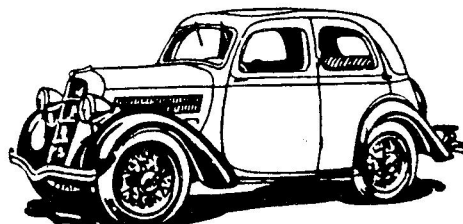
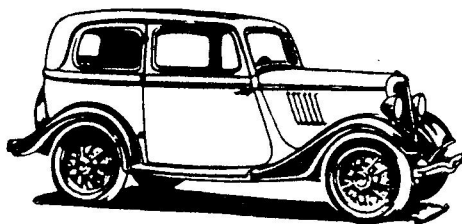


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

No. 50 Dec/Jan '88

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DIRECTORS: Graham Miles, John Guy, Jim Miles

The Club Year commences on 1st March and runs through to 28th February.

Annual Subscription per member, £10.00, due on 1st March each year.

O.A.P.s £6.00, Overseas Membership £12.00

All cheques payable to the Ford Y & C Model Register, in Sterling, sent to Membership Sec.

Please notify Membership Secretary of change of address and or car details.

Newsletter back copies from Membership Secretary, 25p each copy.

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Area 1	—	Central Scotland
Area 2	—	South Wales, Avon, Somerset
Area 3	—	Ireland (N & S)
Area 4	—	Cheshire, Lancs., Merseyside, Cumbria, North Wales
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Area 10	—	Devon, Cornwall
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EDITORIAL

How do you like the look? Our magazine is getting smarter with the new printing and reproduction techniques such that photographs become much more usable and therefore perhaps we will be able to show more detailed prints of your restoration work. Do you have any such good prints?

Are you doing much restoration this winter? Mine seems to have come to a full stop after replacing the window channels to prevent the windows rattling around. Woolies have a very good replacement section but you have to dismantle the bulk of the door interior bits and pieces, although you can leave the winding gear intact on the support timber.

Perhaps the key item to mention this issue is the A.G.M. That is, the FORD Y & C REGISTER ANNUAL GENERAL MEETING, 10TH APRIL, 1988. Again, we repeat Don Malin's success formula at Nuneaton, CENTRAL TO MOST PEOPLE. Elsewhere, you will see a new regular feature, the Events List. Top of the list is, of course, our A.G.M., probably the most relaxed and friendly A.G.M. you could imagine, hardly a whip in sight! So why not give it a try this year?

There you are, I have managed to mention the A.G.M. five times with almost imperceptible ease so that by 10th April a little bell might ring and you will think 'Must go to the A.G.M.' Enough of the Adman's subtleties, elsewhere in this issue you will find some interesting car discoveries. On the matter of the early Y Estate car, I have a book called 'British Cars of the Early Thirties' which has on page 46 a reproduced advertisement for J. A. Jennings and Son, Motor Body Builders, Sandbach, Cheshire - two and four door saloon conversions, £13 for a Model Y and £14 10s for a Model B. Hope this is of some use, John. We also have a contender for the lowest mileage and a story of persistence rewarded.

We are pleased to include more technical advice from Jeff Cole and a list of modern paint colour equivalents from Philip Albers. Many thanks for your efforts.

The Model C is strongly featured in Bob Wilkinson's section, where the first part of the Register is published and backed up with more historical production information from Sam Roberts. Plenty of goodies as usual.

Did you manage a run over Christmas? our Y saw one or two bright morning outings and proved very popular with the children. I'm not sure whether it's the bouncy ride or the lack of seat belt restraint which appeals, I don't think it's the old car interest!

P.S. Don't forget your subscription renewal,

John Guy

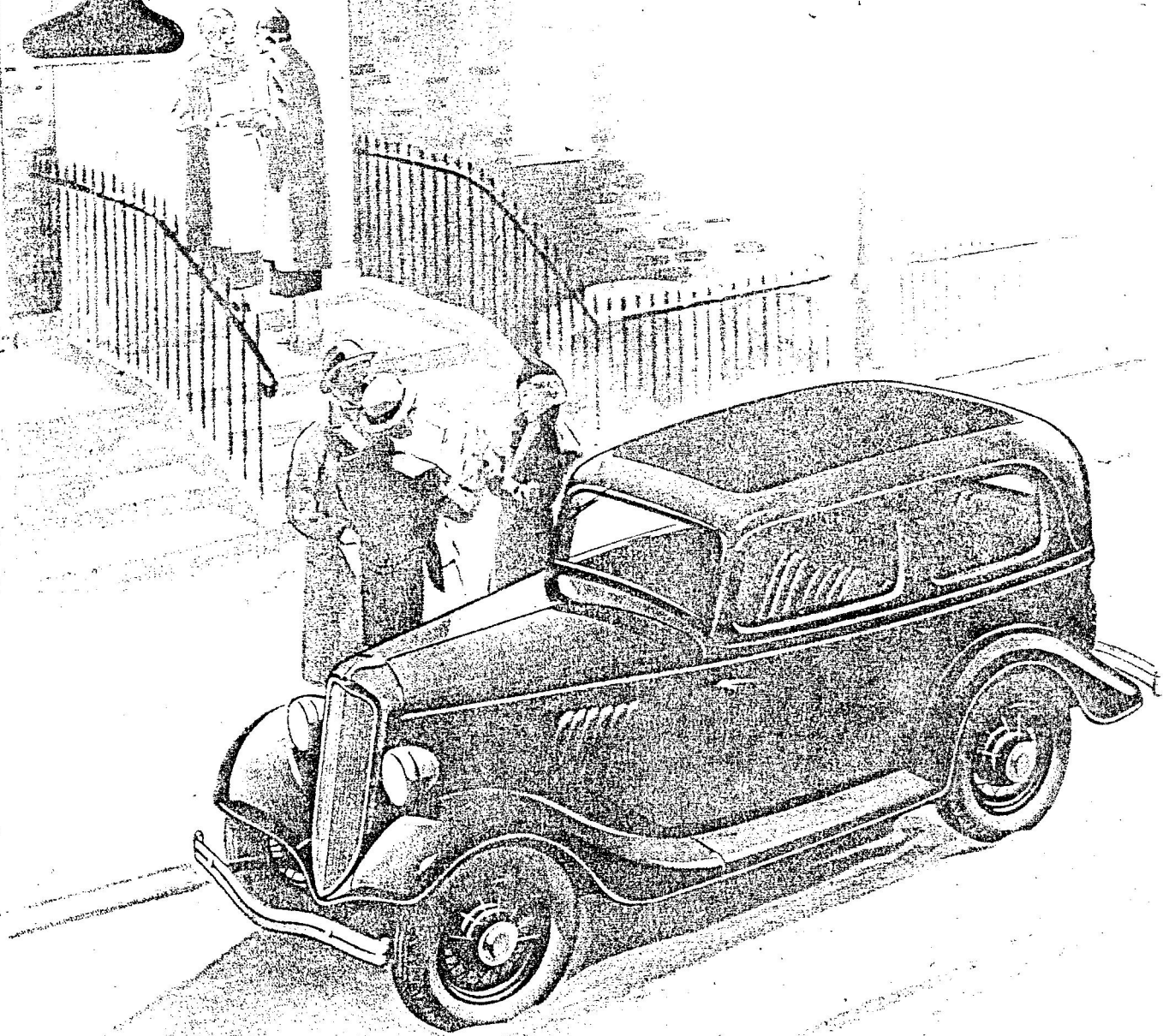
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MEMBERSHIP REPORT

Since the last publication we have welcomed the following new members:

- C108Y Bob Cruikshank, 86 Brunswick Street, Leamington Spa, CV31 2EQ.
- C119Y Roy Cleeves, Gable End, Nailsea Court, Nailsea, Bristol, BS19 2DQ.
- F110Y Len Foster, 44 Hewitt Road, Ramsey, Harwich, Essex, CO12 5DZ.
- F111Y John Follow, 'Slieve Bawn', Beauport Estate, Routes des Genets, St. Brelade, Jersey.
- R117Y Lawrence Rose, PO Box 65, Northwich, Cheshire, CW8 2RD.
- T108Y Andy Thomas, 23 College Road, hereford, HR4 1EE.

As usual we welcome new members and ask existing members living within reasonable distance to make contact and give support in particular to new members struggling with a rebuild.

Change of address

J101Y Alan Johnson, 29 Park Lane, Brampton, Huntingdon, Cambs., PE18 8QD.

Bob Wilkinson

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NEW MEMBERS

Len Foster has recently acquired DHK 107, the 1936 2 door Y once owned by member Brian Ruddock in Sudbury. The car is being treated to a full rebuild.

