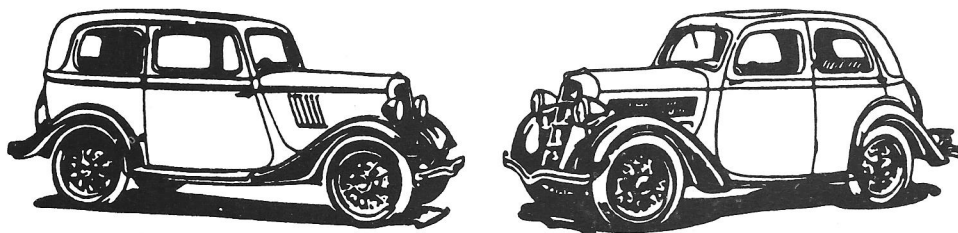


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 67 Oct./Nov. 1990

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# THE FORD Y & C MODEL REGISTER

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**EDITORIAL**

Well now, look what today's post has brought. Just when you thought Father Christmas had forsaken you once again, the officers of the Y & C Register have pulled out all the stops to produce a bumper Christmas issue.

If you can tear yourself away from those endless exciting tales relatives regurgitate at Yuletide gatherings, you can slip away and immerse yourself in the machinations of those who also share the secrets of your innermost passion, some of which hopefully will be in glowing colour. Yet another Club first!

(Regrettably, no colour - too expensive: Chairman)

Perhaps under the influence of the approaching festivities, this issue also has a more light hearted flavour. Sam has been busily ascending and descending the Street Ladder of Cred (no, it's not a new pantomime) and in addition to the Chairman's report, has more Tourer news and not content with that, a fascinating historic note on Ford Trade Schools. Graham takes time from spares news to reveal some of his wild youth which I suspect still lurks just below that suave exterior. Graham takes issue on my Y's world speed record, but it was recorded by a friend in a following car and it was on a 2 mile steep downhill Derbyshire Peak District road (45 m.p.h. is not impossible on a bicycle down the same stretch!). It was, nevertheless, only undertaken in the over optimistic foolhardiness of extreme youth.

Elsewhere, Jim Miles has written a delightful piece on the origin of our vehicles. Jim comments on Eugene T. Gregorie's previous career, which could well account for the vague sailing feel of the Y as it tacks along the road.

Jeff Cole has some very timely advice for the Winter period and there are more views on one or two of the year's events, together with a photograph of that incredible cake. I'm glad it has been recorded for posterity, I only wish I had had a piece to eat.

Harry Edwards, Morris Register Historian, kindly sent an article from the July 1st, 1933, edition of 'The Garage and Motor Agent' which included the following note on tourers:

W. Harold Perry Ltd., state that their Ford 8 h.p. open four-seater bodies previously sold under the name of 'Terrier' will in future be called 'Kerry' in view of representations by Leyland Motors, Ltd., who point out that 'Terrier' is the registered name for their six-wheeler chassis.

We have Model C news from Dave Curtis and just in case there is no snow at Christmas, Jim Miles revives memories of digging a Y out of a snowdrift. In the sixties they did better than newer cars. They have much higher ground clearance and could therefore cope with deeper snow. Spoked wheels also made for the easy attachment of chains or straps should that be necessary. Up here in our mobile home we are not praying for snow which will also hold up building progress, but regardless of that, we trust that you will have a very good holiday and continue to enjoy your vehicles whatever the weather. Merry Christmas,

John and Siobhan

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**THE FORD 'Y'; CONCEPTION AND PRODUCTION**

To understand why and how the small Ford Y came to be manufactured, one has got to travel back in time to 1908 when the Model T was introduced. Like all Fords up until 1932, the T was designed and initially manufactured in the United States and mass exported all over the world. In Britain, the Model T was such a success that Fords bought a disused tram factory at Trafford Park, Manchester,

to assemble kits of parts exported from the States. As time went by, more and more components and bodywork were manufactured in Britain. Unfortunately for the Ford Motor Company, the British Government made a change in the vehicle taxation law in the 1920 Motor Car Act, introducing a new form of horse power tax. What you paid in road tax was based on the RAC rated horsepower of the vehicle's engine, so if you owned a Model T with a large bore engine of nearly three litres, you paid the princely sum of £23 per year. American engines had never been designed with such laws in mind! Sales then started to slide, even so by 1925 assembly of Model Ts in Britain had reached a total of just over a quarter of a million. Sales figures were not helped with the introduction of the Model A in December, 1927, whose engine was rated at 24 hp. However, there was a 14.9 hp engine option for the European market, but this made the car underpowered. As a result of all this, plus a general economic slump across Europe and the U.K., things were not looking good for Fords of Britain .

As early as 1925, Percival Perry and the board of directors of Ford U.K. had been pleading with Dearborn for a smaller car. Then in 1928 he sent 15 British and French light cars of the 8 hp range to the head of engineering at Dearborn, Laurence Sheldrick, for evaluation. Around the time of the opening of Ford's new wonder factory at Dagenham in October, 1931, sales figures were virtually nil and Perry was getting desperate when he sent three more small cars across the Atlantic: an Austin Seven, a Standard Nine and a Morris Minor. The design team of Laurence Sheldrick came up with a new small Ford code named 'Project 19'; in all 14 prototypes were built with the bodies styled by a yacht designer Eugene T. Gregorie. Early prototypes bore 'Mercury' name badges.

One car was sent to each European country where Ford had outlets and put on display for press and public. The car for the British market was unveiled at the Ford Motor Show at the Royal Albert Hall on 18th February, 1932, and resembled a scaled down Model B. Its gearbox had synchromesh on second and top gear, at that time a feature only found on more up-market cars, the tyre size was 18 x 4in. and the petrol tank was mounted alongside the battery on the bulkhead and was of 4.1/2 gallons capacity. Other differences with the later production models were that the interior was two inches narrower and the carburettor and distributor were set low down and rather inaccessible. The pre-production vehicles were all broken up but it is known for certain that the Albert Hall car has survived. It carries the chassis and engine number 19-00001 and was registered in Britain as EV 5689 on 15th April, 1932. This historic car is now in private hands in the States and in need of restoration. Unfortunately, the present owner is not interested in corresponding information of said vehicle, but at least it is still in one piece.

Production was supposed to commence in May, 1932, but was delayed owing to redesigning of the body, tooling and parts supply difficulties, etc., and did not start production until 10th August, 1932. The final production model had much more flowing lines than the prototypes and looked very similar to the V8 Model 40 which would appear in a few months time. When one looks at the flowing lines of the Y, you can visualise the sloped back grille as the bow of a yacht cutting through the water, later even more apparent on the long rad model with its dipped front bumper, like waves splashing either side of the bow. I think Eugene T. Gregorie's previous career really influenced his design. The cost of the first production models was £120 and they were an immediate success and by late 1935 the cost was brought down to an amazing £100. By 1936 the Model Y had captured 42 per cent of the 8 hp and under market. Production of the Model Y ceased on 31st August, 1937, with the chassis number 199333. I think it can be said that but for this car Ford of Britain would not be the vehicle producing giant that they are now, and might even have been sold off to Austin or Morris.

