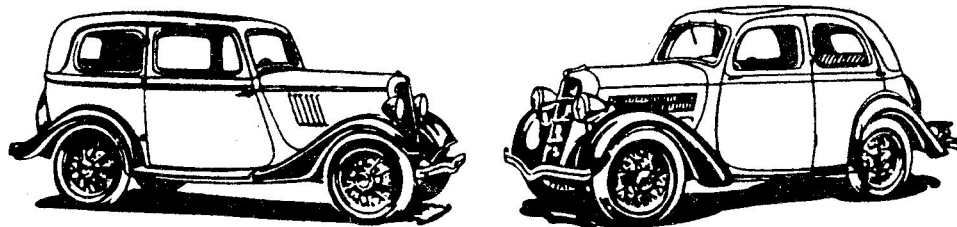


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

ISSUE 53 JUNE/JULY '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.

(Directors Ford Y & C Model Spares Ltd. Graham Miles, John Guy, Jim Miles)

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EDITORIAL

Events, Events and more Events. We are now in the middle of the car event season. If you have been to some of the key ones this year, I am sure you will already have heard of our Club's great successes.

For those who haven't had chance to keep up with the season, ours got off to a flying start at the huge Enfield event, where we won the best stand award and a useful £250 to boost our finances. Much of the credit must go to Dave Tebb, who worked flat out to get his sectioned Show Chassis ready on time. It really does make a spectacular exhibit and a thorough inspection is a must for anyone restoring a Y or indeed anyone wishing to better understand the technology of the era.

At Knutsford, we won the best Ford stand and came third overall, beaten only by Mercedes and Austin Healey. Colin Ault's Model Y took the prize for the best Ford at the show.

All our thanks go to those who made these spectacular wins possible and contributed to the higher profile and standing of the Club.

The third Event I wish to highlight is our own Club Weekend at Stanford Hall.

This year, Siobhan, the girls and myself made it. We arrived by 6.30 p.m. prompt, straight after a leisurely lunch with Siobhan's sister in nearby Leamington Spa, and pitched our tent just in time to join in the evening's barbeque, ably manned by a Membership Secretary who was admirably suited to distributing equitable quantities to the surrounding membership. Modest quantities of refreshment eased the thirst and Don Malin had chalked up yet another success. Not content with that, an evening's worth of early Ford films were on video in a nearby marquee, our cups ranneth over, which somehow reminds me of another tent just behind the marquee.

However, after a sound night's sleep, I ventured out at six for an early morning jog and Don had done it again: brilliant sunshine which was to stay with us all day. Having re-energized my system, I crashed out again and re-emerged at a more civilized hour for breakfast. By eleven, we had all packed up and we moved off the camp site in grand procession for the Hall and the actual display area. More cars joined us en route and the whole thing provided a spectacular entrance, twenty eight vehicles all together. Centre of the group was Dave's splendid Show Chassis. Tony Butterfield's spares stall was an immediate attraction for the squirrels who rushed to make sure of the 'first pick'.

First event was the Chairman's Technical Quiz, where out of a possible twenty points, and after some disputes, Jim Miles took the prize of an errant bottle of Champagne for scoring a dubious 15 or was it 14, or 16 points?

Two hours later, we rushed into the next event, the dreaded Gymkhana. Here, Don had devised a fiendish route where only the brave and/or foolhardy wrestled eight horses up and down the medieval rig and furrows in a kind of timeless country dance, whilst the intrepid front passengers emulated circus trapeze acts in their endeavours to bat their balls into goal, hoop sticks, or worse still, spear balloons. All this without stopping or engaging reverse.

By sheer coincidence all contestants scored full points but Graham Miles and colleague seemed to get round quicker than the others and came second, the winner being Mike Ankrett, driving Paul Bainbridge's Model C. I am sure Siobhan and I would have won if Hannah hadn't declared her intention of being sick in the back and then equally decisively wasn't!

However, Siobhan made up for it by trying to make off with all the raffle prizes, but in the end had to give in with only four.

Finally, the afternoon was rounded off by the prize awarding ceremony, where after hours of careful deliberation, Graham Miles and his team of judges made their announcements. The full list is included in Sam Roberts' report.

Jim Miles' Koln, which was certainly spectacular, and Graham Miles' van were two vehicles which attracted my eye. The van has been saved by judicious use of bulkhead and chassis components from various sources. My own prize I think was more out of sympathy for never having won anything and was in fact a polite way of saying 'Why don't you get round to sorting it out!'

Everyone we spoke to had a thoroughly enjoyable time and we hope to repeat the event the same time next year. On the way home, on the M1, I suffered the old fuel evaporation (fortunately Bob Wilkinson stopped to help and loaned me his patent anti-fuel evaporation kit (2 pieces of tin foil each held to the fuel pipe with a peg). It worked!). But it was helped by a fractured exhaust manifold which sheared completely later on, leaving me to limp home at 25 m.p.h. sounding like a battle tank. How John Hudson drives down from Scotland and back, I just don't know.

There, at last I have been able to expand my editorial to a more appropriate length. Also, at last I can include the comparative article kindly forwarded by Frank Whayman of the Morris Register. It is an interesting article and Frank has been quite modest about some of the Morris' more obvious advantages.

Jim and Sam both provide more details on the recent events I have already mentioned and Alan Oakes has put in a lot of work cataloguing our library stock. Similarly, our Chairman has researched all back issues of our Newsletter and lists the main items of interest. The two lists combined with the completion of Bob's register make this issue a key reference point. Not content with this, and in addition to all our standard features, we are trying to bring our letter publication up to date, so this is a record issue both in size and content.

Finally, one or two special items. Does anyone have any suggestions for activities at next year's Club Weekend, especially perhaps something for the Ladies.

A little further on, you will find a charming wedding scene from Sam's daughter's recent wedding. It is offered for caption suggestions! Several immediately sprang to my mind. How about 'Y' me?, or Tudors Tulips, or well, I'm sure you can do much better.

Finally, the Automobile is offering a free repeat advertisement to any member selling a car through this Newsletter.

Have a good season.

John Guy

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## MEMBERSHIP CHAT

We start with a letter from Paul Bainbridge which is really an announcement of the new role he has undertaken in the Club:

Over the last twelve months, there seems to have been a large number of C models turning up in strange places. Because of this new influx of Cs, it has proved necessary for the Register to elect a Technical Adviser solely for the Cs and leave Jeff Cole to concentrate on the vast number of problems which he helps solve on the Y types.

Being a long time owner of a C, I was the one who was summoned to fill this vital role. So far, most queries seem to be about interior trim and how it is fitted. This does seem to differ slightly from C to CX, so if any owner can send me photos of the inside of theirs, be it Tudor, Fordor or Tourer, I would be most grateful.

Anyway, if you have a problem, I will try my best to help you if I can. And anyone who has overcome some difficulty in the restoration of their C, please drop me a line. It may help someone else to get round the same problem.

I do look forward to all your letters and I hope to see more Cs on the road soon. Paul Bainbridge, Technical Adviser, C

Now we move on to those letters which have been waiting longest in the mail bag, starting with Keith Button's amusing tale:

Recently there was an article in our local paper under the 'Memory Lane' column which showed a Ford Y van outside a Bracknell dairy shop. I replied to the Editor, saying I had the same model van and enclosed a photo saying if any other person had literature or photos of Y vans, I would be interested. He subsequently wrote a further article and I received two photos and a letter which is very amusing (printed below).

One van was used by a butcher for meat deliveries in the Wokingham area. The other was used by an electrical retail shop to deliver goods and carry accumulators for an exchange service in the Yately area.

I have just read with interest about your Fordson van in 'News Extra'. My father owned an identical van to yours, I have a photograph of it, and in fact took my first (illegal) driving lessons in it as a boy.



It was supplied to him in 1937 by Gowrings of Reading, registered ADP 219, and used for his radio and electrical business at Yately (G. H. Greaves Ltd.). Part of his business entailed recharging and delivering radio accumulator batteries in the Eversley, Yately, Sandhurst area. This was considered an 'essential service' during the war, and he was permitted to continue running the van. headlamp cowls had to be fitted, the wings outlined with white paint, and the town name painted out, just as on the Old Bracknell Dairies van.

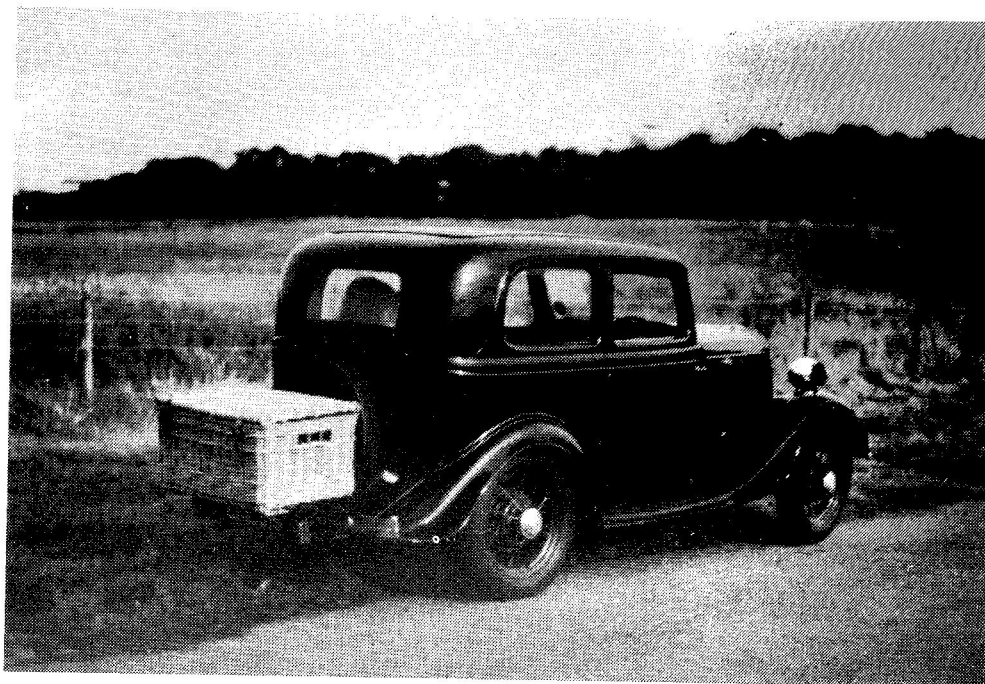
My father's van was renowned for a very, very fierce clutch, and a total lack of brakes. Starting was always difficult in the winter. The 6v system didn't help, and the vacuum wipers left much to be desired. I remember also that the accelerator pedal was very sensitive, the small round pedal pad had worn away and been replaced with a brass door knob! It was also possible to change from 2nd gear to top by simply depressing the clutch pedal. The weight of the gear lever was enough to drop it down across the gate! During the war the van was used by the Home Guard, driven by my father, to deliver despatches during exercises.