Roy Cleeves owns 1937 Y DHT 555. He says:

'The restoration work was started about twelve years ago and then abandoned to gather dust since then. The body is in good condition as is the seating, but a new roof is needed. There's a fair bit of work to do (as you can see from the photograph) before she's on the road but we have made a start and hopefully will be motoring next summer.'



Andy Thomas owns 1937 Y JN 8657. He seems to have a lot of work to do, from his brief note:

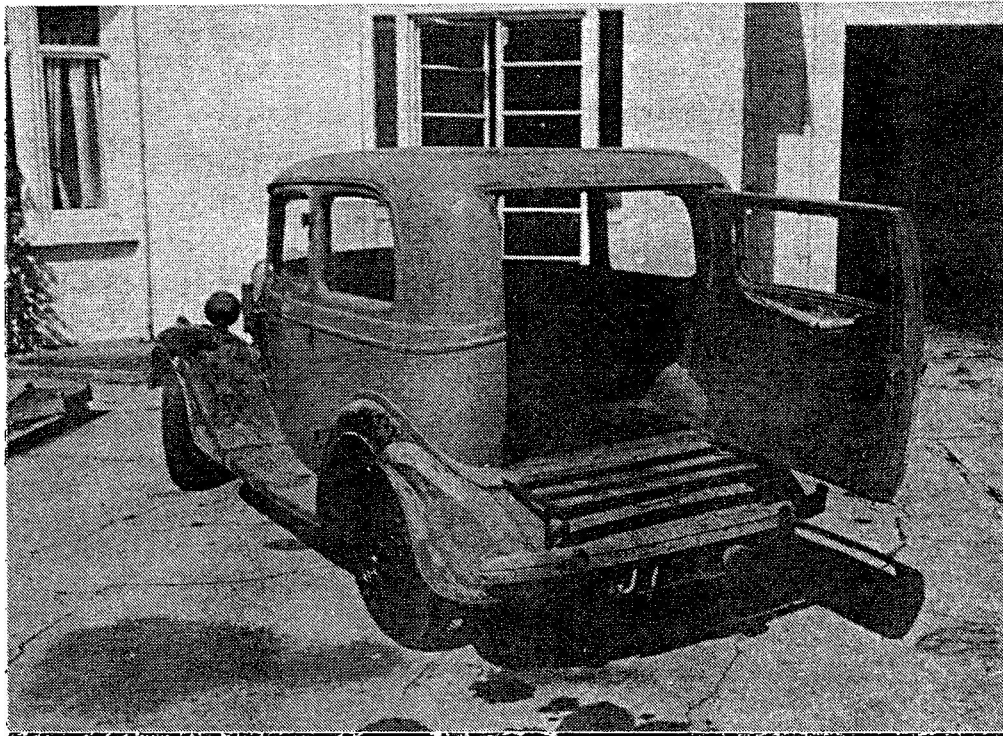
The chassis is OK but everything else needs work!

A familiar tale, Andy - keep up the good work.

Lawrence Rose has ALV 902, a 1935 Y, on the road.

Bob Cruikshank owns 1936 Y HV 6020 and is fortunate to have a car in 'an on the road' condition. However, Swansea have different ideas and keep insisting on giving him a new number. Keep up the battle, Bob.

This month's 'find' (if not the year's) is probably John Follow's 1936 Y. The photograph below will show you why. John's car is a Y saloon/estate. I have never seen such a model in the flesh but somewhere I have seen an advert for the company which converted a normal Y into a 3 door vehicle. You can just see the loading platform. If anyone out there can provide information, we would like to know more on this conversion.



John writes:

J 1714 (the number currently worn by the Y) was re-allocated by Jersey Vehicle Taxation Department to another car in 1983. The vehicle was apparently LUX 85 previously (this is a London 1951 number - Bob) but Swansea have no record.

My trail of detection work led me to learn of the original owners, Mr. and Mrs. Selkirk-Kidd. Both are now deceased but I have spoken with his nephew who recalls the car and is pleased it is to be restored.

Mr. Selkirk-Kidd took the then new (converted) car out to the Sudan when he was a manager for the Anglo-Egyptian Cotton Plantation. The car was used extensively as a working vehicle by him and his wife over many years. Mr. Selkirk-Kidd retired to Jersey in 1958 where the car was given J 1714. (Mr. S K probably returned to England in 1951 hence the LUX 85 number allocation - Bob W.) In 1960, the car was traded in to La Motte Garages St. Helier and my father, an employee of the Ford dealer, bought the car. The car came into my hands when my father died.

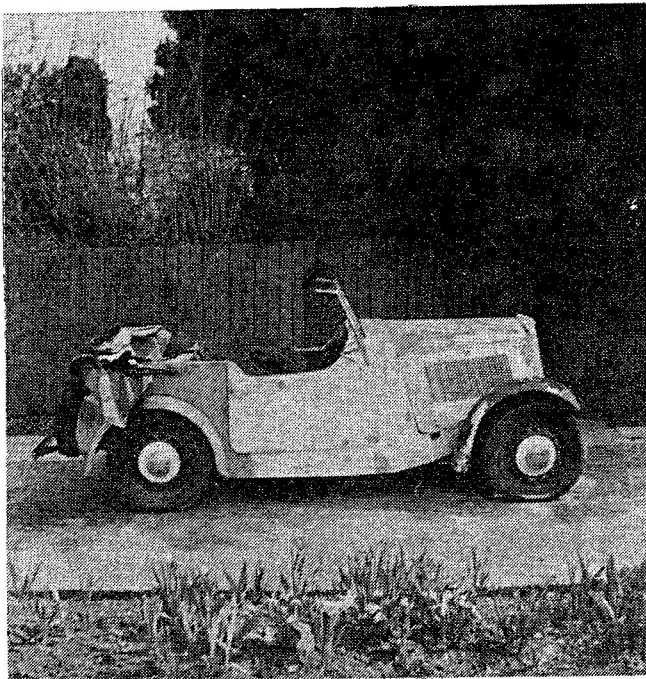
John is now on the trail of some original photographs of this interesting vehicle from the relatives of the original owner. Keep us informed, John, this is a well travelled car. John's minor problem is how to obtain 'Arabian Desert Brown' the original colour for his rebuilt.

The Mistral Y tourer which I reported on (edition no. 48) as being found by a visitor to the G-Mex exhibition turned out to be a rather strange car. The only apparent 'Mistral' parts were the front bulkhead and doors. The chassis and running gear was the later type and all probably beyond restoration as a genuine Mistral tourer.

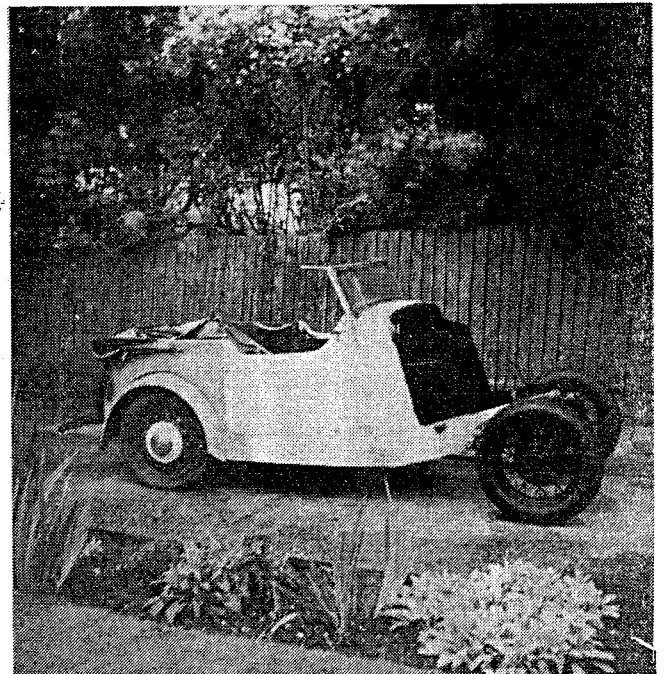
Bob Wilkinson

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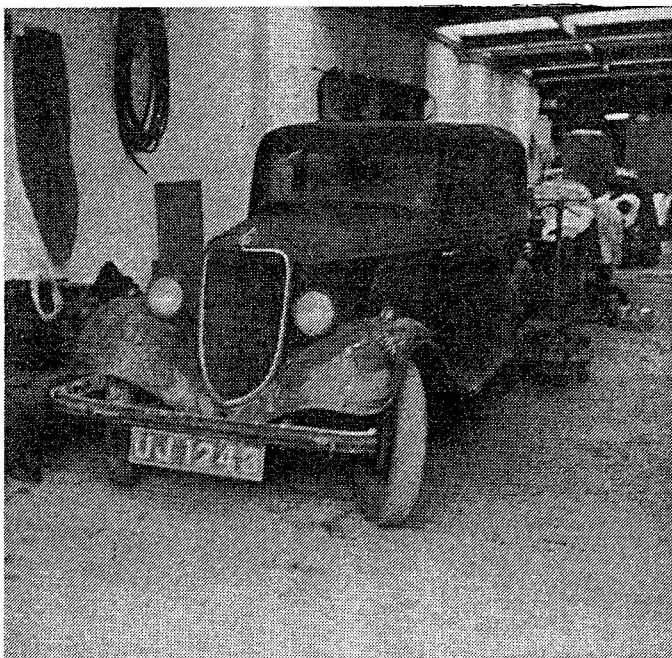
(a)



(b)



(c)



(a) Sam Roberts' Kerry tourer, as bought, Spring, 1986

(b) Sam's Kerry tourer, Summer, 1987. Now hybrid: Model Y front axle, post war Ford Pop rear axle.

