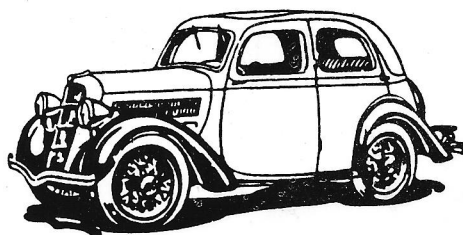
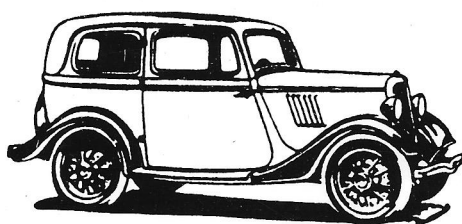


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 54 Aug/Sept 1988

**NEWSLETTER EDITOR:-**

JOHN GUY  
5 WOODLAND PLACE  
TOTLEY RISE  
SHEFFIELD S17 4JG

**CLUB CHAIRMAN:-**

SAM ROBERTS  
16 CROYE CLOSE  
ANDOVER  
HAMPSHIRE SP10 3AF

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)

**REGISTER OFFICERS**

Chairman	Sam Roberts	16, Croye Close, Andover, Hants SP10 3AF
Spares Secretary	Graham Miles	4, York Close, Kings Langley, Herts WD4 9HX
Newsletter Editor	John Guy	5, Woodland Place, Totley Rise, Sheffield S17 4JG
Membership Secretary, Treasurer & Registrar	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole, Humberside DN14 6DJ
Asst. Treasurer to Spares Secretary	Christine Baldock	85, Welland Road, Tonbridge, Kent TN10 3TA
Librarian	Alan Oakes	15, Wilson Street, Hyde, Cheshire SK14 1PP
Archivist	Jim Miles	22, Valley Close, Waltham Abbey, Essex EN9 2OU
Technical Adviser Model C Model Y	Paul Bainbridge, Jeff Cole	100, Bagnall Road, Basford, Notts. NG 16 0LB 66, St. John's Avenue, Old Harlow, Essex
Events Organiser	Dave Curtis	3, Norbury Place, Hampton Dene, Hereford HR1 1UD
Regalia Officer	Liam Tomlinson	10, Peterhouse Drive, Hill Hook, Four Oak, Sutton Coldfield, W. Midlands w.e.f. 1st August 88

<b><u>REGIONAL</u></b> <b><u>COORDINATORS</u></b>	<b>01. Devon, Cornwall</b>  David Ramon 16, Michigan Way Pennsylvania Exeter EX4 5EU Tel: 0392 79614	<b>02. Somerset, Avon, Wiltshire</b>  Ray Smith Fenham Coate Devizes SN10 3LA  Tel: Ex-Directory	<b>03. Dorset, Hants, IoW Channel Isles</b>  Sam Roberts 16 Croye Close Andover SP10 3AF  Tel: 0264 65662
	<b>04. Surrey, W.Sussex</b>  Julian Janiki "Riverside" Blackbridge Lane Horsham W.Sussex RH12 1RR Tel: 0403 51184	<b>05. E.Sussex, Kent</b>  Owen Baldock 85 Welland Road Tonbridge TN10 3TA Tel: 0732 353404	<b>06. S. Wales</b>  Jeff Hancock 30 Inglefield Ave Heath Cardiff CF4 3PZ Tel: 0222 616978
<b>08. Oxon, Bucks, Berks.</b>  Martin Howard 17 Baker Road Abingdon, Oxon.  Tel: 0235 32670	<b>09. Beds, Herts</b>  Kevin Bigginshaw 102 Hadrian Avenue Dunstable LU5 4SP Tel: 0582 601692	<b>10. London, Essex, Middx.</b>  Jim Miles 22 Valley Close Waltham Abbey Essex EN9 2OU Tel: Ex-Directory	<b>11. Salop, Staffs, W. Midlands</b>  Dave Asplin 22 Bridges Crescent Norton Canes Nr. Cannock, Staffs Tel: 0543 78171
<b>12. Leics, Northants, Cambs.</b>  <b>VOLUNTEER REQUIRED</b>	<b>13. Norfolk, Suffolk</b>  Brian Mace 5 Glenburn Ave Sprowston Norwich, Norfolk Tel: 0603 45558	<b>14. N. Wales, Cheshire, Lancs, Manch, Mersey</b>  Peter Ketchell 2 Manor Road Westminster Park Chester CH4 7QW Tel: 0244 676856	<b>15. Notts, Derby, Lincs, S. Yorks</b>  Bryan Dixon 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0742 345417
<b>16. N. Yorks, W. Yorks, Humberside</b>  Bob Wilkinson Castle Farm Main St., Pollington Goole DN14 6DJ Tel: 0405 860836	<b>17. IoM, Cumbria, Durham, T &amp; Wear N'umberland, Clvld.</b>  Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel: 091 252 0920	<b>18. Scotland</b>  <b>VOLUNTEER REQUIRED</b>	<b>19. Ireland</b>  Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin, Eire Tel:

EDITORIAL

Na then, Bob, that war a reight good do. Tha can be sure wife, kids and misen wayn't miss a bit o' snap like that in a 'erry.

This is, in fact, praise from one Yorkshireman to another and indicates that Bob Wilkinson's Northern Gathering, if repeated, will be well worth attending. Many thanks for a splendid afternoon in a fine setting. Whilst out on Bob's little 'treasure hunt', Peter Ketchell kindly let me drive his well mannered Model Y. It was the first time I have ever driven one other than my own. I was genuinely surprised at the difference between cars. Peter has his steering really well sorted and I thought mine wasn't too bad! General noise levels were much lower, too, oh well, one year I will have time to sort mine out!!

In this issue, you will see Bob has some interesting membership items and photos and we again run a car comparison article. Make your own mind up on the verdict.

The bulk of the articles, however, seem to have stemmed from our Chairman's ceaseless activities, and range from reports of relaxed events through to rather worrying potential legislation. I work in a largish beurocracy and am well aware of its potential dead hand when making rules for the average situation only. It is pleasing that we are represented on the relevant body.

Before we go on to your letters proper, I have great pleasure in listing your (and our) suggestions for the caption to the wedding photo published in the last issue. Each suggestion is listed with author and I suggest we leave the choice of best captions to Sam and, if he dares, his family. Do I detect an air of cynicism about marriage? As a very happily married person, I can't understand this.

Tudors, Tulips )  
'Y' me? ) John Guy  
Running bored? )

'Y' not 'C' about a Register office? )  
I said "It's the car or me", I got the car. )  
After restoration we couldn't aFORD the wedding. ) Dave Debenham  
You can 'C' 'Y' I was jilted. ) Mk II Owners Club  
You 'C' the Model he left me for, but 'Y'? )

All Daddy said was "Well, there's your dowry" and he )  
just went! )  
And then he said he was marrying me to get his hands ) Bob Wilkinson  
on a classic model. )  
If I only had a 12 volt battery I would be in church now. )  
Well, this was all the hire firm had left. )

Perfection in black and white. - Kathy Samuel

My personal congratulations go to Bob for getting in yet another 12 volt joke. This is now such an institution that if Bob ever misses an issue, I for one will suffer severe withdrawal if not evaporation symptoms!

John Guy

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

## MEMBERSHIP CHAT

Notwithstanding his wife's contribution, Mike Samuel writes the kind of letter we cannot resist publishing:

Received the Newsletter this morning, and which I must say we really enjoy. It makes good and very interesting reading. In fact, everything stops for the Newsletter in our house.

My wife, Kathy, was first to the postman today and after reading it through suggested a caption for Sam's daughter's wedding photograph. It didn't take long for her to come up with an idea as she said that it was pretty obvious really.

Next, a thank you letter for Don from Roy and Jeanette Hocking:

Just a short note to say thanks to Don and others who helped to organise a very enjoyable weekend and barbeque at Stanford Hall. Thanks too to the many members and their partners who helped to make us all, including the horrors, feel welcome and part of the club.

Progress report: there are times when I'm not sure if I am progressing or retrogressing! When I collected the car last October, it did at least look like a car, now with all bolt on panels removed, engine out and wheels off, etc., etc., well it does look a sorry sight. Still, after hearing at Stanford Hall some of the horror stories experienced by other members, the light at the end of the tunnel is getting distinctly visible, even if the garage floor isn't! The next job is some minor welding and then rub down for a complete respray.

Whilst I am putting pen to paper, may I float a suggestion that would be particularly useful to complete beginners like myself, who have difficulty at autojumbles in differentiating between a genuine Ford Y or C spare part and a housebrick! Whether my suggestion will prove practicable or perhaps we already do it I do not know, but here it is. Perhaps the more knowledgeable members of the club could attend any autojumbles and purchase on behalf of the Ford Y & C Spares Ltd. all Ford Y & C parts that they uncover. Ford Y & C Spares Ltd. would, of course, have to promise to reimburse members who undertake this suggestion. Just a thought.

Several members already do buy in parts for the Club, whilst at least two do it on a commercial basis.

News of another course in car restoration with an emphasis on bodywork at Thurrock Technical College, Woodview, Grays, Essex, RM16 4YR. Telephone 0375 391199, ext. 234, for the Course Tutor, Mr. J. Cook.

And now for the rest of John Jardine's letter which we didn't have room to include last month:

In 1983 redundancy struck and with time on my hands and a bit of money in the bank, I set about restoring the vehicle. I had built a large 'caraport' which now housed BAD 899 and the caravan had to put up with the weather. The caraport is big enough for about four vehicles: the Ford, the Austin 7 and MG as yet to be acquired and the wife's banger. With the wife's transport out most days there was plenty of room to get around the car and as I had built the caraport with a translucent roof there was plenty of light. I am not normally a fan of back yard mechanics but working in those conditions and without a deadline I found quite enjoyable. My other garage also has a pit which makes life a lot easier.

The "Restoration" consisted of stripping down the bodywork until the chassis just had the body shell on it. The engine came out and I stripped it myself and asked one of my friends with engineering knowledge to pronounce on it. He said clean it up and put it back in one piece, which I did. The holes in the bodywork I repaired with fibreglass. O.K., so the purists will scream but that was within my competence, which welding is not. The engine, incidently, is the post-war variety which helps to confirm my view on the mileage. The chrome work went to a local firm and miraculously came back intact. The roof stick set was fine so that went back with new fabric, actually black vinyl from Woolleys, and as from experience I know that such roofs invariably leak, I bolted the whole lot down. My aforementioned engineering friend did the respray for me, which left me to bolt the whole lot back together again with the piping in between.

I discovered that one of my erstwhile colleagues with Hoverspeed was a car upholsterer and trimmer by trade ... and he had been hiding his light under a bushel all the time we worked together! Naturally, I approached him to re-upholster the seats for me which he was happy to do. Another mystery was solved here. I knew that Fords had spared every expense in getting the Y price down to 100, but I could not accept that anyone would build a car without adjustment to the driver's seat. That on BAD was firmly bolted to the floor. When the seat was stripped down a number of bolts had fallen out. It seems that Mr. Lipscombe was a very tall man and had found it necessary to take the seat off its runners to get himself in.