Bruce Allan advises of his acquisition, in which he and his family arrived at Stanford Hall:

I have only been on the Register since last August, but thought you might be interested in seeing some photographs of EKL 315. I was lucky enough to have been able to purchase my Y after most of the hard work of the rebuild had been accomplished. As you can see, the car is now in very good condition with both the bodywork and the interior being restored to their former glory. The rear lights on acquisition were modern trailer lights but I have now found and fitted two lights of the correct style. I had some electrical work to do under the bonnet when I first got it home to save me using the handle every time I went out.

I think that apart from a little rechroming of the bonnet badge and perhaps two newer door handles, the car is now pretty well completed. The mechanics have been overhauled and it runs very smoothly.

Thanks for a very interesting newsletter.

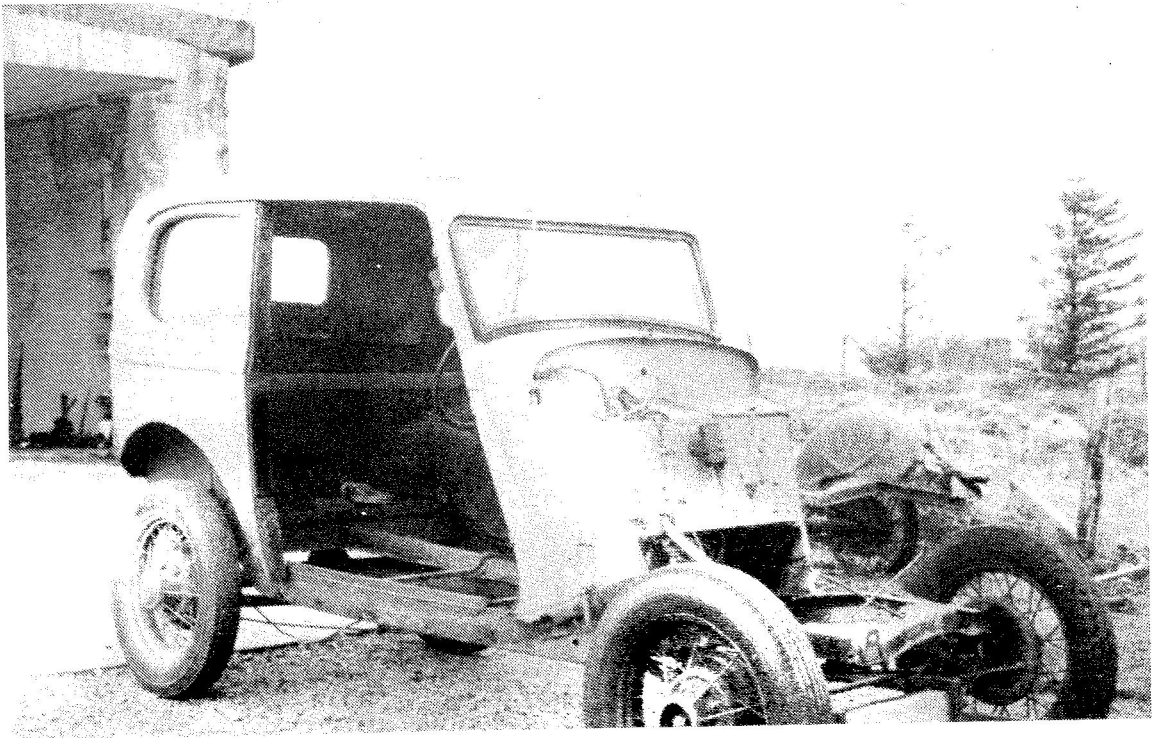


Bruce Allan's Y,  
EKL 315

News from Stornoway of Roddy Murray's courageous restoration:

I have started restoring the Model Y which has been stripped down to the bare chassis. The chassis has been repaired. It required one small plate welded onto the offside centre side member. I hope to have it shot blasted and sprayed soon. I enclose some photos, showing the car being stripped down. (only room for one photo this month, I'm afraid - Ed.)





Still in Scotland, Angus Bradley's Y is becoming a celebrity. Angus has sent in a photo taken at the Alnwick Rally, together with an article about 'Kate' in his local newspaper:



The '£100 Ford' was sold from Campbeltown in 1935 to a buyer in

Lochgilphead who bought her to go on his honeymoon. Twenty years later Angus and his father bought the car for £100 and ran her as an everyday family car until he saw an advertisement in a daily paper inviting people who had a pre-1939 car to go on a rally. Since then Kate and Angus have entered as many rallies as his work will allow, with John Docherty of Lochgilphead co-piloting and young Scott Bradley as third man. Kate's registration number 4468 is the same as railway engine 'Mallard'. So far the car has appeared in the film 'Eye of the Needle' filmed in the Oban area, and in the TV documentary 'The Pinch' about recovering the Stone of Destiny from Westminster Abbey.

Back now to the other end of the country where John Jardine unfolds more than one piece of history:

I acquired my Model Y from the local garage. Where else? It had been sitting there for some years with a 'Not for Sale' sign on it and I had cast covetous glances over it from time to time. One day the sign disappeared and I approached the brothers who run our village garage and asked them if there had been a change in company policy. They said that yes the car was for sale if the price was right. With a bit of prompting we settled at 1,000, which I suppose was a reasonable buy for a car in moderate order, running and with one year's MOT. Truth to tell I was actually on the lookout for an Austin 7. Still am!

From a mechanical point of view the car was in pretty good condition and the underside had been sprayed with oil from time to time. Motor engineers, though, seem to have different priorities to some and all the junk of the business had been chucked inside. The interior trim had not been improved by this course of action. She had just over 8,000 miles on the clock which the brothers assured me was genuine. I did not argue but having spent part of my formative years hanging around motor auctions, I knew that there were more ways of judging the use a car had been subjected to than the odometer reading. True to say that the brothers had been responsible for the servicing of the car since the early sixties, when they had a garage in Dover and the owner was a Mr. Lipscombe of River, Dover, and the service log was all there showing the mileage mounting from the mid five thousands up to its present reading. Quite what had happened is a bit of a mystery. The brothers had acquired the car on the owner's death and stored it since.

The story of your restoration will be printed in the next edition of the Newsletter, John.

Ian White has written in with a query, perhaps to be answered in the next Newsletter:

I have just received the current issue of Transverse Torque and notice an interesting paragraph on Model Y sliding roofs. I am struggling to renovate my sliding roof and I remembered writing to Graham Miles in response to an article in Transverse Torque no. 45 Jan/Feb 1987 in which he asked what support there might be for a sliding roof kit.

May I enquire if there have been any developments and whether anyone has any drawings, etc. It does appear that there is some demand for sliding roof information/parts.

Meanwhile, over in Newtown, Wales, John Turner has been 'selecting' a lonely furrow:

Our Y, OD 6111, has now had three seasons on the road since its restoration was completed. It creates much interest in our area of mid Wales, usually being the only Y at local rallies. It is not until we venture over the



Shropshire border that the Y has the opportunity to fraternize. At the recent Exchange and Mart Welsh Vintage and Classic Car Pageant at Builth Wells (once again, only Y), after receiving runner up award for cars up to 1952, we packed our chattels ready to depart only to find gear lever firmly wedged in reverse. After what seemed hours of vain attempts by all and sundry to rectify the problem, it was decided to sample the AA Relay Scheme in preference to the prospect of 40 odd miles journey home in reverse (I wonder if she would have made it). However, on arrival of the AA man, who admitted he had never attempted a rescue on such an aged vehicle, he asked us what he should try to do. We went through all the prodding with screw driver, etc., as carried out prior to his arrival and much to our embarrassment, we had a fully functional gear box. The only conclusion we could come to being, that whilst the Y had been left unattended, youngsters must have tried their driving skills and by doing so had managed to get the gears knotted.

John enclosed pamphlets of forthcoming events in Mid Wales (one of which is on the events page), a photo in each of the pamphlets shows his Y in the background.

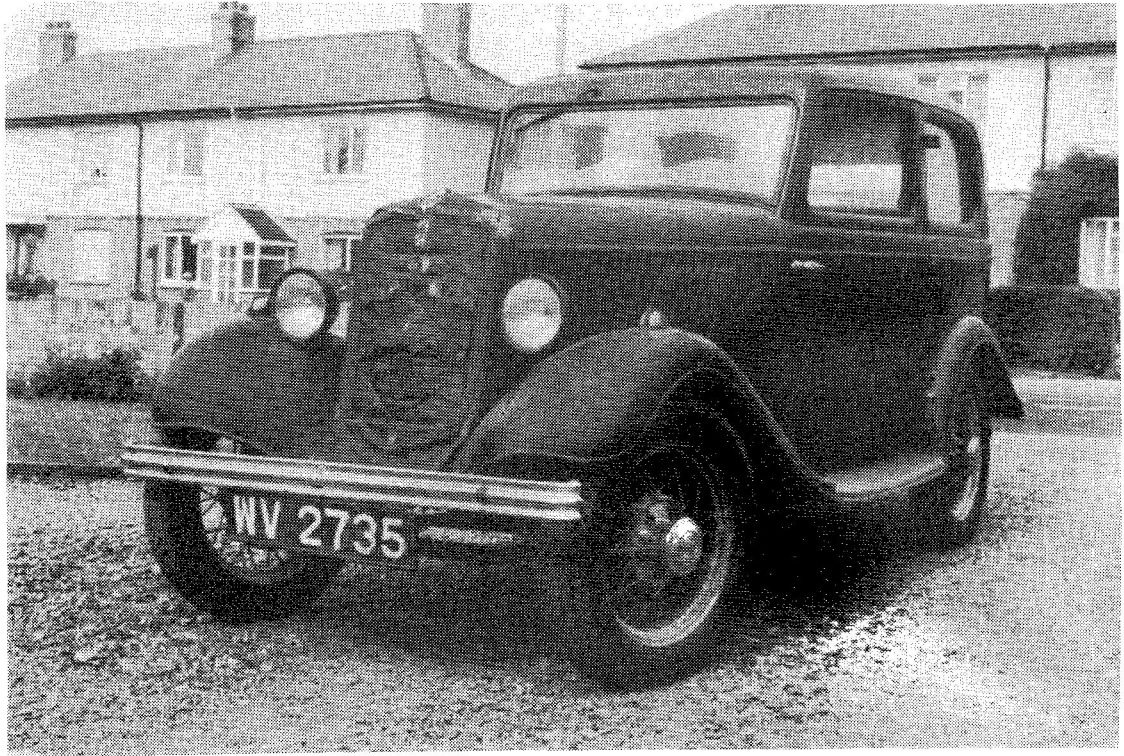
Dave Curtis, our Events Organiser, has bought a C saloon to go with his C Tourer. CYV 129 belonged to Ed Miller in Bristol and Dave hopes to have the renovation finished by next year:



Bob Griffin in Swindon owns WV 2735, the eighth oldest short rad on our register having had one previous owner from new. He writes:

I am sorry to say that the restoration job is a very long one as I keep starting and stopping, but hope to have a good go this year. I do really like the new format of our Club Newsletter - a great big well done to everyone.