Jim Miles

**MEMBERSHIP REPORT**

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

A1804 Alex Anderson, c/o Wylies Ltd., 370 Pollokshaws Road, Glasgow, G41 1QR  
 B1002 A. J. Bell, Willows, Salmons Lane, Torrington, Essex.  
 B0520 J. D. Best, 34 East Holme, North Heath, Erith, Kent, DA8 3NR.  
 B1021 Alan Bowles, 78 Derham Gardens, Upminster, Essex, RM14 3HA.  
 D1814 Doug Dickson, 17 Thorn Grove, Dunfermline, Fife, KY11 5QY.  
 E1213 Frank Eady, 3 Valley Walk, Kettering, Northants., NN16 0LY.  
 E1115 Tony Evans, 2 Kimver Street, Wordsley, Nr. Stourbridge, W. Midlands, DY8 5AA.  
 E1514 Mark Evison, 9 Frithville Road, Sibsey, Boston, Lincs., PE22 0SR.  
 G1514 Barry Godfrey, Adja House, Cross Lane, Shirland, Derbyshire, DE5 6BA.  
 H0817 Peter Hogg, 1 Water Lane, Sherington, Newport Pagnell, Bucks., MK16 9NP.  
 I0201 Dave Izzard, Manor Farm, Bath Road, Bridgegate, Bristol, BS15 5JW.  
 K1904 P. J. Killeen, Ballina Road, Tubbercurry, Co. Sligo, Eire.  
 N0503 John Newton, 15 Birch Crescent, Holt Wood, Aylesford, Kent, ME20 7QE.  
 00204 Donald Ogg, 92 Park Road, Keynsham, Bristol, BS18 1AR.  
 P0726 Jim Palmer, 126 Tennyson Road, Cheltenham, Gloucs., GL57 7DB.  
 P0225 David Pearce, 10 Lillington Road, Radstock, Bath, BA3 3NR.  
 S1024 Colin Smith, Swn-yr-Adar, 10 Hillview Road, Rayleigh, Essex, SS6 7HX.

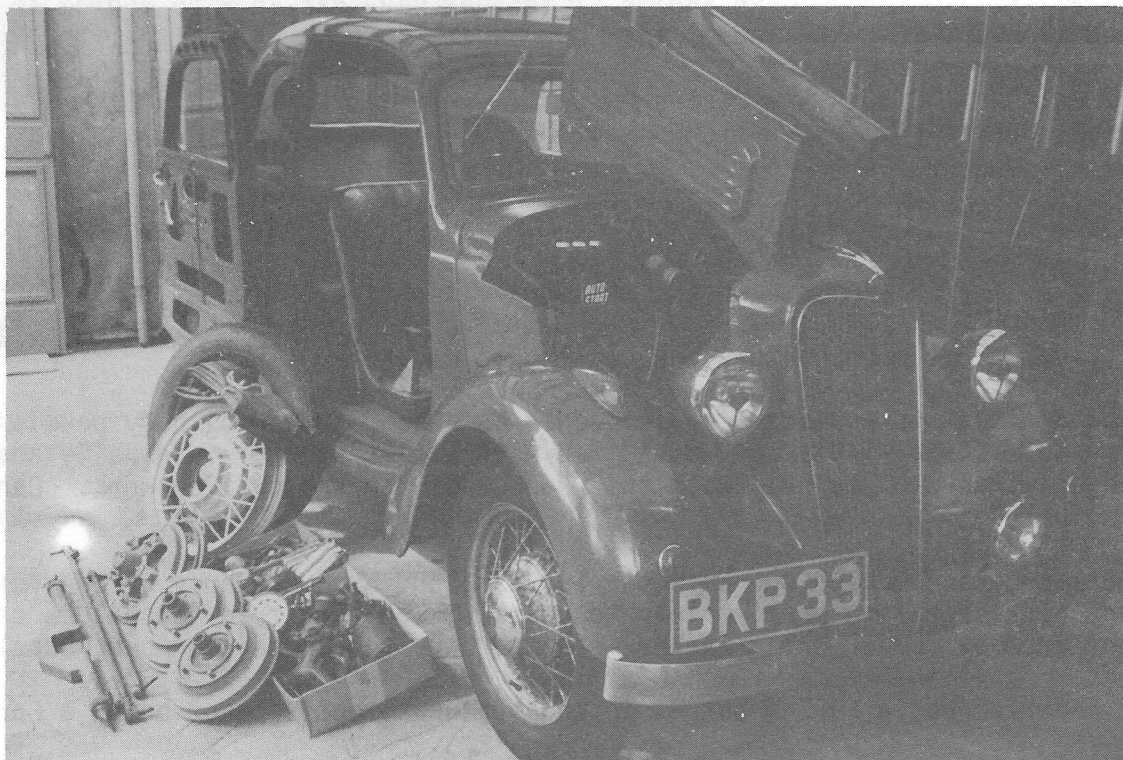
As always, I ask 'old hands' to make contact with new members in their area.

Bob Wilkinson

**NEW MEMBERS**

For a change, we have some new C models to introduce, both having been with their owners for many years.

Mr. J. D. Best joined the Club with a view to finding a good home for his 1935 2 door C. BKP 33 had been his main car for 20 years or so until laid up about 15 years ago. Mr. Best had done much renovation to the bodywork and the car is in fair mechanical condition. Although now grey, the original colour was black.



A telephone call recently from Eddie Partington (see New Members in last Newsletter) informed me that he had travelled down to Kent and bought the car. He hopes to have BKP 33 back on the road for next season.

Colin Smith has owned his 1936 4 door C since 1954. He writes:

I paid £155 which was a considerable sum in those days. We averaged 3 return trips to South Wales per year, plus a high local mileage. On one Wales trip, near Ross on Wye, the original engine faded. Despite it being a Bank Holiday Sunday, a local garage at Whitchurch fitted a reconditioned engine (it had been intended for a local tradesman's E83W van) for the sum of £37 10s. (£37.50 for those not remembering 'proper' money).

The car was put in dry storage in 1963 and apart from needing new wooden floor sections and some new metal welding in the door bottoms, she is fine and we have decided to have Jane (reg. JN 7697) refurbished to full roadworthy condition.

Well done, Colin. No doubt you will have a great deal of pleasure from your C next season.

Peter Hogg has joined us to find a C. He last owned one 20 years or so ago and like most of us intends to enjoy some nostalgia. Can we help him find one in roadworthy condition?

Alan Bowles met up with Graham Miles on a trip to Canada earlier this year. He has in the past owned three Ys and has joined the Club to maintain his interest. Can we tempt you to be an owner again, Alan?

John Newton and Doug Dickson are both Y owners rejoining the Club after leaving us a couple of years or so ago. Both have 'on the road' cars.

Tony Evans and Jim Palmer joined us after visiting our stand at the Stoneleigh Restoration Show. Tony has a 1937 Y and Jim a 1934 Y, both undergoing restoration with a view to being on the road by next year.

Dave Izzard joined at Beaulieu in September after talking with members on our stand. His 1937 Y only needs a new headlining and trim before being on the road. He bought it from a friend who had not been able to complete the restoration. It has a 10 hp engine fitted but Dave has an 8 hp engine to recondition and refit at some future date.

A. J. Bell's 1936 Y is undergoing 'moderate restoration' since it is in very original condition. Please let us have more details of the car (and your first name), A. J.

Cars keep turning up in Eire and P. J. Killeen has a 1935 Y. He says:

It is the only 4 door in the area. A retired Yank brought it to the West of Eire from the Dublin area. The previous owner is deceased and so finding out more history has come to an end.

A good deal of restoration work is needed as a good number of body panels are in a very poor state. This car was fitted with a sliding roof originally and P. J. needs drawings etc. to help with this aspect of the restoration work. Can anyone help?

David Pearce and Donald Ogg both own 1937 Ys, and both are busy with a fair amount of restoration work, mainly to chassis, body and trim. Donald's car was bought from ex member Brian Reaker - let me have the chassis number, Donald.

Alex Anderson has a 1937 Y but is in the fortunate position of being a Ford

main dealer in Glasgow. No doubt with Club support you should be on the road next year, Alex.

Mark Evison's 1936 Y has been in store since 1954 and now, despite being a one previous owner car with 54,000 miles, is in need of much restoration.

However, this month's bravest restoration must be Frank Eady's. He writes:

In the autumn of 1982, BVM 234 (1935 Y) was just a body shell in an advanced stage of decay with thistles, nettles and a bird's nest, no woodwork, no mechanics or steering, no wings, wheels, etc.....

In the spring of 1983, with encouragement from friends, I started to rebuild the body shell. I visited autojumb'les and followed up adverts and built up a supply of missing parts.