The interior trim that came out was in sufficiently good order to provide a pattern for what should go back. I set about doing this myself and am very happy with the result. The "Seven Workshop" provided me with a wiring loom which fitted exactly.

Came the great day I cannot pretend that the car sprang into life at the first pull of the starter, however there was definitely a kick on the starting handle and so a trip down Church Hill with gravity doing the work seemed in order. By the bottom the engine had been coaxed into life but sounded like the proverbial box of nails being shaken. The engineering sage pronounced that it would settle down, and true to say it has. (He's married to an Australian girl and the "She'll be right, Mate" attitude tends to prevail.)

## Cheltenham v. Aldershot Services

SATURDAY OCT. 12th

ATHLETIC GROUND

Kil. 13.15

### ALDERSHOT SERVICES

Referee—Mr. J. L. Thompson (Bristol)

T O/C DEXTER RASC

5 Capt. H. Houghton RAMC 4 L/C G. BURNE 3 Capt. F. FARMER Gps. R. 2 O/C FOX R.A.

7 O/C B. G. GALE

6 Dvr H. ODWER RE

15 Sgt. ROWLANDS RAMC

14 Capt. D. J. SIMPSON RE

13 Lt. K. B. FRANCIS RE

12 Capt. BENSTEAD-SMITH RE

11 Capt. A. ROSE REME

10 Major C. P. LANGLEY R. Scots F

9 Spr. JOHNSON RE

8 S/Sgt. G. SMART RAMC

13 J. DYKE (Capt.)

14 D. GREEN

15 E. L. DAY

11 H. SIMMONDS

12 G. WHITE

8 F. CHERRINGTON

9 A. H. CLARKE

10 R. KNIGHT

6 S. L. ROBERTS O.H.

7 J. WILLIAMS S.H.

2 C. D. HOBSON

3 W. A. HANDLEY

4 C. SMEATH

5 W. B. WILLIAMS

1 D. HARVEY

Red and Black

## CHEL TENHAM

Programme 2d.

Next Week—v. R.N.E.C. KEYHAM

A Cigarette Prize for Lucky No. announced at Half-Time.

As a small child I remember us kids being mischievous and 'losing' things down the windows of our parents' Austin 10 Lichfield Saloon. I was intrigued as to what treasures I would find when I stripped BAD down. Inside the windows at the bottom of the doors there was absolutely nothing and the total in goodies was a sixpence and a spare key that appeared from I know not where. The only other thing was a tightly folded piece of paper that had been used to cure a rattle. This was a programme for a rugby match between Cheltenham and Combined Service. The date is Saturday, 12th October. The year is not stated but a bit of detective work shows that it can only be 1941. BAD is a Cheltenham registration so she had not moved far from her place of registration and was being used during the war years, which most cars were not. It seems that BAD must have been used extensively for the first twenty five years of her life, but has had it pretty easy ever since. Oddly enough, I did not find any evidence of wartime white paint around the wings.

I enclose a copy of the rugby match programme. I wonder if any of those taking part are known to any of our members. Stranger things have happened. I think I am probably the fourth owner of BAD 899, disregarding the garage owning brothers who never registered it in their name.

Finally, an interesting letter from an old friend across the pond:

I thought I should sit down and write a short letter to our friends in England. (The Chairman has been after me to do this since we returned to the United States.) We miss you all and hope you are well. We enjoyed the short time we had with the Y & C Register and there will always be an empty spot in our hearts that will never be filled. We had a wonderful time and hope we made some friends while we were there. We plan on returning next year for a vacation and will try to plan it around a Y & C event.

We have joined a 'family oriented' car club in Montgomery, Alabama, and are having a good time. We do get a lot of ribbing about how small Betsie is and that the steering wheel is on the wrong side. It is unique, so a lot of people are interested and ask a lot of questions. We have won several trophies at car shows and haven't even worked on her yet. We plan on a respray and refitting of the doors this winter.

We would be happy to hear from anyone in the Club and if anyone gets to the U.S. and are in Alabama, give us a call.

Well, I said I would keep this short, so I'll say goodbye for now.

Your friends in the  
States,  
Dick and Kathie  
Sterett



**MEMBERSHIP REPORT**

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

- A1613 Stuart Allan, 29 Cherry Tree Drive, Greetland, Halifax, W. Yorks.,  
HX4 8HY.
- B0323 Des and Guy Barnett, 4 Templemere, Fareham, Hants., PO14 3AP.
- B1421 Alan Burgess, The Paddock, 110 Henthorn Road, Clitheroe, Lancs.,  
BB7 2QF.
- B1634 Sean Brady, 4 Littlethorpe Park, Ripon, N. Yorks., HG4 1QQ.
- B1635 Mike Barron, Corrie Nook, Bramley Park, Church Lane, Bramley,  
Rotherham, S66 ORN.
- C0905 Nick Chambers, 5 Jessop Road, Stevenage, Herts., SG1 5LG.
- D0714 Peter Dyson, 44 Swan Street, Alvechurch, Worcs., B48 7RP.
- H1120 Doug Hickson, Woodedge, Birmingham Road, Millsons Wood, Allesley,  
Coventry, CV5 9AZ.
- PO414 Jack Pallister, La Bamba, 57 Queens Road, Knaphill, Woking, Surrey,  
GU21 2ED.
- U0101 Martin Uren, 2 Torland Place, Boringdon Road, Colebrook, Plympton,  
Plymouth, PL7 4ED.
- W1013 Graham Wilkinson, 18 Love Lane, Woodford Green, Essex, IG8 8BB.
- W1602 John Watkinson, 95 Kent Road, Harrogate, HG1 2NH.

**Change of Address**

- L0411 David Love, Jarandilla, Nash Lane, Scaynes Hill, Haywards Heath,  
West Sussex, RH17 7NJ.

As usual, we ask you to make contact with new members in your area.

Bob Wilkinson

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

**NEW MEMBERS**

Dan Costa, on holiday and visiting relatives, has now returned to California determined to become a Y owner. Time didn't permit him to choose a car on this trip but he is determined to put that right next year.

Tony Butterfield has spent so much time with us over recent events, particularly Stanford Hall, that he has decided to join! Tony doesn't own a Y or C but is in the spares business and you will shortly find his address inside our magazine cover as a recommended supplier. Meanwhile contact Tony for a wide range of spares (mostly mechanical). He had a reconditioned engine with him at Stanford.

Ron Byng bought AYG 140, a 2 door Y which has been laid up for 25 years in the Boston area of Lincolnshire. He is tracing former owners and hopes to have basic restoration work done to put the car on the road this summer..

I telephoned Eric Buttle (0759 304795) on seeing his 1936 2 door C advertised in a classic car magazine. Eric is now in his 80's and has owned the car from new. It has been laid up for a few years but has never been used in winter months and has only had one driver! An original one owner car is a rare find so if you are seriously interested in buying, please contact Mr. Buttle.

Frank Croucher joined after visiting our stand at Enfield. HV 7906, a 1937 2 door Y, is in need of total restoration and Frank is missing a driver's side rear wing. Frank and family visited us at Stanford Hall to see some of the finished products on show and went away feeling very enthusiastic.



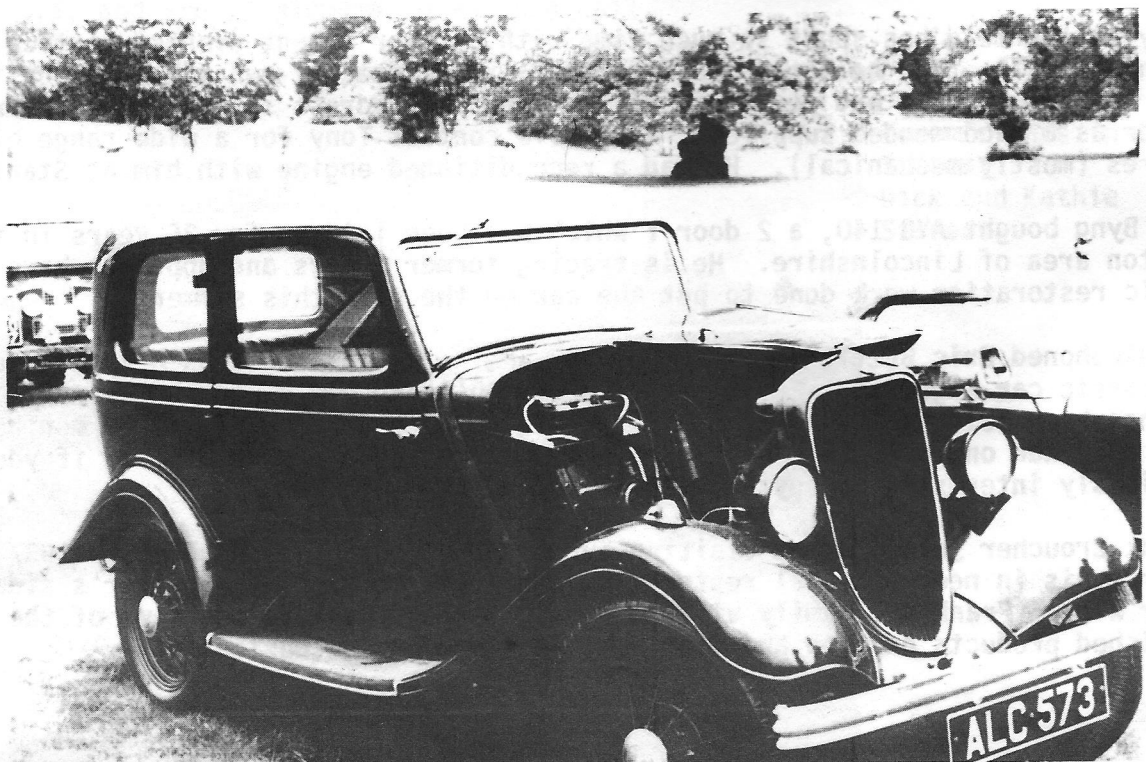
Frank Croucher's 1937 2 door Y

Rodney Evan's 1937 Y, FML 801, is having the full restoration treatment with help from his enthusiastic wife:

I purchased the car in April in poor condition. I have now completed the body and with my wife's help we are making good progress with the seats and trim. Neither of us has any previous experience with upholstery but we are taking an evening course at Willesden College and early results are encouraging. Progress on the engine is held up whilst we find a set of pistons but we hope to be on the road by late summer.

That's real progress, Rodney - send some before and after photographs!

Derek Hoare's 1933 short rad Y, ALC 573





Derek Hoare has owned for 5 years ALC 573, a 1933 short rad Y which is on the road, but in need of some renovation. He writes:

The car was bought by a Mr. Alexander of Knowle in Bristol in June 1933, and owned by him until the late 1970s when he died. A friend found the car derelict and did some restoration work. I bought it from him in 1983 and have been attending rallies in the South West. Roy Cleeves lent me a couple of Newsletters to read and I decided to join the Club straight away. Paintwork and trim require renovation. Does anyone make new carpet sets for these cars?

Try Ron Mudge, Maidenhead 39099, ex club member.