Thanks, Bob. Perhaps members in the area will pop along and see Bob's car. He is a young enthusiast and this is his first experience of any renovation work. Give him a ring on Swindon 723894.



Note car fitted with original radiator muff.

Neil Loran in Hayes, Middlesex, sent some photostat copies of photographs of his Y rebuild. (Sorry, Neil, they won't reproduce here.) A photograph taken in 1984 shows the body resting on the drive and in pretty terrible condition. He asks has there been a worse car found and restored?

Perhaps we ought to run a competition to see who has tackled the 'rustiest' rebuild?

One of the bravest I have seen was Brian Mace's car but he had completed the job and proudly displayed his 4 door Y at Stanford Hall last year.

Send in your photographs and let's see - well, it makes a change from 'concours' photographs.

Richard Bingham in Co. Antrim sent a local garage sales advert (Stathams of Kilkenny, Carlow and Wexford), showing the price of a 2 door model Y at £140 new. The advert reads "There is no other car sold in Ireland within 30 of its initial price." (The advert will be shown in the next Newsletter.)

Richard is working on his Model C with help from his daughter:

Roberta (8 years) just loves using the WD40 on rusty nuts and bolts and was quite a help to me.

Sorry the photo was not clear, Richard. The usual experience is that the family don't want to know until all the work is done.

John Guy, Bob Wilkinson

MEMBERSHIP REPORT

Since the last Newsletter, we have welcomed a good number of new members. As usual, I ask you to contact new members living in your area.

- B1405 Tony Butterfield, 2 Cocker Lane, Leyland, Lancs., PR5 3SU.  
 B1502 Ron Byng, Willowmere, Gipsey Bridge, Boston, Lincs., PE22 7HD.  
 B1629 Eric Buttle, Beechwood, 19 The Balk, Pocklington, York, YO4 2QQ.  
 C0929 Frank Croucher, 66 Longfields, Oaks Cross, Stevenage, Herts., SG2 8QA.  
 E0810 Rodney Evans, 1 Foxcovert Close, Sunninghill, Ascot, Berks., S15 9PA.  
 G0507 Peter Gossage, Field Cottage, East Chiltington, Lewes, E. Sussex,  
 BN7 3QS.  
 H0231 Derek Hoare, 18 Cranmore, Brompton Road, Old Mixon, Weston-super-Mare,  
 BS24 9BU.  
 L1409 David Lamb, 3 Lingard Road, Northernden, Manchester, M22 4EW.  
 L1817 John Lewthwaite, 15 Wellington Street, Edinburgh, EH7 5EE.  
 R1614 Alan Roberts, 170 Fossway, York, YO3 7SH.  
 00706 Mrs. Jacky O'Shaughnessy, 17 Cornmill, Elmley Castle, near Pershore,  
 Worcs.

Overseas

- O-C101 Dan Costa, 39420 Liberty Street, Suite 260, Fremont, Californai 94538,  
 U.S.A.  
 O-V101 Fred Van Leeuwen, Saxon Weimarlaan 30, 1075CC Amsterdam, Holland.

Change of Address

- A0502 Richard Attfield, Hollybrake Cottage, 28 Bromley Lane, Chislehurst,  
 Kent, BR7 6LE.  
 C0703 Graham Clarke, 122 Wyre Hill, Bewdley, Worcs., DY12 2JA.  
 C1604 David Chilton, 162 Ferry Lane, Stanley, Wakefield, W. Yorks.  
 M0718 Nigel Mason-Wenn, The Harbour Guest House, Pencraig, Ross on Wye,  
 Herefordshire.  
 S1524 Mike Shum, 49 Victoria Road, Mablethorpe, Lincs., LN12 2AF.  
 T1107 Liam Tomlinson, 10 Peterhouse Drive, Hill Hook, Four Oak,  
 Sutton Coldfield, West Midlands.

MEMBERSHIP CARDS AND NEW MEMBERSHIP NUMBERS

Your 1988-9 membership card is enclosed with this Newsletter. It is already dated but needs your name and new number adding. Your new number is on the address label on the Newsletter envelope. Look in the rubbish bin before it gets thrown away!

Your new number contains a regional code to enable our regional lists to be compiled from computer records. It works like this:

e.g. Sam Roberts was R106, R for Roberts, 106 position on letter R membership page. New number, R0306, 03 being the regional code for Hampshire/Dorset/I.O.W. Got it? Please use this in all correspondence. Regions and numbers are as printed inside front cover. Overseas members retain the old numbers for the present time.

Bob Wilkinson

NEWSLETTER BACK NUMBERS

Elsewhere Sam has included an index of articles. I have copies of most back numbers available at 50p (send stamps U.K.) but please be a little patient as I have to sift through boxes at the moment. The library here on the farm is undergoing a body off restoration and has been shelved!

Bob Wilkinson

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'OUR' CARS IN DEMAND

Recently I have had several calls for our cars to be used for a variety of purposes in the public eye.

Godfrey Davis (St. Albans) Ltd. recently required 3 open tourers - Ford, of course - to appear in a parade carrying actors in 30's costume through the streets of St. Albans. John Harrison (Cairn), Ray Smith (Kerry) and Brian Clarke (Alpine) took part and gained valuable publicity for the theatre group concerned and naturally for 'our' cars. (Photos in due course)

Jon Pressnell, Club Editor of Classic and Sportscar magazine, contacted me recently to request a good Model C for a road test/comparison with a Jowett 10 and Austin 10. The article appeared in the June edition of C & S, and Terry King's excellent C showed up really well. We hope to publish part of this super article with photos in a future edition.

Bob Wilkinson

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**BEAULIEU, 9TH-11TH SEPTEMBER**

In previous years, I have booked two stalls at Beaulieu and taken along my caravan. This year I am only booking one stall and I am not taking my caravan. This means that I will not have the space to bring along a selection of spares in case anyone needs them.

Therefore, could you please let me know exactly what spares you require, so that I can bring these items with me.

Let me have your orders in JULY, which will give me time to sort out the spares and have my holiday, as no spares other than those that have been ordered will be taken to Beaulieu. Please don't have a wasted journey, especially if you are travelling far.

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Jim Miles has bought the second Brighton Taxi, so we now have both the Taxis in the Club. We also bought a large quantity of spares for the Club. These are now in Jim's lock-up until they can be sorted out.

Graham Miles

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CHAIRMANS NEWSLETTER

We've had a super start to the 1988 season. Best stand at Enfield, best Ford stand and third overall, plus the best Ford car with Colin Ault's Model Y at Knutsford and, to round of this period, an enjoyable, relaxed and friendly Register gathering at Stanford Hall, which was notable for the number of members who came along, many of whom were halfway through their restoration projects. It was particularly pleasurable to see and meet so many wives who also joined in and enjoyed the day. It is good to hear remarks about the relaxed and friendly atmosphere surrounding the Y & C Register gatherings. Thanks, credits and accolades to those responsible for laying on the shows and making them a success are detailed elsewhere in this issue.

As the quality of our cars and our gatherings improves, so hopefully you will notice an improvement in the quality of the magazine and the services the Register is providing. John and Siobhan tell me we have a bumper issue this time. I also hope that you will be reading print and looking at photos off a lithograph press machine, rather than photocopied pages as in the past. We are still short on technical articles, so those of you with more than a passing acquaintance with our cars are urged to contribute. After the success of the display chassis at this year's shows, so beautifully restored by Dave Tebb, we are trying to find out more about these works of art produced by the Ford apprentices. We haven't even been able to work out the logic behind the numbers on the brass plates attached to the chassis. If any of you know, or know someone who might know anything about these chassis, we would dearly like to hear from you. There is apparently a Model Y display chassis in the Wroughton airfield museum near Swindon. Perhaps a member within spitting distance might like to track it down and find out its details. (chassis number and plate number etc).

Whilst on the subject of tracking down, I notice in the July Automobile, on page 17, a reference to Sir Malcolm Campbell's racing car based on a Model Y. It is in the motor museum owned by Paul Foulkes-Halbard at Filching Manor, Polgate in Sussex. Again, any member in that area who would care to pay a visit, take a photo, find out the history and details for an article in the Newsletter would be completing another bit of the Register jigsaw. This leads me onto the super article which appeared in June's Classic and Sports Car magazine. Bob Wilkinson is to be congratulated on sparking quickly in response to a request to find a Model C for an article comparing 10 hp cars of the '30s. Terry King volunteered his immaculate example, which resulted in a very favourable, beautifully illustrated article comparing a Jowett 10 hp, an Austin 10 and Terry's Model C.

Most of you will have heard or read of the threat by the European Parliament to ban from the roads all vehicles over 20 years old. This is an alarming thought which could affect us post 1992. Needless to say there is a growing movement to vehemently oppose such legislation. The Historic Vehicle Clubs Committee, under the presidency of Lord Montagu, is spearheading the UK attack and we, as an affected Register, joined HVCC last month to lend weight to the cause. I, as your representative, will be attending the open General Meeting on 24th July in London to promote the movement in whichever way we are able. In the meantime any lobbying of MPs, Euro-MPs in particular, which you, the members, can put into effect, should help the cause along.

Another progressive step we have taken since the last publication is to start the wind down of the Ford Y & C Model Spares Company. The reason for its existence have now been overtaken by recent legislation and it is proving more of an administrative headache than it is worth. Graham Miles will consequently be able to shed yet more of his administrative burden. The provision and supply of spares are sure to improve as a result.



I will close this article by wishing you enjoyment with your cars over the next two months. By the time this is distributed, the Ragley Hall, Stockbridge and Pollington gatherings will have passed and Peter Ketchell will be putting the final touches to the G-Mex stand in Manchester. This year we will have Dave Curtis' C Tourer, Dave Tebb's show chassis and hopefully a good example of a Model Y - yet to be found. If any of you have a good Y which you would be happy, or even proud, to display at G-Mex over the August Bank Holiday, please contact Peter. He is also looking for members to help man the stand for spells over the period of the show. His telephone number is on the front inside cover of the Newsletter.

I wish you happy and enjoyable motoring.

Sam Roberts

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#### 1988 REGISTER GATHERINGS AND EVENTS

<u>Date</u>	<u>Venue</u>	<u>Event</u>	<u>Organiser</u>
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).

3rd-4th September	Ingliston, Edinburgh	Scottish National and Vintage Car Show
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#### Local Events - notified by Area Organisers

Various dates	13 steam rallies in all, contact Buxworth Steam Group, Barren Clough Farm, Buxworth, Stockport, Cheshire, SK12 7HS
16th-17th July	Festival of Transport and Energy, Blaenau Ffestiniog. Entry forms from Blaenau Ffestiniog Festival of Transport & Energy at Mid/Wales Development, Ladywell House, Newtown, Mid Wales, SY16 1JB. Tel. 0686 626965.
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. Contact Mr. D. Hayles, 81 Westwick Rd, Biborough, Nottingham, Tel. 0602 289149.
21st August	12th Milton Keynes to Woburn Abbey Road Run. 30 miles, starts M.K. Bowl, 8 a.m. Autojumble, Tiger Moth flying. Forms K. Brigginshaw, 102 Hadrian Ave, Dunstable, LU5 4SP.