Being a welder by trade, I made door panels, rear chassis members, front grille and apron, front wings and numerous other parts. I am currently making the complete bonnet and sides and seat frames. The car is now 80 per cent finished.

Great going, Frank. Very few of us could tackle such a restoration. We look forward to seeing the finished product, maybe next year.

Just to show we do enroll members with complete running vehicles, let us end these notes with Barry Godfrey's 1934 Y, FV 4912:

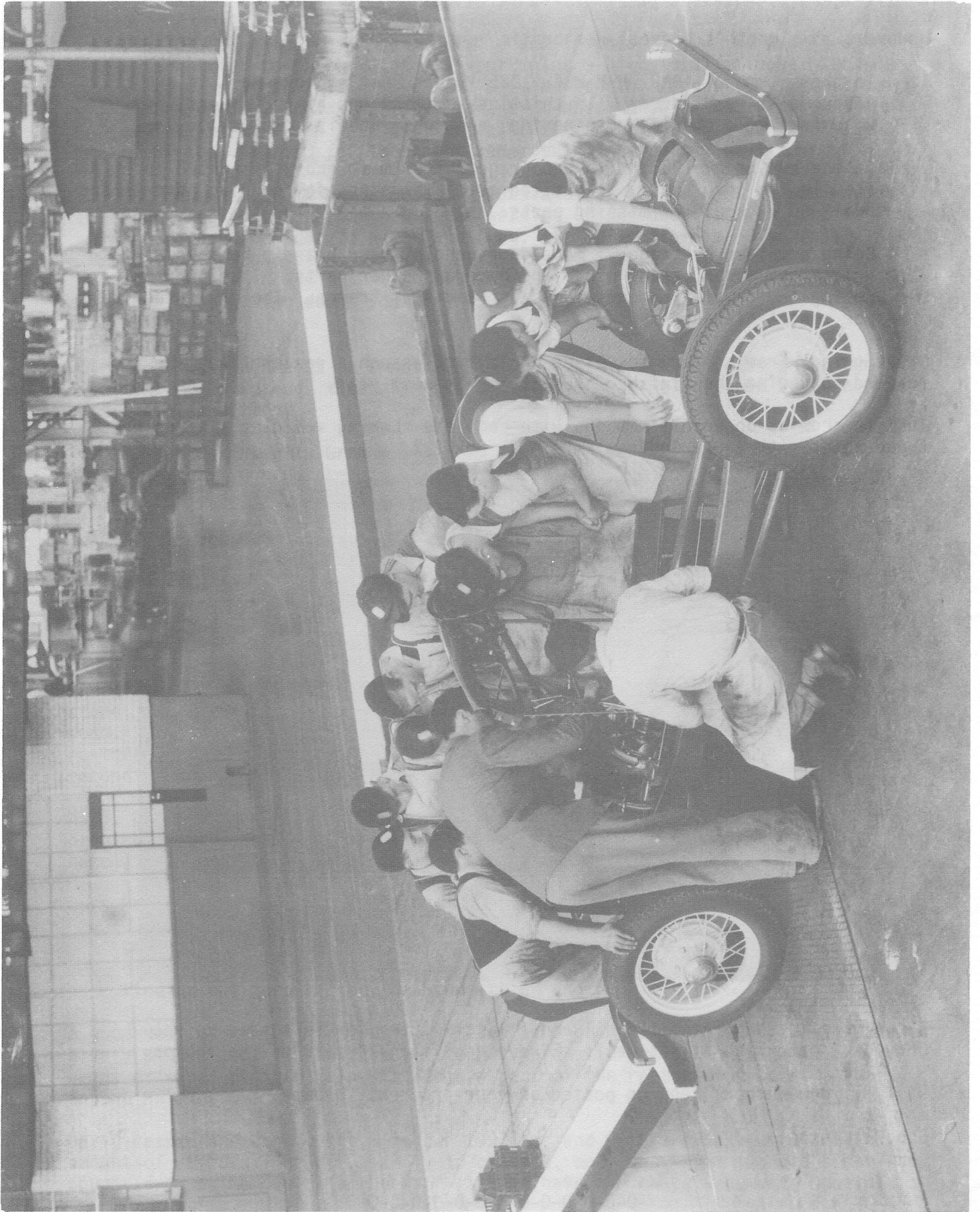


The engine is using a little oil and a little attention is needed to the bodywork, otherwise all is well. FV certainly looks smart on the photos.

Will all new members keep us posted on your progress, please.

Bob Wilkinson

**DAGENHAM APPRENTICES IN CAPS AND APRONS LEARNING ON A DISPLAY CHASSIS**  
(Photo: Courtesy of Ford Motor Company).





THE FORD TRADE SCHOOL

Whilst collecting together material for the article on the Model Y display chassis (Issue 66 page 18), I noticed that in each of the photographs of apprentices making the chassis, they all wore caps similar to the old school caps we older members wore as young lads. Thanks to David Burgess-Wise, the Corporate Historian at the Ford Motor Company, I had already tracked down Mr. "Charlie" Attwood, MBE, who is in his eighties and living in happy retirement in North Wales. One of the questions I put to him was "Why did the Dagenham apprentices wear caps?" The following is his response. I only hope that my memory and brain will be as clear as his when I am eighty years old! Incidentally, my question to him prompted him to write a similar, but shorter, article on the same subject which was published in the May 1989 Ford News:-

Ford Motor Company's "Skullcaps"

or

A brief history of the trade school from 1930 to 1941

Why did Ford's apprentices of half a century ago wear caps all day in the Dagenham trade school workshop? Documentary evidence to help solve this intriguing sixty-year-old problem does not exist, so perhaps the only way towards a solution is in the context of the early history of the school.

The formative years of the British trade school were dominated by the work of two men of outstanding ability - Mr. Rowland Smith (later, Sir) and Mr. Walter Atkinson. Following an engineering apprenticeship with the Humber Company, Sir Rowland Smith (1888 - 1988) became a salesman in India for model T cars imported from America, and in 1929 he was appointed general manager of the British company. Sir Rowland made arrangements for six boys from the Manchester area to be engaged as the first company apprentices, in the toolroom of the Trafford Park factory.

Mr. Atkinson, whose home town was Leicester, emigrated to America in the 1920's, after having served an apprenticeship in the Midlands and he became a toolmaker in the company's toolroom at Detroit. Later, he transferred to the Henry Ford trade school, which came into existence at the Highland Park plant on 25th October, 1916, and closed thirty-nine years later. Henry Ford decided in 1930 to establish a similar but smaller school in England, so he sought the right man from more than a hundred instructors in his trade school. He personally chose Mr. Atkinson as the right man for the job.

The head of the Detroit school was Mr. Fredrick Searle (1871 - 1972). Not many people who have retired from working for Ford in U.S.A. or U.K. celebrate their hundredth birthday. Mr Searle joins Sir Rowland in this achievement.

The six toolroom apprentices at the Manchester plant were taken over by Mr. Atkinson on 25th July, 1930, and this date is considered to be the foundation date for the British trade school. Within a few days, the toolroom apprentices were joined by boys selected from the Manchester area.

Vehicle manufacture was transferred in 1931 from Manchester to a purpose-built factory on the company's estate at Dagenham. Mr. Atkinson had planned a new school for the new factory to provide facilities for 100 apprentices and the Manchester pioneers were transferred to Dagenham, where they were joined by locally-selected boys to form the first contingent for the new school.

Mr. Rowland took a personal interest in establishing the school and he continued to watch its development for many subsequent years. Mr. Atkinson reported directly to him, without intermediate managers - an unusual arrangement for a relatively small non-production department. This arrangement was invaluable for overcoming financial problems and problems due to the fact that special provision had to be made where services essential for running a factory did not

fit in well with the needs of an industrial school.

Workshops in technical schools at that time were equipped with small light lathes and other machines, usually belt-driven from overhead shafts. Indeed, a number of engineering works had inherited from the Victorian era the practice of driving machines from a single large electric motor, the power being transmitted by overhead shafts, pulleys and leather belts. It was not uncommon in industry for obsolete machines to be considered good enough for training apprentices.