Peter Gossage has bought VL 5625 from Tony Hurst, who in turn is purchasing another car for restoration, I understand.

David Lamb joined us when visiting our stand at Tatton Park, Knutsford. He is planning to buy a Model Y once he has sorted out a few jobs on his house.

John Lewthwaite bought JR 4888, a 1936 2 door Y, whilst at college in 1977. The car is not currently on the road as John has recently moved to Edinburgh and the car is back in Newcastle. He writes:

I believe the car spent most of its life in the Alnwick area of Northumberland. It is original except for some ridiculous carpets and flashing indicators. It has its original engine splash guards fitted (were these optional?) but has an electric wiper.

We hope you are re-united with JR soon, John.



John Lewthwaite's 1936 2 door Y at Mellerstain (Kelso)

Alan Roberts moved house and lost touch with us, but has re-joined and is busy restoring his short rad Y.

Jacky O'Shaughnessy is proving that males do not have a monopoly on rebuilding 'our' cars. CUL 844, a 1936 2 door Y, currently has the body off and is undergoing a thorough restoration. Don't forget those photographs, Jacky, and check with some of our completed cars to maintain the enthusiasm.

Fred von Leeuwen is joint owner with Harry Hilgerdenaar of 1936 2 door Y CYY12. The car is now re-registered in Holland, but was originally owned by a Mr. Strudwick of Adams Mews, Grosvenor Square, London (a 'posh' address for one of our cars). His car is fitted with a sliding roof (a rare feature in working order) and is in regular use.

Graham Wilkinson is the only new C owner this month with a 2 door 1935 saloon JP 907. His car needs a fairly extensive restoration - keep us informed on progress, Graham.

Alan Burgess has rejoined the Club and recently graced our Tatton Park stand with his lovely 1936 2 door Y. By coincidence, a car he sold for restoration some while ago has just 'joined' in the capable hands of Stuart Allson. The 1934 2 door Y, BPH 345, was in a pretty sorry state and Stuart is well on with a full mechanical chassis and body restoration. Having seen photographs of the project leaves me in no doubt that Stuart is a brave chap. he also owns a 1948 Humber Hawk, so is able to sample old style motoring whilst awaiting completion of his Y.

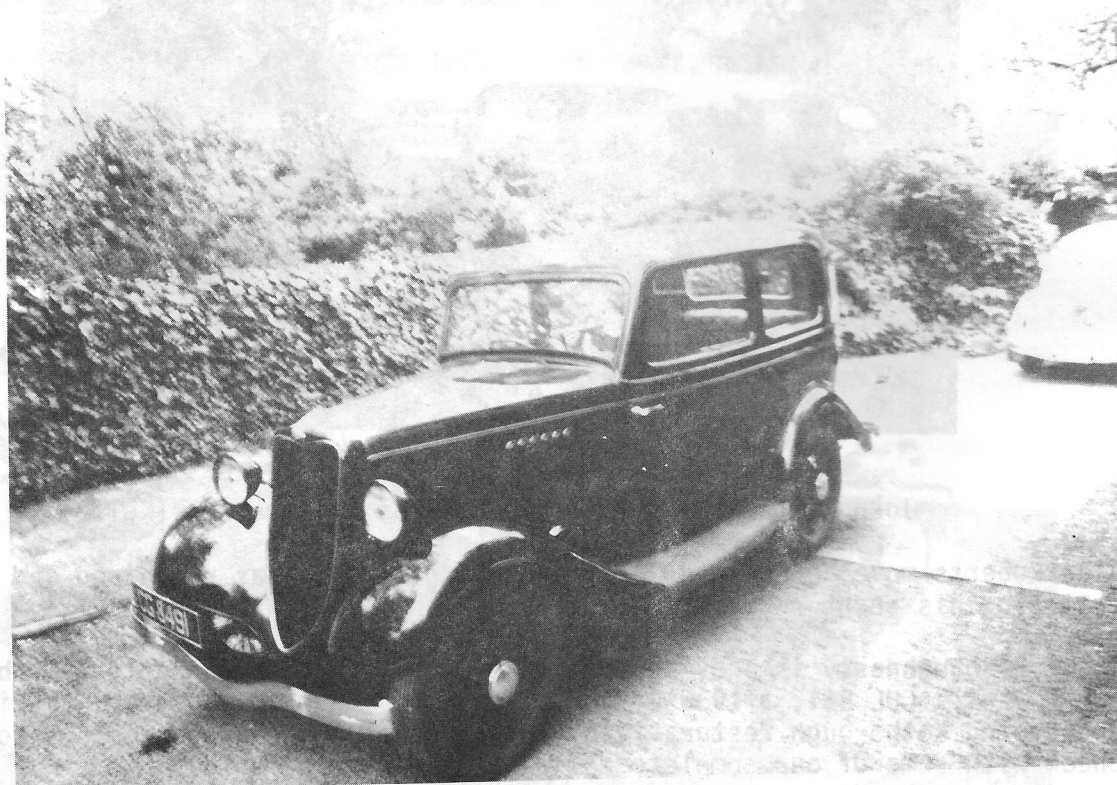
Another (1936 Y) restoration is in the hands of Mike Barron. His car was 'one step from the steelworks and the owner is waiting to be enthused!' Will Sheffield area members help him to gain some enthusiasm by making contact with Mike (Rotherham 548614)?

Des and Guy Barnett are a father and son team busy restoring 4 door 1937 Y, DXE 468, they recently bought from member Robert Wilks.

Another 'known' car, CER 46, again a 1937 Y (2 door) is back in the Club with new owner Sean Brady. The car is in regular use and looking good, having re-appeared via a dealer from ex member Steve Barrett from Malton.

A 1937 Y in original condition, being securely stored since 1967, is now in the hands of Nick Chambers in Stevenage. ADL 947 still has its original engine but needs a new exhaust, tyres and some checking over before being presented for MOT. Sadly it may lose its number unless Swansea suddenly become benevolent!

Peter Dyson's 1934 2 door Y



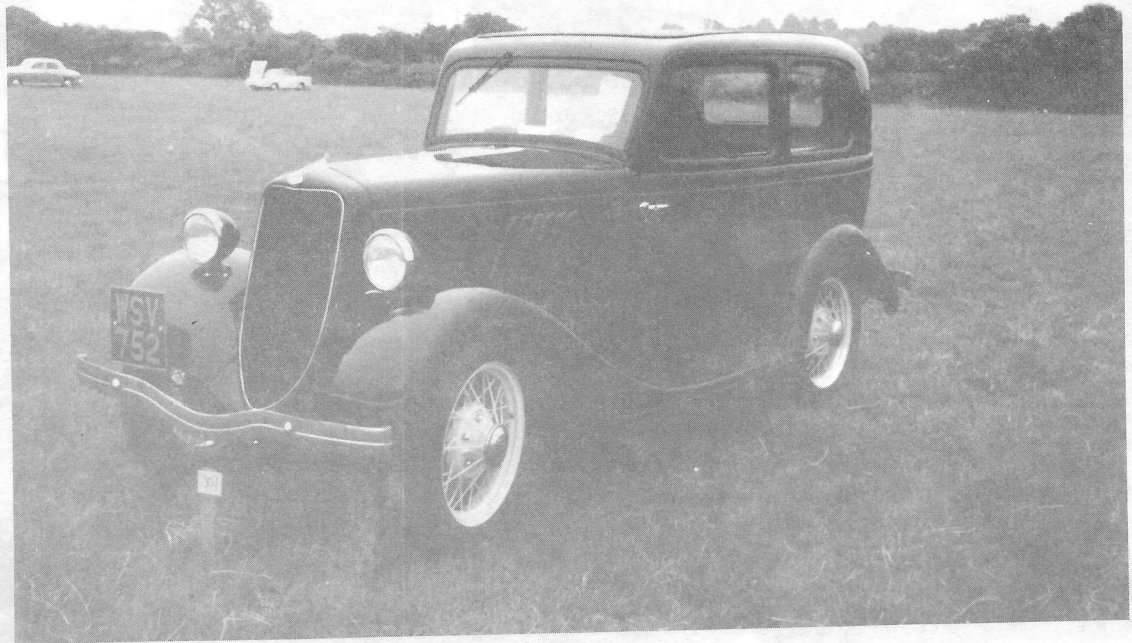
Peter Dyson's 1934 Y 2 door once belonged to the late well respected member Arthur Taviner of Bristol. CG 8491 is in regular use.

Jack Pallister's 1934 Y is undergoing restoration. He has owned the car since 1962 as a £2 10s purchase and it nearly went to the breaker's yard some years ago! Jack is seeking a valve guide remover to assist him in restoring the original engine. He is also short of a petrol pump and carb. Give him a ring on 04867 81028 if you can help.

Another car saved from the wreckers is owned by John Watkinson. It was stored in a snooker table workshop which was just about to be demolished. John stepped in and in a year or two will be the proud driver of this 1936 Y.

Martin Uren's 1936 Y is in regular use as he is an active member of the Devon Vintage Car Club. He is seeking a set of carpets or patterns. Can anyone help? Ring 0752 330928.

