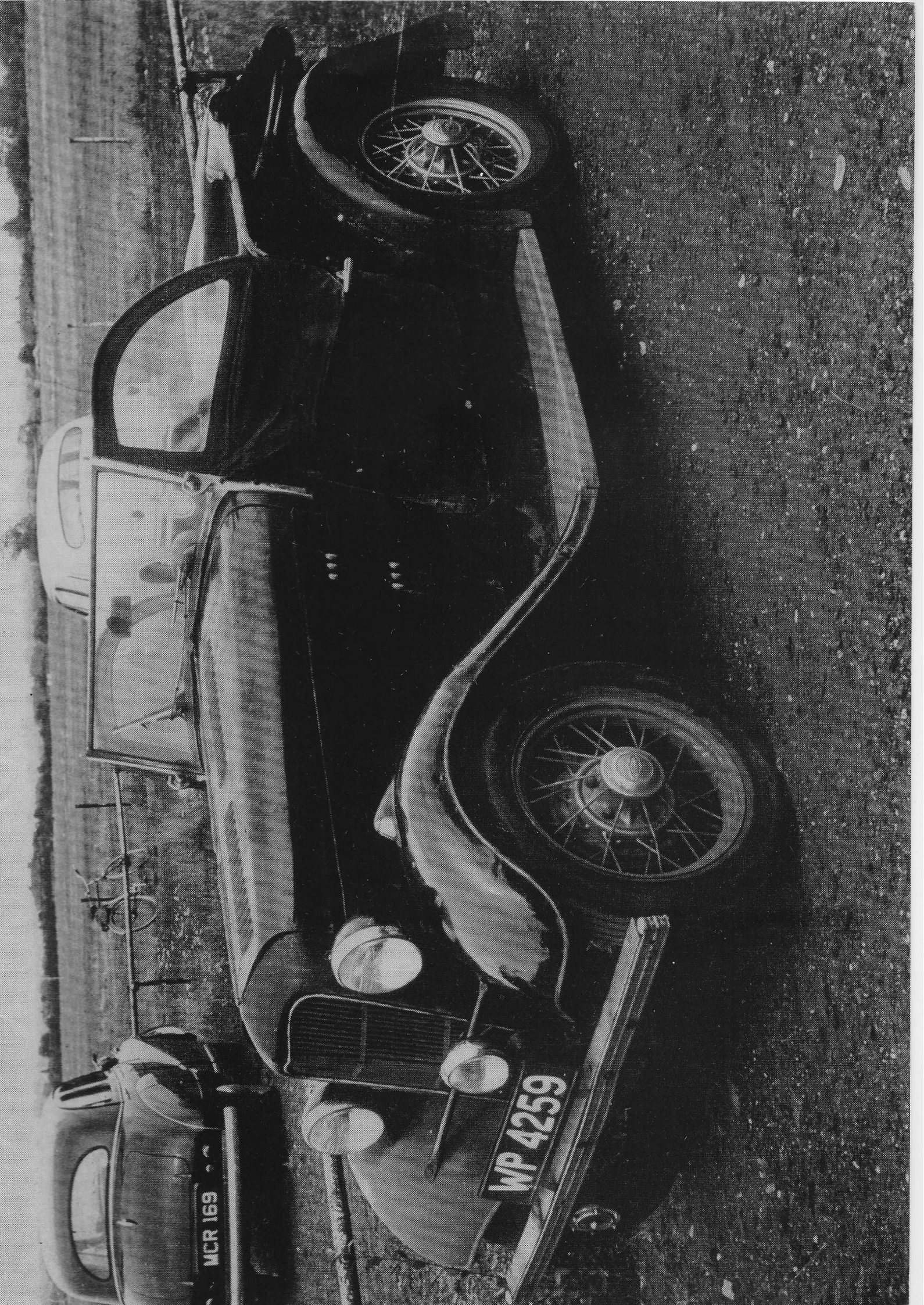
## ANOTHER WINDSCREEN FROM TEBBIE

You will recall that Dave Tebb produced a shortrad windscreen for member Rafael Duque in the Canary Islands. I also illustrated a 'C' / 'CX' windscreen from the Tebb stable in Issue 123. He has now produced a longrad windscreen for Luis Cascante in Spain. Once again, the craftsmanship is excellent as can be seen from the attached photographs. anyone wishing to order a windscreen will find Dave Tebb's address under 'Useful Contacts'.