**Y REGISTER**

The final batch of the Y Register is printed in this edition. To be fully accurate, we are only listing vehicles where the chassis number is known. I have a further list of Ys (and Cs) where these vital numbers have not been sent to me.

If your vehicle has not appeared in these editions, no. 50 for C Register, nos. 51, 52 and this one, 53, for the Ys, please write to me with your missing numbers set out as in these columns.

You should now from these four editions be able to put together a record of our cars.

We conclude with chassis from Y154932 which is owned by Dave Redman, now in Australia. What was the UK registration, Dave? Please let me know for my records and why not write to let us know how your car is coping with the Australian heat. I suffer (my car, that is) from petrol evaporation problems in England, so how you cope 'down under' I don't know!

1936 was probably the peak sales year for the Model Y following the introduction of the 100 Popular model. By 1937, whilst retaining a reputation for reliable low cost motoring which was reflected in sales figures, the Models Y and C were regarded as less sophisticated than some competitors like Morris, Austin and Standard.

The last Y chassis, Y199333, was produced in August, 1937 (according to D. Turner - Sidevalve book) with the last Y van being produced in November, 1937.

Strangely, the van owned by J. B. Hart (see list) has chassis number Y204531 - but this is probably an error, although CRT 896 is a December, 1937, registration.

Robin Prebble with Y197680 must be credited with the newest known Y on the Register.

Interestingly as I write, Jim Miles has just become the new owner of DCD 700 or 702 (?), an ex taxi to partner Derek Ball's car, Y159827 with low mileage. More news on this later.

The 7Y model replaced the Y and introduced the body shape which was to continue after the war as the Anglia and subsequently the 10 hp Popular until 1959. The familiar trusty 933 cc engine and later 1172 cc (in Popular) was to continue with transverse springs and non-hydraulic brakes retained also.

However, the Model Y shape still remains a favourite with enthusiasts and is increasing in popularity. Despite the nearly 200,000 production, only about 400 remain on register. We must safeguard the future for these historic vehicles and ensure that others which come to light are returned to original condition and return to use. Our Register must take pride in ensuring this task continues.

Bob Wilkinson  
Registrar

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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
Y154932	2	1936	0	RY991948	ex. UK	Black	D. Redman	0-R101Y	Australia
Y154941	Van	1935	0	Y154941	EU 6132	Blue/Black	K. Button	B126	British Legion
Y155443	2	1936		Y155443	BDF 605	Black	J. Williams	W111Y	Tivery
Y155456	2	1936			GL4015	Blue/Black	S. Leek	L101Y	
Y157114	2	1936		E04A6015B	DBH 263	Green	R. Heaton	H128Y	
Y157454	Van	1936	0		BAH 592	Blue	P. Lansdale	L116Y	
Y157638	2	1934	0	Y157638	GL 1404	Black	J. Foxon	F102Y	1934 regn.
Y157844	Van	1936	0	RY1411591P	BWT 827	Brown/Cream	G. Clarke	C103Y/V	
Y158687	4	1936	0	Y1438664P	VG 9361	Black	B. Mace	M104Y	
Y159827	4 ex taxi	1936	R		DCD 701	Cream	D. Ball	B108Y	3,081 miles
Y160658	2	1936		RY1392440	EMX 570	Black	K. Loran	L112Y	
Y162043	12	1936	0		BAH 955	Black	K. Holloway	H109Y	
Y162110	2	1936	0	Y162110	EML 816	Black	A. Ogden	O103Y	
Y162285	2	1936	R		DCM 40	Green	A. Tippen		
Y163367	2	1936		RY943023P	EHK 32	Black	D. Burke	B115Y	
Y163538	2	1937			VJ 9869	Green/Black	M. Ankrrett	A110Y	10 hp
Y163594	2	1936	0		XG 4547	Black	Robinson/Taylor	R113Y	
Y165698	2	1937		R627196	HV 7385	Black	S. Leach	L113Y	
Y165770	2	1936	R	168833	NG 9538	Black	R. Durrant	D109Y	
Y166049	2	1937	R	RY1159359P	DHT 555	Black	R. Cleeves	C119Y	
Y166170	2	1936	0	Y166170	JC 4193	Black	R. Jones		
Y166777	2	1936	R	R464689	CBY 380	Black	J. Bailey	B138Y	
Y167122	2	1937	0	R79016918RP	DKX 335	Black	N. Hyett	H112Y	
Y167147	2	1937	0	RY1426558P	IY 3345	Black	M. Dowd	D103Y	
Y167279	2	1936		RY1630795P	ex CDU 160	Black	K. Haaland	0-H103Y	Norway
Y167414	2	1936		Y167414	IN 3836	Black	J. Brown	B112Y	
Y169080	2	1937	0		FMC 628	Black	R. White		
Y169265	2	1937	0	RY1154064P	HH 9248	Black	P. Millican	M102Y	
Y170366	2	1937	R	Y170366	CRU 659	Black	D. Tebb	T106Y	
Y170418	4	1937		E93A60156	DUV 109	Black	S. Oldfield	O104Y	
Y170505	2	1937	R		CRO 154	Green	M. Howard	H103Y/C	
Y171065	2	1937		Y171065	RD 9238	Green/Black	N. Loran	L103Y	

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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
Y171808	4	1937		RY1631939	EPL 396	Green	E. Pearce	P101Y	
Y172347	2	1937	0	Y372452	CHP 127	Brown/Black	K. Clarke	C123Y	
Y172489	2	1937			CPX 160	Green/Black	D. Smart	S115Y	
Y173827	2	1937	R	Y173827	JN 8657	Green	A. Thomas	T108Y	
Y174481	2	1937	R	CR149162	FML 801	Black	R. Evans	E0810	
Y174531	2	1937	0	RY1605599PC	FMV 183	Black	G. Tomlinson	T103Y	
Y174537	4	1937	R	Y174537	DXE 468	Maroon	R. Wilks	W126	
Y174653	2	1937			VD 7609	Black	J. Robertson	R102Y	
Y174734	2	1937	0	RY97201P	EFC 45	Black	D. Asplin	A104Y	
Y174812	2	1937	0				L. Carey	C106Y	
Y174835	2	1937	S	Y174835	EPU 954		G. Austin	A101Y	
Y174987	2	1937	0		FMP 327	Black	M. Nash	N106Y	
Y175139	2	1937		C819617	BNX 299	Green/Black	J. Critchley	C114Y	
Y176580	2	1937	0	YB23733Z	JX 5070	Green/Black	K. Briggingshaw	B136Y	
Y176780	2	1937	R	RY1276751	HV 7906	Black	F. Croucher	C0129	
Y177281	2	1937	0	RY804559PC	FMK 146	Black	C. Ainge	A112Y	
Y177706	4	1937	0	YA53100C	GMD 498	Black	J. Horton		
Y179375	2	1937		RY911159P	AGG 652	Black	D. MacDonald	M126Y	
Y180102	2	1937	0	RY170920PC	BWW 952	Blacfk	D. Firth	F106Y	
Y180476	4	1936	0		DYX 765	Black	B. White	W112Y	
Y181356	2	1937			BBM 760	Black	K. Perrio	P105Y	
Y181758	2	1937	0	Y181758	DZ 4329	Green/Black	L. McDowell	M128Y	
Y182079	2	1937		RY188079	CRW 223	Fawn	J. Hodgkins		
Y182173	2	1937		Y182173	FPE 37	Black	P. Mills	M116Y	
Y182532	2	1937	R	Y88642P	AOW 480	Black	J. Hancock	H108Y	
Y182824	2	1937	0	RY847148	DXH 451	Black	J. Foley	F109Y	
Y182909	2	1937	0	440743P	CNY 360	Black	I. White	W120Y	
Y183109	4	1937		YA11814	BZ 4598		J. Brown	B112Y	
Y183561	2	1937	0	RY1269462P	CDK 333	Black	R. Gebbie		
Y183847	2	1937	0	6375446	AJU 409	Brown	M. Goldsmith	G106Y	10 hp
Y183868	2	1937	0	RY121517	GMC 168	Black	G. Jones	J106Y	
Y184229	2	1937		CA45416	DPP 393	Black	N. Rowe	R109Y	
Y184399	2	1937	0	Y184399	HI 3365	Green/Black	Goulding	G116Y	

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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
Y184569	2	1937	R			Green	F. Pederson	0-P102Y	Denmark
Y184889	2	1937	0	RY830425P	FPD 657	Black	R. Attfield	A102Y	
Y186815	2	1937	0	Y1466789P	DRB 525	Black	Dunstan		
Y186850	2	1937	R		FMK 250	Black	K. Child	C122Y	
Y187951	2	1937		RY1634097PC	DYU 981	Black	P. King	K109Y	
Y188440	2	1937	R		ACO 729	Green	R. Gray		
Y191448	2	1937	0	RV1192412PC	FPG 39	Black	S. Wheeler	W105Y	
Y191529	2	1936		R633129P	ANR 74	Green	D. Appleton	A107Y	
Y191711	2	1937	0	RY906549P	FPG 447	Black	A. Oakes	0102Y	
Y192253	2	1937		RY935546	EKL 315	Black	B. Allan	A108Y	
Y192434	4	1937	R	Y192434	DYN 145		J. Bonnett	B128Y	
Y192479	2	1937	0	C200767	UJ 8728	Black	S. Spencer	S109Y	10 hp
Y192568	2	1937		C669526	DAR 596	Green/Black	D. Ramon	R110Y	
Y193157	2	1937	0	K440933B	DYR 366	Blue/Black	V. Morgan	M111Y	
Y193158	2	1937	R		YJ 5113	Black	R. Wilkinson		
Y193290	2	1936?	0	C880164	FEV 751	Black	ex J. Cochlin		10 hp
Y193446	2	1937			DYU 188	Black	P. Howard	H107Y	
Y194061	2	1937		YA10894	PV 4403	Green/Black	A. Reeves	R104Y	
Y194250	Van	1937	R	88698C	ADP 230	Brown	A. Oakes	0102Y	
Y194947		1937		RY1407927	CRK 910		P. Piper	P107Y	
Y195000	2	1937		R3685660	BUY 177	Black	F. Sykes	S116Y	
Y195017	2	1937	R	Y195017	EGC 351	Black	G. Maske11	M114Y	
Y197680	2	1937	R	58736PC	DLJ 855	Green/Black	R. Prebble	P113Y	
Y204531?	Van	1937	R	RY1768537P	CRT 896	Dark Blue	J. Hart	H129Y	

THE ENFIELD PAGEANT OF MOTORING, 1988

The Enfield Pageant of Motoring is one of the major events which opens the Rally season in the South. This year's Pageant as usual was held over the long Whitsun weekend of Saturday, 28th May to Monday, 30th May. Dave Tebb and his wife arrived Friday night after having been driven down by Bob Wilkinson because Dave got a piece of metal in his eye from a grinder and couldn't drive himself, but he didn't want to let the Club down on the 1934 Y Show Chassis that he had promised to exhibit and on which he worked so hard. It was a much appreciated effort.

