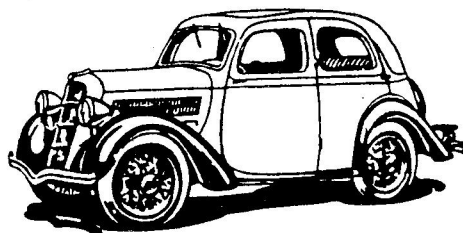
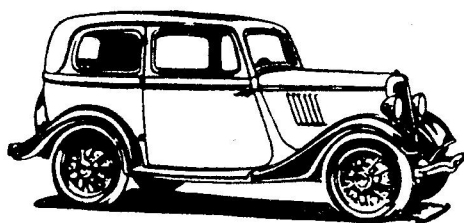


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

No. 51 Feb/Mar '88

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The Ford Y & C Model Register incorporates Ford Y & C Model Spares Limited, the activities of which are limited to residents within the United Kingdom.

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Graham Miles, John Guy, Jim Miles

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Area 1	Central Scotland	Vacant
Area 2	S. Wales, Avon, Somerset	Jeff Hancock 30 Inglefield Avenue, Heath, Cardiff CF4 3PZ Tel: 0222 616978
Area 3	N. Ireland, Eire	Cathal Ellis 64 Carnville Road, Newtown Abbey, Co. Antrim BT36 6RQ Tel: 023 13 675
Area 4	Cheshire, Lancs, Merseyside, Cumbria, N. Wales	Peter Ketchell 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 0244 676856
Area 5	Beds, Bucks, Oxon, Berks, Herts	Martin Howard 17 Baker Road, Abingdon, Oxon
Area 6	Cambs, Norfolk, Suffolk	Ian Smith 61 Bredfield Road, Woodbridge, Suffolk IP12 1JB Tel: 03943 7911
Area 7	Derby, Notts, Lincs, Leics	} Bryan Dixon 458 Loxley Road, Loxley, Sheffield S6 6RS Tel: 0742 345417
Area 8	Yorks, Humberside, Durham, Tees, Tyne & Wear	
Area 9	Northants, Staffs, Warwicks, Shrops, Worcs, Hereford, Gloucs, Wilts	Dave Asplin 22 Bridges Crescent, Norton Canes, Nr Cannock, Staffs Tel: 0543 78171
Area 10	Devon, Cornwall	David Ramon 16 Michigan Way, Pennsylvania, Exeter, DEVON EX4 5EU Tel: 0392 76914

EDITORIAL

Phew, it's March already, the new season right on top of us and the Christmas tree has barely settled back into the garden. Pure idle chat, this, we have no room to spare this issue, so little in fact that we have had to hold back some of your letters which will now be appearing in the next issue's 'Membership Chat'. I can't resist one preview, however, where we have a lowest mileage contender of 3,081 miles, but you will have to wait for the next issue to find out who it is. (So don't forget that subscription due on 1st March) second brackets (oops, me included!), third brackets (but I already know who it is!)

The A.G.M. is upon us with more information elsewhere. Should you feel there is something you would particularly like to raise, then it is not too late to write to Sam Roberts who is formulating the agenda.

We have our usual high standard of continuing contributions from some of the Club's key officers, so I will have to bite my tongue, cap the pen and leave as much space as possible to the others.

John Guy

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RANDOM JOTTINGS NO. 15

To all Essex and London members: the venue for your Area meetings is the Forest car park on the corner of Woodridden Hill and Forest Side, next to the 'Volunteer' pub car park, on the A121. Ample parking and nice views of Epping Forest are available. The venue is a quarter of a mile east of Junction 26 of the M25 and 1½ miles west of the 'Wake Arms' roundabout on the Epping Road. Map references are: Geographers Master Atlas of Greater London, page 13, Lc7; AA Greater London Street Atlas, page 31, CJ21.

The dates are 8th April and from then on the second Friday of the month throughout the year, at the time of 7.30 p.m. onwards. I hope to see some faces for a jaw and a drink, if not in the old Ford, then in your everyday vehicle.

Whilst on the subject of rounding up members, you will find an enclosed entry form for the Enfield Pageant of Motoring on 28th-30th May. The Ford Y & C Register has an official stand this year, and after our success at the Northern Classic Car Show and at Malvern, we must carry on the good work in the South East, where the majority of our members come from. The Ford Motor Company are co-sponsors of the event and many vehicles will be on show from their museum at Swansea, including the Y type three wheeler Tug, whose registration number is TUG 1. Last year, the Side Valve Club won the best Club Stand prize, this year with a bit of effort it could be your Club which carries off the laurels. So, enter your vehicle and come on any day, especially Sunday, and support your Club. Any queries, give me a call or drop a line.

February has been a very busy month for me. I finally nailed down a trimmer (joke) to a starting date to put on a new lined hood and to re-upholster my 1933 Drauz Cabriolet, and lo and behold he kept his promise and my car is now in his workshop. All going well, it should make its restored debut at the Enfield Pageant.

Jim Miles

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ANNUAL GENERAL MEETING, SUNDAY, 10TH APRIL, 1988, at 2 p.m.

The first get-together of the year for all Y and C owners is our Annual General Meeting at Whitestone Community Centre, Nuneaton. Route markers will be posted in the area as usual. I know this conjours up ideas of boring lectures from Chairmen and waffling on from members, but you couldn't be more wrong. It's a happy throng of enthusiasts and sensible discussions with tea and coffee available.

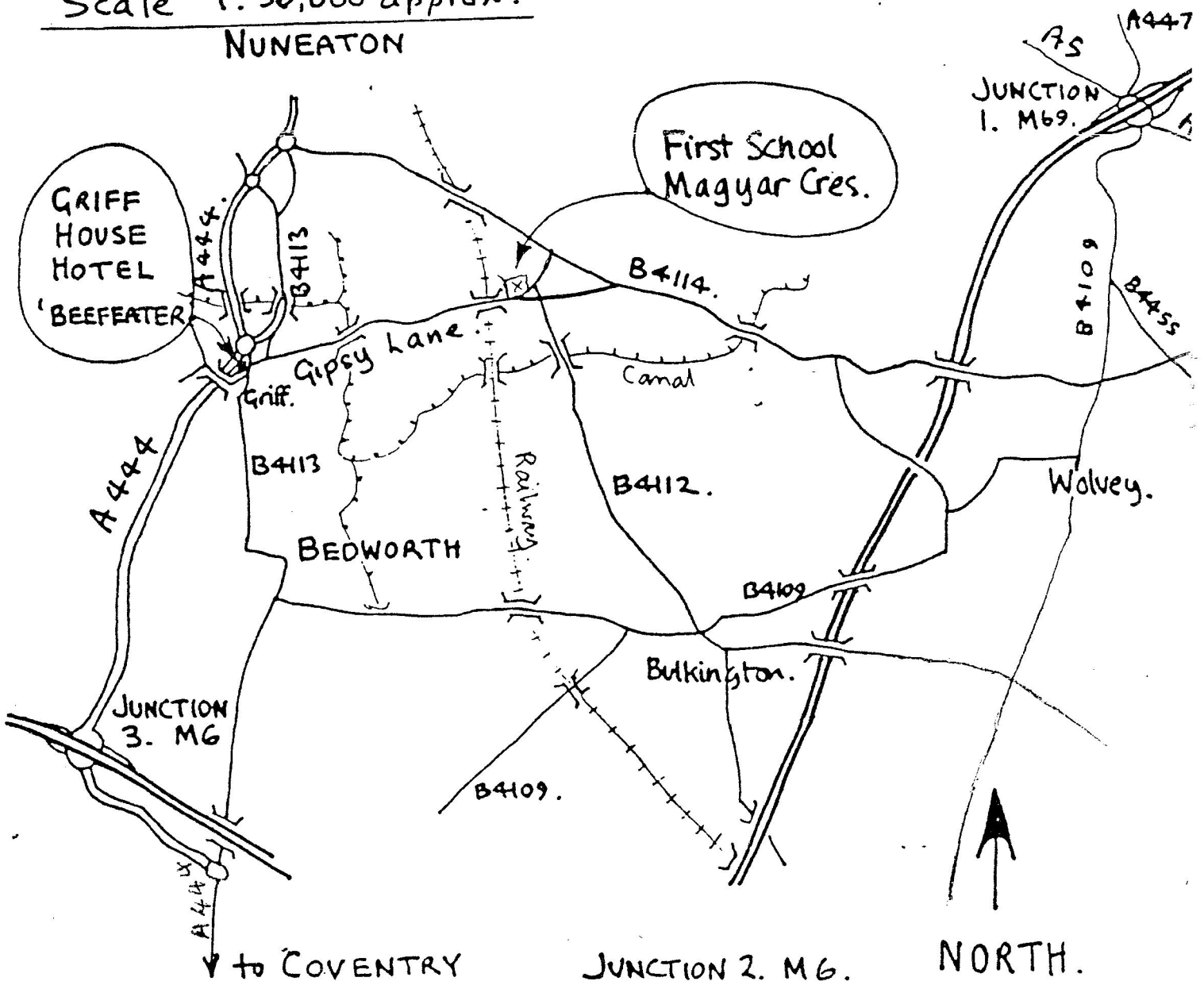
Bring along your bits and pieces and favourite photos, etc. Better still, bring your Y and C, there's plenty of parking space, and a Beefeater at the end of the lane for Sunday lunch or a good bar snack.