*"The hole which the windscreen will fill - Luis Cascante's longrad under restoration in Spain."*







## 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
<b>Clothing</b>					
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		
Hi-Vis Vest with Register logo on back panel	Day-Glo Yellow	XL	15.00		
Peaked cap, embroidered logo.	Blue with white logo		7.00		
<b>Car accessories</b>					
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		
<b>Miscellaneous</b>					
A Post Card featuring Model Y Fordor, Model Y Van, Model CX Tudor and Model CX Tourer		4 cards for	1.00		See 'Note' below
Umbrella, with Register motif	Blue / White alternate panels with logo		12.00		
Coasters, set of 4.	Blue / white logo		3.50		
Earthenware mug	White / blue logo		3.50		
Lapel badge			1.50		
<b>Models -</b>					
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		
<b>Rear window stickers</b>					
'My other car is a <b>ford</b> Model Y'	Blue text on white ground		2.50		
'My other car is a <b>ford</b> Model C X'	Blue text on white ground		2.50		
<small>Note, the X can be cut off for C Model owners</small>					
<b>A3 Colour reproduction posters</b>					
1932 Y Model Tudor (prototype)			3.25		
1933 Y Model Tudor (short rad)			3.25		
1935 Y Model Tudor (long rad)	No stock at present				
1936 Y Model Tudor (long rad)	No stock at present				
1934 C Model Tudor			3.25		
Please make cheques to <b>Ford Y &amp; C Model Register</b>			Add £3 UK post & packing Overseas at cost		<b>£3.00</b>
Total enclosed £					

**New - Hi-Vis Vest**  
**Coming soon - Greeting Cards and Teatowels**  
**Wanted - Photo suitable for a Christmas Card (snow scene ?)**

Note: When ordering only postcards, send s.a.e. instead of the £3.00 post & packing charge.



**FORD Y & C MODEL REGISTER**

**ANNUAL SUBSCRIPTION RENEWAL FORM**

**Subscriptions are due now for Club Year 1st June 2000 to 31st May 2001**

**Rates are as follows:-**

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

(To save on additional bank charges, Overseas members may wish to pay for more than one years subscription.)

Please make all cheques payable to :- **Ford Y & C Model Register**

and send to:-

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

Late payers (after the end of August) will incur a £2.00 rejoining fee.

**PLEASE PAY PROMPTLY - THANK YOU**

- Note**
1. Your membership number appears on your magazine address label.
  2. Your membership card will be issued with a future magazine, unless you require it sooner - please send a s.a.e.
  3. This form goes out with all magazines even if you have already paid or are an "honorary" recipient of the magazine.

✂.....

Please detach & return this part and send with your cheque to me.

NAME.....MEMBERSHIP NUMBER.....

ADDRESS .....

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POST CODE ..... TELEPHONE NO ..... E MAIL .....

Cheque enclosed for:- £.....

s.a.e. enclosed for return of membership card Yes / No

I would like a Standing Order payment form for future subscriptions - Yes / No

## Y&C REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE: Use the Club order form. List items required & prices in columns provided. UK prices include Postage & Packing. Eire & Europe postage will be invoiced according to additional costs. You are requested to enclose your cheque for payment made payable to "FORD Y&C MODEL SPARES SECTION." Please enclose S.A.E. in order that invoice and notice of dispatch may be notified. NOTE: EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT. 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 from those quoted without prior notice. Prices quoted are not negotiable. It is regretted that we are unable to supply beyond Europe. Sheet metalwork can be supplied direct by K.A. Developments - see 'Useful Contacts'. If a required item is not listed, please submit S.A.E. with request - we may well have it in stock.