(c) John Pinder's short rad, having been recovered from his late aunt's garage where it had been shut away for over 20 years. Now being restored in I.O.W.

CHAIRMAN'S LETTER

Welcome to 1988 and the tenth year of the existence of the Ford Model Y & C Register. This issue of the Newsletter also marks a milestone in that it is the fiftieth. Although my earliest letter from the Chairman Graham, which is unnumbered, is dated June, 1979, I believe there were one or two before then.

Before we look forward to the new year, it is worthwhile looking back at the achievements of 1987. The re-organisation of the Committee at the A.G.M. in April certainly laid the foundations for a more efficient club. The new look Newsletter, I believe, has been well received. Our entrance into the more prestigious shows has raised the image of the Register, a move which I hope will continue in the upwards direction. Bob Wilkinson has also launched the REGISTER of all surviving Ys and Cs, the first fruits of which appear in this Newsletter, in lieu of the Bulletin, which conveniently has reached the close of Volume 4. We will commence the publication of Volume 5 once the register, as presently known, has been printed.

On the other side of the coin, there were two disturbing features of 1987. One was the large drop-off in membership renewals, which, of course, reduces significantly the income, as well as defeats the object of the Register, which is to gather all Y & C owners under the one roof. Let us hope that as the image of the Register and the service it provides to its members improves, so the lapsed members will return to the fold. If you know of any such lost soul, please encourage him or her to reconsider membership.

The other piece of sad news was the death of Henry Ford II on 29th September. Although he did not take over the Ford Motor Company until 1945, as a child he used to accompany his father on many of his business trips. As Edsel Ford II stated at the memorial service to his father in London on 18th November, 'He came to Dagenham with my grandfather (and my namesake) in 1929 at the invitation of Lord Perry when they were piling the foundations of Dagenham'. Hence he lived through, and was very closely associated with the development of the 'Little Fords of England'.

And now to 1988. Participation is to be the key word of the year. The Events calendar is published early so that you can arrange your holidays and programmes around the Register gathering this year! The A.G.M. and the Stanford Hall meetings are 'three line whip' affairs in the nicest possible way. For those who want Graham Miles to bring spares to the A.G.M., please get your demands into him soon, so that he and the working parties can sort them out in time. You can also participate in the Register's activities by spreading the word and encouraging the large number of non-member owners to join the Register. I shall be enclosing some cards with the May issue of the Newsletter for distribution to owners you trip over at local rallies, who do not appear to be members. I am also looking to reducing the size of the Areas so that they become more parochial and workable. This, of course, will call for more Area Organisers and I will be writing in due course to some of you to ask you to take on the role of local focus for matters Y & C. However, if any of you would like to volunteer at this stage to look after your county or region, I should be delighted to hear from you as soon as possible.

Once the Areas are sorted, it is intended that the membership number system will change to include your area in the number, thus making the job of updating membership lists easier and cheaper.

Your participation is also very welcome in the production of the Newsletter. Each of us has a different story relating to the purchase, rebuild or maintenance of our cars. We come up against different problems which we either solve or for which we need help, and we all come across articles and snippets relating to our cars. Submit your story to John Guy, who will be delighted to edit and print it with accompanying photographs.

You will also see that in 1988 we are slipping the Register's financial year to commence on 1st June, so that decisions taken at the A.G.M. on subscriptions can be made effective more quickly.

In summary, we all want to see and hear more of our cars in 1988. To this end, a good New Year's resolution is: I will work on the car over the remainder of the winter period to get it on the road this summer.

I wish you all an 'eventful' 1988,

Sam Roberts

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MEMBERSHIP CHAT

Lowest Mileage?

A recent letter from Frank Dallimore tells of his 1936 Model Y with only about 8,000 miles recorded:

I don't know if my car has the lowest mileage on the Club records, but I can tell you that when I returned home last evening the speedo reading was 7,884 miles.

Briefly, the car, CWL 848, was purchased new by my father from Hartwells Ltd., Banbury, Oxford, at the price of £100 plus £4 3s 0d (£4.15) to cover tax for 3 months, number plates and delivery. I am in possession of receipt and all original documents.

The car was taxed from April, 1936, until July, 1950, and during this period covered 6,300 miles. The car was then locked away in the garage until 1978 when I removed it to my home and did a few minor repairs including a decoke, general tidying up including repainting wheels and wings and rechroming bumpers. Everything else is original including tyres and inner tubes, upholstery and body paintwork.



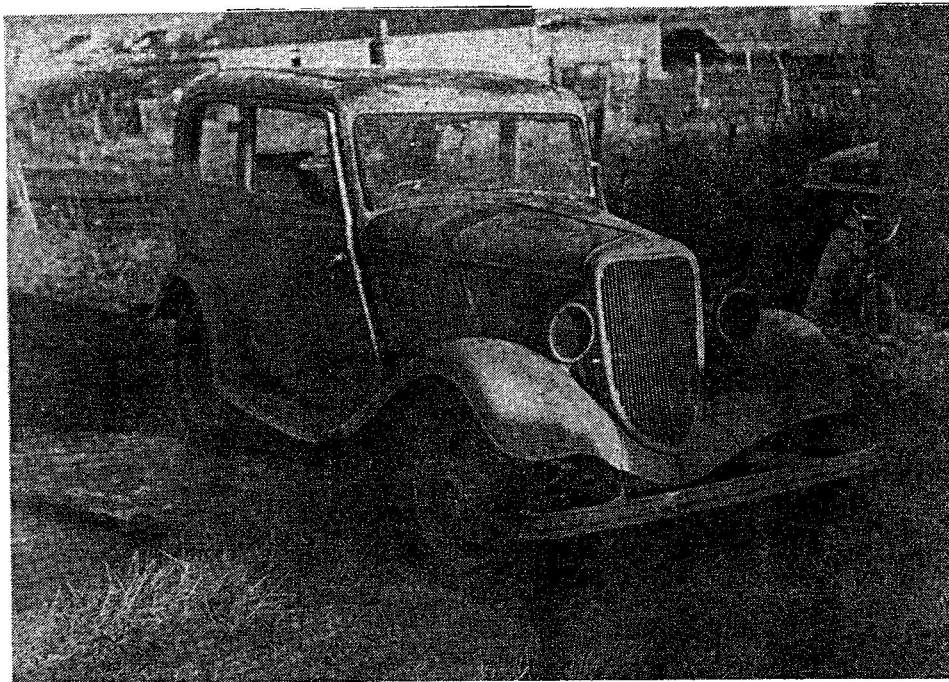
An extremely original car belonging to a proud owner. Unless anyone else knows differently, this would seem to be our lowest mileage car on register.

Rod Murray on Stornoway has recently become the proud owner of 1933 S.R. Y FS 6457. Rod has been a member for some years and has now well and truly joined the hopeful band of Ford Restorers. He wrote in to tell of his 'find':

The story of this car starts in the summer of 1978 when I was working as a mechanic in the town of Stornoway. At the time I owned a 1955 Ford Popular so the boys knew that I was interested in old cars, and one of them told me he had seen an old car being towed from one of the back streets to an old Iron Works, where I saw it before it was put inside. It was a 1933 Model Y, totally complete and original with September 1947 road tax still on the windscreen. I tried over the years to trace the owner with no luck. I saw the car being towed past the garage one day. I did not think I would see it again. I gave

up looking for it and joined the V & C Register about 1984 in the hope of buying a Model V on the mainland. About that time I changed jobs and started as a shotblaster with a local firm. I found out that the old Model V had been there years before, shotblasted and taken back to the Iron Works. So the hunt was on again but still no luck. Then about 6 weeks ago, I went into town on a Friday night for a pint and bumped into an old mate, the same one that had told me about the Model V all those years ago, and he had just seen it being moved to a house about five minutes from where we were. So, pint forgotten, off I went and there she was behind the house. I went back to the house early the next day and with my heart in my mouth I knocked on the door. 'No, it is not for sale' he said. 'I'm going to do it up'. Feeling sick, I made my way home and decided, no more Model V chasing! I knew of a Ford E 83 W in a shed about a mile from where I live, so thought I would try for that instead.