Let's see you there in April!

How to get there - the venue is Whitestone Community Centre, a building in the grounds of Whitestone First School, Magyar Crescent. Parking is available in the grounds. Please do not park on the road outside. Access is from Gipsy Lane, reached from the west via the B4113 or east via the B4112. From the south, turn north onto the A444 from junction 3 of the M6. From the north, turn south onto the B4109 from junction 1 of the M69. The hall is available from 1 p.m. to 6 p.m., so there will be time to eat your sandwiches before the meeting starts at 2 p.m.

Don Malin

OFFICIAL NO EXCUSE FOR NOT GETTING TO A.G.M. MAP!
Scale 1:50,000 approx.



MEMBERSHIP REPORT

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

B111Y Frank Berridge, 1A West End, Langtoft, Peterborough, PE6 9LS.
 B114C Richard Bingham, 36 Dundrod Road, Nutts Corner, Co. Antrim, N. Ireland,
 BT29 4ST.
 B127Y Brian Blecher, The Cottage, Rickinghall, Diss, Norfolk, IP22 1HA.
 H115Y Roy Hocking, 11 Marshall Close, Aylesbury, Bucks.
 H129Y J. B. Hart, 'Jimlam', Monksoham, Woodbridge, Suffolk, IP13 7EX.
 I101Y Bob Inwood, 15 Shooters Way Park, Berkhamstead, Herts., HP4 3NX.
 W117Y Dennis Ward, 11 Limes Close, Mapplewell, Barnsley, S75 6JS.

Overseas

O-M101Y Wolfgang Mazzitelli, Via Cartesio 11, 00137 Roma, Italy.
 O-V104Y John Van Rijn, Blekersweg 18, 8162 RK Epe, Holland.

As usual, I ask you to contact new members in your area to give them advice and encouragement.

Bob Wilkinson

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NEW MEMBERS

Frank Berridge is busy rebuilding AFC 156, a 1934 4 door Y which has not run since its last MOT in 1972. Frank writes

I purchased the car in pretty bad condition and have not had time to do much work except some dismantling. An unusual feature is hydraulic brakes fitted by the previous owner who worked at a Ford garage. I shall be in contact with the Club in due course for various spares, e.g. inner wings and rear valance. I would like drawings/photographs of the inner wing area as this was missing when purchased.

Check with Graham Miles about the inner wings and rear valance as these are remanufactured items. Can some one help with the inner wing? Will a local member contact Frank and maybe let him see this section on a completed car. We have a few in the district.

Richard Bingham has less work to complete on his 1936 C, CON 576. He is busy preparing for a respray and is seeking genuine door handles and hopes to be on the road soon.

Roy Hocking owns JL 1349, a 1934 4 door Y and says that restoration will begin in 1988 with a complete engine overhaul, full respray and a new interior. We know the feeling, Roy! Strangely, once a total rebuild is completed, the pain disappears with every mile driven (after the first 25!).

Bob Inwood owns FT 3723, a 1936 Y which is also being given the full treatment. Bob writes

I purchased the car from a local garage, without documents or known history. Swansea will not allow me to keep the original number. The car was complete with all accessories, including jack, starting

handle and spanners. However, it does require a full rebuild of body and mechanical parts. The car is now in pieces, the chassis repaired and all front running gear rebuilt and installed. Progress is slow, but I will get there in the end!

power to your elbow - and wallet, Bob.

J. B. Hart (sorry, I haven't got your first name) has started to renovate a 1937 Y van, CRT 896. He writes.

The ash framing has rotted away around the bottom of the bodywork but the rest seems fairly sound. Having already restored horse-drawn vehicles, restoring the woodwork presents no problem.

A friend is helping to rebuild the engine so I am hoping to have the van on the road by mid-summer 1988.

The first owner was a Mr. Wilder, a newsagent in Stowmarket, Suffolk. The second owner, from 1950, was Mr. Read of Brandeston, near Woodbridge. It was taken off the road in 1965 and stored in a barn until recently. Mr. Read informs me that it is fitted with a replacement engine. I was told that the vans originally did not have windows in the rear doors.

RY1768537P is a reconditioned Y unit intended for a passenger vehicle. Vans are rare - we now have about 10 registered - but to find one with known history is extremely unusual since commercials often had a rough existence.

Brian Belcher's name is well known in 'old Ford' circles. He and his son Michael have introduced an interesting pair of short rad Ys to the Club. They own a 1933 Kerry tourer, OD 6420, and a 1932 saloon, KJ 9464. Brian writes

This early Kerry was found by me beside a straw stack in a scrap-yard near Norwich many years ago and has been awaiting restoration ever since.

Michael bought the 1932 short rad saloon many years ago as a young lad, not realising its significance as a very early car. When he brought it home I noticed that it did not have rain gutters over the doors and after cleaning the chassis, the number Y937 was revealed.

This car is now the second oldest on our Register. Maurice Billing in Northampton has chassis Y258 (reg. no. OD 3447) still undergoing restoration - we are all waiting, Maurice! Arthur Fletcher's car (featured in newsletter no. 49) with chassis Y982 (reg. no. CG 2698) is still the oldest Y on the road. Brian continues

KJ 9464 is reasonably sound and restorable and is original except for the engine (I have an early one as replacement) and steering column/box which is a later pattern. I really need the correct early steering gear - can anyone help to locate this? I understand that the early steering was not entirely satisfactory but I have never driven a Y with this type fitted. I was apprenticed as a youth to Mann-Egerton of Bury St. Edmunds, so had many Ys and Cs to repair but I can't remember working on one fitted with the early steering box. I believe Ford offered a conversion after a while - is this true?

I bet it was replaced to cut down cost! Perhaps our readers can help with Brian's questions.

Dennis Ward has VL 5625, a 1934 4 door Y on the road and apparently for sale.

Wolfgang Mazzitelli has taken a 1933 Kerry/Terrier tourer, JN 2833, back home to Italy. He hopes to collect a few spares on his next trip to England. This red tourer has certainly been noticed. He writes

People stare in amazement at the car, which is a real joy to own. I have read your Newsletter with great interest - it certainly contains a wealth of information. With the help of the Club, I am sure there will be no major problems in keeping it safe and sound for at least another 50 years of happy motoring.

Keep us informed of how your tourer enjoys driving 'on the wrong side of the road' in Italy, Wolfgang.

John Van Rijn has a 1936 4 door Y in Holland and should be on the road soon, after he has located a few parts and fitted new bumpers. John is only the second owner of the car from new - please write in with full details of the car's history, John.

It is good to report on an interesting collection of 'new' cars in the Club.

Bob Wilkinson

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FORD COLOURS

As a follow up to Philip Albers' article (Newsletter no. 50), no doubt finding suppliers will not be too difficult. However, a firm in Manchester recently sent details of their products and an offer to match any colour members may require. Contact H. Marcel Guest Ltd., Riverside Works, Collyhurst Road, Manchester, M10 7RU (Tel. 061 205 5551).

Brian Falder, the Managing Director, visited our stand at G Mex 1987 and chatted about a Model C which was in his family many years ago. he did offer to show Club parties around the works if members were interested in seeing paint production procedures.

Bob Wilkinson

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WANTED

Dave Tebb has a Model Y show chassis, no. 17, which is virtually complete but the engine block is missing. Dave is looking for an early engine block in any condition (with central main bearing nuts visible and 2 water inlets to the side of the block). Please contact Dave on 093781 7410 if you can help.

Bob Wilkinson

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1988 REGISTER GATHERINGS AND EVENTS

<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
3rd July	Ripon North Yorks.	Northern Ford Gathering	
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	Malvern	Exchange & Mart Motoring Festival Y & C stand	Dave Curtis

The following events are organised by Exchange & Mart. If you are interested in any of them, contact Dave Curtis (Tel. Hereford 56302).

4th April	Birmingham	All England Autojumble
21st-22nd May	Builth Wells	Welsh Pageant of Motoring
11th-12th June	Bridgnorth	Midland Sports Car Show
18th-19th June	Stratford upon Avon	Motoring Pageant
9th-10th July	Crewe Heritage Centre	Motoring Event
3rd-4th September	Ingliston, Edinburgh	Scottish National and Vintage Car Show

Local Events - notified by Area Organisers

15th May	Lincoln Vintage Vehicle Society Open Day, details from Tony Wall, 109 Bunkers Hill, Lincoln, LM2 4QT.
29th-30th May	Thorsby Hall, Thorsby Park, near Worksop. Details from Mr. K. Walker, 2 Cedar Close, Killamarsh, Sheffield, S31 8GG. Tel. Sheffield 488485.
29th-30th May	Hants. VVCC Cavalcade of Transport, Andover. Contact Malcolm Treasure, 0264 56747.
4th-5th June	Cheshire Autojumble with Classic Car Spectacular at Knutsford. Contact Stuart Holmes. Tel. 061864 2906.
Various dates	13 steam rallies in all, contact Buxworth Steam Group, Barren Clough Farm, Buxworth, Stockport, Cheshire, SK12 7HS.
3rd July	Andover Vintage Car Club Road Run (70 miles) from Andover. Contact malcolm Treasure, tel. 0264 56747.
14th August	Southwell Show, an agricultural show, with 10 classes of vehicles and engines. Details from Mrs. M. Ashwell, Woodrising, Thirklington, Newark, Notts., NG22 8PB.
20th-21st August	Nottingham Steam Spectacular, Wollaton Park, Nottingham. A very large rally with all types of vehicles, plus TV personality Fred Dibnah (steeplejack). Saturday, Auction sale; Sat & Sun Autojumble & arena events. Contact Mr. D. Hayles, 81 Westwick Road, Biborough, Nottingham. Tel 0602 289149.

