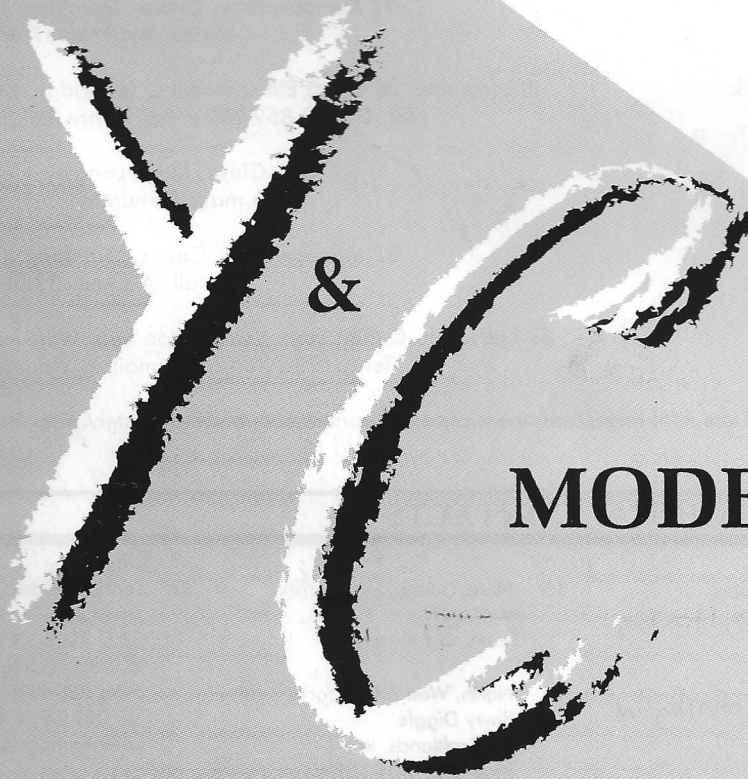


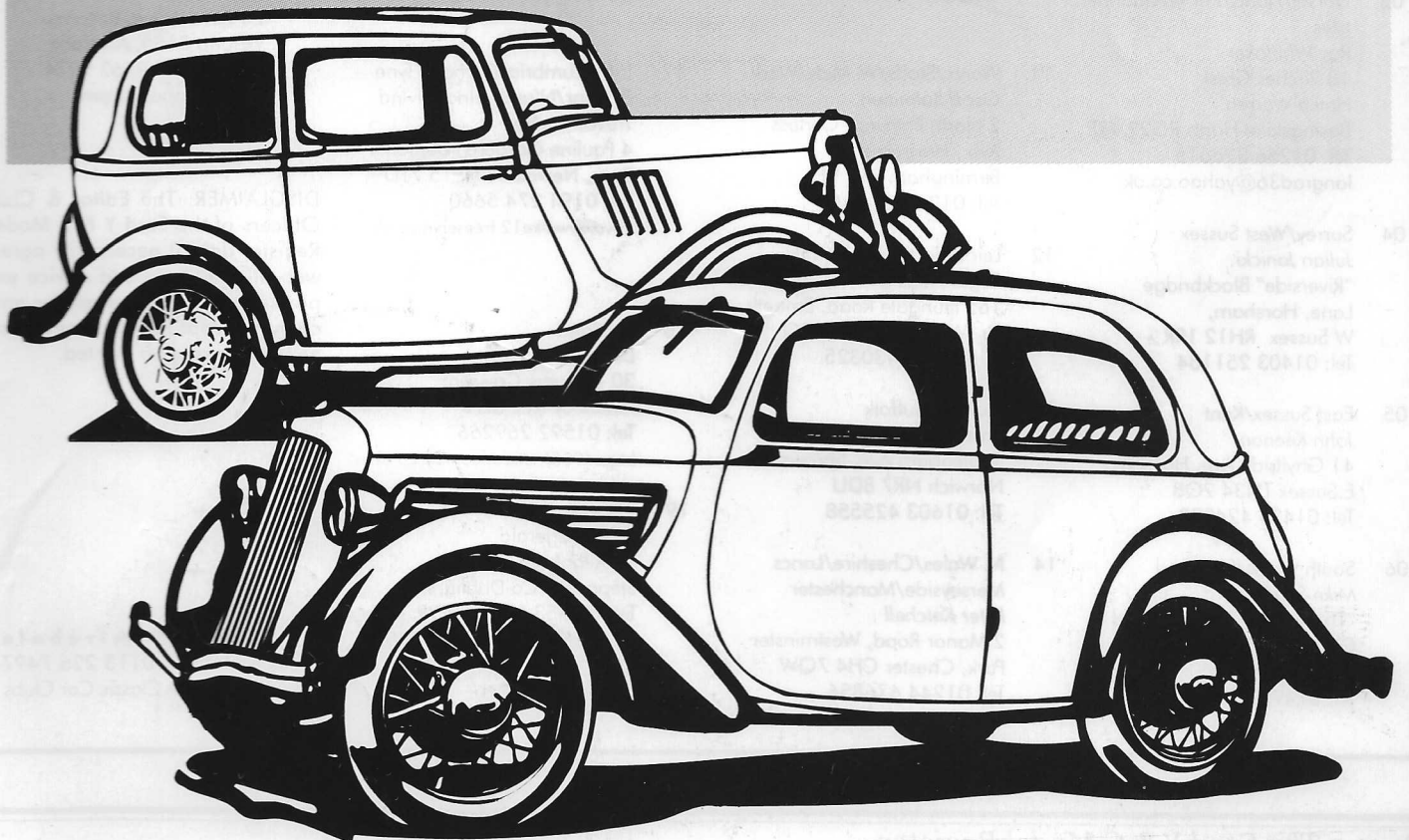
TRANSVERSE TORQUE

FORD

Issue 134 ~ January - February 2002



MODEL REGISTER



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Editorial

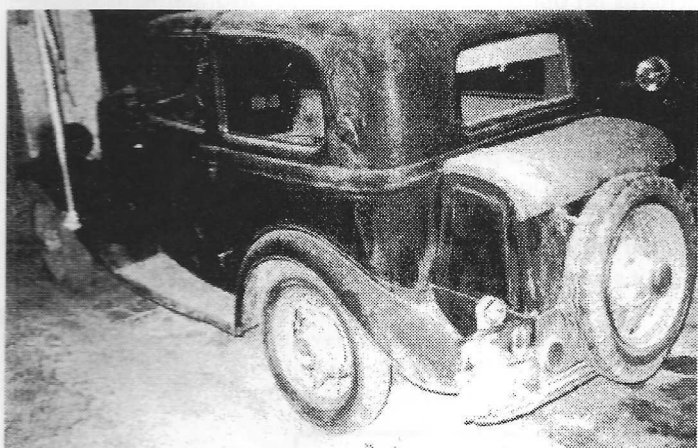
May I begin this issue by wishing you all an enjoyable 2002, both in and out of your cars. To set the scene for this time of the year, I reproduce an evocative photograph of Jonathan Davies' ex- April 1937 Tudor Model 'Y' driving through the fog, somewhere in Devon. The headlamps would appear to be brighter than your average 6 volt system!

"Jonathan Davies driving through the fog in his ex-1937 Tudor Model 'Y'. The car is now owned by member John Cole in Plymouth."



There has been quite a bit of excitement since the last issue. Firstly, we have had confirmation of Roger Moore's unrestored short rad body number (135/245) which, with a chassis number of Y249, makes it the oldest known surviving Model 'Y' (that is if we don't count Al Maynard's pre-production Model 19 in Michigan). I am hoping that we will be able to feature Roger's car in a later issue. The second bit of excitement came out of Gibraltar of all places. New member, Armando Torres, has bought a French barn find in the form of a very early Asnières assembled short rad Model 'Y' with a boot added and is actively restoring it. The numbers on the Asnières brass plaque on the bulkhead tell us that it was the 564th Model 'Y' to be assembled at the French Ford plant (the earliest known to date) and that it has a chassis number Y7118 (manufactured at Dagenham in December 1932). I had the pleasure of meeting Armando at the NEC, who produced some photographs of the car as found. It shows a foretaste of what will surely be a feature of a future Members' Cars article.

"The French barn find currently in Gibraltar being restored by Armando Torres."



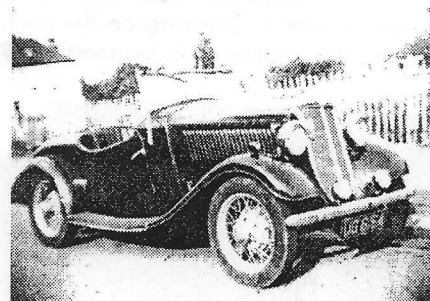
And the excitement doesn't end there. Our very own Owen Baldock happened upon a fellow who, relatively recently, has sold what appears to be an Abbey bodied Dagenham Sports 2-seater from the photograph he supplied. Owen is now hot-foot on its trail.

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Photograph on back cover

David Kent, the subject of Members' Cars in this issue, realises his ambition to drive his daughter to church on her wedding day on 11th August 2001, only four months after starting the restoration of his Model 'Y' short rad.

"The Dagenham Sports 2-seater thought to be still in existence. Note the pot rivets along the bonnet hinge which were peculiar to Abbey Coachworks bodied tourers."



And finally, friend of the Register, Tony Russell, telephoned me from Reigate to say that there is an advert in the latest issue of French classic car magazine 'La Vie de l'Auto' for a SICAL bodied Model 'Y'. At the time of writing my book, we only knew of Jasmine Borgeson's example. Since then, now three others have come to light, one of which, belonging to Wim Hofstede in Holland, will be accompanying us on Convoy 2002.

It is our loss that the hard-pressed Kevin Brigginsshaw is having to stand down as the spares administrator after 14 years of looking after your spares orders. Work in his building company has reached such proportions that he has been arriving home later and later and more and more knackered. He still wishes to remain active within the Club, so I hope that once life settles down a tad, we will enjoy his involvement once again. Thanks, Kevin (and Debbie) for fielding our queries over the years so diligently. In the short term, Bruce Allan has kindly agreed to act as the administrator and it is to him that your spares requests and payments should now be made. This is reflected on the Spares Order

Form in this issue. Please follow the instructions as detailed on the form.

I am grateful to those of you who send in snippets or more substantial articles for the magazine. It would be great if the new Regional Contacts would correspond with their members regularly through the magazine by telling us what is happening, what has happened and, indeed, what events are going to happen in their region. The regular 'Northern Sidelights' submission by Barry Diggle and, more recently, the reports from East Anglia are what I have in mind. In this issue John Keenan has laid the ground in Sussex and Surrey for some reports later this year.

It's funny how coincidences occur. In the last issue, I wrote about the 'O' gauge ProMod model Model 'Y' Post Office van. That perhaps whetted your appetites for the lengthy article on the Minic series of models, the first instalment of which appears in this issue. Not content with that, firstly Graham Rudd sent me an advertisement from the December issue of 'Railway Modeller' for a new pair of 'OO' gauge Model 'Y' kits from a company called Autocraft (01384 873239). The first is a 1936 Fordor saloon (catalogue no. 004) and the second a 1936 Model 'Y' pick-up (no. 0035). Both are priced at £6.50 + 60p p&p per kit. This was followed fairly swiftly by an e-mail from Mick Hicks who had visited the Railway Model Exhibition at the NEC and reported on two further suppliers of 'OO' gauge white metal kits; Dean Sidings (01594 842318), which produce a Model 'Y' van, a 'Y' saloon and a 4-seater tourer, retailing at £7.95 each, and A.B.S. Models of Poole, whose Model 'Y' Tudor saloon kits we used to stock in Regalia.

Mick Hicks also sent in a period photograph of a very early short rad parked up in Hertford. The Hertfordshire registration and apparent lack of guttering on the roof, would suggest that the car was manufactured in September 1932.



"A very early, Hertfordshire registered, short rad parked a couple of shops up from the Post Office in Fore Street, Hertford, in 1933.

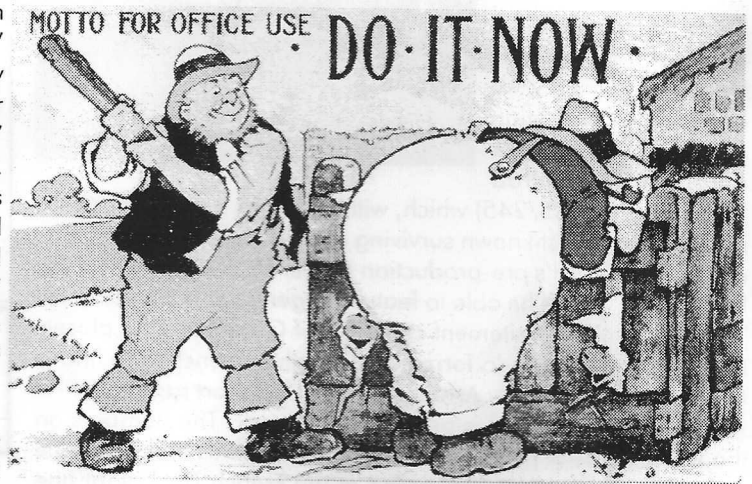
As I mentioned in the last issue, we are enclosing

an insert with this magazine asking you to become a subscribing member of the Federation of British Historic Vehicle Clubs (FBHVC). This is a worthy cause which the Y&C Register has been supporting since its inception. The leaflet is self-explanatory and £10 per year is a small amount to pay for the benefits the Federation gives us.

I am delighted to report that, at the last FIVA General Meeting, Andrew Burt, a committee member of the FBHVC, was elected as the new General Secretary of the FIVA.

Thank you to those of you who responded to my request for members who were insured through Footman James. Footman James have identified 79 members on their books, from whom the Y&C Register funds benefit. Despite their hike in annual premiums, I have not found another company in the classic car magazines which can provide the same level of cover for less than £100. Footman James remain our preferred insurer.

Our Chairman, Geoff Murrell, is becoming increasingly known for his brevity of expression. He would seem to have adopted this from his workplace, the Ford Motor Company at Warley where, he tells us, there is little discussion on matters of concern and the phrase "JFDI" is common. The polite translation of this abbreviation is "Just Flaming well Do It!". This is not a new phenomenon as the illustrated 1930's post card from Derek Micklewright shows.



"JFDI" was an office cry in the 1930s."

On the subject of the archives, the Register library has grown significantly. If any member is interested in reading about Ford in general, please ask me for a list of books held. Books, we do send out by mail on loan. You are always welcome to come to Andover and browse through the mass of other literature and brochures on our cars, but please make arrangements beforehand in case I am on the golf course.

Incidentally, the payment by Credit Card scheme, which we introduced on a one-year pilot trial at the last A.G.M. is working a treat. It has proved particularly popular for paying annual subscriptions, especially from abroad. It is interesting to see the number of members paying for spares, regalia and handbooks by Credit Card also. For those of you who have not considered it, give it some thought.

Finally, the weather forecast for New Year's Day is clear skies with no wind. I expect many of you will be out in your cars. Let me have news of your trips with photos if possible.

COPY DEADLINE - ISSUE 135

The deadline for copy for Issue 135 is Saturday, 2nd February 2002.

Chairman's Newsletter -

Your Club needs you!

You will have read in the last magazine that Christine Baldock, our Membership Officer, has decided for personal reasons to stand down her post at the A.G.M. next April. The same decision has been taken by Kevin Briggins, our Spare Parts Administrator, who has found that the pace of business life these days does not mix with family and club duties. It is with regret that I have accepted his immediate resignation. Thanks are due to both Kevin and Debbie, his wife, since behind every successful man is a resourceful woman (well, that's what Eileen told me to say anyway!)

Our Treasurer, Bruce Allan, has stepped into Kevin's shoes 'pro tem', since with a name like Bruce I am sure he has some Scottish blood in him and the thought of getting closer to the Spares income was something he could not resist. However I would like this move to be a temporary solution only.

This brings me to the title above, "Your Club needs you". Please ask yourself the following questions:-

- Am I a past or current Committee member?
- Am I a past or current Regional Co-ordinator / Contact?
- Am I a member of the Spares sub committee?
- Have I been a member for less than 2 or 3 years?

If the answer to all four questions is "No", please ask yourself, "Isn't it time I gave something back to the club?". I can assure you will feel better and your self esteem will rise by leaps and bounds! Many Club officers have been wearing several hats for some time now and new blood is needed. You could consider taking on one of the vacant revamped Regional Contact roles, Membership Officer, Spares Administrator or Regalia Officer.

Please think carefully about this. The Club can only survive with members' input of time and effort. Either Bob Wilkinson or myself will be glad to explain the tasks involved.

On a different note, I would like to thank Mike Harvey, Plant Manager, Ford Dagenham, for the supply of two redundant shipping containers. Mike Harvey has been a good friend to the Club. His help with Convoy 2000 in facilitating the start and finish at Dagenham will be remembered for a long time. These containers are safely located on a Club member's business premises and will become the home for the Spares Section's larger heavy iron parts like engine blocks, axles etc. We will soon have to vacate the barn premises Graham has been using for some years, since the owner is thinking of selling up in the not too distant future. Volunteers are needed to help with this move. Please apply to Bob Wilkinson for details. The to-ing and fro-ing is in the Hertfordshire / M25 area.

Here's hoping 2002 is all you expect it to be and "Safe motoring".

Geoff Murrell

PS Will I see you on Convoy 2002?

Secretary's Ramblings.

May I start by wishing all members and their loved ones a Happy New Year. I hope you enjoyed Christmas and were able to get out on those occasional bright crisp days for a run in the old car. Father Christmas bought me a few car related goodies, dare I say for the restoration of my 1929 Model A. I am "Y & C - less" for the first time in thirty years! I could be tempted by a nice 'CX' tourer, but don't tell Pat.