About two weeks later, I was reading the local paper as I was looking for a car to replace my R reg. Escort. I could not believe it when I saw the advert, 'For Sale, 1933 Ford Model V'. I phoned the number, yes, it was the same car and still for sale, but there were 3 or 4 other calls for it. After collecting my spare cash and borrowing some, I walked the 2 miles to where the car was. The owner was sick in bed, so I offered his wife £150 for the car. Off she went to his room to ask. She returned and the answer was no, at least £200. I took the cash out of my pocket and told her I wanted to close the deal there and then, to which they agreed. So at long last the Model V was mine. I walked home, very happy, with exactly £8 left. That night I towed it home and garaged it but I do not intend to start restoring it till the missing parts are replaced.



Good luck with the rebuild, Rod. Don't forget to send 'after' photographs as well next year(?!).

Bob Hamilton of Irvine has written in again, and sent a photocopy of a local Newspaper report showing a Ford Model V which won a prize at the local car meet last year. Bob did not know the owner, who was Mr. A. J. Bradley of Lochgilhead. Bob also says:

As regards my own Ford C (SE 4243) it is running very well, but I am too scared to take the body off for welding purposes. However, someone once said: 'Never wonder how you are going to do a job. Start it and wonder how to manage to finish it'. (Me, I am still scared.)

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RANDOM JOTTINGS NO. 14

Well, I hope you've all recovered from the bumper Christmas and New Year's holidays and have tightened your belts and got on with all those little Y & C jobs that you told everybody you would do in the winter!

Attention, all Essex and London members, I am your new AREA Organiser (it's a frame-up!). All those in my new parish will be sent a letter containing dates and a map of the venue of a regular pub meet for our area. The lucky pub chosen (after exhaustive research) is 'The Volunteer' on the A121 Woodricken Hill, half a mile east of Junction 26 of the M25 and three quarters of a mile west from the Wake Arms roundabout on the Epping Road. There is ample parking and good views of Epping Forest and I hope a chance to meet some Club members and maybe sort out some car problems.

Jim Miles

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FORD Y & C REGISTER STAND AT NORTHERN CLASSIC CAR SHOW, 1987



'PAINT YOUR WAGON'

The modern alternative colours shown are the nearest that I could find with the colour chips I have that go back to 1956. Some of the colours originally used on Ys and Cs were also used on Model As and some V8 models. Thorn Brown, for example, was used on the Model A and had an orange coach line and option on wheels. I have yet to see Thorn Brown on a Model Y, so orange as a stripe colour may have been used. However, red is assumed to be correct but another possibility is Tacoma cream.

So there are still a few mysteries. The best way of getting correct information is from original cars, so if any member still has an original colour not listed, let us know.

French Grey was used widely on grille bars, mostly on black cars, with red and green at odd times. It seems almost as though the grille was blown with paint depending on time and what colour was available, so cars with or without painted grilles are equally correct.

All the modern colours shown have the maker's name, the colour code, the name of the colour and the paint manufacturer's code - either ICI or Valentine.

From either of the code numbers given, cross reference can be made to any other paint manufacturer.

Of course, if you have a car with original paint, you can always take a piece with a good unfaded example to any paint man who can mix to match your sample.

So now there is no excuse for not getting your car painted in colours that are as near as damn it the same as when it left the factory!

<u>Body Original Colour</u>	<u>Modern Alternative</u>	<u>Comments on New Colour</u>
Thorn Brown	Fiat (Code 793) Moroccan Chestnut ICI 8050	Taken from original paint 99% correct, good match.
Orient Blue	Fiat (Code 456) Dark Blue ICI 6413	Taken from original paint 98% correct, good match.
Vineyard Green	Datsun (Code 965) Green ICI TW24659	Taken from Ford V8 colour chip, considered good match.
Cordoba Grey	Fiat (Code 564) Sahara Beige ICI 9420 and Rover (no code) Tobacco Leaf ICI 7559	No single colour could be found, the Fiat colour is too light, the Rover colour colour too dark. Mix 50/50 together and a good match will be achieved.
Maroon	Jaguar (no code) Limousine Maroon Valentine REf. 37153	95% correct, good match.
Gunmetal Grey	Rover (no code) Burnt Grey ICI 4888	Taken from Ford V8 colour chip, considered good match.

<u>Body Original Colour</u>	<u>Modern Alternative</u>	<u>Comments on New Colour</u>
Electric Blue	Volkswagon (Code L.360) Sea Blue ICI 3576	Matched against original colour. 98% correct, good match.
Black	Valentine Super Black Ref. 178/2013	The blackest black!

<u>Original Body Colour</u>	<u>Colour of Stripe</u>	<u>Colour of Wheels</u>
Thorn Brown	Probably Red (1)	Wheels were normally black but as an option, especially on the earlier models, colour wheels were available. These normally matched the colour of the stripe.
Orient Blue	French Grey (2)	
Vineyard Green	Green (3)	
Cordoba Grey	Red (4)	
Maroon	Red	
Electric Blue	Tacoma Cream (5)	
Black	Red or Green (depending on interior colour)	
Gunmetal Grey	Silver (Model C only)	

(1) Worth knowing that when Thorn Brown was used on the Model A, Orange was the stripe colour and optional wheels.

- | | | |
|------------------|--|---|
| (2) French Grey | BLMH Austin Morris
(code GR.3) Birch Grey
ICI 2507 | Taken from Ford V8 colour chip, considered very good match. |
| (3) Green | Volvo (Code 123/1)
Green
Valentine Ref. 27516 | No original paint or chip to match to. Assumption of colour only. |
| (4) Red | Ford (Code X)
Rochester Red/
Rialton Red
ICI 3120 | No original paint or chips to match to. Assumption only to original colour. |
| (5) Tacoma Cream | International Paints
Light Cream E1310A
or
Fiat (Code 276)
Tahiti Yellow
ICI 8689 | Taken from Ford Model A colour chip, both 99% correct. |

Philip Albers

THE MODEL C - A BRIEF PROFILE

The vast majority of 'our' cars are Model Ys, and so, naturally, fewer of our members may be familiar with the Model C. My personal connection with the 10 hp Model C began as a small boy, when riding in my father's 1935 saloon at the end of the war. However, the short period of ownership had followed a longer time with a Y and my father was not really keen on the C. This was probably due to the comparative unreliability of that particular car rather than any inferiority of design.

The 10 hp car called simply the 'De Luxe' was announced by Ford in September, 1934, and filled a market gap between the 8 hp Y, already well established, and the 14.9 hp Model BF.

An enlarged Y engine (1172 cc against 933 cc), a new wider chassis and a more streamlined body (unusually for the year without running boards) were features of the C. Luggage accommodation was available behind the rear seat and passenger space was also much greater than in the Y. Flush fitting trafficators were standard equipment with gear lever mounted illuminated control switch on early cars, later models from 1936 had the control switch on the steering column.

All this could be bought for £135 in 2 door form, £145 for the 4 door with leather at £5 10s and sliding roof at £5 as optional extras.

In late 1935, for 1936 model year, from chassis C23932 (according to Dave Turner's book, but perhaps someone knows differently!) the C was replaced by the CX model, with external changes to the bonnet louvres which became cross hatched against the plain horizontal type and 3 cross bars enhanced the radiator grille.

In 1935, Ford made a tourer version available at £135 and about 3,000 were produced. However, to my knowledge, a van was not produced for the U.K. market. The one on our Register is a converted saloon, I understand.

The CX was discontinued in March, 1937, after some 70,000 or so had been produced. Sadly only about 50 of these now remain but of these a remarkable proportion are tourers.

Perhaps one of our C owners could write an article on driving impressions of this model.

Bob Wilkinson

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REGISTRATION DETAILS OF MEMBERS' CARS

Over the next few publications, we intend to include a complete list of all Ys and Cs belonging to members and others known to the Club which I keep on register.

The vehicles are listed in chassis number order with other known details printed alongside. My records are not totally complete, as you will note from some of the blank spaces. This is where members have omitted to forward details. I may also have made some errors. If that is the case, please advise me and I will amend my records accordingly.

