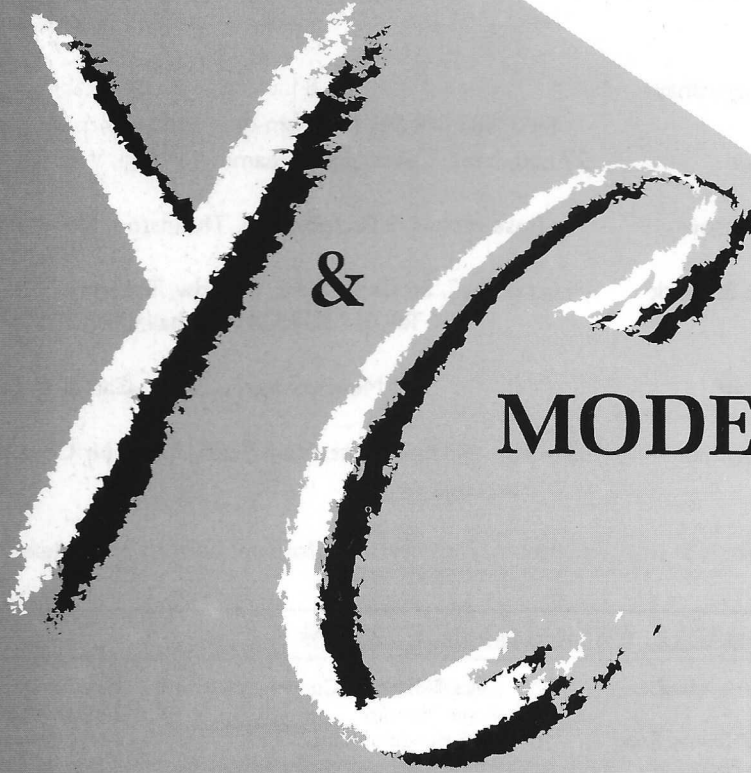


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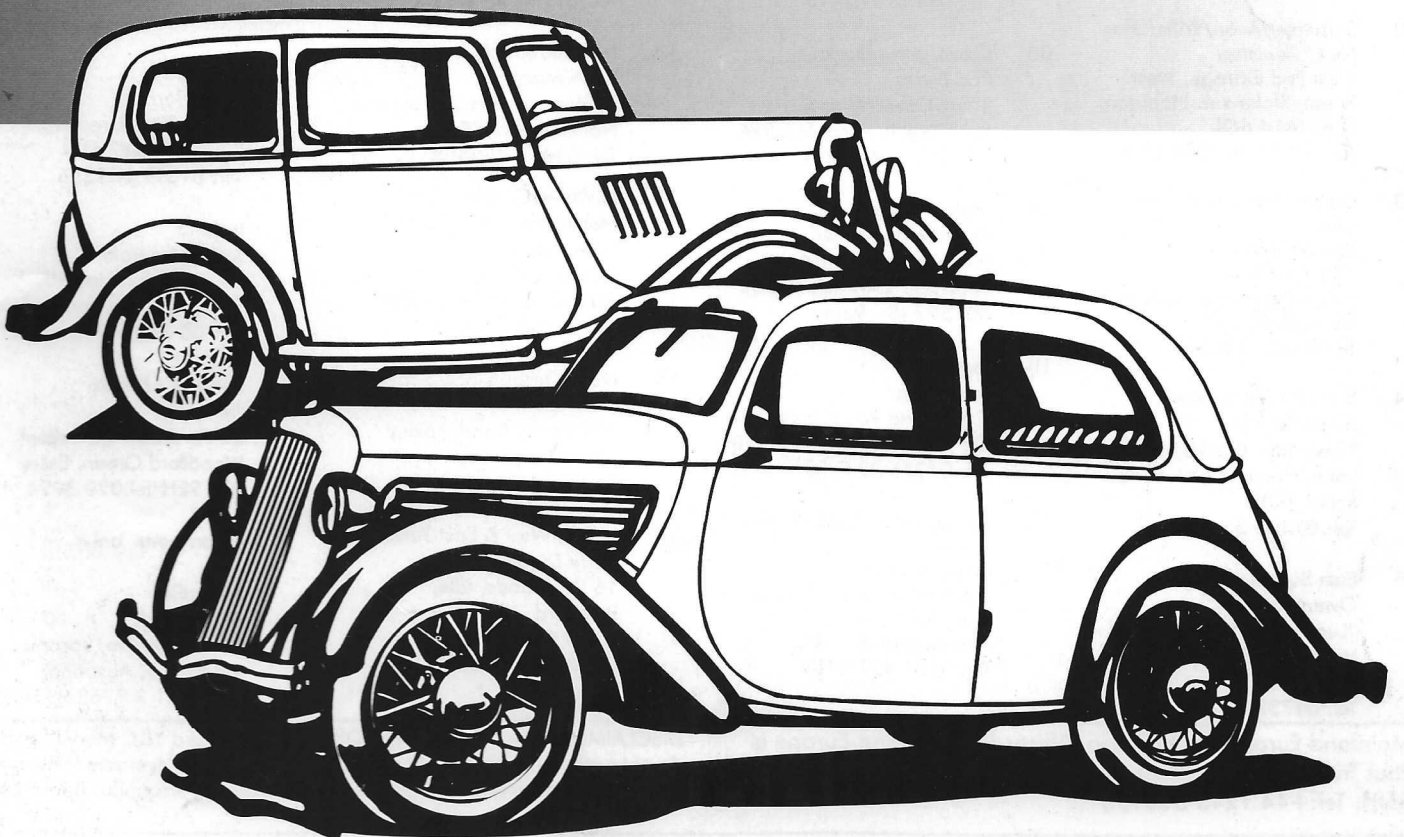
# NEWSLETTER

ISSUE 126 SEPTEMBER - OCTOBER 2000

FORD



MODEL REGISTER



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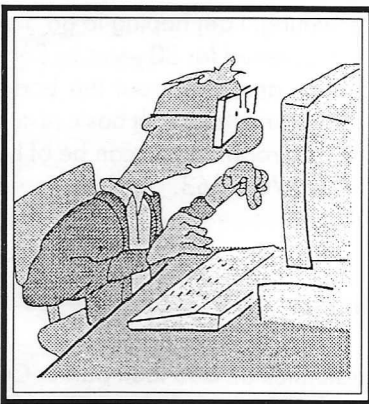
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## Editor's Report



After publication of each twenty-five issues, we update the index of key articles which have been published over the years of the magazine. The updated list appears in this issue. If any member wishes to receive a photocopy of an article, please let me know. Doug Hickson continues his ramble through a lifelong

association with the Ford Motor Company, this time covering his period with the Ford Service School. In past issues we have covered the Boys Trade School and the Ford Scholarship Scheme, so this completes the set of Ford schools - or were there more?

The correspondence from members seems to generate a lot of interest, with a wide variety of topics covered. Please keep your letters, e-mails and faxes coming in. Also, note the query on the title of the publication - 'Newsletter'. The Committee would welcome your views on its suitability and suggestions for alternative titles you may have. I apologise to those who have sent in articles which do not appear in this issue. The articles are on my 'butcher's hook' for future editions.

I hope you enjoy the read.

**Sam Roberts.**

## SECRETARY'S RAMBLINGS.

I am writing these lines in the middle of August, immediately prior to going to France for the remainder of the month. Sam's deadline for copy coincides with my return to England, so the file is a little short at present. A lot of my recent correspondence has been connected with the aftermath of Convoy 2000, which is still so fresh in our minds. Reading Sam's excellent report in the last issue reminded me of my photographic catastrophe during the event. My camera obviously had a fault on the electric winding mechanism and 4 films yielded only about 6 acceptable prints. Disaster!

### Convoy 2000 and Children's Promise.

Participants have just completed collecting moneys pledged; a task hampered by holidays etc., and I have been able to forward cheques totalling an amazing £8,000 to Children's Promise. This is a staggering sum and thanks are due to all who contributed and congratulations are offered to participants. Collecting for charity is not always the easiest way to keep one's friends and this knowledge makes the total more creditable. Identifying individual participants in terms of moneys raised is potentially embarrassing for many reasons. However I hope that John Argent, Owen & Chris Baldock, Neil Bray & Marc Lawrence, Adrian & Julie Chapman, John Fitzgerald and John Keenan, who all raised in excess of £500, don't mind the mention.

Julie Chapman had the sum she and Adrian had raised matched by a generous employer (a well known building society) in return for "in house" publicity. John Fitzgerald managed to twist the arms of many of his business contacts, and Neil Bray and Marc Lawrence badgered colleagues into pledging over £2,000, which they divided between Children's Promise and a local hospice. We think that John Keenan (recently retired from the vehicle recovery business) threatened to tow cars away if friends didn't give generously. Well done everyone.

We are grateful to Mike Harvey of the Ford Motor Company for acting as the link with Children's Promise, following the Company's initiative to earmark this worthwhile charity for their Millennium appeal.

#### PHOTOGRAPH ON BACK COVER

Rob Bolland, from Holland, waits for the North Yorkshire Moors Steam Railway engine to pass at Pickering on Convoy 2000, in his Copenhagen assembled, L.H.D. Tudor Model 'Y' - see Members' Cars article in next issue.

## General Matters.

In a telephone call recently from 'Drew Barr (Regional Coordinator, Scotland), he tells us that he has been to various shows in the region over the summer but has rarely come across many 'Y' or 'C' models due to there being very few north of the border. He has spent some considerable time converting his 'Y' from **easy-clean wheels** (on the car when purchased) to the genuine spoked type, but yet retaining the later, more effective, **Girling braking system**. Actually Drew's dad does all the important technical jobs on the car; not bad for someone of over 80 years! I have asked Drew to send in the details of the conversion, since I know that there are several 'Y's fitted with the later type wheels and brakes. Owners may wish to consider the same adaptation.

The other question raised by Drew was that of correct engine colour. "Green," says I, but adding that some recon. engines were actually painted grey. The supplementary question as to the shade of green reminded me of advising Reg Hunt of the colour to paint his wife, Jean's, Model 'Y' engine some years ago. After about six tries at painting the engine in situ (and the subsequent inspection at shows by worthy members with various views) he got the correct shade of green. Perhaps due to frustration over the process he did not appear too grateful at the time! What was the exact colour Reg ?

On technical matters, Dave Minnett asked if we knew of a **shell bearing conversion** for our cars. I recall some years ago that a chap on the East Yorkshire coast was offering an engine reconditioning service and had a Y engine for sale with such a conversion. I think he was using Austin Big Seven/Austin 8 shells. However I have no experience of this but guess that someone out there will have a reference book from a bearing company which may reveal a compatible shell. The value of such a conversion, given the mileage we do with our old cars, is a matter of debate. The club re-worked engines are white metalled as original.

Jonathan Davies' very interesting article in our last mag. (Page 12. 'Making Your Car User Friendly') raises a couple of points. The steering box adjuster he refers to indicates that his **steering box** is a later type. To the best of my (limited !) knowledge, the original boxes lacked the adjuster nut on top of the box and consequently the tapered rocker lever beneath which engages with the steering nut. Graham Miles with his Spares Remanufacturing Group are looking at the original type of steering box as a project, since most owners are not in a position to make the improvement/adjustment that Jonathan carried out. The other point I wish to take issue with is Jonathan stating that he only 'phoned me for technical advice because he was desperate! (Page 13). Still I suppose he has a point!

Geoff Salminen is planning our stand for the NEC Classic Car Show (3&4 November.) and has display space for 3 cars. Roger Hanslip's lovely 4 door 'Y' saloon is already booked, thus leaving space for 2 cars. If you have a smart looking 'Y' or 'C'/'CX' and can help by displaying your car, please contact Geoff (0121 427 2189) with details. The club can help with expenses. Thanks to Geoff Salminen and Geoff Dee, we always put on a

good show and fly our flag well at this prestigious event and I'm sure that this year will be no exception.

On DVLA matters, Jack Smith in Grimsby should by now have his original number JF 5360 re-allocated on the V765 scheme. Jack was fortunate to have the original RF60 log-book and with other evidence we were able to support his application. Mark Grunwell who re-joined us unfortunately did not have sufficient documentation to enable him to retain CAD 429 as original on his restored 'Y'. We were however able to supply sufficient evidence to support his application for an age-related registration. Please let us know what DVLA allocated Mark. Members with queries about registration /DVLA matters should contact me for an information sheet. (SAE please).

Don King from Blackpool reports that his 'CX' tourer has been at the upholsterers since last November following MOT. With a bit of luck, FK 7393 will be on the road at long last in time for some late summer runs. On a recent visit to the Isle of Man, Don saw a really nice green long rad Model 'Y' with the registration EPL 386 parked outside the Railway Hotel at Port St. Mary. Anyone else seen this car or know the owner?

The oldest Model 'Y' on the register for some years was chassis Y252 (with body number 135/252), owned for the past 12 years or so by Dave Tebb in Little Fenton, near Leeds. New member Roger Moore, mentioned by Chris Baldock in her column, owns Y249 a 2 door saloon, WD 4526, but registered some months after Dave's car. At the time of writing, I am hoping to go along to see this wonderful find (actually owned for 30 years by Roger) and to take detailed photographs and check out the body & engine numbers. Roger is seeking some help with basic restoration work to get the car back on the road. If you can be of help please give him a call on 0208 879 1863. The car is near Leicester.

## Messages from overseas.

Ernest Bombard in USA congratulates all who took part in Convoy 2000 this summer and wishes he was in better health to complete the restoration of his long-owned 1935 Model 'Y'. He sends his regards to club members on this side of the pond. New member Kate McConnen in Alaska is looking forward to coming over to Ireland in the fall (that's autumn to us Sam) to be re-united with the Model 'Y' bought on a recent visit to the UK. Rosie White, in Portugal, reports that "himself" (husband Mike) has just finished the garage for their Model 'Y', complete with new doors (for the garage that is!). "Skippy", so called due to unusual habits on corners, it seems continues to be utterly spoiled in her new homeland apparently. Mike & Rosie, not unused to long road journeys themselves, were also envious of Convoy participants and are looking forward to reading the second part of this epic.

Enjoy the rest of the late summer folks. Don't forget to call in and see us at the All Ford Rally on Abingdon airfield on Sunday, 24th September.

**Bob Wilkinson. Club Secretary.**

Treasurer's Report.

Many thanks to members who renewed subs. following the reminder in the last mag. and to those who have updated their Standing Order. A good number of you though have not renewed your membership as I write. You must do so now. Please send your cheques to Christine Baldock not to me as I simply have to waste postage by sending them on. Would overseas members please note that due to high bank charges we can only accept cheques in sterling (English pounds). Perhaps overseas members would consider paying for two or three years in advance to reduce costs and hassle. Please help us to use our time more effectively as at present the time taken to process non-sterling cheques /currency is out of proportion to the numbers involved. This plea is echoed by our Spares Team. Sorry to moan folks.

Oh, by the way, said the miserable treasurer as an after-thought..... If everyone renews, the club will be in excellent financial health to enable us to remanufacture those much needed spares. That was y the main reason why subs. went up this year. Happy motoring!

**Bob Wilkinson.**

Joke Corner.

Come on Sam you can't leave this out now just when we've got Jim Miles smiling!

*Whilst driving along at 35 mph near Hastings on Convoy 2000, I noticed a cyclist pull alongside Graham Miles' van ahead of me, pedalling like mad and speaking to Graham through the driver's door window. A minute or so later as we increased speed on a dual carriageway the same cyclist came alongside me in the Y tourer and asked me for a light for his cigarette. "No way . You will kill yourself at this rate", I told him, fearfully gripping the steering wheel more tightly.. " No, I'm OK, I only smoke 3 a day mate," he replied and cycled off!*

There Sam, no need to worry. I told you I only tell clean jokes.  
Bob Wilkinson.

**Events 2000**

The final events of the year at which there will be a Y&C Register presence are as follows:-

- |                |                             |                   |
|----------------|-----------------------------|-------------------|
| 24 Sep         | All Ford Rally              | Abingdon Airfield |
| Sam Roberts*   |                             |                   |
| 28/29 Oct      | Stoneleigh Restoration Show | Stoneleigh        |
| Geoff Dee      |                             |                   |
| 4/5 Nov        | Int. Classic Motor Show     | NEC Birmingham    |
| Geoff Salminen |                             |                   |

**Committee meeting.**

Register Officers and Regional Coordinators are reminded that the next committee meeting will be held at the Willoughby Village Hall on Sunday, 19th November 2000, gathering at 10 a.m. for a 10.30 start.

