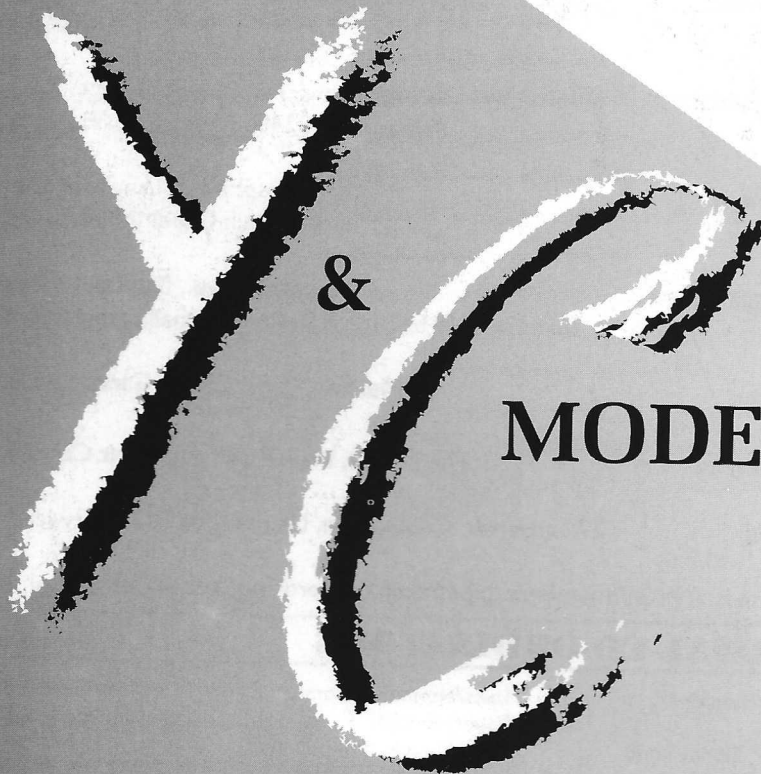


CHRIS TOWEN

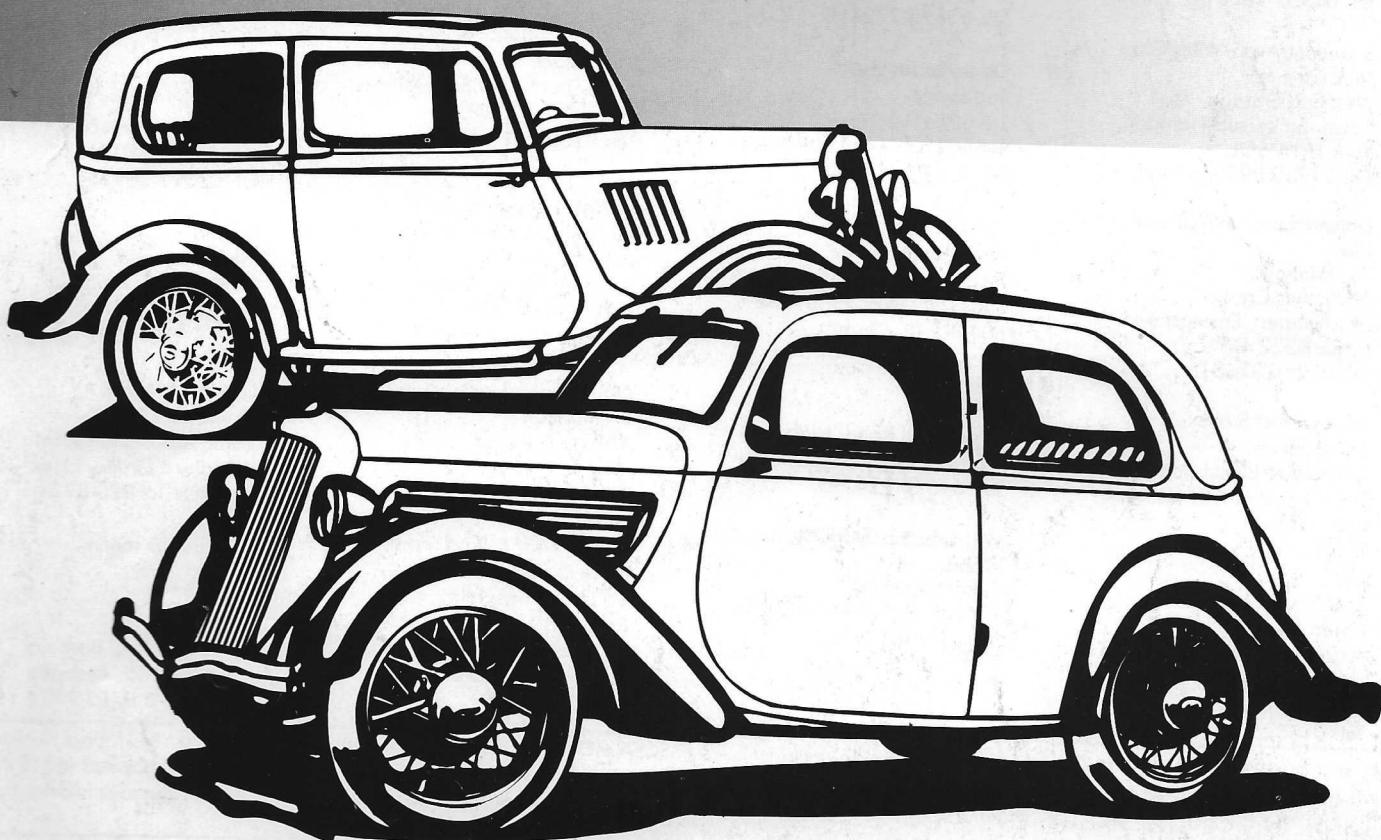
NEWSLETTER

FORD

ISSUE 127 NOVEMBER - DECEMBER 2000



MODEL REGISTER



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

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ILLUSTRATION ON BACK COVER

An advertisement from the Punch magazine announcing the launch of the new De Luxe Ford (Model 'C') at the 1934 Ford Motor Exhibition - sent in by John Keenan.

Editor's Report

Once again, I am delighted to say that I have received plenty of input for this issue and have still some copy in the pending tray for future issues. Please keep it coming as the more I receive, the more variety I can inject into each magazine. Thank you for the many kind comments about the magazine, although the credit must go to you the contributors. It is your magazine and where the majority of your subscription is spent! I am merely a facilitator with a computer.

This is the last issue for the year 2000, which has seen a goodly amount of activity in the Y&C Register. Apart from the very successful Convoy 2000, you will have noticed an increasing international flavour to the magazine, which is only right as the Model 'Y' and its De Luxe big sisters the Models 'C' and 'CX' were designed primarily for the European market. However, through the Ford Canada, British Empire franchises, and to a lesser extent through Ford USA, they were exported from Dagenham throughout the world. Neither can we omit the host of Model 'Y' Kölns and Model 'C'/'CX' Eifels which were built during the Hitler regime in Germany. As the only club which caters solely for these models, we should incorporate these overseas examples and their activities into our ambit.

We now look forward to 2001. At the November Committee meeting, we shall be discussing the way ahead and hopefully, in the next issue, we will be able to give you a flavour of what you can expect next year. In the meantime, have a super Christmas.

Sam Roberts.

SECRETARY'S RAMBLINGS.

Convoy postscript.

Postcard of John o' Groats from Brian & Yvonne Mace....." We have started our run around Britain. A lot of people remember the CONVOY passing through in June. Going so well, my car wouldn't stop at Aviemore....!" Members will recall that, following a serious roof fall just days prior to the start of Convoy 2000, Brian Mace, our intrepid Region 13 Coordinator, with his wife Yvonne, were able to participate only in the section from home in Norwich to Beverley in Yorkshire (Brian was on crutches at the time). They had to rest up for a few days before returning home from Beverley, but Brian told me, as we all departed north, that he was determined to finish the route later in the year following recovery from his injuries. The account of his journey appears elsewhere in this issue.

Undertaking the journey later as a single car without the support of the Convoy team is no mean feat! I thought that in his fall, Brian had injured his legs but by the look of this he must have landed on his head! Seriously Brian, a big well done from all members is due to you and your trusty navigator. We missed having you with us on Convoy 2000 but are heartened to know that you are both in excellent spirit and enjoying retirement to the full. Well done VG 9361, your Fordor Model 'Y' too.

Merry Y
&
Christmas



Reconditioned valve seats and new valves.

A conversation with a member recently over the "to use or not to use fuel additive in unleaded petrol" debate, raised the issue of what happens when valve seats are simply reground to improve compression and general efficiency and the engine is subsequently run on unleaded petrol. This grinding-in process would presumably destroy the "leaded/lubricated memory", built up over years of using leaded petrol normally giving some few thousand miles protection, and thus expose the valve and seat to greater wear. Words of wisdom required on this topic please.

The "Spanish Model Y". (continued!)

Barry Diggle, our intrepid Yorkshire Regional Coordinator and owner of an Austin Big Seven, writes questioning the authenticity of the car featured in Newsletter 125 (first seen in Practical Classics).

"I must admit that I had my doubts when I first saw the magazine. The body lines though are not Austin Big Seven nor Ruby models, but are along those lines. The rear end equates with neither since the rear mudguards (fenders to our American readers) protrude too much beyond the back, but this does resemble the Model 'Y'. Hence the initial mis-identification. The swages along the bonnet are unusual and will not be found on Austins. The Austins also have all-steel roofs or a steel sliding head, also quarter elliptic rear springs and friction shock absorbers quite unlike the picture.

Quite a mystery then. I suspect that we are looking at another make altogether. It defies me!

"The answer could lie in Luis Cascante's letter under 'International News' - 'Spanish Re-registrations' Sam.

Federation of British Historic Vehicle Clubs.

In October I attended the AGM of the FBHVC and was reminded of the tremendous amount of work this body has done in recent years. This Federation, to which we have belonged for several years, ensures as far as possible, that modern legislation (mostly pushed by "green" politics), pays due regard to the issues concerned with running and saving of our cars for posterity. Recent "end of life" European legislation, concerned with the recycling of old cars and their parts, has been modified by FBHVC expert lobbyists attending EEC legislative meetings on our behalf. Nearer home, Lord Montagu, the very active FBHVC President, has furthered our cause in being able to reframe legislation in UK. Availability of leaded petrol, albeit on a limited scale, the zero rated historic car Excise Duty, the testing of additives for unleaded fuel, have all occurred largely through the work and growing influence of the FBHVC. Following a survey of the classic car scene commissioned in 1999, a report showed that this is a billion pound industry employing many thousand skilled people in the UK. The political and economic "clout" this report reveals is a useful adjunct to the

knowledge that we are all engaged in actively safeguarding part of our heritage. Though our hobby is fun, there are serious issues to be aware of unless, for instance through carelessly worded legislation, we are simply to become guardians of lifeless industrial archeology. The FBHVC and its committee is to be commended on its work.

COMMITTEE REMINDER.

Committee Meeting, Sunday 19th November at 10.30 am. (gather at 10 for a cuppa) in Willoughby Village Hall, near Daventry.

Joke corner.

So much fan mail has arrived supporting this column you just have to continue with it Sam!

One for the ladies this time... Ageing glamorous film star Zsa-Zsa Gabor was checked by a recent TV chat show host after she had declared her age as being 57. "But I interviewed your daughter only last week and she told me she was 54," queried the host. "Oh. There she goes again. You know that ever since she was 9 years old she has been adding years on to make herself look older," came the riposte.

Then there is the very old joke revived by recent fuel crisis.... What's the difference between paraffin and petrol? There's 2 effs in paraffin but no eff in petrol! (Say it to yourself quickly Sam. Get it now...?) - *Bob, I told you that one over the 'phone, Sam.*

Bob Wilkinson.

Regalia Christmas News

"Christmas is coming and Regalia's getting fat
Please put some money in our Old Treasurer's hat
If you don't need a jumper, a tea towel is for you
If you run short of Christmas cards, our Post Card will do
But if you send one for a laugh, to your better half
God bless you."

It's rapidly approaching that time of the year again when your loved ones ask 'just what do you want for Christmas?' Well the answer is now even easier, 'Something from the Ford Y&C Model Regalia Catalogue please dear' should be your immediate response. Just leave the magazine open at the Regalia page, with your wanted items circled, and keep dropping frequent hints.

Star buy

A Register Tea Towel should be an essential part of your Christmas list since when delegated to do the washing-up by the chief fairy you can still study the finer points of our cars.

Please remember that all the profits from Regalia sales go to Register funds.

Geoff Murrell

ALL FORD RALLY 2000

It rained! From 9.30 in the morning until 3.10 in the afternoon we were treated to the customary All Ford Rally weather in varying degrees of severity - and our Regalia Officer, having set out from Royston in bright sunshine, did not bring any Register umbrellas with him. He would have made a killing!

Despite the wet, there was a good turnout of some 400 old Fords, including 18 cars and vans from the Y&C Register. Not to be put off by the weather, we shared the usual light-hearted banter between members. This year, there were more autojumble stalls than ever; although spares for our cars were few and far between, as is becoming the norm. We established our Y&C Register patch behind the Sidevalve Club's higglety-pigglety parking lot and built up two rows of well

turned out vehicles, which included no less than four Model 'Y' tourers, three Model CX tourers, Graham Miles' van, a Model 'C', and seven Model 'Y' saloons. John Hampton's van (see the 'For Sale' advert in the last issue) and Craig Toomey's short-rad helped to bolster the Sidevalve Club's stand.

Full marks to David and Wendy Grace, who had towed their Alpine tourer of Convoy 2000 fame, now with new engine (courtesy of Dave Tebb and Ron Topping), all the way from North Yorkshire. It was also a pleasure to see Colin and Julie White, from Ringwood in Hampshire, in their rare Knibbs Parkyn tourer and Doug and Bessie Hickson from Coventry, who braved the weather in their Jensen bodied 'Mistral' tourer. I had driven up from Andover in the dry in my Kerry and only met the rain as I approached Abingdon. Geoff Murrell had driven his 'CX' tourer to the event (complete with Bobby Gales' rubber glove draught excluder - see last issue) whilst Peter Ketchell and Peter Baggott had towed theirs from Chester and Margate respectively, both lengthy journeys. Peter was accompanied by daughter Lynnette, one of our keener supporters. Another towed vehicle was the immaculate Model 'C' of John Keenan, from Hastings, which is to grace our stand at the NEC International Motor Show in November. The ubiquitous Graham Mile's was present with his van of pre-ordered spares goodies.

The Model 'Y' saloons covered a few miles that day. Bill Baxman and son crossed the Solent from the Isle of Wight. Bill kindly brought with him a 'hen's teeth' spare for Geoff Salminen, who had advertised for one in the magazine - the little brass surround for the offside Model 'Y' internal door lock; Adrian and Julie ('The Bristols') Chapman drove up from guess where; Geoff

Dee came through torrential rain from Leamington Spa and Tim Brandon drove his car over from near the east coast of Suffolk. The shortest run was made by Graham Bilbe, accompanied by brother Richard and friend who managed to reach us, with new half-shaft and dodgey starter electrics, all the way from Reading!

Perhaps the most harrowing sight was to witness the arrival of Jack and Shirley Clarke in ENO. The sun was shining brightly in Waltham Abbey when they set out. The sceptical Shirley had been persuaded that this was going to be a glorious outing for her and had reluctantly hopped aboard. When they arrived in the rain at Abingdon, there was no smile on Shirley's face and Jack, resplendent in sunshine shirt and Bermuda shorts, felt a little under-dressed! We managed to prise a couple

of smiles out of Shirley during the day and Jack had brought a pair of trousers and fleece coat as a stand-by, so all was not lost; although it may be some time before we see Shirley again!