On the subject of 'CX's; Sam, in the last issue, questioned whether or not 'C' or 'CX' models had a painted coachline. The answer is yes, they did. I can understand the uncertainty since original, untouched 'C'/'CX' models are extremely rare due to the general scarcity of the model and of course the ravages of the proverbial tin worm. (Strangely, original Model 'Y's do appear from time to time). The 'CX' 2 door saloon I bought from the late Eric Buttle of Pocklington, near York, some 12 years ago was in original condition. At that time it was the only Model 'C'/'CX' Model in regular road use and still unrestored. The gunmetal grey body carried a mid-green coachline to match the green leather upholstery and I think this colour matching/toning was normal practice and assume that all cars were so treated at the Dagenham factory. The former owner, Eric Buttle, bought the car new in 1936 and I bought it in 1989 with 50,000 miles recorded. I sold the car in 1998 to Ken Sleight of Owston near Doncaster who, coincidentally, knew Eric Buttle and VY 8085 from years earlier. Ken has addressed the problem of refurbishing what was an original car with some sensitive restoration work.....and it still has the coachline.

Again, referring back to the last issue, Graham Miles mentioned removing the spring shackles from his Model 'Y' van for checking. This raised the question as to how many people have access to the very necessary spring spreader in order to do the job without removing some part of one's anatomy in the process? I cringe when I hear of members trying this job using all sorts of lashed up pieces to take the strain off the spring. Perhaps we should ask if all Regional Contacts have such a tool; this would ensure that access by members was possible. Just as useful too would be the rear hub puller. I must look into this.

I act as scribe to the regular meetings of the Club's Spares Group, evidence of their work can be seen in our extensive Spares Parts List and the regular Spares Reports. Group supremo, Graham Miles, is always on the lookout for club members with appropriate interest, understanding, skills and maybe contacts to join the group. The workings of this group are vital in ensuring that we are able to continue to drive our cars in the future and not simply own polished museum pieces. If you are interested in contributing to the group, don't be shy, give me a call to find out more.

I was approached recently by a film/tv company seeking a 'Y' or 'C'/'CX' with fitted radio. (Actually the young man asked for one with an 8 track sound system !!) I was able to find such a car, but sadly the owner, new member Mick Hicks was not able (at 2 days notice !) to get time off work to help. Film companies seem to work on the basis of finding cars etc. at the last minute (that's unfair since there were 2 days to go !) so if you are interested in helping out with film/tv work please let me know.....adding to my database features such as sliding roof, radio , 8 track stereo, air-conditioning.....

On the subject of TV, I have seen a few editions recently of the Discovery Channel series on "A Car is Reborn" wherein a very rusty and clapped out Jaguar E Type is totally restored to pristine condition . Whilst not underestimating the work done, the programme does not show the tedious hours of laboriously stripping, derusting, and sheer graft of restoring a car from clapped out condition. Emphasis is placed on refitting those new/exchange suspension, engine, gearbox and shiny bits, making me quite envious of enthusiasts restoring a relatively modern car where parts are easily bought. Then I looked at our spares list which made me realise that perhaps our members are better off than most owners/restorers of cars nearly seventy year old. Roll on Summer!

Due to business pressure Kevin Briggins has had to stand down, after some dozen years or more, from his club spares role. May I on behalf of members thank Kevin for his work in the spares section and couple that with thanks to Bruce Allan who will add this role to that of Club Treasurer. Well done Both.

PS. At the time of writing , pre-Christmas, we are still looking for a volunteer to take on the role of Membership Officer as Chris Baldock is stepping down. Give me a ring if you are interested in simply finding out more about the job. (See last issue for ad').

Bob Wilkinson.

Events 2002

- 2/3rd. Feb. Bristol Classic Car Show. (Indoors!). Royal Bath & West Showground. Nick Glenister 01935 822566 (day)
- 18 May Ford sidevalve gathering - Brooklands John Keenan 01424 424323 - see below for more details
- 1-3 June Enfield Pageant of Motoring. Jim Miles 0208 924 4449 (afternoons)
- 17-28 June Convoy 2002 Ireland. Sam Roberts 01264 365662
- 13th. July Kirkstall (Leeds) Classic Car Show. Barry Diggle 01274 614729
- 29 Sept All Ford Rally, Abingdon. Entries thro' Bob Tredwell 01235 530720
- 9/10 Nov International Classic Car Show, NEC Birmingham. Geoff Salminen 0121 427 2189

East Sussex-Kent area:- Along with the Sussex members of the FSOC we will be having a monthly gathering in the Barley Mow public house, A27, Selmeston, E. Sussex. We meet on the third Wednesday each month, at about 2000 hrs. for a social gathering. Any Members interested in joining us are most welcome. Details available from your new Regional Contact:- John Keenan 01424 424323.

IMPORTANT FORTHCOMING EVENT FOR 2002. FORD SIDEVALVE GATHERING AT BROOKLANDS - SATURDAY 18TH MAY 2002

This interesting event has been organised by David Taylor, Sussex Coordinator for the Ford Sidevalve Owners' Club. They have extended a welcome to all members of the Y&C Model Register to attend with their cars. For any more details, please contact John Keenan on 01424 424323.

News from FBHVC.



In the November/December 2001 issue of the FBHVC Newsletter, Jim Whyman, the Secretary, writes on:-

Valve seat conversions for unleaded petrol.

There have been a few reports of valve failures on cylinder heads that have recently been converted with hardened valve seat inserts for use with unleaded petrol. The FBHVC Fuels Committee's specialist, Dr. Matthew Vincent, made the following observations, and car clubs are invited to pass these on to their members:

Fitting valve seat inserts to older engines can lead to difficulties if care is not taken with choice of insert material. When the head is machined and an insert fitted, a thermal break is introduced. The chief means for exhaust valve cooling is through the seat, so when a thermal break is introduced, exhaust valve temperatures increase. Exhaust valve failure in heads with inserts is thus more likely. To counter this, the best inserts are manufactured using sintered powder metallurgy techniques. Heavy doses of copper can be introduced into the seat to improve heat transfer and thus counteract the tendency to overheat.

It is also known that older cars frequently run significantly hotter as a result of wear and cooling system inefficiencies. These problems render such vehicles more likely to suffer valve burning or valve seat recession type failures. Consequently, it makes sense to check cooling systems and general engine health before spending money on an 'unleaded' conversion. It is also important to check that the conversion uses sintered metal inserts with good heat transfer characteristics.

Bob's joke corner.

A list of maintenance complaints/problems submitted by wartime USAF flying crew and responses by ground crew:-

Problem: Left inside tyre almost needs replacement.

Solution: Almost replaced left inside tyre.

P. Test flight OK except autoland very rough.
S. Autoland not installed on this aircraft.

P. Something loose in cockpit.
S. Something tightened in cockpit.

P. Evidence of leak on right main landing gear.

S. Evidence removed.

P. Friction lock causes throttle levers to stick.

S. That's what they are there for.

P. Number three engine missing.

S. Engine found on right wing after brief search.

I wonder if Carlton Thisse, who was in the USAF on Catalina Flying boats in WW II, can add to this list.

IT'S THE ATTENTION TO DETAIL THAT COUNTS

by Bill Ballard

It's amazing what I'm discovering about Australian Model 'C's and 'CX's as I restore my roadster! It was whilst stripping down the various parts of the roadster I had obtained from Alan Stevens, that I discovered the bulkhead on a roadster (and on C/CX coupes and roadster utilities) was a standard sedan bulkhead (complete with the triangular-shaped ventilator in front of the windscreen) with the "A" posts cut down and capped (except on the coupes). Surely the ventilator was unnecessary on anything but the coupe!

My second discovery was that the windscreen and stanchions on C/CX roadsters and roadster utilities were unique to those models. Because the sedan bulkhead was used, the bottom of the windscreen follows the contours of the top of the bulkhead, then flares outwards towards the top corners of the 'screen, unlike that on the contemporary C/CX tourers, which had vertical sides to the windscreen. The stanchions had to be specially cast to take the unique design of windscreen frame. Like those fitted to the C/CX tourer, the roadster's stanchions had a fixing bolt in the middle of the base that enabled the stanchion to be fastened to the capped "A" post. However, the roadster's stanchions also had a tongue on the outside edge of the base which followed the contour of the "A" post and allowed a further two nuts and bolts to be used to prevent fore and aft movement of the stanchion and hence make it more secure.

It is thanks to purchasing a copy of an Australian-produced "Body Parts Catalogue for Models '48', '68', 'C' and 'CX' 1935-36" at a swap meet that I've been able to make the third discovery: that the stanchions for the "open" Model Cs and CXs were either chromed, (part number CV-951210B [R.H.] or CV-951211B [L.H.]), or painted black (part number CV-951210A or CV-951211A respectively). As the catalogue specifically states that the *windshield* on the Model C sports roadster (note the wording!) was *chromed* (part number CV-951120B), and that on the Model C utility was *black enameled* (part number CV-951120A), then one must assume that the painted stanchions were meant to match the black enameled windscreen frame on the utility and the chromed one on the roadster. Ironically, the relevant entry in the catalogue does not specifically mention the finish of the *windshield* on the "CX", and I can only assume that what applied to the "C" also applied to the "CX" in this instance (unless somebody comes up with evidence to the contrary)! To make

matters worse (as far as I'm concerned!), the stanchions I got with my roadster were painted *BLUE*, similar to the rest of the bodywork, but as I've already had my new windscreen *chromed*, I shall probably follow the example of Maurie Graham's roadster and have my stanchions *chromed* too, but I have not made my mind up yet!

Until I came to refurbish the back axle I was unaware that there were two types of rear wheel hubs for the CX. The hubs on the axle I got with the roadster were the normal one-piece castings and could not be budged with a hub puller. They eventually had to be cut off with an oxy-acetylene torch and it was after they'd been removed that I noticed that the brake shoes were glued to the rim by rust! I managed to obtain another pair of hubs from a friend and when I came to clean them, discovered that they were in two parts! There was the central part, which consists of the actual hub (containing the wheel bearing) surrounded by the five studs that hold the wheel on; and the rim, through which the studs pass to hold both the wheel and the



rim to the central hub. This pair seems over-engineered compared to (and presumably pre-dated) the hubs I had removed from the axle. Thanks to Wayne Brown, who gave me an example of the "one piece" hub, and to James Allan, who took the accompanying photograph, I can demonstrate that both hubs are, surprisingly, stamped "20E-1126" without any distinguishing suffix! And to counteract any suggestion that the hubs are off another type of Ford, my mate Ron Day in New Zealand has confirmed that the two spare CX back axles that he has in his stores had these "two part" hubs and indeed, he's repaired and sent me one of the hubs, as the rim from one of my pair was subsequently found to be cracked. A word of warning here: it seems the rim of the "two part" hub is prone to cracking in the vicinity of the stud holes; I'm not sure whether the cracks on mine and Ron's arose during the casting process or dur-

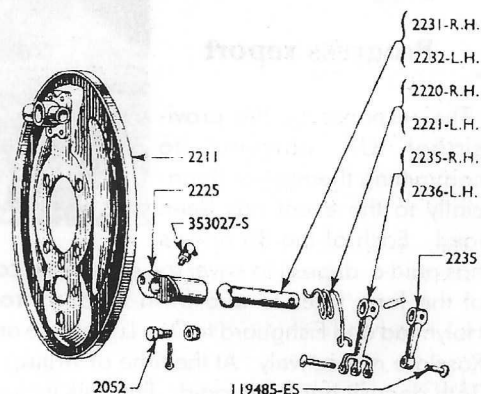
ing subsequent wear and tear, but I would suggest that anyone whose car is fitted with this type of rear hub has the rims tested for cracks by a specialist as a precautionary measure!

My fifth and most recent discovery is that the part reference 2225 in the attached diagram of the rear brakes on a CX was produced in two forms - as illustrated (with grease nipple) and without the grease nipple (a sealed unit, as it were). Who said all CX's had the same specifications?

Harking back to parts catalogues, I don't know how the employees in the Parts Departments of Main Ford Dealers made head or tail of them, as I have great difficulty understanding them! Perhaps it's because they're written in "American English"! I had earlier spent ages looking for the ventilator in my new catalogue "find", and I eventually found it, quite by accident, listed under "Lid", of all things! It was described as "*Lid (cowl ventilator and handle)*" and applied to the "C and CX closed". This implies that it was only fitted to the C and CX sedan and coupe. Therefore the roadster and utility versions shouldn't have been fitted with ventilators after all, but every example of these vehicles that I've seen to date has this feature, so catalogues can be wrong! It just goes to show that it is the attention to detail that counts when restoring a vehicle!

"The mystery two-part Model 'CX' brake drum and hub alongside a standard one-part. Both are numbered '20E-1126', a number which does not appear in my parts catalogue. Can anyone shed any light on these?"

"Part of a diagram taken from a Ford Parts List showing the braking system applicable to Models 'C' and 'CX' and part 2225 in particular, which is shown here with a grease nipple (part no. 353027-S). Bill Ballard has examples of this part without the grease nipple."



Convoy 2002. Ireland Tour :

Charity Appeal.

You will recall that on Convoy 2000 we raised the magnificent sum of £8,000 for the Children's Promise Appeal. This year, for the Convoy 2002 - Ireland event, the appeal is to raise money for research and care into Alzheimer's Disease. St. Luke's Hospital, Cork has a special interest in Alzheimer's and has a fund dedicated to this area of work. Anyone having come into contact with this terrible illness will wish to do all they can to help those suffering and their families and equally to support research into prevention. We all grow old and Alzheimer's robs the elderly of their very dignity at a time when it is needed most. Please help.

Everyone can contribute to this appeal by :

(i) All participants raising money as on Convoy 2000.

(ii) All members; by sponsoring an entrant, or by fund raising amongst friends, neighbours and work colleagues. Please contact me for an Official Charity Appeal Form.

(iii) Simply sending your own individual donation direct to the Club.

Please do all you can to help this worthwhile appeal. Make cheques payable to "Ford Y&C Model Register" and write "ALZHEIMER APPEAL" on reverse and send to me. Thank you.

Bob Wilkinson:

Contact:

Tel: 01832 734463

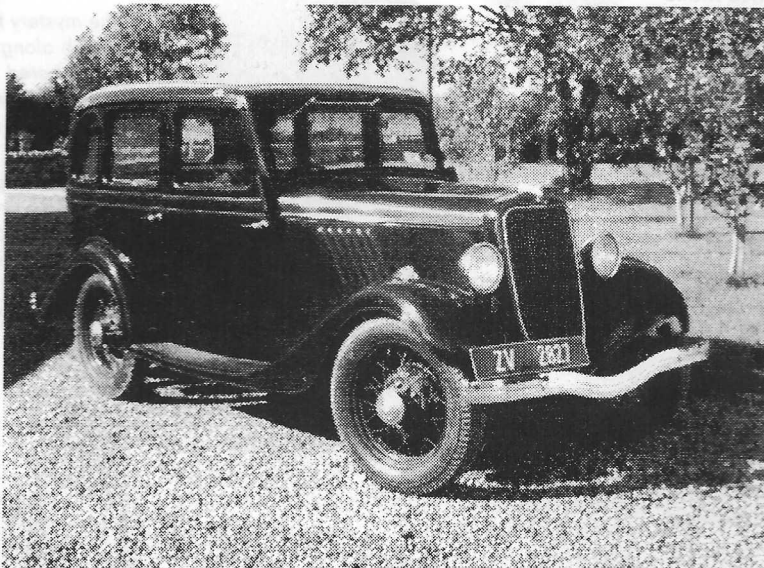
or see front cover of magazine.

Progress report

The response by the provisional UK entrants to committing themselves financially to the event has been total. Each of the 35 drivers has paid a deposit to cover the subsidised cost of the ferry fares to and from Ireland; from Holyhead and Fishguard to Dun Laoghaire and Rosslare respectively. At the time of writing, a 36th deposit has been paid. Entrants include

a 10hp Ford 'Eifel' from France and a SICAL cabriolet bodied French Model 'Y' amongst four from Holland. We are waiting to hear whether the response from our Irish members is as good as that from this side of the Irish Sea.

The small Co. Dublin based team, headed by John Fitzgerald, is doing a fantastic job. Sufficient sponsorship money and local enthusiasm has been raised to make the events en route enjoyable and not too expensive. A welcome reception awaits entrants in Wexford; a grand Ford sponsored day has been planned at Ballinascarthy, the Ford family home village before they emigrated to America; a traditional Irish evening is on the menu in Galway; the Bushmills distillery and the Giant's Causeway await us in the North and the festive 'Last Supper', to which our main sponsors are invited, will be held in Bettystown before the ferries for UK beckon over the following two days. The task that the team is tackling is enormous. As well as negotiating with the ferry company on suitable sailings and possible fares discounts, the team is liaising with the RIAC and IVCC on routes and insurance matters and finding and arranging accommodation and secure parking for over 100 people and up to 50 cars over each of the 14 nights, which is no easy task. We are very grateful and wish them success in 2002.



" Denis Hogan from County Limerick, is one of the Irish contingent on Convoy 2002 in his smart looking 1934 De Luxe Fordor Model 'Y'. Note the visible De Luxe features:- Four doors, sliding roof water outlets, rustless steel headlamps and

For Sale

1937 Model 'Y' Tudor EGC 351. Black.(Y195017). Partly restored with new king pins and bushes, new track rod ends. Front brakes totally overhauled, etc. Engine and front wings removed; chassis perfect.

Needs reupholstering and new vinyl roof; also very slight welding to inner wheel arches. Brand new genuine Ford front wing. New wind-screen and frame, plus genuine Ford rear luggage rack. Original buff log book, plus loads of literature. Only sell to someone who will complete.