Martin Uren's 1936 Y



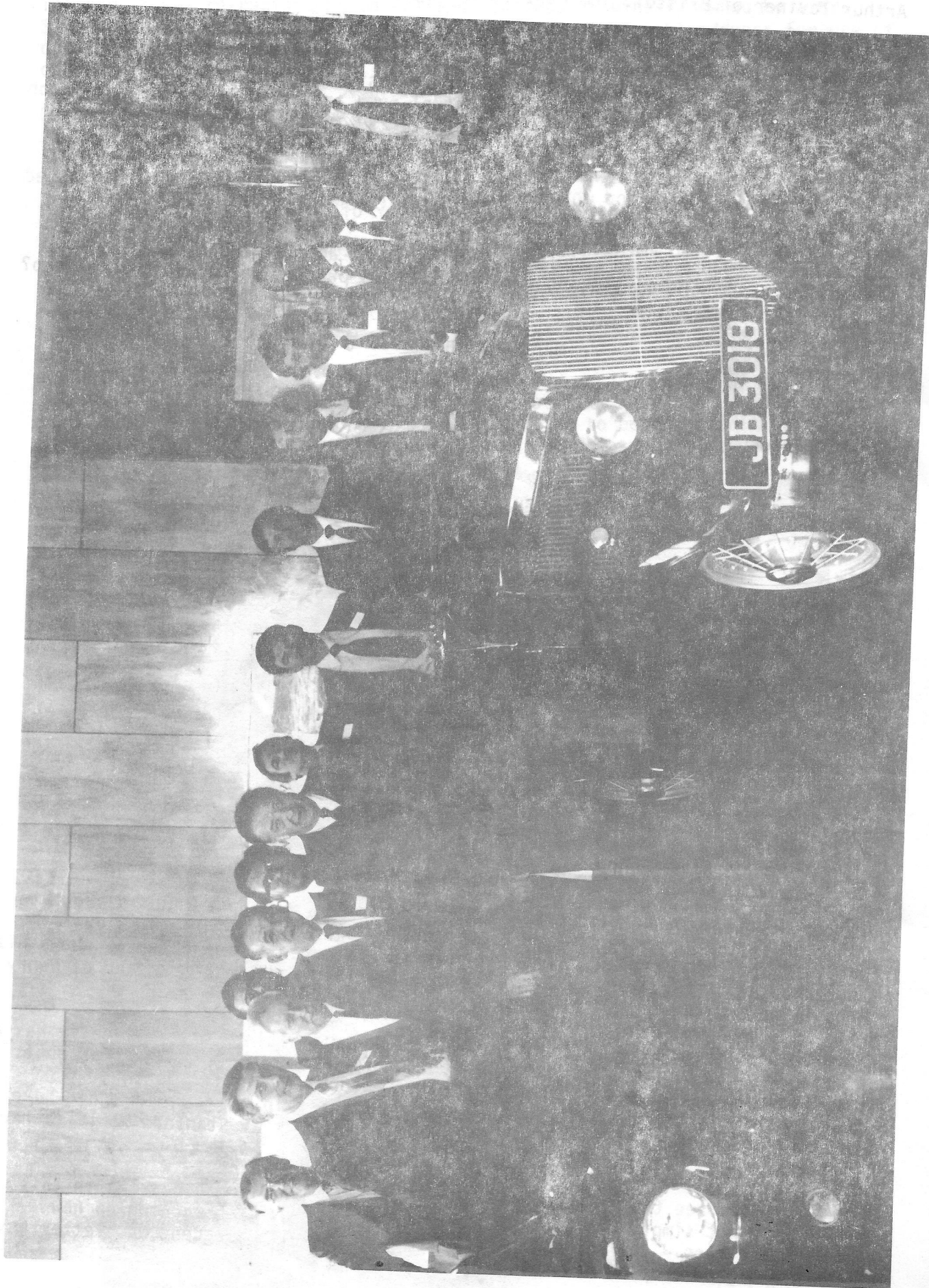
Doug Hickson has owned his Jensen bodied tourer for some years and is about to put it back on the road. It has been used by Ford Motor Co. for display purposes but Doug is glad to have it back in his care. The photograph shows his tourer JB 3018 (registered late 1933) an early long rad in the company of Henry Ford II on a visit to FMC England.

Whether Doug's car is a 'Mistral' or not is a mystery since unlike mine it has a sloping rear to the body without the 'bulge' for luggage behind the rear seat. Doug has promised more photographs of his car for a future Newsletter. Y tourers are very rare and it is good to have another in the Club. We did have 3 together on display for the first time at a Club event at Stanford Hall - a rare sight.

It is good to see that a large proportion of 'new' cars are appearing in this column and not simply known cars in new hands. Let us keep turning up new members and cars - the introductory cards included with a recent Newsletter have produced a good crop of new faces. Keep this up!

Bob Wilkinson

Doug Hickson's Jensen bodied tourer, with Henry Ford II



-0-0-0-0-0-0-0-0-0-0-0-0-0-

**CHAIRMAN'S NEWSLETTER**

All too soon we are two thirds of the way through the rally season. By the time this is published, Beaulieu will once again have passed by - hopefully in better weather conditions than the last two years. I am planning to have a good hunt round at the autojumble this year for a fold flat windscreen for my Terrier rebuild - you never know your luck. It has been an eventful two months since the last issue of the magazine. We had a good turn out of northern members at Bob Wilkinson's farm. Bob and Shirley looked after us remarkably well, for which many thanks. Having driven that far, Paula and I took the opportunity of touring the Yorkshire Dales, and Lincolnshire, in our Model Y. She, the car that is, has covered 1000 miles during the last month! The only doubt she gave me on her capability was up a particularly long and very steep hill. We had visited Fountains Abbey, just west of Ripon, and had travelled through Patley Bridge up Nidderdale to Lofthouse. I challenge anyone to get up the hill from Lofthouse towards Healey and Masham, on a warmish day, without overheating. It must be a mile and a half long and its first gear all the way. As we approached the top the petrol was evaporating, resulting in the Model Y splutter, so reminiscent of the summer days before I fitted the modified petrol pump! However, we crested the hill without stopping and she cooled down on the long downhill stretch across the moors. Later we enjoyed a cup of tea with David, Wendy and Nic Grace near Wetherby followed by a conducted tour of their garages, which have a complete Alpine tourer in bits strung from various beams. A good restoration project. Coincidentally Arthur Fletcher tells me he met a chap in the Southampton area who also has an Alpine tourer in bits. Regrettably he did not get his name.

Did you see the write up on the Enfield show in August's Automobile? The Register was well represented with three coloured photographs of our display. Unfortunately the author failed to put the right caption to the photograph of Dave Tebb's Model Y chassis, mixing it up with a Mr. M. Crouch's Ford Prefect chassis on the neighbouring Sidevalve Club stand. We do have problems with the editorial staff of the Automobile. For a year now we have been trying to get the Register's advertisement changed to show Bob Wilkinson's address but they are still showing Graham Miles' old address. I'm sure we have lost many potential members through no responses to their initial approaches to the Register!

Elsewhere in this issue I have reported on the meeting I attended on your behalf at the RAC Club in Pall Mall. It is comforting to know that there is a committed group of influential people looking after our interests both in Europe and in UK. Also in this issue are advertisements for the bound volumes of the Ford Bulletins and a Register Christmas card. The Ford Bulletins are well worth investing in. I've had a long saga with the Ford Motor Company trying to get them to include two chapters, which were missing from the earlier issue. Thanks to Bert Thomas, who has the originals of the missing ones, they have printed them as a supplement to the Model Y bound volume and this will be included when you place your orders. I hope you like the Christmas card and the low price we are able to sell it at. Please give your bulk orders to Bob Wilkinson early.

We have reached that point in the year when we have the final tally on drop-outs due to non-renewal of membership of the Register. This year the total is 39, which is much better than the 52 of last year. Many of these have sold their cars but others are obviously not satisfied with the services we do or do not provide. I repeat my request for any comments on the running of the Register, so that we can improve the quality of the service. My last request produced one letter. The included criticism in it hopefully has now been overcome. Your comments will be treated in confidence. Included in the 39 non-renewals were five overseas members, who do not receive much publicity in the Newsletter - we have not forgotten you, but we would appreciate the occasional article on the problems of running your cars in different countries. Perhaps those of you in Europe can tell us what efforts are being made in your Country to control

European discrimination against our vehicles after 1992. Hopefully you have all found members or contacts in this country through whom you can obtain spares from the Register. If not please let me know and I will see what can be arranged.

Whilst on the subject of spares, I believe we now have stainless steel exhausts in stock. I will be at the front of the queue for a new one, please Kevin, as mine has so many exhaust repair bandages round it, it is almost mummified! Peter Ketchell is desperately trying to crack the problem of manufacturing the bumpers cheaply. Any of you who know some where he can get 1/8 inch steel rolled, to produce the cross section curvature on the bumpers, please let him know. We may also be close, at long last, to getting the hub caps manufactured - fingers crossed!

I must finish this now to get it on floppy disk for John and Siobhan to edit into final copy for the magazine. They do a tremendous job for each issue and I'm sure their efforts are much appreciated by the membership. G-Mex and the Great Dorset Steam Fair are in the diary for the next two weeks. Dave Curtis, our Events Organiser, is prominent at both. His tourer accompanies Alan Oakes' Model Y and the show chassis at G-Mex in Manchester, after which he is transporting the banners and bunting to Tarrant Hinton, where David Lovering is doing a splendid job organising the Register stand at the Steam Fair. Hopefully we will have both fully written up in the next issue - until then I wish you happy motoring or success with your restoration project - or, as in my case, both!

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-0-

#### DATA PROTECTION ACT

As a recipient of this magazine, your name and address is held on computer. Under the requirements of the Data Protection Act, you are to be made aware of this fact and to be given the opportunity to object. If you do object, you should let me know in writing.

However, let me assure you that the membership list is kept very much within the Register and is not divulged to anyone outside the Register. Even within the Register, only those who need to know the details are given access through me.

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-0-

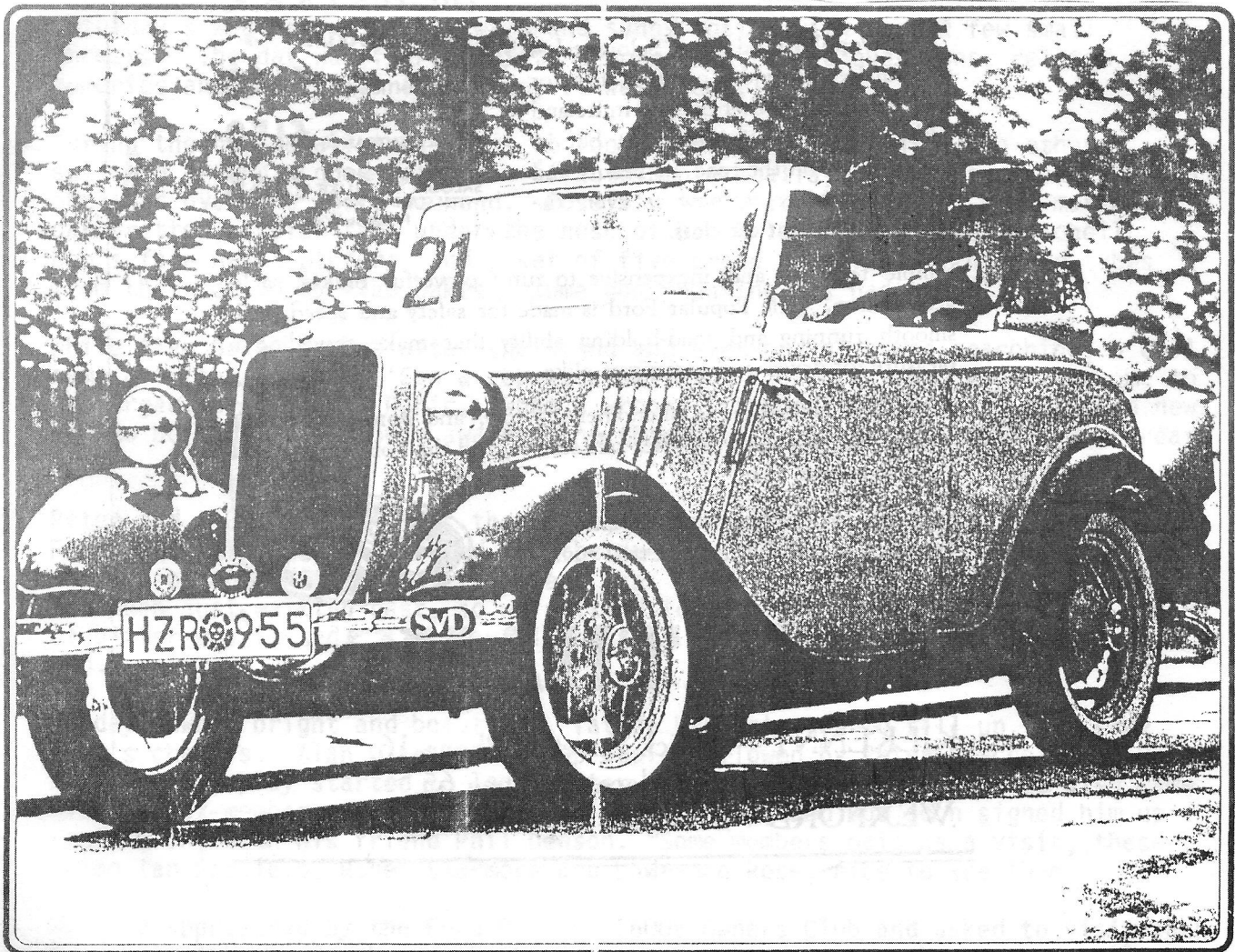
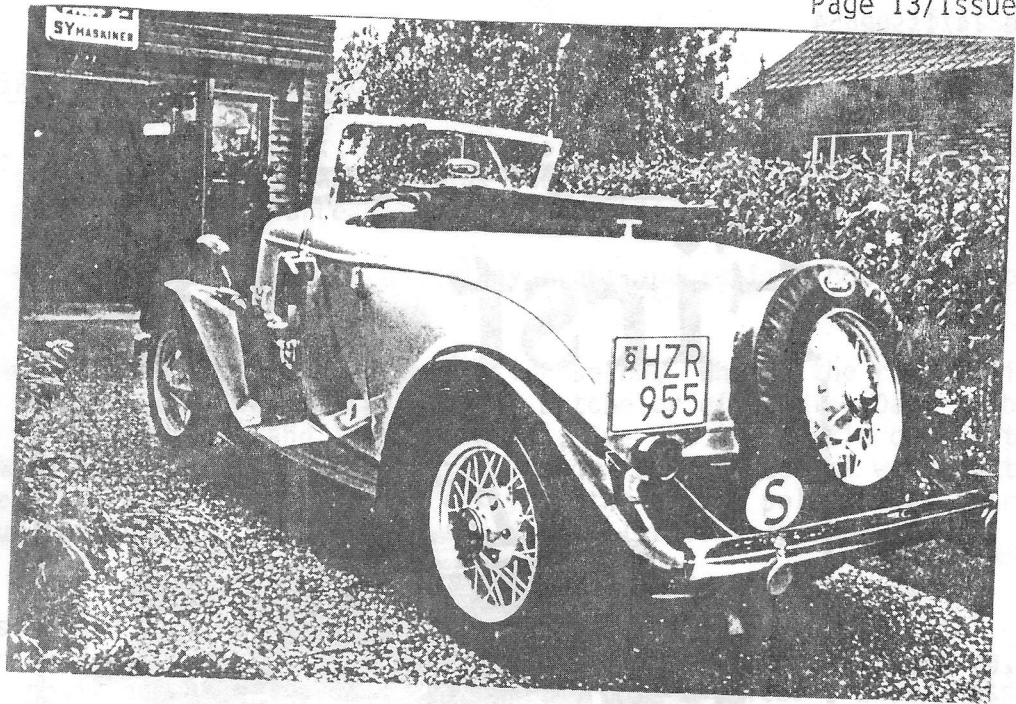
#### REMINDERS