We had a prize winner in Mike Meadows, who was proudly showing his recently restored 1936 Model 'Y' for the first time. He has done a superb job on the car and was rewarded by the judges with the third prize in Class 2, being beaten by Sid Shepperd's beautiful 1932 V8 Model 18 doctor's coupé (first) and an immaculate 1935 Model 48 coupé (second) - the Model 48 was the Model 'CX's big V8 American sister. Well done Mike.

As ever, it was great to meet and greet the members who came without their Register cars, some still in the process of restoration and others who chose to come in either their other old Ford or their 'modern'. In alphabetical order, those whom I met were; Derek Birch, to whom we pass best wishes for a speedy recovery from his recent op; Neil Bray and young son; Adrian and Judith Chettle, who chose to come in the Model 'A' on this occasion; Brian and Roger Gurney, who have recently completed the 'impossible' restoration of the ex-Geoff Dee early short rad (Y1472); David and Jackie Gustard, who brought along some valuable Model 'Y' blueprints for the archives; Julian Janicki and his friend, Ray; Jurek Kamrowski, who was clutching a complete steering column, found on one of the stalls, for his incomplete basket-lot Model 'Y' restoration; Dennis Little, about whom I still have a guilty conscience; he being the volunteer for the prototype Model 'Y' sliding roof, from which we learned much for the subsequent production run, and Roy Whittaker who came to our rescue with a Register flag and pole, which was immediately propped



The front rank with droopy Register flag and mirror reflections in the rain.



Brian and Roger Gurney talk to Geoff Dee under the ubiquitous umbrella in front of David and Wendy Grace's 'Alpine' tourer.

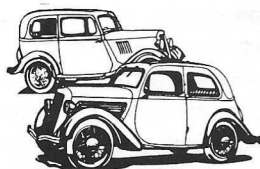


Jack Clarke, now suitably dressed, and a rare smile from Shirley in the dry interior of ENO.

under the wheel of Doug Hickson's Mistral, the right marker for our parade of cars! Scattered amongst the autojumble stalls were Paul Beck, Kevin Briggshaw and Dave Tebb, each selling their wares.

John Pugh introduced himself to me and a prospective member spoke to Graham Miles. I hope that we are welcoming them into the Register elsewhere in this issue. As always (seemingly) it rained at the All Ford Rally but, as always, it was a super show and an enjoyable day. The different canvases on my tourer (hood, hood cover and tonneau cover) are drying out in the garage as I write. Thanks to all those who attended and made it all worthwhile. Here's to the next show!

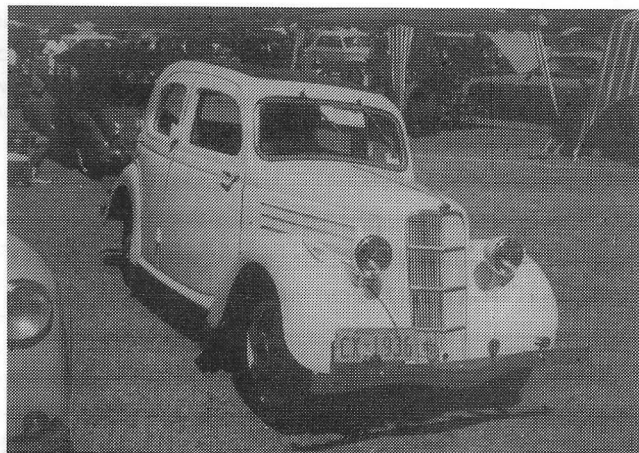
Sam Roberts.



Bill Ballard and those 'CX's down Under - Part 2.

In the first part of this article, I dealt with the first seven Model 'CX's I came across in Australia. In this part, I shall deal with the next nine to appear!

On 12 March last I attended the All Ford Day at Adelaide in my (shhhh!) 100E Escort. There were 20 Small Fords displayed at this show, including a cream 1936 Model 'CX' sedan (20B S763), with appropriate South Australian state registration "CX-1936", owned by H.A. & A.J. Beattie. Unfortunately, I didn't meet its owners (at least, I don't think I met them - I chatted to so many people there that day who I cannot put names to!).



Geelong bodied Fordor Sedan (20B S763) at the Adelaide show. Photograph, Bill Ballard."

Over the "long weekend" of 31 March - 2 April we attended The Homecoming Rally, which was held to celebrate the 75th anniversary of the Ford Motor Company in Australia. At the street party held in Geelong on the Sunday, I renewed my acquaintance with Rick Bushell from Port McQuarie, New South Wales, who had brought along his eye-catching, bright red 1935 Model 'CX' 5-window coupé (20B C67). I had first seen this car at the "Riverina Roundup" in Griffith, New South Wales, in April 1999. Only recently I discovered that Rick had beaten my friend John De Vries to buying this rare car many years ago, and it has taken John a long time to find another one (see below)!



Rick Bushell's red Model 'CX' Coupe (20B C67) at the Homecoming Rally. Photograph, Bill Ballard.

The third Model 'CX' sedan to emerge (but tenth I had come across since November 1999) was a grey and black 1936 example that was advertised in 'Just World Cars' magazine for A\$3,200 by a vendor in Brisbane, Queensland. I set my "snout" Brian Shields on to it, but he has yet to come up with further details.

For the next one, we turn to the Ford 8 & 10 Side Valve Club of Victoria's annual dinner at the "Magpie & Stump" pub at Wandong on 7 May. Over lunch, the club's President, Ron Harrison, produced this letter from a chap in Queensland who had wanted "a rear spring for an Eifel". I'd told Ron previously that the writer must either be a very knowledgeable person on Side Valves, or have been, or had relations of, German or Scandinavian descent to know what an "Eifel" really was. I'd asked Ron to get the chap to send us some photos - hence the letter, which revealed that the car in question was really an "eyeful" - an Aussie-built Model 'CX' 5-window coupé (20B C103), owned by Barry Seng of Point Talburpin, on the east coast of Australia, south of Brisbane, Queensland. Barry has almost finished restoring his car and I now regularly correspond with him. By the way, we managed to get a rear spring for him, but I've yet to discover how his car came to be called an "Eifel"!

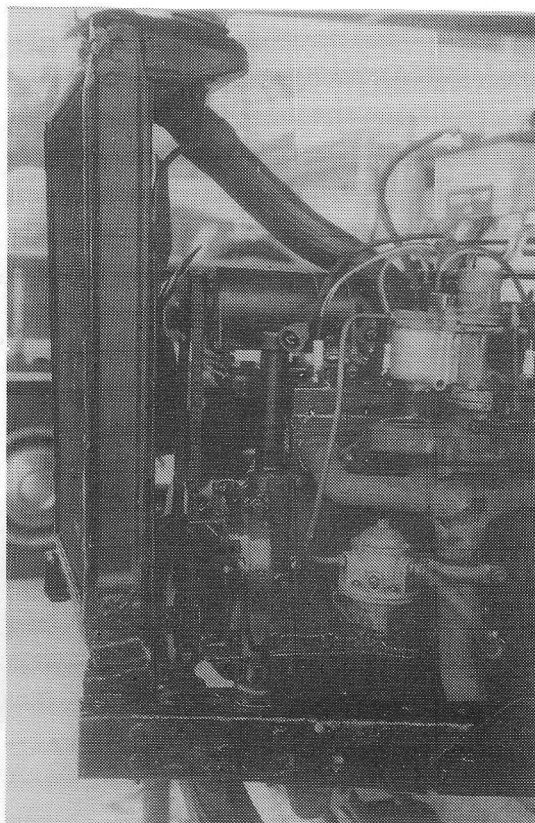
The engine compartment of Barry Seng's Model 'CX' Coupe (20B C103). Note the four bladed fan and small fan pulley - both will aid cooling but the small pulley will increase charging rate. Photograph, Barry Seng

I was telling Wayne Brown (an enthusiast of all things 'Y' and 'C'/'CX') about this "find" a day or so later and he casually said to me "Did I tell you about the similar Model 'CX' 5-window coupé in

Shepparton (3 hours drive north of here)?" Well, of course he hadn't, and he proceeded to produce some photos of the said car, which could best be described as a "rusting collection of parts in a paddock". However, when Wayne said the owner had sold it for only A\$600 (£240) to a local guy here in Boronia, but the deal

had fallen through, my ears propped up! I've always had a hankering for an Aussie-built Model 'C'/'CX' roadster or coupé, and I'd vowed to myself that if I'm ever going to undertake another restoration project, it would have to be one of these rare creatures! So Wayne arranged for me to meet the local guy, John De Vries, on 21 May.

Mr De Vries has two passions in his life (apart from his lovely wife, Janina): Harley Davidson motor cycles and Small Fords! At the time of his visit, he was just putting the finishing touches to a "Harley" he'd been restoring, and had the remains of an ultra-rare, unrestored, 1954 103E Popular roadster, well-sided utility in his backyard (but that's another story!). John explained he'd paid A\$100 deposit on



the Model 'CX' coupé, but had long since written this off as he'd lost contact with the vendor. To cut a longer story short, he could only give us a set of clues as to the location of the car. "It is owned by a friend of an estate agent who has offices next door to McDonalds in Shepparton. The car is actually in the backyard of a house in a village 10 - 15kms from Shepparton, and can be seen from the driveway to a golf club". Later that Sunday I was visited by Wayne Lodge, who knows Shepparton like the back of his hand. After putting our heads together and "surfing the 'net" on my computer for 10 minutes or so, we soon found a telephone number for an estate agent in Shepparton who fitted the bill. I rang him first thing Monday morning and hit gold first time. David Garner confirmed that he owned and kept the car in Kialla, a village some 15kms away from his office, and was wanting to sell it.

With Wayne Brown and John De Vries for company, on Saturday, 27 May I was to make a 575 kms round trip in the "poshmobile" to Northern Victoria, to inspect this extraordinary Australian beast. There was no sign of Mr Garner at the appointed time, and after hanging around his office in Shepparton for an hour, we decided to try and locate the car ourselves.

After picking up a tourist's leaflet from a local motel, which gave us a street map of Kialla, we had no trouble whatsoever finding the place - next door to Kialla Golf Club - but we had to walk through a small menagerie to get to the coupé! As we walked through the backyard, I felt like Dr Doolittle, being followed by this friendly Jack Russell terrier and a procession of peacocks and fancy game cocks, watched by a kangaroo, deer and a llama (or was it an alpaca?), and with tame kookaburras and cockatoos circling overhead!!

I think you'll agree from the accompanying picture that the "Kialla Coupé" (as it is now known) must be considered a very brave restoration. It will almost certainly need a heck of a lot of welding and a "donor car" to provide some of the parts required to restore it properly, e.g. the missing door (which I've established is the same as a 'CX' sedan front door), and the missing "B" post on the nearside. John's coupé will be one of



A bearded John De Vries, with Wayne Brown, contemplates the restoration of the Kialla Coupe (20B C220) as found! Photograph, Bill Ballard.

the "other local projects" to gain from the acquisition of Wayne Lodge's "donor car", 20B S511, that I mentioned in Part I; others will be my roadster (see below) and David Moran's sedan (see Part I).

Before I made my mind up about the coupé, I decided to make a 120-odd kms diversion and call on Alan Stevens in Epsom, Bendigo to view his 1936 Model 'CX' roadster, which I've known about for eight years. This car is similar to the coupé, but has a "soft top". Whilst there, we also inspected Alan's other Small Fords, which included the remains of a very rare, Model 'CX' roadster utility (20B 23LD) and a Model 'CX' chassis, which Alan says he's going to use for a "Special".

Suffice to say here that I ended up buying the roadster (but not before I'd made another visit to Alan on 3 June), allowing John to proceed to purchase the "Kialla Coupé", after he'd sold his Pop "ute" to a mutual friend! The coupé was duly collected from Kialla on a foggy Saturday, 17 June and now resides in John's garage, undergoing long-term restoration. The roadster was collected from Bendigo on 8 July and I have already started restoring it, but that's another story! The funny thing is that my 1936 car, which came with chassis number C43999, has body number 20B R220, but John's 1937 car, with chassis number C62475, has body number 20B C220. This is the first time I've ever come across two cars surviving in Australia with identical body serial numbers, and proves beyond doubt that Australian 'CX's were given body numbers in separate sequences, depending on type!!

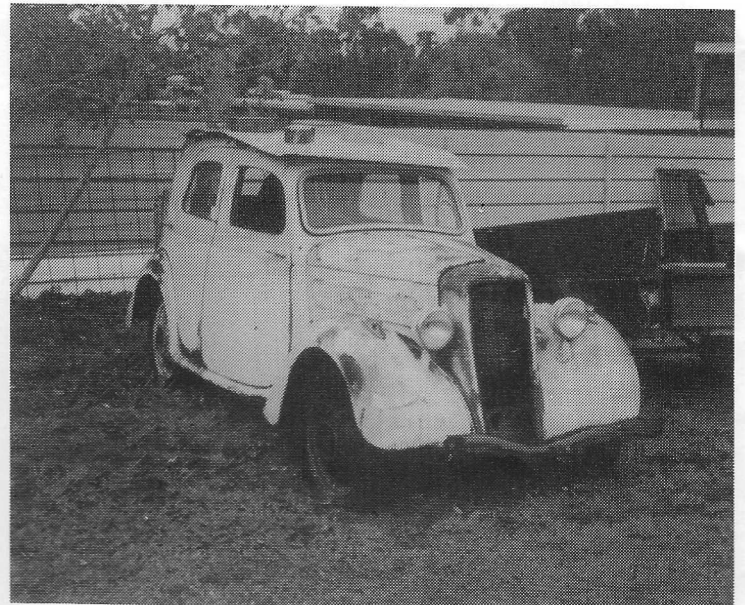
I should mention here that on the second trip to Bendigo on 3 June, we called on Greg Rice at Junortoun on the way home, to view the progress on his Model 'Y' and his next project, a derelict cream-coloured 1936 Model 'CX' sedan (20B S2404),

which he'd bought from Wayne Brown a year or two back, and is the sixteenth Model 'CX' I've come across since November. There's plenty more to follow in Part III!

Bill Ballard.



The 1936 Roadster (20B R220) as found! Now being restored by Bill Ballard. Photograph, Bill Ballard.



Greg Rice's next project, the 1936 Model 'CX' Sedan (20B S2404). Photograph, Bill Ballard.

Chairman's Newsletter

Christmas is upon us once again. On behalf of the Committee, may I wish all members and their families an enjoyable time over this festive annual holiday. It's also time to think about filling those stockings and treating each other to goodies. Remember that Regalia has a number of articles which might fit the bill; such as radiator grille or bar badges for your car, a cheery umbrella with the Y&C logo on it, or a warm sweatshirt with the small club logo - all very attractive and not too expensive. Alternatively, you may like to treat yourself to one or both of the Service Bulletins, or the Handbook reprints advertised in this issue.

It was fascinating reading in the press last month about the lawsuit which the Ford Motor company were bringing against Firestone Tyres. It seems to have gone out of the news now but I reckon dear old Henry would have turned in his grave. He and Harvey Firestone were the best of buddies and, with Thomas Edison and John Burroughs, spent many a weekend together camping out in the countryside and putting the world to right; living out of Henry's converted Model 'T' truck. All Ford vehicles as a result have been shod with Firestone tyres.