I have written separately to members where 'blanks' exist to seek further information. This will ensure that fewer 'blanks' will appear in future editions.

We are starting in this Newsletter with Model Cs. You will note that we know of only 1 remaining 1934 model being produced in the first year of C production.

This belongs to Mr. D. Parker, a former member. The engine appears to be 8 hp. The newest Model C belongs to David Tebb from Leeds. This was the car which won the Bravest Restoration Award at Stanford Hall in June, 1987. (He reminds me that he is still waiting for his plaque! Which Club Officer still has this?) Paul Bainbridge claims the oldest CX model to complement his growing fleet of Cs.

Note the two chassis with close numbers: C44403, CYH 391 registered June/July, 1936, in London, and C44435, CYU 493, again June/July, 1936, London. I wonder if these were sold by the same dealer and what of the history of these two cars? Neither appear to be 'on the road'. Perhaps there is a story here in the making - a long overdue meeting again when restorations are complete?

We will begin publication of the lengthy list of Y models in the next Newsletter. Meanwhile, let me have details to cover blank spaces and, of course, histories of your cars with old photographs if possible.

Bob Wilkinson

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PRODUCTION FIGURES

Jim Bailey, from Hornchurch, has sent me the Ford Motor Company Production at Dagenham figures from October, 1931, to December, 1945. Extracts relating to Ys and Cs are as follows:

		<u>1932</u>	<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>
Built up	8 hp	7670	26425	27458	17241	33279	37288
passengers	10 hp			1063	18815	24129	23833
K.D.	8 hp	590	6533	3454	4573	4224	4420
passengers	10 hp				5193	4785	5947
Built-up	Tug 5 cwt				38	62	11
light	5/7 cwt	11	3571	5374	5974	8355	6629
commercials							
K.D. light	5/7 cwt		10	130	280	500	355
commercials							

I have a query. if you add up all the Model Y based passenger cars, chassis, tugs and vans (5/7 cwt) up to the end of 1936 (the 1937 figures include 7Y production), the total comes to 148,762 vehicles. Yet our register shows that chassis numbers up to Y167414 were registered up to the end of 1936. Where did the extra 20,000 come from?

Sam Roberts

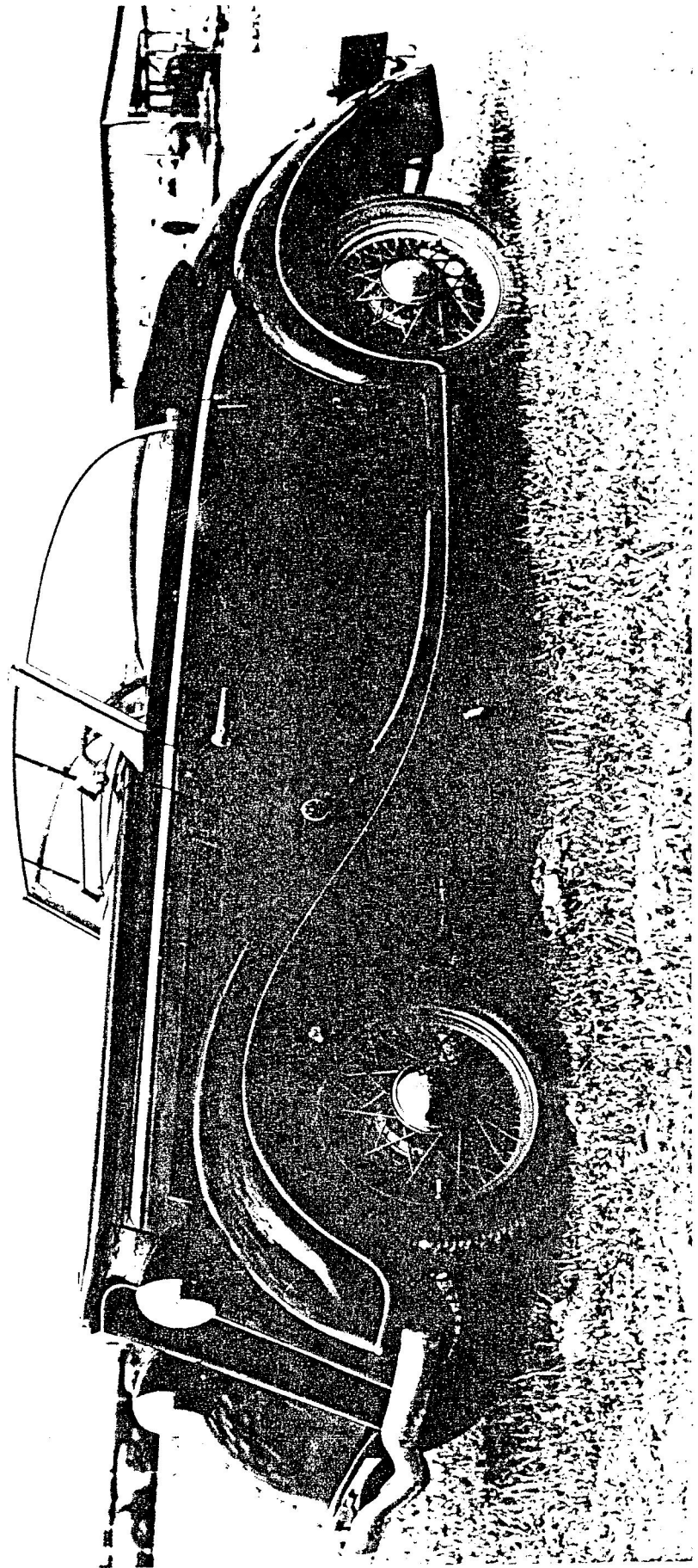
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FORD MODEL C REGISTER

Chassis Number	Type	Date of Regn.	On Rd Restn Spares	Engine Number	Registration Number	Colour(s)	Owner	Membership Number	Remarks
C7865		1934		RY1481805P	AVR 502	Black	D. Parker		Lapsed Member
C9560	Van	1935	R		CKE 188	Blue/Black	Y. Precieux	P110C	
C12397	2	1937	0	C12397	BAU 946	Black	P. Bainbridge	B109C	
C15459	4	1935			CMD 205	Black	K. Noakes	N101C	
C18888	4	1935	R	RC1203857P	CPK 7	Cordoba Grey	D. Leach	L110C	
C19753	Tourer	1935		RC691901	BYW 936	Black	R. Bonson	B132C	
C19911	2	1935		RC1343508P	ARO 673	Black/Ivory	C. Ellis	E102C	
C21045	2	1935		RC737431	CMF 999	Black	R. Cripps	C107C	
C21803	Tourer	1935	R	C21803	BNF 978	Brown/Black	D. Tebb	T106C	
C24385	2	1935		C24385	YS 4879	Black	P. Bainbridge	B109C	
C25954	4	1935		RC1401883P	CJJ 956	Black	R. GARRETT	G101C	
C31174	Tourer	1936	0	RC721279	RD 7970	Grey	D. Curtis	C130C	
C34044	2	1936			CSV 613	Black	M. Evans	E107C	
C34348	4	1936	0	RC1636853PC	HV 5918	Green	T. King	K101C	
C40942	2	1936		C40942	JV 4676	Maroon	G. Elsworth	E104C	
C43626		1936		RC101...?	CYL 392	Green	J. Jackson		
C44403	4	1936		2R119372R	CYH 391	Black	I. Bryant	B135C	
C44435	4	1936		RC506445	CYU 493	Black	M. Dibble	D101C	
C44934	Tourer	1936	R	C757380	VL 8365	Blue	M. Howard	H103YC	
C45934	2	1935	R	C1568466P	CLG 194	Grey	A. Stevens	S108C	
C47241	Tourer	1936	R	C270480	AFH 397		N. Mason-Wenn	M118C	
C47876	2	1936			BUR 774	Black	G. Birkin	B104C	
C49093	2	1936		C49093	CYT 385	Green/Black	G. Lawrence	L108C	
C49365	4	1936		RC1745082P	CYW 129	Grey	E. Miller		
C50227	4	1936		C757320	DTW 968	Black	B. Durrant	D108C	
C51913	2	1936		C533297P	EMK 803	Gunmetal	R. Donovan	D120C	
C52100		1936		RC1263439 OC	CTV 188	Green	D. Cato		
C53352	4	1936		C53352	ADM 182	Black	J. Griffiths	G118C	
C56646	4	1936	0	C56646	DLA 329	Black	A. Eldridge	E103C	
C62973	2	1937	0	C62973	EUA 515	Green	D. Barnsley	B102C	
C63532	2	1937		C63532	EKJ 348	Grey/Black	R. Briggs	B116C	
C68864	Capria(D)	1936	0			Green	M. Deichmann	O-D101C	Denmark
C70162	4	1937	R	RC1655745P	NV 9086	Green	D. Tebb	T106C	Newest C?