CHAIRMAN'S LETTER

With the A.G.M. just around the corner, this issue of 'Transverse Torque' heralds the start of the 1988 show season. Hopefully, over the winter months a number of restorations, overhauls and larger maintenance jobs have been completed. As for CNN 125, she has had a body job and, although not quite up to concours condition, can hold her head up a little higher at this year's shows. With luck the weather will act in our favour this year (especially at Stanford Hall) and we will enjoy some colourful gatherings.

After the relatively large number of non-renewals of membership last year, which was rather like the stock market crash of October, I am delighted to say that there has been a steady trickle back into the fold, including some welcome new members with some interesting cars. I am hoping that Bob Wilkinson in his Membership Secretary report at the A.G.M. will be able to announce a membership which has topped the 300 mark.

I am aware that there is still a long way to go before the Register is running as well as it could. I am also concerned that we may well have some disgruntled members in our ranks; for why did so many not renew their membership last year? I hear rumours and hearsay about the odd disenchanted member but, to my recollection, I have yet to have the reason for any discontent expressed to me personally. So if any of you have a bone of contention to pick with the Register or any cause for complaint, then please write to me in confidence and I will do my best to rectify the fault, through the committee where necessary. You have elected us to serve you, so help us in that task please.

Enough of the gloom! I have already received my entry forms for the Enfield Pageant over the late May bank holiday. Jim Miles is staging a Register stand on the Sunday at that show, at which the Ford Motor Company is understood to be presenting models from each of the past 50 years. It should be a good day. As promised, I have included with this issue a form for each of you to complete and return to Don Malin, saying to which of the shows during the first half of the season you intend going. Hopefully, Stanford Hall and the events local to you are in your diaries already!

You will have noticed in this and the last issue, that advertising brochures have been included. You will also note a change of detail on the inside of the back cover. Each of the advertisers from this issue onwards is either a member or is paying the Register for the privilege of the use of our magazine. Up until now advertisers have had a free ride. You will also note a change in layout of the inside front cover. As the job of reorganising the areas into smaller regions progresses, so I will include the names and details of the new area organisers. Please note the new Essex and London area under Jim Miles and the split of East Sussex into Area 12 under Owen Baldock.

I look forward to seeing some of you at the A.G.M. I intend keeping the formal business at the meeting down to a minimum to allow for plenty of chat and mingling. All the experts will be there, so bring your queries, photographs and snippets along. See you there!

Sam Roberts

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FORD Y REGISTER

(notes on Register printed opposite)

We have approximately 300 plus Ys and it is intended to publish full details of these cars (where known) over the next few editions of the Newsletter.

Arthur Fletcher's at chassis Y982 is still the oldest known all British Ford 'on the road' and with the original owner. As such, this is a vehicle of historical note (see Newsletter no. 49).

Evelyn Chapman's beautifully restored Abbey tourer is the oldest surviving special bodied Y. This indicated Ford's product confidence to allow a very early chassis to be put in the hands of an independent coach builder with much at stake. Nigel Rawson (see letter in next issue) owns the oldest of only 2 surviving short rad vans.

No figures are available for the number of chassis sold by Ford to become tourers (Ford did not produce their own on the Y but did later on the C), tugs or other derivations. Does this account for the discrepancy in figures referred to by Sam Roberts in a previous article? (page 16, Newsletter no. 50)

With chassis Y36281 Graham Miles owns the last short rad currently on register. This could be another historic vehicle particularly so when 'on the road'. That will no doubt be when Graham has time off from spares packing.

John Hutchinson has the oldest long rad on the road and in fine condition. John drove down from Scotland to attend the 1987 Stanford Hall meeting without problem.

I still have a number of blanks in my register details. I wrote to a number of members recently seeking information to ensure fewer gaps in future lists. However, will you all please let me know when restorations are sufficiently complete to enable your cars to be classified as on the road. Please inform me of any errors, too.

Bob Wilkinson

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CASTLE FARM Y & C GATHERING, 17TH JULY, 1988

I am organising an informal family gathering of members preferably attending with cars (any state - even running chassis!). A barbecue/buffet at very low cost will be available (or bring your own) and a run around the local villages is suggested. Even if the weather is poor, there is plenty of indoor or barn space for all. Pollington is situated about 4 miles from Junction 34 on M62, and is easy to find. Please write to me (address in front cover) or phone 0405 860836 if you are interested in coming along. All welcome.

Bob Wilkinson

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NORTHERN FORD GATHERING

Sunday, 3rd July, 1988, at Newby Hall, Ripon, North Yorks. Details from John Slocombe (tel. 0924 895698), 331 Castleford Road, Normanton, Wakefield, WF6 1QV. Send £1.00 entry fee, include an 18p stamp, with car details (model, year, etc.) and points of interest.

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FORD MODEL Y REGISTER

Chassis Number	Type	Date of REgn.	On Rd Restn Spares	Engine Number	Registration Number	Colour(s)	Owner	Member-ship Number	Remarks
Y258	2	1932	R	Y258	OD 3447	Black	M. Billing	B117Y	
Y937	2	1932	R		KJ 9464	Black	B. Belcher	B127Y	
Y982	2	1932	0	Y982	CG 2698	Blue	A. Fletcher	F107Y	Original owner
Y1316	Abbey	1932	0	531522P	YY 7475	Green/Black	E. Chapman	C117Y	
Y2663	Coupe FH	1933	0	19726?		Black	G. Borgeson		France
Y3141	2	1933	R	RY113895P	APH 661	Blue	R. Steiber	G109Y	
Y5226	2	1932		RY17813752	CG 2923	Blue/Black	T. Gill	F107Y	
Y6912	2	1932		Y6912	OW 2570	Blue	A. Fietcher	0-J102Y	Sweden (10 hp)
Y7087	2	1933	R	C98547	ex U.K.?	Blue	A. Jonasson	R116Y	
Y9063	Van	1933	0	RY802817P	YPJ 700	Blue	N. Rawson	SI25Y	
Y10099	4	1935	R	Y10099	WV 8013	Blue	R. Starmore		S. Africa
Y10220	2	1932	0	C228700	TS 1933	Blue/Black	C. Middleton		
Y10455	2	1933	R	R651444	WV 2735	Blue	R. Griffin	G117Y	
Y10697	2	1933		RY374457	WP 3293	Black	J. Hutton	H110Y	
Y11134	4	1933	0	R414888P	AHX 592	Black	K. Edwards	E105Y	
Y13221	4	1933	R	RY1305231P	TG 4751	Black	P. Sexton		
Y13497	2	1932	R		UJ 1243	Black	J. M. Pinder	P112Y	
Y14656	2	1933	R	R138741PC	AGH 237	Black	M. P. Curtis	C102Y	
Y14799	2	1933	R	Y14799	OY 5009	Black	A. Roberts		
Y15450	2	1933		Y15450	VO 9659	Black	J. Cross	C125Y	
Y15532	4	1933	0		AGF 701		Abbeyford Motors		
Y15715	2	1933			AMF 360	Black	D. Smart	SI15Y	
Y16821	2	1933	R	RY75421	TJ 880		K. Dillon	DI04Y	
Y18680	Cairn	1933	0	RY665014P	AMF 277	Yellow/Black	J. Harrison	H116Y	
Y19879	2	1933	0	RY729225			J. Brown	B112Y	
Y19954	2	1933	0	Y1098318	AMC 993	Blue/Black	A. Johnson	J101Y	
Y20835	2	1933	R		AMD 630	Blue	S. K. Webb	W106Y	
Y20889	2	1933	0	Y945949	APF 283	Green/Black	A. Knight		
Y24502	2	1933	0	Y24502	AMA 424	Blue	J. Cross	C125Y	
Y24734	4	1933	0	Y24734	AHK 802	Maroon/Black	M. Grace	G121Y	
Y26895	2	1933	0	Y26895	FS 6332	Blue/Black	A. Robertson	R108Y	
Y27704	2	1933	0	415635P	OD 61111	Maroon/Black	J. Turner	T101Y	
Y28897	2	1933	R		FS 6457	Black	R. Murray	M107Y	