Bargain at £900.

Glen Maskell. Tel: 01284 788268

(Bury St. Edmunds, Suffolk)

1937 Model 'Y' Fordor (4 door) (Y152870). DKO 301. Green/Black, in perfect condition. Fitted with genuine period luggage boot.Full MoT etc. £6,895.00.

John Keeble .

Tel: 01728 830665

(Saxmunden, Suffolk)

1936 Model 'CX', Fordor (C38833)DVX 688.

Recently resprayed in its original grey. Minimal work required to make it road-worthy. Illness forces sale. £1950.

Ian Lawson Tel: 01376 517997

(Witham, Essex)

1936 Model 'CX' Tudor (Briggs body No.465/1847). Has been stored in the open and has much body rot. Otherwise complete and restorable. £200

Ron Smith Tel: 01494 722546

(High Wycombe, Buckinghamshire)

Answers to 'Moderns' competition' - Issue 133

Here is what I now believe the answers are

'68 Anglia	Escort Mk I
Archbishop	Consul Cortina Mk I
Bobcat	Fiesta Mk I
Brenda	Escort Mk II
Cardinal	Taurus 12M
Diana	Capri Mk II
Erika	Escort Mk III
Eva	Granada Mk II
Gloria / DE1	Granada / Scorpio MkIII
MH	Granada Mk I
TC	Cortina Mk III
Panda	Zephyr / Zodiac Mk IV

My 'Match up list' contained a few errors which Michael MacSemms, the Manager of the North American English & European Ford Registry, has picked me up on and I can do no better than quote his note - "Geoff, I checked a few sources in my library and can find no reference to development code names for either the Classic or the Corsair. The Archbishop and Cardinal are well known because of the rivalry between Ford Britain and Ford Germany in the development of the FWD V4 Taurus 12M and the conventional RWD Cortina. Ford of Britain code named their Cortina project Archbishop as a humorous form of one-upmanship on the Ford of Germany Cardinal."

Please accept my apologies for these errors, all this just goes to show that memories are not as accurate as facts from books!

Geoff Murrell.

[Note:- The cardinal, after which the Taurus was named, is a red North American bird about the size of a starling seen frequently around Dearborn where the Taurus was developed - Ed.]

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

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

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 £8.50 each plus £1.50 postage
in UK, £2.00 Europe & £5.00 rest of the world.

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Books:

Model "Y" 8 H.P. Covers 'Short-Rad' models 1932/33

The "Popular" Covers 'Long-Rad' models 1933/37

Illustrated Parts List:

The "Popular" 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): price includes postage.

Please write order clearly & send with payment details as below:-

*Cheque (£GB only) made payable to 'Ford Y&C Model Register' or,

*Credit/Debit card type (Visa/ Mastercharge/Delta etc.)

Card number Amount £.....

Name on card Valid from

Expiry date Issue No: (Delta/Switch cards only)

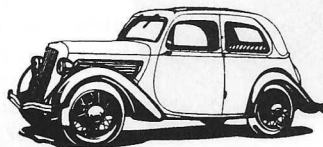
* delete as appropriate.

Date of purchase Signature

Send to: Bob Wilkinson, Rose House, 9 Brambleside, Thrapston,

Northants, NN14 4PY, UK. Telephone or e-mail orders can be

taken 01832 734463 or <bob@bwilkinson49.fsnet.co.uk>



Book review

"Ford at Dagenham - The Rise and Fall of Detroit in Europe." by David Burgess-Wise.

Published 70 years, almost to the month, after the start of production at the Dagenham plant, the book traces the story of Ford's involvement in Dagenham, from rancid riverside marsh site, the move of production from Manchester, the initial marketing difficulties, the impact of the Model 'Y' on Ford's fortunes, the war years, the booming post-war period, to the gradual decline in car production over the past twenty five years, to the point where we are today with the remaining Fiesta production transferring to Cologne this year, leaving Dagenham as Ford's major diesel engine manufacturer.

David Burgess-Wise has been involved with the history of the Ford Motor Company Ltd. since 1972, when he joined the staff of 'The Ford Times'. He was

later to become the manager of Ford's European Corporate History Office, in which capacity he was able to gather together what few Ford Europe archives remained and to interview at length many of the names associated with Dagenham, in particular with Sir Patrick Hennessy, who was arguably the most influential man in the history of Ford (England). Consequently, David is probably the most qualified person to document Dagenham's history.

The book is comprehensive in its coverage, well illustrated and is very readable. I am sure that the war-time and post-war history and facts are accurate as David's period of association with the Company either covered that period, or brought him daily into contact with employees who served during the earlier period. However, there are a couple of glaring errors in the pre-war period which covers the Models 'Y' and 'C' development and production phase (Chapter 3). Statements such as 'the Model Y was only built as a two-door' and 'The first Ford to have a model name, the 1939 10hp Prefect' would have even a lay member of the Y&C Register sucking his teeth! Personally, I was a little disappointed that although I am given acknowledgement at the beginning of the book, there is little evidence that the findings of the research for my book are reflected in the text. One point of particular concern is the repeated statement that the design of the production Model 'Y' was heavily influenced by the feedback from the public, after seeing the Prototypes at the February 1932 Ford Motor Exhibition. As the radically different production design Model 'Y' had been built and was ready for shipment to England only one month later, in March 1932, this could not be. This and a few other statements of 'fact' took off a little

of the shine, for me, from what is otherwise an excellent publication.

Sam Roberts.

Ford Y&C Model Register members can save £2.00 off the published price of 'Ford at Dagenham'. Copies are available at £12 each (post free) from Breedon Books Publishing Co. Ltd, 3 The Parker Centre, Derby DE21 4SZ. Cheques should be made payable to Breedon Books. Payment can also be made by Visa or Mastercard. Please state date. Copies will be despatched on the day the order is received. ISBN 1 85983 268 7. Retail price £14.99.

Ford at Dagenham

The Rise and Fall of Detroit in Europe



International news.

U.S.A.

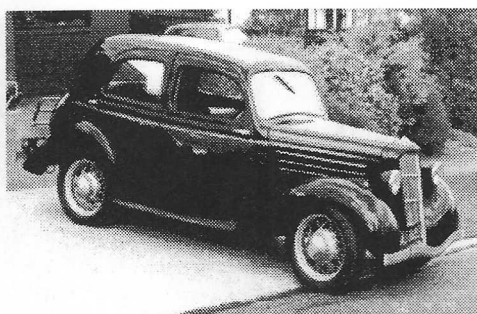
Mark Turner from Detroit, called in to Andover for Sunday lunch after watching the London-Brighton Veteran Car Run from the Crawley 'pit stop'. He left me with a copy of the American magazine called 'Cars & Parts' in which there was a write-up on the eleventh annual 'Mad dogs and Englishmen' car meet, organised by the Southwestern Michigan Motoring Association based in Kalamazoo. Mark's Model 'Y' Kerry sports-tourer attracted no fewer than three photographs on the double page spread, accompanied by the following text: "Maroon 1935 Model Y Kerry English Ford flashes a strong resemblance to its American cousin. Although it is quite a bit smaller than the American version, the '35 English-built Ford sports many similarities to the American Ford, including the strong upright grille and shell, wire wheels, banjo steering wheel, etc. The two also share a rear-mounted spare but the remainder of the styling is completely different [No wonder, as the Kerry was designed by coachbuilder Whittingham and Mitchel and not by Ford or Briggs - Ed]. The Ford Y, which ran on a four-cylinder flathead engine, was made in Dagenham, England. This Model Y convertible is one of only two in running condition known to exist, and the other one resides in merry old England, according to owner Mark Turner, Wixom, Mich. Another feature shared by both 1935 Fords is the traditional blue oval, although the American Ford had a V-8 mascot rather than a finned emblem." Conspicuous by his absence at this year's event was member Carlton Thisse and Delores. I hope all is well with y'all.

The Donut Shop hot rod meet.

The previous week to Mark's visit, we were hosts to Richard Lyndhurst from Costa Mesa in California, who was over here staying with the family in Chichester. Richard took over the ex-Tom Tomlin Model 'C', BAF 400, after

the death of his father, Joe, last year and shipped the car out to California. It has since been joined by a rather tired Model 'CX', which Richard found in New Zealand and to which he is going to do some rather indescribable things, although he assures me that when it is finished, from the outside, it will look just like a Model 'CX'. He has obviously been influenced by the weekly Donut Shop hot rod meet in Huntington Beach, California. The shop sits on the corner of Magnolia Street and Adams Avenue and the gathering there each Saturday morning between 6 a.m. and 9 a.m., when shops open, is described as the finest free hot rod show in the U.S.A.

"Richard Lyndhurst's May 1935 Model 'C', now registered Brit 35, sits incongruously amongst the hot rods and more modern American metal at the Donut Shop meet early on a Saturday morning."



"Another smart Fordor in New Zealand. This time it is a 1936 black with silver wheels version."



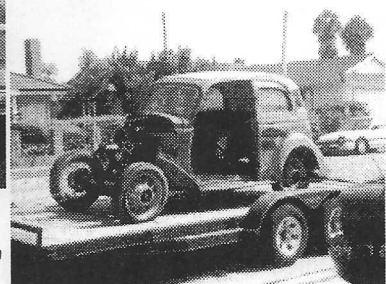
"A rather lurid cream and brown 1935 Fordor with orange wheels."



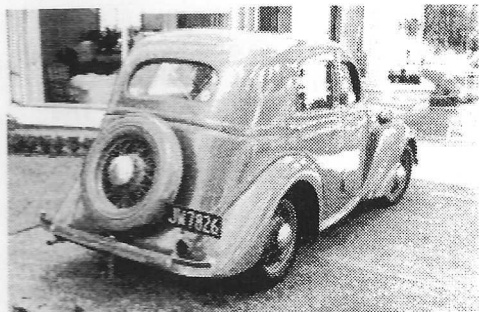
New Zealand

Following hard on the heels of the Model 'CX's reported by Ron Day on the South Island of New Zealand, Richard Lyndhurst gave me photographs of three 'CX's which were shown to him as possible buys in New Zealand. JW 7876 and AU8683 were already known to us through Ron Day. In the end, Richard chose a restoration project and is the one exported that from New Zealand to California reported above.

"The restoration project chosen by Richard Lyndhurst en route to California."



"The remains of a 1936 Model 'CX' Tudor (body number 465/6525) in a scrap yard at Horopito, North Island, New Zealand in September 2001 -photograph courtesy Ron Day."



"A rather nice looking pearl grey 1937 Fordor somewhere in New Zealand."

Denmark

Following a tip-off from Malcolm Grace, I entered bids in an Internet auction for three copies of the Danish magazine 'Ford Nyt' (Ford News) dated October 1932, September - October 1933 and November - December 1933. They now reside in the

Register archives. Regrettably, most of the news was of the new V8s. However, in the October 1932 issue there was a write-up on the British Week in Copenhagen, which was opened by the then Prince of Wales (later Edward VIII and then Duke of Windsor). The displays in the Tivoli Gardens included a Ford stand on which the new Ford Junior was displayed (Ford Junior was the name given by the Scandinavians to the Model 'Y' & Models C/CX). An accompanying photograph shows the car flanked by two kilted Gordon Highlanders - see also page 137 of the Model 'Y' book.

Spain

The ever resourceful Luis Cascante corrects my statement in the last issue that "The Ford Eifel was also assembled in Spain immediately after the Civil War in 1940." I was led to believe this was the case by a photograph of Eifel cabrio-limousines on the Barcelona production line in amongst text referring to 1940 in the book, 'Nissan Motor Ibérica desde 1920, pioneros de la Automoción' (Nissan Motor Ibérica since 1920, pioneers of the car industry). Luis reports:-

"My father remembers that only one batch of 400 [Eifel] cabrio-limousines was assembled and he thinks it was in late 1935 or early 1936.

During the Civil War (in 1937/38), 529 vehicles were assembled in Barcelona, using the remaining stocks of parts and were sold in the Republican (Loyalist) zone. These were mainly lorries. Ford Lusitana in Portugal sold 5798 vehicles in the Nationalist zone.

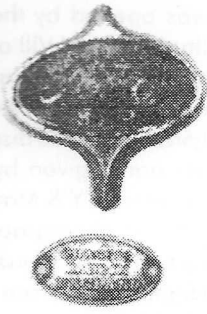
No vehicles were assembled in Ford Ibérica, Barcelona from 1939 to 1941. From 1942 to 1946, 1000 American 917-T Type lorries were assembled from Knocked Down kits."

Dickey Seats

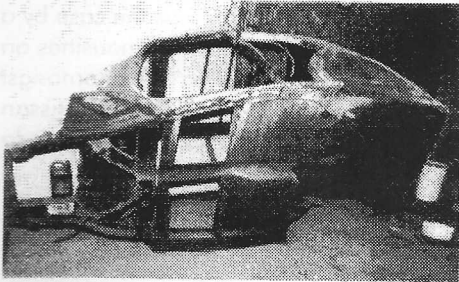
Following my request in the last issue for information on the origin of the expression "Dickey Seat", Luis Cascante e-mailed as follows:- "About the Dickey Seat, I can't help Jonathan Davies, as obviously I don't know the origin of the British name. In Spain it is called 'ahi te pudras', which means 'rot you there'. In France they are called 'Spider', an English word, and in the U.S.A., the 'Rumble Seat'.

Australia

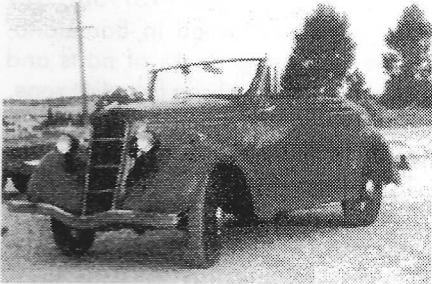
As always, Bill Ballard has been active. I illustrate a selection of photographs which he has sent since the last issue.



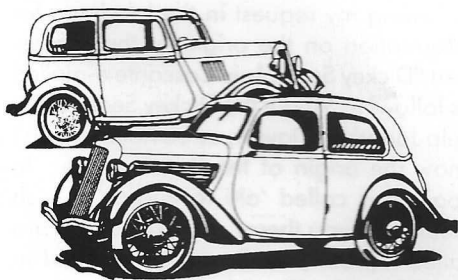
"These badges were attached to Steve Austin's Geelong bodied Model 'Y' Roadster. The 'Ford 8 HP' radiator badge is standard for pre-August 1933 cars, but the oval copper plaque stating "Chassis made in England" is a new one to me. How widespread was its use on Geelong bodied cars I wonder - Photograph courtesy Kevin Gilbert, who owned the Roadster before Steve."



"Let's do it properly! 1936 Fordor 'CX' (Geelong body number 20B-S2404) under restoration at the Junortoun, Victoria home of Greg Rice in June 2001 - Photograph courtesy James Allan."



"The 1936 Model 'CX' Roadster (20B-R274) now belonging to Steve Austin in Queensland. No doubt he will be repainting the incongruous black radiator grille."



Köln Model 'Y'



"A German haus frau, with very smart shiny shoes, apparently handing over the family Model 'Y' Köln to Wehrmacht soldiers, probably as a gesture of support for the Third Reich. Note that the wheels have fifty spokes each, rather than the standard thirty, the buckled rear wing and the bald spare tyre!"

Jim Miles has sent in these rare photographs of the Köln built Model 'Y'. From 1934, because of Hitler's insistence that cars sold in Germany should be manufactured in Germany, the Ford plant in Köln (Cologne), Ford Motor Company A.G., built its own cars to Dagenham drawings hastily converted from imperial measurements to metric. Ambi-Budd, the Berlin based coachbuilders, and Deutsch were commissioned to supply the bodies. As can be seen from the photographs, the bodies are easily distinguished as they did not have running boards. Mud flaps were fitted at the rear of the front wings and at the front of the rear wings. Notice also the smaller, Model A style hub caps.



"A family snap of what could well be the same Model 'Y' Köln before being commandeered. Note the fifty spoked wheels and the buckled rear wing. This spare wheel has quite a bit of tread."

The Mechanic

(With thanks to the Ford 8 & 10 Side Valve Club of Victoria newsletter)

A mechanic was removing the cylinder head from the engine of a Model 'Y', when he spotted a world-famous heart surgeon in the garage. The heart surgeon was waiting for the service manager to look at his Ford 'CX' tourer. The mechanic shouted across the garage, "Hey Doc, can I ask you a question?"

The heart surgeon, a bit surprised, walked over to the mechanic working on the car. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I can open it up, take valves out, fix 'em, put in new parts and when I finish, this will work just like a new one. So how come I get a pittance and you get the really big money, when you and I are doing basically the same work?"

The surgeon paused, smiled, leaned over and whispered to the mechanic..... "Try doing this while it's running!"

New members

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

- D0824 Brian Drake
27 Marcourt Road, Stokenchurch,
Buckinghamshire. HP14 3RX
- F1426 Roy Fellows
79 Heyes Drive, Wallasey, Wirral,
Merseyside. CH45 8QN
- G0229 Brian Gallett
34 The British, North Road, Yate,
Gloucester. BS37 7LH
- G1728 Michael Graham
155 Broadway, Tynemouth. NE30 3TA
- L0425 Peter Lansdale
Harbour House, Spinney Lane,
Itchenor, Chichester, West Sussex.
PO20 7DJ
- M2050 Kevin McLellan
13 Cowdrey Close, Enfield, Middlesex.
EN1 3JA
- M1351 Jack Millett
40 Dovedale, Felixstowe, Suffolk.
IP11 2PL
- M1949 Samuel Moore
22 Longfield Road, Eglinton,
Londonderry, N. Ireland. BT47 3PY
- P1136 David Perks
40 Teasdale Way, Wollescote,
Stourbridge, West Midlands. DY9 7ET
- S0242 Emmy Smith
17 Howard Avenue, St. George,
Bristol. BS5 7BB
- O-T106 Armando Torres
7A Tank Ramp, Gibraltar.
- W1431 George West
27 Cavendish Road, Hazel Grove,
Stockport, Cheshire. SK7 6HY

New Members' News

May I begin with a belated welcome and an apology to the following seven new members whose details were omitted from Issue 133 of the magazine. Please refer back to Issue 133 as necessary for their addresses.