**Dr Ford with a bit of history on those lights.**

The regulations when our cars were made, and for that matter every other car on the 'Worlds Roads' were as follows:- A vehicle only required a single Dipped beam, to the near-side; the off-side could be just a small side light of, say, 3 watts. (this saved the demand on the battery as, when the car slowed down, so did the engine and, as a direct consequence of which, so did the Dynamo - resulting in a fall in out-put). The off-side light didn't even need to be of the same appearance as the other main or dipped light, as was the case on short rad, early long rad ('Intermediate' models with short rad side lights still fitted) and all 'C' models.

So, from oncoming traffic point on view, the off-side could easily be missed by the other driver, with the result that he could think that he was closing on a Motor Cycle, with fatal collision results, as the two cars struck on their respective off-sides!

Our cars have two basic designs:- one with side lights separate on the wing, the other, i.e. late long rad models, incorporated the side lights in the head lights. By leaving out a link out on the back of the Lighting Switch on these late long rad models, you can extinguish the two side light filaments when the Main Beam lights go on, as obviously the head lights then show the width of the on coming car.

This however had a problem when you went to 'Dip', as the off-side main light went out altogether and, as the side light was not being supplied with electricity, it was not illuminated. So a special bulb was produced, which had a Main Beam filament in it of, say, 24 watts, and a side light filament in it of, say, 3 watts. At least in this way a reasonable off-side light was maintained and conveniently of the same appearance as the main light which was still illuminated, albeit in a 'dipped' position. This appearance aspect on late long rads was by luck, as lights of a similar appearance when illuminated were not required until 1956, if I remember correctly.

However, all the above is in the past. Now we need Two Main Beams and Two Dipped Beams!

**Dr. Ford**

**Congratulations!**

Barry Diggle, the Regional Coordinator for Region 16 (most of Yorkshire), tells me that the Ford Y&C Register won a rosette for the Best Stand Award at the Harewood Steam Rally over the August Bank Holiday. The two Model 'Y's and the 'CX' on the stand were invited to lead the parade of cars around the arena. No doubt we shall find out the names of the owners in the next instalment of Northern Sidelights. Well done

# Bill Ballard and those 'CX's Down Under

## - Part 1.

It is a well-known fact that the Model 'Y' far outnumbers the Model 'CX' in preservation in the U.K. However, the situation is entirely different here in Australia, where the opposite is true. The Model 'Y', it seems, was never a good seller "Down Under" and consequently they are extremely rare here these days, particularly Aussie-bodied examples. Their number has only been boosted in recent times by preservationists who have imported English-built 2-door saloons from New Zealand.

However, the Model 'CX' "Barrel Ford" was a much better seller, with the consequence that many more of these survive in Australia. That they do survive is probably due more to economics than the weather, as many would have you believe (cars rust just as badly out here, despite what people say!). You see, outside of the major cities, Australia is such a vast and thinly-populated country that when the old car died, many owners simply dumped them in a barn, a paddock (field) or a gully (ravine), and left them to rot away in peace, rather than go to the expense of carting them a long way to the nearest city to dispose of them to a wrecker (scrapyard) for a mere pittance, which probably wouldn't have covered the cost of the diesel to get it there! So it really doesn't surprise me what turns up these days! Of course, not all of my "finds" have come out of barns, paddocks or gullies; some have been in an advanced state of restoration or indeed, fully roadworthy when I've come across them, as we shall see...

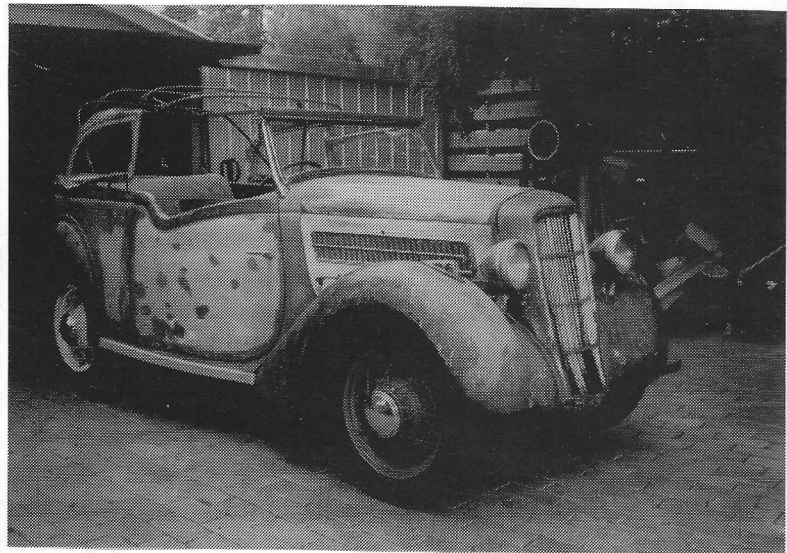


*"The sedan donor car 20B S511 as found in Wayne Lodge's back yard in December - photograph Bill Ballard."*

The tale I'm about to tell is about the various Model 'CX's I have come across since I arrived in Australia in November 1999. I have, of course, come across many other interesting Small Fords, but in preference to the Model 'Y's and Model 'C's, they'll have to wait till another time! As cars normally have to surrender their registration plates when they are laid up over here, very few of my "finds" have actually been on the road and hence do not bear registrations. For ease of reference, I have therefore referred to them by their body numbers, where known.

My story really begins on 12 December 1999, when I renewed my acquaintances with (amongst others) Wayne Brown, Wayne

Lodge, David Moran and Garry Yule, all owners of 'CX's (Messrs Brown and Lodge are also owners of Model 'Y's), at the Ford 8 & 10 Side Valve Club of Victoria's "Christmas do" at Cherry Lake, Altona. Wayne Brown attended this event in his Model 'Y', but it was not until 9 January that I had a chance to inspect the progress being made on his brown and cream 1936 Model 'CX' phaeton (20B P2), which he is hoping to have at the "Goldfields Gathering" in Bendigo in 2001. The only difference I could see between his car and the likes of Kevin Brigginsshaw's, Peter Ketchell's and Dave Curtis's 'CX' tourers in UK was that it had external door handles; it also has no clock in the dashboard (is this a feature common to all 'CX' tourers, or is it unique to all Australian 'CX's, regardless of body type?).

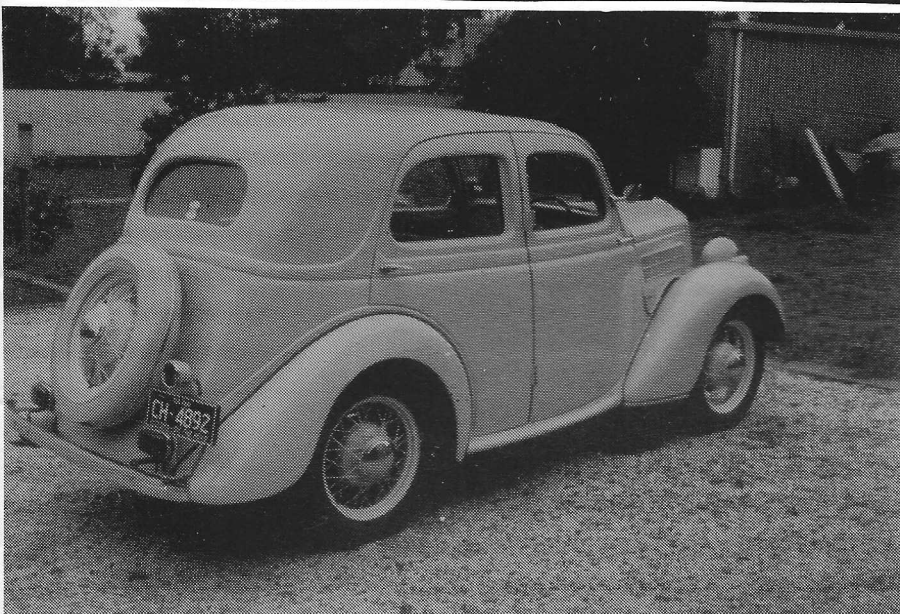


*"Wayne Brown's Model 'CX' Phaeton, 20B P2, as seen in 1998 - photograph: Wayne Brown."*

Wayne Lodge latterly lived at Hoppers Crossing, but has recently moved to Bendigo to take up a new appointment. He owned a Model 'Y' and three Model 'CX's, one example from 1935 and two from 1936, with body numbers 20B S511, 20B S693 and 20B S2241 respectively. The light blue sedan 20B S511 was lying under a tarpaulin in his backyard when I visited his home on 19 December. This car was complete but in need of a "ground upwards" restoration.

20B S2241, also complete, but covered in a coat of red oxide paint (and needing a less-difficult restoration), was parked in his shed nearby. It was to be a further six months before I caught up with his third 'CX', known as the "Yellow Peril" because of its bright colour, which is roadworthy and jointly owned with his father, who keeps it at his home in Nagambie. 20B S511 was sold to me in late July to become a "donor car" for my roadster and other local projects; I'll tell you more about this in Part II.

David Moran owns a 1936/7 Model 'CX' sedan (20B S2968) which was formerly owned by Reg Dunn. David has only recently moved into his brand new house in Wandong, so has had



"Wayne and Ted Lodge's 'Yellow Peril', 20B S693, at Nagambie, Victoria in June 2000. - photograph: Bill Ballard."

no time to progress the restoration of this car, which has been in temporary storage until his new garage is ready. Consequently I have yet to see his car, which needs a new roof.

I think it must have been sometime after I'd moved in to my new house in Boronia, which is within a mile of Wayne Brown's, before I had the opportunity to inspect Garry Yule's 1936 black Model 'CX' sedan (20B S972), which also came via Alan Stevens. Garry, who lives in Ferntree Gully which, like Boronia, is another district of Knox City, has not had his car on the road for a while; it has needed attention to the engine, a new gear-box mounting and other minor jobs doing to make it roadworthy and bring it up to Garry's high standards.

In between times I had met Mike Kirkpatrick, a partner in Yesterford, a firm based in Ringwood and specialising in parts for Small Fords, who owns a Model 'Y' and the seventh Model 'CX' I've come across since coming out here, a 1936 sedan (20B S1356). I have yet to see Mike's cars, which are normally kept at his home in Woori Yallock, some 45 minutes from here, although I must have been pretty close to them when I made some trips to Warburton in recent months.

## Chairman's Newsletter

It has been a hectic summer! Before I had got over Convoy lag, I was into the last issue of the magazine. That only seems like yesterday, yet here we are again with this issue. Tempus fugit - time flies (indigo fugit - blue flies!). Needless to say there is still much news concerning Convoy 2000, which I hope is not too boring for those who did not take part. The best news is that we have surpassed our greatest expectations and raised a whopping £8000 for the Children's Promise charity! The cheque has been sent off to Mike Harvey at Dagenham to swell the Ford Motor Company donation. Well done all those who contributed. I have also received a number of newspaper cuttings with photographs of our cars en route around Britain, which have been added to the Convoy 2000 file in the Register archives. The Sidevalve Owners' Club magazine carried a lengthy description of the Scottish leg of the trip, written by an enthusiastic

So you see, CXs are coming out of the woodwork like termites in these parts! (To be continued).

### Bill Ballard

*Editorial notes:- For the newer members of the Y&C Register, a brief explanation of the Australian Ford operations and related matters might be of interest to help you through Bill's trilogy of 'CX' finds 'Down Under'. In the late 1920s and 1930s, Ford Australia was based at Geelong, a seaport to the south-west of Melbourne in Victoria. It consisted of two co-located companies with the same Managing Director, the Canadian, Hubert French. One company, the Ford Motor Company of Australia, Pty., assembled vehicles and marketed them. The second company, the Ford Manufacturing Company of Australia, Pty., built bodies designed specifically to meet the needs of the Australian public. These Geelong bodies were then assembled on chassis and transmissions imported from Dagenham. In the same way that Briggs Bodies Ltd, in England, numbered their bodies by body style, so did the Geelong factory. The code for the Australian bodies was as follows:-*

Model 'Y' - Model 19 during development in Dearborn, U.S.A.

Body number made up of three components :- 19 followed by a space and the style letter and batch number. e.g. body number 19 S123 would have been the 123rd Sedan (saloon) body built on a Model 'Y' chassis. Body styles available on the Model 'Y' chassis were S - Sedan; C - Coupe; P - Phaeton; R - Roadster; LD - Utility and PD - van. (LD stands for Light Delivery and PD for Panel Delivery). Note that all Geelong Sedan bodies were Fordor. The Model 'Y' was not introduced into Australia before July 1933, almost a year after its introduction into Europe. Only 731 chassis were imported during the remainder of 1933 and in 1934. The announcement of the more powerful Model 'C' at the end of 1934, reduced significantly sales of the Model 'Y' after that date.

Models 'C' and 'CX' - Model 'C' was Model 20 during development at Dearborn.

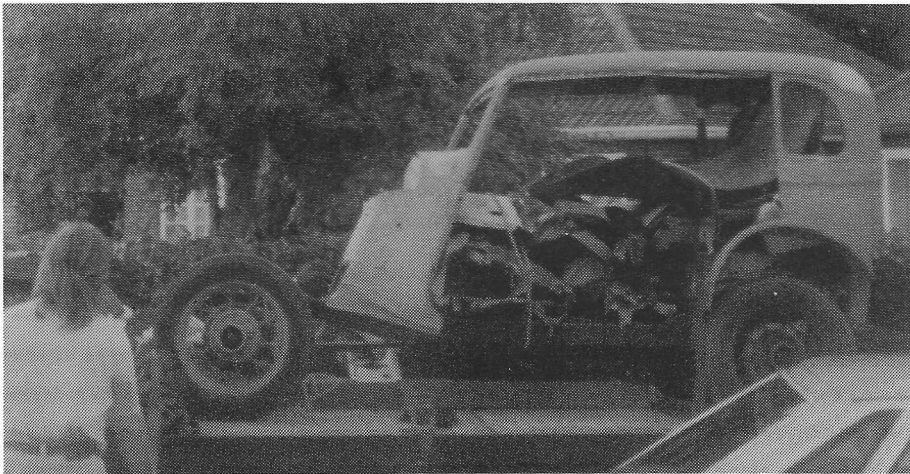
The Geelong body numbers for the Model 'C' and 'CX' consist of the same three components as the Model 'Y', except that the Model 'C' starts with '20' and the Model 'CX' starts with '20B'. Body style letters are the same as for the Model 'Y'; hence 20 R123 would be the 123rd Roadster body on a Model 'C' chassis with Model 'C' bonnet, radiator grille and bumper. A total of 446 Model 'C's and 4430 Model 'CX's were sold in Australia from May 1935 to the end of 1937.

Yvon Precieux. I have also received a copy of the excellent 15 page, colour illustrated booklet by Marc Lawrence, describing the Convoy, which he has prepared for distribution to those who contributed to his and Neil Bray's substantial charity donation. Finally on the Convoy, I must apologise to the Geordie lads for incorrectly attributing ownership of the cars shown in Part I of the write-up in the last issue; JU 5342 is Ron Topping's car and not Dave Lambert's. Dave remains car-less. US 2090 is the ex-Peter Ketchell car which now belongs to Trevor Walker!

There have been a number of exciting new Model 'Y' finds. Perhaps the most significant one is Roger Moore's which, we are told, bears the chassis (original engine) number Y249. This would mean that it came off the production line three cars ahead of our present 'oldest' Model 'Y', Y252, the ex-Maurice Billings car, presently owned and being restored by Dave Tebb. Roger is based in London and his car in Leicester, so we have not been able to check out chassis and body numbers on the car as yet.

Another find is on the west coast of America, where George W. Pierce has tripped over a derelict long rad Model 'Y' in his home town, which was manufactured within 24 hours of his own car! There's a coincidence. I am also pleased to report that Geoff Dee has at long last tracked down the 'phantom' Model 'Y', which kept appearing in his home town of Leamington Spa. We now have the details of the car and hope that the owner, Joe Berry, will soon join us as a member. Finally, Luis Cascante, our Spanish sleuth, has uncovered no less than two short rad Model 'Y's, both assembled in the Ford Ibérica plant in Barcelona. How many more are there, I ask?

On the Model 'C' and 'CX' front, most of the news of new finds is coming from Bill Ballard in Australia, who is rooting out known survivors across the continent, and to whom I am very grateful for helping me compile a special Australian section of the 'List of known surviving vehicles' - the register, which I am hoping will be distributed to all



members in February next year. One interesting discovery made by Bill is that the Geelong assembled Model

'CX's have their chassis number stamped on the top of the chassis side-member forward of the steering box and not opposite the starter motor. Having discovered this, we are now able to list more accurately the Australian 'CX's. We have had problems in the past with finding chassis numbers on many of the Dagenham assembled Model 'CX's. Could it be that the location forward of the steering box was not just a whim of the Geelong plant, but was in fact a dictum from Dagenham? It would be appreciated if those 'CX' owners who have been unable to find their chassis number opposite the starter motor, would scrape of the paint and gunge forward of the steering box to see if it is there and let me know.