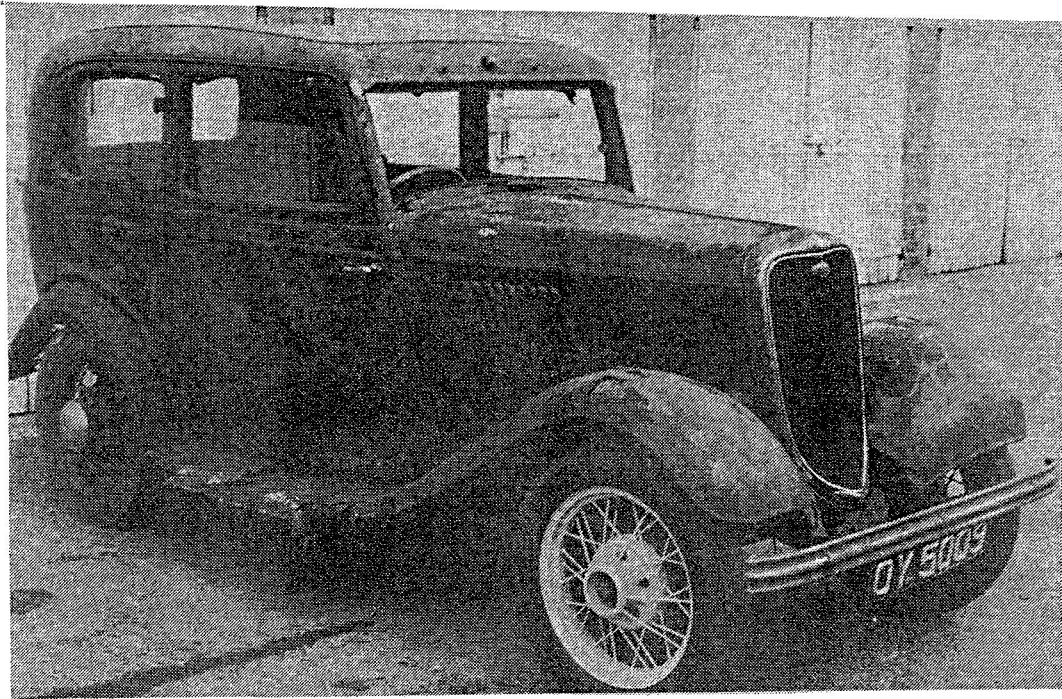
Chassis Number	Type	Date of Regn.	On Rd Restn Spares	Engine Number	Registration Number	Colour(s)	Owner	Member-ship Number	Remarks
Y29328	Kerry	1933	R		OD 6420	Green	B. Belcher	B127Y	
Y29568	2	1933		R394515PC	NG 5216	Black	M. Grout	G120Y	
Y29708	2	1933		Y29708	US 2090	Maroon/Black	P. Ashcroft	A103Y	
Y30274	2	1933	R	Y30274	MJ 3118	Dark Green	E. Chapman	C117Y	
Y32221	2	1933	0		WP 4335	Blue/Black	T. Morgan	M112Y	
Y33463	Van	1933	R		JH 5750	Cream/Brown	G. Miles	M117Y	
Y34415	2	1933	0		WG 2022	Blue/Black	J. Horne	H106Y	
Y34915	2	1933	R	R29959	APU 149	Black	D. Chilton	C104Y	
Y35715	2	1935		Y1061669	EV 1832	Black	M. Gathercole	G103Y	1931 regn.
Y36143	Cairn	1934	0	RY1674016P	DL 8773	Black	R. Stay	S127Y	
Y36281	4	1933	R		ALT 354	Black	G. Miles	M117Y	
Y37291	First Long Rad (according to Turner)								
Y38327	2 LR	1933	R	329512	US 3080	Black	J. Harvey	H122Y	
Y39157	2	1933		RY841613PC	JB 2893	Fawn	A. Cooper	C121Y	
Y39990	2	1933	0		YS 174	Green/Black	J. Hutchinson	H124Y	10 hp
Y40682	2	1933			CYH 780	Black	D. Lovering	L114Y	1936 regn.
Y41026	4	1933			OY 7006	Blue	P. Richardson	R115Y	
Y42987	4	1933	R	RY1738503P			R. Starmore	S125Y	
Y44758	2	1934		Y44758	IO 3777	Black	J. Naughton	NI02Y	Eire
Y44850	2	1934	R	YE2472	LJ 9027	Blue	R. R. Olding	O105Y	
Y48677	4	1934			VN 5358	Black	P. Nesom	NI04Y	
Y49260	2	1934	0	YB 7338C	AKX 257	Green/Black	C. Bunn	B131Y	
Y49388	2	1934	0	R543478	WD 6775	Black	D. Butler	B129Y	
Y49638	Alpine	1934	R	RC1158029P	JK 3549	Ivory	D. Grace	G112Y	
Y49891	4	1934	R	RY1680935PC	AMT 849	Black	G. Bilbe	B101Y	
Y51362	2	1934		Y51362	RG 5310	Blue	K. Barrow	B123Y	
Y51575	2	1934	0	CA60300	KV 7851	Black	G. Gibbs		
Y51578	Kerry	1934	R	RC154850	AVL 454	Black	S. Roberts	RI06Y	
Y52481	2	1934		RY849324P	AXV 108	Red	I. Smith	S119Y	
Y53208	2 Tourer	1934	0	RY1440174P	LJ 9475	Black	F. Hicks	H123Y	converted saloon
Y55215	4	1934	0		LJ 9520	Black	R. Smith	S112Y	
Y55727	4	1934		RY1056013	RL.62.JF (NL)	Blue/Black	C. A. Paaimans	O-PI02Y	ex MJ 3118
Y57737	2	1934	0	R543450P	OY 8611	Black	J. Lorrinan		

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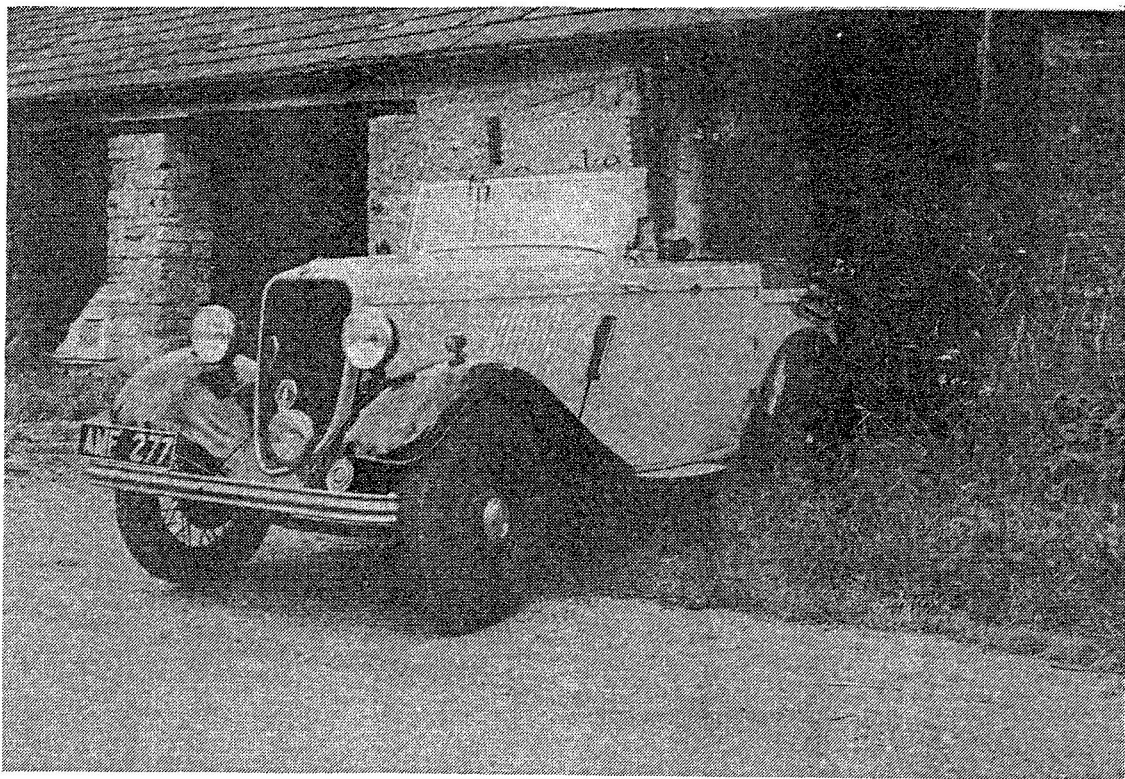
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Chassis Number	Type	Date of Regn.	On Rd Restn Spares	Engine Number	Registration Number	Colour(s)	Owner	Member-ship Number	Remarks
Y58219	2	1934	0		BEV 575	Blue/Black	J. Semark	S107Y	
Y59010	4	1934		Y59010	JN 4428	Maroon	R. McDermott	M125Y	
Y59774	4	1934		CA95189	JL 1349	Green	R. Hocking	G113Y	10 hp
Y59988	2	1934		R82768P	EG 1381	Black	A. Brasher	B106Y	
Y60481	2	1934	0		VL 5625	Black	D. Ward	W117Y	
Y62054	2	1934		Y62054	AYP 699	Maroon	S. Wragg	W104Y	
Y62793	4	1934		E93A50150	DY 7875	Black	T. Herbert	H120Y	10 hp
Y64533	4	1934		Y1165222	BPH 790	Green	K. Button	B126Y	
Y66166	2	1934	R	CR127865R	IM 4503	Black	D. Sykes		10 hp
Y66561	4	1934			AYX 506	Black	M. Starbuck	S103Y	
Y71190	2	1934	0	Y71190	BKK 325	Black	J. Docherty	D106Y	
Y72111	2	1934		R588822	AUF 831	Maroon	R. Booth	B119Y	
Y72134	2	1934	0	Y72134	AG 4746	Blue/Black	C. Nicolaidis		
Y72154	2	1933	0	RC752952	ALD 130	Black	C. Bowyer	B105Y	
Y72155	4	1934	R		FW 9355	Green	K. Wood	W108Y	
Y72750	2	1934	0	Y72750	BMP 521	Black	C. Cheesman	C110Y	
Y74641	2	1934	R	E04A6015B	BDE 986	Black	C. Gunner	G102Y	
Y77409	2	1934	0	YA08250	AHN 142	Blue/Black	G. Watson	W116Y	
Y77865	2	1934		RY1481805P	AVR 501	Black	J. Parker	P104Y	
Y77955	2	1934	0	RY283856P	CS 895	Black	N. Bunker		
Y78184	Kerry	1934	0	RY1337748PC	PV 1661	Maroon	R. Smith	S121Y	S. Africa
Y78465	2	1934	0	S75500E	CE 249	Blue	N. Hickel	0-H101Y	
Y80377	4	1934			AAD 640	Beige	Brooke		
Y82421	4	1934	0	Y82421	ARK 695	Black	D. Laxton		
Y82522	2	1934	0		BPU 784	Black	J. R. Guy	G111Y	
Y83123	2	1934			BMV 53	Blue	G. Morris		
Y83668	2	1934	0	R635472P	JU 5342	maroon/Black	M. Cole	C105Y	
Y84221	4	1934	0	R1954745	BKN 989	Green/Black	B. Darch	D102Y	
Y85137	2	1935	0	Y85137	BBH 976	Maroon	C. Sales	S110Y	
Y86175	4	1935	0	RY810300PC	OW 6888	-	G. Ridler		
Y86379	4	1934	0	RY1498836PC	BTA 828	Blue/Black	R. Wakefield	W110Y	
Y87028	Alpine	1934	0	Y87028	BLL 685	Ivory/Blue	B. Clarke	C113Y	
Y87176	4	1935	0	A952770	CML 146	Blue	B. Dixon	D113Y	