Philip Pither now owns the 1934 Model "Y" 4 door saloon, TSL 857, previously owned by M Cutts with the registration number JN 4428. Philip still has some bits and bobs to do, including work on the roof and traffic indicators. Tim Brown joins us with his 1934 Model "Y" saloon, JY 3479 (new to the register), owned by him since 1972. Tim is only the vehicle's third owner and is now embarking on its restoration. A rare event occurred at the end of September - a dry All Ford Rally! At the club stand Kevin Burke decided to join us with his 1933 Model "Y", NG 4737, previously owned by Derek Eves. A welcome return is extended to past member Tim Browne and his 1934 Model "Y", JW 5531. Tim purchased his vehicle from a furniture auction in Colchester in 1988 and is now going to treat it to a total restoration. Another total restoration is in the offing for Ty Payne and his 1936 Model "Y" Saloon, DLD 536. Previously owned by Roger Lyons, the vehicle was stored during the war as many of course were. It was put on the road again in 1956 until 1969, when it was stored awaiting its future! Jonathan Davies' 1937 Model "Y" saloon, AJU 409, has now been purchased by John Cole. Hopefully John will enjoy happy motoring next summer as the vehicle is in an "on the road" condition. Welcome also to Ronnie De-La-Rue and his 1936 Model "Y", ADK 976, owned until recently by John Slocombe and then briefly by Phil Denson. Ronnie will be attending to the trim and checking the brakes and running gear, etc. prior the vehicle's M.O.T. and then joining us on Convoy 2002.

November and December have been quite busy on the new member front. It

is always interesting to see where new members obtain our club details from and I note increased usage of the Internet. The Register's presence at the All Ford Rally and at the NEC continues to attract new members also.

Jack Millett joins us with his 1936 long rad Model "Y" saloon, FEV 751, (previously owned by Reg Patrick). This vehicle is in an "on the road" condition and has its original engine. Jack has been very busy since December 2000 and has undertaken a fair amount of body panel replacement together with mechanics and upholstery! Brian Drake only has cosmetic work to do on his 1936 long rad Model "Y" saloon, VSJ 797, previously owned by Barry Jarlett. There are a fair number of new members in this issue who are embarking on total restorations / overhauls. David Perks has a 1937 long rad Model "Y" saloon, BAB 687, (previously unknown to the register). He tells me that his late father was aged only 17 when he purchased the then six month old "Y". It has remained in the family ever since, except for a brief period at the end of the 1950s. David passed his test in the car in 1961 and now looks forward to getting it back to near perfect condition, his father having managed to strip the vehicle down leaving the body riveted to the chassis. Brian Gallett's 1936 long rad Model "Y" saloon, OW 8897, needs a complete overhaul, together with Roy Fellows' 1934 long rad "Y" saloon, ABY 142, (previously owned by Graham Seary). Roy's chassis (or should that be his vehicle's) requires repair in three sections together with various body parts replacements and interior re-trim.

Armando Torres' 1932 short rad Model "Y" saloon, 850 A17, is one of the French, Asnières assembled "Y"s. (see page 144 of Sam Roberts' excellent book 'Ford Model Y - Henry's Car for Europe'). The rectangular brass tag is still screwed to the bulk head.

Armando tells me that during WW2 the dynamo, distributor and cylinder head were all removed and hidden. Kevin McLennan joins us with another new to the register vehicle, FK 7944, a 1937 2-door Model "Y". Bob is helping Kevin with the retention of the registration number - just another service that your club offers you!

cont'd over...

George West and Samuel Moore are each looking to purchase a Model "CX" and a Model "Y" respectively. Michael Graham has just purchased FEV 526, a 1937 long rad Model "Y" saloon, from his brother Stephen. A welcome return is extended to Peter Lansdale. Peter was a member in the 1980s and lost touch in 1990. He purchased his rare Model "Y" van with the intention of using it for advertising his florist business. Now fully restored and sporting business livery, the van now lives in Chichester. Please send Sam some photographs Peter. I'm sure we should all like to see your van! Emmy Smith and his partner, Barbara, also joined at the All Ford Rally and will be joining Convoy 2002 with the other pair of "Bristols", Adrian & Julie Chapman. Emmy and Barbara's "Y" was owned most recently by Mark Crabtree, it having been discovered (according to Bob Wilkinson's memory) some 15 years ago by Alan Ogden in a snooker table manufacturer's store room in Leeds!

Welcome to you all and the best of luck in your winter restorations. Please would any "old" members living close by make contact with the "new", as I'm sure you will agree encouragement, advice and assistance in the initial stages of a vehicle's restoration can prove to be very valuable. [In the land of the blind, the one-eyed man is king! - Ed.]

Christine Baldock

Membership Officer



"Eddie Parkin's converted Model 'C' saloon, as reported in the last issue."

Northern sidelights

A Happy New Year to All! I sit writing this on a particularly cold but bright late December day when the motoring events of 2001 seem light years away but, as always, we anticipate a good season in the coming year.

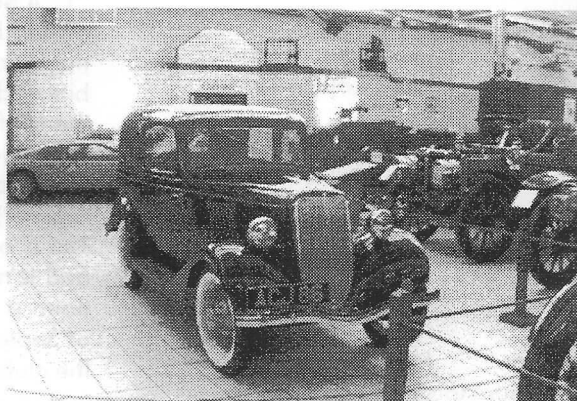
My last outing of 2001 was the annual event at Bolton Abbey Station, the White Rose Gathering, organised by the West Yorkshire Transport Society, which is always a treat held as it is in the heart of the Yorkshire dales. For those of you not *au fait* with the significance of roses in this part of the world, the colour of the rose worn signifies either Yorkshire (white) or Lancashire (red)!

Enough of the partisanship, I spent a very enjoyable morning at the Skopos Motor Museum today, which by the way is shortly to become known as the Yorkshire Car Collection. My principal reason for going was the catch up on the progress Eddie Parkin has made with his Model 'C' conversion. Well, it is now virtually finished and looking grand. In fact I was privileged to sit in the passenger seat as Eddie drove it into the museum yard for a photoshoot. As you can see, the ground was covered in sheet ice and the industrial buildings in the background gave something of an authentic setting for a commercial vehicle.

Also, Skopos has acquired a new, and very popular, (no pun intended), exhibit in the form of a 1937 Model Y, (ACJ 86 chassis number, Y185622), belonging to one of our ex-members (Steve McCabe from Walsall). This has to be amongst the finest in terms of condition. The paintwork underneath has been meticulously applied to show off the mechanical details perfectly and, of course, the coachwork is equally beautiful, set off with white-wall tyres making an all-round superbly attractive example. The car also has its framed, original bill of sale, the details of which are:

Basic Cost £110
Number Plates 12/6
Licence Holder 3/-
Delivery Charge £1-17-6
Tax £4-4-0
Insurance £9-9-0
TOTAL £126-6-0.

Talking of the new season, apart from the Kirkstall event in July, I am interested in a gathering as part of the Newby Hall Rally, also in July, and another meeting at the Skopos Museum probably on the May Day Bank Holiday. If you are interested in any of these, please get in touch. Good



"Steve McCabe's 1937 Tudor Model 'Y' now in the Skopos Museum, Batley. Originally it would have had a sliding roof and leather upholstery as optional extras."

Motoring in 2002

Barry Diggle
Region 16

Note:- Steve McCabe's Tudor Model 'Y' in Skopos museum [registered ACJ 86 - Herefordshire May 1937] originally had a sliding roof, as is indicated by the Briggs body no. 167/15878. The price of the basic 'Popular' was £100. A sliding roof was an extra £4 and a sliding roof with leather upholstery was an extra £10 - hence the £110 'Basic cost' on the invoice above. Ed.]

A plea from your printer: Many of you now have digital cameras and / or scanners. Ink jet prints sent to your editor, do not always reproduce very clearly. If you could send photos as grey-scale (ie not in full colour!) j.pegs via e.mail or on floppy disc (IBM Format) to your editor, I could use these to give better results in your magazine. Mac discs are not suitable as my system (and presumably Sam's also) won't read them.

Steve Waldenberg

Members' Correspondence

Lavenham Rare Breeds Motor Show

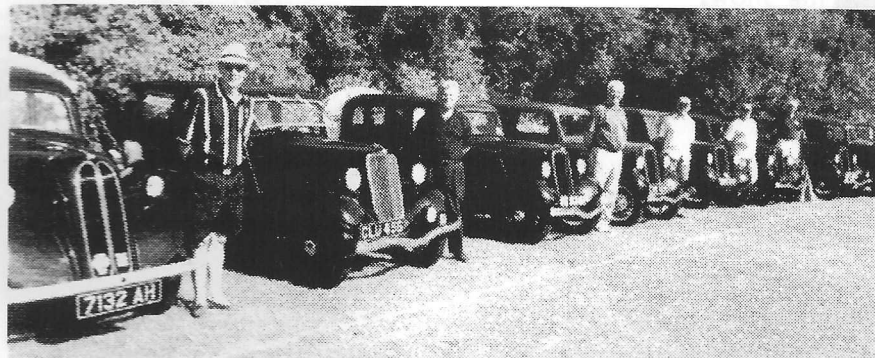
Model 'Y' Wilson tourer

Bill Ballard e-mails from Australia:- " On page 4 of Issue 132 you came up with a real pearl - a Wilson-bodied tourer made in Kingston. You and I can only assume that the "Kingston" in question is my old stamping ground, Kingston-upon-Thames, and to my knowledge, in "Sidevalve Days", there was only one Ford Main Dealer in the area - Lamberts of Kingston Ltd. I have a leaflet in my possession, reprinted from MOTOR INDUSTRY for February 1951, giving an insight into this well-known Ford dealership. I quote from this leaflet:-

"Originally founded in September 1920 as the Lambert Motor Company by Harold Charles Lambert, who remained sole proprietor until April 1936, when he formed a limited liability company as sole director. At the beginning of 1937 he negotiated with Douglas A. Watson, who was at that time an executive of the Ford Motor Company Ltd., actively engaged in the development of the commercial side of Ford dealers' service business, to take an interest in the business, and Mr Watson joined Mr Lambert's organisation on February 25th, 1937. Unhappily, on March 2nd 1937, while driving from his office in London, Mr Lambert had a heart attack and died in his car. Thus ended the career of one of the most delightful and loveable characters the motor trade has ever known.

As a result of Mr Lambert's death, Douglas Watson's father, Eustace H. Watson, purchased the Lambert holding in the company, which was reformed under the title of Lamberts of Kingston Ltd., and has operated since then with Douglas Watson as managing director. Today, Lamberts of Kingston Ltd is known far and wide as a model Ford main dealership..."

I've heard about them being a "model" dealership before, and I believe Ford featured them in some of their publicity and instructional films. Presumably it was trading as the Lambert Motor Company when (and if) the Model 'Y' tourer was built in the town, and there is no doubt in my mind that it would be this dealer who marketed the tourer, just as Perry's of Finchley, etc. marketed their own special tourers. Unfortunately, Lamberts got swallowed up by a West London company (Currie Motors, if my memory serves me correctly) which used to use the slogan "Nice people to deal with" - and we (Sandra & I) found to our cost, when we bought her "D" registered Fiesta from them, that they were anything but nice people to deal with!! This company has since lost the Ford main dealership for the area, which I believe went to a company in New Malden (Fullers?). Unfortunately, the leaflet gives very little of the past history of the company, which is a great pity!! There are a few illustrations with lots of post-war sidevalves visible in them, but there is one illustration of a small wooden-bodied vehicle under construction in their bodyshop that really intrigues me. Judging by the height of the roof compared to the workers alongside it, I wondered if they could be making a Model 'Y' van supplied to Bentalls department store which has been immortalised by the sale of the Dinky Toy model of it for £5,000 a few years ago? Wouldn't that be a coincidence?!!!



The Lavenham Rare Breeds Motor Show. From left:- Mike Meadows, Mick Hicks, Brian Mace, Tim Brandon, Bobby Gales, John Fuller. In absentia David Gustard. Photograph courtesy of Glynis, of Tim.

Following Mick Hick's summary in the last issue of events in East Anglia last summer, Brian Mace the local Regional Contact sent in this charming report on one of those events, the Lavenham Rare Breeds Motor Show, which took place on the August Bank Holiday Monday and at which six Model 'Y's were on display. Brian reports:- "My Norfolk party consisted of Mick Hicks with his splendid Model 'Y' with radio, following behind my Fordor with new exhaust (thank you Graham - first class).

We crossed the border into Suffolk, meeting the Suffolk group in Needham Market. That group was made up of Tim Brandon, with a newly reconditioned double inlet engine in his Model 'Y', and Mike Meadows who was driving his sit-up-and-beg post-war Popular. If he had brought his Model 'Y', we would have had seven on parade.

We travelled in convoy through the beautiful Suffolk countryside to Lavenham. On arrival we met John Fuller with his splendid Model 'Y' Tudor. He was the first on the scene as he likes going round the stalls and has a thing about lamp-shades. Next to limp in was Bobby Gales, who just one hour previously had been battling to bring a dead fuel pump to life, in the course of which he had severed the fuel line. Not having a spare one, he used a bit of this and a bit of that to get it going. How he ever got to the meeting I shall never know. Well done Bobby.

Last, but not least we had David Gustard in his lovely Model 'Y'. He had travelled from Danbury, near Chelmsford in Essex. It was nice to see a new face and Model 'Y'. During the course of the day, Bobby Gales was asked if he would drive round the arena as he was one of 20 cars, out of 300, chosen. However, the commentator kept referring to the car as a 'Y-Type' (Sam would not be amused) - [He is not - Ed]. It was nice to be amongst people with one thing on their minds - Model 'Y's. What other Region can boast six cars at one local show?

The grass is not greener.....

Having worked industriously on a Model 'Y', Jonathan Davies wanted a change of scenery and has bought a 1930s Austin to restore. He comments:-

"On this Austin nothing is simple! On our Model 'Y' there was lots worn out, but relatively little had been repaired as a "post war bodge", if you see what I mean. Repairing someone else's repair is much harder than mending something original that has simply worn out. I had to repair the rear hubs as someone at sometime has driven it with the wheels loose and "waisted" all the studs. It also jumped out of third gear, so I had to take out the gearbox to replace a selector spring. I was horrified to see the damage done to the tinware and floorboards by previous gearbox removers. (All covered up by the carpets!). It will be very nice when I have finished - I keep telling myself."

I can vouch for these types of repairs (bodges). I persuaded a friend of mine to buy Reg Hunt's 1934 Austin 10, which had passed its MoT and, on the face of it, just needed a little TLC to get it into a pristine condition. It was a disaster; table legs replaced rusted chassis cross-members; a sixpenny piece took up the slack in the steering box and the whole car has had to be rebuilt. Ken Arthur has done a tremendous job on the bodywork and the car is nearing roadworthy state, some six years after purchase.

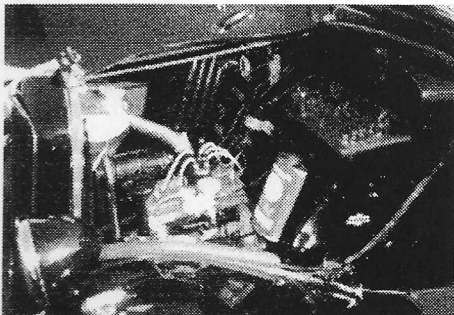
A brace of long rads

John Jennings from South Milford near Leeds, sent Bob some photographs of his two long rads, DVT 788, a September 1936 Tudor (Y155008) and FMK 146, a March 1937 Tudor (Y177281). John has recently purchased FMK from Craig Ainge, last seen with the car for sale at 'The Henry Ford Day' at Gaydon in May. In John's accompanying letter, he writes:- "Since I have acquired FMK, I have carried out some cosmetic surgery on the outside. I also ordered rear hub bearings and bolts for the bumper bars from the Club and have done work on the starter motor, fuel pump and various other things. She now drives very well and we

have done several long runs in it. I hope to be bringing it down to some of the shows further away from



"FMK and DVT alongside one another in South Milford Yorkshire."



"FMK's smart engine compartment. Note the tools neatly and securely held on top of the tool box."

A little praise

Ken Powell writes from Southampton:- "Quite some time ago, I could not get the fuel gauge on my tourer to register properly and after trying two or three other gauges, I gave up the ghost. Then, in Issue 133 of the Club magazine, I spotted Graham's very comprehensive article on the fuel gauge. When I moved one of the little nuts he mentions at the end of the instructions, hey presto! Problem solved. I never realised that was what they were for. Thank you Graham. You were a big help. Also his wiring articles a while back also came in handy.