It was nice to see that we had a 'Club Plug' in the November issue of the 'Classics' magazine. The article was headed with a coloured drawing of a L.H.D. Model 'Y' lifted from a Scandinavian 'Ford Junior' brochure (as were the three cars illustrated on the Y&C Register postcard). I wrote to the Editor of 'Classics' some time ago complaining that there was very little pre-war coverage in the publication. It hasn't improved in that respect, which is why it is all the more surprising that we featured as the 'Club Plug' of the month.

Our website continues to attract custom. We have had over 12,000 hits on it so far. I have also identified other classic car sites and have added our club to their listing, with a link across to our site wherever possible. Those on the 'net' might like to browse www.fordclassics-dir.com and www.ccdata.com as a couple of ex-

amples. If you come across any others on which we are absent, please let me know.

I felt very sorry for a sheep farmer in Sussex the other day. I was following up an advert for a Model 'Y' in 'The Automobile' - November edition. The advert was accompanied by a photograph of two forlorn, dust-covered cars in a barn; a 1937 Model 'Y' and a 1939 Morris Series E. In conversation with the farmer, these were the last of a collection which he and his partner had built up over 25 years (the length of time these two had been in the barn). His partner had died of cancer eight years ago and with the



Doug Hickson with another class at the Ford Service School; this time with Tim Brandon under instruction.

rock-bottom price of lambs, he is having to dispose of the cars to make ends meet. The car is under the 'For Sale' adverts in this issue and another hitherto unknown survivor has been added to the register.

Speaking of which, the tenth issue of the register of surviving vehicles is due to be printed in January, for distribution in February. I am currently updating it in preparation. If your Briggs body number or exact date of first registration are not shown in the ninth edition, and you have not informed us in the meantime, please

let me have them for this edition. The Wizard of Oz, Bill Ballard, has done some excellent research on our cars 'Down Under', prompting me to list those separately in the register as they mostly bear Geelong body numbers, rather than Briggs'.

Bob Wilkinson has written up his attendance at the Federation of British Historic Vehicle Clubs (FBHVC) meeting in October. This body is doing sterling work on behalf of the classic car movement. For more details of what they are up to in the corridors of power of Westminster and Brussels, and the latest ever expanding list of garages selling four-star leaded petrol, they can be visited on their website, www.come.to/motordata

You will recall the photograph in the last issue of a much younger looking Doug Hickson with his class of students at the Ford Service School in 1955. I was met at the All Ford Rally at Abingdon by a very excited Tim Brandon, clutching an almost identical photograph of Doug Hickson with another class of students. But this time, down at the bottom right hand corner of the photograph, was a much younger Tim Brandon as a student! Tim asked, "Who is Doug Hickson?" At that moment onto the stand drives Doug and

Bessie in their 'Mistral' tourer. "That's Doug Hickson." says I. Tim could not believe that the chap he had spoken to often was the same Doug Hickson of his youth! Sorry, Doug - "Age shall not weary ...etc."

I also met Paul Beck at the Rally, who gave me the bad news that he cannot economically re-manufacture the Ford badge 'spoons' which sit atop of the radiator grille. Because of their exacting curves, he cannot use an old one as a pattern, which means spending £400 each for new patterns. As Graham explains in his spares write-up, he is now looking elsewhere. Whilst on spares, Graham Miles responded to my question as to whether the 'C' tail-pipe extensions fitted the Model 'Y' exhaust. I regret that the answer is 'No'. My best suggestion is that you raid your local exhaust dealer and cobble together an extension from the appropriate diameter discarded exhausts.

Members have been fairly active over the past two months. There has been a number of sightings reported at various shows. To name only a few, Peter King sent in photographs of our cars at the Radio Norfolk and Police Gala Day in August at the Cottessey showground outside Norwich. It was a pleasure to see John Fuller's car in attendance; John having joined us for the first time on a stretch of Convoy 2000. John Keenan and John Hammel have been showing their Model 'C's at the Hooe and Hellingly shows in Sussex and I noted in the Ford Sidevalve Club magazine that Dennis Little had flown the flag at their International Sidevalve Day meeting in his Model 'Y'.

Mentioning John Keenan reminds me that I have only recently noticed that the Model 'C'/'CX' petrol tank filler is on the nearside of the car, whereas the Model 'Y's is on the offside. There's a smart observation for you! I can only assume that it was an oversight on the part of the American designers of the Model 'Y', they being used to L.H.D. vehicles. For, in those days, you drove off the road to a petrol pump which invariably served from one side only - your near side. Perhaps they had learnt from their error when they designed the Model 'C'.

That was a brave journey made by Brian and Yvonne Mace, retracing the miles of Convoy 2000 to satisfy their desire to do it! Well done both of you; and to better us by going up to John O'Groats. Looking at the map, the B871 road from the north coast of Scotland to Dingwall looks particularly Spartan and desolate. An account of their journey appears elsewhere in this issue. Congratulations are also in order for Richard Cleary, Jimmy Johnson and Andrew Vardy, the restoration group we reported on in Issue 121. Supported by the Mind mental health charity, this keen group from Advance Housing and Support Ltd. of Aylesbury, have completed the restoration of the Model 'Y', DNO 318.

We are grateful, once again, to member Brian Monger, who arranged the free printing of our membership cards and the 'late payer' cards which were sent out with the last issue of the magazine, thereby saving the club funds the printing costs. The 'late payer' cards had some success in persuading members who would have



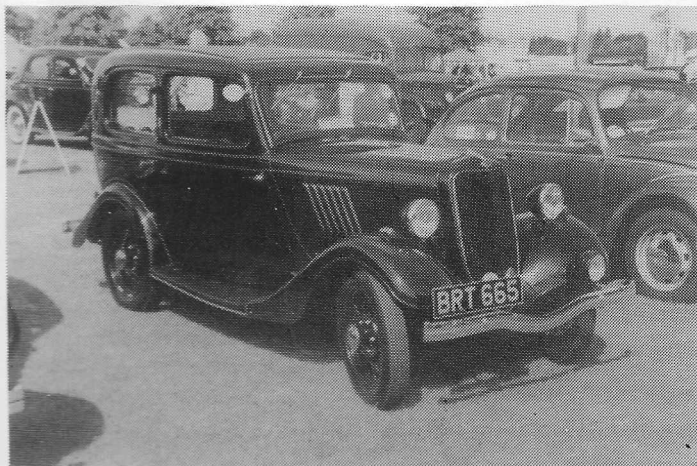
A rare sight; two Model 'C's together at the Hooe Old Motor Club Show in Sussex. John Hammel's May 1935 OSK and John Keenan's very early September 1934 BKN (C00647).

otherwise lapsed their membership to reconsider what they would be missing! This year has been no worse than previous years in the number of members who have ceased membership; mainly because they have sold their cars or totally lost interest!

On the strength of me finishing my book on the Model 'Y', I was asked to give an after lunch talk to one of the Winchester Probus clubs (Probus members are in the main retired Rotarians). I had a few slides made up and wowed them with the history and virtues of the Model 'Y'. It obviously went down well as I have been asked by another Probus club to give them a talk as well - in January 2002!

The book is now included in the publisher's catalogue which had an airing at the Frankfurt Book Fair in October. It is due to be published in April 2001.

I had an unexpected 'phone call from Jersey member, Paul Clubb, who was passing by Andover and kindly offered to take Paula and me out to lunch. Paul had dearly wanted to join in on Convoy 2000 but 'Florie', his Model 'Y', was in need of some fairly major surgery (Paul wasn't too chipper either). I'm pleased to report that both are now fine, 'Florie' having had new king pins and a steering box overhaul. On a more sorry note, I followed up an advert for another Model 'Y' with a dealer in Hertfordshire, only to learn that the previous owner, a member of the Register, had sold the number plate! It had a perfectly respectable ABM registration but now hides its radiator grille behind a VSJ plate. What is the world



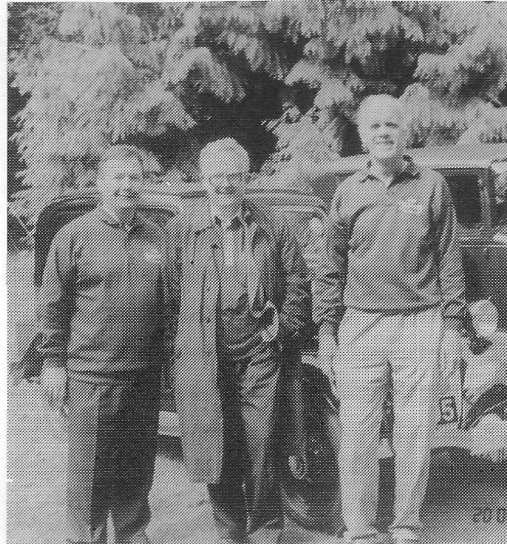
Peter King's photograph of John Fuller's Tudor at the Radio Norfolk and Police Gala Day at Cottessey.

coming to? Mind you, I am only taking the word of the dealer! As with all of our cars advertised for sale through dealers, I sent an envelope to be put in the glove compartment of the car, introducing the new owner to the Register. I am delighted to say that the car was sold and the new owner responded, so I hope that Christine will be welcoming Barry Jarlett on board as a new member in the next issue. I find that we do gain new members through the glove compartments of cars for sale.

Finally, in my last newsletter, I mentioned the Powerscourt rally, which I attended with John Fitzgerald in County Dublin. I now have some photographs of that pleasurable event.

Once again, may I wish you all a merry Christmas with, hopefully, some old car motoring over the holiday - there is always something locally on New Year's Day.

Sam Roberts.



John Fitzgerald, Finbar Corry (the Irish motoring historian) et moi at the Powerscourt Rally.



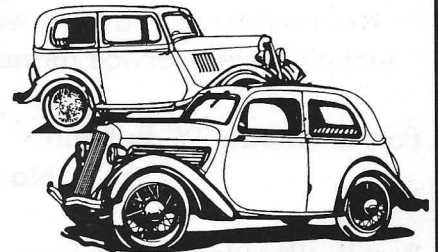
John Fitzgerald, clutching his award for the best Ford on show; Robert Gentleman, who navigated John on Convoy 2000, and a rare glimpse of Paula at an 'old car do'."

Congratulations!

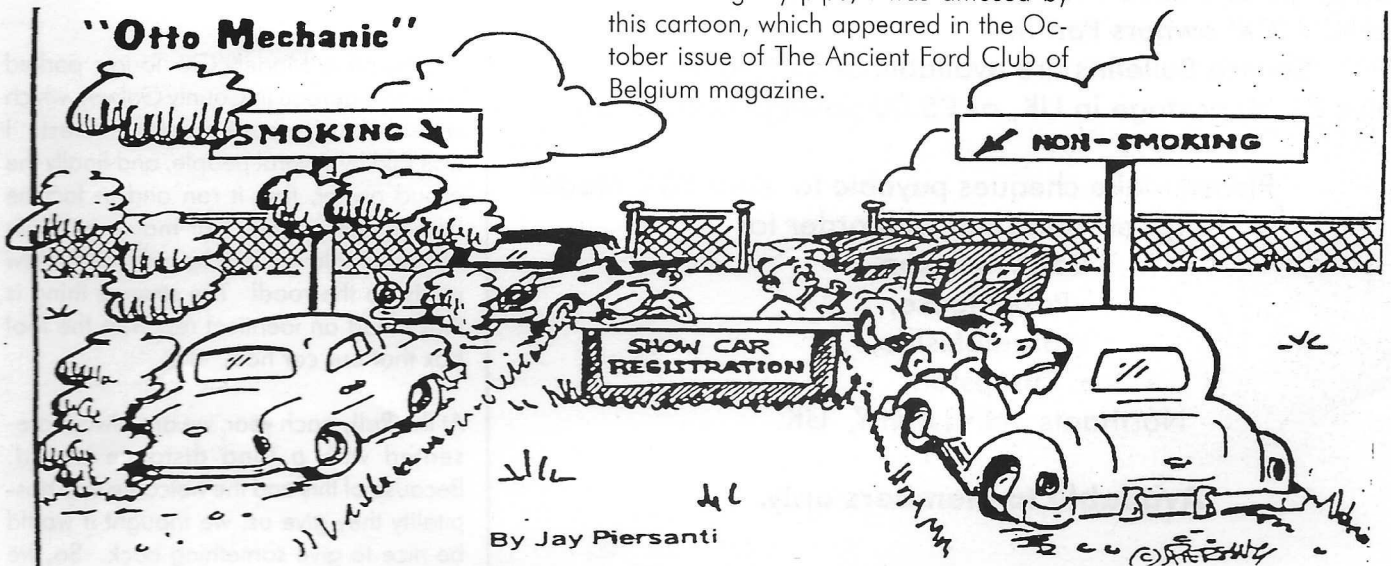
Barry Diggle, the Regional Co-ordinator for Region 16 (most of Yorkshire), tells me that the Ford Y&C Register won a rosette for the Best Stand Award at the Harewood Steam Rally over the August Bank Holiday. The two Model 'Y's and the 'CX' on the stand were invited to lead the parade of cars around the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

Well done Region 16!

Congratulations are also in order for Mike Meadows, from Woodbridge in Suffolk, for winning third prize in Class 2 (cars 1932 - 1942) at the All Ford Rally 2000 against stiff competition from some immaculate V8s.



Having been reprimanded in Committee for smoking my pipe, I was amused by this cartoon, which appeared in the October issue of The Ancient Ford Club of Belgium magazine.



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

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

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

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

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

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

Model 'C' & 'CX'

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

Each of the above is available to members at £10.00 (UK);
£11.00 (Europe) and £12.00 (Elsewhere): includes postage.

Service Bulletins:

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

Part I: Model 'Y' Bulletin:-

Vol. 1 No. 1 to Vol. 3 No. 7

(Sept. 1932 - Aug. 1934)

Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-

Vol. 3 No. 8 to Vol. 7 No. 6

(Sept. 1934 - Dec. 1938)

Model 'Y' owners need Parts I & II;

Model 'C'/ 'CX' owners Part II.

Service Bulletins are available at £12.50 each
plus £1.50 postage in UK, or £5.00 postage outside UK.

Please make cheques payable to 'Ford Y&C Model
Register' and send with order to:

Bob Wilkinson,

Rose House,

9 Brambleside,

Thrapston,

Northants, NN14 4PY, UK.

Available to members only.

Convoy 2002

A Foretaste

Phil Denson reports.

With the time for our annual Irish holiday and Rally quickly approaching, we were not sure if we were going to be able to go this year. However, problems were solved and with a sigh of relief, we went. As usual, it was a wonderful holiday and we covered about 1500 miles in our Model 'Y'.

In Wicklow, we thought we would avoid going over the Wicklow Gap and took the Military Road instead, which someone said was not so steep! - not true! — but 'Z' did it with no hesitation. Also the Healey Pass in Kerry was bravely conquered - she's done that one several times. Whilst picnicking in Tremoleague, some chaps told us that we were near the place where Henry Ford's family had lived, Ballinascorthy, so we decided we must go, of course. We didn't find much to tell us that this was the place except a sports ground and the Henry Ford Tavern. We enquired at the pub and were told that the village was on the point of erecting a stone carving of a Model 'T' on a plinth at the side of the pub and, if we were going to be around for the next few weeks, would we bring the car back for the ceremony? Unfortunately, we were back home in Lancashire before then.

We found a Model 'CX' Tourer parked outside a garage in County Galway, which was obviously causing some interest. I was told by several people, and finally the proud owner, that it ran and in fact he had driven it there that morning. Then someone told me that he only lived a few yards up the road! The strange thing is that it had an identical repair to the tool box that our car had.