Mr. Atkinson had other ideas. He insisted on modern robust machine tools as would be found in the best of contemporary toolrooms, together with comparators, sets of slip gauges and thread-measuring and other precision measuring equipment not often provided in medium-size engineering works and rarely seen in educational establishments of that day. The industrial slump of the early 1930's had made the financial position difficult for all companies but Sir Rowland ensured that money was available to meet the heavy capital expenditure needed to set up the school to the standards of both men.

Mr. Atkinson is remembered with affection by all apprentices who came under his direct influence and all apprentices owe much to him. But he had one rather endearing weakness. He idealised Henry Ford's school and this showed by his insistence on following the practices of U.S.A., even when these did not fit well into the social setting of the U.K. He preferred American nomenclature and phrases not in general use in this country and he always used the American way of spelling some English words as, for example, "vise". Joiners' aprons were worn in areas where boiler suits would have been more appropriate and - the point at last - apprentices in the shop had to wear caps throughout the working day. Our question now has an answer: Apprentices at Dagenham compulsorily wore caps because the wearing of caps was compulsory for apprentices in the trade school workshops in Detroit.

That is hardly an adequate answer to our original question, so an opportunity was taken to ask a friend who worked for one of the technical colleges in Detroit whether he could pursue this problem further. He was able to contact a former trade school instructor and a former trade school apprentice. The instructor said that caps were worn because of concern that sparks might set a boy's hair on fire; the apprentice thought that "skullcaps" were worn as a means of identifying trade school boys in the shop.

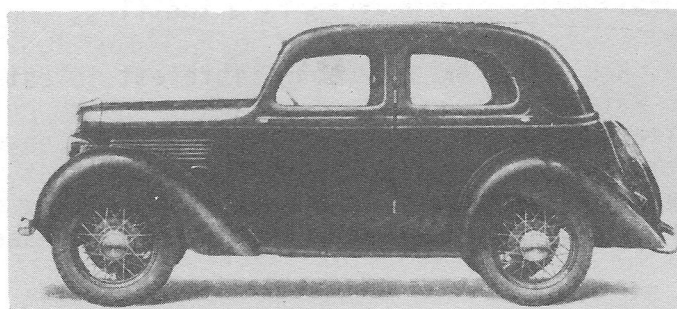
Mr. Atkinson died in 1941. Sir Rowland must have been aware of his preference for American practices because, on appointing me to the position of principal, he told me to make the school an English school. I did. That was the end of American spelling and the end of "skullcaps", but I would not wish trivialities of this kind to detract from Mr. Atkinson's reputation, or his achievement as a pioneer, in establishing and developing a school that was far in advance of any other industrial school in the country. He founded the trade school on sound lines and many of the practices he established have persisted to this day.

C. Attwood, 15.3.89.

Sam Roberts

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*The Double entrance De Luxe Ford  
—note the sweeping lines and the  
complete lack of corners. Like the  
single entrance De Luxe Ford this  
model can be supplied with a sunshine  
roof at an extra cost of £5 10s.*



## WINTER THOUGHTS FOR THE MODEL Y

The larger majority of Small Bore Flat Head owners tax their vehicles for the so called better months of the year, with the six months excise licence expiring August or September, the next six months they are in hibernation. Now during this time off road there are certain small operations that can be undertaken to minimize those irritating breakdowns that could occur during next year's rally season.

Let us start with the battery which works hard over the season. It's a good idea to remove it from the vehicle, making sure the spanner you use does not come into contact with the connecting straps on top, or any metal parts of the car while you are disconnecting the terminals. It is best to remove the Positive + or earthing strap first, then the Negative terminal, in that order, after which the two battery carrier bolts, and carrier can be taken away, lift out battery, taking care not to hold it against your clothes, sulphuric acid badly burns clothes and skin, it is an excellent idea to wear eye protection during this operation, and keep children away from the battery (they have inquisitive fingers).

Having removed the battery, clean the top and outside casing with an alkaline soaked rag to ensure there is no electrical path between the terminals, and liberally vaseline the positive and negative posts and also the two battery terminals on the connecting cables. If these are corroded at all, the best way to clean them is to place each one in an old tin of boiling water, they will emerge nice and clean ready to be vaselined. A slow trickle charge of around 1-2 amps for 12 hours every month or so will keep it healthy as long as the electrolyte level is regularly checked and topped up with distilled water.

The ignition system can do with a once over, remove the four spark plugs, after first making a note or marking the negative leads from the distributor, check the gap between the electrodes which should be .020 - .022. When adjusting this gap, only bend the side electrode, never the centre one, as you would crack the insulation and ruin the plug.

Before replacing the spark plugs, put a dessertspoonful of engine oil down the sparking plug holes and turn the engine over. This can be easily done by the fan belt while the plugs are removed. After replacing them you will need to use the starting handle, which I suggest you give a couple of turns once a month.

The engine oil should be changed, ideally every 1,000 miles but if this mileage is not reached, at least once a year. The gearbox every 5,000 miles with SAE 90, and rear end with SAE 140 every 5,000 miles. Make sure also the radiator is drained out, or Antifreeze of sufficient strength is added, you do not want a cracked block or radiator. This could be very costly indeed. Now let's return to the ignition. One or two of you have had the distributor seize up in the head. To prevent this, make a note of the position of the index scale which is on a plate clamped to lower part of the body of the distributor, and fastened to the cylinder head by a round head screw adjacent to the centre cylinder stud nut, before removing this screw. You will see the markings on this plate line up with a small index mark in the cylinder head. If this mark cannot be found, I suggest you scribe one on the head, allowing you to replace it in exactly the same position. Now having removed said screw and distributor completely from the head clean it thoroughly especially the shank that fits into the cylinder head. Now put some high melting point grease round this shank, I find, and use myself one marketed by 'Comma' called 'Copper Ease'. This is fine for metals that become seized together by heat. Replace the distributor back into head, you may find it does not seat down fully onto the head. If this is so, by rotating the rotor arm it will drop into the drive locating slot, before placing the round headed securing screw into position, make sure there is a thin flat washer placed underneath the index plate, and a spring washer on top of the

plate, if the flat washer is omitted, the plate will be distorted. We now have the distributor in position, with cap and rotor arm removed, check the condition of the points. If these are pitted badly they should be replaced, if not check the gap which should be .018 - .022 for the early distributor, which is the one having a flat spring on the top of the rotor arm and fixed carbon contact in the centre of the cap. The later one has flat fixed brass strip on top of rotor arm, and carbon brush in centre of cap which should move freely in its socket on a coil spring, the points in this later one are set for .010 - .012. To re-adjust, loosen the two flat headed screws securing the fixed contact to the base plate, turn the engine over by the starting handle, slowly, and observe the four lobed cam just under the rotor arm seat, this will rotate anticlockwise, upon this cam rests a fibre heel of the movable contact, which when it reaches the highest point on one of these cam lobes the fixed contact must be moved to give the correct clearance with a feeler gauge between the contacts, and the two screws tightened, recheck after this as sometimes they move upon tightening. Small smear of vaseline on cam lobes, drop engine oil in centre under rotor arm, also three or four drops into oiler in side of body.