I am still some way off completion, but I do have a go when I can and at least I enjoy doing it. The doors were a problem and I enlisted the aid of Ken Arthur of K. A. Developments [See 'Useful Contacts'] and he did a great job, also on the wind-screen which he made for me.

I always look forward to the magazine and I wish everyone good luck with their restorations."

We must be getting something right!

The 'Flying Flea'

Further to the write-up on the 'Flying Flea' aeroplane in the last issue, Graham Miles comments:-

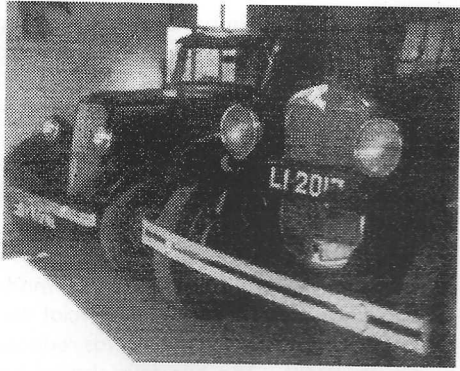
"I once had a book from my local library on this aircraft. It listed all the various engines fitted. Ours was not top of the list; too heavy for the power output. I always wondered after I had read the book, if at one time I had an aircraft engine. It was completely cut away at the rear and the timing cover was missing. At the time I thought it was from a boat, as that was quite a common practice. Alas the engine is long gone."

From the album

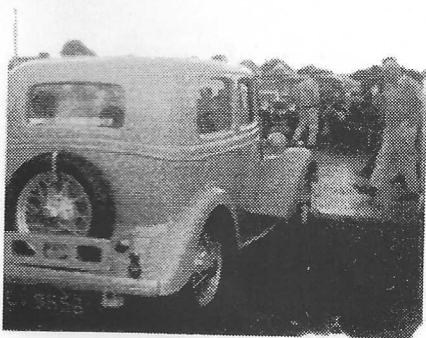
Julian Janicki has been revisiting his photo album and has dug up some interesting shots. He says, "The Irish ones were given to me in 1978 by a friend of mine. He had visited Ireland and I had asked him to photograph any Model As, Model Ys, etc. which he saw. The white Model 'Y' was photographed in early 1970 in Cornwall when I was living down there. The car, CV 9556, was driven by its original owner. My car was the Austin 7 opposite (JH 7476). The 'CX' shot was also taken in 1970."

"JU 4644 (1934 Leicestershire registration) taking part in a rally in Ireland in 1978





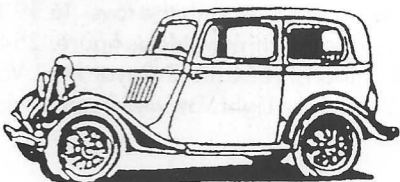
"Tucked away in a corner in Ireland was an odd registration, F12027, on a short rad Model 'Y' - it strikes me as being Spanish or Portuguese, even though the car is a right hand drive model. Its origin from a sunny climate is evident from the sun screen above the windshield, which appears to be held by an elaborate chromed gadget screwed onto the side pillars."



"This Cornish registered 1934 Tudor, with a sign in its rear window stating erroneously '1933 Model Y Rally Car' was apparently driven by its original owner to this rally in Wadebridge in 1970."



"Also taken in 1970 by Julian Janicki, this photograph of a January 1937 Hampshire registered Fordor Model 'CX'"



The Minic models -

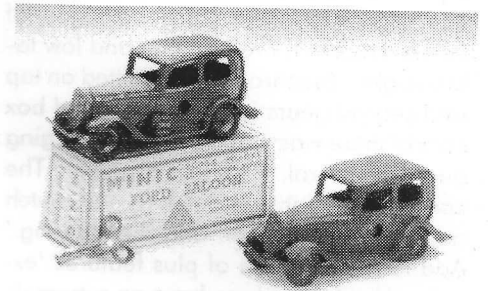
Part I.

Malcolm Grace found an old copy of the 'Model Collector' magazine dated February/March 1989, in which there was a lengthy article by Sue Richardson on the Minic Model 'Y' cars and vans. Sue Richardson had obviously done her homework on the background to the Model 'Y' such that it is worth repeating. My only qualm is that she refers to the Model 'Y' throughout as the 'Y-Type'. As this grates with me, I shall amend her text accordingly! Also, as it is lengthy, I shall spread the article over two issues of the magazine.

"The 1930s is a time to which many people look back with nostalgia, perhaps as the hey-day of the Railway Companies with their trips to Stranraer or Skegness, perhaps as the time of the summer holiday in Blackpool, perhaps as the first era of the application of a consistency of design to architecture, fashion, furniture and even advertising. It can be more properly characterised, however, not by these positive but transitory features, but by the negative underlying problems of the economy, depression and an adverse balance of payments situation.

The Ford Model 'Y', both in full size and in model form, represents the era neatly. The reduction of the price of the car in 1935, to £100 precisely, was occasioned by the near failure of the new Ford Works at Dagenham because of falling car sales. The Minic range was developed under pressure from the Government to make products in the UK that were up to the standards of those then being imported (in this case, tin plate clockwork cars from Germany), to reduce the import bill. Both Ford and Lines Bros, under pressure from different sources, produced a pretty, successful, long-selling model.

The Ford Model 'Y' was quite a change of style from the sturdy 22hp Model T and the later under-powered Model A which used a small bore T engine. The development of a small family car was initiated by a series of responses to the government imposing a Road Tax in 1920 of £1 per horse power. The tax was made a heavier imposition by the use of a complex method of calculating the horse power devised by the Treasury and the RAC which ended up with engines being given a higher rating than they would now and making the tax on the Model T a swingeing £22 per year.



"The Ford Saloon with the camouflaged version on the right (see Part II for the story of the camouflaged saloon)."

It was the attempt to revive sales that led to the production of the lower-powered Model A, and reluctantly, when the latter didn't sell well, to the design of the Y. This vehicle was aimed at the small, bottom end of the market, the family car, a group which consisted of other names destined to last for many years. Introduced at £120 for the basic two-door saloon, it was cheaper than the equivalent Austin 7 Ruby and the Morris 8, which in their turn were cheaper than the Singer Bantam and the dearest of the group, the Standard 9. As production economies were made in the factory the price was even reduced to £110 and sales were such that a Ford director could claim, with relief, that the Model 'Y' 'was our salvation.'

The Singer Bantam and the Ford Y had virtually identical bodywork (occasioned more by the need to make an economical four seater and the conventions of car design in the late twenties and early thirties than by industrial espionage), but the Ford outsold the Singer handsomely, and not just because it was cheaper. 'The Autocar', in the manner of car magazines in the thirties, was not given to too severe criticism. Its comment on the poor roadholding was mild and carefully omitted the worst: 'In ordinary quiet driving no marked side roll arises when cornering.' But the rest of the road test is outstandingly complimentary. At speeds of up to 40 - 45 mph, which 'The Autocar' implied was quite sufficiently fast even for larger engined cars, 'it takes itself along exceedingly well.'

Even a full complement of passengers didn't affect performance adversely beyond what could be expected; a comment that neatly points to the astounding performance of the family car of today - which

is expected to maintain its speed and handling capabilities fully loaded with people and luggage (for which there was no room in the Model 'Y') - and with a roof rack too! 'The acceleration and climbing abilities belong almost to a larger category of vehicle, due to a lively engine and low total weight.' Synchromesh was fitted on top and second gears in the three-speed box so that there was no difficulty in changing gear. 'General handling is good. The controls are light, particularly the clutch and gear lever action and the steering.' Add to this selection of plus features 'excellent' brakes and you have an extremely 'Popular' car, as it was later named.

However, by 1935, sales were not going so well. Ford's share of the 8hp sales had fallen to 22% and the well-being of the firm was again in jeopardy. The solution, this time, was not to introduce a new model but to cut the price of the Model 'Y' by almost 10% to an attention-grabbing, round figure of £100. The move had the desired effect. 'The Autocar' featured it as the 'Show "sensation" at the Albert Hall Ford Motor Exhibition', held to coincide with the Motor Show at Olympia. Ford's market share rocketed to 41% of the small car sector, an amazing 22% of the total volume of car sales. 'One in five new cars was a 'Popular', making Dagenham the biggest Ford operation outside the USA.

Basic model.

Ford advertising emphasised that this was no cost cutting operation. 'The £100 Saloon at last the 'Popular' Ford is reduced to £100, but only the price is reduced the reduction is made possible only by the phenomenal success of this car, due to the unique production resources of the Ford Works at Dagenham.' That was their story anyway.

Of course it was only the basic model, the two-door saloon, that was £100. The Tourer and other versions of the saloon were more, but it was the basic idea of a £100 car that captured the imagination and made it a natural selection for the recently-launched Minic range.

Most Minics were not models of actual cars, though the Streamlined Saloon and Tourer were pretty obviously based on the Chrysler Airflow. But Lines Bros just gave this vehicle a generic name. The Rolls, Bentley or Daimler toys were given their marque name but were not in fact models of these cars but general expensive car body styles

with Rolls, Bentley or Daimler radiator shells fixed on the front. These attributes of the rest of the pre-war range (vehicles loosely based on actual vehicles) make the Ford Saloon (or as it was otherwise known in Minic-speak, the Ford £100 Car) unique and remarkable.

The next question is whether the toy is a good model. It is. In fact it is very good indeed. It not only captures the shape and the detail but somehow also the spirit of the car. There are, to be sure, inaccuracies. The real car doesn't have a chromed radiator but who ever heard of a toy car without one? The full size has wire wheels and black tyres and the spare is secured to the tail by a strap and a nut and is not concealed under a chromed cover. The bonnet side carries six louvres whereas the toy has four. There wouldn't have been a petrol can on the nearside running board nor a hole for a key in the nearside front door! That one has to descend to such levels to find anything wrong with the Model 'Y' as a model shows just what a good job was made of it.

The whole of the curvaceous little body is made out of two pieces of tin. The front part is fairly simple but neatly executed and consists of the 'chassis' - rounded front wings, running boards and sweeping rear wings. The other is a triumph of the tinbashers' art. Let me try and describe what was involved. Looking down from above onto the top of the roof you can see that it is wider across between the door pillars than at either end, so it wasn't possible to just fold down the sides - though it isn't a separate piece either. The roof and the sides are from one piece of tin plate, folded along the centre part only, both ends being cut and shaped to allow for the body curves. The bonnet is part of the pressing, the bonnet side and the car side being one piece. The top of the bonnet is folded gently over to meet the other half of the bonnet and is secured with tabs along the centre line - a nice detail which represents the centre hinging bonnet of the original most accurately.

At the front of the roof the tin plate folds down to create the front windscreen surround. At the rear, the whole of the rear panel is formed and is curved inwards to follow the line of the body side.

If awards for ingenuity and economy in materials were being handed out, the Model 'Y' would figure at the top. It was no accident that the pressing was so detailed because attention to economies of manufacture, the accuracy of finish and the sturdiness

of the toy were all important at the Triang factory. There was, however, a drawback, with such a relatively small piece of tin (approximately 3.8in square) being required to fold and curve into a body size of 2.8in long, 1.1in wide and 1.2 in high. No wonder Richard Lines said years later he remembers how difficult they were to make.

What of the corresponding van? Ford made a four cylinder 5cwt light commercial version of the Model 'Y', and it too was reduced to exactly £100. The two toys shared the same chassis and the body was constructed on exactly the same principle as the car. It was a little simpler, not just because there were fewer windows and no need for slots to take the tabs on the spare wheel, nor just because the rear body fell straight into the bumper without the inward curve, but also because the curved lining detail where the bonnet meets scuttle was omitted.



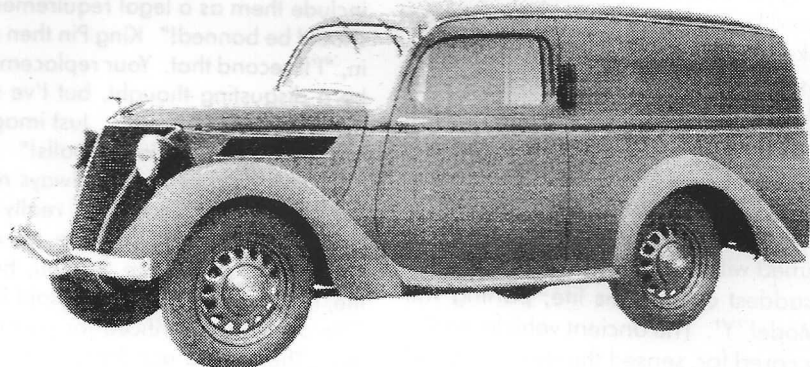
"Three versions of the 5 cwt light van."

The Minic range was launched in April 1935. By that time the Ford Y Saloon and Van had been in production for several years but had not caused any particular sensation, selling well and indeed outselling its rivals but not yet having achieved its special place in car lore. If it had, nevertheless, been planned as part of the Minic range, it would have been expecting very much of a new (to Lines Bros) technique for it to have become sufficiently reliable to produce to the quantity and quality that would be required. So it was not until 1936 that the Model 'Y' first appeared. It is shown in the second 'strip' catalogue, the one that has the double row of pictures of the range and that was enclosed in the boxes with the toys. In 1936 trade price list, three vehicles figure: 2549 Ford Saloon, 2550 Ford Royal Mail Van and 2551 Ford Light Van with a retail price of 6d.

... to be continued.

More on Eifels

Philip Albers found some old photographs in his collection in which he thought we might be interested. The first pair is of a two-door Eifel limousine with the alligator bonnet and 'V' radiator grille, which replaced the more orthodox Model 'C' styling in October 1936 and stayed in production in Germany until April 1939, when the production line was modified for the first of the Ford Taunus cars. The Eifel limousine bodies were built by Ambi-Budd in Berlin and were assembled on standard Model 'C' chassis at the Ford plant in Köln. This particular one is in an attractive two-tone green. Whether it still survives is not known, the photograph having been taken many moons ago. We will have the opportunity on Convoy 2002 of seeing two similar cars. Jim Miles will be driving his still-to-be-finished Tudor Eifel and we will be visiting the vehicle collection of Jim Boland, which includes the Eifel we featured in Members' Cars and on the back cover of Issue 131. The Eifel was known as the 5/34 PS in Germany, i.e. 5 fiscal horse power for tax purposes and 34 brake horse power (PS stands for Pferde Stärke - a literal translation of Horse Power)



"A photograph of the roomy Eifel van taken from a sales brochure

The photograph bottom right was taken in a Norwegian scrap yard some 32 years ago and features the remains of an Eifel van. The yard has long since been levelled and cleared. In the Netherlands and in Scandinavia, both the Model 'Y' and the Model 'C' were known as the Ford Junior; In Copenhagen both models were assembled from parts manufactured in Köln. Germany was the only country in Europe to manufacture a Model 'C' based van ('lieferwagen' in Germany and 'bestelwagen' in the Netherlands - literally a delivery van). Note:- Van bodies were also manufactured for Model 'C' and 'CX' chassis in Australia where they were known as Panel Delivery (PD) vans. No Model 'C', 'CX' or Eifel van is known to have survived.

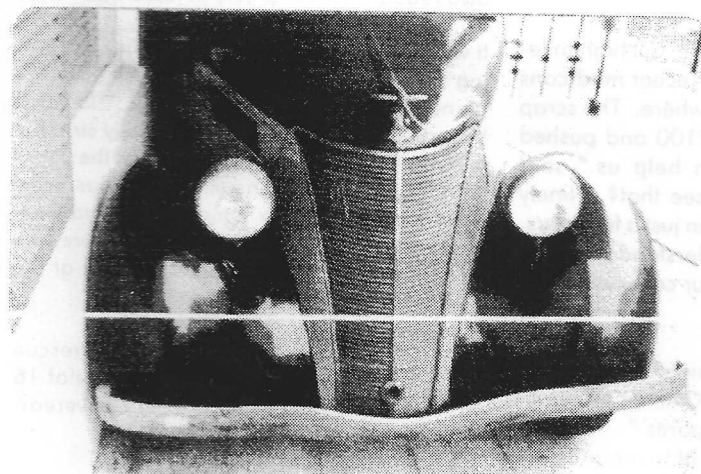


"The attractive lines of the later Eifel limousine"

Thank you Philip for these fascinating photographs.



"All that remained of the Eifel lieferwagen in the Norwegian scrap yard some 32 years ago."



"The front view of the limousine showing the Eifel logo on the grille and the twist and lift opening handle on the alligator bonnet."

Life after 60

Having just passed my 65th birthday, I was amused by 80 years of age, non-member Frank Ashton from Eastwood in Nottinghamshire, who recalls his first car, a 1934 Model 'Y' (BLG 324). He sent in this tale entitled 'The End is Nigh':-

"The driver reluctantly drove his old car to the back of the waiting queue, his eyes brimmed with tears. This would be one of the saddest days of his life; parting with his Model 'Y'. The ancient vehicle, so lovingly cared for, sensed the driver's mood. After all, they had been inseparable for so many years. "Woe is me! Woe is me! My life's nearly over. Nobody wants me. I'm redundant." "Torque Tube, what are you on about, I've never heard such rubbish", said Dynamo. "Life's great and I'm absolutely full of it. I light up all around me - big hearted too; volts and amps for all. Come on, cheer up, you look fine to me." "I'm finished. Not needed any more. All these years I've taken the strain of Chassis. Now they don't even need a chassis. All my lovely needle bearings with no rumbling future." "Snap out of it. I don't agree with all this doom and gloom", replied Dynamo. "You shouldn't be so smug." retorted Torque Tube. "You and your 'satellite' control pals have had it too. Little Miss Alt does it all and a lot better than you. She supplies the goods while you are still thinking about it."