At the Rally each year, we are always presented with a long distance award. Because of this and the welcome and hospitality they give us, we thought it would be nice to give something back. So, we bought a cup and had it engraved for a



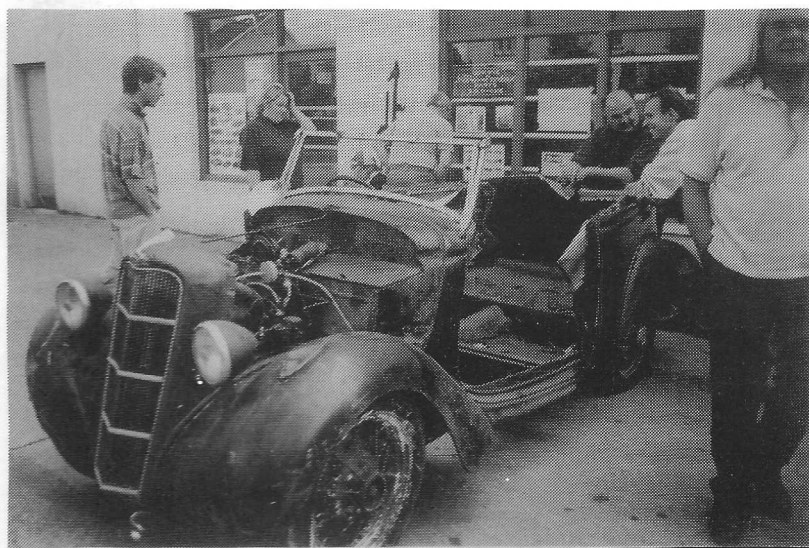
Z' (Registered Z 7071) parked outside the Henry Ford Tavern in Ballinascorthy, the Ford's family home before emigrating to the United States.

perpetual trophy for the Club to award to whoever they thought fit each year. They were ever so pleased with it, but they capped it by making Margaret and I Life Honorary Members of their Club. - we can't win! - but we do win each year with the warm welcome we receive from the Club and in fact everyone we meet and stay with on our holiday in Ireland.

John Fitzgerald's call to arms.

As Regional Coordinator for Ireland, John is keen that Convoy 2002 shall be a success. To this end, he is calling all members in the Emerald Isle to ask you to help him in his aim. In addition to those with roadworthy vehicles taking part, he would like a few volunteers to form a working group to assist in the in-country administration. Most of the liaison with mainland members will be done by the main Y&C Committee in England, but the best route, suggested stop-overs, sights to see, etc. is best done by those in the know on the ground.

Willing helpers please contact John on Co. Dublin (1) 295 4299.



The 'driveable' Model 'CX' Tourer in County Galway. Phil, on the right, does not look too impressed!

The 'Mistral' Mystery Car.

The Model 'Y' tourer shown on the back cover of issue 125. is indeed a strange mixture! Having previously owned one of the three known genuine surviving Mistrals (BUA 914 (1935), now in the care of Kevin Brigginsaw), I know that not all features are common to all three. The others are Y12833 , FJ 9857 (1933) owned by John Barnes, following full restoration by his late father, Jack, and Y40483, JB 3018 (Nov. 1933) owned for many years by Doug Hickson a regular contributor to our columns. There being only three genuine survivors, and each with slight bodywork variations made according to taste, makes authentication less easy. However this one is an odd combination of panels, as Sam hinted.

WP4259 was, according to records, first registered in Worcestershire in mid-1933, making this likely to be based on a short rad Model 'Y' chassis. The front wings are indeed short rad, with what look like non-original running boards but flowing into rear wings which appear to be long rad. The front bumper looks non-Ford (possibly Morris, note horn re-positioned from under the bonnet) and the lighting set could be from almost any bigger and later car. (Sidelights shown are 4 window type; not the correct short rad version.) The main body tub could be Mistral, but I would want to see the deeply curved top edge perhaps lurking beneath the very unusually shaped side-screen. The valance below the door is of much greater depth than normal on a Mistral. The doors are correctly hinged at the front, unlike the "suicide doors" on saloon versions.

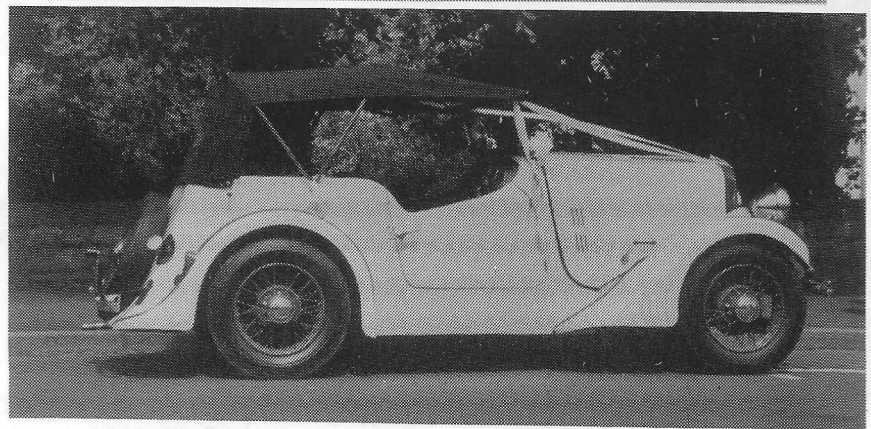
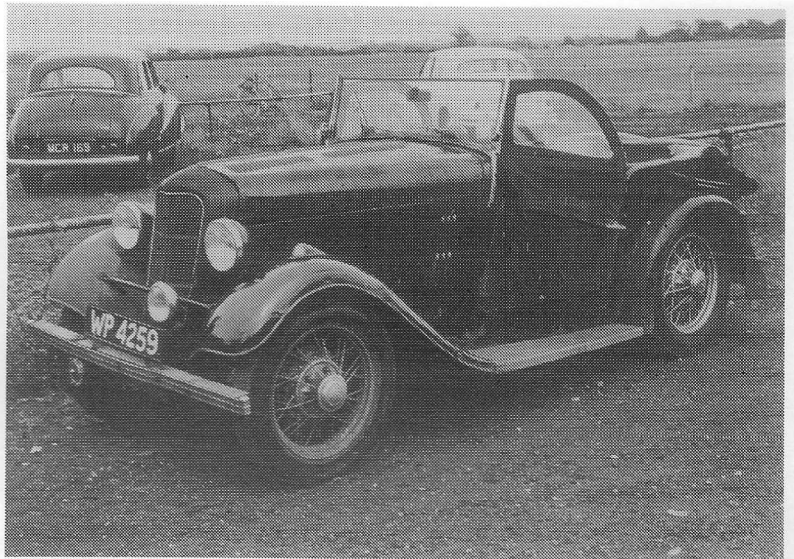
The rest is a real mis-match! The rad grille is 'CX' with badge bar added for front wing rigidity (?) and the bonnet top looks more like the Alpine tourer type (à la David Grace of Convoy 2000 fame) with the top louvres clearly visible; the Mistral bonnet panel being shorter and landing on a wider bulkhead top panel ahead of the folding windscreen (which looks acceptable incidentally). To be of Mistral origin,

the bonnet sides should have a double row of louvres; the top row running the maximum length of the panel with a lower row of about half that length. The car shown obviously had need only to ventilate the side of the bulkhead adjacent to the front passenger's feet, perhaps indicating a problem relating to personal hygiene!

A good try, but not to be confused with the genuine, and very desirable article. One wonders how this strange bodge-up came about. However if it went well and gave the owner motoring pleasure, who are we to criticise? I personally would love to know the story. Tell us more Sam."

"The mystery car - reproduced to help identification."

Regrettably, I cannot tell you the history of this car. I found the photograph in a file of photographs in the National Motor Museum archives at Beaulieu with the caption "1934 Mistral Model 'Y'." Harry Edwards, the Historian of the Morris Register, confirms that the front bumper is that from a 1935 Series I or Series II Morris 8. Harry was also good enough to send me the address of the Worcestershire Records Office, which still holds the original records of the WP registrations. Hoping to glean some clues from those, I wrote to the office and received the page from the records relating to WP 4259. Unfortunately, it was registered just as a Ford 8, on 12 July 1933, with an address at Motor House, Malvern Link. It is interesting to note that on the page of 22 entries, there were no fewer than four 8 h.p. Fords; the largest number of any individual car. I was amused by the comment from the Assistant Archivist, Jenny, who commented on the photograph which I sent "It looks lovely!"



David and Wendy Grace's Alpine tourer as a comparator.

The entry of WP 4259 in the original Worcestershire vehicle registration records for 'WP'

I congratulate Bob Wilkinson on his observations, which generally tally with mine. I still would not plumb for a Mistral main body tub though. Because of the deep sill below the doors and the short scuttle in front of the windscreen, I would plumb for an Alpine body. The bonnet certainly is Alpine. The reason why there are no horizontal louvres is that the Alpine had a leather strap over the top of the bonnet, which split into two diagonal straps across each side, being anchored at the bottom front and bottom rear of the bonnet. Louvres would have interfered with and worn through the strap. The front wings are standard short rad, but the rear wings are Alpine, having two vertical louvres at the base of the rear valance. As Bob observed, the running board is probably a home-made job; it certainly is not from a short rad. The standard Alpine did not have running boards.

Sam Roberts

NUMBER	NAME	ADDRESS.	VEHICLE.		DATE
			H.P.	MAKE.	
4251	Symonds G. J.	Wilton Rd Malvern	10	Hillman	14/7/33
4252	Malcolm Wells	Mussingassie, Wals, Wells	249 cc	Spencer	14/7/33
4253	Munford W. A.	Christy Rd, Redditch	10	Hillman	14/7/33
4254	Robert Borne	Batch, Rock Cross, Redditch	8	Ford	12.7.33
4255	Wright Alfred	Long Lane, Glouchhast	14.9	Tosa	14/7/33
4256	Manall Ltd.	Frank, Port St. Evesham	9.99	Austin	12.7.33
4257	Katland R. W.	Soreto, Worsley, Staff	9.8	Triumph	12.7.33
4258	Harrold Mrs G.	Edgebaston, Bham	13.9	Austin	18.7.33
4259	Motor House.	Malvern Link	8	Ford	12.7.33
4260	Heyle. Paxton	Wilton Rd. Mal.	8	Ford	12.7.33
4261	Hadley Jas. Thos.	Belle Walk, Mucklow Hill	9.8	Mira	12.7.33
4262	Dixon John	Redditch	2.8	Bedford	15/7/33
4263	Ballard E.	Allington, Evesham	8	Ford	13/7/33

Spares update.

The good news is that we have been given enough 8 and 10hp engines to enable us to resume our reconditioning service. We should have an 8hp ready by the time this magazine goes to press and a 10hp close behind. On the subject of 10hp engines, one of those that we have been given is in a very sound condition and a total overhaul would be a waste of money. So with this particular engine we anticipate that a re-bore, new pistons and valves are the only main items to replace. Accordingly, we expect to be able to offer this particular engine for about half the normal price, at a budget figure of between £500 to £600, but sold without guarantee. Nevertheless, we could say with confidence that the buyer should have a potential 20,000 miles under the bonnet at least. The budget price on the 8hp is £1,000.

The responses to the request for Post War engines, [those with single water return to the block] and consequent donations of same were excellent. Others of you who wrote in offering engines at a asking price in the region of £40 have been placed on the reserve list for the future. However, those who asked for hundreds of pounds for incomplete lumps of rust, have had their letters filled in my round filling cabinet beside my feet! We are a club at the end of the day and not a commercial company; an organisation to help each other, so trying to rip off the club is not appreciated. Sensible prices only please.

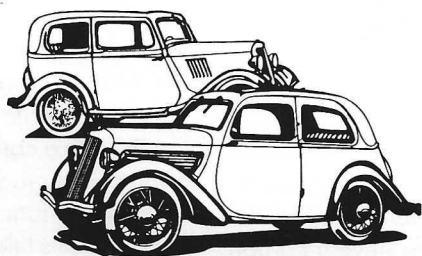
Another plea on the reconditioning front is for used engine pulleys and used Universal Joints, both of which I now wish to turn my attention. But I need a back-up of used ones to make a worth while start. Any lying about, please direct to me.

I have to report that after two years of somewhat protracted efforts, Paul Beck has been obliged to return our Radiator Badge Mounts and 'Y' Exhaust Manifold, as he now admits that he is unable to progress our order. So we've wasted two years on that one. However all hope of making some progress is not dead as I have a new contact looking into it for me.

I'm also looking into the possibility of adding exchange Carburettors as an item on our list of spares. The main problem here is the various types offered over the years, at least four to my knowledge, in both 8 and 10hp types. I would only offer like for like, it is not my intention to up grade the equipment fitted to your engine. As a budget price on that one, I'm expecting a figure in the region of £100 plus P & P. Anyway, more on that one next time, but if you have any comments to make let me hear from you.

I've also asked Sam to add my e-mail address to the inside cover to help speed up spares enquiries. It is however becoming more and more clear that I only have time for enquiries for parts for our models of cars.

Graham Miles.



FOR SALE

Private:-

1937 Model "Y" Tudor (Y183847) with original registration AJU 409. Beige with chocolate wings and tan interior. Excellent condition with recent MOT. Carefully maintained and drives very well.
£2995.

Jonathan Davies. Tel: 01803 406013
(South Devon)

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

Engine rebored to 60 thou with hardened valve seats. Stainless steel exhaust, flashing indicators, new tyres, king pins, steering nut and carpets. Attention needed to upholstery. Car can be seen in Skopos Motor Museum, Batley.
£3000 o.n.o.

Eddie Parkin. Tel: 01924 442432
(Batley, West Yorkshire)

1956 Ford Anglia 100E with original engine and registration. Sound car in need of restoration.
£300.

Mike Meadows. Tel: 01473 624650
(Woodbridge, Suffolk)

1937 Model 'Y' Tudor (Y180102), BWW 952, black. Fully and correctly restored:- mechanics, electrics, running gear, brakes, body, interior. Taxed and MoT'd until July 2001. Runs beautifully. However engine oil in cooling system; hence £1800 firm.

Rod McCully Tel: 01745 857667
(Prestatyn, N. Wales)

1937 Model 'Y' Tudor (Y177904), DKT 50, black. Needs restoring, having been driven into and stored in a barn 20 years ago. Complete and original. Has V5. £1000 o.n.o.

Ken Gibb
Tel: 01435 830597 (East Sussex)

"Henrietta", Model 'Y', 1936, Tudor, (Y139640) EMD386, MoT June 2001, Black with Green interior, good condition, luggage rack with period trunk, Restored in 1980's. No modifications except indicators. Comes with many spare parts; 2 blocks, 1 gearbox, front and rear axles,

and lots of useful parts some new some S/H, including some tools.
 £3,250 o.n.o. for the lot.
 Roy Whittaker
 Tel: 01256 326 515 (Basingstoke, Hants)
 email: roy.whittaker@talk21.com

1934 Model 'Y' Tudor, Y70988, ABY 142, black. Mechanically sound - a runner. Much work completed by previous owner; kept in dry storage since renovation began.
 Will sell complete car for £1200, or exchange for on the road model & cash adjustment.
Graham Seary
 Tel: 01485 532188 (Hunstanton, Norfolk)

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

Ford Y anglais coach, 1933, rare, très bon état, (C.G. normale), roues fil, plus 3 pneu, visible à Poitiers, 28,000 F. Tél (Vienne) 05 49 57 17 02.
 Translation and embellishment:-
 1933 Model 'Y', Tudor, black with Tacoma cream wheels and radiator (Y22287). L.H.D. Asnière assembled (No: 3088). Good condition. Two owners since new. 28,000Fr (approx £2545)
Tel: 00 33 5 49 57 17 02
 (Vienne, due south of Lyon - car in Poitiers)

Deadline for copy for Issue 128 is 31st December 2000.