FORD MODEL C 'OTHERS' REGISTER

Chassis Number	Type	Date of Regn.	On Rd Restn Spares	Engine Number	Registration Number	Colour(s)	Owner	Membership Number	Remarks
4	Tourer	1935			SF 4243	Black	R. Hamilton	H101C	
2	Tourer	1936		RC1372202P	ST 8776	Black	R. Booth	B119YC	Body 462/1164
		1936			VG 9217	Black	C. Barnes	B130C	
	Tourer	1936	0		XS 4359	Green	G. Game	G110C	
4		1936	R	RC1185672PC	VH 9413	Black	D. Gatenby	G119C	
4		1936	R	R376020	DXA 656	Black/Cream	M. Williams	W114C	
4		1937	R		COA 715	Black	D. Malin	M122C	
	Tourer	1936					T. Chesters	O-C102C	Lapsed
							P. Carbello	K106C	Teneriffe
	Tourer						D. King	P111C	
2		1935	0	E93A 6015C	BUV 945	Maroon/Black	C. Power		
							J. Beecham		



1935 TWO-SEATER CABRIOLET BY GLÄZER OF DRESDEN.
OF FORD EIFEL CHASSIS.

1988 REGISTER GATHERINGS - Put them in your diary now!

<u>Date</u>	<u>Venue</u>	<u>Event</u>	<u>organiser</u>
10th April	Nuneaton	Annual General Meeting	Don Malin
29th May	Enfield	Enfield Pageant Y & C stand Ford Extravaganza	Jim Miles
18th-19th June	Stanford Hall Lutterworth	Y & C Annual Rally and Barbeque	Don Malin
26th June	Hagley Hall Birmingham	All Marques Rally Y & C stand	Dave Curtis
10th July	Leckford Hut Stockbridge	Andover Vintage Club Y & C stand	Sam Roberts
17th July	Pollington Nr. Goole	Castle Farm Y & C gathering	Bob Wilkinson
27th-29th August	G-Mex Manchester	Practical Classics Show Y & C stand	Peter Ketchell
4th September	Stourpane Blandford	Great Dorset Steam Fair Y & C stand	David Lovering
9th-11th September	Beaulieu	Annual Autojumble Y & C stand	Graham Miles
25th September	Abingdon	All Ford Rally Y & C gathering	-
2nd October	Málvern	Exchange & Mart Motoring Festival Y & C stand	Dave Curtis

Can one of the northern members please find out the date and venue of the Northern All Ford Rally and pass the details to John Guy to add to the list in the next Newsletter.

The geographical dispersal of the above should enable all members with cars on the road (and others) to attend at least one event this year. All are very welcome, especially at the A.G.M. and the Register gathering at Stanford Hall, so please make the effort. So that you can have time to think through your programme for this year, a return slip on which you can indicate which events you plan to attend will be included in the next Newsletter.

If members wish to advertise local rallies in the Newsletter, you are asked to submit details in plenty of time to John Guy.

Don Malin
Sam Roberts

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'HOW TO LAY UP A CAR FOR THE WINTER'

Leeds member Alan Ogden sent me the the pages shown opposite on 'How to lay up a car for the winter'. This was taken from a 1919 book and says a lot about the motoring scene 70 years ago.

Bob Wilkinson

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HOW TO LAY UP A CAR FOR THE WINNER.

MOTORING ALL THE YEAR ROUND.—VENTILATION OF GARAGE.

—CARE OF TYRES.

Motoring all the Year Round.

498 We frequently receive enquiries from readers who purpose laying up their cars during the winter months, and our correspondents seek information which is embodied in the following query: "What shall I do to my car, before laying it up for the winter, to preserve the various parts in good order and to ensure its being in good condition when I have use for it again in the spring?"

Before replying to the query, we must in the first place protest against the idea of there being any necessity to abstain from using a modern car in the winter months, for there is no more reason why it should be put out of use because of a few degrees lower temperature or a slightly increased rainfall than there is in the case of a horsed carriage. There are without doubt many days and week-ends during the period between autumn and spring when the atmospheric conditions will allow even the most "tender" of us safely to enjoy the pleasures of a forty or fifty miles run. In our experience, some of the most enjoyable and exhilarating drives of the whole year have been on occasions when we have taken advantage of some of those bright crisp winter mornings.

However, we do not imagine that in a few words, such as space allows, we shall be able to induce all our correspondents, and others who are with them on this matter, to give up the idea of definitely putting their cars away until the spring time, so we accede to their request for advice and information as to "what to do."

Ventilation of Garage.

499 A first essential is that the building where the car is to be stored shall be reasonably free from dampness and well ventilated. A building hermetically sealed, heated or unheated, is not desirable. Dampness is certain to exude from the ground and walls, especially after the colder spells and in the early Spring. A well-ventilated building will compensate to a great extent the certain amount of dampness which must accrue in any event during

HOW TO LAY UP A CAR FOR THE WINTER.

the winter, but the circulation of air will disperse this on the brighter and drier days. If heating apparatus is in position in the garage so much the better, but it is not by any means essential to the well-being of the car if reasonable precautions in the matter of ventilation be taken. To counteract floor dampness, a thick sprinkling, say half an inch to an inch in depth, of dry sawdust may with advantage be put on the floor before finally leaving the car, but not until all the other matters referred to herein have been attended to.

The weight of the car should be taken off the tyres and wheels by means of jacks or wooden blocks supporting the front and back axles. Where detachable rims or wheels are used, it will be advisable to remove these and put a thin coating of grease on the metal parts liable to become rusted by disuse.

Care of Tyres.

500 The matter of tyres—the removing of them or otherwise—is quite optional, and although perhaps, if the time is available, it would be an advantage to remove them and clean the rims—storing the covers and tubes in a dry, dark place—it is not essential for their well-being if air pressure, slightly below the normal, is retained and attended to periodically during the winter.

Petrol and oil should be drawn off into cans and the water run out of the engine, radiator, etc. Most careful attention should be paid to this latter; no trouble should be spared to make sure that all the water is cleared from cylinders, radiator, water pump, pipes, etc., and the drain taps and plugs should be left open and detached respectively. It is not advised that the cylinders should be washed out with paraffin until just prior to re-use in the springtime, but by copious doses of lubricating oil ensure that cylinder walls and pistons are well coated with oil. Drain out the base chamber, leaving the taps open, or the plugs out, so that sediment may gradually find exit.

As regards accumulators, it is better to discharge and recharge them, say once a month (discharging to 3.8 volts or so by means of a small lamp), whilst not in use, rather than the alternative, *i.e.*, draining out the acid and swilling out with clean water, for they are then available immediately they are required in the spring, and the otherwise necessarily careful recharging is avoided. The magneto should be left in position, untouched, but the clutch, if of leather cone type, should be well dressed with castor oil and retained from