On Saturday morning, we put up the marquee that Dave had brought along and the Club signs and bunting were set up. We were sited next door to last year's Club stand winner, 'The Ford Sidevalve Owners Club'. Ford of Dagenham also had an exhibition of old vehicles including their Y Type three wheeler 'Tug'. Over forty single make Clubs had displays.

The Autojumble was excellent, having nearly five hundred stalls, as usual Y & C bits were few and far between (hands up out there, who's got them all). However, I was lucky enough to turn up two mint sales brochures for both C and Y, plus a Y illustrated parts list from the Ford Motor Company of South Africa. The auction on the Saturday was well attended, interesting lots included one of only two known, a Willys' Kensington Saloon of 1938 vintage trimmed in Bedford cord, plus an immaculate SS Jaguar. My humble 1950 Fordson 5 cwt. Lolly Pop delivery van was sold as well!

Sunday as per tradition was our main Club day and members started to arrive from about 10 a.m. Graham Miles had no less than three vehicles on show; a 1933 short rad Y van, 1933 short rad Tudor and his unique Alan Taylor Tractor of 1936. Other vehicles included Tony Eldridge's 1935 Model C fordor, which is to my mind the cleanest and most original C around. Also from Essex was Graham Game's green C tourer of 1936 which was parked next to my Cologne built Y cabriolet built in 1933. Next to mine was Graham Tomlinson's 1937 Tudor Y, which was on display for the three days along with Dave Tebb's lovely Show Chassis, which drew a lot of interest.

The members who attended with their vehicles were: Jim Cassidy, Ken Clarke, Graham Tomlinson, myself, Kevin Briginshaw, Graham Game, Roy Smith, Herbert Wingate, Julian Janiki, Sam Roberts, Peter Richardson, Dennis Smart, Roy Mann, Tony Hurst, Owen and Christine Baldock, Dave Tebb, Tony Eldridge and Graham Miles.

Those who attended minus vehicles were: Marvan Starbuck (come on, Marvan, you're running out of excuses!), Yvon Precieux, Chris Cheesman and Bob Wilkinson. If I have left anyone out, do please forgive me.

The next afternoon, it was announced that the judges had picked the 'Ford Y & C Register' as having the best Club display with a prize of £250! Runners up were the Ford V8 Club and the Mini Club. The Pageant organisers presented me with the cheque and informed me that photos and a press release concerning our success had been sent to the 'Automobile' magazine. All things combined, it should help get us publicity and new members.

Many thanks to all who helped us get this great start to the season, and look forward to even more success in the future.

Jim Miles



ENFIELD PAGEANT OF MOTORING, 1988

FROM THE ALBUM OF SAM ROBERTS

The Ford Tug, based on the Model Y



Enfield, 1988. The Best Stand.





STANFORD HALL WEEKEND 18/19 JUNE 1988

Well, we could not have asked for better weather. It was glorious. Needless to say it was matched only by the friendly and cheerful atmosphere of the members who had driven from all points of the compass to be at Stanford for the Register's annual get together. The turnout on the Saturday evening was an all time record with some fourteen Ys and Cs (plus Dave Tebb's show chassis) overnighing in the camping field. Don Malin had once again done a tremendous job of preparing the site, arranging our reception and, with the assistance of family Malin, had prepared the barbeque and liquid refreshment for our enjoyment. One of the earliest to arrive was John Hudson who had once again driven the 340 miles from mid Scotland, overnighing in Newcastle. We were delighted that this year he had arranged to have the Monday off, so was able to stay through the Sunday activities. Well done, John! I arrived to find a Mistral being off loaded from a trailer! The excuse being that he had to carry all the barbeque and camping kit in his Volvo - we'll let you off this time, Bob. Jim Miles in his Koln cabriolet and John Harrison from Barnard Castle in his slightly modified Cairn, but original upholstery and trim, made a pleasant trio of rag tops. Paul Bainbridge had his C present to show up Don Malin's atop its trailer, with still too much rust moth in evidence, no floor and a 12 volt battery to spark it into life at the appointed hour! But still, there are signs of gradual improvement, Don. Owen and Christine Baldock had driven up from Tonbridge, not daring to switch off as it meant an hour before their Y cooled sufficient for a restart. They came in convoy with their mechanic Roy Mann; who suffered a sheered pin in his torque tube en route, which hopefully wasn't too serious for the return trip. Four diehards from the north west also arrived in convoy: Peter Ketchell in the lead driving Alan Oakes' car, Stan Leach and Bruce Allan. Apparently they had been swapping cars at every service station along the way and were amazed at the differences between the behaviour of their apparently similar cars. The last to arrive were John Guy, Siobhan and the children with the family hatchback and Model Y. Fortunately the plague had not struck them this year and they were able to attend. Time seemed to fly by as the barbeque was cooked by Bob Wilkinson and Kathy Samuel, to be eagerly consumed by the forty or so members and families present. Dave Tebb's marquee was put to good use with the video machine showing old Ford advertisement films from the thirties and forties, which kept the children amused as well as the more weary travellers. Actually none were as weary as Paula and myself who had been up until 5.30 the night before at a ball! We were very grateful to Mike Samuel for a lift in his Montego to the Bed and Breakfast farmhouse we shared with Jim Miles and Roy and Jeanette Hocking and children.

After a good trip and a hearty breakfast we returned to the camping site to find that Don had had all the walking wounded marshalled early, had cleared the site and had set up shop in the grounds of the Hall. All that remained were the cars, which were to drive in convoy the half mile to the main drive where we were to process to the Hall. There was a slight hiccup whilst Paul Bainbridge changed a wheel having found a puncture. The first rule of changing wheels in a field is to make sure no cowpats are in the vicinity of said wheel. Paul learnt the hard way! As we waited at the bottom of the drive, we were joined by a hoard of day tripping members in their Ys and Cs, who had arrived in time for the triumphal entry to the Hall's grounds. The procession of some 20 plus cars was recorded on Don Malin's video for posterity and for showing at later events. We shared the grounds with the Ford AVO club who seemed to number 100s with their modern Escorts. Fortunately they were far enough away not to detract from our more graceful ladies and activities. We had a most enjoyable day. Plenty of friendly banter, a super range of spares for sale from Tony Butterfield, T Shirts and regalia selling like hot cakes from Liam Tomlinson and a bit of friendly rivalry in the form of a Model Y quiz, a judging competition on the cars and a gymkhana in the afternoon organised by our Master of Ceremonies, Don Malin. The less frivolous questions in the quiz showed up a couple of points on which members seemed unaware. The first relates to the grade of oil which should

be in the rear axle. It should be EP140 - not EP90, which goes in the gearbox and steering box. The second relates to the torques to which the more critical nuts should be tightened. Elsewhere in this issue I will list the torques as told to me by Bert Thomas. Despite a certain eagerness by Dave Tebb to squeeze the maximum score out of his answers, Jim Miles won the competition and with it the bottle of champagne the Register won for its stand at the Malvern show last year.

The gymkhana was great fun with drivers manoeuvring the vehicles on tight locks and the passengers at full stretch out of the windows hitting footballs with sticks through cones, hoopla-ing and bursting balloons with spears. The tourers had the advantage of being open but neither Bob Wilkinson, with Shirley Wood from the Side Valve Owners Club as passenger, nor the might of the Harrison clan in the Cairn appeared on the winners rostrum at the end of the day. Honours were fairly even but the prizes went to Mike Ankrett and Graham Miles.

The results of the judging were as follows :

The Eric Bufton Memorial Trophy for best restoration :	
	David Tebb for display chassis
The most original car	John Guy
Best Model Y	Ken Clarke
Best Model Y - 2nd	Roy Mann
Best Model Y - 3rd	John Hudson
Best Model C	Terry King
Best Model C - 2nd	Dave Curtis
Best Special body	Jim Miles
Best Commercial body	Graham Miles

So ended a super weekend with 28 cars and sixty or so members and families thoroughly enjoying the relaxed, friendly atmosphere for which the Register is becoming renowned. See you next year.

Sam Roberts

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TORQUE UP YOUR NUTS

The Model Y quiz at the Stanford Hall gathering exposed a general lack of knowledge of the torque which should be applied to the more critical nuts on tightening. I am grateful to Bert Thomas for the following information which applies to both the 8 and 10 hp engines:

Main journals:	50 ft lbs
Big end journals:	30 ft lbs (split pinned nuts)
	20-23 ft lbs (self locking nuts)
Cylinder head nuts:	35 ft lbs (cold)
Manifold nuts:	15 ft lbs