MODEL Y, SHORT RAD FEATURES



Alan Roberts' saloon, OY 5009
Note S.R. features - wings and bumper
Car ripe for restoration



John Harrison's 1933 Cairn Tourer
Note S.R. features - straight bumper and wings

A BRIEF HISTORY OF THE MODEL Y 8 HP, 1932-37

To accompany the publication of the Y Register, it falls to me to write a brief history of this first all-British produced Ford. I do so in the full knowledge that there are eminently more knowledgeable members than me. My first experience with this model was as a small boy in the 1940s, riding in my dad's 1934 2 door saloon, and latterly as a much 'older boy' restoring my 1935 Y Mistral tourer and becoming involved with our club activities. I therefore intend these to be background notes and not a definitive article.

By the early 1930s, the Austin Seven and more latterly the Morris Minor were the more serious mass produced contenders for the English small car market. Both sold for around £125. The Hillman Minx (10 hp) and Standard Nine were more expensive at £135 and £145 and sold in fewer numbers.

Ford did not have a vehicle to compete in the small car market. The Model A (20 hp) and more significantly the AF (14.9 hp) at £185 were the smallest Fords available but due to Treasury horse power rating policy the annual road tax put these cars on par with the luxury class vehicles and thus out of reach of the 'working man' in running costs, let alone initial purchase price. Ford's financial future in the U.K. was dependent upon breaking into a mass market. This situation coincided with the opening of the Dagenham plant in 1931.

The prototype Y produced in Dearborn was shipped to Europe to evaluate customer response in February, 1932. At the Royal Albert Hall in London, it looked a potential winner, if one judges by the glum expression on Sir Herbert Austin's face when he examined the car!

In August, 1932, a much revised Model Y went into production at Dagenham (a little later in Cologne, Germany, as the Köln). 'Our' Arthur Fletcher was an early customer in October, 1932, with CG 2698. It is quite staggering that production was possible with so many changes incorporated within five months of the prototype being shown. The changes included:

- a more raked/streamlined body with revised bonnet and grille
- engine accessibility improved with new carburation and distributor position
- petrol tank moved from under the bonnet (making for a useful toolbox space)

All this with synchromesh gears and a full four seater with ample performance for £120!

The public and motoring journalists greeted the Y with acclaim and Bill Boddy, writing in Vintage and VETERAN in January, 1975, recalled how the 'contemporary British small cars looked like cramped boxes in comparison' and how the Y 'put them all to shame on all counts'. Praise indeed!

I find it mildly amusing to read contemporary quotes - 'excellent confidence inspiring power given by the brakes' and 'the general effect of the springing is happy' (Autocar). However, we must judge this by comparison with the contemporary scene. Perhaps in a future edition, a full road test could be published and comparisons (by members owning other makes) with the Austin Seven or Morris 8, for example.

A 5 cwt van version followed within a few months and the running chassis was available to specialist coachbuilders for £97 10s. Various tourers were produced by these specialists and fortunately several examples survive. Ford did not produce their own tourer on the Y, but recognised the market potential later in producing a C tourer 'in house'. Sam Roberts is preparing an article on the various tourer variants.

In October of 1933, various modifications were made. The grille was lengthened and the front bumper gained a central dip. (Early models thus became known as

'short rad' models.) The wings gained side valances and the bonnet louvres were reduced from 10 to 6 and the price to £115.

The Y sold in large numbers and was arguably the saviour, with the 10 hp de luxe C from late 1934, of Ford on this side of the Atlantic. By 1935, the updating of competition such as the more sophisticated Morris 8 with hydraulic brakes and four gears pressurised Ford into selling the Y as the Popular at £100. This was a staggering feat of production and marketing and ensured the continued popularity of the model and considerable market share when teamed together with the C.

Ford's reputation in the U.K. for excellent value, reliability and low running and maintenance costs arguably originates from this time based upon the experience of thousands of Y buyers and users.

By October, 1937, the Y (and C) body shapes were considered somewhat dated and changes were inevitable. After production of nearly 200,000 cars, the familiar Y was replaced by the 7Y. Ford conservatism ensured that the major change was only to body shape (the new shape was to last through to the last 103E Popular in 1959) with easy clean wheels and uprated brakes. The engine continued until 1954 in the Anglia and in 1172 cc (10 hp) form until the early 1960s in the 100E bodyshell.

Without doubt, the 8 hp Y of 1932-37 has an important place in the history of British motoring. Our members are regularly approached by the public nostalgically relating their fond memories - it would seem that every child rode in one and it certainly was the first car for many families. Perhaps ironically the reputation for sturdiness, reliability and cheapness has produced the situation that today only a few hundred remain. The remainder doubtless were discarded in the 1960s since they were then so numerous and not considered likely to become tomorrow's 'classic'. This comment comes from someone who mindlessly sold an Austin 7 to a scrapman for £7 10s in 1965!

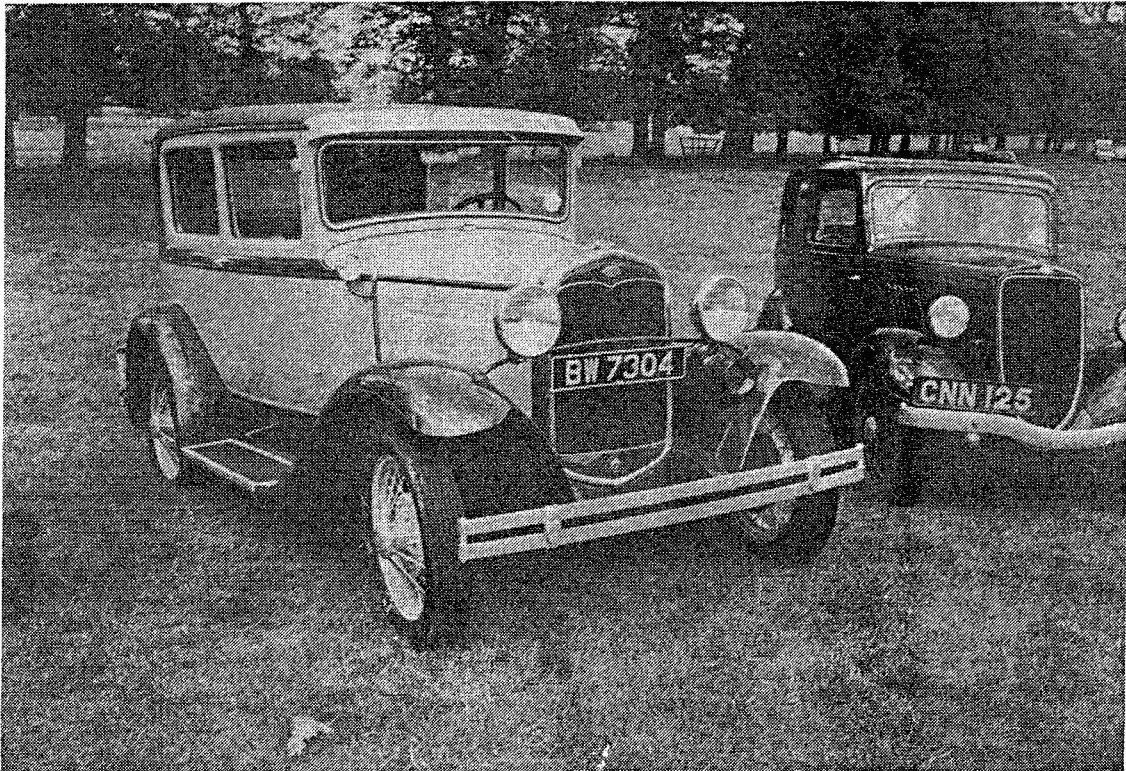
With the help of our Club, it is vital and distantly possible that all the cars on our Register will remain usable for the next 50 years. it is our responsibility and privilege to ensure that this corner of our history is now in safe hands.