Your new membership number which includes an area code is printed on your address label. Please use this new number in all correspondence.

May I also remind members to include a stamped addressed envelope when writing to Club officers.

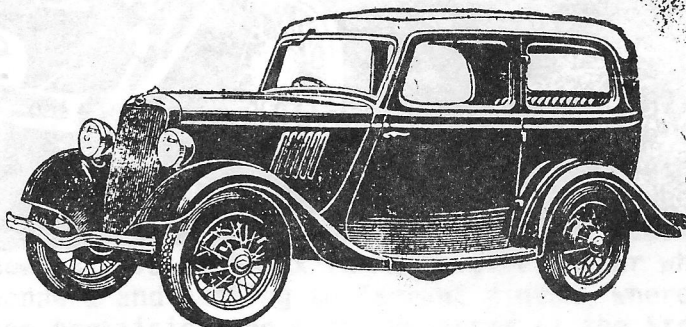
Bob Wilkinson

-0-0-0-0-0-0-0-0-0-0-0-0-0-



A friend of Sigbjorn Holtmoen in N. Norway has this immaculate tourer. Who was the coachbuilder?

# First - and still foremost



THE Popular Ford 8 h.p. Saloon takes you further, in equal comfort, but for less. There is no other car sold in Ireland within £30 of its initial price, but its performance on the road, its beauty and roominess, make it, now as ever, the leader in the light car class.

## THE FORD 8 H.P. SALOON

SINGLE ENTRANCE **£140**

DOUBLE ENTRANCE **£150**

DOUBLE ENTRANCE SALOON DE LUXE WITH SLIDING ROOF **£165**

Prices at Works

Simple to drive and inexpensive to run: powerful brakes, rapid acceleration. The Popular Ford is made for safety and speed, with smooth running and road-holding ability that make travelling a pleasure for driver and passengers alike.

Its fuel consumption is phenomenally low, and Ford economy is further guaranteed by the after-sale service, and the Ford Engine and Parts Exchange Plan.

Examine the car for yourself and let us show you its capabilities in a trial run.



# STATHAMS

KILKENNY—Patrick Street. 'Phone 16.

CARLOW—Court Place. 'Phone 65.

WEXFORD—Westgate. 'Phone 100.

A local garage sales advert sent in by Richard Bingham of Co. Antrim.



THE CHESHIRE CLASSIC CAR SPECTACULAR

This show, held at Tatton Park, near Knutsford, on 4th-5th June, turned out to be a good show. It was ours and I think the Club's first show of this type in the North and the warmth and reception by the public was great.

I pitched my caravan on the site on Friday night and retired hoping for our members to turn up on Saturday.

'Early' the man said, sure enough just after seven, 'What's the row outside the caravan?' it was Bob Wilkinson and Gordon Batchelor offloading Dave Tebb's marquee. It was up quick and 'Good morning', Sue put the kettle on for the first of many brews. After breakfast it was get out and assist with putting up the marquee. Have you ever tried, I ask you, the centre pole's like a tree trunk. But the three of us managed with just a little help from Joseph, my youngest.

Alan Oakes turned up around 10 a.m., shortly followed by Peter Ketchell, 'Tea' shouted er indoors working well, while our small gang put up the bunting, the Club sign, positioned the two cars and wheeled out Dave Tebb's Show Chassis. What a show stopper it is, absolutely superb, it's a real pity Dave was ill, the public thought his chassis was tremendous. All on our stand were proud to be showing it off, especially Gordon and Bob showing it off on Dave Tebb's behalf.

Saturday's weather was fair, warm and sunny mostly with just a few small showers. The day was fairly quiet, people came, asked questions, related memories and generally reminisced, it was great.

During the day we all took turns to look after the stand while the others searched around a good selection of autojumble stalls, quite a few spares being obtained over the whole weekend. Possibly the best buys were a Ford marked carburettor, stolen from under the nose of Bob Wilkinson by Peter Ketchell, Bob's face was a picture, and a set of five brand new tyres with three tubes from the auction by Alan Oakes. Some good hunting was had by all.

While Alan Oakes looked after the stand and everyone else was searching, a call came over the tannoy. 'Can a representative of the Ford Y & C Register come to the Organisers' bus.' Panic, 'What's wrong,' stampede to the bus, but good news was to be had, we had been awarded the third place plaque for the stand. Great, hey?

Peter and Alan went home for the night, while the rest of us had tea and a rest. Free entertainment was offered for the evening, so Bob, Gordon and myself went for a pint and what the entertainment was. The noise in one large marquee was too much just walking past, so we settled for a pint. After a long wait, a pint of bitter was tasted, it was awful, one was enough, next year we'll take our own.

Sunday dawned bright and beautiful, Tatton Park started to fill up, out came Dave's chassis. Alan Oakes turned up again followed by Peter Ketchell and Colin Ault, the display started to look better, Alan Burgess from Clitheroe also came. Alan, an ex-member, parked his car in the line-up, and Bob soon signed him up again along with his friend Phil Denson. Some members paid us a visit, these being Ian Scofield, Roger Starmore and Lawrence Rose, nice to see them.

We were approached by the Ford Cortina 1600E Owners Club and asked to visit each Ford car club stand, choose the best car on each stand and the best overall Ford. This was a difficult job to do properly, but our group got stuck in, and viewed some fine cars. We made our choices and handed our slips to the 1600E Club for counting, all the other Ford clubs did the same. Well, you only had to look in Colin Ault's direction to see the result. He had been awarded 'Best Ford at the Show', he was delighted.

What a good ending to a pleasant weekend, I must recommend it to our members, and I will try to run it again next year, so Northerners beware, I'll be after you to attend.

Many thanks for helping, to those who attended and to Dave Tebb who couldn't, and Peter Ketchell who twisted my arm in the first place.

John Griffiths

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

PETROL EVAPORATION (Your Membership Secretary gets his hands dirty again!)

John Guy's Y suffered from this complaint on his drive north from the Stanford Hall event. Fortunately, I was on hand with my vast technical knowledge and skill to assist(!) - more importantly I had my patent anti-petrol evaporation device with me.

This wonderful invention is a small quantity of aluminium foil and a wooden clothes peg. The foil is wrapped around the petrol to carburettor feed pipe at the point adjacent to the exhaust manifold and held in place by (yes - you've guessed) the clothes peg. Simple but effective, like the inventor.

At very little additional expense you can also wrap the petrol feed pipe as it emerges from the chassis if it runs close up to the exhaust pipe.

The technical points of the complaint:

1. Occurrence - usually on hot days or when pulling heavily for lengthy periods e.g. uphill in lower gears
2. Symptoms - loss of power - intermittent or complete  
- carb not getting petrol  
- engine will start again when cool
3. Cause - heat from exhaust evaporates petrol in feed to carb (yes, many other faults can cause this breakdown.)
4. Cures - re-route the petrol feed pipe  
- re-shape the feed pipe into a spiral  
- fit aluminium foil (and peg) to reflect heat away  
- fit 4 blade fan

My invention has the advantage of maintaining originality as the device can be removed in seconds - and as a Yorkshireman, it is cheap!

Keep one in your tool box - you never know.

Bob Wilkinson

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

FIRST CASTLE FARM GATHERING, 17TH JULY, 1988

Yes, there was a fine Sunday in July and luckily it was the 17th! Attending and enjoying the first Castle Farm event chez Wilkinson were members with families and friends totalling about 35 with village spectators adding to the throng.

On parade was a sole C belonging to Paul and Janet Bainbridge and family (Nottingham) with 8 Ys with owners Peter Ketchell (Chester), Bryan Dixon (Sheffield), Ian Wright with friend Trevor (Whitley Bay), Ron Topping and son Kevin (Newcastle), Dave Tebb and Carol (Sherburn in Elmet) with only short rad present, Sam and Paula Roberts (Andover), my Y Mistral tourer and Y van made up the contingent.