Doctor Ford continues with the electrics.

I would now like to consider the 'Ignition Circuit', it's components and how in principle they function. I don't intend to go into great detail of the distributor design, as this was largely covered in Issue 93, page 18. That article was reproduced from the pages of 'Scientific Magazines Publishing', an Australian Publishing House. It may well be the case that local climatic conditions necessitate changes in design. I know the late Bert Thomas thought this the case. It is worth noting that cars pre-May 1935 were fitted with a distributor of an earlier design. Distributors of both designs, I hope to return to at a later date.

A few facts relating to the ignition circuit and components:-

Spark Plugs

- Early Type, end 1934, 8hp only.
- Late Type
- Champion 7
- Champion L10
- 18 mm short reach
- 14 mm short reach
- Gap 0.020" to 0.022"
- Gap .020"

Coil

- Resistance,
- Primary circuit.
- 1.52 to 1.58 ohms.
- Secondary circuit.
- 4,600 to 4,800 ohms.

- Distributor Points Gap
- Early,* 0.018"
- to 0.022"
- Late,* 0.010" to 0.012"

Condenser Capacity:-
 0.2 to 0.25 microfarads

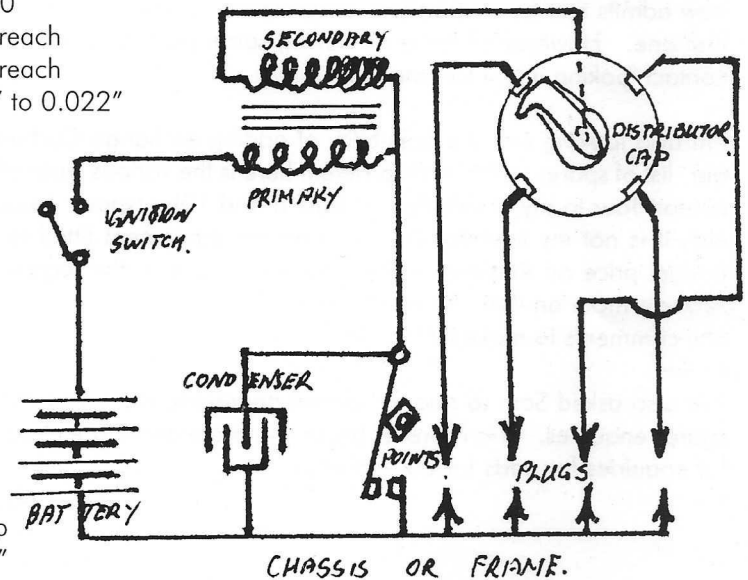
* Early distributors can easily be identified by the spring contact on top of the rotor arm. The later type have a carbon contact brush in the cap.

Consider a very simple circuit for four cylinder cars with, as in our cars, frame or chassis earth return. (see Fig 1)

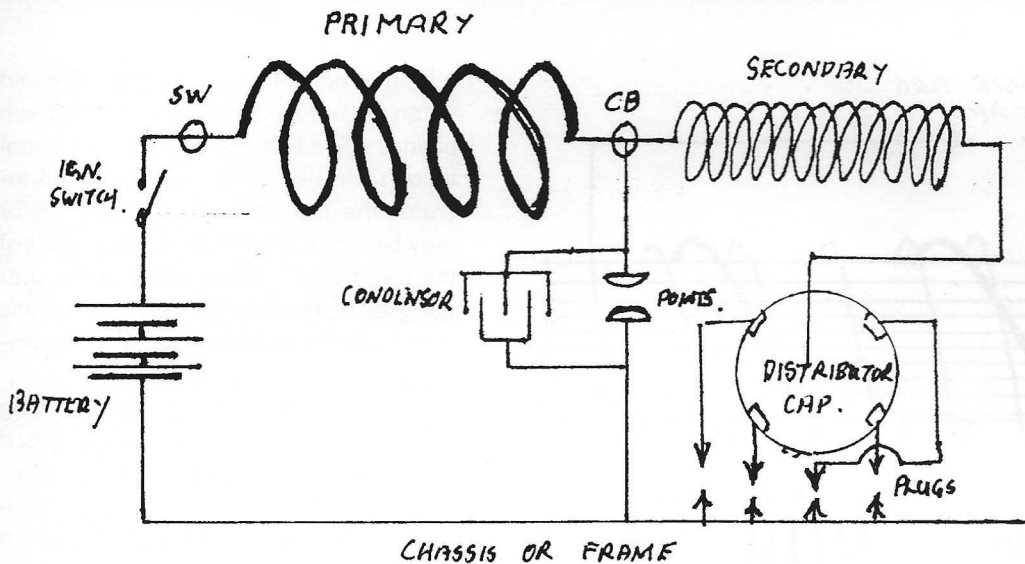
Our electrical supply is from the back of the Lighting /ignition switch. An additional link simply supplies one of the two central contacts from the standard 'A' line supply. Once the key is turned, current flows to the second terminal of the switch, and on to the coil. Simple isn't it, or is it? Well of course not, and I'm not letting you off that easily, so now consider Fig 2:-

The second layout is in fact the same as the first, but it just looks different. It shows more clearly the fact that within the circuit are two circuits, each dependent on the

other for performance. So what's happening with each of the various components? The Coil and Distributor make up the main components, the Coil



"Fig 1. The conventional wiring diagram layout of a four cylinder engine, with chassis earth to produce the High Tension Spark and the Distributor to direct it to the appropriate Spark Plug at the correct moment in time, in order to ignite the Fuel/Air mixture held in a compressed state below the appropriate plug. However the Distributor has two functions, the second is not obvious by its title. It also acts as a switch, turning the ignition circuit on and off each time the Points close and open and, in so



"Fig 2. Is as Fig 1, but shows more clearly the internal connection within the coil."

age will flow into the condenser, as this is an easier passage than jumping the open points, and in so doing will both charge it and prevent arcing across the points. This stored voltage in the condenser will then discharge back into the primary windings. As the voltage continues to decrease within the coil, the voltage stored in the condenser becomes the greater. The discharged current flows in the opposite direction to the original current flow and in so doing will bring about a more rapid collapse of the magnetic field. This in turn will result in a more rapid build up of voltage in the secondary windings. Thus a voltage from the secondary winding will be sufficiently high to produce a spark strong enough to jump the gap on the

doing, excites the Coil to function. This function is called 'mutual induction'.

The Coil.

As can be seen from the circuit diagrams, there are two separate circuits within the coil, each with very different characteristics and with vast differences in their resistance. The primary winding consists of hundreds of turns of comparatively heavy wire, while the secondary consists of fine wire, with perhaps as many as 20,000 turns. The primary winding is normally wound round the outside of the secondary with the core made up of laminated-steel. The practice of placing the primary winding to the outside of the secondary is to help dissipate the heat and aid the induction effect when the current flow is terminated and the field collapses towards the core. The wires that make up coils are insulated one from the other in order to eliminate internal short circuits. The whole assembly is either set in pitch, or in case of high performance coils, immersed in oil to help disperse the heat.

When the points close, current from ignition switch will flow through the primary winding and in so doing will create a magnetic field about the windings and the core. The practice of placing a laminate steel core in the centre of the winding will drastically increase the lines of force. (see Fig 3.)

When the points open, the current flow will cease and magnetic field will begin to collapse. In so doing, it will begin to

build up an induced voltage in all windings. For, as the field collapses through the wires of the primary winding

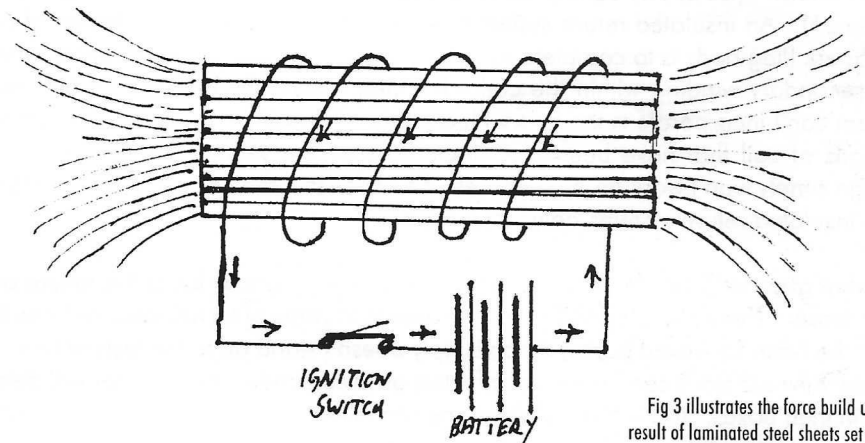


Fig 3 illustrates the force build up as a result of laminated steel sheets set central to the coil core.

towards the core, it will induce current within its own windings. This collapsing field will pass through all adjacent wires, both primary and secondary, inducing voltage in both. (see Fig 4)

(This induction does not instantly reach its highest value, due to the inductive effect of the magnetic field. Therefore the design of the distributor and coil is critical, as it must allow time for the magnetic flux to build up. Hence on multi cylinder engines double contacts will often feature.)

This induced voltage will vary and is directly dependent on the quantity and thickness of the windings. In the secondary winding this may finally reach anything up to 20,000 volts. At the same moment it will also induce a high voltage within the primary winding of approximately 200 to 300 volts. This primary induced volt-

spark plug. All this happens thousands of times in a minute.

The Condenser.

In some respects this resembles a reservoir. It will absorb and hold an electrical charge and discharge it when conditions demand. The design of the condenser fitted to our vehicles is a build up of alternate strips of tinfoil insulated from each other by waxed paper. Each alternate strip of tinfoil being connected similar to the positive and negative plates of a battery, with the waxed paper acting as separators. The assembly is then sealed in an airtight container.

Auto-jumblers beware! We all look for new parts and when we find a new old/stock coil, we check the voltage is correct and that's it. I started this article with the statement that it related to a 'Frame or chassis earth return vehicle'. In the twen-

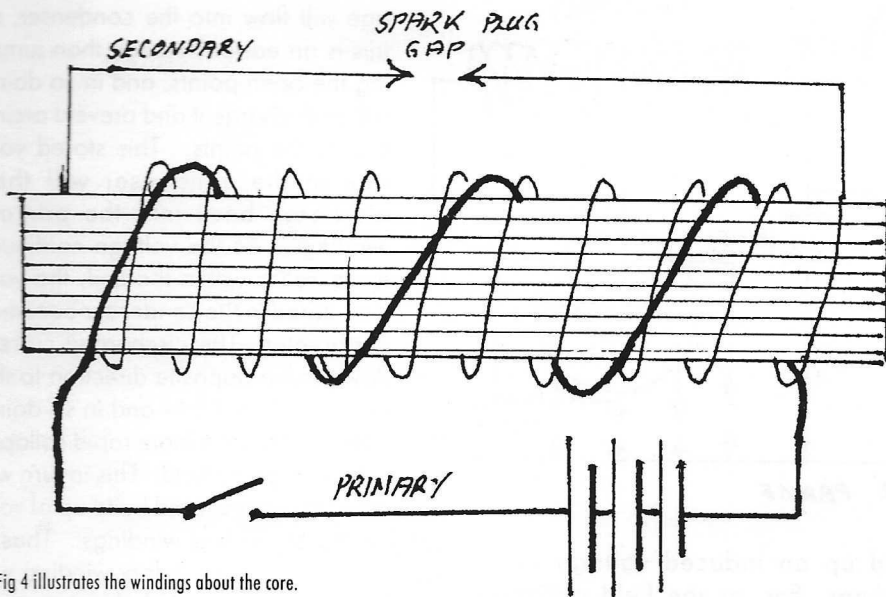


Fig 4 illustrates the windings about the core.

ties and thirties, petrol engines were commonly fitted to vehicles with an insulated earth return. (Coaches, Buses, Tankers and some Military vehicles being the most common). An insulated return system however demands a different design of coil if the Spark Plug body is to complete its circuit, back to the source of induction, which is the secondary winding within the coil. The only aspect the designer of an insulated system can't incorporate is the Spark Plug return. The following sketch shows the two designs of coil that have been manufactured over the years. The insulated return design simply won't work on our vehicles. So check that the coil is not marked for use with insulated return systems only. (see Fig 5)

So what goes wrong? The most common fault on our cars by far, is the failure of the Condenser. This early condenser design consists of yards of tin foil insulated one layer from the other by waxed paper, which simply doesn't stand up to the tests of time. 'So called' new old stock can be just as defective as used condensers, for they will deteriorate in their boxes. You will know when one has failed - the car stops! However before this, the points will have arced and become damaged and the performance of the engine will have deteriorated as the secondary induction process has suffered.

Other problems encountered are usually service related:-

Plugs and leads.

Old and burnt out Plugs resulting in too larger gap between the electrodes; electrodes burnt so thin that they overheat and cause pre-ignition; cracked or damaged insulators; HT leads (high tension leads/secondary leads) with cracked or damaged insulation; defective or corroded cable ends; broken wire within the leads. Any of these will result in poor starting or miss-fire on one or more plugs.

Distributor.

Cracked Distributor Cap or a cap with tracking on the surface (the tracking is often caused initially by damp and dirty surfaces, allowing a build up of electrical passage which will deposit a carbon track); dampness on the surface of both leads and cap; internal conductors arcing away over the course of many miles; a worn or defective Carbon Brush within the cap (late type only); the Rotor Arm can likewise crack and/or have tracks form across its face; as with conductors in the cap, the brass distributor arm can arc away over the course of many miles; the Points can close with

a long period of use (corrosion will build up on the surface and thus, combined with pitting, will reduce the gap); the shoe that follows the distributor can wear and increase the gap; the cam of the distributor may be worn, as can the bushes/shaft of the distributor.* Either will alter the pre-set gap of the points, or cause erratic running as the points are opening by varying amounts.

Check the Ignition Timing, not forgetting to check that the automatic advance and retard weights are functioning correctly.

*A shaft running in a solid bush, will often wear the bush oval, thus creating a cam within a cam; all adding to erratic points operation.

Coil.

One of the Coil windings can become open circuit, usually the secondary, resulting in complete failure; the insulation in the coil can deteriorate and reduce the coils' efficiency, which becomes apparent with use, and consequently generates heat; loose connections on the coil, distributor or ignition switch.

There's no easy answer to fault finding where the ignition system is concerned, just check every item carefully.

Graham Miles.