Bob Wilkinson

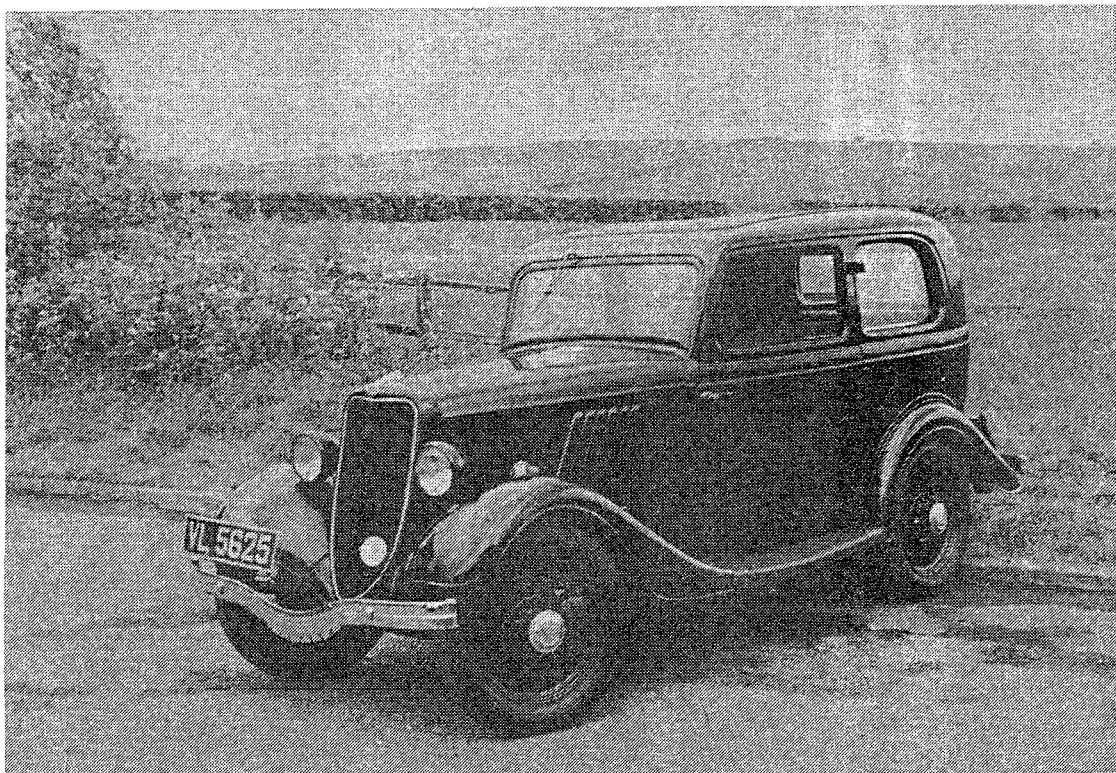


Dave Curtis' 7Y

MODEL A AND MODEL Y



Model A circa 1930 - alongside Sam's car shows clearly difference in size

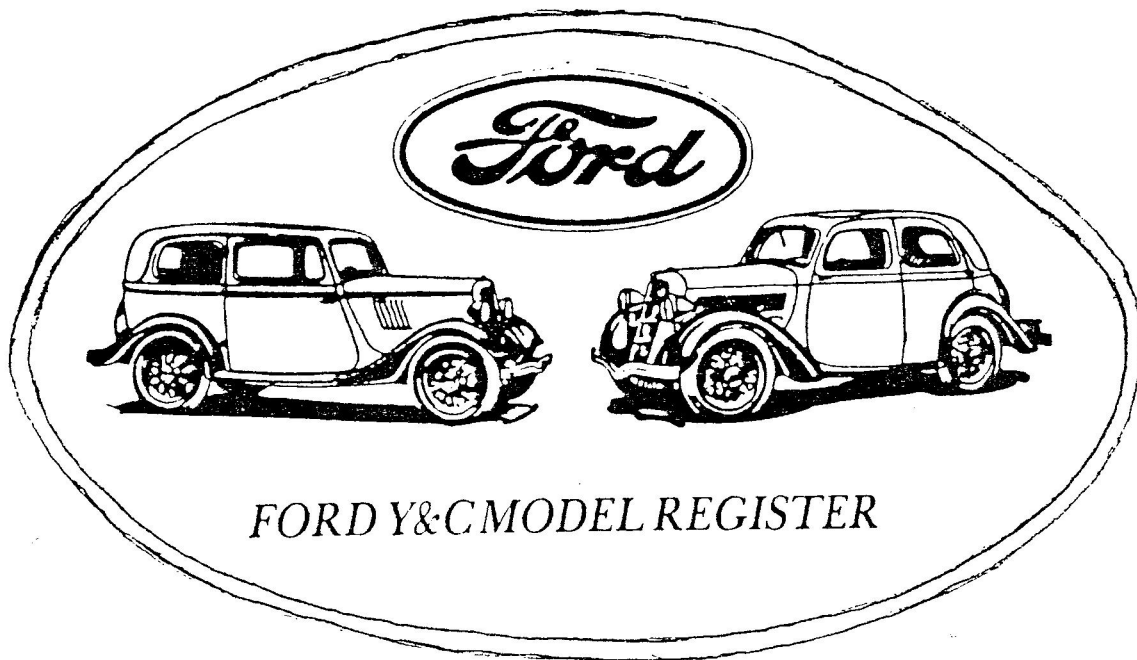


Dennis Ward's L.R. 1934 Model Y, VL 5625

CLUB BADGES AND TEE SHIRTS

I am organising the production of our own Register cloth badges and tee shirts. The badges will be of blue oval background with white print, suitable to sew on blazers or sweaters. The tee shirts will be white with blue print of design similar to that of the badges. These should be available for sale at the A.G.M. and, hopefully, at all Register events in the year's calendar. Prices of the above have yet to be decided, dependent on cost, etc.

Don Malin



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Stop Press

The Cheshire Autojumble with Classic Car Spectacular at Tatton Park, Knutsford on 4th/5th June 1988 has now been added to the list of Register gatherings, thanks to John Griffiths who has volunteered to organise a Y&C stand. However he needs ten cars to make up the display, so if you would like to attend let John know, by mid April, on Hawarden (0244) 534194 or by writing to him at 77 Circular Drive, Ewloe, Deeside, Clwyd, CH5 3DA. It promises to be an extravaganza with a 2-day Autojumble, Classic Vehicle Auction (on the Saturday), Collectors Fair, childrens entertainment as well as a "huge vintage car show" - so help John to put our stamp on that show. Caravan and camping facilities are available.

Attendance Plaques - Stanford Hall 1987

Those of you who attended the 1987 Register annual gathering at Stanford Hall and who have yet to receive attendance plaques, please send an s.a.e. to Peter Ketchell (Area 4 Organiser).

Sam Roberts

THE MISTRAL TOURER

In issue number 48, I told the tale of the Terrier tourer, as that is the type I am currently restoring. In this issue I will tell all I know about the Mistral tourer, a beautiful surviving example of which appeared on the Ford Y & C Model Register stand at the Northern Classic Car Show in Manchester over the last August Bank Holiday. BUA 914 belongs to our erstwhile Membership Secretary, Bob Wilkinson. Three others are known to me in the U.K. Jack Barnes' FJ 9857 in Bournemouth which was the subject of a superb restoration story in *Thoroughbred and Classic Cars*, March, 1981, Douglas Hickson's JB 3018 in Coventry, and Leslie Williams' DG 6349 in Newport. There are reports of another one in New York in pieces. These attractive tourers are easily identifiable by the two parallel rows of louvres along the sides of the bonnet. Turning again to Ellison Hawks 'The Book of the Popular Ford' for his description of the model:

"The Mistral body gives a sporting appearance without that bare, or unfinished appearance that some so called 'sports' bodies often possess. The body is ash framed, panelled in aluminium, and may be had finished in colours to choice.

Two large 'dropped' doors give easy access to both front and rear seats, and provide ample room for the driver and front passenger. The windscreen designed to fold flat in a forward position, is fitted with safety glass and an electric windscreen wiper.

Extra comfort is ensured by the pneumatic seat cushions covered in leather, and the flexible type steering wheel, while protection from inclement weather is given by a hood, and rigid side screens that open with the doors. With the hood folded, the rear seats are protected by a tonneau cover when not in use. Front and rear chromium plated bumpers are fitted, together with chromium plated fittings.

The 'Mistral' body may be had in any combination of the following colours: Red, Green, Blue, Grey, or Black, in conjunction with Red, Blue and Green; all-weather equipment, upholstery and carpets."