Others present with families were Eric Butcher (Leeds), David Grace (Boston Spa), John Kirby (Leeds), John Guy and Siobhan O'Leary (Sheffield), John Hudson and brother David came down from Glasgow on the Saturday, camped overnight but had to leave before the Sunday session was in full swing. John did, however, bring a superb genuine haggis to supplement the barbecue. Several promised to complete restorations and bring their cars next year.

A short trip round the local villages ensured that those attending without an old car got an enjoyable trip courtesy of those 'on parade'. John Kirby and family won the landmarks competition and a few navigators had their maps upside down but all returned in time for the barbecue.

Ian Wright, Ron and Kevin Topping persuaded my recently purchased 'heap' Y van to run for the first time in 5 years - what a sweet sound! Paul Bainbridge showed off his C which had arrived driverless on an 'A' frame towed behind his Sierra. This excellent device takes up very little space when not in use and it is less embarrassing to arrive with your car in tow than 'trailed' to a Y & C event!

Sam Roberts had travelled furthest in a Y to the event at 260 miles and planned further holiday miles to the Yorkshire Dales during the week following the event.

Paula Roberts and Shirley (my boss) did a splendid job with the barbecue and Dave Tebb's marquee (erected by chief ganger Gordon Batchelor) provided a useful under cover seating area. Bryan Dixon's Y music centre provided period background music.

Spares were swapped, club books were bought and yarns were exchanged. Advice on farm renovating was offered to the host who is now looking for a Y cement mixer. Next year's event will include a 'carry the bale of straw into the top loft' competition for those unable to read maps.

Everyone drove off into the sunset looking forward to next year's 'reet good do'. Why don't tha book thissen a place?

Bob Wilkinson

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

### THE STEERING GEAR

The steering gear is really only a reduction gear to stop you going to full lock on half a turn of the steering wheel! After the success of the epicyclic reduction gearing on the Model T Ford, the concept was incorporated into the design of the original Model Y; except that, whereas on the Model T the gearing was at the top of the steering column under the steering wheel, on the Model Y it was at the base of the steering column. This type of gearing is easily recognisable by the circular casing enclosing the sun and rotating planet gears. The accompanying photograph shows the epicyclic steering on Arthur Fletcher's car CG 2698. Another well documented Register car with this early gearing is Eve and Mike Chapman's Abbey Tourer. As you will probably appreciate, the horn button wiring is also different. The wiring from the horn button on the steering wheel exits the steering column at the bracket which holds it to the dashboard. The epicyclic gearing was incorporated in production rolling chassis and vehicles from the first build in August 1932 through to November 1932, when it was replaced by the worm and nut steering box, which is fully described in the Model Y Bulletin Volume 1 No 4.



### BOTTOM HOSES

In the above photo you will also note the early bottom hose with the moulded right angle at the water inlet into the block. These have been unobtainable as spares recently and many of you have had to extend the later Ford Pop hose by splitting and inserting an unsightly sleeve. Bert Thomas tells me he has had some correct length hoses manufactured. They are available from him for £5 plus 1 postage. (address on inside of back cover).

Sam Roberts

In the last issue of Newsletter was an article comparing the Model Y with the Morris 8. This time round we have extracts from an article comparing Terry King's Model CX with an Austin 10 Cambridge and a Jowett 10 h.p.

The write up appeared in the Back to Back series in the June 1988 issue of Classic and Sportscar magazine. The tester and author was Jon Pressnell, who has kindly given permission to the Register to reprint extracts from his article and to whom we are most grateful, even though we would not agree with his final choice - naturally! Appropriate references to the Model C and Jon's analysis of each car are reproduced here :

The ten-horsepower car was at the very centre of this boom-decade of motoring, accounting for around a third of annual registrations throughout the 1933-1938 period. It was also a key factor in the establishment of Rootes, Standard and ultimately Vauxhall as major manufacturers, and in consolidating Ford's position in the UK - not to mention in saving Austin's bacon during a time when the phenomenal success of the Morris Eight was making sad reading of the sales figures for the Austin Seven.

But what is this 'horsepower' thing? We're not talking about *brake* horsepower, but of fiscal horsepower - horsepower for taxation purposes.

Known as the 'RAC rating' or the 'Treasury rating', and introduced in 1921, this divided cars into taxation categories by horsepower. The formula used to calculate a car's hp was to square the cylinder bore, multiply this figure by the number of cylinders, and then divide by 2.5.

This led to a generation of long-stroke engines with relatively small bores ('undersquare'), power units endowed with good low-speed torque but little top-end performance - ideal for a nation of motoring novices.

In 1927 cars of 11-14hp, notably the Morris Oxford and Cowley, accounted for 55 per cent of registrations, those of 10hp or less for 23 per cent. By 1936 these figures had been reversed, with 60 per cent of registrations being 10hp or less and only 25 per cent 11-14hp cars. A 1936 market-share of 33 per cent for 9-10hp cars - of which most were 10hp - speaks for itself.

The key years were 1932, when 9-10hp sales rocketed from 14 per cent to 24 per cent, and 1933, when they leapt a further ten per cent. Market leaders Austin and Morris both launched Tens in 1932, while the Rootes brothers put into production their Hillman Minx, as shown at the previous year's Motor Show; by 1933 all three models were well into their stride and the market had largely settled down to a decade of dominance by 7-8hp and 9-10hp cars.

Ford joined the 10hp fray in 1934, with the Ford De Luxe (or Model C), and the same model year also saw a Standard Ten, followed two years later by the famous 'Flying' series, while Vauxhall and Singer hopped on board for the 1938 model-year. So we're talking about a hard-fought market.

The upright no-nonsense Cambridge, £160 for the fixed-head and £178 for the sliding-head version, was demonstrably a car of solid virtues and undoubted quality, dependable and dignified as only an Austin could be. So what was one to make of the 10hp Ford De Luxe, with its flashy American lines, and prices, for comparable models, of only £145 and £155.10s?

The Ford De Luxe Model C was introduced in September 1934, at a base price of £135 for the 'Single Entrance' two-door fixed-head model. A collaborative effort between Dagenham and Dearborn, it followed closely the design of the 8hp Model Y which had re-established Ford in Britain and had by 1934 taken over half the 7hp-8hp market.

Sharing the Y's 7ft 6in wheelbase and basic mechanical layout, it thus had transverse leaf suspension to rigid front and rear axles, with location by radius arms and torque tube - as the Model T!

The side-valve 1172cc engine was derived from the 933cc unit of the Y and shared the smaller engine's cost-saving feature of non-adjustable tappets. Also common to both cars was a three-speed gearbox, with synchromesh on second and third.

Where the Ten differed was in the chassis, which had the engine mounted further forward, to give more room, and which was reinforced by a scuttle-to-tail floor pressing; brakes were rod-operated.

At a kerb weight of 16.3cwt, the 30bhp Ford had a considerable power-to-weight advantage over cars such as the 19cwt Cambridge, so it comes as no surprise to see the Ford acclaimed for its performance - the figures speak for themselves.

The *Autocar* was certainly impressed: 'One is inclined', it wrote, 'to go so far as to say that among small cars other than those of sports type, this possesses a "V8 performance" ... It is full of life, and meets the driver's ideas of what he wants in acceleration and cruising speed in such a way as to preclude any question of boredom...'

Sales of the Ford outstripped those of the Austin Ten in 1936, and a further increase of Dagenham's 10hp sales in 1937 put Ford hard on the heels of Austin and Morris, in terms of UK market share.

An open tourer, the De Luxe Touring Car, was introduced in June 1935, and the range continued, changed only in detail, until March 1937, when it was replaced by a new series of Ten. For 1936 it was a re-designated Model CX.

The first of our cars, Alan Langley's 1936 Austin Ten Cambridge, was bought as a wreck eight years ago, and he's done most of the restoration work himself, with the help of a friend.

It's a rugged, agricultural old thing, the Austin engine, but it pulls well and never sounds uncouth or harsh. It cruises happily at 40-45mph as if it will go on for ever, obtrusive but unstressed, and on up-and-down Yorkshire roads I didn't feel guilty letting it bowl along at 50mph.

The brakes are firmish, and a bit dead, but give no cause for worry, and the gearchange is loose but foolproof, if allied to a rather sudden clutch. The steering's not wonderful, being pretty stiff, but it's direct enough. Unsurprisingly, the ride is lively.

The overall feel of the Austin is old-maidly - dignified and unflustered, ready to do all that is required of it without fuss but at the same time without sparkle. You sit upright on throne-like bucket seats, the car seeming narrow and stately, and you soon come to appreciate why these Austins were regarded almost as faithful family servants.

The Ford De Luxe Model CX of Terry King was originally bought to restore and ultimately sell, but after a five-year restoration it has become a permanent part of the household.

I approached it with some trepidation, as the last 10hp Ford I'd driven, a perpendicular Prefect, rests in my memory as the lousiest car I've ever experienced - gutless performance, disagreeable clutch and gearchange, diabolical steering and abysmal roadholding and handling.

Terry's Ford proved to be a world apart, fortunately, and a prime example of how a properly restored and set-up car can be completely different from one with tired or ill-adjusted components.

The engine is far more willing than that of the Austin, and gives a fine, crisp performance. At speeds over 40mph it sounds harsh and thrummy, though, if indestructible.



Austin Cambridge 10 h.p.



Terry King's Model CX

The three-speed 'box is a bit of a handicap, with second seemingly on the low side and a fair old gap between it and top, but the car does at least pull strongly in both gears, while the change itself is firm, positive and well-synchronised.

Where the Prefect leant into a corner and then gently pattered across the road, Terry's Ford rides in a firm and well-controlled way. Nor is there the wander I experienced when trying to keep the Prefect in a straight line, although the worm-and-nut steering is as stiff, and as heavy on lock, as I recall it being on the Prefect - it's not up to that on the other two cars. The brakes are better too, although they are a bit spongy and suffer from a rear actuating rod occasionally hitting the floor with a loud crash.

I expected to hate the Ford, then, but I came away impressed. It demands no adapting on the part of the driver, and has a modern feel which I didn't expect to find in the oldest design of the three cars. This isn't merely a question of such details as the more reclined driving position and the painted metal dashboard, it's because of something more fundamental - a feeling of big-car refinement.

So where does Tony Palmer's 1937 Jowett fit in?

It has the attraction of rarity for starters, being one of only three on the road out of around only 25 survivors - as against 155 Cambridges on the Austin Ten Drivers' Club lists and 50 or so Ford De Luxes known to the Ford Y and C Model Register.

For Tony, the car's appeal is simple: it's a logical addition to a collection of Jowetts which currently takes in a Javelin, a Jupiter and a Bradford. He bought the Ten around a year ago, in good and largely original order, and has done little work on it, but is happy to use it regularly in the summer.

And why not? It is no less practical than the other two cars, and has a character all its own. Some of this character comes from the Jowett's appointments - the old-fashioned wooden dashboard with its circular imitation-wood instrument panel, the sunburst-embossed door trims (Herbert Austin would never have allowed *those!*) with their crescent-shaped slash-pockets - and some comes from the car's harmoniously British lines. It all adds up to a greater feeling of thirties style.

But this is essentially superficial: the Jowett's real character comes from its drive-train, which sets it clearly apart from the other two cars. The flat-four is a lovely unit, with excellent pulling power and a robust engine note not unlike that of a gruff and less tinny-sounding Beetle.