Our Secretary, Bob Wilkinson, had a rush of blood to the head and wrote out to those ex-members whom he knew still had cars. I am delighted to say that, as you will see in Christine Baldock's new members write-up, no fewer than eight have re-joined. It is a pleasure to see familiar names from the past re-appearing in the magazine. Welcome back, its great to have you back on board!

I am grateful to Dave Gustard and Geoff Murrell for alerting me to the Ford Intranet message to all Ford employees regarding the annual report of the Ford Archives Department in Dearborn, U.S.A.. After all the UK archives have been destroyed or shipped over to Dearborn (less the remaining photographs at Aveley), Ford (US) has decided that its archives world-wide are a valuable asset and will play a major part in the centenary

of the Ford Motor Company celebrations in 2003. It will be interesting to see how Ford (UK) Central Office in Warley reacts to this new initiative, having recently distanced themselves from the Ford owners' clubs. The other good news is that the Ford Motor Company Archives Department and the Henry Ford Museum archives (a separate commercial organisation) are collaborating to form a seamless archive resource for researchers. Having sifted through both set of archives to write my book on the Model 'Y', this can only be welcomed.

I happened to be in Dublin last month, for a friend's daughter's wedding, which was on the same weekend as the Irish Veteran

and Vintage Car Club's annual Powerscourt Run and rally. Paula and I had an enjoyable day with John and Lillian Fitzgerald (and the many brothers Fitzgerald). A surprised and delighted John won the Perpetual Trophy for the best Ford present at the rally, the trophy having been presented to the IWCC in his father, the late Jim Fitzgerald's, memory. Both Paula and I have

*Graham Bilbe's Fordor as bought some four years ago. It is now driven regularly and will hopefully appear at the All Ford Rally, complete with replaced broken half-shaft.*

fond memories of Jim from our last trip to Dublin. John is in the preliminary stages of organising Convoy

2002, which will tour Ireland, north and south, probably over a period of a week. A date for your long-term diary!

I also met the brothers Bilbe, Graham and Richard, one evening in Reading to lend them a spring spreader and a hub puller. Graham needs to replace a half-shaft in his otherwise road-worthy Fordor Model 'Y' and Richard is progressing with the restoration of his. Graham has been a member of the Y&C Register for ever and, after handing over one of his Model 'Y's to brother Richard, has persuaded him to join also. Both are bus, trolley-bus and tram fanatics, but also have this healthy leaning towards Model 'Y's I'm pleased to say. I look forward to meeting up with them again at the All Ford Rally on Sunday 25th September.

Speaking of which, the All Ford Rally is the last major event of the year and, possibly, the best attended by all makes of pre-1965 Fords. It is well worth attending, even if you have to drive there in your 'Modern' car. The Register flag will be raised to form a focus for our cars. I look forward to meeting many of you there. The two Geoffs, Gee and Salminen, are working on the Register displays for the Restoration Show at Stoneleigh (28/29 October) and the International Classic Motor Show at the NEC Birmingham (4/5 November) respectively. Both these shows are popular with the punters and we invariably put on a good display; keeping the Y&C Register in the public eye. Members are always very welcome for a chat at the Register stands.



Please note the changes to the inside front cover of the magazine. With the retirement of Dave Curtis as Regional Coordinator for Hereford, Worcestershire and Gloucestershire and there only being five members in the Region, it has been decided to add Gloucestershire to Region 2 (Avon, Somerset and Wiltshire), Herefordshire to Region 6 (South Wales) and Worcestershire to Region 11 (Shropshire, Staffordshire, West Midlands, Warwickshire). Region 7 no longer exists! Bill Ballard has volunteered to act as our Australian 'Coordinator'. Also, please note that Kevin Briggshaw has included his e-mail address for enquiries on spares matters (carparts@ntlworld.com).

Finally, I am looking for information on the Eifel, which was the name given to the Model 'CX' and its 5/34 PS (10 h.p.) successors, built in the Cologne (Köln) plant in Germany. As far as I can make out, the Eifel with the body design, which we would recognise as being the same as the Model 'CX', was manufactured between 21 April 1935 and September 1936 (Engine numbers C11526 to C80289). The body design then changed to the Lincoln V radiator grille with side-raising bonnet (October 1936 to September 1937 - C80290 to C109738) and finally to the Lincoln V grille with an 'alligator' front-raising bonnet (October 1937 to 30 April 1939 - C109739 to C163199). The change to the Lincoln V grille seems to have been accompanied by a change from spoked wheels to 'easiclean' wheels. My question is:- Did the design of the chassis change during this period? I have a feeling that it changed to a scaled down Lincoln chassis in October 1937, but need confirmation or otherwise of that. Perhaps our Eifel expert readers, including Jim Miles and Wolfram Düster, might like to comment.

Remember, Christmas is approaching and Regalia is bursting at the seams with possible gifts!

Sam Roberts.

## CONVOY 2000

- PART 2.

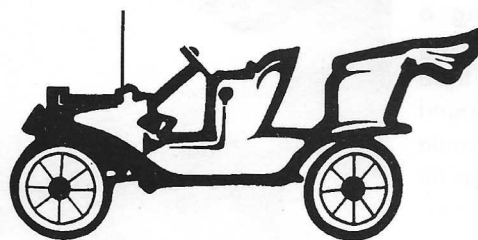
### AVIEMORE TO HASTINGS

In the last issue we covered the journey from Dagenham to Aviemore, where we rested up for a day, enjoyed the Scottish Highlands and prepared the cars for the second half of the journey. The next stop was the battlefield at Culloden, where the English trounced the Scots in 1746. Most of us took Graham Miles' advice and kept off the A9 as much as possible, arriving at the battlefield by a number of circuitous routes. Not so the Dutch contingent, Rob and Ans Bolland in one L.H.D. Model 'Y' and their son Martin and his friend Patrick in another L.H.D.

Model 'Y'. They took the direct route and arrived well in advance of the rest of us. We were also met at Culloden by Les Coull in his green 'CX' Tudor and ex-member Raymond MacDonald in his green Model 'Y' Tudor. They stayed with us as far as Drumnadrochit. Also at Culloden, we met up with Jim Forbes and wife, Jean, in his Model 'Y', which would seem to have been in military service at some time with what appears to be an Army number stencilled on the side of the tool box - scope here for some follow-up detective work!



## ALL FORD RALLY 2000 PRE '65



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From Culloden we moved on to our most northern point, Inverness. It being Saturday and there being a shortage of parking space, we did little more than drive round to find the A82 route south-west alongside the Caledonian Canal. We had arranged for a photocall at Urquart Castle overlooking Loch Ness but all seemed to congregate in the pretty village of Drumnadrochit for lunch.

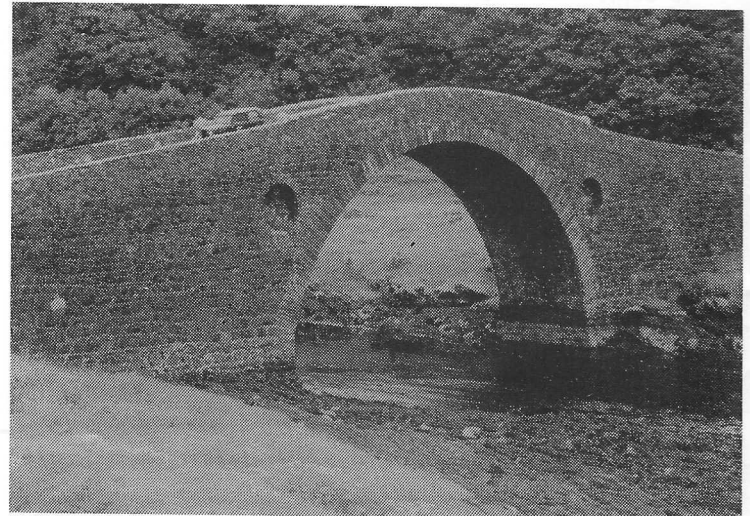


*"Pause for a break in Drumnadrochit."*

nied by a wedding reception, which meant that our planned briefing took place in a rather dull dance hall cum lounge away from the wedding reception. We were 'entertained' by a rather characterless young lady on a synthesiser, who failed to tempt anyone onto the dance-floor!

The two-o'clock photocall never happened as the car park at Urquart Castle was full, so we motored on along the banks of Loch Ness taking in the breathtaking scenery. Most stopped off at Fort Augustus to ease the strain of 'Model Y bum' and to stretch legs. Here we watched with fascination the operation of the five tiered Caledonian Canal locks taking pleasure craft to and from Loch Ness and Loch Oich. Tim Brandon and I, travelling in convoy, also stopped just before Spean Bridge to look over the Marine Commandos' monument, before driving on to our hotel for that night just outside Fort William, with a superb view over Loch Linnhe. Being Saturday night, our gathering at the hotel was accompa-

We set off in drizzle the following morning on a variety of routes to Dunoon. Bruce Allan and Jim knew of a route which would take us across a bridge 'over the Atlantic Ocean'. A goodly number followed this exciting venture, only to find that the small hump-backed bridge at Clachan went over a small creek. Unfortunately the tide and the Atlantic Ocean were out!

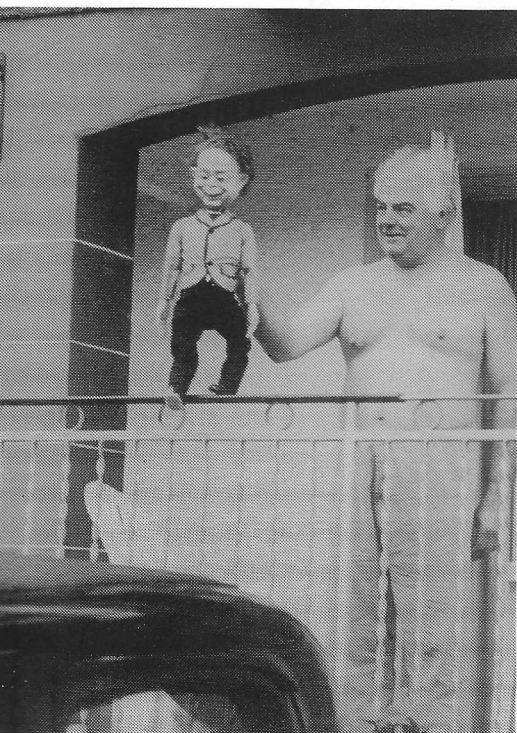


*"Tim Brandon driving over 'The Atlantic Ocean' at Clachan!"*

But still, it gave us a lovely alternative route which took us down the beautiful western coast of Argyll. By now the sun had come out and we stopped off at the village of Lochgilphead for some lunch. We were immediately met by a local 'jock' who said that his friend Angus Bradley had a Model 'Y'. He was dispatched to find the said Angus whilst we sat on the loch-side and consumed some goodies. On return, sure enough, was the ex-member of way back who claims to own the only Model 'Y' in Argyll. Angus took us round to his lock-up, where we hauled out a very good original condition 1934 Fordor De Luxe Model 'Y'.

Having scraped the chassis to find the chassis number and waxed eloquently to Angus in the hope that he will rejoin the Y&C Register, we parted and headed off for Inverary, where the rest of the Convoy seemed to have congregated. Tim and I, and others, then took another alternative route along a single lane road by the southern shores of Loch Fyne. At the southern tip of the peninsular, at Kildavaig, we stopped to look at the spectacular view over the Kyles of Bute. At this point a Metro screamed to a halt alongside us and a 90 years old plus lady leant out of the passenger window and said that she had seen us pass through her village and demanded that her daughter chase after us. Mind you her daughter was 70 plus! She immediately dated our cars correctly as 1934 and said that she was one of the first lady drivers in Glasgow, in the days when male drivers drove lady drivers off the road! We drove the rest of the way to Dunoon through spectacular scenery over the top of the Cowal peninsular.

Dunoon on a Sunday night is pretty dead, although Neil Bray and Marc Lawrence, as always, succeeded in finding a friendly pub! The following morning, we all took the vehicular ferry across the Firth of Clyde and motored down to Burns' Cottage south of Ayr. En route, Tim Brandon, Jim Miles and I followed Yvon Precieux and Christine to their 'castle' in Wemyss Bay, where we arranged a photoshoot and looked over the house, which 'has great possibilities'. In the meantime, Geoff Murrell and Eileen were causing chaos at the roadworks in Largs as their 'CX' tourer would insist on vaporising in the crawling traffic, a problem which was eventually rectified by the fitment of the correct fuel



*"Graham Miles and 'Jimmy' give us a morning call at Fort William."*

pump. After Ayr, began probably the most bizarre period of the whole two weeks as far as I was concerned. I was leading Tim and Jim, initially to Culzean Castle, a beautiful Robert Adam building and grounds overlooking the sea. I missed a turn and we explored vast tracts of Ayrshire countryside before reaching the castle. From there, it got worse! In an attempt to get back onto the designated route (A713) we came across a village called Straiton in which we were supposed to turn left to Dalmellington. Unfortunately we took the name of the village literally and went straight-on. After twenty minutes of climbing in thick forest, we paused to look at the map, only to discover our error. We were in the middle of the Galloway Forest. Rather than turn back, we drove ever onwards. The first thirty miles of forest was spectacular, but it began to pale after that! What seemed like hours later, and now in 'Scotch mist' drizzle, we arrived at Newton Stewart, from where it was a long tedious flog along the A75, round Dumfries, to Gretna Green. Mind you, we were not the only ones to make the mistake. The Dutch contingent followed our tracks to Newton Stewart and the Baldocks and the 'Bristols' (Owen and Christine and Adrian and Julie Chapman) got up into the forest and turned back. We all compared notes at Gretna, which was closing as we arrived - what a tacky place that is! And so onto the Travel Inn at Carlisle, where we were met by local member, Gerald Watson. I was determined to get a photograph of a sunset at a village called Anthorn, about 16 miles to the west of Carlisle, which is where Paula spent some of her youth in an Army quarter. After dinner, I set off and eventually found what must be the most remote and desolate village in the land! It sits on the edge of Moricambe Bay and with the tide out it is one large mud bank! Added to which, as I drove out, large clouds rolled across the sky blotting out any sunset! I arrived back at the Travel Inn late, cold and very apologetic to Tim, whom I had to wake up to let me in!

The following day, I had a lunch date at Lytham St. Annes, so set out early down the A6 to Penrith and off into the Lake District on the A592. It was a pity that the



*"Angus Bradley, with hat, and his beautiful Fordor - 'the only Model 'Y' in Argyllshire'!"*

cloud level was so low as the scenery was spectacular, driving alongside Ullswater.

The haul up and over the Kirkstone Pass to drop down to Windermere was memorable! Down into first gear; up into the clouds for about a quarter of an hour - or so it seemed - being rewarded by a refreshing leg-stretch by the lake at Bowness. The haul down the M6 was not enjoyable. In an open car, the endless stream of 'woofers' overtaking nearly deafens you. There was some respite at the Lancaster (Forton) service station where I stopped for fuel. As I drive in, I noticed a V8 parked up and was met at the pumps by members Don King (a V8 fan) and Alan Flintoff, both from Blackpool, who had gathered to see us go by. "Was I the first or the last?" they asked. I said that I thought I was the first as I was hurrying to get to Lytham for lunch. "Ah!" they said "We've already seen a Model 'C' go screaming down the motorway." "You don't surprise me," said I, "that will be Neil Brady and Marc Lawrence, who are always first off the mark and go like the clappers to the next stop!". After a pleasant detour of some fifty miles for lunch, I caught up with everyone at Chester in a reserved car park alongside the River Dee. Here we were greeted by Reg Hunt with his early shortrad 'Y', Phil and Margaret Denson and Rod and Barbara McCulley - both in their Model 'Y's - and John and Sue Griffiths. It was in Chester that our first, and only, traffic accident happened. The two Dutchmen drove into one another at some lights, causing the shape of a luggage rack to be impressed in the nearside wing of the following car!