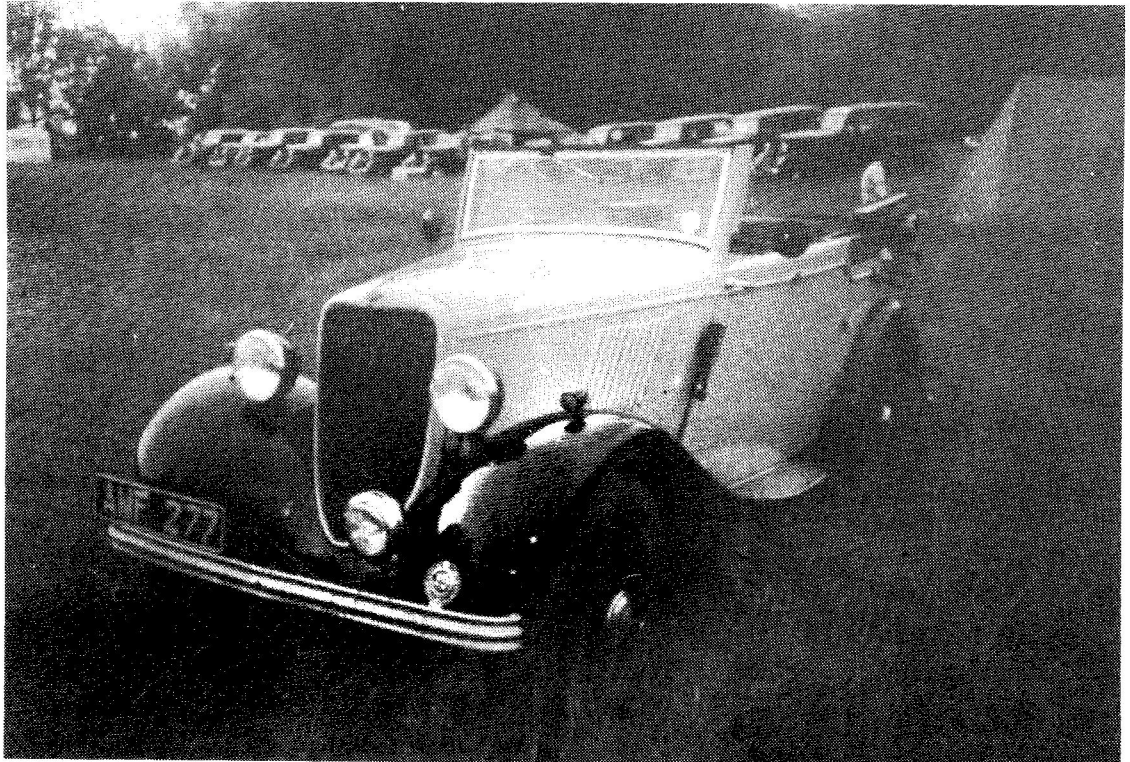
Sam Roberts

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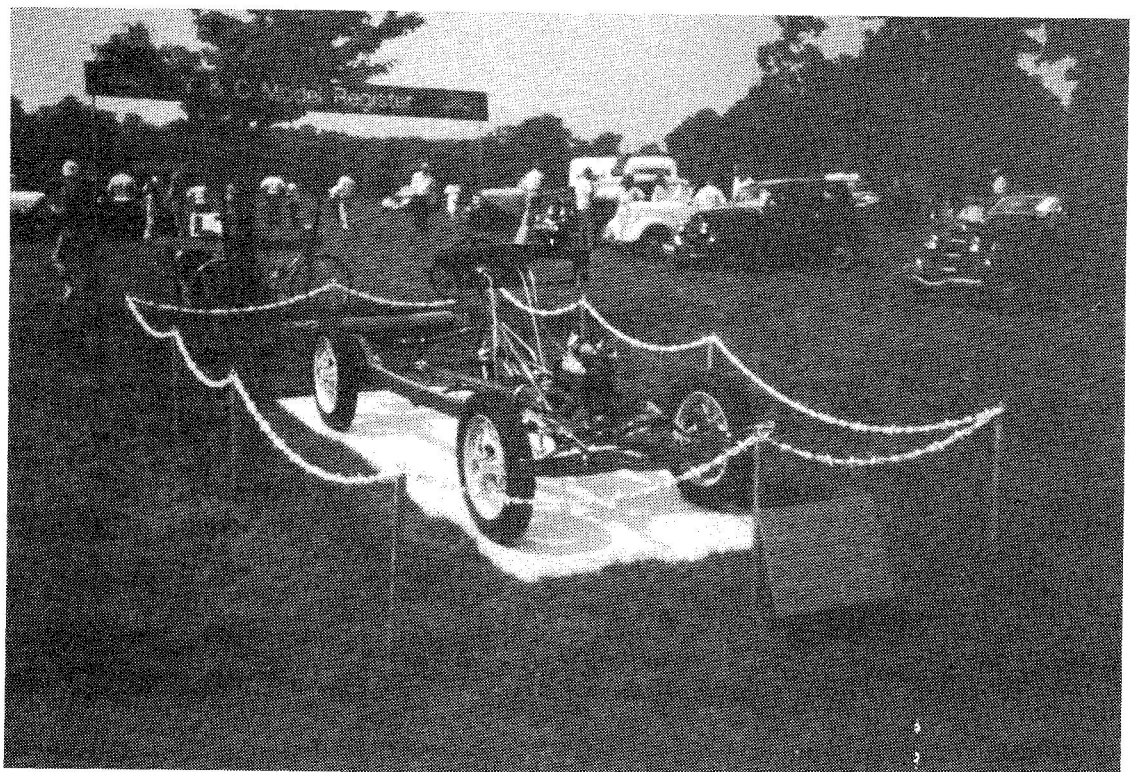
STANFORD HALL WEEKEND, 18TH-19TH JUNE, 1988

FROM THE ALBUM OF SAM ROBERTS

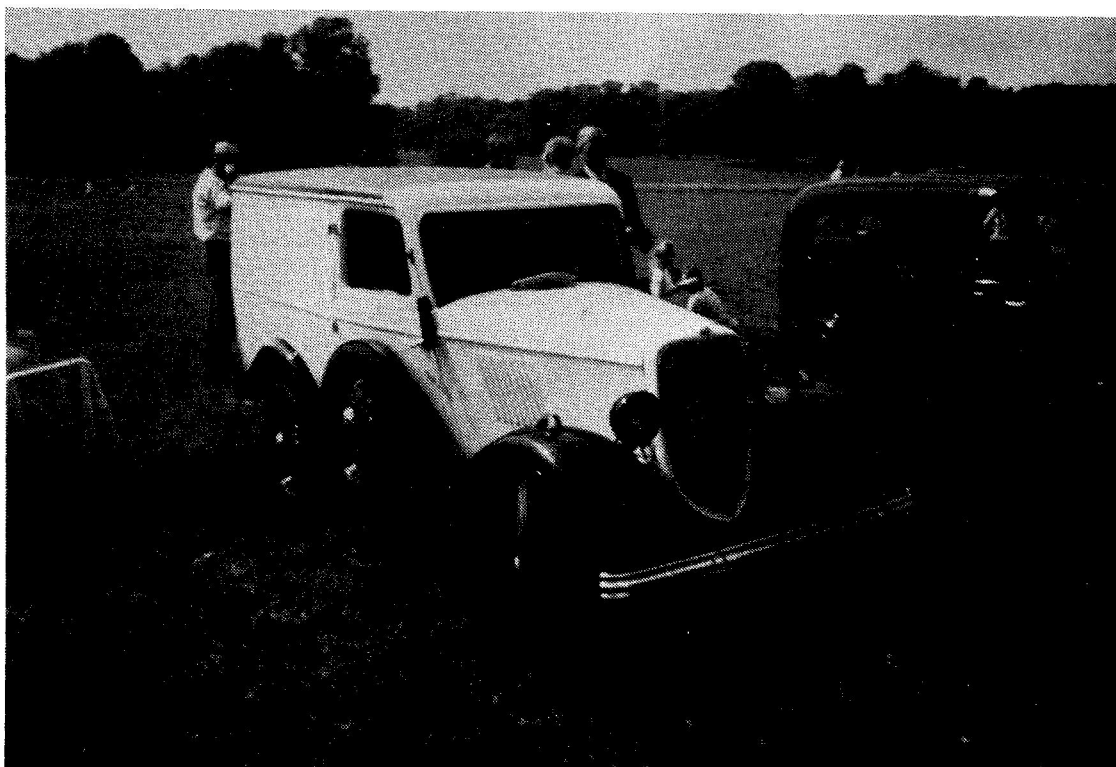
John Harrison's Cairn with the lineup of Ys and Cs behind  
in the camping field on the Saturday evening



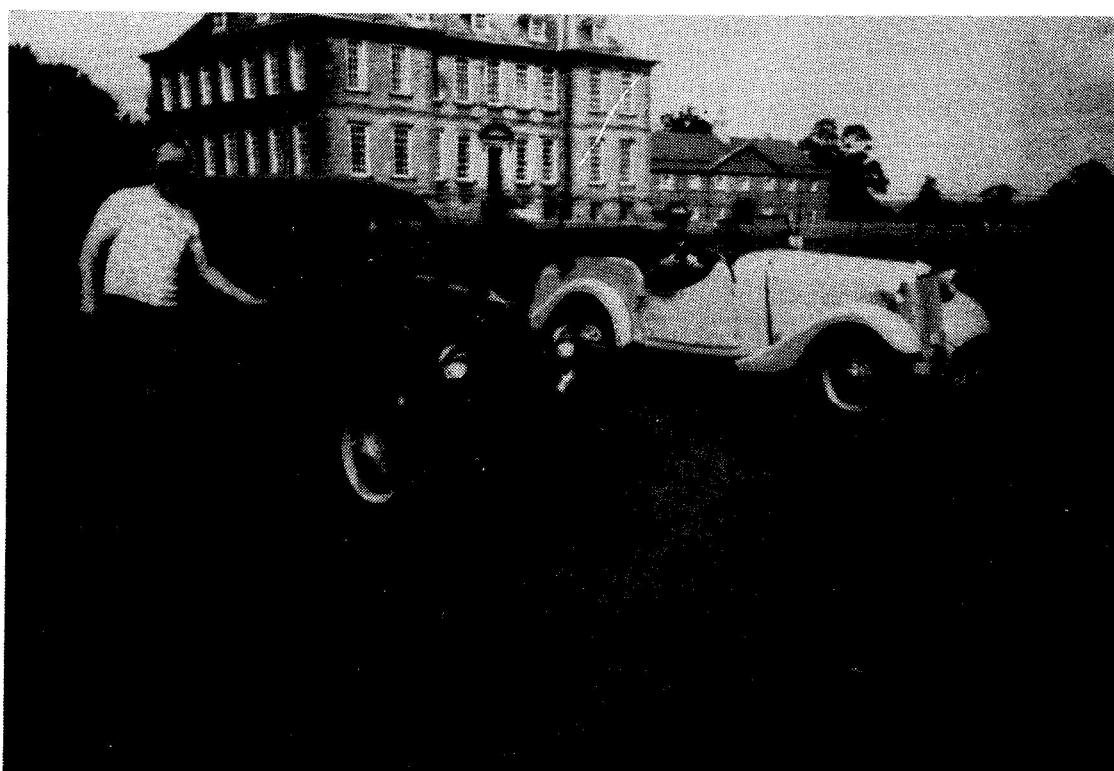
Dave Tebb's Display Chassis  
with a line of Cs in Stanford Hall grounds



Graham Miles' van nearing completion



Paul Bainbridge's Model C and Bob Wilkinson in his Mistral  
in front of Stanford Hall, after the gymkhana





# 50 YEARS ON, The now 'Friendly Eights'

By Frank Whayman

1986 saw the 50th anniversary of two well known Hitchin 'Eights'. As friendly neighbours now, side by side, the celebrations surrounding these two 'Eights' no doubt contrasted sharply to the intense fight, rivalry and competition that existed between them at their birth?. Then, they would both have engaged in a high pitched battle. A truly British battle between two well known and respected 100% British made mass produced small family cars, the Ford 8hp model 'Y' and the Morris 8hp Series 1 model, for their respective shares of the market.