Cruising at 45mph it feels more refined than the Austin, and this is still so when closer to 50mph, by which time the engine has begun to sound deeper and gruffer, but in no way rough. It lacks the zing of the Ford, but makes up with its solid low-end torque.

Then there's the transmission. You can't rush third-to-fourth, but otherwise the Warren Synchroniser makes for clean engagement every time, courtesy a willowy, slightly imprecise change.

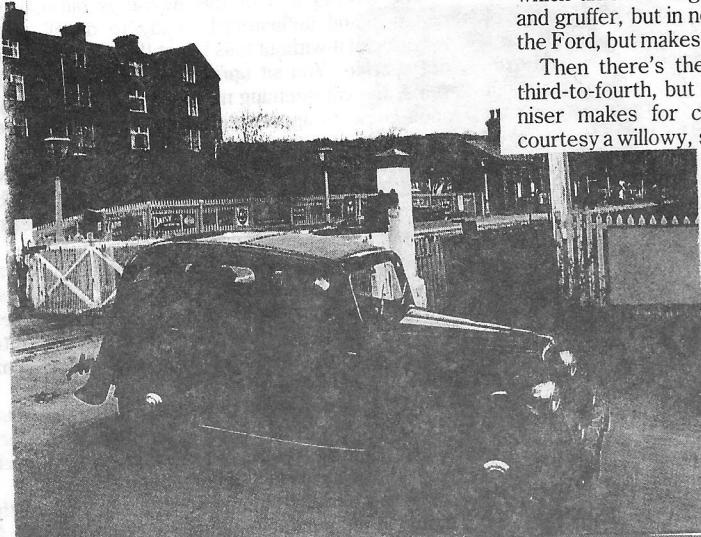
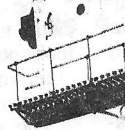
As for the freewheeling, it's certainly a novelty having that brief disconnection of drive until the throttle is depressed, although it does require an adjustment of technique if you want engine braking on a descent. Thanks to the use of rubber-pot Layrub driveshaft joints there's little transmission harshness, either, beyond a little clutch judder.

The rest of the Jowett is pretty unremarkable, with a firm ride, long-travel and - again! - slightly spongy brakes, and stiff if precise steering. Still, *The Autocar* had the Jowett about right, when they wrote that 'it displays a definite refinement in both its running and its detail work'.

A personal choice? Not the Austin. It might well serve admirably as dependable day-in-day-out transport, but it offers little beyond this. It has no sparkle, there being nothing about its design or its functioning to put a smile on your face. It's no real reproach to say that it merely does the job for which it was intended, but if choosing a pre-War car on which to expend time and effort, I'd want a little more.

The Ford has performance and exuberant good looks on its side - from its dropped front bumper and off-centre number plates to its stylised sidelamps and exposed spare - and it has some beguilingly clever touches. Ultimately, though, it has the feeling of a cheap car, cunningly devised, to be sure, but without the old-fashioned quality of the other two cars. The flip-side of this is the Ford's modernity - but should this sway me?

No, I'd choose the Jowett. Its creatively individual engineering gives it a fascination the Ford and the Austin lack, with the engagingly different engine and transmission making it more fun to drive. Add to this a feeling of quality construction and thoughtful detailing, and an agreeable body style, and you have a car with definite appeal.



Jowett 10 h.p.

	AUSTIN TEN CAMBRIDGE	FORD DE LUXE MODEL X	JOWETT 10HP
<b>Engine</b>	Cast-iron in-line four	Cast-iron in-line four	Cast-iron/alloy flat-four
<b>Capacity</b>	1125cc	1172cc	1166cc
<b>Bore/stroke</b>	63.5mm x 89mm	63.5mm x 92.5mm	63.5mm x 92mm
<b>Valves</b>	SV	SV	SV
<b>Power</b>	21bhp @ 3400rpm	30bhp @ 4100rpm	31bhp @ 4000rpm
<b>Transmission</b>	Four-speed manual; synchro on second, third, top	Three-speed manual; synchro on second and top	Four-speed manual; Warren synchroniser
<b>Brakes</b>	Drum, mechanically-actuated	Drum, mechanically-actuated	Drum, mechanically-actuated
<b>Front suspension</b>	Beam axle; semi-elliptic springs	Beam axle; transverse leaf spring and radius arms	Beam axle; semi-elliptic springs
<b>Rear suspension</b>	Live axle; semi-elliptic springs	Live axle; transverse leaf spring, torque tube, radius arms	Live axle; semi-elliptic springs
<b>Steering</b>	Worm-and-sector	Worm-and-nut	Worm-and-nut
<b>Tyres</b>	5.25 x 16in	4.50 x 17in	5.25 x 16in
<b>Length</b>	12ft 10in	12ft 3 1/4in	13ft 5in
<b>Width</b>	4ft 9in	4ft 9in	5ft 1 1/4in
<b>Height</b>	5ft 4in	5ft 3in	5ft 4in
<b>Wheelbase</b>	7ft 10in	7ft 6in	8ft 6in
<b>Kerb weight</b>	19.2cwt	16.3cwt	18.5cwt
<b>Max speed</b>	56.6mph	65.5mph	69.6mph
<b>0-50mph</b>	36.5sec	22.6sec	24.6sec
<b>Fuel consumption</b>	28-34mpg	32-35mpg	32-34mpg
<b>Years built</b>	1936-39	1934-37	1937-40
<b>Numbers built</b>	75,000 approx.	70,000 approx.	1200 approx.
<b>Price when new</b>	£160-£185	£135-155.10s	£199-£209

## THE ABBEY SPORTS 4 SEATER

Having described the Terrier (Kerry) and the Mistral in earlier issues of the Newsletter, I will now tell all I know about another "Tourer" which survives in the Y & C Register; the Abbey. Actually, we shouldn't be calling these cars "tourers" as they were built and described as "sports cars" in the early thirties and by all accounts were used as such at hill climbs and rallies (you will recall the quote by Jack Harrison in the Mistral article). Regrettably we do not have the benefit of an Ellison Hawks description of the Abbey, but "The Light Car" magazine of 18 November 1932 (note, only four months after the introduction of the Model Y) reports a test on "an open four seater sports body built by Abbey Coachworks - a car similar to that which was shown at the Ford Exhibition at the White City" ..... "The body on the vehicle tested was built by Abbey Coachworks and the complete car is handled by Dagenham Motors of Balderton Street, London" ..... "General: Five-lamp lighting set and bumpers fitted as standard. Single pane fold-flat windscreen. Dimensions ..... ground clearance 8in; weight approximately 13 cwt. Price £175. Distributors Dagenham Motors Ltd., Balderton Street, Oxford Street, London W1". Accompanying photographs show the distinctive bonnet with one row of 33 vertical air vents on each side. Interestingly, the one surviving car in the Register and photographs of Abbeys in the Ford Times of August 1933 and September 1934 show bonnets with only 22 vertical air vents. (This compares with 30 vents on the Terrier). Other distinctive features of the Abbey include standard short-rad front wings with running boards. Rather pretentiously the beautifully swept back rear wings had aluminium stone guards at the base of their fronts, which were superfluous as their running boards provided the necessary protection. The sporty steering wheel had four wide aluminium spokes and the doors had a sleek "dropped" shape to rest the elbow when cruising. Finally, the swept back rear wings complimented an attractive swept back, flat tail on which is mounted the spare wheel and in which is incorporated the petrol tank and luggage compartment.

The Abbey also went under the name of the Dagenham Motor Sports 4-Seater. There was also a Dagenham Motors Sports 2-Seater built, although at this stage I have no authenticated evidence to suggest that the 2-Seater was built by Abbey Coachworks. Abbey Coachworks, on the other hand, also built 4-Seater sports bodies on the Wolseley Hornet running chassis.

Notable owners of the 8 h.p. Ford Abbey Sports cars were Lord Avebury and Messrs Newenham and Rednall, who each showed the brilliance of these little cars on the Colmore and Scarborough trials of 1933 and 1934.

The one surviving Abbey in the Y & C Register belongs to Eve and Mike Chapman and regularly appeared at our gatherings. It has been conspicuous by its absence of late, though! Its chassis number is Y1316 which makes it one of the earliest Model Ys off the rolling chassis production line. It is in fact the third oldest car on the register and the second oldest one in roadworthy condition.



The Chapmans' Abbey was left stranded in a garage in Basildon, Essex, by its then owner, Mr. D. Beasley, who was unable to be traced over a four year period. Finally, in 1975, it was given to Leigh Beck Garage on Canvey Island to sell on the instructions of their solicitor, who needed to raise money for the garage rental and repair charges. Keith Copp bought it from the garage in a pretty dilapidated state for £150, befriended the Y & C Model Register and Bert Thomas, and over a lengthy period carried out a beautiful restoration from which the Chapmans are now benefitting.

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

### TYRE PRESSURES

The drivers "Instruction Book", I have religiously used as a guide since restoration, details the model Y tyre pressure as 30 psi. Another Ford publication "Servicing and Repair Data" states the recommended tyre pressure as 28 psi. On my trip up to Pollington I suffered from a shock absorber coming loose on the offside, which concentrated my mind on the various rattles and clatters which emanate from the front axle. When one thinks about it, there are four bearings, four shackle bushes, four king pin bushes, two bronze spacers, four rubberised joints, four ball joints and six conical joints all affected by the shock and vibration from the wheels in motion. Feeling more than a little sympathetic towards these mechanical devices, I dropped my front tyre pressures from 30 to 28 psi at my next petrol stop. The reduction in noise from the front end was quite noticeable. This can only mean less wear, less work, less expense and a smoother ride. The problems at the rear are fewer and of course the tyres do take the strain of driving, hence I will keep those at 30 psi.

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

★ **NOW AVAILABLE** ★

**BOUND COPIES OF BULLETINS**

*REPRINTS FROM FORD MOTOR COMPANY LIMITED*

**"MODEL Y BULLETIN"**

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

(including Vol. 1 Nos. 3 & 4 missing from earlier editions)  
£5.00 + 62p postage

**"POPULAR and DELUXE, EIGHT and TEN BULLETIN"**

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

£7.50 + 62p postage

**Note:** Model Y covered in both bulletins. Model C in second only.

Please make cheques or postal orders payable to "Ford Y & C Model Register" and send order to Bob Wilkinson (address inside front cover).



**LECKFORD HUT - ANDOVER VINTAGE CLUB MEET JULY 1988**

It was a dank day, drizzle on and off, and one which did not attract too many cars or, for that matter, too many of the public. But for all that, it was enjoyable. Herbert Wingate, with his pristine Y Fordor and brother Norman had driven up from Sussex the day before and had camped on the site. Regular readers of the Newsletter will recall that Herbert won the best of show award at last year's Andover gathering. Regrettably the weather deterred Malcolm Fraser-Cook, who was billed in the programme to appear with his rebuilt Tudor. Again, regular readers will remember that it was run over by a juggernaut whilst parked on the A34 hard shoulder last year. We still await its appearance in reborn form at a Y & C gathering. Two new members appeared on the scene and looked us over, hopefully gaining some hints for their rebuilds; Guy Barnett from Fareham who is restoring a Fordor and was hence delighted to look over Herbert's car and Bob Evans from Ascot who has a Tudor requiring trim. The driving tests were good fun, although I am hopeless at parking my nearside wheels on predetermined spots! I must practice more. The final parade in the arena and prize giving provided a pleasant surprise for one of our members, Dave Leach. This year it was his turn to win the Best of Show award, although his vehicle was an immaculate green V8 Pilot and not his Model C, which is gradually being restored to a high standard.