### 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 on level of kit) - exchange	P.O.A.
Relined front brake drums - exchange in clean condition	£40.00 each
Rear brake rod support bracket for LR 'Y' with double holes	£31.00 each
Front brake rod support, YE2502B. 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 dust covers - male or female design	£28.00 pair
Drag link 'Y' - state L./R.H.D.	£37.00 each
Front brake lever return spring, Y2096 RH or 2097 LH	£4.00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£4.00 each
Brake operating wedge, LR and C 48/2050	£13.00 each
Front brake lever, SR/LR/C Y2084	£13.00 each
Brake operating shaft (top king pin) RH Y2076, LH Y2077	£25.00 each
Rear operating shaft, LR/C. RH CE2231, LH CE2230	£25.00 each
Rear brake cam shaft SR. RH or o/s Y2231, LH or n/s Y2232	£13.00 each
Rear brake cam, SR Y2230	£13.00 each
Exchange brake shoes, rollers removed. Send old first - set of 4	£35.50 set
Brake shoe pull off springs Lr post '33, C/C, set 4	£13.00 set
Shock absorber kit, SR & LR front & LR rear. Temporarily out of stock - Contact Graham Miles.	

### MECHANICAL - ENGINE & TRANSMISSION

Accelerator return spring Y9737 (on accelerator rod assembly)	£4.00 each
Gaskets - Head set, 8 hp	£25.00 set
Gaskets - Head set, 10 hp	£20.00 set
Gaskets - sump set (state with or without timing chain)	£20.00 set
Exhaust C, with tail pipe - stainless	£80.00 each
Exhaust Y, stainless	£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
Piston rings, various held - mainly pre-war. send pattern and S.A.E.	P.O.A.
Valves, post-war, exhaust or inlet - send pattern	£12.00 each
Valves, pre-war, exhaust or inlet - send pattern	£8.00 each
Valve springs (Pt no. 6513)	£10.00 set
Flexible fuel pipe - pump to feed	£33.00 each
Fuel pump - exchange (allow 21 days)	£20.00 each
Clutch plate centre - exchange	£26.00 each
Clutch pressure plate - exchange	£46.50 each
Clutch release bearings (pre-packed)	£10.00 each
Cylinder head stud & nut, Y24052	£2.00 each
Gearbox: Large number of parts held. Send list of requirements.	P.O.A.
Fan belts - state 3" or 4" pulley	£11.00 each

### RUBBER PARTS

Door stop buffers - 'Y'	£3.00 each
Front axle beam stop rubber, 'C' (Metal on request)	£9.00 each
Running board pyramid matting (flat sheets)	£36.00 pair
Side lights - base mats, SR	£5.00 each
Rear brake rod support rubbers, LR	£4.00 each

Under bonnet kit, 'Y'	£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 (Reproduction)	£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
Battery Lead - Braided. Earth - bulkhead	£6.00 each
Battery lug bolts, pair	£0.75 each
Headlamp bulbs (wattage not stated)	£4.00 each
Bulbs various (if rear lamp, state straight or offset pin)	£4.00 each
Distributor points (not early type)	£5.00 each
Rotor arms (late type)	£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
HT Lead cap ends (6)	£2.00 set
Side lamp acrylic lenses, 'Y' front	£4.00 each

### FITTINGS - BODY

Bumpers, LR Model 'Y' front, chromed	£142.00 each
Bumpers, LR Model 'Y' rear, chromed	£114.00 each
Bumper bar bolts (oval shape)	No stock
Bumper bar end caps chromed, LR and SR	£7.00 pair
Running boards, for LR. Y Moulded matting style with- steel mounting brackets. Adaptable for SR	£90.00 each or £170.00 pair
Valance below grill SR, (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
Roof stick kits in hard wood, Model 'Y' fixed roof	£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 - 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
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)

### FRONT WHEEL BEARINGS

Timken 07098 / 820503062 / 03162  
 Bearing Services Ltd (Yellow Pages)