"Auntie Carb, try if you can to cheer him up." said Dynamo. "Are you listening Mr. 'T'. This is Auntie Carb. Buck your ideas up. Everything that goes around, comes around. It may be a cliché, but it's true. When cars are made completely of plastic, they will need you again." "They certainly won't want you Auntie, and that's for sure." said Torque Tube. "Your heavy drinking has sealed your fate. It's also said that 'virtue is its own reward'. That's why the meter maids are replacing you. They're far less generous than you with their favours. You should have paid heed to the forecourt warning."

"He's right you know." said Steering Box, "It seems my work is quite acceptable, but not my play. When I was younger, the roads actually had bends and I never failed to negotiate them, and how am I rewarded? The rack is to be my Waterloo." Semaphore flexed his muscles. First his right and then his left. "I will never under-

stand the law. They prosecute flashers, then include them as a legal requirement - they should be banned!" King Pin then chipped in, "I'll second that. Your replacement may be a disgusting thought, but I've suffered the ultimate humiliation. Just imagine being replaced by a lot of balls!" Chassis groaned, "I know you've always relied on me for support and I feel really terrible about leaving. There were no crumple zones with me to care for you, but that's life, I suppose." "Not ours," said Radiator, "We are to be sacrificed for careless drivers. They cause accidents and we're the ones to become disposable items."

"I'm beginning to wonder if there'll be any of us left soon." said Starting Handle. "Talk about cutting off your nose to spite your face. They introduce automatic gear boxes and then dump me. It's called progress!" "I've been around longer than most of you." said old Beam Axle. "So long in fact that I'd begun to believe I was indispensable. Now they can manage without me. My old friends Leaf and Lever Arm changed for a couple of Jack-in-a-box coils and telescopic tin cans. To add insult to injury, both beautiful Brake Drums are now to give way to large Penny Washers. Add us old timers together and it's obvious that we're heading for the last round up."

The tension increased a little as the engine revved and they moved one place forward; one place nearer to their inevitable fate. "At least my future's bright." purred the little side valve engine. "Did you hear that?" shouted old Torque Tube. "Off with his head! Off with his valve-less head! Away with his rattling timing chain. He's clearly never heard of belts and twin cams, multi-valves and computer management. Let's face it old chap, you might as well give up your long stroking now. You are just another one of us."

The car in front was a recent, but high mileage Ford Escort, with the recent mod cons and electric gizmos everywhere. The scrap yard man handed over £100 and pushed the car away. "Heaven help us." said Torque Tube, "Did you see that? Ninety nine percent depreciation in just a few years. Now perhaps you will understand what I've been trying to get into your case hardened castings."

"What have we here? A nineteen thirty five Ford Eight. This is a real OAP. Sorry mate, this one's no good for spares." "Gentlemen, what am I bid for this magnificent

example?" Dead silence. "Come along now, somebody start me off at two thousand." "One thousand I am bid. One thousand!" "One five. One five. One five!" "Two thousand at the back. Two thousand. Any advance.... two five. Two five. Two five on my left. Don't miss this one. Three thousand. Three thousand. Any advance on three thousand. Three two fifty. Three two fifty. Three two fifty I am bid. Three five. Three five Three five. Do I hear three six? Three six anyone?" "Selling at three five. Selling at three five. Three six. Three six. Any advance on three six? Three seven, Mr. Braicegirdle? No? Three seven at the back. Three seven. three seven, I'll take fifties. And fifty Mr. Jones. Selling at three seven fifty. Three seven fifty. Selling at three seven fifty once. Selling at three seven fifty twice. Sold at three thousand seven hundred and fifty pounds. Congratulations Mr. Jones."

The old car proudly drove away. The driver parked it with loving care. "What about that then?" said Dynamo. "One hundred pounds in nineteen thirty five." "I was only kidding." said Torque Tube. "I always knew we would make it."

The moral of this tale, if there is one is, if you want to be loved as an object of desire in your mid-sixties, you need to have been born a Model 'Y'!

Stoneleigh Restoration Show

The Restoration Show has increased in size again this year. The quality has risen as well, now using three proper exhibition halls and the cattle sheds with clean, dry hardstanding outside. Our club stand was showing Geoff Salminen's and my own Model 'Y's, plus a front axle assembly out of a wreck of many years ago with the idea of stripping the axle and salvaging as much as possible. Geoff Salminen's car needed the fuel gauge sorting as it shows permanently full (if anybody has a gauge could they let him know). [He should also read Dr. Ford's article in Issue 133 - Ed]

It was pleasing to see so many members visiting the stand for a chat and hopefully we've gained a couple of new members. Towards the end of the day attempting to fully strip the axle, we were joined by a member of the 'Practical Classics' magazine staff. He was interested in the red, rusty lump of iron and what could be rescued from it! As usual there was not a lot of pre-war spares to be had at the show, but it was still a good show.

Incidentally, Green Flag/Direct Line rescue recovery have recently put an age limit of 16 years on all vehicles. Are you still covered?

Geoff Dee

Spares report

At a recent committee meeting the decision was made to release additional funds to the spares operation. Subsequently the spares group has met. As I had our present orders covered by existing funds, I proposed that we could now afford to expand our stock range of parts, plus make progress on several projects.

Having asked participants on the Irish trip to check their front hub bearings, I thought it time to stock them. I personally think it wisest and far safer to always fit a pair. That is how I've listed them, priced per hub, posted UK £29.00. Whilst buying these bearings, I also bought a supply of clutch spigot bearings. Again priced posted UK £9.00. These are listed alongside the other clutch parts.

On the electrical side, I'm in contact with an automobile electrical company for the supply of looms to suit our cars. These looms will include additional cables to allow the fitting of Direction Indicators. (They can be left unused at present if you don't need them.) I'm personally convinced that it's only a matter of time before Flashing Direction Indicators are mandatory in this country on all vehicles, irrespective of age, as they already are in several European Countries; Germany and Sweden for example. Add to that the mandatory fitting, already in place in these countries, of hazard warning flashers, again irrespective of vehicle age. Looms/cable harnesses also are listed under electrical spares. All Model 'Y' versions £129.50, again posted UK. Model 'C' looms £139.50, also posted UK.

We will now be carrying exchange, reconditioned Carburettors. Here I've ordered both 8 and 10 HP versions, in original design for the purist, and last level design. It will be up to you to check the actual engine size fitted to your car. Price per unit, exchange, posted UK £105.00.

Complete Speedo cable assemblies are also ordered for Club stock. Posted UK £23.00. We've also ordered 500 pairs of engine valve guides and 400 late engine valves. Cam followers are also being considered. Parts needed to make up king pin sets and shock absorber linkages are also ordered. Other projects in hand will need further development time, and will be reported on in due course.

As previously reported, the initial batch of 50 pairs of rear hub bearing kits are now virtually sold out. We are in fact down about three pairs, but the good news is that our replacement stock should be with us early in the New Year.

On the tyre front, Tony Etheridge has entered into the spirit of the times by offering a 10% winter discount on tyres. See his advert under 'Useful Contacts.'

Well I don't know how you see things, but to me that's quite a few additional lines for one month. I'm also pleased to report that another engine, assembled by Tim for the Register, will be finding its way around Ireland.

Please remember that I'm collecting un-needed used parts, old brake shoes, particularly late 'Y' and 'C', plus used universal joints, old clutches and I'll add to that old engine split valve guides. Please if you have such relics, try to head them in my direction.

Graham Miles.

The Saga of JJ 9010 - alias 'The Box'

(Short rad Tudor Ford Model 'Y' [Y11138]
first Registered January 1933)

"Well, I'm 'alakaifik'* Mr Kent!". With this immortal exclamation JJ 9010 passed from the ownership of Arthur, a salesman from the Walthamstow Co-op's furniture department, to my father. It was a Sunday morning in June 1957 and after over two hours of hard negotiation our daunting team of father, mother, brother and an engineering ace (just released from national service in the Royal Navy) had succeeded in extracting a selling price of £50. This was from an original asking price of.....£50! including, it must be said, eight spanners - three ring, five open-ended - grease gun and bottle jack. The reason for Arthur's final indifference - approaching despair - was that he mistakenly believed we were trying to drive down the price and in response had thrown in free driving lessons for the three Kent males. It was, after all, 1957 and my mother, in her wildest imagination, allowed herself no aspirations in that direction. In fact, the reason for the indecision on our part was that our aggregate knowledge of motors and motoring was nil. So we all sat on the kerb alongside the Model 'Y', with pinafored Mum nervously wringing her hands over the front garden gate and the engineering ace solemnly intoning that the engine sounded okay but the devil, were he to be hiding anywhere, would be in the bodywork.

He was, and how true this turned out to be. JJ could be likened to fresh toast; crisp on the outside but permanently distorted if gently pressed, and it wasn't long before even the twenty or so coats of Valspar and assorted Woolworth's household paints applied by the long list of previous owners, could conceal the advanced corrosion.

Our first family outing, five-up to visit Aunt Alice in far-away Hertfordshire, involving a 70-mile round trip, ground to an unscheduled halt with a burst tyre after just eight miles. This was also on a Sunday so that (my first-ever) wheel removal, garage location, rolling there and back and fitting of a new Goodyear 4.50/17 took a major slice out of the day of rest. However, to this day the Goodyear remains in pristine condition as the spare. If we were already finding motoring to be expensive, JJ delivered a far more significant blow to the purse in August of that year when news reached me on holiday that the pinion 'had started to re-machine the crown wheel when negotiating Hoe Street, Walthamstow railway bridge. This did not rate with Shap or for that matter any of the local hill climbs; in truth, even on push-bikes it was barely noticeable as an undulation. Be that as it may, Gates of Woodford demanded and received £50 to restore the diff. To be fair to the 'Y', I later learnt that two L drivers had been hammering her all morning so she'd obviously had enough. This marked the end for two of the learner drivers and from that moment in 1957, JJ 9010 effectively passed into my hands.

Exercising my new freedom to roam, I was driving out of the city with two friends for a planned night of excess (it never ever moved beyond the planning stage), only to be stopped by a person rarely encountered by Model 'Y' drivers - a motorcycle speed cop. Absolutely confident that speed could never be the issue, I assumed it was our Brilliantined hairstyles and flying L-plates that identified us

as prey, but to my confusion then and since, he accused me of driving with the brakes on. Had he been more familiar with the marque, he would of course have known that the effect of braking was almost imperceptible to the occupants, let alone to a remote observer. Nevertheless, he encouraged me to stay seated in the car and to apply the hand brake. Although his helmeted face filled the tiny rear window, I was aware he was stooping to apply a push test. The window rapidly cleared as he went down and JJ went forward. In response to his expletive, I assured him that the handbrake was fully engaged. After circling the vehicle he invited me to study the front registration plate. It was fixed to the bumper bar with spring steel and inclined backwards at about 15 degrees to the vertical. So as to demonstrate the angle to which it should be set, he located his highly burnished toe cap on the lower edge of the plate and nonchalantly dragged it forward a full 45 degrees. Newton's law was again proved as the spring steel re-acted and the plate, now become a blade, smoothly sliced off the surface of the boot leather. Thus ended JJ's only encounter with the law.

I duly passed my driving test in her and remember especially the examiner, in "brace for crash" position, being somewhat underwhelmed by the emergency stop.

As a student instrument engineering apprentice on a little over £2 per week, I entered my new vocation as a 'Y' slave with much passion but little cash (although the, ahem, "availability" of factory materials and tools, plus time to work on "foreigners," provided something in the way of compensation). This is reflected in the modifications, which remain extant to this day. With on-road parking, and a shot battery, starting the engine whenever the relative humidity exceeded around 50%, which of course is most of the time in this country, entailed long spells of punishment on the starting handle. The heavily rusted front shovel valance soon disintegrated and my first major job was to design and roll a new part in sheet steel, but incorporating a unique copper orifice of sufficient diameter that, however maniacal the cranking, the grille and shovel would remain unstressed. The result in appearance is something between a long and a short rad! Next to collapse were the running boards and I brazed up new angle iron brackets on which to attach nice creosoted hardwood boards covered in rubberised hessian.

Early 1958, JJ had somehow had the name of "The Box" bestowed upon her by those unappreciative of her (now known to be, post-Sam's book) racy yacht-designer origins. In response my next "foreigner" became the creation of an open-cut metal "Box" badge in a script that incorporated the flow of Austin's logo with BOAC's speedbird. This year it suddenly seemed overly sophomoric, so I moved it from the front grille to the interior.

In 1960 the brake drums were sent for skimming, being too large for my lathe. On return it seemed appropriate to freshen road wheels, nuts and hubs with Magnet lead paint. Sailing harmlessly between parties along Leyton High Road on a summer Saturday evening, the orderly queue outside the "Kings" cinema suddenly, almost as one, leapt to the left or right of where they previously had been quietly standing, as if following some strange ritual. Within milliseconds I was staring skywards as the rear offside brake hub bit into the tarmac; the wheel had overtaken us and cut a swathe through the queue. As this was before the days of ambulance chasing lawyers, the kindly crowd gave us our wheel back, brushed themselves down and wished us good evening. The wheel nuts were equally distributed at about 50 yard intervals back along the road nearside. Because of the number of rear passengers (four) and the fortunate loading (boys on nearside, girls on offside), damage to the car was minimal, limited to a split brake hub, or so I thought. Closer inspection in daylight revealed all brake hubs to be similarly split around their periphery, as a result of over zealous "skimming". I had, however, learned to never apply paint between wheel and nut mating surfaces and always to triple check torque on replacing a wheel (and never to entrust your Ford to cowboy machinists).

At 6pm on Christmas Eve 1960, JJ was attacked by a skidding, large Ford stable-mate, a red and black Zephyr. The Y's offside axle beam pivoted about the radius arm, the wing enrobed the wheel and a clockwise spin was halted by a lamppost connecting with the rear nearside wing. My passengers included a pregnant sister-in-law. We were on the way home from a shopping trip and the Zephyr driver from an office party. This seemed to have been so agreeable to his memory that by the time he came to make a pre-court statement, the Zephyr had somehow become parked (mid-road!) before an unseen powerful missile in the form of a short rad Model 'Y', caused great impact damage. With the generous award of 15 pounds seven shillings and sixpence, I toured scrap yards, then overflowing with Y's, for an axle beam. Had I known then that the front wings were "wrong", being flared long rad, I would probably have changed them, but instead there followed my first lesson in panel beating and filling. The rear was beyond such treatment as the "toast" had crumbled! After cutting back both rear wings to more or less solid metal, I fabricated an angle iron spare wheel tray dressed in heavy gauge steel (designed to be Zephyr-proof) with an open wheel aperture (designed to eliminate water retention). It remains to this day.

In 1962-3 JJ underwent her first major refit. My sister-in-law, in spite of her earlier mishap, made new upholstery a la "Indian Restaurant flock" and my fiancée a "new" carpet. I was given a '36 Fordor and after much

mental anguish decided to keep 'The Box' and dismantle the new pretender for spares. At this time I learned the hard way, that the elimination of 30 years of innumerable coats of household paints in order to cellulose spray, was all but impossible working in the street. A pitying neighbour offered me the use of a huge open sided barn in a gas works some seven miles away, provided that I could do it over the Christmas break, arrive, paint and be away within one seven hour shift. I found a brushing synthetic coach black that was up to the job. Gas works at that time stored coal - lots of it - and coal creates dust. I spread the work over two days but achieving a quick-drying, rainless, windless two days in December in the UK is a bit of a challenge. It was a very kind gesture but one that I was never tempted to take up again. The finish resembled sand-dusted tarpaulin.

I married in 1966 and gave the 'Y' to my new wife for her birthday. Now garaged, probably for the first time in its life, 'The Box' responded by providing five years of faultless service as the "family car". I can vividly recall, during the harsh winter of '67-'68, 'The Box' scaling deeply snow-covered Bell Hill at Hare Street, Hertfordshire - a bit like a beetle climbing a whitewashed wall - whilst I remained becalmed at the bottom alongside a score of others, in my new Mark IV Zephyr.

By 1972 'The Box' had earned another major refit and was once again stripped, re-undersealed and re-painted, once more by brush in coach black but without coal-dust. We moved house in that year and by this time she was fully pressed taking our and friend's children to school, then wife to work and back. For six years these unstinting duties were accomplished without complaint (from the car, that is!), until, returning from a school run, she attempted to combine a very sharp right turn manoeuvre with a very steep climb into an entrance drive and broke her half shaft. We moved house again shortly thereafter and a garage perfectly dimensioned for Model 'Y's became her home. I went to work in the USA on one of those six-month contracts that go on for two years and on return the resulting backlog moved the spotlight away from 'The Box'. There she gently rusted away for 23 years; that is from 1978 until 2001. The engine was annually oiled and tyres inflated but, because the sojourn was only ever intended to be temporary - you know how it is, no one would ever consciously mistreat a 'Y' for that long - she was never properly mothballed.

Earlier this year my now son-in-law sought permission to marry my daughter and my daughter sought permission to glide to the church in the Model 'Y'. I agreed to both - as if I had any choice! At the end of January, JJ was drawn from the barn and the full horror of what I had agreed sent a chill down my spine, six months to convert her from a

wreck to a star. The exhaust system, largely now in oxide powder form, dropped to the ground before exit but far worse was the extent to which the paint had been permeated by thousands of small rust eruptions. Both doors, carefully re-skinned on their lower half thirty years ago, had de-laminated and the front wing roots separated from the shrunken running board. A rat had nested in the back seat and died but not before consuming the top nearside corner. My whole being reacted against the thought of turning back the clock a quarter of a century to resume interminable shifts laying on cold concrete. I'd turned soft and not only that, was considerably older. I contacted a friendly (very friendly but shall remain nameless to protect the innocent) Ford garage and 'The Box' disappeared on a low-loader in a cloud of rust. I quickly received a signal that 500 hours of work had been estimated but they were prepared to get her crushed and I could sell the 'plates.