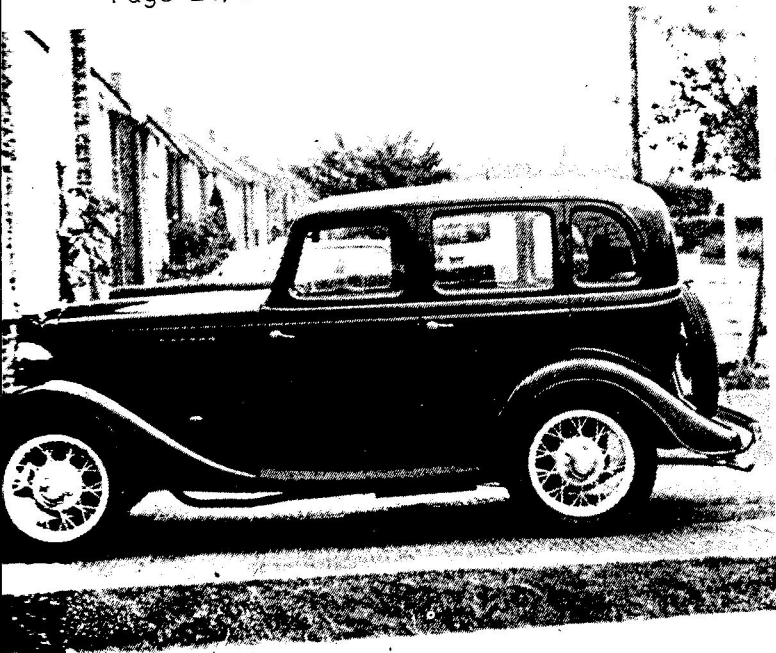
Although the introduction of these models, specifically designed to bring motoring within the reach of the 'non-leisured' classes had begun a few years earlier, 1936 might well have seen the battle at its peak in terms of sales and production figures. The Ford 'Y' model was discontinued in 1938 in favour of a revised and more

streamlined 8hp & 10hp model and the Morris 8 succumbed to the more streamlined Series 'E' model the same year.

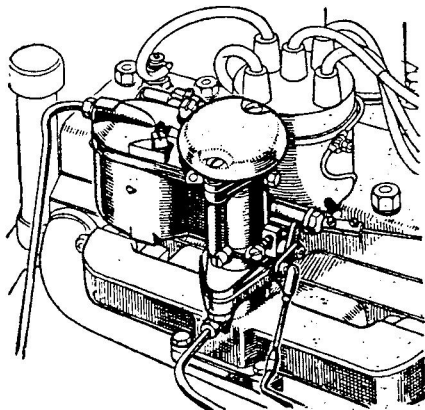
Outwardly, there was a marked similarity between these two cars. They both shared the same styling features like a raked radiator shell, bonnet, wings, running boards and curved rear quarters. Even the position of the spare wheel at the rear was identical. These features made the cars look very modern and up to date at the time, contrasting sharply to the 'upright and box like' appearance of the cars of the late 20's and early 30's, which tended to be regarded as 'old fashioned' by motorists of the time.

This marked similarity could also be claimed for other mechanical, electrical and other design features as can be seen by studying the details below:-

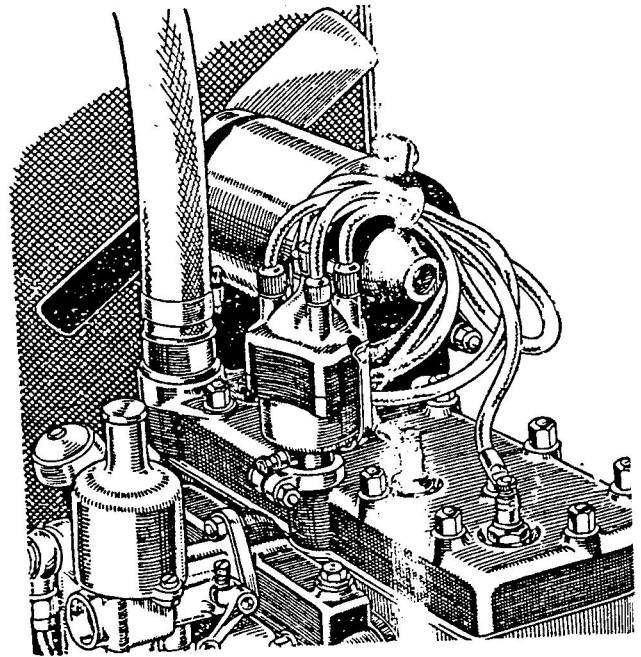
	<b>Ford 8hp 'Y' 'Tudor' Saloon</b>	<b>Morris 8hp Series 1 2 door saloon</b>
Engine	Side valve, 4 cylinder	Side valve, 4 cylinder
Bore and Stroke	56.6mm x 92.5mm	57 mm x 90mm
R.A.C. Rating	933cc	918cc
	3 bearing crankshaft	3 bearing crankshaft
	Aluminium alloy pistons	Aluminium alloy pistons
Gears	3 forward and 1 reverse	3 forward and 1 reverse
	Synchromesh on 2nd and top	Synchromesh on 2nd and top
Gear ratios 1st	16.88 to 1	17.13 to 1
2nd	9.71 to 1	9.729 to 1
3rd	5.5 to 1	5.375 to 1
Reverse	22.08 to 1	22.84 to 1
Cooling System	Thermo-Syphon assisted by fan	Thermo-Syphon assisted by fan
Capacity	.12 pints	15½ pints
Petrol tank capacity	6.5 gallons	5.5 gallons
Weight of car	13.75 cwts	14.75 cwts
Length	11ft 11 inches	11ft 9 inches
Width	4ft 6 inches	4ft 6½ inches
Height	5ft 4 inches	5ft 3 inches
Door Gap	2ft 6 inches	2ft 5 inches
Ground clearance	8¼ inches	6¾ inches
Turning Circle	31ft 5 inches L/Hand 29ft 8 inches R/Hand	33ft 10 inches L/Hand 36ft 0 inches R/Hand
Wheels	5 stud fixing	6 stud fixing
Wheelbase	7ft 6 inches	7ft 6 inches
Tyres	4.50" x 17"	4.50" x 17"
Tyre Pressure	30lbs psi	30lbs psi
Track	3ft 9 inches	3ft 9 inches
Electrics	6 volt	6 volt
Maximum speed	60 mph	60 mph
Miles per Gallon	40	40
Price (1936)	£120.0s.0d.	£132.10s.0d.



Ford 8



Morris 8



The difference in price was even greater in 1935 when, in an attempt to boost sales even more, Ford dropped the price of the BASIC TWO DOOR model 'Tudor' to £100.00, making the first SALOON car to sell for £100.00. What is often not remembered is the fact that Morris Motors made a Morris Minor simplified two seater fabric bodied 'soft top' in 1931 which sold for £100, hence Ford's careful use of the word 'Saloon' in their £100.00 advertisement for their model 'Y' in 1935. The £100.00 price tag did not last for long because it was felt by Ford's that the extra sales generated by the price reduction did not justify a price cut to that extent. It must of course be appreciated by our younger readers and motorists that, even with a price tag of £100.00 in 1935, it represented approximately 35 weeks average wage at the time. At today's average wage it would represent around £5,250 which is much more than the cost of a small, mass produced family car in 1986. It is also interesting to note that the majority of viewers and admirers of our cars at rallies immediately associate a price tag of £100.00 to any model Ford 'Y' from the start to the finish of the production run but I have yet to meet the

same amount of people who can readily identify a price tag which might be identified with the Pre-series, the series 1 and the series 2 eights.

The marked similarities which existed between the engines of the Ford and Morris 8 is perhaps understandable when one refers to Harry Edward's book *The Morris Motor Car. 1913 to 1983*, in which he quotes from the late Sir Miles Thomas's biography 'Out on a Wire' 1964: 'One of the reasons why a simple, cheap and dependable side-valve 8hp engine was produced so quickly by Len Lord at the Wolseley factory was that he had no inhibitions about following good examples. A student of automobile history who cares to compare the 8hp Ford engine with the 8hp Morris engine of the early thirties will find a remarkable resemblance'. It appears that a Ford 8 engine was procured by the Morris Organisation and stripped down to the last nut and bolt. Data from this project was used by Claude Baily, Assistant Chief Designer at the Morris Engines Branch and his team to expedite the design of the Morris 8 engine.



Despite the marked similarities that existed in the engine and other areas already listed there were also some major differences. These tended to centre on such things as road springs, instrumentation, the braking system, upholstery and method of powering the fuel pump and windscreen wiper. These differences were said to favour the Morris 8 and were no doubt reflected in its higher price.

	Ford 8hp 'Y'	Morris 8hp
Road Springs	2 transverse	4 elliptical
Instrumentation	Speedo, ampere and fuel gauges <i>Road</i>	Speedo, ampere, fuel and oil pressure gauges.
Braking system	Cable operated, hand and foot	Hydraulically operated foot brake, cable operated hand brake
Upholstery	Cloth	Leather
Fuel Pump Power	Mechanical, cam operated	Electrically operated
Windscreen Wiper power	Vacuum from manifold	Electrically operated
Direction indicators	Not fitted	Semaphore arms, electrically operated.

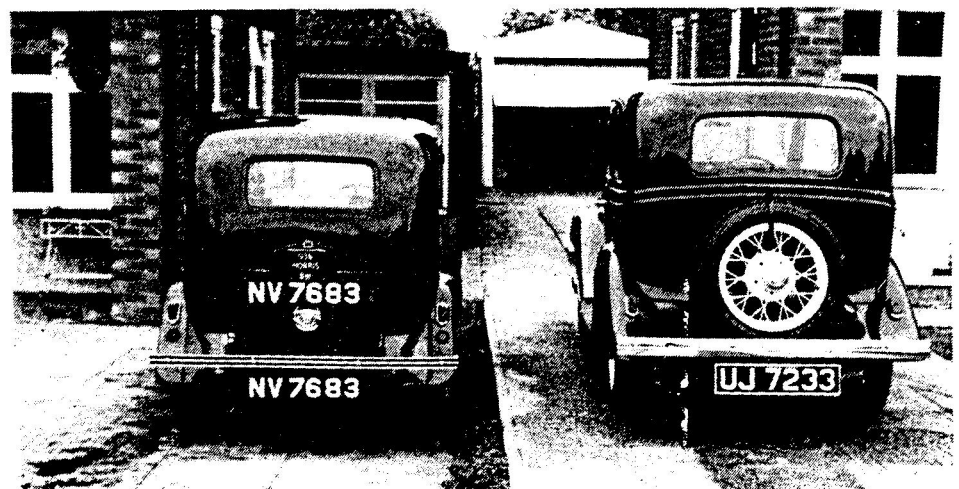
There can be no doubt that both the Ford 8 and the Morris 8 were very successful cars and combined they probably held the largest share of the small mass produced family car market in the mid thirties. This success was also reflected in the profitability factors of both the Ford and Morris Car factories. It is claimed that the Morris 8 actually saved Morris Motors from bankruptcy. Newspaper

advertisements and newsreel film at the time showed Ford 8s rolling off the production line at their purpose built Dagenham factory and Morris cars rolling off the line at Cowley, near Oxford. A large number of motorists buying cars in the thirties made Morris or Ford their first choice and were justifiably proud to 'Buy British', a theme strongly emphasised by the media at the time.

Following the 1939/45 war it was difficult, if not impossible to buy a new car in Britain. Those that were unable, or unwilling, to make a new purchase favoured the Morris 8 and Ford 8 from the second hand range available, thus guaranteeing themselves the motoring pleasures already established for these cars. Reliability, durability and low cost motoring. British and Best.