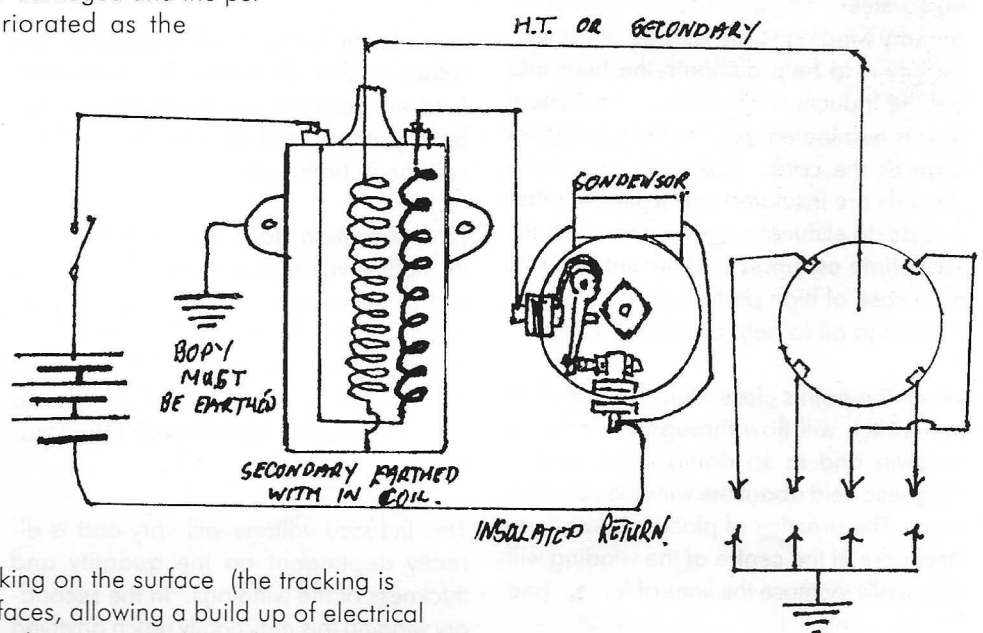


Fig 5 illustrates the circuit of a vehicle fitted with a insulated return system."

MEMBERS' CORRESPONDENCE



Keeping Model 'Y's in the public eye.

Evan Manuel writes from Middlesborough:- " On Sunday 20th August, I drove 'Alice' (my wife and daughters' pet name for her - 'her' being Evan's July 1937 Tudor Model 'Y') to a Festival of Transport at Ormesby Hall and, as usual, set up my gramophone and started to play vintage music for vintage vehicles. This seemed to act as a magnet and I ended up being interviewed with car and gramophone on Tyne Tees Television - shown on Sunday evening and Monday dinnertime (so I'm told - I saw neither!), and being photographed by the Northern Echo for Monday - see photograph, and the Stockton and Darlington Times for Friday. So, one way and another, Model 'Y's were well publicised last week."

Praise indeed.

Evan Manuel with his 1937 Tudor and his gramophone from the same year - photograph courtesy Northern Echo.



Jonathan Davies e-mails:- "I have a friend who has just bought a 1934 ***** Ten (name deleted for fear of recriminations!). It is rather tempting with its 12v electrics and comfortable interior. However, I was shocked to see what a poor effort their club magazine was in comparison with the Y&C. Long on accounts of regional barbecues of no interest to anyone but the participants, and very short on anything approaching an article that could help members with the technical side of their vehicles, or even to appreciate them more. The two copies I read (max 10 mins reading material in each) also had no old pictures, nothing of the historical aspect of these old vehicles, no accounts of members' restorations or trials and tribulations, and no techni-

cal accounts. It could have easily been mistaken for the Nissan Micra Owners Club magazine (*recriminations from them?*). I believe we are lucky to have such a rich and varied club magazine! - and that with a membership of about half of theirs.

Shock absorber overhaul

Craig Toomey e-mails:- "The company that overhauled my front shockers for me was:

Stevson Motors,
Unit 1, 2A Harrow Rd,
Selly Oak,
Birmingham B29 7DN
Tel. 0121 4721702 (fax. 0121 4713312)

Both my front shockers were totally seized. The company reconditioned one of them and did an exchange recon. for the other, along with a two year guarantee. I think the cost was about £160 including carriage etc. I'm not sure whether that's expensive or not really, but there didn't seem to be any other satisfactory options around. The chap running the company appeared to be very fair, letting me know all the cost implications as they occurred. Personally, I was very satisfied with the service etc.

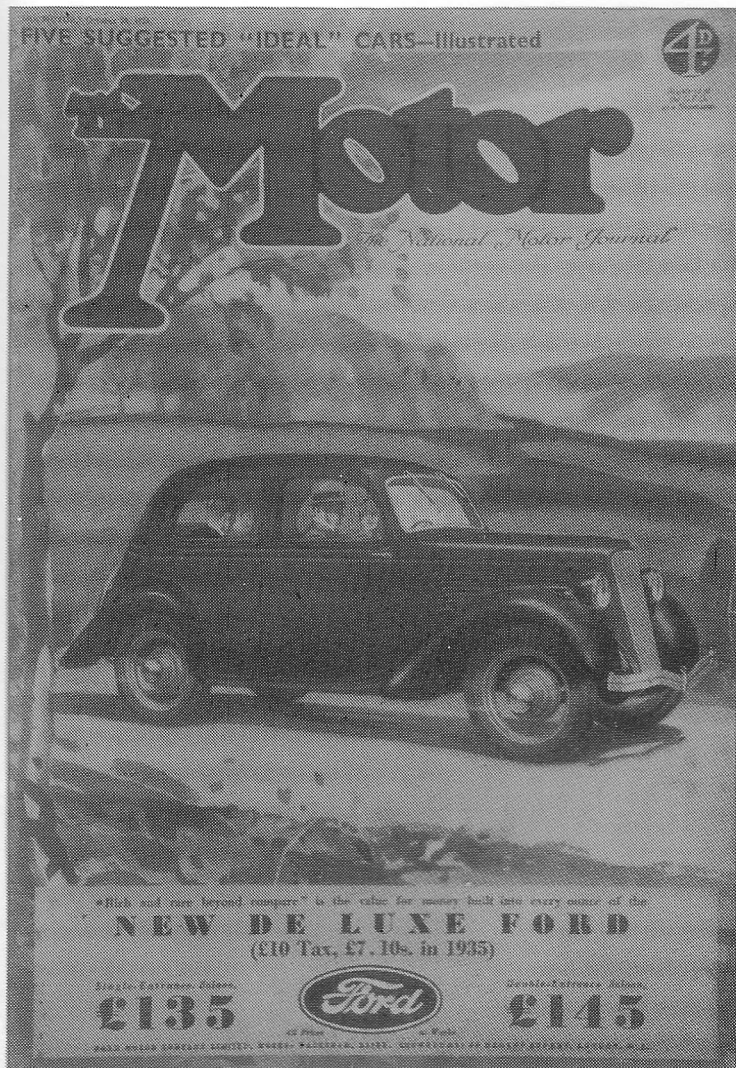
Regarding the mag. title 'debate'- 'Transverse Torque' seems good for me. However, call it what you like, it's the content which is important, and that's doing fine as far as I'm concerned."

Model 'C' post card.

Tony Eldridge from Ilford, was delighted to find a postcard illustrating the Model 'C' in a local shop.(see next page). It depicts the cover of the 30 October 1934 'The Motor' magazine, which covered the launch of the Model 'C' at the Ford Motor Exhibition at The Royal Albert Hall. Coincidentally, at the All Ford Rally, John Keenan loaned me a copy of 'The Autocar' of the same month, which also covered the launch. We have copies of both magazines in the Register library.

Library donation

John Fitzgerald has sent in colour photocopies of two Ford Motor Company brochures. The first is entitled "The £100 Ford Saloon" and carries the publication number K0840/1235 i.e. issued December 1935. In it, the Earl of Cardigan, who was



Model 'C' post card which is now on general sale."

the motoring correspondent to 'The Bystander' magazine, writes:-
 "It is not often that one can soberly and truthfully describe a car as unique; but the £100 Ford undoubtedly is so. The price, for example, is almost unique in itself. Very few cars of any description have ever been sold before at this "magical" figure. There never has been another £100 saloon car, equipped with comfortable four-seater coachwork.

Best of all, when one comes to drive this unique model, one can see at once there is nothing "cheap" in its construction. It has not been "built down" to this particular price. It is, in fact, simply our old friend the Popular Ford, from the price of which the makers have miraculously been able to knock off £15. From £115 to £100 - proportionately, it is a very big reduction. The engine is the well-tried 8 h.p. side-valve unit, which develops no less than 22 h.p. at its maximum speed In top gear, 50 m.p.h. does not seem too high a cruising speed, and the maximum is a good 60 m.p.h. I was actually able at one moment to see 65 m.p.h. on the speedometer. These are excellent figures."

The second booklet is an undated, but probably post-war 'Ford Make Sure Service Voucher Book for 8 & 10 H.P. Cars'. It contains four 1 1/6d vouchers, one for each service, which included:-

Top up engine oil or change if no filter fitted; Lubricate all grease gun points; Lubricate springs; Lubricate all oil can points and distributor; Top up steering gear, gear box and rear axle; Top-up battery; Drain fuel pump (if sediment plug fitted); In-flate tyres to correct pressures; Clean windscreen; Top-up radiator.

Thanks for these John.

Heavy breathing!

John Jardine sent in an advertisement from a 1950s copy of 'Car Mechanics' for a 'Garda' air filter for small Fords (cost 35 shillings). The advertisement claims that "In 10,000 miles the engine of your Ford 8/10/Popular consumes 50 tons of air!". Now there's a statistic worth remembering! John also sent a copy of a photograph of a 100E Anglia sent to 'The Times' by an ex-university friend of his, Ronald Turner. He also sent samples of the flood of letters, also published, from ex-owners in response; some praising and some cursing the car. I suspect a photograph of one of our cars would produce a similar response.

'Oily Rag' and that seized engine

Christine Baldock sent me an e-mail describing the plight of 'Oily Rag', alias husband Owen:-

Owen put in a brief appearance at the weekend (with dirty washing) before departing to Porton again. However, having said that the news is not all bad on the 'Fordy' front. You may remember that the oily rag and his apprentice took the head off, cowl etc. and still the engine was seized. Well Owen, upon scratching his head, thought that the problem could be the timing gears. All factors seemed to point to this and so he proceeded to jack up the engine. When he tried to remove the starting handle dog nut on the pulley, the engine turned backwards fractionally and low and behold it became completely freed up. He can now turn the engine over repeatedly and is at a loss to know what the problem was, but the seizure now appears to be cured. He is going to have a general clean up of the bulkhead etc., before putting the head back on and trying again (fingers crossed). We will be getting the starter motor overhauled for good measure. 'Fordy' is most upset not to be on the road, the first time for some years.

Newsletter title.

Chris Newman, from Perth, Western Australia, comments:-
 "Here's my two-bobs-worth on the debate about what to call your publication. Your correspondent is correct; it is hardly a 'newsletter'. It gives much more than club news. The content of technical articles, marque information, and restoration advice, as well as keeping fellow enthusiasts in contact, is more worthy of the title 'magazine'. Even our own humble 'Enfomation' is referred to as a magazine."

Chris is the Editor of 'Enfomation', the club magazine of the Classic English Ford Club of Western Australia. I have received a number of comments on the title which we shall discuss in the November Committee meeting.

Re-discovered.

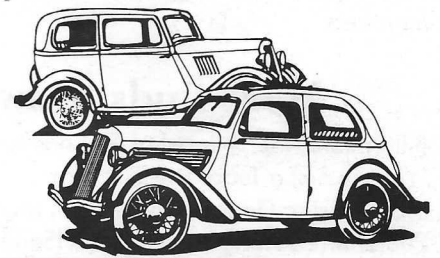
Julian Janicki sent me a photograph with the following letter:- "I enclose a photo of a Model 'Y' which my German friend has sent me. On close examination, I believe this car to be a British right-hand-drive and it still has a road tax disk in the windscreen. Who owned this car? Was it a Y&C member? Do we know of it? It appears to have been painted in bright European colours but looks OK."



The ex-Paul Dickinson car, BYL 276, which has re-appeared in Klever, Germany in August.

Julian. Thanks for solving a mystery. This is the light pea-green car, BYL 276 (Y103485), which was owned by Bristol-based member Paul Dickinson. He sold it in 1993/94 and we were told that it had gone to Germany - we lost trace of it. It has now re-appeared with a German (Klever) registration plate. Klever is just over the Dutch border, near Nijmegen, so I hope that my German contacts can track down the present owner.

undergrowth. Must be mad, you are thinking! Well, this very property belonged to my uncle, aunt and cousin and is where I rescued the rather dilapidated Model 'Y' around 1984, my uncle having bought it in 1936 for £60! It has now returned home and the reason for the move was so that I can eventually have a larger workshop and more room for my cars etc. It really is a lovely spot to be, with wildlife all around and at the end of a 150m track, so we can make all the noise we like! It would make a lovely meeting point for a club outing in the Norfolk countryside, but that will have to be a future event when the land is cleared and we are living in less primitive conditions."



Nick Smith's late uncle and aunt with the 1935 Model 'Y' (Y98834) in 1984 when Nick rescued it. It has now returned to a temporary garage 50 metres from this spot.

Sampling 'The Good Life'

Nick Smith, from Kings Lynn in Norfolk, reports that he and his wife, Monique, have recently moved house. "We moved from a modern bungalow that we built in 1976, complete with a double garage with pit, etc., and am somewhat lost by not having a workshop at our present location. You may be wondering why we made the move to a property with primitive accommodation, i.e. with stone sink in kitchen needing new water supply, no central heating and 3½ acres of bramble and



INTERNATIONAL NEWS

French Samaritan

Dave Newman received an e-mail from Andy Davies, a non-member who found us through our web site. Andy was touring France with his caravan and parked his car near Strasbourg for a few days in the baking sun and cooked his battery. He went to a local garage in Molsheim owned by a very helpful Frenchman, who sorted him out, even though it was a Festival holiday. It so happened that the garage proprietor is restoring a LHD, Dagenham built Model 'CX' (C25964), which was exported to France and registered there in early 1936. Andy is trying to help the non-English speaking Frenchman with some spares he needs. Hopefully, either Andy or the Frenchman will join the Y&C Register so that we can help him - we only supply spares to members.

More finds 'Down under'

Bill Ballard, the 'Wizard of Oz' has turned up two more Model 'Y's; the first a Tudor which is for sale in New South Wales - this is obviously a Dagenham built car, probably imported from New Zealand (Geelong built saloons [Sedans] were all Fordor models), and secondly a Geelong built Model 'Y' Roadster in New South Wales, which has been in a doctor's family since new. Unfortunately, Andrew Cameron, who discovered it, says that the doctor has no interest in old cars and is unlikely to restore it - nor will he part with it!

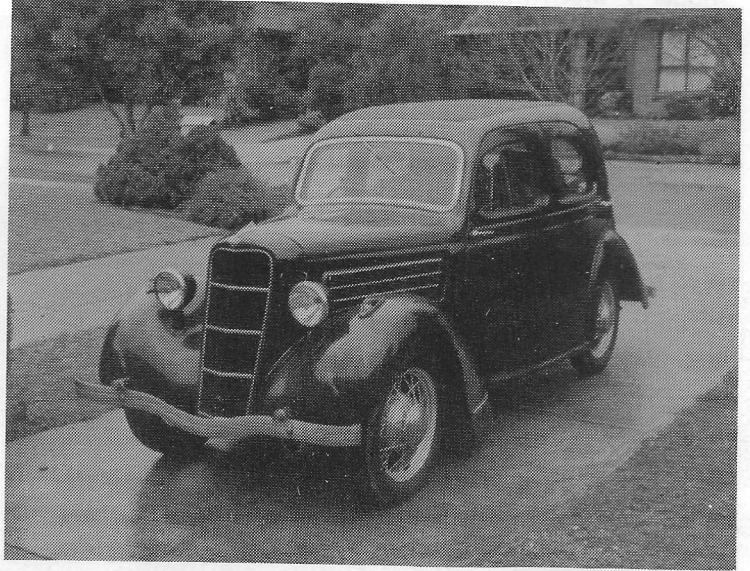


The Geelong designed, one-piece casting, spare wheel bracket for Model 'CX' Roadsters and Coupes - photograph; Bill Ballard.