Before too long, a very relieved John Fitzgerald, with son Ross and friend Robert Gentleman arrived from Dublin, via the Seacat ferry to Holyhead. You will recall from Part 1 of this story that we had learned of the death of John's engine when with the Geordies at West Auckland and that Ron Topping had flown out a new one to him. It was fitted in double quick time and with only 60 miles under its belt, they set out for Chester. We were also relieved and delighted to welcome them aboard the Convoy. A goodly meal and a few pints were enjoyed that night inside the City walls. After about the second pint, we decided that the route the following day needed livening up, so we included a detour to Llangollen Motor Museum and

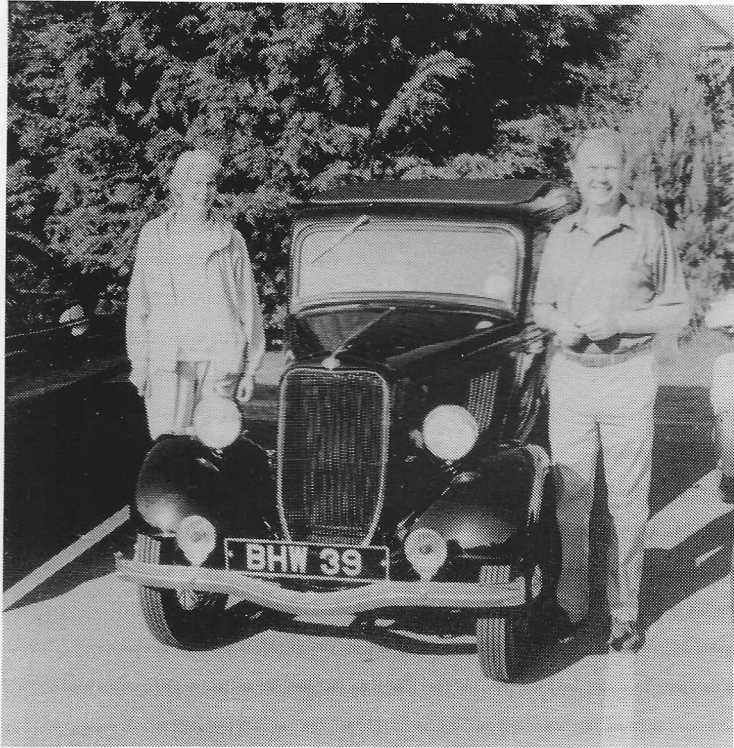


*"Phil and Margaret Denson meet us in Chester....."*



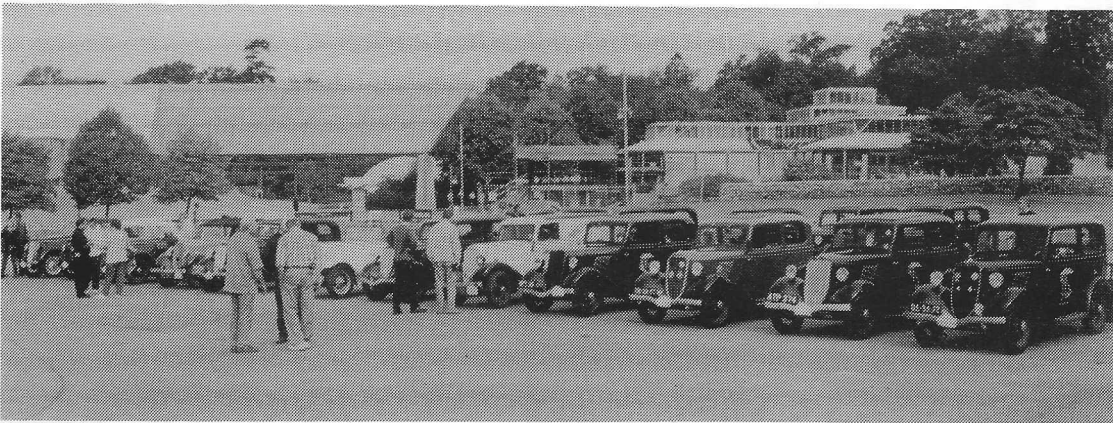
*"..... so also do Rod and Barbara McCulley."*

the Horseshoe Pass. This was Peter Ketchell country and Graham and I recalled the enjoyable Ruthin Rally which Peter organised for the Chester Vintage Car Club, plus hangers on, in 1994. The Llangollen Motor Museum was fascinating and we spent a couple of hours there,



"Our super hosts at the Christchurch barbecue - Fred and Jenny Hooper."

also strolling up the tow path of the narrow boat canal to nearby falls alongside the active steam railway line. John Argent had collected his third successive navigator by this time - his wife Carol, who stayed with us to the end. We each had a go at driving either up or down, or both, the Horseshoe Pass. The drive down to Ross-on-Wye, although very scenic, was spoilt by low cloud and the odd heavy shower. I tripped over



"The double row of cars on the square at the National Motor Museum."

Julian Janicki and Peter Richardson at one point, having a leg stretch. From somewhere, Peter had picked up an antique chocolate bar vending machine, which was strapped to the luggage rack of the car as Julian refused to carry it inside!

We were greeted at the Travel Inn at Ross by the cam-cording Mike Samuel and a semi-frozen Kath! They had been waiting for us from midday onwards but were unaware of our detour at Llangollen. Also waiting for us was Brian and Martin Fleet who joined the Convoy as far as Chichester, their home base. That evening, Dave Curtis dropped by, but I regret that I missed him as I was out partying. I don't know whether John Fitzgerald ever did take the photograph of his son, Ross, sitting on a Model 'Y' alongside a Ross-on-Wye town sign! The following day, ever southwards, down to Monmouth, where the cam-cording Samuel was at work again on the bridge! I stopped off at Bob Klinkert's garage in Tintern and caught him returning from Tintern Abbey

where a number of our cars had gathered. Bob assures me that he will commence the restoration of his Model 'Y' tourer of unknown coachbuilder origin soon. This leg of the journey down to Christchurch was the wettest of the whole run and tested my recently overhauled electric windscreen wipers to the full. It was the only day when I had the hood up for the whole journey. After crossing the older of the Severn Bridges at Chepstow in a very strong cross-wind, we gathered at the S.S. Great Britain in Bristol docks, where we were engulfed by the local media who had been tipped off by Adrian Chapman. Tim Brandon and I then set off for the Cheddar Gorge, where we split up to regroup at Blandford Army camp, where Tim did his basic training in his National Service days. It was whilst travelling through the towering cliffs of the Cheddar Gorge that I had to change down to first gear for the second and last time on the journey. I spotted Tim, as well as Bob Wilkinson, Peter Ketchell, Jim Miles and Graham Miles at the start of the traffic jam leading to the Glastonbury Pop Festival. They all decided to take another route whilst I sweated it out - fortunately only for three hundred yards - before driving on down to Blandford Camp. I arrived outside the gates at 4.20 p.m. and chatted up the guards, who were prepared to let us in to the Royal Signals museum before five o'clock. Unfortunately, Tim didn't arrive until five to five, so we missed out.

We drove on through the glorious Dorset countryside to Christchurch to be greeted by the sight of the speedy Model 'C' of Neil Bray looking rather sick in the Travel Inn car park. Its

rear axle had been dropped and the gearbox and universal joint removed. Both were knackered, espe-

cially the UJ which looked like a couple of tuning forks! John Keenan had supplied a new gearbox from the Discovery and when Graham Miles arrived, he was able to produce a 'new old stock' UJ. They were ready to join us the next morning. The rest of us tarted ourselves up a best we could in preparation for the barbecue which new member Fred Hooper had kindly arranged in his garden about a mile away - and what a barbecue it turned out to be! Fred was in charge of the barbie and fed us with succulent chicken, sausages and bacon, etc. Jenny, his wife, is a superb cook and produced a fantastic array of side dishes and puddings. They were ably assisted by George and Jean, near neighbours, to whom we were also greatly indebted. We had a whip-round to help towards the cost of the spread, but Fred and Jean graciously said that the money was to go to the Children's Promise appeal - generosity has no bounds! David and Wendy Grace, to whom we had said 'Good-bye' at Fort William, had rejoined us at Christchurch in their camper and I

was ferrying Wendy to and from the barbecue in my Kerry sports. Needless to say, with Wendy aboard and being the last to leave the Hoopers', we came to a halt on the busy Christchurch bypass in the pitch dark! Fortunately Kerry restarted and we spluttered our way back. A quick blow through the carburettor jets the following morning cured the problem.

In good weather we started the last leg to Hastings with an early gathering at the National Motor Museum at Beaulieu. They had opened the museum and cafeteria an hour early especially for us and greeted us with a 'Convoy 2000' board at the main entrance and a cheery greeting from the gate-man, who showed us down to the arena in front of the museum. We enjoyed an interesting couple of hours there - for free - for which we are very grateful, before moving on towards Hastings. The M27 and A27 were not much fun but, after a stop in Arundel for lunch, we dropped down to the A259 as soon as we could and took the more scenic coast road to Hastings. It was on this



*"Tiredness can kill - Take a break! Geoff Murrell captures me on film in Arundel."*

round the others to the top. Rob did likewise. The gathering of cars in this normally quiet side-street of Hastings caused quite a sensation with the locals! It was all good clean fun though.

Mike Harvey, the Dagenham Engine Plant Manager, and Penny his wife were on hand to greet the travel weary as we arrived at the Windmill Travel Inn in Hastings, surprised, I think, that we had been so successful. They were our guests of honour at 'the last supper' that evening in the Travel Inn, at which we were joined by Tony Hurst. The staff had set aside a quiet conservatory alcove for our dinner and did us well. Bob Wilkinson gave a brief but to the point speech after dinner and, with Graham Miles and Geoff Murrell, presented all participants with an engraved glass pot and salver. On behalf of the participants, I thanked the three for their tremendous efforts towards what was, without doubt, a most successful rally, and Mike Harvey for putting Number One Gate at our disposal and for taking such a close interest in the event. Mike then honoured us with a most complimentary speech and presented each of us with a rather clever thermos drinking flask with the Ford logo.

Most of us departed for home from Hastings the following day, but those travelling to the North London and East Anglia regions, plus those who had left trailers at Dagenham, completed the loop by returning to Dagenham, where Dave Bridge was on hand to take yet more photographs.

So ends the formal write-up on Convoy 2000. As I stated at the end of the first part, this has only touched the surface of the rally and I would welcome any stories or anecdotes from participants, to include in the next issue, to put a bit more meat on this very juicy bone!

**Sam Roberts.**



*"Christine pushes Owen up the Richmond Street hill in Hastings!"*

stretch that we re-enacted part of the Dependability Demonstration of September 1933, which culminated in the Ford Dealers Convention in Hastings. Prior to the Convention, 100 of the cars which had taken part in the Demonstration paraded

from Hastings to Eastbourne along the A259 and back, before performing a bit of hill-climbing up Richmond Hill in Hastings which, at a guess, is about a 1 in 3 gradient. We gathered on the front at Hastings and set off towards Richmond Hill as our token re-enactment. Unfortunately, the parade was not as graceful as in 1933 as we got caught up in the rush-hour traffic. Neither was the hill climb, as Geoff Murrell overshot the turn in his 'CX' tourer and, in reversing back, took the momentum out of the cars which were following. Owen Baldock stopped a third of the way up the hill and despatched Christine out through the passenger door to help him do a hill push-start! Rob Bolland had to stop behind him, as also did I. Being lighter in weight, I managed to start without fuss and passed



*"Christine with the raffle takings at the 'Last Supper'."*

## SUBSCRIPTIONS 2000/01 HAVE YOU PAID YOURS?

Again my thanks to those of you who have already forwarded your subscriptions to me. However, there are quite a few of you yet to do so!

Some of you are still on "auto pilot" and are sending them to Bob Wilkinson. Please ensure that they are sent direct to me as it is now my responsibility, not Bob's, to collect the subs! On a similar note, if you move house or change your telephone number please let me know.

Just as a reminder the subscription rates are as follows:-

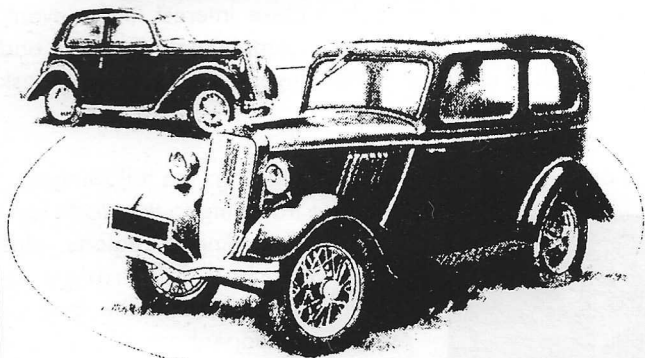
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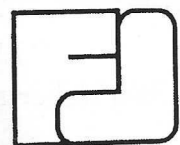
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I'm sure you don't want this to be your last issue of the magazine do you? Thanking you in anticipation

**Christine Baldock**  
Membership Officer.

## Magazine Title

In his letter to me, one of our members writes:- "Which brings me to a point. I wonder if anyone else feels, like me, that the title *Newsletter* is not befitting such a first-class publication as ours! One usually associates "Newsletters" with amateurish, "cheap and nasty" photocopied publications and, when I show the Y&C Register's publication to people, their reaction is always the same. "What a splendid publication!", they say, as if they were expecting something nowhere near as good. I say, let's bring back either "Bulletin" or "Transverse Torque" (preferably the latter) - they're much more suitable titles for such an excellent publication. And it makes our publication much more "individual" and recognisable". For me, "Newsletter" is just not good enough and makes our publication too "anonymous". I hope you get my drift!"

*How strongly do other members feel about this matter? This is not the first time that this comment has been made to me. Should we revert to 'Transverse Torque', or 'Bulletin', which were both expressions used on the old cover, or 'Magazine' in preference to 'Newsletter'? Let's hear your views.*

## Spares and that Convoy

It was difficult to know just what to carry and where to stop. I based my thoughts on the premise that all vehicles entered would be in sound condition and serviced.. After all we were asking these cars to cover in two weeks what they were designed to cover in a year back in the thirties.

Having driven them for over forty years, and some of those not very kindly, I had had many shaft failures. Consequently, to be safe and not sorry, that meant taking stub axles, half shafts, a complete rear axle, a spare gearbox, hubs, both front and rear, road springs, both front and rear for both models, perch bolts, universal joints and a drive shaft. All this meant a lot of extra weight to carried some how. Plus general service items; a pair of manifolds, distributors, and dynamos, all very heavy. Fortunately John Keenan was taking his Land Rover Discovery, which meant I could unload a lot on to him. I was still left with a lot of

weight however, so not for me the luxury of changing down to 1st just a couple of times! I also took the opportunity of transporting a cement mixer in my van, plus other building tools that I would need at a later date in Scotland. Needless to say I lost count on changes down to 1st, but I'll return to gear changing on another occasion.

What I did learn was that certain items were duplicated. As well as myself, other members were also carrying many identical parts. On future long range events, a careful survey of who intends to carry what will cut out duplication. A system recording which vehicle has been given a club spare to carry, and what they have of their own, would also be helpful, as in future we may not have the luxury of a Land Rover to carry the bulk. As spares are carried for the good of all, I think it only fair to distribute them amongst all the participants. (You have been warned!)

So in the final analysis, what was used? I'd say, endless ignition condensers, a fuel pump, a 10 HP starter, three dynamos gave problems (but, to be precise, two were in the cut out area and one with a pulley worn on its shaft), an engine, (but that I didn't have, as I considered that to come under preparation) and one universal joint. In fact very little as things turned out, but then if I hadn't taken them—

Next year there's talk of a trip to Holland and the year after, Ireland. In 2003, I'm at the thinking stages of a tough one - no luxury that year, a real 'Big Boys' only event; not one of your casual 170 miles a day that year! So experience will be essential on Spares Preparation.

#### Fitting the new universal joint (UJ).

This was the only major task carried out during the Convoy. First job - disconnect the battery. The need to fit a Universal Joint is a bit of a problem on these cars, due to the enclosed transmission design. As with everything in life there are quick ways of doing a job, and a slow way. In this instance, I arrived at the hotel in the evening to find that the Model 'C' had been over stripped and the hard way taken. On a Model 'Y', I would expect to change a UJ in about two and a half hours, if all went well, but up to three or

more on a Model 'C'. Due to their initial enthusiasm, this little team worked well into the evening refitting many items that weren't necessary to remove in the first place.

So what would I do that would be different? Well, the first thing to appreciate is that for every bolt undone, it's a bolt to be done up. So look for the labour efficient way. I would start with the interior work, the reason being that once you jack up the car at the rear, the doors constantly fall forward, being hinged at the rear. Unfortunately a Model 'C' needs the front seats and runners out. That's where the extra time comes in. It can easily exceed the extra half-hour allowed. Then front carpets out, front four floor boards, starting with the front pair.

In practice the screws that hold the floor boards are often rusted in and, if you can get an assistant under the car with a can of WD40 and a pair of Mole Grips to help the leverage of the screwdriver, so much the better. Don't worry if the Mole Grips damage the threads, as often they have rusted undersize. If they go tight on the rust or damage, re-tighten and with the Moles, waggle the part sticking out until it breaks off. Always replace these screws with new ones from the club spares, and refit them with grease.