Slowly and reluctantly, I re-entered the old world of classic car restoration, to find it still occupied by a wonderful array of helpful, dedicated and friendly characters. First was 'Rocker' in Norfolk, where the wedding was to be held. Introduced to JJ by the friendly garage, he said he might as well do the half shaft, using my spare, as the car was up there. Despite the old world, it was the new Internet that really let me in. I rapidly found the Y&C Model Register web site and was astounded by the quality. Via Bob Wilkinson, I was guided to Christine Baldock and I joined immediately and received the documentation immediately. I thought the 'Y' reproduction poster, erected as a sort of altar picture, would provide suitable inspiration for the task that lay ahead and ordered one. By the time Geoff Murrell had kindly driven over from his nearby village in his immaculate Model 'C' tourer, to hand deliver, I had read the magazine and become not a little depressed. I was suddenly aware of all the parts that were "wrong" with JJ 9010, made all the harder with the realisation that it was, at December 1932 or January 1933, an early example. Geoff was to provide the perfect tonic by pointing out the "good" in the old girl and the fact that it was all my own work(?) and pressing me to concentrate instead on driveability. He even had the temerity to state publicly that I should forget the garden until the project was finished and to my amazement, "herself" duly excused me gardening duties for the duration.

I divided the project into twelve logical sections and by the time I had discharged various commitments to my business clients, it was 12th April before I could start, fewer than

4 months left. Although I set out on a policy of minimum intervention, I couldn't resist sampling the offerings of my new friends in 'Transverse Torque'. Without wishing to sound like an "Oscar" recipient, the help I received was quite remarkable: Paul Beck disappeared to his loft for a few minutes to re-appear with two short rad bumpers. I was about to abandon any hope of straightening them when I was pointed by my son towards architectural metalwork conservator Keith Blackney. By the time John Wyatt had insisted they had three days in the copper tank before polishing and re-plating, the transformation was superb. Julian Janicki responded to an ad that Bob Wilkinson had kindly inserted into the magazine on my behalf for two door handles; I had plagued Bob on and off trying to track down original trim and upholstery patterns. I decided it would be unfair to ask my wife to make carpets for the second time, so Geoff Foss delivered a perfectly fitting new set in no time. Graham Miles and Kevin Brigginsshaw came to my aid not only with parts but also with suggestions on innumerable occasions. Likewise with Geoff Dee, especially when fitting the hub kits. In instrument engineering, we have a weird idea of tolerances and Geoff provided much-needed re-assurance when I was fretting unnecessarily.

Removal, treatment, repair and filling proceeded to plan through the spring but the first major setback came when I removed the rear wings. I suddenly remembered why I had fitted spats 30 years previously – the roots had been repaired, I think during the



"'The Box' in April 2001. Compare with the photograph on the back cover, taken four months later!"

war, with what appeared to be flattened cocoa tins. This time, spat camouflage was not an option and it was too late to seek replacements. I therefore cut off each wing at the root, about 25% of the whole, and attached a space frame made from sheep fencing wire (we breed sheep). After a week of filling

and shaping I had wings that resembled a clay model more than coachwork. I must say at this point that in re-working jobs done 30 years previously, all of the Plastic Padding filling was in excellent condition and rarely cracked, whereas all the fibreglass surface repairs had de-laminated with resultant severe corrosion. With nightwork, the schedule was recovered but JJ had a few more heart-stoppers waiting in the wings. After a lifetime of care with the delicate short rad badge moulding, it broke in two during work and I've been unable to find a replacement; the radiator drain tap came off after re-assembly was underway, necessitating disassembly in order to re-solder. At the final stage, when fitting the new carpet, the accelerator pedal assembly – you know, the whole single forging – snapped in two. Mercifully I had a spare from Fordor, so it only meant removing the floor again (just replaced after undersealing access). Spraying the synthetic commercial vehicle paint was an entirely new art in that dilution is minimal and sagging dramatic unless you get it spot on, but it's flexible and remains live for weeks. Geoff Murrell re-appeared on cue one sunny evening just as a hitherto millpond-smooth painted wing sagged and whilst declining tea, dispensed much sympathy. Thanks again Geoff!

On 7th August the bumper caps were glued-in as the final job and on the 10th I gingerly drove her northwards 100 miles to How Hill on a low loader. All that remained was to fix a silk rose to the valance starting handle aperture (there's confidence for you!) and ribbons to the bonnet, and on the 11th, in brilliant sunshine, 'The Box' delivered the bride to church some three minutes early.

All Model 'Y' owners will know that there has to be a sting in the tail. There was. On the way home on the low loader, the nearside suicide door flew open, the new snatch leather held but the screws broke off in the wood upright and the mid and lower hinges distorted. She is back in the garage to have the door disengaged from the new running board rubber and the hinges re-set. But, as my wife and I learned to say with each mishap on this project, "Thank the dear Lord it didn't happen on the day".

David Kent

* 'alakaifik' is Arabic for 'past caring', 'laid back' etc.

20 years ago

'Transverse Torque', Issue 15, January/February 1982

Continuing our trawl through bygone issues, twenty years ago we celebrated passing the 200 members mark - after three years of the Y&C Register's existence. The comment made then:- "Here's to the next 200" rings a little hollow now as we struggle to maintain a figure just below 400. With over a thousand cars on the register of survivors, we do need to recruit new and lapsed members. All of us can help in this cause.

Graham Miles, the then Chairman, was very upbeat on the programme of events for 1982, the fiftieth anniversary of the introduction of the Model 'Y'. Special events planned were a London Run in April (which did happen), a trip to Belgium in May, in conjunction with the ancient Ford Club of Belgium and a trip to Berlin in October, in conjunction with the Alt-Ford-Freunde E.B. Neither of the latter two happened that year. We have been to Belgium twice since then and Graham is still hankering after a trip to Berlin.

The manufacturing programme was well under way and Graham listed all the items either under manufacture or under consideration. Items available to members included:- Front bumper bars, bumper bar bolts, brass items, door handles, 'C' model wings, luggage carriers, wheel nuts and shock absorbers. Items under consideration were more front bumpers, rear bumpers, front brake drums (skimmed) and carpets.

Ian Smith wrote in to say:- "My main reason for joining the Club was to be able to contact other people with a similar car so that we could discuss problems, etc. It is very useful to also get essential spares and also to be able to get new reproduction parts such as exhaust systems, etc., which would probably not have been made without the existence of a club of this type."

Ray Smith suggested that we set up a fund so that we can manufacture spares. Graham replied:- "I suppose, in a way, we have done this because the components

we make earn a mark up; anything from 10% to 15%, which is then ploughed back into the Club, so that we can stock and look into the possibility of manufacturing other components. At the moment we are doing the easy things but, in time, we shall have a look at the more complicated components which need a lot more cash. It is early days yet."



"A young looking Graham Miles searches for those illusive Model 'Y' spares in the late 1970s."

Jim Miles reported on the 'Fifty Years at Dagenham: 1931 - 1981' celebrations. Part of the report read:- "Thursday, October 1st, marked the 50th anniversary of production at the Dagenham factory. To mark this historic day, a special event took place, which I thought was appropriate to record. A large marquee was erected in the grounds of the factory in which were gathered a fine collection of vehicles. Also on hand were the B.B.C. and ITV film crews, plus a caravan dispensing free tea and biscuits! Gathered also were all the Ford chiefs and retired workers who had been employed in the plant back in 1931.

The main interest to my mind, of course, were the cars, which included King George VI's favourite car, namely a V8 Pilot LWB Estate car. This was the only Pilot with a floor gear change. Another interesting one was the 1951 Monte Carlo Rally Zephyr, plus a 7W Tourer (ever seen one before?) - this one had a white steering wheel.

The Y&C contingent was spearheaded by Martin Croston who, together with Allan Oakes, had brought his 1936 'C' Tourer

on a Transit pick-up all the way from Rochdale, Lancashire! - a journey of 250 miles which took 7 hours. The 'Rochdale Observer' did an article on Martin's journey in its October 3rd edition.

Vic Turner was on hand with his 'C' Tourer, also 1936. As well as the two 'C' Tourers there were two 'Y' vans, these being Harvey Russell's 1934, nicely sign-written 'Merlewood Farms Ltd.' and Norman Aliscombe's clean 1933 example.

The Hon. Chairman, Graham Miles, was present in Tom Morgan's nice 1933 Tudor. Another 'C', this time a saloon, was Tony Eldridge's 1936 Fordor 'CX'.

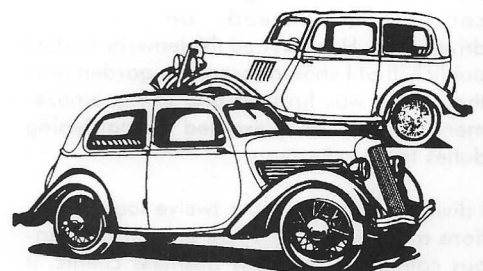
'Y' Tourers were present in the shape of Keith Copp's 1932 Abbey Tourer - this prize winner is the earliest known 'Y' Tourer in existence - plus a 'Mistral'. These were built by Jensen and supplied to Bristol Street Motors; this particular one being owned by Doug Hickson.

Steve Day ventured out from Sussex in his very nice 1933 Fordor.

Ford brought along their own Model 'Y's, these being a rather tired looking 1936 Tudor and a rare three wheeler Tug (registration number TUG 1).

Another goody was Paul Foulkes-Halbard's little red racing Model 'Y'

Regrettably, there were no photographs in issue 15 as Graham had found the two page spread of photographs in the previous issue "extremely expensive". However, Jim Miles has come up with a cracker - a photograph of Graham searching the bowels of some Nissan hut for spares taken, I suspect, a little more than 20 years ago!



Technical Advisor's slot

I have recently and often been asked by the longer serving members who did not receive the colour guide on joining the Club, what colour should my car be? So I spent time reading through old Club magazines trying to find articles that I dimly remember reading. I have found two by Philip Albers plus some information from Sam's book on the Model 'Y'. Hopefully putting these together will help answer a few questions. Note that, except for the Model 'CX', which had the same colour wings as the body, all wings and front and rear valances were black.

MODELS 'Y' & 'C'/'CX' BODY COLOURS AND MODERN EQUIVALENTS

Original body colour

Modern equivalent

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

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

Orient Blue (1932 - October 1935)
Dark blue with French grey or Tacoma cream coachline and Tacoma cream wheels.
3. Glasso 23517 4. Berger 1785

1. Vauxhall (No code) - Orbit blue (1960-68)
2. ICI 3505
5. P.J.P. 6170X 1910

Vineyard Green (October 1933 - 1937)
Olive green with green coachline and green or black wheels.
3. Glasso 29588 4. Berger 5719

1. Datsun (Code 965) - Green (1972)
2. ICI TW 24659
5. P.J.P. 6170X 5.- PJP 6710X 2013

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

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

Maroon (November 1932 - March 1935)
Dark maroon with Tacoma cream or red coachline and Tacoma cream or red wheels.
3. Glasso 286584. Berger 4710

1. Ford (Code P/CP) - Garnet (1966-71)
2. ICI 7694
5. P.J.P. 6170Y 5450

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

4. Berger 1937

1. Volkswagen (Code L.360) Medium - Sea blue (1970 +)
2. ICI 3576
3. Glasso 23000
5. P.J.P. 6170Y 1500

Gunmetal Grey (Model 'C'/'CX' only)
Medium to dark grey with French grey coachline and wheels.

4. Berger 2170

1. Rootes (Code 93) - Storm grey (1957-64)
2. ICI 5318 3. Glasso 25237
5. P.J.P. 6170X 6530

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

1. International black cellular

Radiator grille, wheels and coachline

French Grey
Medium to light slate green grey

(Early option for radiator grille)

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

Red
Vermilion

(Option pre-October 1935)

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

Green
Medium green

1. Volkswagen (Code 60D) -Elm green
2. ICI 8215

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



"Geoff Dee, our Technical Adviser, enjoys a joke."

Green (cont'd)

(Option pre-1935)

3. Glasso 28425
4. Berger 4675
5. P.J.P. 6170 72880

Tacoma Cream
Top of the milk cream

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

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

TRIM/UPHOLSTERY COLOUR AND MATERIAL - Model 'Y'

Colour	Seats etc.	Wheels
Thorn Brown	Cloth	Black
Thorn Brown	Brown Leather	Cream
Orient Blue	Cloth	Black
Orient Blue	Brown Leather	Cream
Orient Blue (Fordor only)	Cloth	Cream
Maroon	Red Leather	Red
Maroon	Cloth	Red or Black
Orient Blue	Blue Leather	Cream
Vineyard Green	Green Rexine	Black
Cordoba Grey	Red Rexine	Black
Electric Blue	Cloth	Cream or Black
Black	Green Rexine	Green or Black
Black	Red Rexine	Red or Black
Black	Cloth	Cream or Black

Note: pre October 1934, the De Luxe Model 'Y's came with leather upholstery.

A Happy New Year to you all!



"Geoffs Salminen and Dee open and ready for the first visitors of the day."

The International Classic Car Show - NEC Birmingham

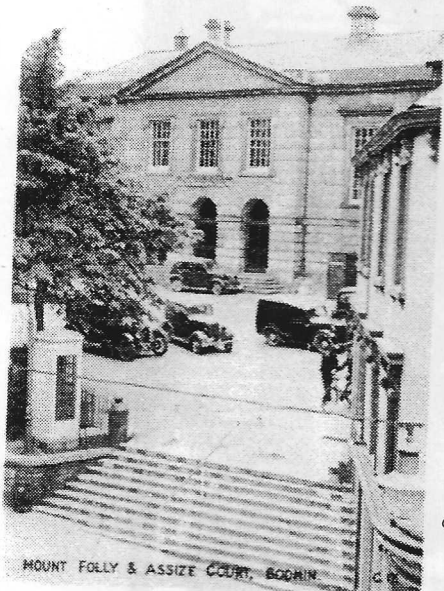
This is always a good show with something for everyone. This year the displays were spread between three halls, rather than just two as in the past. As a result there were more trade stands and, it seemed, fewer club stands. Perhaps they were just spread more thinly. As at other recent static shows, we were one of only a couple of clubs displaying pre-war vehicles, but what a stand. The theme was period music and the musical talents of Geoff Salminen were brought into play. 1930s 78 r.p.m. records were strewn around and occasionally played on the wind-up gramophone. Pianola music rolls littered the floor, held down by Geoff's ukulele and other instruments. As ever, Geoff, ably assisted by Geoff Dee, produced a display of note (unintentional pun!). The cars this year were John and Mary Keenan's Model 'C', Peter Ketchell's Model 'CX' Tourer, Geoff Salminen's Model 'Y' Tudor and Doug Hickson's Model 'Y' Mistral Tourer. The tourer display was to have been David and Wendy Grace's Model 'Y' Alpine, but due to their daughter suffering a serious riding accident, they had to withdraw at the last moment. We wish Emma a full recovery. It was very good of Doug Hickson to stand in at the last moment.

As always it was great fun talking to the punters and members who visited the stand. Shortly after I arrived on the Saturday, John Fitzgerald and his navigator from Convoy 2000, Robert Gentleman appeared, having flown in to the East Midlands airport next door to the NEC from Dublin. John and I were able to talk through the spectacular arrangements John has made for Convoy 2002 over a cup of coffee in the restaurant. Whilst there, Liam Tomlinson popped in to buy a Model 'Y' book. I arrived back at the stand to be introduced to Armando Torres from Gibraltar. Armando has recently purchased an exciting French barn find in the shape of an early Asnières assembled short rad Model 'Y', complete with period boot. He has joined the Register and has already started the restoration. More of his car in a future edition. Drew Barr with his father, George, and a friend also appeared having driven down from Scotland.

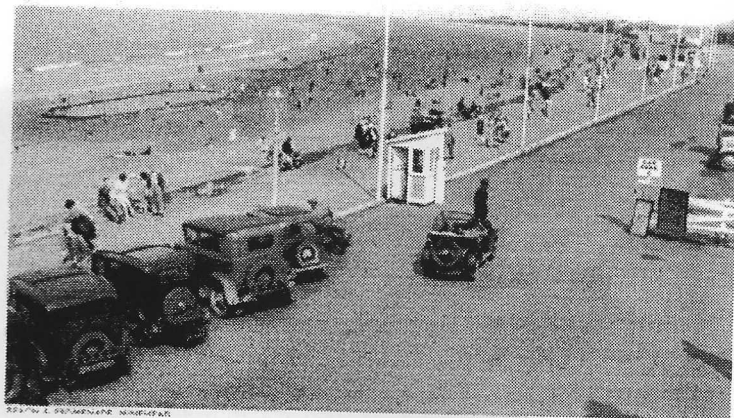
On Sunday, the two Geoffs were ably supported by our Chairman, Geoff Murrell, and Bob Wilkinson and were visited by Derek Birch, Ronnie De La Rue and John Keenan's Sidevalve Club friend, Peter Lansdale. The two Geoffs reported that it was a successful weekend and Geoff Murrell was a happy bunny, with £40 of takings from regalia sold at the show.

Sam Roberts.

Post Cards



This time round we are showing two cards sent in by Julian Janicki from Horsham, West Sussex:-



"A Birmingham registered 1933 short rad, OJ 7489, is parked next to the motor cyclist by the promenade at Minehead, Somerset, in the 1930s."

"A circa 1934 Tudor Model 'Y' in the car park of the assize court in Bodmin, Cornwall in the 1950s."