Fuel check on pump and carburettor. The petrol pump may need any sediment cleared out, to do this remove the small screw on top of the pump, this allows you to remove the domed top under which is a round washer, either cork or rubber. Under this you will see a brass mesh screen filter, lift off carefully and clean in petrol. You will see looking down into the pump body if there is any foreign matter to be cleaned out that's been drawn up out of the petrol tank. Having cleared out any, replace filter mesh, washer and cover, making sure there is a fibre washer under the securing screw, which should not be overtightened as the screw threads in the pump body are only in 'MAZAK' metal, or as I call it (Muck Metal), so be cautious. Moving up the pump outlet pipe to the Carb, we see, just to the right of this feed pipe two screws securing the float chamber bowl, these can be square or hexagon with sometimes a screwdriver slot cut in them, this depends on age of carburettor. There is also a small brass screw in between the two, this is the air mixture screw, which is spring loaded, do not tamper with this, place one hand under the bowl and remove the two securing screws when bowl with float will be lowered and slightly to left allowing the emulsion block to be removed from main body, keeping bowl upright as there may still be petrol in it, place it over suitable receptacle carefully tip out brass float and contents, noting any sediment in bottom which should be cleaned out with petrol. Having cleaned it thoroughly, you will see two brass jets in the bottom, these can be removed with a large bladed screwdriver, do not use a small blade, it only messes up the slot and small pieces of brass can find their way into the many small passages and lead you one hell of a dance. Under these jets are fibre washers, after blowing clear the very small holes in the jets replace them tightly into their respective seats, not forgetting the fibre washers, now round the edge of the bowl, you will see two more small jets with slots in them, using again a screwdriver with a blade fully the width of the slot remove them and clean them with air (BY MOUTH OR FOOT PUMP) do not poke wire through any jet. On the side of the bowl is the 'Emulsion Block', this is held in position by five screws. DO NOT REMOVE THIS BLOCK, it is not necessary, we are not going into a complete overhaul of the carb., this is a simple maintenance exercise. Further round the bowl at the base you will see another jet, this can have the same treatment as the other four. Clean the brass float and replace in bowl with the word top or small dimple to the top of bowl, replace carefully into body and tighten screws, it is still 'muck metal', use caution.

If vehicle is to be kept unused for whole period, jack up axles on stands, or good solid wooden blocks to keep tyres off ground and vehicle weight, as after a few months flats appear in one position on tyres, this stresses the cords and starts premature failure of the walls of the tyres, get them off ground and inflated to 28 lbs per sq. in.

Grease all nipples, 27 of them, and oil door hinges and locks, etc. Check shock absorber oil level, steering box level, oil brake rod linkage, check road spring U bolts for tightness, etc., etc.

HAPPY RALLYING FOR 1991,

Jeff Cole

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**THE FORD Y & C MODEL REGISTER**

**WEDDING COMPETITION**

Estimate the cost of a wedding in 1938 using the following criteria:-

£ s. d.

COST OF WEDDING CAR, TWO DAYS HIRE

2 days @ ..... / day

COST OF PETROL FOR RETURN JOURNEY  
MANCHESTER TO GRETNA GREEN

- (a) price per gallon .....
- (b) return journey ..... miles
- (c) fuel consumption ..... miles per gallon  
using a Ford Model Y

Cost of petrol =  $\frac{a \times b}{c}$

HOTEL ACCOMMODATION

1 night @ ..... / night

MARRIAGE LICENCE

1 marriage licence @ .....

TOTAL COST

£ \_\_\_\_\_

Please fill in all the blank spaces, the detailed information will be used in the event of a tie.

Name .....

Address .....

.....

Telephone Number .....

Please return to: Peter Ketchell, 2 Manor Road, Westminster Park, CHESTER, CH4 7QW.

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Bruce Allan sent in this photograph of the Cake prepared by member Jean Hunt for the Stanford Hall weekend in June



Bruce wrote: Stanford Hall 1990 was another great weekend which I thoroughly enjoyed. This year I drove down with my wife following towing a caravan for the weekend accommodation. The organisation was as good as ever with a good BBQ on the Saturday night. Jean Hunt arrived with a marvellous cake which was a shame to cut. It was a wonderful surprise and a perfect way to finish a meal Thanks to Jean.

As for the weekend event itself, it was well organised with the usual fun and games on Sunday afternoon which unfortunately I had to miss out on as I was having dynamo problems, these are now overcome and ELK 315 is firmly on the road again.

G-Mex 1990

Graham Miles' van in 'Candy Hire Company' livery  
Note the champagne quiz prize and Jean Hunt's cake under the table



**REPORT FROM REGION 14**  
**NORTH WALES, CHESHIRE, LANCASHIRE, MANCHESTER, MERSEYSIDE**

One February morning, not being able to sleep because of the gale-force winds, I decided to have an early breakfast. Picking up the mail I noticed my usual annual letter from Nationwide Exhibitions. Yes, it was our invitation to the 9th Northern Classic Car Show at G-Mex, Manchester. August seemed so far away. Looking out the window, I saw my fence. What's so unusual about that, you may ask. Well, half of it was in the middle of the lawn, the other half was flapping from side to side in the wind. Striding over the roof tiles, which also lay on the lawn, I managed to secure the fence temporarily. Now for breakfast, sat down, switched on the news to find out that a few miles down the coast the town of Towyn was flooded and people were being moved from their homes. G-Mex and car shows seemed to have a low priority.

Well, my tiles are back on the roof, my fence is mended and has survived several gale force winds, most of the people in Towyn are back in their homes and G-Mex is over for another year, but the members of Region 14 have had another successful year.

Our first outing was the Chester Festival of Transport. This took place on the racecourse, a very lovely setting. Eight members displayed their cars. There was a classic car auction, a few autojumble stalls and lots of cars. It was only the second time this event had been run and about all that can be said is it was much better than the first one. Nevertheless, a good time was had by all and I am told that next year's is going to be much better.

Our second outing was to Tatton Park, this is also in a lovely setting in the grounds of Tatton Hall, a large stately home. We had nine cars on display on Saturday and Sunday, but it persistently rained which tended to take the edge off a very good show. Lots of autojumble stalls, sideshows, classic car auction and loads of club stands. The ten or so Ford club stands have a competition, each entrant judges one another's stands for the best Ford from each club and the individual car with the most marks gets a trophy for the Best Ford of the Show. It rained so much on the Sunday I did not enquire who won the Best Ford of the Show, Jean Hunt won the award on our stand and the club stand won second place on the Saturday. We had a great time cramped in John Griffith's tent, all weekend, drinking tea and eating cakes, and, of course, meeting old and new club members.

Without a doubt my favourite event is the Northern Classic Car Show at G-Mex, the size of the stand allocated to us is only big enough for 3 cars. The first thing to decide is a theme and we chose 'a garage forecourt'. After a visit to the local motor museum we were offered a petrol pump, signs, oil cans, fixtures and fittings for our stand, all period. A Model Y, a Model C and Jim Miles' Koln would look well on the stand. At Stanford Hall, whilst devouring our pork chop and salad, Ken Devine informed us that the Sidevalve Club were doing a garage and workshsop layout. So back to the drawing board and after much deliberation a 1930's car hire company was agreed: a wedding car, a taxi and a light commercial vehicle was all that was needed. Kath Devine's C could be the wedding car, Jean Hunt's Y the taxi, but where could we get a van? Miles, the Graham type, has a van, but how do we get it from Kings Langley to Manchester? After a few telephone calls, the van was delivered to Watford Gap, picked up by Bob Wilky and taken to Yorkshire, or whatever it is called now, to await the appointed day. In the meantime final plans for the props and stand layout were being made, period tables, chairs, hat stand, lamp, pot plant, bell, blotter and suitcases being sought from all regions of the globe. An old shoe box made a good model for the stand layout. It also enabled us to get the right proportions for the company name, Candy Car Hire Co.