Next, out with the floor pan but if, as in this case, you intend to remove the UJ, select reverse before removing the gear stick (remember this when you put it back). Now the three bolts holding the floor pan are special; a Dome Head should be fitted to the rear and short screws in the Bulkhead. If long screws are used on the bulkhead, they will foul the accelerator rod on a R.H.D. car. A neat ball of rag in the gear stick hole won't go amiss. So out with the Floor Pan. Now, one more job to do inside for the present, which is to cut and remove the locking wire fitted to the four bolts at the rear of the gearbox.

Next job is to take your Jacks and raise the rear axle of the car, say to about 7 to 8 inches. Place two axle stands under the chassis side rails to the rear. Lower the rear with the Jacks until the Axle stands kiss the chassis. You need 5 to 6 inches below the tyres and the workshop floor. If

you haven't got it, adjust the axle stands until you have, it may be necessary place planks of wood below the tyres, to get that 5 to 6 inches. Do not remove the wheels or lower the Jacks further!

I have deliberately put 'Jacks' in plural. A transverse sprung vehicle should never be raised from the centre of the axle, but always by two jacks placed as close as possible to the ends of axle. Think about all that energy that was spread by the spring spreader when the shackles were fitted. Its not gone away, only held in control by shackles and the wheels in contact with the road surface. Take the road away by raising the vehicle at the centre of the axle and energy will place moments about the centre point of that axle, which is not only resisting the energy in the spring, but it is now supporting the weight of the rear of the car, plus the weight of the road wheels and hubs etc. (A definite case of don't do what I do, do what I tell you!)

Under the car you go. It's quite safe, as you have remembered to jack it upon solid surface, haven't you! Using a 7/16" set spanner, remove the two bolts of the Speedometer drive, leaving the cable still attached. Place to one side. Next, take 9/16" socket, 3/8" drive will do with a suitable extension and remove the lower of the four bolts on the back of the gearbox. With that done your assistant can remove the other three from the inside, while you remove the 2/4 clevis pins from the front of the rear brake rods. (2 on a short rad and 'C', 4 on a long rad). Next, remove the 4 nuts holding the spring into the rear cross member and lower it by use of the Jacks onto its tyres. If you've got the spacing correct, the upper part of the spring will clear the chassis; the torque tube will clear the brake cluster now that the speedometer drive has been removed. The rear axle can now be rolled back on its own tyres the two to three inches necessary for the drive shaft to clear the UJ. (The shock absorber linkage should yield without disconnection.)

Now return to the inside of the car. Loosen the clutch judder bolts at the gearbox side flange and remove the 9/16" nuts on the rear of the cross member. (Keep any possible spacers to one side.) Remove the clamp retaining the rear gearbox rubber

support. It is now possible to jack up the rear of the gearbox just a couple of inches in order to remove the UJ. Having previously selected reverse, the UJ retaining bolt should come undone. It is located within the UJ and approached from the rear, using a ½" socket on an extension. It should not be necessary to disturb anything under the bonnet, as only a few degrees of change to the engine assemble will be necessary. Having said that it may be a wise precaution to just relieve the tension on the exhaust clamp to manifold.

Now for some checks to be made. Ensure that the rear gearbox mount is sound, and if not, now is the time to change it. Check that the engine mounts are sound. Replace any defective rubber mounts.

Now you can begin to reassemble. Fit the replacement UJ with a new High Tension Bolt, using Lock Tight on it (you can't get at this bolt later and it often works loose). Lower the gearbox onto the rubber mount. Push it about to settle it in. Pack the UJ with grease. With new gaskets made, place either side of the housing cup. Get some help to move the back axle forward while you, with very careful use of fingers, align the new UJ and the drive shaft. A third person gently turning the engine over with the crank handle will also help a great deal (remember, at this stage, that the gearbox has been left in gear). Set the grease nipple in the outer cup at the 3 o'clock position. From inside the car, insert the three top bolts in position in the rear of the gearbox. Do not fully tighten as yet. Jack up the axle and position it into the rear chassis cross member and fit the fourth and lower bolt, once again using the space between the torque tube and the brake rod cluster. Finally tighten all four bolts, and wire lock. Note: before wire locking, you may have to tighten all four bolts at least twice, if not three times. If you have a torque wrench, set to about 40 ft lbs.

Using the gear stick, take the gearbox out of gear. Tighten the exhaust clamp (if loosened), reconnect the battery and start the engine. Allow it to tick over to settle

everything in place. Switch off. Fit the rear mount clamp (rubber grease, or washing up liquid will help to ease the clamp place). Restart the engine. Now rev. it up several times once the engine/gearbox unit has settled down. Fully tighten the two clamp nuts and split pin them. Set the Clutch Judder bolts, without stress or tension. Use spacers to achieve this. Re-split pin the front judder bar nuts. Disconnect the battery. Complete the re-assembly in reverse order of dismantling. Don't forget a new gasket on the speedometer drive (if you have time, run the vehicle for a few miles, say about 50, then re-tighten the rear spring nuts and finally split pin — they often settle after use.)

If you were lucky and don't have to disconnect the shock absorber linkage, this can all be done by disturbing only eleven nuts/bolts, two or four clevis pins, and a number of floorboard screws. I wish you the best of luck!

**Graham Miles**

## More Doug Hickson Memories

Part 3.

"Nostalgia is not what it was". Don't you believe it. It happens to be one of my favourite pastimes, as you will see:-

As time progressed in the late 1940's, things became much easier at F. English Ltd. (the main Ford dealers where I worked as an apprentice - see Issue 123). New spares became available, which enabled proper repairs to be made, and new vehicles began to make their appearance. The Anglias at first still had the square radiator grilles, which had been fitted on the models introduced just pre-war, although they had dropped the ridiculous 7 inch brakes in favour of the 10 inch used previously. The Prefects still had separate headlights of course until 1949, and there was also the Pilot. This was something of a hybrid, having the old Model 62 body, and was originally to have been fitted with a small bore version of the large block V8. This was dropped when the Road Fund tax was reduced to a flat rate of £10 per year. More exciting vehicles came our way when English's became agents for Allards. There was always a scramble to drive these and indeed any of the V8s. Eventually, wonder of wonders, along came Ford with independent suspension and overhead valve engines, in the form of the Consul and Zephyr!

At home we had a succession of second hand cars, mostly large and often American. These included Hudson, Essex Super Six, Riley Monaco and a Standard 12. At one time we had a Model 68 Ford V8 which was paid for by hiring out a rather tired and tatty Model 'Y'. This had an army blanket for the roof lining and suffered from the frequent malady of a broken back to the driver's seat. I also had a part share with my brother in an OK Supreme motor bike, the spills from which I suffered as a pillion

passenger put me off motor bikes for good! We later shared an Austin Seven special and then embarked on the construction of another Austin Special of which we were very proud.. This had a lowered chassis, a Ricardo aluminium cylinder head and a pointed tail which used the bonnet tops from a Model 68, which happened to be surplus in English's stores. I think that I learned as much about motor engineering from making this special and running our own cars as from the rest of my apprenticeship. I must say that I was very fortunate in having had very keen and able tutors for my academic studies.

I seem to remember that safety did not feature very large in the running of the garage. Amongst some examples that spring to mind are a petrol tank explosion as someone was carrying out welding nearby; vehicles falling off stands and a





"Airman Doug Hickson, an MT fitter at RAF Valley in 1952, working on an AEC Matador."

bit of grindstone in my eye through not wearing goggles. I remember this particularly as the eye specialist who eventually dug this out was cross-eyed! I have two memories of the 7V forward control truck. One is that it had a peculiar curved gear lever, which made for awkward gear changing, and secondly that it was very heavy. I remember this particularly as one ran over my leg when I fell under it, after slipping off the step, when it was being backed into the road.

It was during this time that I began to take a more active interest in Motor Sport. I attended speed trials at Poole, Boscombe and Brighton. I saw some of the early races at Goodwood, and then made an epic ? journey in an Austin Seven special to attend the very first British Grand Prix at Silverstone.

Soon my five-year apprenticeship was ended and, just when I had the prospects of earning big money, (£3./10 / 0), I was called up to do my deferred National Service for £1/8/0.s a week! And so, in November 1951, I joined the RAF as an MT Fitter. So began 2 years of undistinguished service for King and Country at

RAF Valley in Anglesey. There I worked on a wide range of vehicles including Bedford Q/Ls, AEC Matadors, Fordson and David Brown tractors, Land Rovers and the very modern but not too reliable Standard Vanguards. I also learned from my regular colleagues that jobs must not be rushed!

There were some very interesting aircraft in evidence. The most up to date were 2-seater Vampires and Meteors. There was also a weather spotting Spitfire. In this lonely outpost of the British Isles, I was able to rebuild an Austin Seven engine (which I kept in the bunk locker) and occasionally went on exercises with the Mountain Rescue team as a driver, where I could occasionally indulge in what I firmly believed was serious rock climbing, but which the team laughingly called "scrambling".

Eventually, after what seemed a lifetime, the two years came to an end, and I returned home, having married Bessie two months previously. I returned to work at F. English for a short while, whilst I looked for a more interesting job.

On March 1st 1954 I started work for the Ford Motor Company as an instructor at the Service School. I had been surprised and flattered to find that Ford dealers carried a notice in their showrooms saying that something exciting was to happen on March 1st that year. I later found out that this was not that I was joining the Company, but that they were to launch their commercial diesel on that day. The Service School was then situated at the end of Kent Avenue in Dagenham. This school existed to familiarise Ford dealers' personnel with the service procedures on their various models, which at that time still included the Models 'Y' and 'C'. Indeed the demonstration cut away chassis was a Model 'Y'. There was also the Ford Scholarship Scheme (see Issue 119), which trained boys in the various management skills. Most of the

instructors at the Service School at the time were from this scheme and I was looked upon with some suspicion, having come from a dealership. I did find however that having had some practical experience was a great help. Being only 23 and fresh faced (can you believe?) was a bit of a problem with older students, but time and worry soon rectified that.

In those days the Dagenham plant made just about everything. Anglia and Prefect (100E), Consul and Zephyr, E83W vans, ET6 trucks and also tractors, as well as housing the complete spares department. Steel was also made at the plant as well as electricity, the surplus of which was fed into the national grid. Bodies and wheels were made at the top of Kent Avenue by Briggs and Kelsey Hayes, whilst the Photographic Department, Ford Trade School, Service School and Industrial Unit Sales Department (with which I was later to become associated) were situated on the other side of the road. As far as I can remember, the only other Ford locations were the showrooms in Regent Street and the Research Department just up the road at Rainham. This is in complete contrast to the establishments which Ford had until recent times at Dagenham, Hailwood, Basildon, Langley, South Ockenden, Eastleigh, Bridgend, Swansea, Rayleigh and Daventry.

In common with the vehicles of the time, training was fairly simple and unsophisticated. Perhaps I can tell you more about his and my time selling Ford Industrial Units at a later date

- Ah! Those were the days.



"The Ford Service School in 1955. 'Chief Instructor' Doug Hickson takes centre stage."

## Well, what's gone wrong today then ?

These words seem to have been uttered by everyone at sometime or another whilst we were on Convoy 2000, the trouble was they were usually directed at either Eileen or myself ! Our Model CX Tourer, JV 4676, had decided to make sure my reservations about the chance of our 60+ year old cars making the trip without hassle were well and truly founded. Hardly a day went by without some potential disaster making itself felt. So, for those of you who are tired of hearing of the success of Convoy 2000 and might be tempted to join the next one please read on .....

1) The saga started on day one: - The Carburettor bowl retaining screws came undone, causing severe misfire and a distinct smell of petrol. The higher than normal engine speeds had caused one screw to come undone by about an inch and the other by about 1/8 inch. This resulted in a very lean mixture and fuel dripping onto the exhaust manifold! Hint, leaving the engine running after you have stopped to investigate is not recommended ! Motto - tighten all screws firmly before setting off and include these as a daily check along with water and oil level.

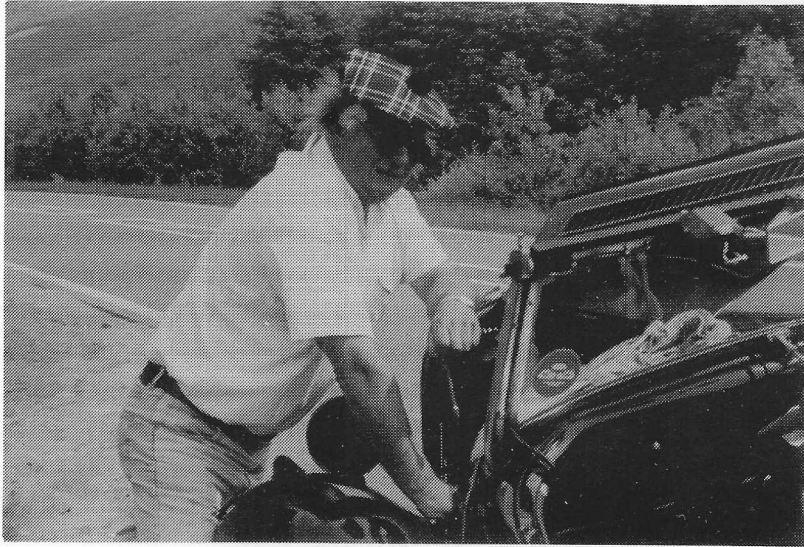
2) The Dynamo adjustment nut came loose causing the fan belt to flap in the breeze. Cause - as above but another item to check daily.

3) We had a puncture in a front tyre, caused by some foreign matter left inside the tyre when fitted. Action:- Wheel changed in convenient parking area and puncture repaired at Aviemore.

4) The Exhaust manifold to downpipe joint sealing compound gave way and started blowing - ignored for the time being.

5) Fuel delivery inadequate (phase 1) such that, whilst cruising at 55 mph was possible, when accelerating uphill the carburettor bowl would empty and the car

would come to a standstill. Diagnosis from various 'experts' suggested fuel vaporisation. The fix of bending the fuel tank-to-pump bundy pipe away from the exhaust was pronounced necessary and, after much bending by many hands, extra clearance was achieved. What was



*"Dr. Mac ('Hey you Jimmy') Ford susses out the problem.*

not noted was that this fuel starvation only happened when the fuel tank was less than half full, i.e. when gravity would not deliver fuel to the pump. The actual cause was failure of the pump inlet valve due to overheating (see exhaust blow above), which meant the pump was unable to draw fuel from the tank. A new fuel pump was fitted and the exhaust manifold clamp rotated 90 degrees to prevent the new pump going the way of the old. This failure was compounded by all the good Samaritans, me included, who each bent the tank-to-pump fuel pipe away from the exhaust, causing a blockage due to a 'hidden from view' 90 degree kink in the pipe. Once found, this was cut out and a rubber pipe sleeved in.

6) The Starter cranking speed got slower and slower despite all our fingers being crossed. Eventually, the starter failed completely and a replacement, courtesy of John Keenan, saved the day. Graham Miles subsequently found the brush wiring had broken, something he had never seen before, and the armature bent, a common thing on the 10 HP engine apparently.

7) The Dynamo stopped charging after the starter motor change over. A flash of inspiration said 'you didn't reconnect the wiring to the cut out', but despite reconnection there were still no amps. Removing the cut out cover and holding the points closed at 2000 rpm still had no effect. On the basis of "I'll give it something to think about", I planned to increase the charge rate by moving the third brush.

Having removed the wrap band and trying to remember which was the moveable brush, I wondered why was a terminal of one brush touching the terminal of another? Yet again, the high engine speed vibrations were the root cause and the terminal screw was loose. After realigning and tightening the amps returned.

8) Fuel delivery inadequate (phase 2). After all the above, the car still misbehaved, this time in traffic, such that the carburettor bowl again was not being kept full. But, when the manual primer lever was operated, the bowl would fill and the car would drive OK. After a lot of head scratching, an inspection the next morning showed the volume of fuel being delivered by the pump when cranking the engine with the starter motor was insignificant. However, if the manual prime lever was operated, the fuel would spurt out of the needle valve in great quantities!

Question:- Why was the fuel delivered volume different ?

Answer:- The original pump had a long operating arm and an unnoticed thick gasket between the pump and block, the new pump had a short arm suitable for a paper gasket.

Action:- Make up a 'bitza' pump with the top of the new and the bottom of the old  
Result:- Fuel problems sorted once and for all.

9) We suffered 'pinking' on any sort of acceleration and, despite retarding the ignition and avoiding rice pudding skins, it didn't get any better. Various distribu-



"Geoff and Eileen still smiling at the three-quarters stage; in Chester.