Whilst the sounds of battle between these two famous and well loved and respected models has long since died down, there still exists, as the photographs illustrate, opportunities for these old 'warriors' to appear side by side and extend, what might be called 'a hand of friendship' and recognition of each others qualities. Both lovingly restored to their original condition they celebrate the completion of 50 years of motoring. Literally, side by side in friendly rivalry the 1936 Morris 8hp Series 1 two door saloon 'Scottie'. NV 7683 is owned by Frank Whayman of Harkness Way, Hitchin whilst the 1936 Ford 'Fordor' Popular Model Y four door saloon, 'Carole', UJ 7233 is owned by his next door neighbour, Kevin Ashcroft. Both owners now await the start of yet another rally season when, fighting alongside each other they will seek to remind us of those 'far off days when motoring was enjoyed by the 'non-leisured' classes in cars that were well and truly British made and gave us that feeling of pride, pleasure and satisfaction not always in evidence today.

Kevin Ashcroft (left) with his Ford 8, and Frank Whayman with his Morris 8.

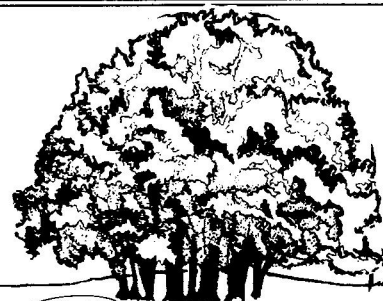


(Photos: F. Whayman)

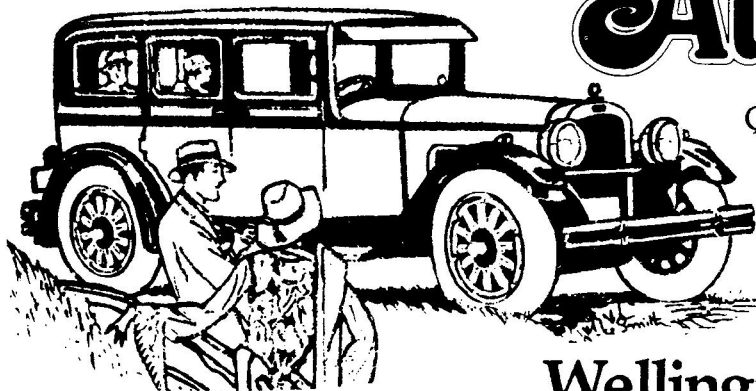


Caption quiz! - Suggested titles to John Guy

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LIBRARY OF FORD MODEL Y & C REGISTER

The Librarian, Alan Oakes, has prepared a list of all books, magazines and other items in the Library.

## BOOKS

Pitmans Book of the Ford Ten and Prefect - 1953  
 Pitmans Ford Eight Handbook  
 Pitmans Ford De Luxe Handbook  
 Book of the Popular Ford and Eight HP  
 Cassell Book of the New Prefect (100E)

Ford Eight and Ten Service Manual

Moving Forward - Henry Ford  
 Today and Tomorrow - Henry Ford  
 Ford - Booton Herndon  
 My Life and Work - Henry Ford

## PRACTICAL MOTORIST

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	Jan 19	Vol XLIII, no. 1102		Jan 25	Vol XLV, no. 1155
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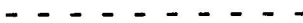
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MEMBERS PARTS WANTED

M107Y R. Murray 1  
 2 Magniflex bars with diamond centre  
 Black rims for lenses  
 Reflector and single bulb holder  
 Any front side lamp parts  
 Spare wheel strap  
 Hub caps  
 Steel floor over gear box  
 S.R. horn  
 Oil can bracket  
 1 Windscreen side opening arm, nuts, etc.  
 127 Newmarket, Stornoway, Isle of Lewis, PA86 OEA.

B109C P. Bainbridge  
 Headlamp lenses - C Model (same as L.R. Y)  
 C headlamp reflectors  
 Magniflex bars  
 100 Bagnall Road, Basford, Notts., NG16 0LB.

H129Y J. B. Hart 1  
 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  
 Front and rear seats for Y  
 78 Kimberley Road, Bournemouth, BH6 5BY.

D112Y F. Dallimore 1  
 Petrol pump diaphragm  
 'Dymock', market Gardens, Ladder Hill,  
 Wheatley, Oxon.

R107Y O. Rogers 1  
 Y hub caps  
 Kells Road, Kingscourt, Co. Cavan, Eire.

C119Y R. Cleaves 1  
 Headlamp lenses for L.R. Y  
 Gable End, Nailsea Court, Nailsea, Bristol  
 Avon, BS19 2DQ.

O-C103Y Luis Cascante 1  
 New fuel pump  
 C/ La Salle 2, 25700 la Seu D'Urgell,  
 (Lerida), Spain.

Sigbjorn Holtmoen 1  
 Details on sliding roof  
 2 front side lamp lenses - S.R. type  
 Norsrasta 3, 2200 Kongsvinger, N-Norway.

B108Y D. Ball 1.2.3  
 Front bumper bar  
 2 bonnet centre clamps  
 Tel. 0245 400560

MEMBERS PARTS FOR SALE

W105Y S. Wheeler 1  
 New o/S running board  
 New set of king pins  
 2 used shock absorbers, pear shape  
 Used speedo head  
 Used exhaust manifold  
 Pair female track rod ends  
 Tel. 0522 702480 (Lincoln)

N101Y K. Noakes 1.2  
 Car for sale: Price 700  
 1935 4 door Model C, complete, but needing  
 restoration.  
 Tel. 0932 561006 (Surrey)

Howard Robinson 1.2  
 Model C saloon for restoration.  
 Tel. 01 897 3774

Bob Wilkinson 1.2  
 Car for sale: Offers  
 1936 2 door C, one owner from new, used in  
 summers only, original condition.  
 Minimal work to put on road,  
 Contact Mr. E. Buttle, tel. 0759 304795

Car for sale: Price 2,495 1.2.3  
 1935 Model Y. Extremely sound example in  
 Brown/Cream, reg. no. BEL 343.  
 Tel. 0202 887163 (daytime) Mr. Millar,  
 Wimbourne.

Car for sale: Offers 1.2.3  
 1937 Model Y, 2 door,, on road 1986.  
 Sound and complete car.  
 Tel. 0625 31043 (Cheshire)

Car for sale: Offers 1.2.3  
 1933 Short Rad Y, easily put on road.  
 Tel. 0376 (Braintree) 48160, Vincent George

Bob Wilkinson 1.2.3  
 Books for Sale: Prices 6 - 10  
 Handbooks and Maintenance/Repair books inc.  
 Ellison Hawks & Pitmans, all original  
 publications, Club stock. Write or phone.  
 Tel. 0405 860836.

MEMBERS PARTS WANTED (continued)

H115Y R. Hocking 1.2.3  
 For 1934 Fordor Y:  
 Steel floor pan to cover gearbox  
 Accelerator pedal assembly  
 L.R. bumpers front and rear  
 L.R. radiator badge mount inc badge if poss  
 Tel. 0296 27706



## CLUB PARTS FOR SALE

### 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 Kevin Briggshaw. The order will be handled 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.

<u>MECHANICAL</u>	<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 each
Y overhauled clutch/brake pedal assemblies - exchange and 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	not offered
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	15.50 per set	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 each
Late type distributor points (not early type) - rotor arm	1.50 each	3.00 each
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
C exhausts )		
Y exhausts ) on order, approx delivery date 3 weeks	cost to be advised	
Floor board screws	0.05 each	0.10 each
Engine top water outlet (head to hose)	6.00 each	9.00 each
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"	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 - PLEASE RETURN ANY UNUSED FLUID AND THE KIT because we can recharge that and use it again. The kits are not being returned.	5.00 per kit	not offered
6 volt coils - not Ford	7.00 each	10.50 each

REPRODUCTION PARTSCLUB PRICENON-MEMBER

Various body panels including wing and patch panels are available,  
please submit your requirements to Kevin and he will tell you of availability.

Y model rear valance panels, S.R. and L.R.	81.00 each	not offered
Y model rear wings, S.R. and L.R.	84.00 each	not offered
Y model O/S/R L.R. old stock	38.00 each	not offered
Rails on chassis inside door (state 2 or 4 door) still on order	28.00 per pair	not offered
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 each
Steering dust covers (4 per car)	0.80 each	1.20 each
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 each
L.R. rear brake rod support ends rubber	2.25 each	3.40 each
Gear box mounts	10.00 each	not offered
Y early side light base mats	2.40 each	3.60 each
Rubber style matting for running board - pyramid design	4.00 per side	not offered
Door stop buffers	1.00 each	not offered
C front axle beam stop rubber (metal not included)	5.00 each	not offered

Body Fittings

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 each
Bumper bar bolts	no stock at present	
Rear luggage carriers Y model only - kits only, to order	42.00 each	63.00 each
Club badges, bar type	3.75 each	not offered
Copper bifoliated rivets	0.02 each	0.03 each
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

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Car for Sale: 1936 Fordor partly restored. Engine and axles rebuilt, retrimmed and wired, complete.  
Price 1,800. Tel. 0282 (Nelson) 691588, Steve Bancroft, B110Y

## 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.

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## USEFUL CONTACTS

### STOCKISTS, EARLY FORD PARTS

Mr Bert Thomas, 59 Salisbury Grove, Mytchett, Camberley, Surrey  
Tel: 0252 543840

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

### TRIM, FITTINGS, RUBBER AND ACCESSORIES

Paul Beck, Vintage Supplies Ltd., Folgate Road, North Walsham,  
Norfolk NR28 0AJ Tel: 0692 406343

Woolies (I&C Woolstenholmes Ltd.), off Belheim Way, Northfields  
Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD  
Tel: 0778 347347

### VINTAGE AND CLASSIC NUMBER PLATES (incl. 3½ inch lettering)

Kenn Davis, The Coach House, Kennerley's Lane, Wilmslow,  
Cheshire SK9 5EQ Tel: 0625 526147

— Send s.a.e. for list of types and sizes

### TYRES, TUBES AND RIM TAPES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts  
Tel: 0923 31699

— Callers to above address by appointment only

### STOVE ENAMELLING, SHOT BLASTING

MSS, Broadgate Lane Trading Estate, Horsforth, Leeds  
Tel: 0532 589858

### INSURANCE QUOTATIONS

Bain Clarkson Ltd., PO Box 27, Falcon House, The Minories,  
Dudley DY2 8PF Tel: 0384 455011

Footman James and Company Ltd., Waterfall Industrial Estate,  
Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU  
Tel: 021 561 4196/2847/2848

David R. Melleney & Son, 217a Dock Road, Tilbury, Essex RM18 7BJ  
Tel: 0375 850146 or 03752 2239

### Advertising rates:

Members — no charge: Non-members — £12.00 per insert per annum (6 issues). Leaflet insertion — £12.00 per distribution.

Apply to Chairman