The Bank Holiday weekend arrived. I was working on the Saturday so John and Sue Griffiths, Reg and Jean Hunt and Ken and Kath Devine set up the stand in

accordance with our shoe box model. I arrived on Sunday morning to see the Candy Car Hire Co. sign very prominent and the cars gleaming and decorated with period fineries. In the back of the van were parcels addressed to various club members, listing the contents:-

Ken Devine	I've got it at home Spares Ltd.
Graham Miles	Incomplete Spares Ltd.
Sam Roberts	Chairman's Gavel
Paul Bainbridge	Spec Sheets
Bob Wilkinson	Ford Spares
John Griffiths	Garage Extension
Pete Ketchell	Urgent Car Polish (I didn't understand this)
Alan Oakes	Layette (He thought this was a French grope)
Gordon Batchelor	Scotch Whisky
Kath Devine	Wedding Bouquet Urgent
Dave Curtis	Leather Offcuts
Dave Tebb	Log Books (this did have on it MOTs until it was pointed out it was supposed to be a 1930's company)

The stand looked magnificent. In addition to the leaflets being handed out, we also ran a competition to estimate the cost of a wedding in 1938, based on certain criteria. Of course, we had the usual people with stories of the Ys and Cs they had owned. One chap in his 70s told us he used to go courting in a Y and seeing Jean's had brought back lots of memories, his wife nodded in agreement. Another man wanted to buy a Y for nostalgic reasons; he had spent many happy years in his Y, AWN 222. A dear old lady was doing the competition and she could not think of the cost of hotel accommodation in 1938, the year she was married. 'Surely you can remember', I said, she replied 'I never paid a bill in my life, it was always done by my husband'. There were lots of stories similar to these.

We had good write-ups in two local newspapers, many potential new members called to see us and so many members dropped in at the stand that there are too many to list. The one who travelled the furthest must have been our Chairman, Sam.

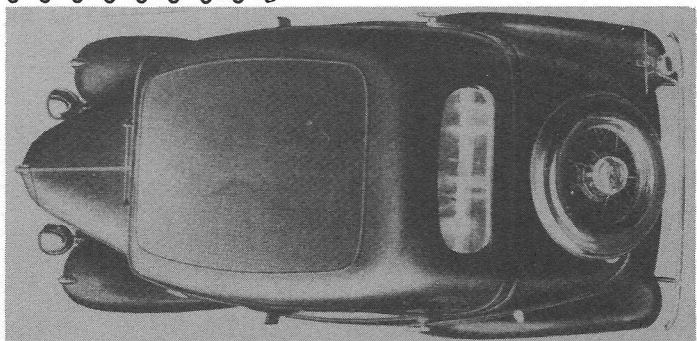
A good time was had by all. I would like to thank Jean, Kath, Sue and their husbands, Bob Wilkinson and Sam Roberts for the support they gave. We will be organising Club stands at several new venues next year, so if anyone in the region, or indeed any other region, would like to get involved, please contact me. We are also attempting to arrange a monthly meeting, at which you are all welcome. If you know of any good shows, please let me know.

In the meantime, if you would like to win a bottle of scotch for the festive season, have a go at the competition we ran at G-Mex. The nearest estimate will receive a bottle of scotch (see Page 11).

I am already looking forward to G-Mex next year, the ladies are organising it. The Theme is 'Suffragettes in Reverse!?'\*. I can't wait to be chained to the railings, see you all there.

Peter K. Ketchell  
Region 14 Co-ordinator

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*The wide body lines are apparent from this photograph. The body extends well over the wings thus providing greater roominess. The side streamlining effect is also evident.*



CHAIRMAN'S NEWSLETTER

I have just concluded a satisfying weekend on the cars and will return to work tomorrow relaxed and job satisfied. The Terrier has advanced another notch in her restoration programme. With luck the bodywork will soon be ready for the professionals to give her her undercoats. CNN misbehaved on Saturday morning by refusing to start and only with the helpful exertions of two hapless gaping lads did she come to life after a push start - very humiliating! Once going, she was driven to the garage where she sailed through her MOT. Mind you, I spent half a day last weekend sprucing her up and checking her out, only to find that the brake light switch was inoperable. I seem to suffer with the ingestion of gremlins into it each year at MOT time, despite lashings of grease round the base to prevent ingress of damp. Today I tackled the non-start problem by cleaning plugs and contact points and adjusting gaps. I also went back to square one and reset the distributor timing (being delighted in the proceedings that the distributor shaft was not frozen in the cylinder head, which has happened twice before). I also followed the instruction book and reset the mixture and throttle screws. She started first time and this afternoon took Mother, Paula and myself on an 86 mile round trip to Hungerford for cream teas and a walk along the Kennet and Avon canal towpath!

Well, the show season is over and apart from a couple of damp ones, each seems to have been enjoyed by all who took part and we have gained new members as a result. The two damp ones were the All Ford Rally at Abingdon and the Malvern Show, both on 30th September. Jim Miles spearheaded the Register stand at the former, and Dave Curtis at the latter. Regrettably, I missed both, being in Madrid at the time. I gather that whilst Jim Miles was sitting at traffic lights at the magic roundabout at Hemel Hempstead, en route back home from Abingdon in his beautiful Model Y German Koln coupe, two cars pulled up in convoy alongside him. In the lead was Graham Miles in his Model Y van with Jeff Cole following in his lovely blue Tudor, both en route home from Malvern! Two Miles together from miles apart! Congratulations are due to Dave Minnett from Surrey, whose 1937 Model Y Tudor came second in the best of the 1930's cars at Abingdon.

Beaulieu was a success this year after our lack of presence last year. I was one of the 40,000 who paid 26 at the turnstiles to visit the autojumble and found three Y & C based stands close together. Dave Tebb, Carol and Gordon had set up an awning alongside their VW bus, from which they were successfully hawking various automobilia. A few stands away, Jim Miles and Graham Tomlinson were doing it the London way, Petticoat Lane style. Those two have more patter than a Chinese Army in flip-flops! Triffic, Jim! Just round the corner was the 'official' Y & C Register stand manned by Graham Miles, Peter Ketchell, John Griffiths and Jeff Cole. During the short time I was there, Dave Curtis, Ken Devine, Martin Howard and Bert Thomas paid visits and two new members were signed up, so they were kept busy.

Once again, we had a good stand at Stoneleigh, thanks mainly to the efforts of Geoff Dee who put together a display of 'before', 'during' and 'after' restoration vehicles. The 'before' was a short rad wreck, which Bob Wilkinson has acquired, the 'during' was Geoff's own 1932 short rad, which he has under restoration and the 'after' was Colin Ault's 1935 Tudor long rad. The team pulled off 2nd prize for the stand. Well done, guys.

Well done also, Bruce Allan, from Merseyside, who pulled off first prize at the New Brighton Classic in the 1930-39 cars award with his 1937 Tudor Model Y. As he was up against Ken and Kath Devine's immaculate Model CX, to name but one, he is to be congratulated.

Although I reported on G-Mex in the last Newsletter, I was delighted to see the Manchester Evening News and the Classic Car Weekly both with photographs of a

beaming Jean Hunt with her Fordor Model Y. The Candy Hire Company strikes again.