Would we do it again? Yes, of course. As, I hope, will you.

**Geoff & Eileen Murrell**

## NOW HEAR THIS DOCTOR FORD!

The following appeared in 'Enfo-mation', the newsletter of the Classic English Ford Club of Western Australia, which in turn cribbed it from the Newsletter of the Historic Commercial Vehicle Association of Queensland. It blows a hole in all Doctor Ford's gobbledegook!

### Smoke gets in your cars!

'Joseph Lucas, Prince of Darkness', is a somewhat common slogan, particularly among owners of old British vehicles. This is really quite unfair and displays a basic inability to comprehend the simple principle of a basic electrical system.

Forget all that nonsense about magnetic fields and the flow of electrons, for it is just that, nonsense; a myth put about by auto-electricians to support their lavish life-styles at your expense. The reality is smoke! When you think about it, it all becomes startlingly obvious. Smoke makes all electrical things function. If smoke escapes, the component stops working. For instance, the last time you had to grovel under your car to replace the starter motor, didn't it start to smoke before it stopped working? Of course.

The wiring loom carries the smoke from one device to another, pumped around the system by the dynamo, and when a wire springs a leak it lets all the smoke out and everything stops. The starter motor requires a lot of smoke to work properly, so it has a very thick wire going to it.

The battery stores up lots of smoke dissolved in the battery acid which is why they were once called accumulators, until it became apparent that we home mechanics would twig to the secret. Naturally, if you try to dissolve too much smoke in your battery, it will escape through the little holes in the top. This is why those new-fangled batteries explode when they get too much smoke in them.

But why is Joseph Lucas so maligned? Why are Lucas components more likely to leak smoke than say, Bosch or Delco-Remy? Because Lucas is British and British things always leak. British engines leak oil, British sports cars leak rain, British hydrostatic units leak fluid and the British government leak military secrets..... so naturally British electrical components leak smoke.

tors were drawn from club stores, i.e. the back of Grahams van, to no avail. What is now obvious is that this was coincidental with the head gasket developing a coolant leak at the front right-hand corner, resulting in a gradual coolant loss during the day, i.e. the engine was running too hot. Once topped up the noise has gone. All I have to do now is renew the head gasket.

So that's it; we got round the Convoy 2000 circuit in one piece. I now know what's OK and what's not OK with the car and will in future have the confidence in the product that the likes of Sam and Graham had all along.

## FOR SALE

1935 Model 'Y' Van, (Y118988), CLF 909. As photographed in Issue 124, page 4. Green with black wings; beautifully restored. No signage on sides. £4000 o.n.o.

John Hampton. Tel: 0208 393 6567 (Epsom, Surrey)

1936 Model 'Y' Van, (Y154941), EU6132.

Blue and black. Original Royal British Legion livery. Superb condition. Restored over past five years. £3700.

Keith Button. Tel: 01189 771765 (Wokingham, Berkshire)

not mem

1935 Model 'C' Fordor, (C15459), OSK 257.

Dark blue with black wings. Totally restored. Best of Class award winner at All Ford Rally 1996. £3700 o.n.o.

John Hammel. Tel: 01797 280075 (Iden, East Sussex)

1936 Model 'Y' Tudor (Y127954), CLU 456.

Black. MoT'd and taxed to June 2001. Winner of many awards. £3500 o.n.o. Many spares also available.

Roy Mann.

Tel: 01732 459797 (Sevenoaks, Kent)

1935 Model 'C' Fordor (C14848), CLG 693.

Maroon and black. Engine re-bored to 60 thou o/size with hardened valve seats. Stainless steel exhaust, flashing indicators, new tyres, king pins, tyres, steering nut and carpets. Attention needed to upholstery. £3000 o.n.o. Car may be seen in Skopos Motor Museum, Batley, Eddie Parkin Tel: 01924 442432 (Batley, West Yorkshire)

Model 'Y' 1936, Tudor, (Y148706), Black with red wheels/trim, DKE 912. Good roadworthy condition with MoT. Rear axle overhauled this year. Purchase of Model 'CX' forces sale. £2500.

Geoff Murrell. Tel: 01763 838909 (Royston - Cambs/Essex/Herts border.)

1936 Model "Y" Tudor (Y129296) HV 6020.

Vineyard green and black. 38,000 miles from new. One lady owner for the first 51 years. All original including engine - except black wings repainted. A rare ex-

ample of a very original car in very nice condition. £3200.  
Tony Hurst. Tel: 01435 873432  
(E. Sussex)

Model 'Y' Fordor, CRT 404,  
(Y196276), Black. Half restored. Restored rolling chassis with  
overhauled engine. Body off and needs some attention. New  
tyres and tubes. Pending house move forces sale. £1200 o.n.o.  
Trevor Hanson. Tel: 01924 270283 (Home) 01924 420354  
(Work) (Wakefield, Yorkshire)

## Wanted

Model 'CX' hub caps (with Ford logo) for  
a number of Australian members.  
Contact Sam Roberts if you have any spare.  
Tel: 01264 365662

**Closing date for copy for Issue 127  
28 October 2000**

## NEW MEMBERS

The following fifteen members (!) have joined us since our last  
newsletter was published:-

- O-B103 Bill Ballard  
24 Rowan Avenue, Boronia, Victoria 3155 Australia
- B1523 Dave Briggs  
244 Chellaston Road, Shelton Lock, Derby, DE24 9EF
- B1912 James Brown  
Lisheen, 12 Green Road, Belfast, N. Ireland, BT5 6JA
- G0223 Mark Grunwell  
2 Gaunts Road, Chipping Sodbury, Bristol, BS37 6DX
- H1732 John Harrison  
1 South Thorpe Cottages, Wycliffe, Barnard Castle, Co  
Durham, DL12 9TU
- H0242 Crispin Hodges  
18 Parkhouse Road, Minehead, Somerset, TA24 8AD
- M1944 Philip Meehan  
Kings Hill, Westport, Co Mayo, Eire
- O-M105 Kate McConnon  
1211 Pond Reef Road, Ketchikan, Alaska 99901, U.S.A.
- M1946 Kevin MacManus  
Longford, Co. Longford, Aughadegnan, Eire
- M2045 Roger Moore  
2A Alan Road, Wimbledon, London, SW19 7PT

N0206 Sid North  
39 Uphill Road South, Uphill, Weston Super Mare, BS23 4SQ

P0503 Howard Parker  
221 Woodlands Road, Aylesford, Maidstone' ME20 7QG

P0421 Jan Pieniazek  
Fox End Farm, Pole Cat Lane, Copsale, West Sussex, RH13 6QR

S1521 Mick Smith  
Firgrove, Lowchurch Road, Middle Rasen, Market Rasen,  
Lincolnshire, LN8 3TY

S0237 Stuart Spencer  
Rhymes House, Shrivenham, Wiltshire, SN6 8HR

Christine Baldock  
Membership Officer

## Northern Sidelights

Kirkstall Classic Car Show is held in the grounds of Kirkstall Abbey,  
near Leeds; a building knocked about a bit by the agents of a certain  
sixteenth century Henry Tudor. On July 8th, it was host to a couple of  
later Tudors and Fordors! Steve Waldenberg is to be congratulated on  
putting together such a good meeting for the old transport fraternity.  
Whilst there is 'all the fun of the fair' at one end, the motors had their  
own select enclave in a quieter part of the grounds.

The event was unique in the sense that Models 'C' and 'CX' outnum-  
bered Model 'Y'. Ken Sleight brought along his splendid grey Model  
'CX' Tudor, and Eddie Parkin trailered his 1935 Model 'C' Fordor,  
whilst the 'Y' was represented by CNN, my 1936 Tudor. David Grace  
sent his apologies since he had not yet re-fitted his engine after retire-  
ment from Convoy 2000. The afternoon was spent chatting to other  
enthusiasts, some of whom were learned in matters Ford and showed  
expert knowledge of their 'e numbers' and Models alphabetical. A  
superb event!

Eddie Parkin has decided to part with his Model 'C' (see 'For Sale'  
adverts). After thirty years ownership, he is ready to let someone else  
have a go. This would be a splendid opportunity for somebody, since  
much of the hard work has been done and CLG is in need of only  
relatively slight attention. Eddie is lucky in working at the Skopos Mo-  
tor Museum because he gets to drive and tinker with some really exotic  
machinery.

After several years laying dormant in a north Leeds lock-up, Alan  
Ogden's Model 'Y' was brought back to life one Sunday morning in  
early August. After a close look at timing and related matters, EML  
delighted all those present with a chorus of healthy side-valve anima-  
tion. Alan will now proceed with some steady re-commissioning.

The Transpennine Run is for historic commercial vehicles and is held  
on the first Sunday in August, terminating at Stray at Harrogate. Whilst  
there were no commercial derivatives of our cars present, there is much  
Ford interest generally in the form of 'T's, 'A's and later 5 cwt. vans.

My next major outing will be the Bradford - Morecombe Run (Septem-  
ber 17). Heretically, I have entered in the Austin, but may substitute  
the 'Y' on the day - It is more comfortable for 'long distance' work,  
believe me!

Barry Diggie

**Index of Articles of Interest in Magazines; Issues 1 - 125**  
 (The first figure denotes Issue No.; the second, the page No.)  
 Photocopies of articles may be requested from Sam Roberts

<b>Abbey Tourer (Model Y)</b>		<b>Byford Special (Model Y)</b>	109.17
"Light Car" report Nov '32	38.9		
The Abbey Sports 4-Seater	52.41	<b>Cairn Coupe (Model Y)</b>	
		Bob Stay's story	113.19, 39.7
<b>Accessories</b>		<b>Carburetter</b>	
"Ford Times" advert.	41.8	Choke wire replacement	82.20
"Practical Classics" advert.	44.12	Description of various types	92.19
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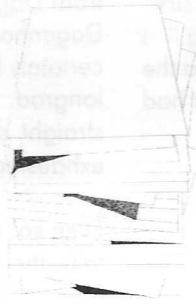
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## MEMBERS' CORRESPONDENCE

### Donated Model 'Y'

Chris Jarvis who bought the donated maroon Model 'Y' from the Y&C Register reports:- "I hope the convoy 2000 was a success. I saw many of 'our' cars pass along the A27 on the Friday but, alas, could not join in.



As for BRR 525, she is running well now. I finally tracked down the reason for the overheating. The tube which connects the two bottom hoses of the block and the rad was made of alloy and it was as thin as paper! When hot, I guess the water got out because since I replaced the tube with a bit of 1¼" copper, all is well. The old gal went through the MoT with nothing required and I have just renewed the insurance with Footman James - £59 inc. road-side assistance, comprehensive, unlimited mileage! I wish my BMW was that price!! I would still like to find out if it is possible to take the exhaust through to the back, before I treat BRR to a stainless 'zonc' pipe. I have given the 'Y' a run or two in the winter wet weather, but I shan't make a practice of it.

Chris. The bottom hose should be one continuous rubber pipe; a short straight one if you have an early two inlet manifold, or one with a right angle at the engine end, if you have a later single water inlet. They are £4.00 and £8.00 respectively from club stock - see spares list. Of course you can extend the exhaust pipe over the rear axle without detriment to the engine performance. Its a matter of finding the right diameter pipe and bending it. I am still not certain whether the stainless steel 'C' extension is suitable. Has anyone tried this?

### A 'really useful engine' - with apologies to Thomas!

Kevin MacManus writes from Longford in Eire. In 1952, my father bought a 1936 Model 'Y' for £75 from Hanlon Bros., the main Ford dealers in Longford. Second hand cars were very expensive after the last World War. My father was a journalist and circuit court stenographer, leaving my older brothers and me to work the family farm with the Model 'Y', or 'Baby Ford' as they were called here. The car was a four door with a carrier rack at the rear. We did a lot of work with it. My brother reckoned it was better to abuse the car than yourself as we had no tractor. We had a small farm of 28½ acres and we used to sell milk in the town, carrying crates of milk in the back of the car. The land was three miles away along a dirt road. We would load a barrel of water on the carrier at the back, with an old potato sack over it to stop the water coming out and drive down the dirt road to the few cattle we had. We also did farm work with the car, pulling a side-delivery rake behind the car. The rake was for turning the hay and putting it into rows. One day when I was delivering milk the gear stick came out of the floor, but I managed to put it in again.

My younger brother and I learned to drive in that Baby Ford. We used to push the car away from the house. We had a home-made key and I remember one time my brother shouting at me to stick it into gear or we would have to start again in first gear, so I stuck it into gear. It was reverse! There was an awful screech out of the car. I always knew where reverse was ever after. There was no speedometer or fuel gauge working. You would find out how much petrol was in the tank by dipping the starting handle in it. Tyres were hard to get, so we had gaiters in the tyres.

My older brother brought home a sow in the back of the car (seat removed of course). On one occasion he brought a calf back in the rear of the Baby Ford, going over a dusty road - no tarmac roads then. The calf shat in the back of the car (excuse word), so when we got home he got the water hose out and hosed it out inside. We did a lot of farm work with the car. Eventually, we couldn't get it into gear and traded it in for an Austin 12; a lovely car too - very refined to drive.

In 1959, I went to Luton and got a job as a fitter-assembler in the Vauxhall car factory. In 1960, I went to the Luton Car Auction and bought a Ford V8 Pilot, 1948 model, for £40. At the same auction, Baby Fords were sold for 5 shillings each or, in today's money, 25p. The auctioneer said "How much am I bid for these 'jam-jars'?" Some were driven in; some pushed in and some were smoking a lot. I remember that day as well as yesterday. The Pilot broke my heart. It was hard to start and probably worn out when I bought it. I sold it two years later for £9 10 shillings, after the auctioneer had taken £2 10 shillings fees.

Just to give you an idea of how many people were working in car factories in the 1960s: 28,000 in Vauxhall; 44,000 in Ford's Dagenham plant and 66,000 in B.M.C. Coventry.

### Dog tyred

A true story from Roy Whittaker in Basingstoke:- "The spare tyre retaining strap on my Model 'Y' has for a long time comprised of two old canvass army straps, which had faded and the buckles rusted. I had considered replacing these with a stout black leather retaining strap with a chrome buckle. To this end, I approached a number of riding and tack shops, to be told it would have to be specially made, costly, too much trouble etc.. Then, at the recent New Forest Show, I spied a Pet Supplies store, with a fine collection of Dog Collars! The ideal item was located; stout leather, shiny buckle, 24 inches. It looked just the job!

"This is just my size!" I commented excitedly to my wife, Carol, turning to the lady at the till. "Would you like a bag?" enquired the stall-holder. "No thanks, I'll be putting it on as soon as I can." I replied, also muttering about Four and a Half Inches by Seventeen.... The stall-holder stared at me strangely. I duly paid for the collar.

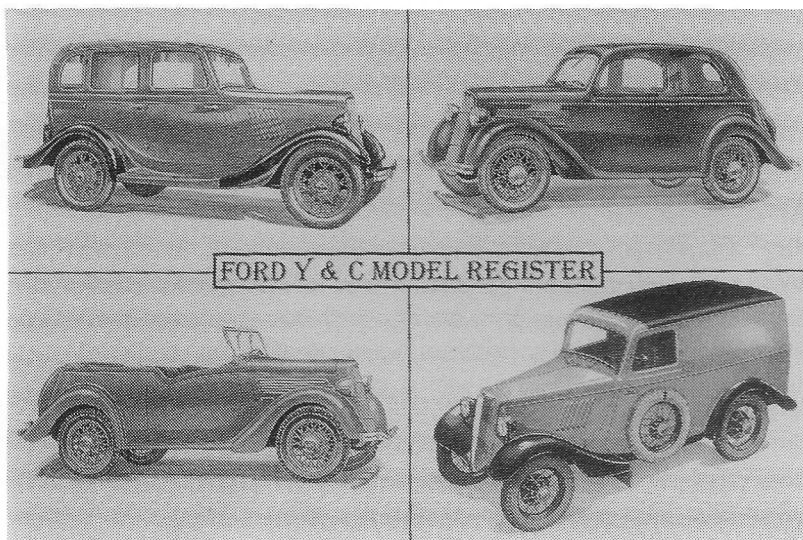
"Would you like one of our canine products brochures sir?" asked the stall holder. "No thanks, we don't have a dog." I replied.... "YOU WERE SERIOUS, WEREN'T YOU?!" cried the lady staring wildly. After around 4 seconds I twigged what had gone before....and left the scene quickly! Woof, woof!