Bill also observes that the dashboard of Gary Yule's Model 'CX' Sedan has a 'woodgrained' effect, which would seem to be the norm for Geelong manufac-

tured sedan bodies. Model 'CX' Roadsters and Coupes on the other hand have a dashboard painted in the body colour (as with Dagenham 'CX's).

Finally, Bill sent a photograph of the spare wheel bracket on the Model 'CX' Roadster under restoration by Peter Izzard in Victoria. The special Geelong designed one-piece casting is the same for both Roadsters and Coupes.



Tim Johnson collects his just-bought Geelong built Model 'CX' Fordor Sedan in Victoria and drives it home to Tasmania (C55396: body number 20B 51813) - photograph; Bill Ballard.

Eifel news

Steven Tribe, from Denmark, who owns a 1937 'Eifel', has confirmed that there was no change of chassis on the introduction of the 'alligator' opening bonnet on the Eifel in October 1937 - following my query in the last issue. He e-mails the following:- "I noted your idea that the alligator fronted Eifel (1937 - 39) in your extensive German Ford article some years ago (issue 77) had some kind of different chassis. Sorry, but all the Eifels I've seen (both Köln and Copenhagen) have absolutely standard Model 'C' chassis. My own Copenhagen chassis has even holes drilled for LHD/RHD conversion. The only difference I have found from a single UK chassis is that there is a strengthening plate under the rear cross member where the rear spring fits.

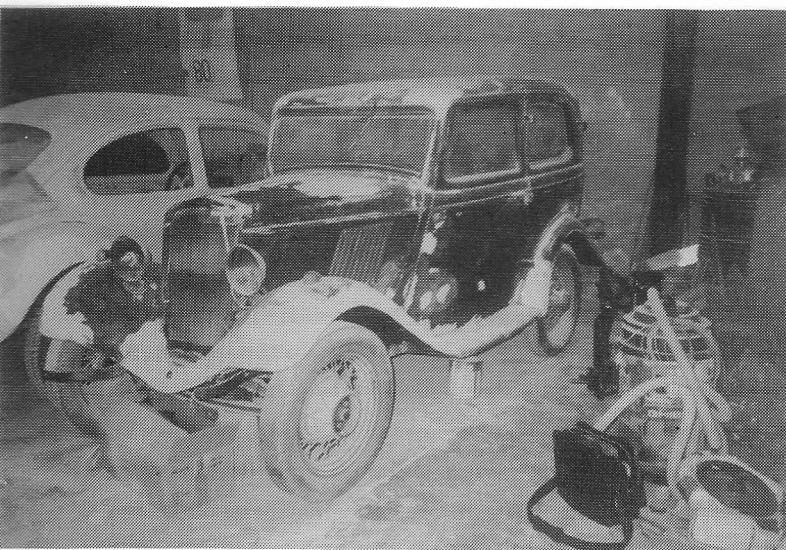
I have the complete spare parts book (but unfortunately a bad copy) for the Köln 'Eifel' which confirms the chassis data. As you know there were two models - one with and one without the built-in boot. I have only seen pictures of the bootless 'Eifel' and the model with boot was produced as early as 1937. Perhaps the bootless was a preliminary design which was never produced in large numbers."

By the way, there is something very wrong with the two/four seater open versions you have listed. There were considerably more versions advertised and perhaps manufactured. Jim Miles knows quite a lot about this. Unfortunately it will have to be detective work as none of the best known coachbuilders have survived or left archive records.

PS. Many Ford Eifels were converted during WW2 with a modified back axle to serve as an industrial work horse with maximum speed of 20 km/hour.

Costa Brava short rad.

Luis Cascante took the opportunity to call in on non-member Vicenç Folgado whilst holidaying on the Costa Brava and sends this photograph of his short rad Model 'Y' (Y24119) under restoration. Luis explains:- "The car is black, with red wheels (incidentally, the front ones belong to a Model 'C')". The car is a L.H.D. model which would have been shipped out from Dagenham in crates to Barcelona, where it would have been assembled in the Ford Ibérica plant. In Spain, it was known as the 'Modelo 8' ('ocho' in Spanish).



Vicenç Folgado's L.H.D. short rad 'Modelo 8' under restoration on the Costa Brava - note Model 'C' front wheels.

Spanish re-registrations

Each of our recently joined Spanish members has quoted a spurious chassis number on his membership application form. Puzzled by this, I asked Luis Cascante to explain where these numbers were coming from and what did they mean. Luis wrote a fascinating reply:- "During the Spanish Civil War (1936 - 1939), thousands of cars were requisitioned by uncontrolled brigades at the beginning of the War and later by the Republican Government. After the War, many of these cars, without documents, were re-registered. As their place of origin was not known and as many of these cars had been 're-built' with parts from different vehicles, a new 'chassis' number was allocated to them. The re-allocated numbers always began with the letters of the province in which they were re-registered, followed by the letters 'CH' and the sequential number for that province.

For example, member Joaquin Alonso Diaz de Isla's short rad in Madrid has the chassis number AL CH 314 (Almira). New member Guy Maurin's car was re-registered in the Segovia province (SG CH 048). The original Ford Ibérica 'chassis number' remains on the side chassis member, opposite the starter motor.

During the forties and fifties, all cars displayed an official plate (Ministerio de Obras Públicas) with the name of the owner, address, make of vehicle and type, as well as the new chassis and engine numbers. The plate was screwed to the bulkhead and officially sealed, which is good for identification purposes. The official plate on my own Model 'Y' can be seen in the photograph, on the front of the tool box. My Model 'Y' was not requisitioned and hence retains its original chassis number."



Luis Cascante's L.H.D. Model 'Y' (under restoration), showing the official re-registration plate screwed to the front of the tool box.

Thanks for this Luis. There was obviously much 'rebuilding' and cannibalising of cars during and immediately after the Civil War, which could well explain the hybrids we have been questioning in the magazine recently, e.g. Joaquin Alonso Diaz de Isla's car in Issue 124 (page 15) and the Practical Classics car, owned by Hanibal in Issue 125 (page 16).

FIVA stalwart retires.

We no longer have a Y&C Register member on the board of FIVA (Federation Internationale des Vehicules Anciens) the world governing body for historic cars! In October of this year, at the age of 81, Luis Cascante Davila, the father of Luis in the above articles, attended his last meeting of FIVA in Geneva, Switzerland, before retiring from that prestigious body. As we told in the Members' Cars article in Issue 125, Luis is a past Chairman of FIVA, handing over the post to Lord Montagu in 1980. He has latterly been the Chairman of FIVA's Historic Committee. I am sure that he received a good send off by the other members of the Federation. Luis (junior), with his wife Tatat and his brother Alfonso went to Geneva to help their father celebrate the occasion. We congratulate and wish Luis (senior) much happiness now that he is able to spend more time with his Model 'C'!

Australia's Bay to Birdwood Run

Sunday, 8 October 2000

Bill Ballard reports:- "In the early '90s, a friend had sent me a video tape of a Bay to Birdwood Run and since then, I have always wanted to take one of my cars on this biennial event, which is Australia's equivalent of the U.K.'s London to Brighton Run, only with a difference: all vehicles built up to 31 December 1949 are allowed to participate. This means that all vehicles covered by our club are eligible to be entered and of the 19 Sidevalves entered this year there was, by coincidence, one example of each of a Model 'Y', a Model 'C' and a Model 'CX'.



A new find on the Bay to Birdwood Run. A Geelong built 'CX' Fordor Sedan belonging to Bruce Thiele from Wollunga, South Australia. Photograph courtesy Gordon Cowley.

The Model 'Y' (CH-4282, body number 165/30159) was Wayne Lodge's electric blue and black 1936 Tudor, one of four Sidevalves entered by members of the Victorian SV club. Sadly, after trailering it all the way from Bendigo (a 9½-hour, interstate journey), Wayne's car was destined not to make the run. Its engine shed a big end bearing shortly after he'd left base camp at Mt. Barker on the Sunday morning, on his way to the start of the run at Glenelg. Wayne managed to coax the car back to the campsite and onto his trailer, and joined the rest of our party at Birdwood in his "poshmobile". I will leave you to imagine Wayne's frustration at not being able to take his car on the run!

The other two "club cars" belonged to South Australian entrants. The Model 'C' was that well-known ivory-coloured 1935 sedan (UHV-935) owned by Quentin Durward. Unfortunately, some days before the event, Quentin himself had had a fall and incapacitated himself, and his car was driven on the run by someone else, who I never saw, and so yet again I was prevented from obtaining the details of this car! It is to be hoped that Quentin is on his way to a full recovery.

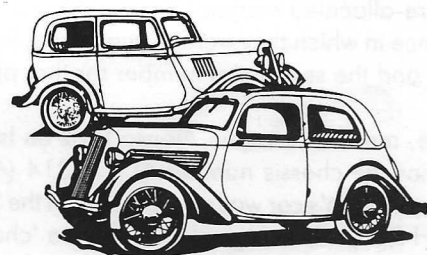
The Model 'CX' was a black 1935 sedan (registration SA.238-955) belonging to a Mr B. A. Thiele. This car is a "new discovery" and, true to form, was not actually seen by me, although I was

aware of it through the entry in the programme. It is thanks to my pal Gordon Cowley that we have a picture to prove that this car exists and actually participated!

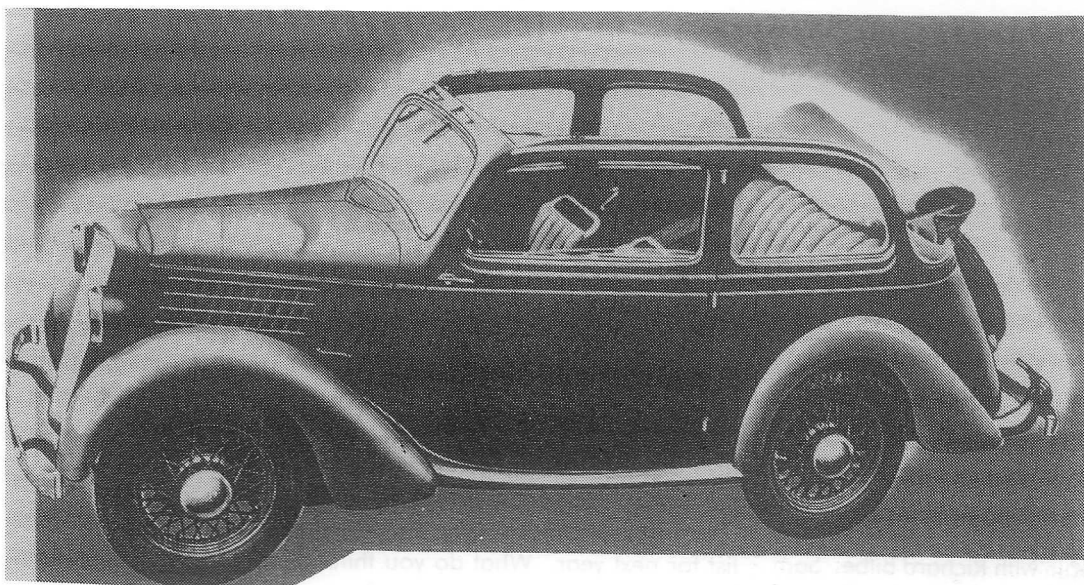
Sponsored by the Royal Automobile Association (Australia's equivalent of the A.A.) and described in the media as the "World's Greatest Rally Down Under" and "the biggest crowd puller in the Classic Calendar", the Bay to Birdwood Run is a mind-boggling experience; the atmosphere just has to be savoured! We had beautiful weather for the run, and a local newspaper, *The Courier*, estimated that 75,000 people had lined the 64km route from Glenelg to Birdwood to watch the cavalcade of up to 1,500 vehicles pass. We seemed to be for ever cheering, waving and blowing the horn at folk lining the route - great fun! We drove at a leisurely pace and about two-thirds of the way down Anzac Highway we stopped briefly to chat to the folk in the Ford 8 & 10 S.V.C. of S.A., who were camped out on the central reservation. We also called briefly at a fast food outlet in Ti Tree Gully for lunch, fearing that the cafes and restaurants further up the run would be packed solid, and with these stops, it took us over three hours to complete the run.

Arriving at the National Motor Museum at Birdwood at about 1.45pm, I was told I had 1½ hours to look round the other entries and the museum before my Victorian friends wanted to return to base camp at Mt. Barker, in order to collect their belongings and set off on the long journey home before darkness descended. That did not give me much time to look at anything in depth, but I did manage to pop in to the new, ultra-modern exhibition hall. Unfortunately, this does not accommodate as many vehicles as the old building did, and a significant part of the floor space is taken up with a poorly-stocked shop. The vehicles on display also seemed to have a "hot rod" feel to them, and generally speaking, I was not impressed with what I saw! I would have expected to have seen a potted history of the automotive industry in Australia and, as it is Ford's 75th Anniversary year, a special display of vehicles of that make. There were neither, and it seemed very much like a "man's place", with little if anything of interest to the wife and kids.

Despite my moans about the museum, I am planning to return to Adelaide in 2001 for the Bay to Birdwood Classic, the run held in alternate years for vehicles built between 1945 and 1971 - but then that would not be of much interest to 'Y' & 'C' owners, would it?



Early Ford Eifel Cabrio-Limousine



Jonathan Davies sent me an extract from the 'Classic and Sportscar' 'A-Z of Cars in the 1930s', in which appears a photograph and description of the Model 'C' / 'CX' as follows:-

"C/CX TEN. 1935/1936-37 (prod: 96,553). Tourer, Tudor saloon, Fordor saloon. F/R, 1172cc (S4 SV). Most efficient Family Ten (70 mph, 35mpg) of its period, and compact, too (147ins length). Styling scaled-down V8-48 without the running boards, wheels are wire and brakes and suspension the only weak points, though chassis also has rust area under scuttle. Barrel-sided tourer (from June '35) very collectable and rare. CX (Oct '35 to Mar '37) distinguishable by horizontal chromium strips on grille and bonnet louvres."

I would dispute and query some of the description. For example, the Model 'C' was introduced in September 1934; only 48,047 cars and tourers were manufactured at Dagenham and a further 9,881 in Cologne (Köln), Germany. If F/R stands for 'Fixed Roof', a sliding roof version was also available. I'm not sure what S4 means - I assume it indicates 4-cylinders. Only non-owners would criticise the transverse springs suspension and, for that matter, the brakes which, when properly adjusted, are perfectly adequate. The main rust areas are the rear wheel arches and chassis side-members immediately below them. Finally, from the list of known survivors, the Tourer, relatively speaking, is not that rare - I agree that it is collectable though!

What really caught my eye, and that of Jonathan Davies, was the accompanying photograph which, surprisingly, is of a Köln designed and manufactured Eifel Cabrio-Limousine, which was built on the Model 'C' chassis. Why Classic and Sportscar did not show a photograph of a Model 'C' or 'CX' beats me! Jonathan asks "Does a C with a roof style like this exist today?" The answer is that I am not aware of any survivors. Perhaps

Wolfram Düster, who is the Eifel expert in the Alt-Ford Freunde club of Germany, and a reader of this magazine, may know of a survivor.

Due to Adolf Hitler's insistence that cars sold in Germany had to be manufactured in Germany, with German steel and components, the little Fords of Köln incorporated different designs to their Dagenham counterparts. The Cabrio-Limousine was introduced in 1936, so had a short term production run in its Model 'C' guise. It sold for 2550 Reichmarks. It was quite a popular car as it gave the carefree young Germans of that time a chance of fresh air motoring. It was also exported from Germany in 'Knocked Down' form and assembled at the Ford Ibérica plant in Barcelona, where it was known as the Modelo 10 (diez); although it was in 1936 that the Spanish Civil War broke out. I also have a Dutch brochure illustrating the Cabrio-Limousine, in which it is referred to as 'De Ford Junior Cabriolet'. They were probably exported to Holland in a 'Built-Up' state direct from Köln.