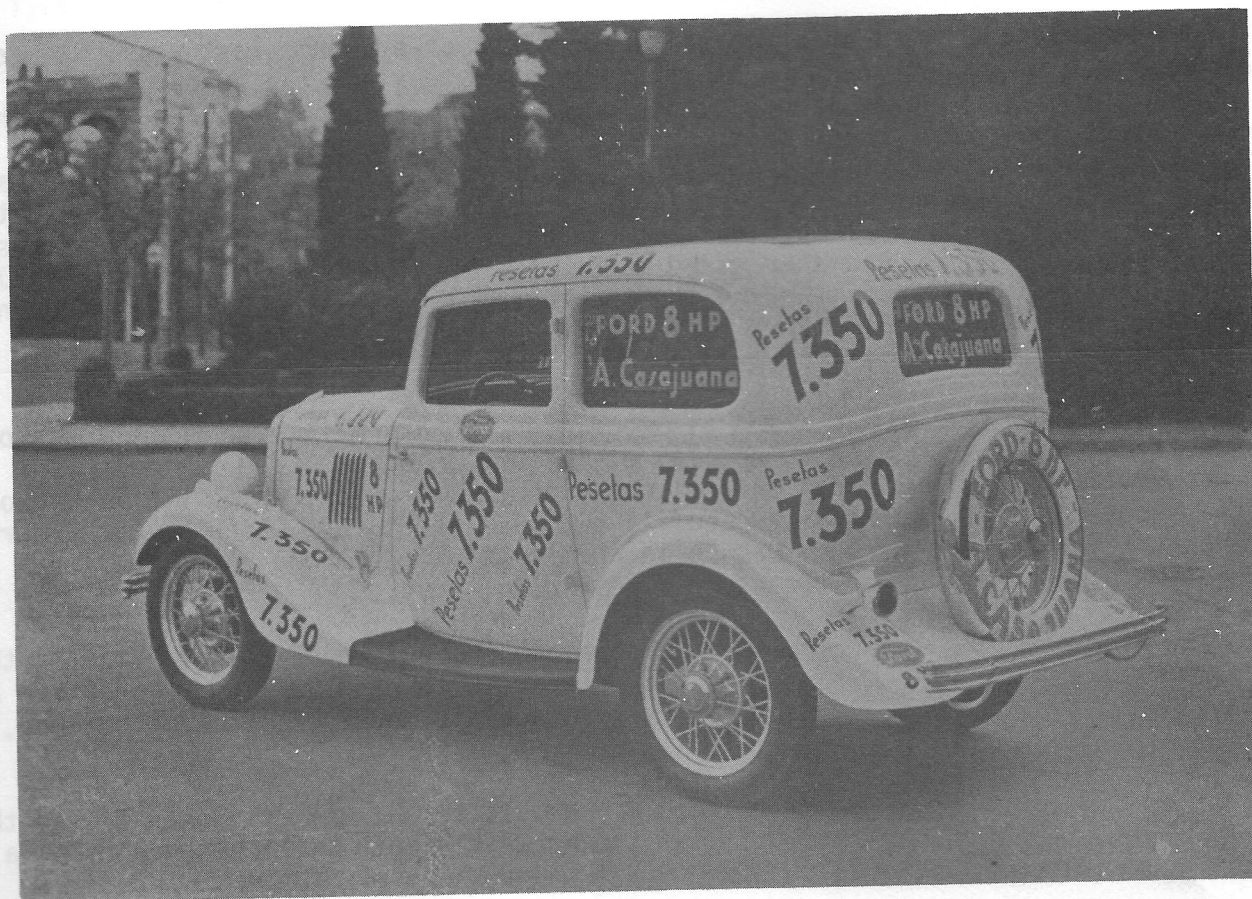
The trip to Madrid was not as successful as I had wished from a Register point of view. You will recall that I had hoped to find out some facts on the production of Ys and Cs by Ford Motors Iberica in Barcelona. I managed to escape from the conference in which I was participating and went to the National Library. I have never encountered so much red tape in my life. Trying to get a book out of there is like trying to get a bar of gold out of Fort Knox! I was eventually allowed to read through the only book they had relating to our cars, which was the driver's handbook 'Libro de Instruccioness' for the 'Modelo 10'. After a good deal more red tape, I was allowed to photocopy three of the pages! I have now written to the 'Ministerio de Industria y Energia' to see if they have any production records in their archives on the 'Modelo 8' and the 'Modelo 10'.

Christmas is approaching. Hence we have produced this bumper issue of the magazine in which we hope to have satisfied the tastes of everyone. Amongst the pages you will see the list of regalia which Bill and Sarah Williams have amassed for your benefit. Attractive Christmas presents, within easy reach of most pockets, are awaiting orders from you or your families - and don't forget the hub caps, they are good stocking fillers!

I hope you all have an enjoyable festive season. May 1991 bring many miles of happy motoring to those of you with roadworthy cars and much job satisfaction to those who are in the throes of restoration.

Sam Roberts

A period shot of a 'Modelo 8'  
Note the single pylon mounted pork pie rear light on the offside wing  
with what looks like a spoiler on top of it!



THE KP - ANOTHER Y TOURER COMES TO LIGHT

There's something about September which seems to favour Y tourers. Last September we discovered the second Abbey at Abingdon. This September I followed up an article in the Autoclassic paper and discovered a rare tourer which, despite all the information I have gathered on special bodied Y's, I did not know existed.

Bob Wilkinson alerted me to the Autoclassic article, which described a collection of cars which has been on show at Hatfield in Hertfordshire for the past six years and which went under the Sotheby's hammer on October 13th. The display was part of a larger collection belonging to Tony Durose from Alford in Lincolnshire, which is being slimmed down as Tony cannot find the time necessary to keep it properly maintained.

In the display was a rather sad looking, unrestored Y tourer. Through the Administrator at Hatfield Hall, with whom incidentally I had served in my early days in the Army, I was able to have a close look at the car, which from the Autoclassic photograph, I had not recognised. On opening the driver's door (it only had an internal door handle - by design), a maker's plate was revealed tacked to the wooden floor, which read:

Body supplied by  
Knobbs and Parkyn  
Temple Street  
Ardwick  
Manchester

To the left of the address was a logo comprising a diamond containing the letters KP with "Bodies" underneath. The instrumentation was standard short rad although the speedometer was from a Model B, with a speed scale of 0 - 90 mph and a mileage trip display in addition to the total mileage readout. Under the bonnet I discovered an untidy engine compartment with a single inlet reconditioned engine. The chassis number, which I eventually found on the nearside chassis frame, is \*Y12730\*, which dates the car (or rather the rolling chassis from Dagenham) to February/March 1933. The registration number TJ 2526 is dated July/August 1933 Liverpool. There's not too much rust on the body itself, but the rear of the front wings and the running board supports have suffered. The shape of the rear is not unlike the Abbey with the spare wheel carried centrally and a recess in the bodywork to carry the hood. The hood frame needs recovering, although the upholstery on the front and back rear seats is in good condition. The paintwork is original and would appear to be a light blue with black wings. All in all, it is a good restoration project.

I later spoke to Tony Durose who told me he had the original bill of sale (£168) and the log book, which describes the car as a Tourer, rather than giving it a generic name. The car when new was given to its previous lady owner as a wedding present by her father. She lived in Willoughby, close to Tony's home in Alford, where the car spent all its life, mainly in a deteriorating state in a garage, with bushes growing up under the bonnet. Shortly after she was given the car she had an argument with a lorry which damaged the hood. A new hood was sent by train from Knobbs and Parkyn. So, apart from the hood and a period spot lamp on the front, the car is original. Tony bought the car from the widow in 1978 on condition that she did not see it on the road. She died in 1988.

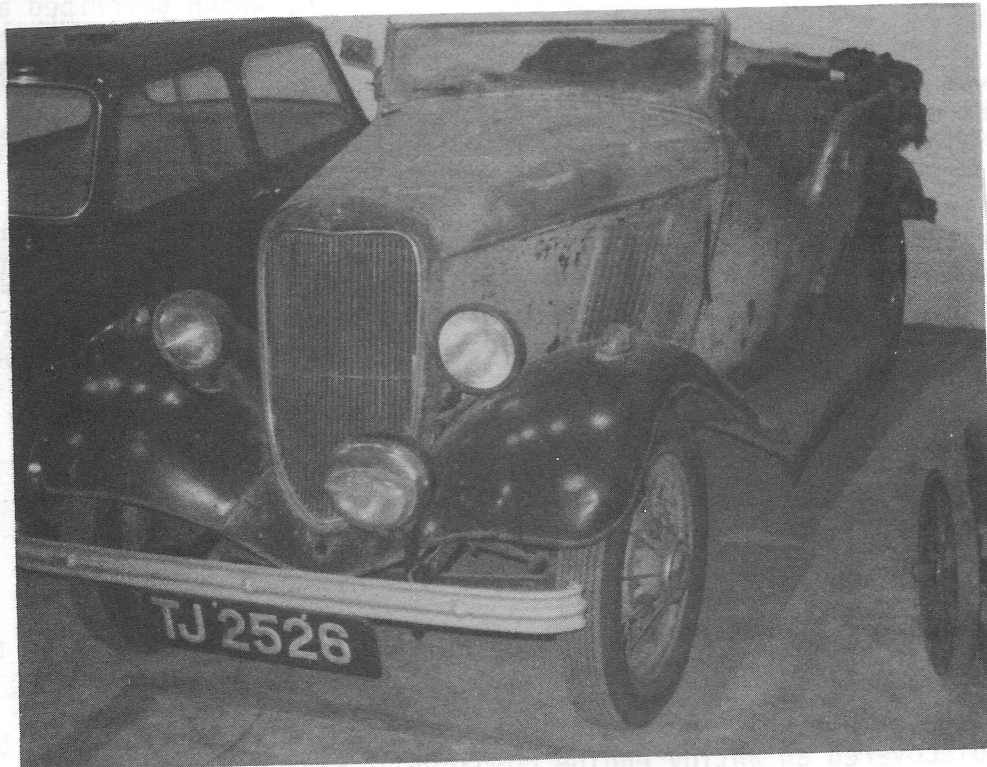
Shortly after he took it over, Tony phoned Knobbs and Parkyn, who were by now Volkswagen dealers and asked if anyone there could remember these cars being made. Surprisingly Mr. Parkyn himself, aged 90, was still coming into work each day! He told Tony that they only made 10 or 11 of the cars as they did not sell. So it is likely that this is the only surviving example. The company also made bodies in the 1930's for Daimler, Bentley and Rolls Royce, which is