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

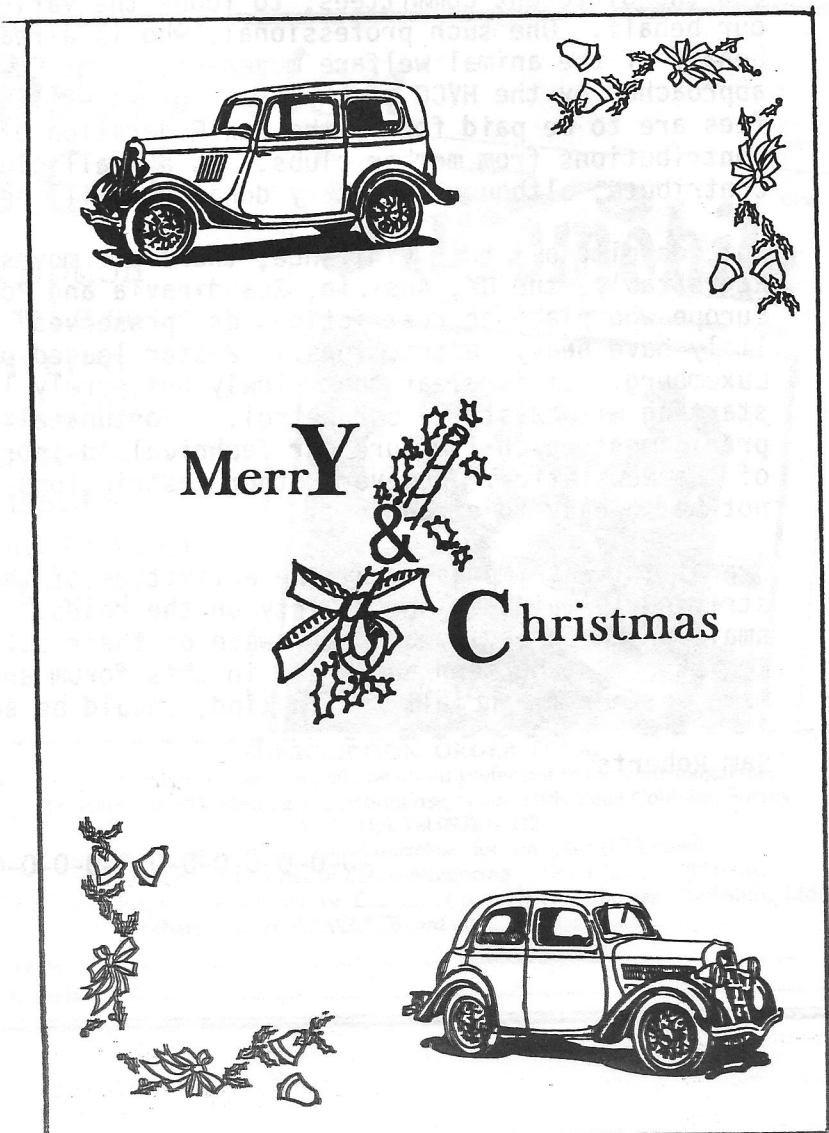
**CHRISTMAS CARDS**

The Register Christmas card is now available from Bob Wilkinson. The size and design are as shown left, the printing being in an attractive ultramarine blue. The inside is plain to allow for personal messages, etc.

The cost is 5p each or £1.00 for 20 (plus 20p for postage). Envelopes are included in this remarkably low price.

Please send your postal orders or cheques, made payable to 'Ford Y & C Model Register' to Bob Wilkinson.

Sam Roberts



**HISTORIC VEHICLE CLUBS COMMITTEE MEETING - 23 JULY 1988**  
**RAC CLUB, PALL MALL, LONDON**

Along with some one hundred representatives of vehicle clubs, motoring clubs and museums, I attended my first meeting of the HVCC as the representative of the Register. The main points on the agenda were a presentation of potential EEC legislation affecting our vehicles and the approval of the rules for the new Federation of Historic Vehicle Clubs, which is being established mainly to fight that EEC legislation, which restricts the normal use of our vehicles.

After a brief introduction by the Chairman, Derek Grossmark, the President, Lord Montagu of Beaulieu, outlined the history of the HVCC and its achievements, in particular its efforts in having tacograph legislation on veteran buses and commercial vehicles reversed. Derek Grossmark then referred to the Daily Mail article which reported EEC legislation to outlaw vehicles over 20 years from the roads. We were assured that no such legislation is being considered. The assurance was backed by extracts from letters from Paul Channon, the Secretary of State for Transport, and his PUS, who stated also that retrospective modifications will not be enforced on our vehicles.

Having said that, however, we were taken through the bureaucratic organisation of the EEC in Brussels and Strasburg by the Euro-MP for Dorset, Mr Brian Cassidy. Although the Transport Committee, chaired by Mr Georgios Anastassopoulos of Greece, is now aware of the concern of the old vehicle movement, there are other committees who may well pass legislation which affects us obliquely - the environmental and safety bodies in particular. It was agreed that we should have a professional based in the EEC Headquarters who knows his way round the system and the different committees, to lobby the various ministers and departments on our behalf. One such professional, who is already working successfully on behalf of the animal welfare movement, is Mr Edward Seymore-Rouse. He has been approached by the HVCC and has said he is willing to work on our behalf. His fees are to be paid for by the new Federation of Historic Vehicle Clubs, from contributions from member clubs. As a small club we will not be expected to contribute, although voluntary donations will be gratefully accepted.

But, despite all this vigilance, there are moves which do or will affect us. Regrettably, the UK, Austria, Scandinavia and Portugal are the only countries in Europe who place no restrictions on "preserved" vehicles. France, Holland and Italy have heavy restrictions. 2-star leaded petrol is already banned in Luxemburg. It is clear that slowly but surely leaded petrol will be withdrawn, starting with 2-star - our petrol. Fortunately there is a way out of this predicament which I'm sure our Technical Advisor can describe in a future issue of the Newsletter. However, other restrictions, mainly of a safety nature, may not be so easy to circumvent.

Overall, I was impressed by the activities of the Committee, who are actively striving to maintain our liberty on the roads. Our £10 annual subscription is a small price to pay to be kept aware of their activities. For our part, the Register must be seen and heard in this forum and whatever contributions we can make, either financially or in kind, should be encouraged.

Sam Roberts

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

1988 REGISTER GATHERINGS AND EVENTS

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

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

2nd October                      Grand London Autojumble, Kempton Park Racecourse,  
10 a.m. - 5 p.m.

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

**STOP PRESS**

The Register is to have a stand at the National Automobile and Restoration Show at the Royal Show Ground, Stoneleigh on 8th and 9th October 1988. These vehicles will display before, during and after restoration.

# Take out a subscription now and save £4!

Take advantage of our subscription offer to club members and make sure of getting 'The Automobile' delivered promptly to your door every month, at a cost no greater than you pay at your newsagent. Only £24 for 12 issues (normal rate £28). Offer applies to new subscribers in UK only and is for a limited period.



**The Automobile**  
The only magazine devoted exclusively to pre-1950 cars.

**SUBSCRIPTION ORDER FORM**

(please write a note or telephone if you prefer not to cut your magazine)  
To: Enthusiast Publishing Ltd., Holmerise, Seven Hills Road, Cobham, Surrey, KT11 1ES. Tel: 0932 64212.

Please send me 'The Automobile' for one year (12 issues) at the special offer price of £24, commencing with the ..... '88 issue.  
I enclose cheque/postal order for £..... (payable to Enthusiast Publishing Ltd.)  
or charge my VISA/ACCESS card no.....

Name .....

Address .....

**MEMBERS PARTS FOR SALE**

N101Y, K. Noakes. Car for sale: Price £700. 1935 4 door Model C, complete, but needing restoration. Tel. 0932 561006 (Surrey). (1)

Howard Robinson. Model C saloon for restoration. Tel. 01 897 3774. (1)

Mr. E. Buttle. 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. (1)

Mr. Millar. Car for sale: Price £2,495. 1935 Model Y. Extremely sound example in Brown/Cream, reg. no. BEL 343. Tel. 0202 887163 (daytime). (1.2)

Car for sale: Offers. 1937 Model Y, 2 door, on road 1986. Sound and complete car. Tel. 0625 31043 (Cheshire). (1.2)

Vincent George. Car for sale: Offers. 1933 short rad Y, easily put on road. Tel. 0376 (Braintree) 48160. (1.2)

Bob Wilkinson. Books for sale: prices £6 - £10. Handbooks and Maintenance/Repair books incl. Ellison Hawks & Pitmans, all original publications, Club stock. Write or phone 0405 860836. (1.2)

Steve Bancroft, B110Y. Car for sale: Price £1,800. 1936 Fordor partly restored. Engine and axles rebuilt, retrimmed and wired, complete. Tel. 0292 (Nelson) 691588. (1.2)

Dave Tebb. New steering nuts, Y or C, 5 start thread pattern part, £25.70 inc. p&p. Tel. 093781 7410. (1.2.3)

Contact Owen Baldock. Car for sale: Price £900. 1934 2 door Model Y, reg. no. RG 4746. Needs re-assembling. Tel. 0732 353404. (1.2.3)

Ron Byng, B1502. Car for sale: Price £1,050 (offers will be considered). 1932 2 door S.R. Model Y, complete, very solid car. Needs respray and interior. 3 new tyres and battery, running. Not MOT. Tel. 0205 73 351 (Boston, Lincs.). (1.2.3)

Lou Miliano. 4 hub caps wanted. Tel. 01 504 8990. (1.2.3)

**MEMBERS PARTS WANTED**

D. Ball, B108Y. Front bumper bar, 2 bonnet centre clamps. Tel. 0245 400560. (1.2)

R. Hocking, H115Y. 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. (1.2)

Bob Wilkinson. For Long rad Y: windscreen and front seats. Tel. 0405 860836. (1.2.3)

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

**HELP!**

John Critchley on I.O.W. has had his 1937 2 door Y stolen. It was stored awaiting restoration and on going complete with transport to take his car home, John found that someone had beaten him to it. Members please be warned - don't leave your old car unvisited for long as someone else may start your rebuild for you! If you see John's car (or parts) chassis Y175139, engine C819617 (10 hp), please let him know (telephone 0983 864393).

Bob Wilkinson

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

CLUB PARTS FOR SALEPLEASE 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 Briggins. 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.

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 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 PARTS

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

	<u>CLUB PRICE</u> £	<u>NON-MEMBER</u> £
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

-----

## 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

### 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