The body was designed by Mr. Hillcoat, a well known competition driver of the early thirties and manufactured by the famous Jenson brothers, who ran the equally famous Jenson Motors of High Street, West Bromwich, using the Model Y chassis (£97 10s) from Ford). Although the Mistral's list price in 1936 was £180, Bristol Street Motors, Birmingham, marketed the car for only £162 10s in 1933. They were the main suppliers but other agents also marketed the car; for instance, Jack Barnes still has the celluloid plate from his dashboard pronouncing that it was 'Supplied by Bedford Garage, Bedford Circus, Exeter'. Because of its Jenson origin, the Mistral had the alternative nomenclature of 'Ford 8 hp Jenson Tourer' under which it was regularly advertised in the For Sale columns of 'Motor and the Autocar' in the mid thirties.

It should be noted that the Model Y was not the only chassis to be fitted with this body. Two Morris 8 hp Jenson Tourers, with identical bodywork (less radiator grille) are known to be lurking on Canvey Island.

The doyen of Mistral owners was J. Harrison, AMIME, AMIAE, (Jack), who appeared at many of the prestigious rallies of the day in his concours Mistral (OC 8398). He adapted another Mistral (AOB 268) for trials work in 1934 and walked off with the 8 hp Premier Awards in both the Llandudno and the London-Edinburgh trials that year. I close with his own words, which give an idea of some of the modifications he incorporated for trials work. You can sense the excitement of the trials enthusiast:

"On the actual trial itself, I have never yet found the necessity for using any but the standard tyres on freak hills, and in making this statement I may say that I have climbed Jenkin's Chapel and Fingle Bridge under the worst conditions. I do, however, find it advantageous to reduce the rear-tyre pressure to 16 lb on the freak stuff and sit the passenger in the back seat.

I do not think that motorists, even those who have had years of competition experience, fully realise the influence of weight on performance. Try this experiment: ascend a hill sufficiently steep to bring the car to rest in second gear. Then make a second attempt, minus the spare wheel. The removal of that thirty-odd pounds will make all the difference between failure and a brilliant, fast ascent.

Bearing in mind the importance of weight reduction, I carry only the barest necessities. It is not much good carrying a lot of spares and tools, because any mishap so serious that it cannot be remedied in half an hour means so much lost time that the chances of winning a premier award are very slender. Side curtains and screens are never carried, and in wet weather the hood is put up before the start and the envelope left at home.

I modified the Mistral in several respects and its weight, with full trials equipment and a full tank, is only 12 cwt. 2 qrs. 2 lb. - a very satisfactory figure indeed. As I am rather short, rather stout and believe that one must be perfectly comfortable to drive without fatigue for 24 hours on end, I had the driving seat raised several inches to give me the visibility that I require, so that instead of sitting on the floor, I am in the high and very comfortable 'armchair' position beloved of the lorry driver. This high driving position gives the driver such a good view of the road that he can attack corners on a twisting hill at far greater speed.

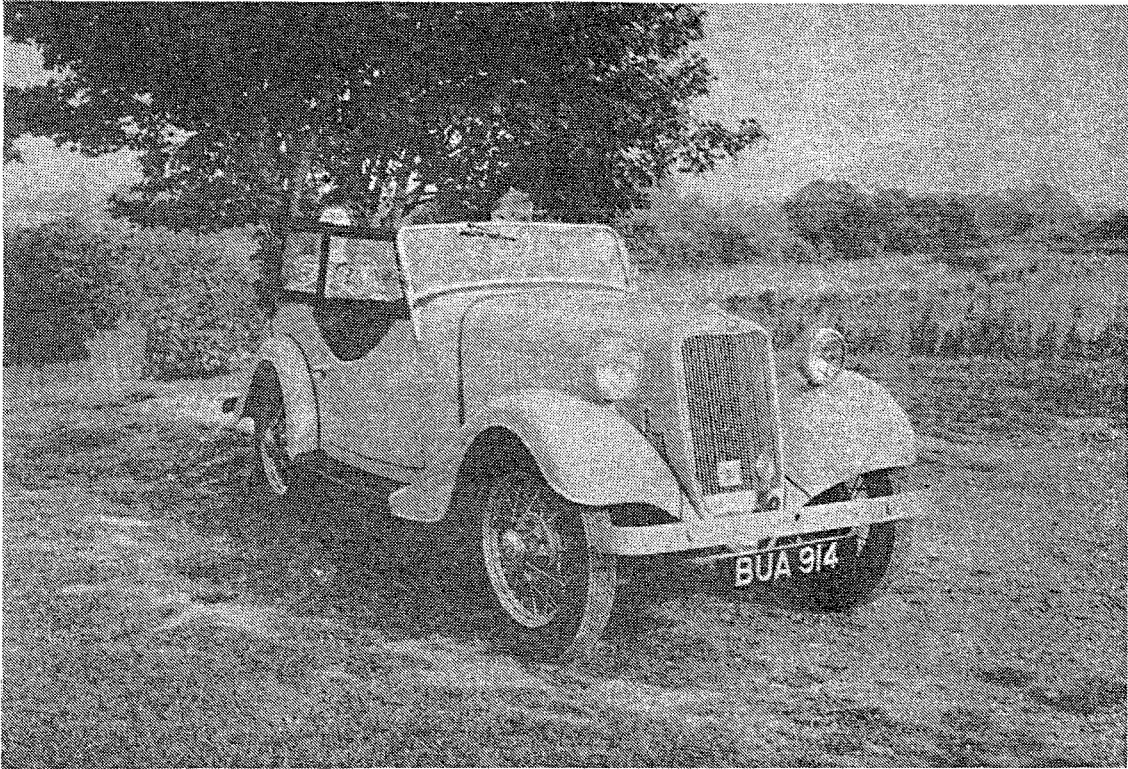
The seat back is set almost vertical, but it has a heavily padded cushion on it which slides up and down the back on elastic. For the real business on a trial the cushion is slid out of the way and the seat is moved up an inch nearer to the wheel, so that I can sit bolt upright on the job; but for normal driving the cushion is slid down to the small of the back and the seat is moved one inch rearwards.

The doors are no less than five inches farther forward than standard, and as the hinges are at the back edge this body is easier to enter than any sports car that I have ever driven. The bodybuilder predicted dire things to the scuttle, because of the way in which the door opening undermined its strength, but so far it has stood the rack of trials work well.

I have had the rear number plate shifted from its usual location below the rear bumpers to one above them, because I found that in the lower position I struck the ruts on Park Rash. The inside of the lower part of the windscreen is painted grey, because the standard chromium-plated finish reflects the sun's rays.

The colour scheme chosen is grey with blue wings, wheels and upholstery. This is bright without being garish, and it does not show the dust and mud."

Sam Roberts



Bob Wilkinson's Mistral - with offspring!

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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.

After 1st June, non-payers will be regarded as non-members. Last year only about 65% of members paid on time. Our Club cannot afford to send out reminders.

SEND YOUR CHEQUE NOW!

The renewal slip is overleaf. Membership cards will be sent out with a later Newsletter.

Bob Wilkinson

THE FRENCH CONNECTION II

In this article, I am adding more facts to the one that I wrote for 'Transverse Torque' in July, 1985.

The Ford connection with France began way back in 1907 in Bordeaux, where an assembly plant was set up through which imported Model Ts were uncrated and put together. In the first year, 400 cars left the docks, by 1914 it had climbed to 1,000. The company of Ford France was established in 1916 and the assembly of imported vehicles at Bordeaux continued until 1932 when the plant was moved to Asnieres near Paris to assemble the new Y type. Obviously, it was more convenient and cheaper to take in crates from Ford's 'New wonder factory' at Dagenham just over the English Channel than from the States via Bordeaux.

The Y type was marketed in France as the 6CV for tax purposes. It was identical to the English version, apart from minor details such as Jaeger instruments, Marchel lights and French tyres, and, of course, left hand drive.

The body styles offered were Tudor and Fordor Saloons, two seater Cabriolets and two seater fixed head coupe. Actual production figures are not available. Club member Griffith Borgeson, who lives in France, owns a fixed head coupe, two seater, finished in black. Another rare French Y is the CAbriolet Decapotable two seater finished in ivory and blue, owned and imported by Club member Graham Tomlinson of Hertfordshire.

From 1934, French Fords were assembled at the ailing Mathis factory in Strasbourg and sold under the name of Matford. This arrangement did not involve the 6CV models.

Jim Miles

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SUBSCRIPTION RENEWAL FORM

1ST MARCH, 1988 - 31ST MAY, 1989

NAME MEMBERSHIP NUMBER

ADDRESS

.....

.....

CAR IN 'ON ROAD' CONDITION YES / NO

CAR FOR RESTORATION / SPARES ONLY

CHEQUE ENCLOSED FOR £

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.

PLEASE NOTE ORDERING PROCEDURE

Complete the enclosed order form and cost the items where possible to save us time. Send the order form with a stamped addressed envelope to Graham Miles. The order will be handles as soon as possible. Payment is then to be made to Christine Baldock (address is on page 2) as she is the Treasurer for the Ford Y & C Model Spares Ltd. and keeps the books. Cheques must be made payable to Ford Y & C Model Spares Ltd., and must be in sterling.

Postage will be added to the invoices as at its value and a modest charge will be made for packaging where materials are needed.

PLEASE NOTE The Ltd. Co. does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities.

The Ltd. Co. reserves the right to charge prices different from those quoted without prior notice.

Prices quoted are not negotiable.

U.K. only supplied.