ALL FORD RALLY, ABINGDON, 27TH SEPTEMBER, 1987

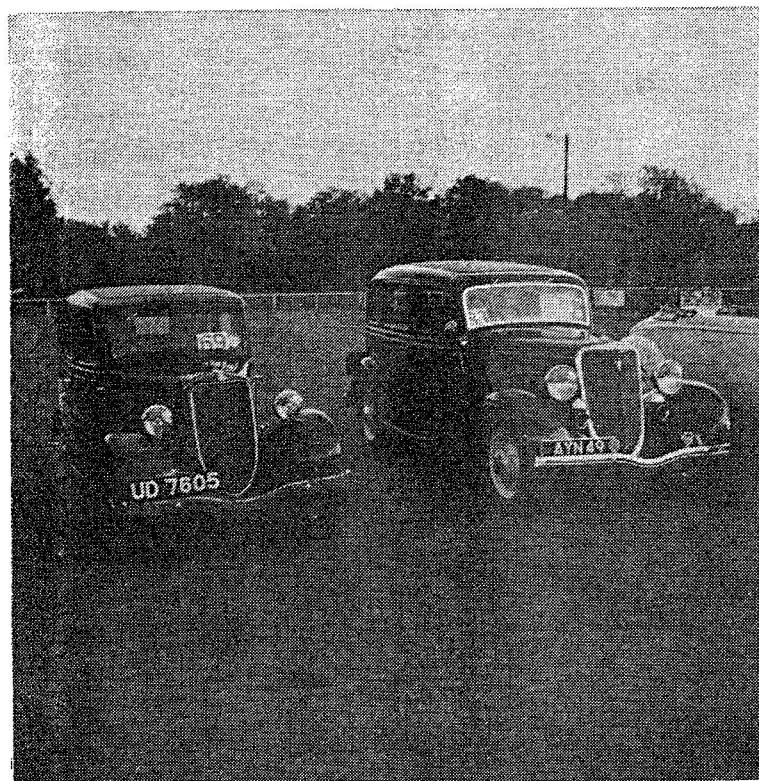
FROM THE ALBUM OF SAM ROBERTS



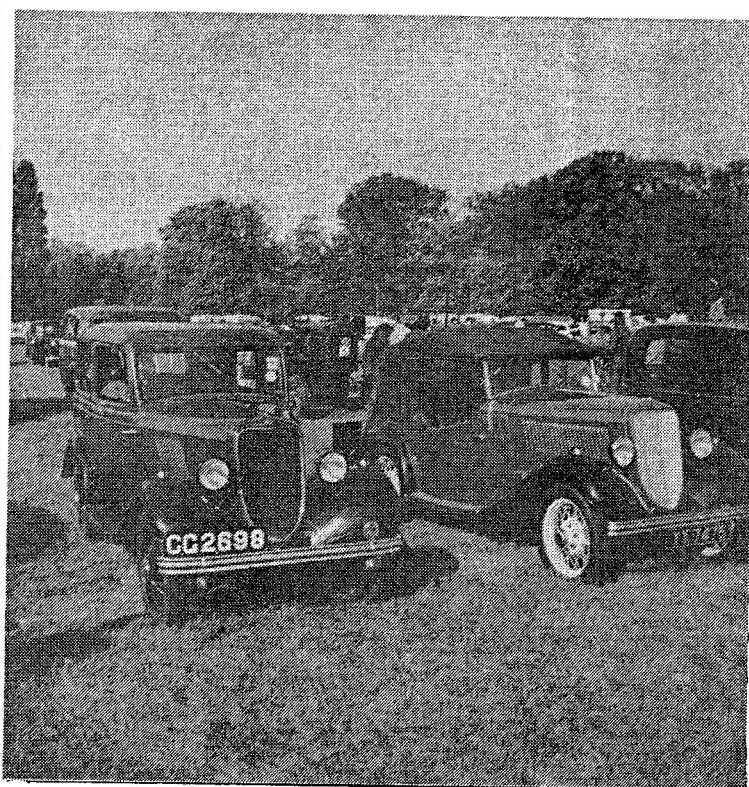
John Hampton's personalised van



The only Model C present,
Bob Garrett's



Stuart Spender's Tudor alongside
its American big brother in the
arena



The two oldest ladies on the road,
Arthur Fletcher's short rad and
Eve and Mike Chapman's Abbey

TECHNICAL ADVICE

TEchnical Adviser Jeff Cole has been helping member R. MacDonald, who wrote in from Banffshire. Printed below are the questions and the reply.

1. Should the engine have 1 or 2 water inlets (I have both types and wondered which to rebuild)?
2. I require headlamp lenses. Which style and where could I purchase them?
3. The wing piping obviously goes between the wing and body but does it run round between the body and rear skirt?

Jeff's reply is:

In reply to your questions regarding your 1936 Model Y:

1. The engine originally fitted to your Model Y was of the double water inlet type, but having made this statement, there were three different blocks used in the period 1932-1939 and you do not state in your enquiry which one you have in your possession, so allow me to explain some of the changes in design over this period.

The first used was the narrow block with 18 mil spark plug head - although later in production the head was changed to use 14 mil plugs.

This narrow block engine also had the main bearing bolts visible outside the block. They can be seen two at the front just behind the fan belt pulley, two at the rear above the flywheel housing, and one behind the double water inlet manifold, the other bolt retaining the centre main bearing is within the valve chest just behind the distributor drive.

Now within the first few months of 1935, after the introduction of the Model C with the 10 horse engine, it was decided to use the same mould to cast both engine blocks, this block being 1/8 inch wider entailed a new head to be designed to fit the new stud positioning.

The head now had the figure 19 and letter E - 19E - cast on the top just above No. 3 spark plug hold, this is the engine originally fitted to the 1936 Model Y.

The block was again re-designed for the 7Y Model. This was again a double water inlet job, but the main bearing bolts were not visible from outside the block. They were now studs and nuts within the sump area, also the head water outlet section was changed. No longer was there a long angled outlet pipe which allowed a straight section of hose to couple it to the rad, but now we had a short outlet neck of a couple of inches cast with the new design head, and an angled moulded hose was used to return the coolant. In place of the '19E' cast on the previous head, we had 7Y. Both these heads and gaskets are interchangeable on the last two mentioned blocks.

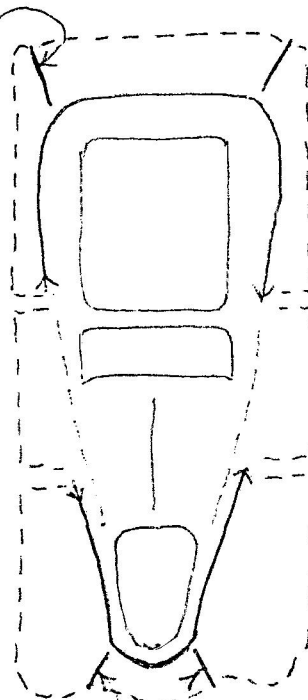
I have given all this information to you as I am unaware which engine you have at present.

2. The headlamp lenses should be the slightly concaved with diamond centre and Magniflex Bars fitted behind them. Ask GRaham Miles or check adverts for supply.
3. Your wing piping (ANTI SQUEAK) runs as follows:

diagram overleaf

VERY ROUGH DRAWING

Fill in short rear skirt (valance) with short piece either side.



Two short pieces here

Starting at running board end of rear wing, run the piping over one wing, round under rear body, up over other rear wing to finish at running board. This all one piece.

Now front piping, starting at running board, run piping over front wing, round under RAD shell, up over other wing to finish at running board. Again, all one piece.

If you need more information, please ask.

Jeff Cole

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PARTS FOR SALE

Mr. J. W. Phillips of 19 Hillview, South Road, Bream, Burnham on Sea, Somerset, TA8 2RD, has written in to the Club to say that he has the following parts for sale if any members are interested:

a number of sets of brake linings, mostly Ferodo and Mintex, for Ford Y (Model 19) 1932-34 and Model 20 1935-37 (which are slightly shorter). Price is £8.00 set of 8, which includes post.

piston sets - 8 hp 1935-39 2 sets +30, 3 sets +40
10 hp 1935-39 1 set +20
at £30 per set including post.

Bob Wilkinson

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SUBSCRIPTION RENEWAL - NOTE THE CHANGES

Subscriptions are due on 1st March, 1988.

The Club year presently runs from 1st March - 28th February. To enable the A.G.M. to continue to be held in April (a time of year when we are able to have a good attendance and not run into bad weather) and have the decisions made at the A.G.M. come into immediate effect, we have decided that the Club year will in future years run from 1st June to 31st May.

This means that the forthcoming Club year will run from 1st March, 1988, to 31st May, 1989. To cover this extended period, the subscriptions have been adjusted as follows:

Overseas	presently	£12.00	to	£14.00	(STERLING only)
U.K. and Eire	presently	£10.00	to	£12.00	
Retired U.K. and Eire	presently	£ 6.00	to	£ 7.00	

Please note that this is not a rise in subscription - simply an added amount to cover the extra 3 months to 31st May, 1989.

Although you will be reading this before 1st March renewal date, you will be helping me to spread my workload if you send your renewal cheques to me as soon as convenient. membership cards will be sent out with a later Newsletter to save postal expenses.

Bob Wilkinson

SUBSCRIPTION RENEWAL:

1ST MARCH, 1988 - 31ST MAY, 1989

NAME MR C. D. BRUNSON MEMBERSHIP NUMBER B187

ADDRESS 35, DUNDAS ROAD, TOWN OF
LEEDS, W. YORKS. LE14 3FA

CAR IN 'ON ROAD' CONDITION YES / NO: if 2 months work to complete in time

CAR FOR RESTORATION / SPARES ONLY

CHEQUE ENCLOSED FOR £ 12.00

PLEASE RETURN THIS SLIP WITH YOUR CHEQUE, MADE PAYABLE TO 'FORD Y & C MODEL REGISTER'
TO BOB WILKINSON, CASTLE FARM, MAIN STREET, POLLINGTON, GOOLE, DN14 6DJ, HUMBERSIDE.

SPARES REPORT

The Club Parts for Sale pages are to be revised, as new parts have been received and I have not had time to update the list. Please refer to the pages in the last Newsletter if you wish to order any parts. Rubber parts will be moulded as soon as possible - again, I have not had time to proceed with these.