Some thoughts on the Model "Y"

by Jonathan Davies

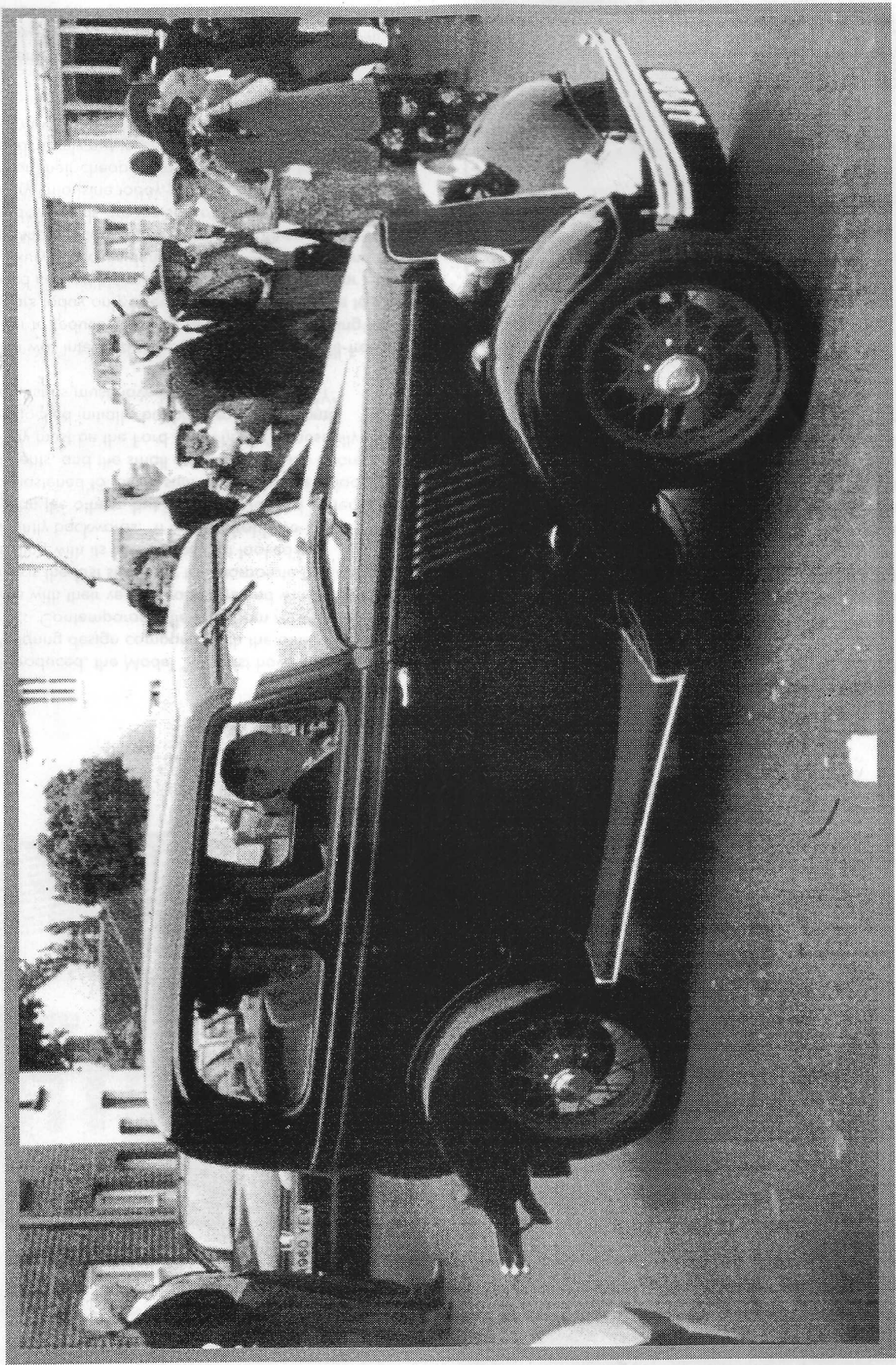
When it was introduced, the Model "Y" must have seemed a very modern, even daring design compared with the other cars that were around in 1932. Contemporary offerings from Austin and Morris look very 1920s with their vertical radiators and windscreens. The Ford however was the first small car to incorporate the latest "streamline" styling with its raked lines that looked as if the body was leaning slightly backwards. It was probably no more aerodynamic than the others, but it certainly looked better, and other manufacturers hastened to follow suit. It is tempting to look for modern equivalents, and the small car which has the nearest design philosophy today must be the Ford Ka. The Ka's unusually modern lines certainly shocked initially, but have rapidly become commonplace, just as must have happened with the "Y".

In the "Y" which was intended to be functional yet as frill-free as possible in order to reduce costs, there are some surprising features. On two-door cars today only a few of the most expensive top of the range coupe and convertible models have wind-down rear windows, yet this super luxury was considered essential on the "Y" and far more necessary than decent wipers or even a driver's sun visor. Again, rear window blinds are the sort of extra that might only be found on a luxury limousine today, but considered essential by the Ford designers on their cheapest car. It is puzzling to imagine why this was included, surely not to provide shade from the 6 volt weak headlamps that most following cars would have used. The rear window is much higher up than on a modern car in any case.

As a child I remember sitting in a "Y" and having difficulty looking out of the windows because they were rather high up. As with many things that you revisit once you have grown up, I expected the "Y" to feel much smaller than as I remembered it. However on sitting in

one again after an interval of 40 years I was surprised to feel exactly the same! The windows are higher up than on a modern car. There is a good reason for this. To allow the engine to cool efficiently through the thermo-syphon system, there must be quite a height difference between the block and the top of the radiator. The engine is placed as low as possible and the radiator needs to be well above it. This determines the high bonnet line and subsequently the matching window line around the car. In the fifties one small mechanical component, the water pump, brought about a revolution in car design by allowing the radiator and bonnet to be much lower and consequently the whole line of the car followed this.





Post Cards

Y&C REGISTER PARTS FOR SALE

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. 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 European Community. 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

MECHANICAL-SUSPENSION, BRAKES & STEERING	PRICE	RUBBER PARTS	PRICE
Clevis pins (20 thou oversize) with split pins:- State S.R/LR./ C. .	£8.00 set	Door stop buffers - 'Y'	£3.00 each
Front shackles (pattern part)	£7.00 each	Front axle beam stop rubber, 'C' (Metal on request)	£9.00 each
Rear shackles (pattern part)	£5.00 each	Running board pyramid matting (flat sheets)	£36.00 pair
Bushes for shackles - state front or rear	£2.00 each	Side lights - base mats, SR	£5.00 each
Front road springs Y&C (not Ford). (Rear, used on application)	£33.00 each	Rear brake rod support rubbers, LR	£4.00 each
Shock absorber kits:- Temporarily out of stock - Contact Graham Miles.		Under bonnet kit, 'Y'	£11.50 kit
Front brake lever return spring, Y2096 RH or 2097 LH	£4.00 each	Steering joint dust cover	£2.00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH ...	£4.00 each	Engine mount - exchange	£15.00 pair
Brake operating wedge, LR and C 48/2050	£13.00 each	Engine mount- non-exchange	£30.00 pair
Front brake lever, SR/LR/C Y2084	£13.00 each	Gear box mount	£23.00 each
Brake operating shaft (top king pin) RH Y2076, LH Y2077 .	£25.00 each	Brake and clutch pedals - exchange	£7.00 each
Rear operating shaft, LR/C. RH CE2231, LH CE2230	£25.00 each - non-exchange	£11.00 each
Rear brake cam shaft SR. RH or o/s Y2231, LH or n/s Y2232	£13.00 each		
Rear brake cam, SR Y2230	£13.00 each	ELECTRICAL	
Exchange brake shoes, rollers removed. Send old first - set of 4	£35.50 set	Headlamp lenses late curved diamond (Reproduction)	£14.00 each
Brake shoe pull off springs - Short rad, Intermediate 'Y' set 6 .	£17.00 set	Headlamp lenses, used, flat round centers	£12.00 each
Brake shoe pull off springs - Long rad post '33, 'C'/'CX', set 4	£13.00 set	Headlamp Magniflect bars (diamond shape)	£10.50 each
Relined front brake drums - exchange in clean condition	£40.00 each	Rear wing lamp mounting bracket - finished black	£35.00 each
Rear brake rod support bracket for LR 'Y' with double holes	£31.00 each	Battery fixing bolts	£3.00 pair
Front brake rod support, YE2502B. Mounts on A-frame to rod	£6.50 each	Battery Lead - Braided. Earth - bulkhead	£2.00 each
Track rod ends with dust covers: -male design	£48.00 pair	Battery lug bolts, pair	£0.75 each
.....female design	£28.00 pair	Headlamp bulbs (wattage not stated)	£5.00 each
Drag link 'Y' - state L/R.H.D.	£37.00 each	Bulbs various (if rear lamp, state straight or offset pin)	£4.00 each
Y&C king pins (Price dependent on level of kit) - exchange	P.O.A.	Distributor points (not early type)	£5.00 each
Steering box servicing - Contact Graham Miles		Rotor arms (late type)	£4.00 each
		Dynamo cut out controls (no mounting bracket)	£15.00 each
MECHANICAL - ENGINE, TRANSMISSION & FUEL SYSTEM		Spark plugs - not L10 but equivalent. Set of 4	£12.00 set
Recon/Exch single water inlet engines 8 & 10 hp (contact G. Miles)	£1000.00	HT Lead cap ends (6)	£2.00 set
Accelerator return spring Y9737 (on accelerator rod assembly) ..	£4.00 each	Side lamp acrylic lenses, 'Y' front	£4.00 each
Gaskets - Head set, 8 hp	£25.00 set	Dynamo servicing - send to Graham Miles without cut-out and mounting	P.O.A.
Gaskets - Head set, 10 hp	£20.00 set	Wiring looms (including flashing direction indicator cables)	
Gaskets - sump set (state with or without timing chain)	£20.00 set	- 'Y'	£129.50 ea
Engine top water outlet (head to hose)	£13.50 each	- 'C'	£139.50 ea
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	FITTINGS - BODY	
Moulded bottom hose - suit post 'Y' engine	£8.00 each	Bumpers, LR Model 'Y' front, chromed	£142.00 each
Piston rings, various held - Send piston as pattern	P.O.A.	Bumpers, LR Model 'Y' rear, chromed	£114.00 each
Valves, post-war, exhaust or inlet - send pattern	£12.00 each	Bumper bar bolts (oval shape)	£5.50 each
Valves, pre-war, exhaust or inlet - send pattern	£8.00 each	Bumper bar end caps chromed, LR and SR	£7.00 pair
Valve springs (Pt no. 6513)	£10.00 set	Running boards for long rad 'Y'. Moulded matting style fibreglass with steel mounting brackets. Adaptable for short rads. £90 each or £170 pr	
Cylinder head stud & nut, Y24052	£2.00 each	Valance below grill SR, (external part only - fibre glass)	£21.00 each
Fan belts - state 3" or 4" pulley	£11.00 each	Floor board screws, set of 40	£11.00 set
Clutch plate centre - exchange	£26.00 each	Late long rad 'Y' four-door hinge centre bolts with spring + tag ..	£1.50 each
Clutch pressure plate - exchange	£46.50 each	Brass balls, door hinge	£1.50 each
Clutch release bearings (pre-packed)	£10.00 each	Roof stick kits in hard wood, Model 'Y' fixed roof	£83.00 each
Clutch spigot bearing	£9.00 each	Striker wedges - female, pillar mounted Y&C types	£10.00 pair
Gearbox: Large number of parts held. Send list of requirements. ...	P.O.A.	Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£15.00 each
Front hub bearings	£29.00 pair	Hub caps - Model "Y"	£14.00 each
Rear sleeved hub bearing kits (includes outer oil seal)	£150.00 pair	Oil cans	£14.00 each
Rear hub seals (large outer) Y1175	£3.50 each	Oil can transfers. Black only	£5.00 each
Flexible fuel pipe - pump to feed	£33.00 each	Oil can brackets	£13.00 each
Fuel pump - exchange (allow 21 days)	£20.00 each	Wheel nuts, 'Y' set of 20	£35.00 set
Carburettor for reconditioning 8 & 10 hp	£105	Wheel nuts, 'Y' individual	£2.00 each
Exhaust C, with tail pipe - stainless	£80.00 each	Wheel nuts, 'C'	£1.00 each
Exhaust Y, stainless	£75.00 each	Vacuum Wiper Motor	£26.00 each
Speedo cables (inner & outer)	£23.00 each	Wiper blade, non-standard	£1.00 each
		Model 'Y' spare wheel strap	£21.00 each

PARTS ORDER FORM - ISSUE 134

To be returned to:

BRUCE ALLAN, 37 MEADOW PARK, CABUS, GARSTANG, LANCASHIRE, PR3 1TA

MEMBERS NAME:- NUMBER:-

TEL NO: DAY:- EVENING:-

E-MAIL:

CAR MODEL / YEAR:- DATE OF ORDER:-

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

NAME _____

ADDRESS _____

POST CODE _____

Note:- Use form to order new parts only.

Availability and cost of used or non-listed items on application to Kevin.

<u>NEW ITEMS REQUIRED</u>	<u>QUANTITY</u>	<u>PRICE</u>

TOTAL

ADD HANDLING CHARGE **£ 3.00**

TOTAL DUE £

PAYMENT DETAILS - Payment must be made by cheque or International Money Order (£GB only) or by Credit/Debit card.

*I enclose cheque/IMO made payable to 'Ford Y&C Model Register'. Amount £.....

* or I wish to pay by Credit/Debit card. Type (Visa, Mastercharge, Delta etc.)

* Delete as applicable

Name on Card Card No.....

Valid from: Expiry date: Issue No. (Switch/Delta only)

Payment amount £

Signature:

Please send this form with a stamped & addressed envelope and payment to Bruce Allan, allowing 28 days for delivery. Telephone orders cannot be accepted.

Orders & credit card payments can be e-mailed to Bruce

<Allan@37lancs.fsnet.co.uk >

REMEMBER TO SEND ONLY CLEAN ITEMS FOR EXCHANGE.

Ford Y&C Model Register Regalia Order Form

Please send completed form with payment to -

Please PRINT your name and address

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

Phone no -	Post Code

Item	Colour	Size	Price £	Quantity	Total price
Clothing					
Sweatshirt, long sleeve, small logo	Orient Blue	S,M,L,XL	23.00		
Sweatshirt, long sleeve, Convoy 2002 logo and personalised with name.....	Orient Blue	S,M,L, XL	30.00		
Polo shirt, short sleeve, Convoy 2002 logo and personalised with name.....	Orient Blue	S,M,L, XL	25.00		
Sweatshirt, long sleeve. Large logo	Electric Blue		5.00		
Hi-Vis Vest with Register logo	Day-Glo Yellow	XL	15.00		
Peaked cap, embroidered logo.	Blue		7.00		
Car accessories					
Register car badge mounted	Bar	Gold	8.25		
	Grill mounted	Blue	8.25		
Tax disc holder	Blue		1.00		
Key fobs, leather.	Blue		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	Please state numbers reqd	Per card	1.00		
Y Tudor / Fordor / Van / C Tudor / Fordor Tourer /					
Models (O gauge) -	Vineyard Green or Orient Blue		52.00	Please state colour	
Y Model Fordor Longrad	(both with Black wings) or Black				
Y Model Tudor Longrad - on plinth	Vineyard Green (with Black wings) or all Black		54.00	Please state colour	
Y Model Van in Millennium livery	Orient Blue with Black wings		25.00		
Rear window stickers					
'My other car is a <i>ford</i> Model Y'	Blue text on white ground		2.50		
'My other car is a <i>ford</i> Model C X'	Blue text on white ground		2.50		
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		
Payment UK Sales by cheque					
Please make cheque payable to Ford Y&C Model Register and enclose			with order	UK	post & packing £3.00
				Overseas	post & packing £6.00
					Total £.....
UK or Overseas sales by Credit / Debit card					
Card No:.....			Signature		
Valid from...../..... Expiry date...../.....			Amount to be debited £.....		
Issue No (Delta & Switch only).....					

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
- Roger Hanslip. 165 Hungate Rd., Emneth, Nr.**
Wisbech. PE14 8EQ. Ring to discuss needs 01945 430325
- Mark Crabtree, 29B, Moss Rd., Mossley, Congleton,**
Cheshire. CW12 3BN Tel: 01260 299743.
- Chassis Restoration, Classic Oils, Windscreens.** **Dave Tebb, Little Fenton Lodge, Little Fenton,**
Sherburn-in-Emlet, Leeds, LS25 6HQ Tel: 01937 557410
- Trim, Fittings, Rubber and Accessories, Small Ford Spares. 450x17 Tyres** **Paul Beck, Vintage Supplies Limited, Crosswinds,**
Happisburg, Norfolk, NR12 0RX
Tel: 01692 650455 Fax: 01692 651451
www.smallfordspares.co.uk e-mail: info@smallfordspares.co.uk
- Stockists Early Ford Parts** **Tony Butterfield (Can supply gaskets) 2 Cockers Lane,**
Leyland, Lancs, PR5 3SU. Tel: 01772 424032 Fax: 01772 457542
e-mail: tony@roadsters.freeserve.co.uk
- 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 appt. only) 118 Oaklands Avenue,**
Oxhey Hall, Watford, Herts, WD19 4LW Tel: 01923 231699
- Insurance.** **Footman James (Y&C Register Insurance Scheme)**
Very competitive preferential rates for members only. From £71.80 per policy for cars valued up to £7500. Fully comprehensive with unlimited mileage. Full breakdown and rescue service in UK and Europe.
Tel: 0121 561 4196 with membership number.