The Cabrio-Limousine was quite an austere car with hand-rails on the backs of the front seats (these also appeared on the cheaper Model 'Y' Kölns). Note that there are four horizontal chrome strips on the bonnet louvres, compared to the three on the Dagenham models. Also, there were no chevrons on the radiator grille. The car was rated 5/34 PS (PS standing for Pferd-Stärke - Horse-power). the '5' was its fiscal rating for tax purposes and '34' its brake horse power. Thanks Jonathan for sending the extract and photograph.

Sam Roberts.

New Members

The following have joined us since our last newsletter was published:-

B0824 Richard Bilbe
27 Mitford Close, Reading, Berkshire,
RG2 8JQ

L1606 Richard Levett
6 Greenfields Drive, Harrogate,
HG2 7BL

O1506 Keith Oliver
46 Heanor Road, Smalley,
Derbyshire, DE7 6DW

NEWS ON NEW MEMBERS

In contrast to the last issue when we had fifteen new or past members rejoining, this time we only have three! I begin with **Richard Bilbe**. Sam Roberts mentioned previously in issue 126 that Richard had decided to join the club having taken on the ownership of one of his brother Graham's Model 'Y's. This is my opportunity to officially welcome Richard in my column! Richard already has the chassis restoration underway with AMT 849 and hopes it will be completed to "rolling" status in 2001, with the body restoration following the year after. Brother Graham had previously bought the 1934 four door 'Y' in a dismantled condition in 1983.

Keith Oliver's 1936 Model 'Y', DGC 631 is in good working order and only needs four new tyres to put it back on the road. He bought it recently to add to his other two collectors' cars, a Ford "T" truck and a 1910 Renault. Keith is embarking on a bit of a nostalgia trip where the 'Y' is concerned as, like many of our members, he had one in the 1950s / 60s. Bob "Wilkie" is trying to help Keith retain the 'Y's old registration number via the V765 scheme.

Last, but by no means least, may I welcome back **Richard Levett**. Richard's Model 'Y' saloon, EWL 177 last ran (properly) in 1984 when it died on the Autobahn coming back from Berlin. He now wishes to embark on its restoration.

Welcome to the three of you. As ever, may I ask "old" members within striking distance to contact the "new". I'm sure all members will agree, moral support and encouragement during the early days of a restoration project are invaluable.

Christine Baldock
Membership Officer

NORTHERN SIDELIGHTS

The organisers of the Harewood Steam Rally, held over the August Bank Holiday weekend, contacted me at a very late stage to ask if I could arrange a Club stand for one of the days. I was able to get in touch with only a few of Region 16 members, but we managed, given the circumstances, a very credible turn out of three cars. Eddie Parkin, in fact made it four by taking the Skopos Museum Mark 2 Jaguar on the Sunday. Monday proved to be a perfect day weatherwise, relatively speaking, and Ken and Ruth Sleight brought their 'CX', John Jennings and my CNN made up a brace of Model 'Y's. There was much to see. Cars, motorcycles, lorries, buses, stationary engines and of course, the traction engines, with the backdrop of one of Yorkshire's finest stately homes. Much to our surprise the judges gave us the Best Club Stand Award; surprising given the fact that we were merely present and did not in any way embellish our presence! This was followed by our leading the parade of cars around the arena. Altogether a perfect day, and I requested that we be put on the mailing list for next year. What do you think about making this a northern Ford Y&C Register Gathering for next year?

The Bradford - Morecambe Run did not happen for me this year. It fell on the weekend after that strange week of the petrol depot blockades. I was very low on fuel and the queues round about here were phenomenal - I just could not face queuing for two hours in a sixty-four year old car. Moreover, the sponsors, Morrison's Supermarkets, pulled out of the deal at the last minute, not wanting the possible flak from being associated with a pleasure run at a time when essential users were suffering hardship.

Perhaps it was as well, since CNN went down with ignition problems when fuel was eventually obtained. The symptoms pointed to an unserviceable condenser. One was promptly sent by Paul Beck Vintage Supplies, fitted, but did not cure the problem. Another call to Paul Beck had a coil on my doorstep within two days and the problem was solved.

I was able to attend possibly the last event of the season, the White Rose Gathering at Embsay Station on the preserved Yorkshire Dales Railway. Good Model 'Y' country which I remember nostalgically from the halcyon days of the late fifties in my dad's vineyard green Tudor.

Ken and Ruth Sleight were there, sans their Ford, and I had one membership enquiry from a gentleman who has a Model B but is looking at buying a Model Y.

**That's just about all, but since this is the
last issue before Christmas and the New
Year - Best Wishes to All.**

Barry Diggie
Region 16

Convoy 2000 revisited - and some!

Brian Mace reporting.

On the 7th June in the year 2000 disaster struck! I fell off the conservatory roof with only four days to go before the start of Convoy 2000. I did everything I could think of to get myself fit. On the Sunday, the Convoy arrived in Norwich for the night. I was encouraged to give it a go; so next morning Yvonne and I left with the Convoy on its next leg to Beverley, but it was to no avail. 24 hours later I was back in Norwich feeling a bit sorry for myself. So there it was;

couldn't walk, stiff back but a car ready to go - so I waited. I waited 75 days and then, on 22nd August, the Model 'Y' was started and Yvonne and I were off.

My aim was to follow the route of Convoy 2000 (marked atlas supplied by Bob Wilkinson - bless him) and, for good measure, take in John O'Groats. I knew that to do this in 14 days, I would have to drive longer distances between stops. After a night in Beverley, we went to Jedburgh, missing out Hexham. The following day, it was Jedburgh to Perth with a stop at Queensferry to have a ride on the train over the Forth Bridge, to say that we had done it, and a stop in Dundee to see the good ship Discovery. We arrived in Perth that evening, found a hotel and crashed out 'til the morning.

In Perth the car needed an oil change, so I found a Ford garage and asked the receptionist if I could have one while I waited. She asked me the make and I said "Ford". Then she asked me what model. I said "Y". "Not why," she said "What model is it?" I said "Model 'Y'". "Wait there," she said, quickly disappearing to the rear. Ten minutes later she reappeared to tell me that she had learnt something new. When the 'Y' was up on the ramp, half of the workforce were underneath working out how it stopped. Two hours later, we were on our way to Dingwall, the other side of Inverness,



Yvonne and Brian Mace make it to John O'Groats, the northernmost point on mainland Britain

where we found a nice B&B. We were now only 114 miles from John O'Groats, which we reached at 2.15 the following day after a run up the A9 via Wick. There we hotelled for two nights and took in a day excursion to the Orkney Islands and Scapa Flow. I had now seen the sea at one end of the country and wanted to see it at the other end!

On the Monday, we headed along the north coast to Bettyhill and took the B871 back to Dingwall. We rejoined the Convoy 2000 route and drove via Dunoon and Annan to Chester. Driving down the M6 to Chester, with the rain bucketing down, I had an icy chill down my spine as I noticed the ammeter at zero. I immediately turned off the lights and noticed that the switch was hot. There was also a drip from the top of the windscreen onto my trousers. On arrival at Chester we parked by the River Dee, cold and damp. I was ready to throw in the towel at that point and return to Norwich! I rang Tim Brandon who told me to stop whinging and get on with it! He suggested not using the lights and contacting Peter Ketchell in Chester for a battery charger with the idea of recharging the battery at our hotel overnight. Peter was only too willing to help with the battery charger and gave us full use of his house, even though he was about to go to work on night-shift. He just gave us the keys and Yvonne and I felt at home.

On Friday, we left Chester and headed for Bristol, missing out Ross-on-Wye. We were stuck in a two hour traffic jam in Bristol due to an accident on the Severn Bridge, which meant we had to miss our trip round S.S. Great Britain for that day. However, we managed to see over it the following morning and it was well worth the effort. Leaving Bristol at midday, we headed for the south coast and drove as far as we could that day, hoping to make Dagenham on the Sunday. We reached

Littlehampton at 7.30 p.m. and found the last spare room in town - in a pub. Whilst people were making merry on one side of the bar, I was the other side plugging in my battery charger! We left Littlehampton at 9 o'clock on the Sunday and travelled up the A24 to London. My mobile burst into life as we were about ten miles from the Dartford tunnel. It was Tim Brandon asking "Where are you?" We did not know it but he had planned a reception for us at No.1 Gate at Dagenham. When we arrived, I had just got the Model 'Y' in position when round the corner came Tim and Glynis and Mike Meadows and his friend, Jim, in two Model 'Y's horns a'honking. It was a lovely surprise.

Tim immediately changed my generator and then shot off to arrange a visit to the Ford Engine Plant. Thanks to Tim, I have stood on that sacred ground where our cars came to life. We then set off for Flatford Mill to round off a perfect ending to our trip. Total mileage, 2014.

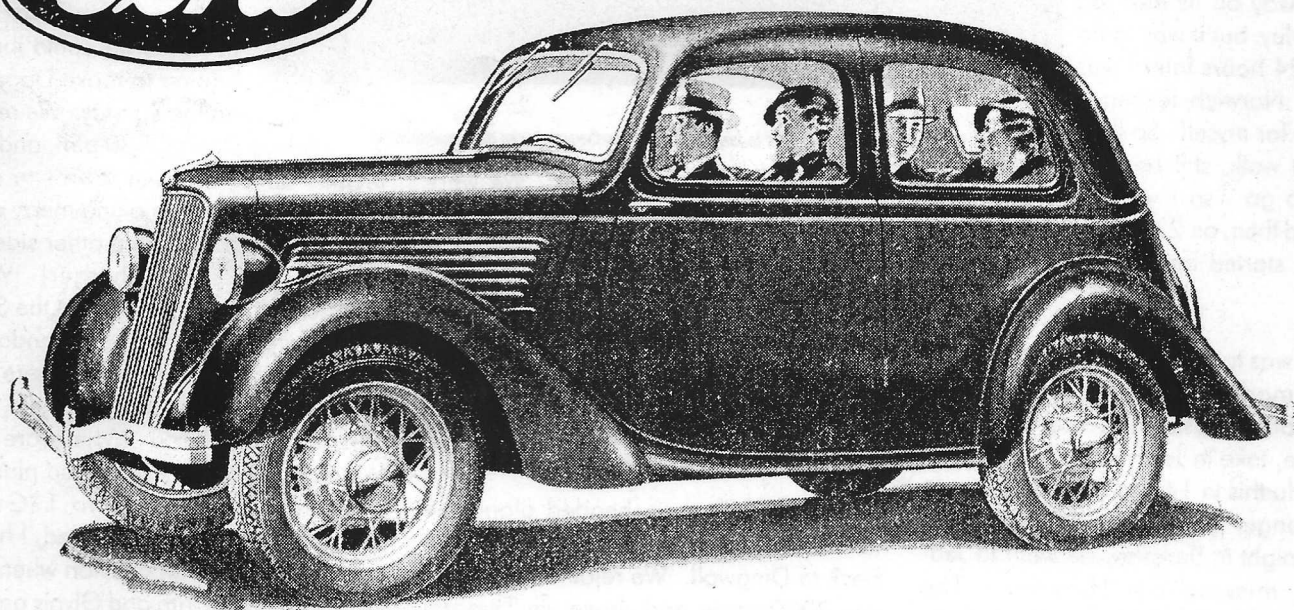
Through the Newsletter, Yvonne and I would like to thank Peter Ketchell for his hospitality during my 'what am I doing here?' day. Also Tim Brandon and Joyce Lambert, our neighbour, who 'phoned nearly every day asking after our welfare. As a footnote, it was good to see so many people smile and wave at us as we passed.



Be Sure to Visit the FORD MOTOR EXHIBITION *Royal Albert Hall, Kensington, London.*

Oct. 11th.—20th. 10 a.m. to 10 p.m. Daily. Admission 1s. 3d. (Including Entertainment Tax)

This year more than ever the Show of Shows.



SEE THE NEW DE LUXE FORD

£10 TAX (£7.10 in 1935!)

SINGLE-
ENTRANCE £135

DOUBLE-
ENTRANCE £145 AT WORKS,
DAGENHAM

AT THE EXHIBITION
Regimental Band of H.M. Argyll & Sutherland Highlanders . . . Fascinating Film-Displays . . . Interesting Demonstrations of Ford Facilities and Precision Manufacture . . . Twelve Hours' Continuous Edification for the Motor-Minded, Including Several Newly-Introduced Ford Passenger Cars and Utility Vehicles. Book the Date.

Super-streamlined, incredibly roomy, with exceptional luggage-space, handsome and durable upholstery, new, draught-free ventilation. It has synchronised gear-change, with noiseless second speed and constant-mesh pinions, windscreen adjustment unexcelled for ease and simplicity, in cars of any price.

“THERE IS NO COMPARISON!”

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 R/s Y2231, LH or L/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 127

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

Ford Y & C Model Register - Regalia Order form

Send completed form with cheque to -

Please PRINT your name and address

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

Post Code
Phone no -

Item	Colour	Size	Price £	Quantity	Total price
Clothing					
Sweatshirt, long sleeve, small logo	Orient Blue	S,M,L,XL	23.00		
Sport shirt, short sleeve, small logo	Orient Blue	XL	20.00		
Sweatshirt, long sleeve. Large logo*	Electric Blue) Limited stock	5.00		
T Shirt, large logo*	Electric Blue) Please check prior to ordering	4.00		
Hi-Vis Vest with Register logo on back panel	Day-Glo Yellow	XL	15.00		
Peaked cap, embroidered logo.	Blue with white logo		7.00		
Car accessories					
Register car badge	Bar mounted	Gold	8.25		
	Grill mounted	Blue	8.25		
Tax disc holder	Blue with white logo		1.00		
Key fobs, leather.	Blue with white logo		2.00		
Key case	Blue		2.00		
Miscellaneous					
Post Card featuring Y Fordor, Y Van, CX Tudor and CX Tourer		4 cards for	1.00		
Umbrella, with Register motif			12.00		
Lapel badge			1.50		
Leather Coasters, set of 4.			3.50		
Earthenware mug			3.50		
Tea Towel			3.50		
Greeting card (no text message) featuring any model listed below Y Tudor / Y Fordor / Y Van / C Tudor / C Fordor / CX Tourer	Please state number of each card reqd	Per card	1.00		
Models (O gauge) -					
Y Model Fordor Longrad	Vineyard Green or Orient Blue (both with Black wings) or all Black	Currently out of production, please check before ordering	52.00		Please state colour
Y Model Tudor Longrad - on plinth	Vineyard Green (with Black wings) or all Black		54.00		Please state colour
Y Model Van Longrad - in Millennium livery	Orient Blue with Black wings		25.00		
Rear window stickers					
'My other car is a ford Model Y'	Blue text on white ground		2.50		
'My other car is a ford Model C X'	Blue text on white ground		2.50		
Note, the X can be cut off for C Model owners					
A3 Colour reproduction posters					
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
Ford Y & C Model Register

Add £3 UK post & packing
Overseas at cost £3.00

Wanted - Photo suitable for a Christmas Card (snow scene ?)
Coming - Model C model, I hope !

Total enclosed £

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 Rebore 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. Dave Tebb
Little Fenton Lodge, Little Fenton, Sherburn-in-Emllet, Leeds, LS25 6HQ Tel: 01937 557410
- Trim, Fittings, Rubber and Accessories, Small Ford Spares. 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
- Longstone Garage
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 break down 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")