## Suzuki shells

Brian Shields, of the British Ford Car Club of Queensland comments:- "In your latest magazine Dave Minnett requests information about shell bearings for Ford sidevalve units. I have recently fitted shells from a Suzuki 4wd to my 10hp. Although they don't provide the same surface area, they seem to be doing the job OK! The cost of machining and the shells was equivalent to the cost of re-white-metaling. Another bonus is that these shells are available in oversize at 5 thou intervals should the need arise."

## Well spotted!

I wondered how long it would be before a member reported that the Y&C Register post card has an apparent error on it. The observation came from Wayne Lodge in Australia, who comments that "we may be on the other side of the world but our eyesight is still good. Far be it for me to decry Geoff Murrell's fine efforts, but we notice that the Model 'CX' tourer featured on the new Y&C Register post card has the Model 'C'-type bonnet fitted (or is it a Model 'C' tourer with Model 'CX'-type grille fitted)? Tut! Tut!"



"The Y&C Register post card with the cross-dressed Model 'C'/'CX' tourer."

It may not be an error! The pictures for the post card (less the van) were taken from a Danish sales brochure. In the brochure the tourer is captioned 'Ford Junior De Luxe Phaeton'. The date of the brochure would appear to be 12.35, i.e. only six weeks after the introduction of the Model 'CX'. It could well be that Model 'CX's which were assembled in Copenhagen, and in other overseas plants, used up surplus Model 'C' bonnets

from Dagenham during the initial stages of production, leaving Dagenham assembled cars to have the pukka 'CX' bonnets. This certainly happened with the Model 'Y' on the introduction of the longrad. Overseas plants (less Cork) continued to receive the straight shortrad bumpers until the supply at Dagenham was exhausted in March 1934.

Even so, well done Wayne for spotting the irregularity. Incidentally, the coloured post cards are available from Regalia at one pound plus an s.a.e. for four cards.

## Dim wit!

Carlton Thisse writes from his summer home in Michigan, U.S.A.: "Dear Dr. Ford. Your article on lighting in Issue 124 has led me to ask a question or two. I bought WG 5793 at McKerker Ford Mains in Aberfeldy, Perthshire, about 15 miles south-west of Pitlochry back in April 1961. I have never been able to see at night with the head lights. I am so glad that Murdock McKay had a spot light installed in the bumper bracket! Murdock, the only other owner, was a gamekeeper on a 7000 acre estate. He was a good keeper of cars too. He never took 'Old Fordie' out if it looked like rain (and it usually looks like rain in Scotland!). Old Fordie had 48000 miles on her when I bought her and she was 24 years old. Since this car had been meticulously maintained by the Ford dealer, I was surprised to notice there wasn't much difference in the head lights when I pushed the dip switch.

After owning WG 39 years, and just before reading your 'enlightening' article, I decided to replace the bulbs to see if they would be brighter. While I was replacing them, I looked around to see if I could find some 6v higher candle power bulbs that would fit. After much searching, instead of 34 - 34 bulbs, I found 34 - 50 bulbs at an outlandish price! With joy, I came home and installed them correctly with TOP in the correct position. The awaited moment arrived. I had a sheet erected in front at the prescribed distance from the lights with horizontal and vertical lines felt-penned dutifully placed. I switched the lights on and — one was bright and the other dim — I hit the dipper — one dim and the other bright. Then I put the TOP down with the same result. I made every change possible — always with the same result.

While lying in bed that night at some ungodly hour, contemplating the problems of the previous day and possible solutions, it occurred to me that even though WG had been maintained in such absolute original condition, that someone could have rewired it so that the left head light would be brighter than the right. This came to me while pondering my 1960 experiences when one drove with head lights on after dark if anyone else was on the road. Only parking lights (side lights) were the order-of-the-night on the highway or in town!

In the morning I inspected the wiring harness at the points where it went off to each head light and beheld on the left side (near-side) a lot of old tape - it looked as though it was from the 30's

or 40's. It took a very short time to change those little sockets around when I had determined which ones would give me two brights at the same time.

After this long story, my question:- Was this re-wiring a common practice for some reason or other? Or is this an isolated case? Incidentally, it is a pleasure to drive at night now.

Another question:- Would those 6v halogen bulbs mentioned recently in the Mag be a lot better than the 34 - 50 bulbs?

Keep up the good work; we need you.



*"WG 5793 at one of Carlton's grandsons, Matt's wedding in the rose garden at Henry Ford's Greenfield Village in Dearborn in June. Matt drove his new bride, Beth, in WG the 20 miles to Detroit International Airport that night on Carlton's new headlights."*

Dr. Ford responds:- "The change over on connections was, I would think, no more than an error on somebody's part. The same thing can happen if you mount the reflector up side down. It is the condition of the cables, connectors and earth return, as well as the wattage of the bulb which makes a difference to the brilliance of the lights. Carlton would be better advised to not waste money on his much sort after 50/34 watt bulbs and add an earth return cable as I intimated in Issue 120, this will reduce many of his 'return to earth' losses and may give him 6 volts plus and not 5 volts plus, as is no doubt the case now.

As for the performance of a Halogen bulb I've no experience of them, but I would assume a considerable advantage would made."

## More on Emile Mathis

Paul Tritton continues his Mathis jottings:- "A further snippet about Emile Mathis (sorry, I left the 'E' off last time). It is probable that the Model 'Y' was dropped in France because of the duplication of small car ranges during the merger with Ford in 1934. Both companies exhibited their full ranges at the Paris Salon (the major annual motor show) side by side, but they had

been dropped by 1935 as we know.

It's possible that the primitive lubrication of the Model 'Y' was at the bottom of this. Mathis was quite an expert on oils and lubrication, and indeed in 1924 he marketed his own range, with different grades most suitable for his different engines.

He also made electric domestic irons and quite a range of aircraft engines. I think that the large 4 cylinder Ford engine in the V8 body was also dropped at the same time; manufacture concentrating on the V8 alone.

Mathis retired in 1953 and died in 1956, having begun his career with de Dietrich in 1902. Despite its flowing lines, he probably regarded the Model 'Y' as rather old fashioned technically. His own 903 cc. engine was pressure lubricated in 1930 and he was using hydraulic brakes a year later. This small car was also dropped in 1935.

I look forward to reading your views in your book."

## Ford logos

Luis Cacante comments from Spain:- "As usual, there are very good articles in Issue 125 of the magazine, but I found especially interesting your article on the Ford logos. With the Editor's permission, I wish to point out some remarks, however.

The oval logo was withdrawn on the American cars after the Model 68, at least in the radiator badge, but the Ford script was maintained. With the new 1950 model (with independent front suspension and two semi-elliptical springs at the rear) a new logo was used, and it remained during the fifties and sixties (see photograph). The re-styled oval logo was visible on the side of the 1963 Cortina (see the photograph on page 47 of David Burgess-Wise's 'Complete Catalogue of Ford Cars in Britain.' The people of 'Antique Automobile' were rather late when, in 1967, they said that Ford was returning to the traditional blue oval logo."



You are correct Luis, the photograph in David Burgess-Wise's book does show the Ford oval badge on the 1963 Cortina. I wonder whether this is the old Ford script (as on our cars) or the smarter, short tail on the 'F' Ford script. Can anyone with a Cortina help?

I was delighted to receive a letter from Harry Edwards, the Editor and Historian of the Morris Register who, having read the Ford logo article in our magazine, sent me the German Ford logos used over the years.

## Teutonic Trademarks

*"The German Ford logos used initially in Berlin and subsequently in Köln."*



1925



1937



1952



1957



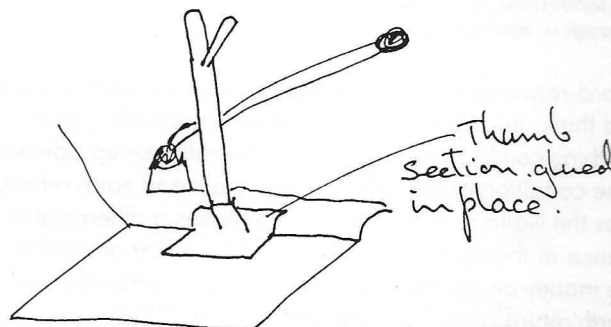
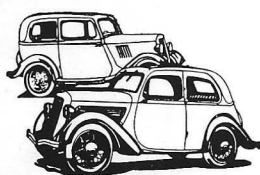
1976

### Footman James to the rescue.

Graham Bilbe, from Reading, gave me a reassuring telephone call. He was driving his Model 'Y' from Reading to Wokingham when, inexplicably, his half-shaft broke as he approached the Winnersh cross-roads. Fortunately, the wheel stayed on, so no further damage was incurred. He called for the Footman James recovery service and, within an hour, the car was on the back of a low loader and on the way home. So, not only do Footman James provide incredibly low insurance premiums, but also appear to have an efficient back-up service.

Graham says that he is going to strip an old rear axle he has to extract a replacement half-shaft. Remembering a comment which appeared in the magazine some time ago, I recommended that he uses the same hand half-shaft from the spare axle as that which has sheared, i.e. if the off-side has sheared, then use the off-side one from the axle. You will

recall that it was thought that the built in twist in the steel, through usage, should not be reversed, as that could be the cause of a premature fracture.



## The Spanish Inquisition.

Bob Wilkinson comments on the article in Issue 124, page 16: "I recall reading the original article and seeing the picture in Practical Classics whilst on Convoy 2000 and saying to myself that there was no way that this car was a Ford Model 'Y'. I cannot imagine that anyone would go to the trouble of changing the "suicide doors" to front hinging and completely altering the rear suspension, let alone all the other panel variations. Luis Cascante's detective work confirms that feeling. The roof construction is like that adopted by Ford, and not a common style on English thirties cars. The nearest I can get to the overall style is the Austin Ruby or the later Austin Big Seven; though the rear body shape is not quite right for these two models, and the roof construction may not match either. The contoured bonnet tops are a puzzle too. Barry Diggie, our Yorkshire Regional Coordinator, is a Big Seven man and may be able to comment. What is it? I would love to know."

## Bright idea - draught excluder

Bobby Gales has sent in this brilliant idea to cut down the draught around the ankles:- "I had to remove the floor and centre panel to get to the top of the gearbox, to sort out a sticky selector. Whilst re-assembling the floor, I thought about sealing/weath-erproofing around the hand-brake.

The solution was very simple. I cut the thumb and front and rear off an industrial strength rubber glove. With the thumb put over the brake lever and the glove spread out and glued to the floor, the opening at the base of the handbrake lever was sealed!"

# FORD SMALL FORD SPARES

division of VintageSupplies Ltd

Specialist suppliers of new, recondi-  
tioned and used parts for 8, 10HP and  
100E Ford vehicles, 1932 - 1962

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NORFOLK, NR12 0RX  
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e.mail: info@smallfordspares.co.uk

Paul Beck Vintage Supplies are pleased to advise that we have acquired the entire stock of new and used parts from Belcher Engineering, covering the small Ford vehicles, 1932 to 1962; 8 h.p., 10 h.p. and 100E, as well as Aqua-plane tuning equipment, covering the vehicle range Model 'Y' onwards through to 100E - car or commercial.

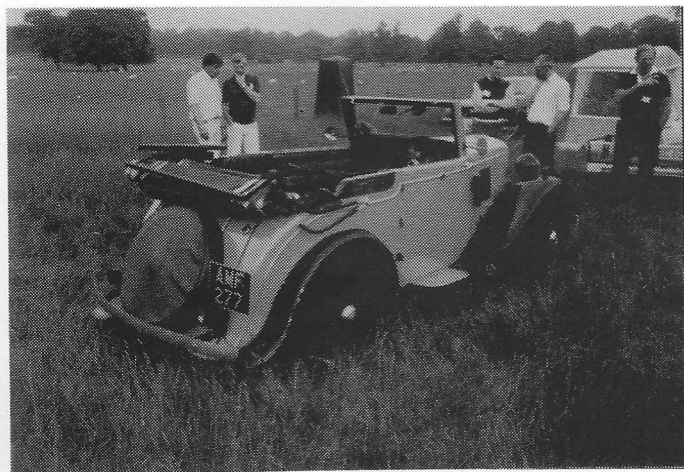
Our stock covers a huge range of new, used and reconditioned parts applicable to the model range, from service items to rebuilt lumps, and including our existing range of vintage vehicle supplies, which are available via our professional return mail-order service.

Give us a call and be surprised at what we have to offer, enthusiastically run by a small Ford enthusiast.

# NOTES ON NEW MEMBERS

In this issue I have pleasure in welcoming fifteen new members, of whom eight are old members re-joining. Bob "Wilkie" in his Treasurer's role, ever conscious of the club bank balance, has been having a "blitz" recently on writing to past members and inviting them to re-join. Increased membership levels will help to fund our vital spares re-manufacturing programmes.

The re-joining members first:- James Brown, of Belfast, still has his fleet of Model 'Y's and Mark Grunwell, following restoration of his Model 'Y', is now ready to put her back on the road, but will have to twist the DVLA's arm to issue him with an age related plate, assisted by Bob Wilkinson. John Harrison still has "some all round" work to do on his 1933 Cairn coupe, AMF 277, (see photograph). John, from Co. Durham, was last seen back in 1988 when he drove to Stanford Hall for one of our annual get-togethers. It is good to know that he is still on the road. WSV 752, which belongs to Crispin Hodges in Minehead, needs a proper re-wire and some minor bits and bobs. Howard Parker is still trying to locate a chassis number for his 1936 black and rust Model 'Y' so that he can get it registered. He will tell me the engine number when he can find the engine that is somewhere in his garage! Jan Pieniazek has still got some paint and trim work to do on his 1933 Model 'Y', DY 7603, and Mick Smith, in Market Rasen, would be very grateful for any advice and information regarding restoration of his 1936 model 'Y', CTO 324. Mick sounds as though he has a lot of work to do, including an engine re-build, re-wire and full re-spray, to say nothing of the upholstery. Is there any local member who could give him some moral support and advice? Stuart Spencer found his long rad Model 'Y' on a farm in 1988. It still needs some work doing on it (see photograph).



*John Harrison's Cairn coupé, being admired by some much younger looking present members at the 1988 Stanford Hall meeting."*



*"Stuart and son, Richard's, Model 'Y' at the All Ford Rally in 1987, when it was held on the Abingdon Sports Ground. The Model 'Y' sits alongside a 1933/34 V8 Model 40, the body design of which was scaled up from the Model 'Y' at Edsel Ford's behest."*

Of our seven brand new members, I begin with Bill Ballard. Bill, following his emigration "down under" last year has now become the proud owner of a small Aussie Ford - a 1936 Model 'CX' Roadster. He has volunteered (a dangerous thing to do - look where it got me!) to become our Australian rep! Hands up all those of you who thought Bill was a member of the club already!

Dave Briggs' early 1933 short rad, ESL 108, used to belong to Bert Lancaster, the dealer. Its bodywork is in very original condition but still requires a re-trim, re-wire and some chassis work. Philip Meehan joins us from Westport Co. Mayo, and I believe is looking to acquire one of "our cars" along with Kevin Macmanus, also from Ireland and located in Co. Longford. Kate McConnon, in Alaska, purchased her Model 'Y' back in March from Oxfordshire, but it is currently located in Ireland. Kate tells me that she and her husband will be spending the winter in Co. Kerry and will let me know the complete details of her vehicle then. I look forward to hearing from you Kate.

Roger Moore has caused quite a stir with his short rad Model 'Y', WD 4526. Roger's vehicle was registered on 31/12/32 and has the chassis number Y249. It could be the oldest Model 'Y' on the Register. However we await confirmation of the Briggs body number before we can be certain. The car is believed to have had only two previous owners. The original was a lady, who only had the vehicle a couple of years, and then a gentleman, who owned it until 1970. Roger has owned the vehicle since and is now aiming to carry out a complete restoration.

Sid North's long rad Model 'Y', BYD 100, has been stored and not on the road since 1978. It has some M.O.T. work outstanding, along with a re-spray and re-upholstery.

Welcome to you all. As usual, please may I ask "old" members to make contact with the "new" in their respective areas.

Christine Baldock

Membership Officer



"Bill Ballard's restoration project. An Australian Model 'CX' Roadster, as found at Bendigo, Victoria. Bill assures us that it looks a lot worse in the photo than it really is! - photograph Bill Ballard."

## INTERNATIONAL NEWS

George W. Pierce reports from California, U.S.A.: - "I have found another "Y" and here in my home town. Its been in storage for several years. Briggs body number 135/18509, engine number E04A 6015 P19JV. Not positive about the engine number, it was very dark in the back corner of the garage and hard to see. Perhaps it makes sense to you. It has the 8 H.P. on the radiator badge. Single bolted light below back bumper bolted to rear valance; also a single original looking light on the left rear fender. The water outlet on the head is bolted to the head rather than moulded into the head, as mine. Engine swap?"