Graham Miles

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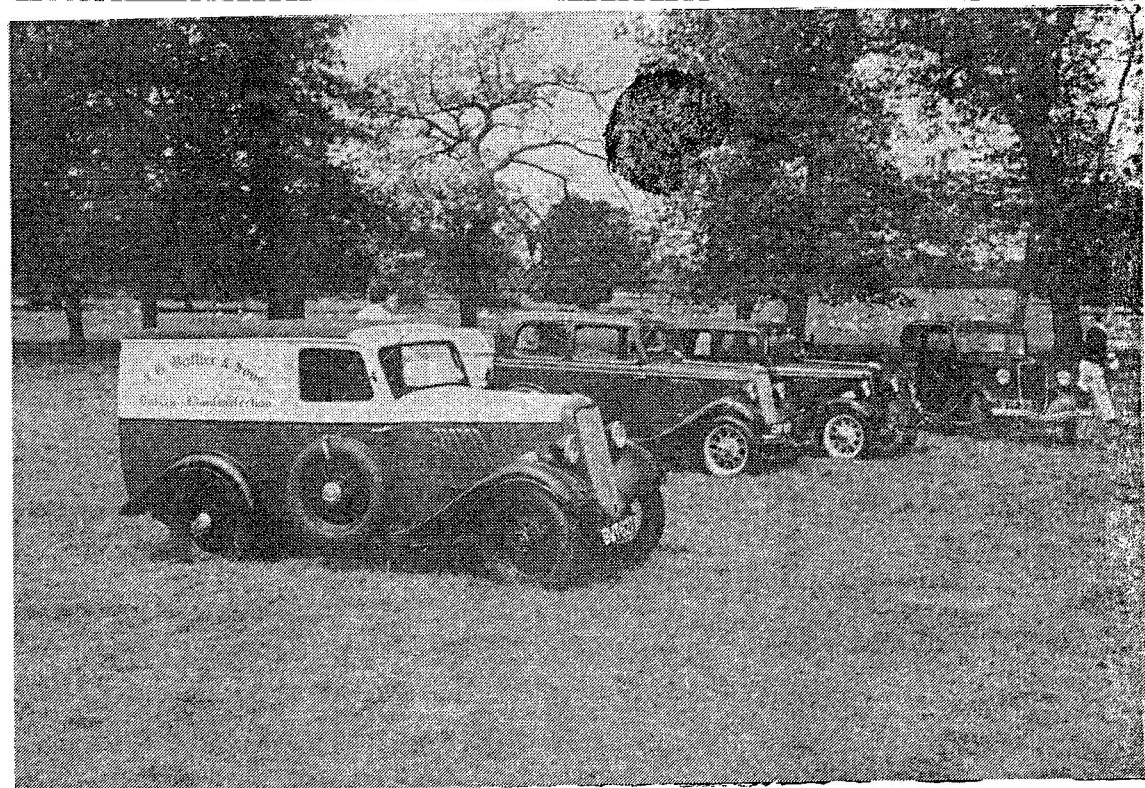
WORKING PARTIES

The Working Parties are held at the Club lock-up garages, and start at 9.30 a.m. on a Sunday morning. No date has been fixed for the next working party, but if you are interested in helping, please contact me and we can arrange a date to suit us all. We can also plan what the schedule of work for the day will be, but please remember that this is only effective if all volunteers are there by 9.30 a.m.

Graham Miles

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STANFORD HALL, 1987



MEMBERS PARTS FOR SALE

Geoff Jackson/Paul Finch 1
 Car for sale: offers over £1,600
 1935 4 door Model C with negligible rust.
 Mechanically sound and can be M.O.T.d.
 Not taxed. Lansdowne Garage, 150/152
 Brownedge Road, Lostock Hall, Preston, or
 Tel. 0772 30744

John Beecham 1
 Car for sale: price £450
 1935 Model C, unused many years. Renovation
 started. Believed oldest survivor in
 Britain. Chassis no. 04018. Leather
 interior trim. Some spares. Inspection
 invited.
 Tel. 0476 65735 (Grantham, Lincs.)

G113Y Michael Gray 1
 Car for sale: any reasonable offer
 4 door 1934 Model Y, nearly complete,
 awaits trimming and final paint
 preparation.
 Tel. 0767 314658

MEMBERS PARTS WANTED

E107C R. Evans 1
 REquires for 2 door 1936 Model C:
 Dashboard panel - instruments not necessary
 Interior window surround moulding for side
 door and rear window
 Door shut trim panels in steel (cover the
 wood pillars, etc.)
 Tel. 04895 89844

L115Y John Lane 1
 Requires for Model Y Popular Ford:
 Generator pulley and fan belt (2 sizes of
 pulleys, also have straight or tapered shafts.
 Which one do you require? This will determine
 the size of the fan belt. Graham Miles.)
 Tel. 021 360 6080

R106Y Sam Roberts 1.2.3
 One pair serviceable Armstrong twin piston
 shock absorbers.
 Tel. 0264 65662

H101C Bob Hamilton 1.2.3
 2 7" chrome bezels for headlights of
 a 1935 Ford C
 Tel. 0294 214086

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MALVERN MOTORING EVENT

5TH OCTOBER, 1987



TO BE RETURNED TO: GRAHAM MILES,
4 YORK CLOSE, KINGS LANGLEY, HERTS., SD4 9HX.

MEMBER'S NAME

MEMBER'S NO:

Request for insertion in Newsletter
under Members Parts for Sale/
Wanted* (incl. cars)

Parts Wanted from Ford Y&C
Model Spares Ltd. £

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TOTAL
+ PACKING
+ POSTAGE

TOTAL DUE

Tel. no: for replies to Newsletter
ads.

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* delete as necessary

Send S.A.E. with all orders

Please print clearly, this is
your invoice

Address to which goods are to be sent:

.....

Please send your cheques for goods received (including postage costs) to
Christine Baldock, 85 Welland Road, Tunbridge, Kent. TN10 3TA

USEFUL CONTACTS

STOCKIST, EARLY FORD PARTS

Mr. Bert Thomas, 59, Salisbury Grove, Mytchett, Camberley, Surrey.

Tel. 0252 543840

Phillip Walford, Snitton Gate, Knowbury, Ludlow, Salop.

Tel. 0584 890430

Gary Miller, Belcher Engineering, Stanton, Bury St. Edmunds.

(Shock Absorber Kits, etc.)

Tel. 0359 50347

Nordian Services 1979 Ltd., Walter Tower, Matching Green Airfield, Essex.

Tel. 027 976351

WIRING LOOMS, STARTER & DYNAMO BRUSHES

The Seven Workshop, Denvers Yard, Barwick, Nr. Wate, Herts.

Tel. 0225 811303

SPARK PLUGS, POINTS

The Green Spark Plug Company

340 Washway Road,

Sale M33 4HA

Tel. 061 973 6755

RE-CON STEERING BOXES

Lione (Merton) Ltd., 124 High Street, Merton, London, SW19.

Tel. 01 543 2100

RE-CON SHOCK ABSORBERS

Pear shaped, Luvax, twin piston, linkage rubbers, etc.

N. Cousings, London House, Lower Road, Cookham, Maidenhead.

Tel. 06285 26229

TRIMMER

Ron Mudge, 156 Windsor Road, Bray, Berkshire SL6 2DW

Tel. 0628 39099

TRIM SUPPLIERS

Paul Beck, High Street, Stalham, Norwich, NR12 9BB.

Tel. 0692 81534

Woolies (L. & C. Woolstenholmes) Ltd., off Blenheim Way, Northfield Industrial Estate, Market Deeping, Peterborough.

Tel. 0778 347347

Boyriven Textiles Ltd., Riven Works, Bridgewater Road, Wembley, Middlesex.

Tel. 01 902 9581

PRESSED NUMBER PLATES - 3½ inch lettering

Black/Alloy — G. Tipper & Co. Ltd.

Tel. 0702 553225

TYRES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts.

Tel. 0923 31699 — callers to above address **BY APPOINTMENT ONLY**

4.50 x 17, £21.00; tubes £5.00; tapes £1.00; plus carriage and VAT.

STOVE ENAMELLING, SHOT BLASTING

Lap-Tab Ltd., 215 Tyburn Road, Birmingham Tel. 021 328 1697

MSS, Broadgate Lane Trading Estate, Horsforth, Leeds Tel. Leeds 589858

INSURANCE QUOTATIONS

Hall & Clarke

01 965 2751

Guardian Royal Exchange

01 598 7281

Norwich Union

Royal 01 222 0000

Edwin F. Medley & Son

01 222 0000