Many, many various old, new and used items. Write giving requirements on the form provided. Also, have a large stock of used parts.

MECHANICAL

	<u>CLUB PRICE</u>	<u>NON-MEMBER</u>
Front shackles (pattern part)	£ 2.00 each	£ 3.00 each
Rear shackles (pattern part) - no stock at present		
Bushes for same	£ 0.75 each	not offered
Clevis pin sets - S.R./L.R. or C model +20 thou over size	£ 4.40 each	£ 6.80
Y overhauled clutch/brake pedal assemblies - exchange & to order only	£16.40 each	not offered
Rear hub bearings Y1225	£10.00 each	not offered
Universal joint assembly Y7090	£10.00 each	not offered
Rear hub seals (large - outer) Y1175	£ 1.50 each	£ 3.00
Engine valves - state engine type or send pattern, exhaust or int.	£ 3.00 each	not offered
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	£15.50 per pr.	not offered
Engine pistons, various sizes - send pattern, non-returnable from	£15.00 per set	not offered
Headlamp bulbs (wattage not stated)	£ 2.00 each	not offered
Bulbs, various (if rear lamp, state straight or of set pins)	£ 0.50 each	not offered
Engine pulleys	£ 3.50 each	£ 6.00
Late type distributor points (not early type) - rotor arm	£ 1.50 each	£ 3.00
Have a selection of early distributor caps	£ 2.50 each	not offered
Rotor arms, early and late types	£ 1.50 each	not offered
Gaskets - various types - ask for details - price on application		not offered
Y exhausts	£40.50 each	£60.75
Floor board screws	£ 0.05 each	£ 0.10
Engine top water outlet (head to hose)	£ 6.00 each	£ 9.00
Hoses - straight top 9½" x 1¼", straight bottom 8" x 1¼"	£ 2.25 each	£ 4.00 each
Please note the Club does not stock moulded hoses.		
Oil can transfers, black or green, state colour required.	£ 3.00 each	not offered
Oil cans	£10.00 each	not offered
S.R. & L.R. rear brake rod support carrier arms, no stock at present.		
Wheel nuts for Y and C	£15.00 per set	not offered
Y speedo cables - inner and outer complete	£10.00 each	not offered
Hydrostatic fluid for petrol gauges - <u>PLEASE RETURN ANY UNUSED FLUID AND THE KIT</u> because we can recharge that and use it again. These are not being returned.	£ 5.00 per kit	not offered
6 volt coils - not Ford	£ 7.00 each	£10.50

REPRODUCTION PARTSCLUB PRICENON-MEMBERS

Various body panels including wings and patch panels are available, please submit your requirements to Graham Miles and he will tell you of availability.		
Y model rear valance panels, S.R. & L.R.	£81.00 each	not offered
Y model rear wings, S.R. & L.R.	£84.00	not offered
Y model O/S/R L.R. old stock	£38.00	not offered
Rails on chassis inside door (state 2 or 4 door) still on order		
Patch repair kits for 2 door Ys and 4 door Ys front doors - difficult to post, please try to collect		
outer panel (2 door) 6 in. deep	£ 7.10 each	not offered
inner panel	£11.35 each	not offered
inner front curved section of door frame	£ 8.10 each	not offered
angle bracket to rear of skin to pillar	£ 0.60 each	not offered
Y floor pan wells - rear passenger feet area	£25.00 each	not offered
Y rear wheel arches	£38.00 each	not offered

Rubber Parts

Engine front mountings (send your old one first, allow 4 weeks)	£ 2.80 each	£ 4.20 each
Front radius ball	£ 2.00 each	£ 3.00
Steering dust covers (4 per car)	£ 0.80 each	£ 1.20
Under Y bonnet rubber sets - 9 items	£ 5.50 each	not offered
Brake and clutch pedals - exchange (send your old one first)	£ 2.90 each	not offered
non-exchange	£ 3.90 each	£ 6.00
L.R. rear brake rod support ends rubber	£ 2.25 each	£ 3.40
Gear box mounts	£10.00 each	not offered
Y early side light base mats	£ 2.40 each	£ 3.60
Rubber style matting for running board - pyramid design	£ 4.00 per side	not offered
Door stop buffers - no stock - mould broken		
C front axle beam stop rubber (metal not included)	£ 5.00 each	not offered

Body fittings

Early Y side light bases in brass complete with rubber mat, fixings, bulb and armoured cable, etc.	to order only	not offered
Late L.R. 4 door Y hinge centre bolts	£ 0.75 each	not offered
Brass balls door hinge	£ 0.60 each	£ 0.90 each
Dove tail wedges - female, door pillar	£ 1.00 each	not offered
Dove tail door - male	£ 1.50 each	not offered
Enamel rad. badge - dark blue	£10.00 each	not offered
S.R. radiator badge mount Y8215B	£20.00 each	not offered
Y fixed timber roof stick kits in hardwood pieces	£37.00 each	£50.00
Bumper bar bolts	no stock at present	
Rear luggage carriers Y model only - to order only	£42.00 each	£63.00
Club badges, bar type	£ 3.75 each	not offered
Copper bifoliated rivets	£ 0.02 each	£ 0.03
Front brake drums - exchange only	£23.00 each	not offered
Interior window winder handles - new and old stock	£ 4.25 each	not offered
Y interior door handles	£ 4.25 each	not offered
C interior door handles	£ 4.25 each	not offered
C exterior door handles	£17.00 each	not offered
C exterior door handles - key type, does not include barrel	£21.00 each	not offered

MEMBERS PARTS WANTED

R106Y Sam Roberts 1.2
One pair serviceable Armstrong twin piston
shock absorbers.
Tel. 0264 65662

H101C Bob Hamilton 1.2
2 7" chrome bezels for headlights of a
1935 Ford C
Tel. 0294 214086

M107Y R. Murray 1.2.3
All parts for 2 door 1933 S.R. Model Y
Headlamp lenses - cutglass pattern
Black rims for same
Reflectors and double bulb holders
Any front side lamp parts
Spare wheel strap
hub caps
Steel floor over gear box
S.R. horn
oil can bracket
Windscreen side opening arms, nuts, etc.
Narrow block cylinder head
127 Newmarket, Stornoway, Isle of Lewis,
PA86 OEA

B109C P. Bainbridge 1.2.3
Headlamp lenses - C Model (same as L.R. Y)
C headlamp reflectors
Magniflex bars
100 Bagnall Road, BASford, Notts., NG16 OLB.

H129Y J. B. Hart 1.2.3
2 complete headlamps - for 1937 Y
Window rubber channel bottom (try trim
suppliers as listed - G.)
Tel. Worlingworth 590 (nr. Woodbridge, Suffolk)

O105Y R. Olding 1.2.3
Front and rear seats for Y
78 Kimberley Road, Bournemouth, BH6 5BY.

D112Y F. Dallimore 1.2.3
Petrol pump diaphragm
'Dymock', Market Gardens, Ladder Hill,
Wheatley, Oxon.

R107Y O. Rogers 1.2.3
Y hub caps
Kells Road, Kingscourt, Co. CAvan, Eire.

C119Y R. Cleeves 1.2.3
Headlamp lenses for L.R. Y
Gable End, Nailsea Court, Nailsea, Bristol,
Avon, BS19 2DQ.

O-C103Y Luis Cascante 1.2.3
New fuel pump
C/ La Salle 2, 25700 La Seu D'Urgell,
(Lerida), Spain

Sigbjørn Holtmoen 1.2.3
Details on sliding roof
2 front side lamp lenses - S.R. type
Norsrasta 3, 2200 Kongsvinger, N-Norway.

MEMBERS PARTS FOR SALE

W117Y D. Ward 1.2.3
Car for sale: 1934 Model Y, reg. VL 5625,
in very good condition. 5 new tyres, new
chrome. 12 months MOT, good original trim,
new carpets, photo on request
Price £2,200
Tel. 0226 385561 (Barnsley)

W105Y S. Wheeler 1.2.3
New O/S running board
used windscreen glass
New set of king pins
2 used shock absorbers, pear shape
used speed'o' head
Used exhaust manifold
Pair female track rod ends
Tel. 0522 702480 (Lincoln)

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NOTICES

Club year runs from 1st June to 31st May. Subscriptions due 1st March 1988 for 14 months to 31st May 1989: UK members £12, overseas £14, OAPs £7. Cheques payable to Ford Y & C Model Register to be sent to Membership Secretary who requires notification of change of address or cars. He also holds back issues of Newsletter at 50p per copy.

USEFUL CONTACTS

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	Mr Gary Miller, Belcher Engineering, Stanton, Bury St. Edmunds Tel: 0359 50347
WIRING LOOMS, STARTER & DYNAMO BRUSHES	The Seven Workshop, Unit X, Fiveways Industrial Estate, Rudloe Corsham, Wilts SN13 0NX Tel: 0225 811303 — Mail order and counter service Mon-Fri 9.00—5.00. General catalogue sent free of charge on receipt of s.a.e.
SPARK PLUGS, POINTS	The Green Spark Plug Company, 340 Washway Road, Sale, Cheshire M33 4HA Tel: 061 973 6755
SHOCK ABSORBER RECON, RADIATOR REPAIRS	Test Valley Motor Components, 43 London Street, Andover, Hants SP10 2NU Tel: 0264 51862
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