The car belonged to a member of an antique car club I used to belong to, but he died and I could not trace his widow. She sold it to a local man who collects American 1933 Fords. His idea was to put it on a trailer behind his American 33 with a sign saying "When I grow up I want to be a hot rod." However, he never got around to restoring it and now wants to sell it. He wants \$10,000 for it. It runs and is mostly all there but it is in a very deteriorated condition. I got as much information for you as I could. But there is no English documentation for it, as mine had.

The way I finally found it was, at a car show last week a guy came up to me and said his brother had one and wanted to sell it. Incidentally, this was a large car show with mostly hot rods and AMG got lots of attention. I parked next to a American 33 that had the largest engine in it I had ever seen, with no hood (bonnet) to show it off. So with my hood up too and so many large hot rod engines on display, I stole all of his thunder. If the pictures turn out well I'll send you one. I've shown at four shows so far this summer. One, an all English car show where we had a 99.6 mile rally. AMG performed very well. Perhaps the meat for another story sometime."

Further e-mail correspondence has established that the chassis number of this new find is Y30203. It is owned by one Rudy Hernandez. Coincidentally, George's own car, Y30298, will have been manufactured at Dagenham within 24 hours of the new find!

George followed up with a further e-mail:- "I was invited to a local car show this past Sunday. At 9:00 a.m. as I was pulling out of the driveway to go to the show, I noticed fluid drippings and a puddle where AMG was sitting while warming-up. Investigation showed it to be petrol; the fuel pump was leaking badly. As I removed the pump, petrol ran out of the space that houses the actuating lever,

letting petrol drip into the oil pan. I figure it had to be the diaphragm, but it had recently been replaced and I could find nothing wrong with it. After a thorough cleaning and much scratching of my head, I held the upper and lower bodies together while looking towards the window. There was a obvious gap between them. It seem that when renewing the diaphragm I had over-tightened the screws that hold the two bodies together, pulling the lips out of shape.

I took 180 grit sandpaper; laid it on a piece of glass to insure levelness and sanded both bodies until they showed bright metal on all surfaces. The surfaces matched perfectly. This solved the problem and I made the car show 3 hours late. I don't know if anyone else has had the same problem or not, but thought it worth mentioning.

## Australian 'Concessional Historic' plates.

In Issue 124, I described the 'Concessional Historic' registration scheme in South Australia. The 'Wizard of Oz' comments on that article as follows:- "What is applicable in South Australia strangely does not apply here in Victoria (or any other Australian state, for that matter)! South Australia has a system which I and many other owners of "CH"-plated cars in Victoria would like to see adopted throughout Australia. I will endeavour to explain ...

We in Victoria have a choice of putting a vehicle over 25 years old on "full registration" and paying the full amount of road tax. I paid A\$467.70 to put my 100E Escort on full registration, which includes an element for compulsory third party insurance. This allows me to drive the vehicle anytime, anywhere, just like a normal "poshmobile". The vehicle has to have a



"George's 'find' in California (Y30203-July 1933). It looks to be in good nick. It still has its original maroon and black paint"

roadworthy certificate - an equivalent to the MoT Test (if not previously registered, or if it has been off the road for some time, or changed hands since it was last registered) - and must be inspected by VicRoads before a new licence plate is issued.

On the other hand you can opt for "Club Registration", in which case you have the vehicle inspected by a club official and certified as roadworthy. You then pay VicRoads a reduced licence fee (I paid A\$86.30 each, which again includes an element for compulsory third party insurance) to put my two 7Ws on "club registration". In the case of our "sidevalves", which are all "post-vintage", we are then issued by VicRoads with special red and white number plates in the "CH-XXXX" series, which restrict the vehicle to club-run or club-approved events. Briefly, to use your "CH"-plated vehicle on the road, you must either carry in your vehicle a copy of the club's newsletter in which the club-run event you are attending is recorded, or obtain and carry a special permit to use your car from the relevant club official. Permits can be issued free of charge, for you to use your car for family events (weddings, etc.), or to have the vehicle repaired or tested at a remote site, or to attend a rally or event not organised by your club. You can belong to more than one car club and attend events organised by both.

However, if the average member of the Ford 8&10 Side Valve Club of Victoria Inc. is anyone to go by, the owner of a "CH"-plated vehicle uses his/her vehicle around a dozen times a year on average, which works out at around A\$12.30 per day's usage (excluding petrol, wear and tear etc.). However, the owner of a modern car used daily and on full registration is paying only about A\$1.30 per day, so who is being fleeced? The old car owner of course.

The South Australia system, on the other hand, allows you to keep the vehicle's original registration (i.e. no special "CH" number plates), pay a reduced fee for your licence, and gives the owner a maximum of 90 days unrestricted use of the vehicle per year. The only drawback is that you must maintain a log book for each historic vehicle you run on the system,

showing details of every journey you make in that vehicle. We in Victoria see this as a much fairer system for the owner, as we would be paying less than A\$1 per day to use the car!

I should like to point out that, although your annual licence fee includes an element for third party insurance, you have still to take out separate insurance with normal insurers if you wish your own vehicle to be covered in the event of an accident etc. I paid a total of A\$277.28 (about £115) to have all three of my 'oldies' insured on a 'fully comp., agreed value, single named driver' basis for limited use (5000 miles a year between them)."

I end this explanation with the same comment as Issue 124:- "It makes you realise how lucky we are in the UK with no tax, retention of original number plates, no restrictions on our movement and no log book to keep every time we use the car!"

### An Asnières Model 'Y'

Luis Cascante in Spain was reading a 1980 issue of the French magazine 'Le Fanatique de l'Automobile' and came across a photograph of a Simca Aronde-called Geneviève, a laboratory car used for the analysis of the Paris traffic conditions, which was spotted in the Rue de Ravoli in 1954. He observes that "beside the Aronde there is a Paris registered Ford Model 'Y' - surely an Asnières car. It is an 'Intermediate' model as it has a long radiator, sidelights but a straight front bumper."

*Thanks for the photograph Luis, unfortunately it was too dark to reproduce in the magazine. The car is indeed an Intermediate Model 'Y' dating from early 1934. The Ford assembly plant at Asnières, to the north-west of Paris, suffered the same fate as the other overseas plants (less Cork in Ireland), in that they had to accept the left over shortrad straight bumpers from Dagenham for the long rads, until the Dagenham stock was exhausted - approx. March 1934.*

### ANNUAL SUBSCRIPTION RATES

UK/Eire - £25.00  
Retired/unwaged - £20.00  
Overseas - £30.00 - o/seas members are requested to pay in £GB.  
Paying more than 1 year in advance recommended to save on bank charges

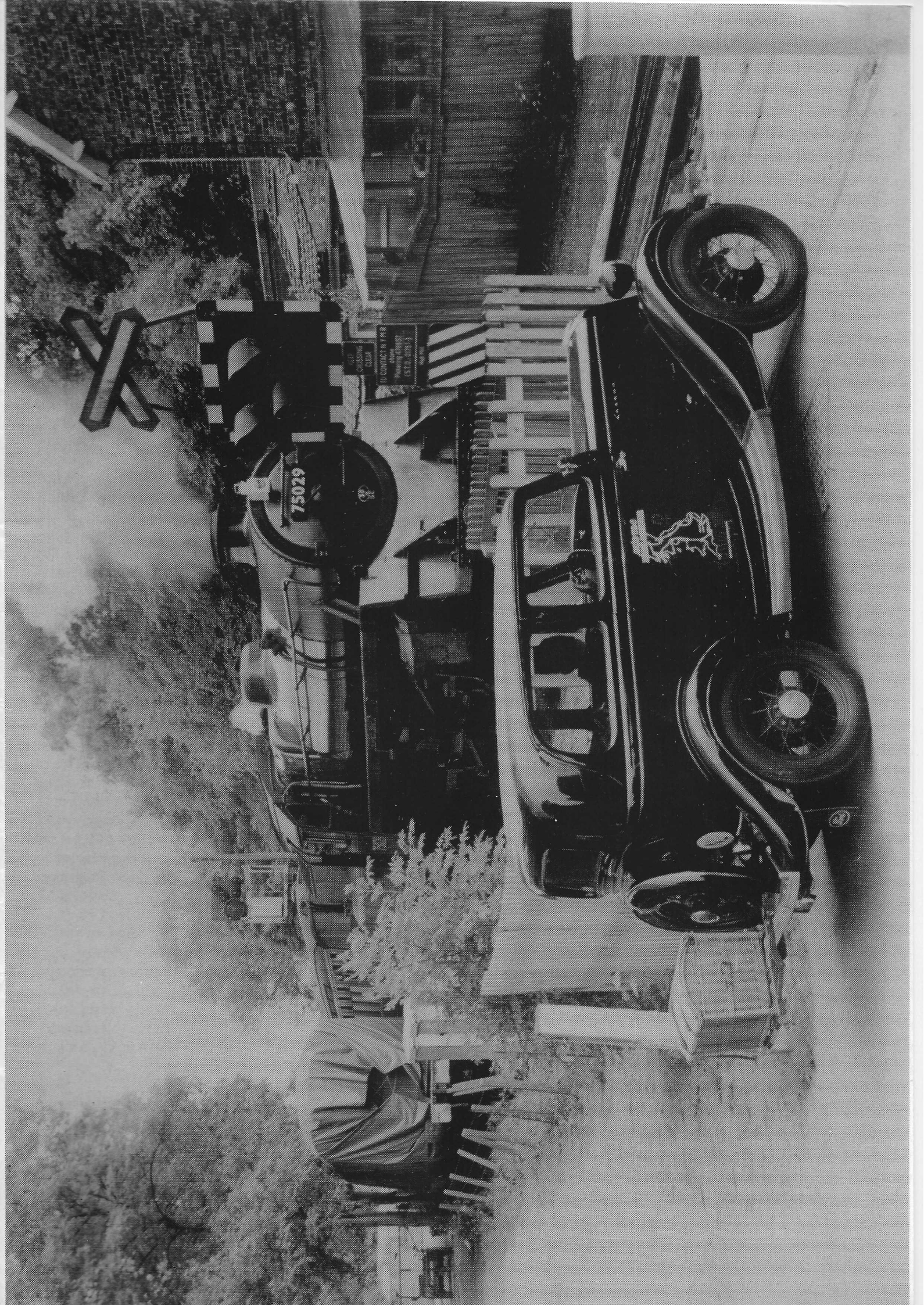
### A spark of interest - at last.....

.... albeit from the other side of 'the pond'. I am grateful to David Gustard and Geoff Murrell for alerting us to the Ford in-house Intranet distribution to all employees concerning the Ford Motor Company Archives in Dearborn, U.S.A. The e-mail details the website, <www.archives.ford.com> on which is the full annual report of the Archives department. Unfortunately, it can only be accessed by Ford employees! Again, I am grateful to one of our 'moles' for running off and sending me a copy. The report mentions that the Ford Motor Company Archives (based in Schaefer Court, Dearborn with much still stored in what remains of Highland Park, off Woodward Road, Detroit) and the independent commercial enterprise, The Henry Ford Museum and Greenfield Village (which houses most of the Ford archives pre-1965), are liaising after 30 years to share responsibility for the Company archives and to collaborate in the continuous improvement and access of the archives.

As explained in the covering letter:- "As we approach our centennial in 2003, the Company will be planning events and programs that will present Ford Motor Company's vision for the future, built upon 100 years of achievement. The rich historical detail needed to make it all happen comes from the Archives. As many of you have discovered, the Archives also is an important resource supporting our day-to-day operations. There was a time when we failed to recognize and utilize properly the documentary history of Ford Motor Company. That is no longer the case. We have a talented and dynamic team of archivists at work to unlock the full potential of our heritage."

It looks as though the Ford Motor Company is set to celebrate its centenary in America in fine style. I wonder whether Ford Central Office at Warley will bother? Before then, however, we have the 70th anniversary of the opening of the Dagenham plant next year, 2001. I wonder whether Ford Central Office at Warley will bother?

Incidentally, in the Ford Motor Company Archives annual report, is a list of 44 clubs under "Other sources of information". Only one club outside North America is listed - The Ford Y&C Model register!





## 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		
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>					
Tea Towel with Register model range.	Blue on white	Each	3.50		
Greeting card with photo (no text message) featuring *		6 cards for	6.00		
* Y Tudor / Y Fordor / C Tudor / C Fordor / Y Van / CX Tourer *	* All 6 the same OR one of each	* Please either circle one or all			
Post Card featuring Y Fordor, Y Van, CX Tudor and CX Tourer		4 cards for	1.00		
Umbrella, with Register motif	Blue / White alternate panels		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>	Vineyard Green or Orient Blue (both with Black wings) or all Black	O gauge	52.00	<b>Please state colour</b>	
Y Model Fordor Longrad - assembled					
Y Model Tudor Longrad - assembled and on plinth	Vineyard Green (with Black wings) or all Black	O gauge	54.00	<b>Please state colour</b>	
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		
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 <span style="float: right;">£3.00</span>
--	---

Total enclosed £

**New - Greeting cards and Teatowels  
Wanted - Photo suitable for a Christmas Card (snow scene ?)**

## USEFUL CONTACTS

### **Badge Re-enamelling.**

#### **Pamela and David Enamels**

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

### **Body Restoration, Panel Repair & Manufacture.**

#### **Ken Arthur, K.A. Developments**

20A Fore Street, Westbury, Wilts. BA13 3AX  
Tel: 01373 827746 or 01225 766669 (evening)

### **Boring, White Metalling, Bearings, Pistons, etc.**

#### **Ron Topping, Northern Rebores Service**

54 - 56 Elswick Road, Newcastle-upon-Tyne,  
NE4 6JH Tel: 0191 273 4326

### **Mechanical Overhaul and Restoration.**

#### **Tim Brandon**

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

### **Chassis Restoration, Classic Oils, Exchange Ford Parts, Windscreens.**

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Little Fenton Lodge, Little Fenton, Sherburn-  
in-Emlet, Leeds, LS25 6HQ Tel: 01937 557410

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#### **Paul Beck, Vintage Supplies Limited,**

Crosswinds, Happisburg, Norfolk, NR12 0RX  
Tel: 01692 650455 Fax: 01692 651451

### **Stockists Early Ford Parts**

#### **Tony Butterfield (Can supply gaskets)**

2 Cockers Lane, Leyland, Lancs, PR5 3SU  
Tel: 01772 424032

#### **Julian Janicki**

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

### **Carpets, Upholstery.**

#### **Geoff Foss, Family Repair Service,**

Beales Close, Andover, Hants, SP10 1HT  
Tel: 01264 323144

### **Seat Springs (ready for Trimming).**

#### **The Bristol Upholstery Spring Co.**

79A Grove Road, Fishponds, Bristol,  
BS16 2BP Tel: 01179 583995

### **Tyres, Tubes and Rim Tapes.**

#### **Tony Etheridge (callers by appointment only)**

118 Oaklands Avenue, Oxhey, Watford, Herts,  
WD1 4LW Tel: 01923 231699

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Great Longstone, Bakewell, Derbyshire,  
DE4 1TA Tel: 01629 640227

### **Insurance.**

#### **Y&C Register Insurance Scheme -**

#### **Footman James**

Very competitive preferential rates for  
members only. From £58.80 per policy for  
cars valued up to £7500. Fully comprehensive  
with unlimited mileage. Full breakdown and  
rescue service in UK and Europe. Tel: 0121 561 4196  
with membership number.

### **Speedo Cables.**

#### **SpeedoGraph Richfield Ltd.**

Rolleston Drive, Arnold, Notts, NG5 7JR  
Tel: 0115 926 4235  
(Note: Model 'Y' 5' 8" long; Model 'C' 5' 1")

**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/CX, 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 ..... PRICE

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

# PARTS ORDER FORM - ISSUE 126

To be returned to:

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

MEMBERS NAME:- \_\_\_\_\_ NUMBER:- \_\_\_\_\_

TEL NO: DAY:- \_\_\_\_\_ EVENING:- \_\_\_\_\_

MODEL / YEAR:- \_\_\_\_\_ DATE OF ORDER:- \_\_\_\_\_

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

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

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

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

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_

POST CODE \_\_\_\_\_

Please send stamped & addressed envelope with cheque made payable to:  
**"FORD Y & C MODEL SPARES SECTION"**

to Kevin Briggishaw at the address at top of form. (Please allow 28 days delivery)

Order enquiries can be addressed to Kevin at <[carparts@ntlworld.com](mailto:carparts@ntlworld.com)>

**REMEMBER TO SEND CLEAN EXCHANGE ITEMS WHEN ORDERING  
RECONDITIONED PARTS.**