presumably why the upholstery is of the finest quality leather and has survived so well to this day. The company ceased making bodies in the 1950's.

Sam Roberts

Hatfield House 1990

The unique Knobbs and Parkyn bodied Y tourer before it went under the Sotheby's hammer in October



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### STREET CRED

I am the proud owner of a bog standard, black, 1936, £100, run of the mill, 'Y' Tudor. The first of the Ford Populars. In its day, and well into the sixties, it was the bottom of the range run about, not attracting a second look from other motorists or passers by. Yet today, this humble car (dare I say 'classic') attracts friendly hoots, waves and flashes from other motorists, is food for pedestrian rubbernecks and gathers onlookers like bees to a honeypot when parked in a car park. She has achieved "street cred"; a turn of phrase normally applied by my daughters to more modern exotica such as wide wheeled, black, Mini Mayfairs with green edged windscreens and saucer sized steering wheels.

Already this year she has been invited to a wedding and will be bedecked in white ribbons, which are in need of replacement after three airings last year. Mind you, except at one of my daughters' weddings, she always carries the bridesmaids, never the bride. But still, its a measure of her attractiveness, grace and beauty i.e. street cred.

It prompts me to make a personal assessment of the relative street cred of the cars on the Y & C Register. This is sure to be a contentious assessment and hopefully will prompt a stream of abuse or agreement from members in future issues of the magazine. As I've already said, the £100 black Y Tudor is bottom on my league table, although as already inferred, it rates highly relative to

the majority of other cars on today's roads. Closely following the £100 Popular is the earlier Tudor longrads, the two tone version scoring slightly more. A sun roof adds a couple more points. I must not forget the 'deluxe' C and CX. They are difficult to place in the league, but for my money the C Tudor comes next with the CX Tudor scoring a few more street cred points, despite it being not such a rarity as its older sister. Next comes the shortrad Y Tudor, without and with sunroof; the gutterless epicyclic steering jobbies scoring highest.

I have a special soft spot for the elegance of the Fordors. They possess an aura of luxury about them; to wit, the solid clunk of the rear doors and the perfumed leather smell of the interior, which seems peculiar to Fordors. Again, my reverse order of preference is Y longrad, (most of you will have seen AAB 903 on motoring calendars) CX, C and Y shortrad.

Only three other Ford production models remain. The Tug, the Y van and the C and CX Tourers. I don't think my daughters would give any points to the Tug. It does, however, have some charm and despite its designed-in drawbacks in mobility, it certainly attracts bags of interest at shows i.e. show cred. So I rate the Tug next in this ascending league table. To my mind the Model Y van, fully restored and painted in its tradesman's livery is a head-turner and comes next; longrad followed by shortrad.

We now come to the 'specials'; the coupes and the tourers-cum-sports cars. All except the C and CX tourers were specially bodied by various dealers between 1932 and 1935, when the cheaper mass produced Morris 8 Tourer undercut them and drove them out of the showrooms. It amazes me that Henry did not retaliate with a production £110, 8 hp Y Tourer.

The problem is how to rate them in a street cred league table. They are all beautiful cars. In reverse order I vote for the coupes followed by the tourers, followed by the sports cars. I distinguish between the latter two by considering those with running boards as tourers and those without as sports cars, but that is only a personal definition. The exception of course is the C and CX Tourer which, without running boards, is a tourer. So, looking at the Y & C Register of vehicles, I would rate them in ascending order as follows: the German coupe, the French coupe, the Cairn (it's a pity we don't see more of Bob Stay's immaculately restored example), the CX Tourer (we don't have a C Tourer, but Dave Curtis' CX is stunning), the Abbey and the Mistral.

I have applied a rule of thumb to the latter two and that is, the more louvres incorporated into the body design, the more street cred the car has. In the 1930's the go-faster louvres, which did nothing to enhance the performance of the car, were the equivalent to the 1980's Turbo stickers. Hence, when we come to the surviving sports cars, my voting has to be the Alpine having 68 louvres, with the Kerry (Terrier) top of the table at 126 louvres. Mind you, the Alpine also has a go-faster leather strap over the bonnet, which obviously scores points as well - but I am biased, as I also have a Kerry under restoration!

I hope you have enjoyed this bit of light-hearted ruminating. No offence meant!

P.S. Graham Miles' groundsman's tractor scores "Nu1 point".

Sam Roberts

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Christmas

Merry



**PAST AND FUTURE EVENTS**

The Register stand at the Malvern Motoring Event over the weekend of 29th/30th September was a very wet and muddy affair. However, we managed 4 vehicles on Saturday and 6 on Sunday, when at least the sun did come out in the afternoon. I managed to end a three year search when I found a genuine Model C clock in the autojumble, even if it did cost £75. Thanks go to Graham Miles, Jeff Cole, Alison Candlin, Phil Wookey, Paul Dickinson and Colin Ault for braving the weather. Next year this event is being moved back to the first weekend in October - this means it won't clash with the All Ford Rally at Abingdon - Hurray, I can go to both!

We are booked into the Bristol Classic Car Show on 16th/17th March, 1991, when we will probably have on display Paul Dickinson's green and black Model Y and one of my Model Cs.

Can I ask anyone who is prepared to organise a register stand at any show next year to let me have details of the date and venue so I can publish a comprehensive calendar next year.

I would like to end with a big thank you to Mike Samuel for his hard work again this year making flag poles, stands and signs, etc., and thanks to all the regulars for showing their cars.

Dave Curtis  
Events Co-ordinator

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**MY MODEL C'S**

Sam asked me for an article on Model C's for the magazine. My affair with C types started in 1982 when I bought my tourer from a lapsed member who unfortunately had been made redundant and needed cash quickly. He couldn't watch as I took it away and for a long time I didn't dare contact him again as he was so upset. However he has now turned up regularly at the All Ford Rally to see me and the car, so he has now got over it.

Originally I had it painted two tone grey but when it got shabby I had it repainted all pale grey, and when I look at older photos of it in two colours, I still can't decide which colour scheme I prefer. There are some stone chips on the wings now so it may well reappear in two colours soon.

When I bought my tourer, I didn't really want it - that is to say I was actually looking for a saloon - some of the distinctive 'barrel' shape is lost with no roof. So, when I heard of a 4 door saloon for sale in Bristol, I had to have it. I bought it in March, 1988, from another ex-member, Ed Miller, who had spent nearly 5 years working on it. He had had a completely new chassis made (typical Model C problem) and had refitted all the running gear and body, and then as all too often, lost interest. After I bought it and transported it home by trailer, I discovered the body was not attached to the chassis, only resting on the top!

I had to sell my 7Y to finance my new purchase, and as I had rebuilt the engine in that and the engine in the C an unknown quantity, a quick swap was done (my 7Y having been fitted with a 10 hp engine).

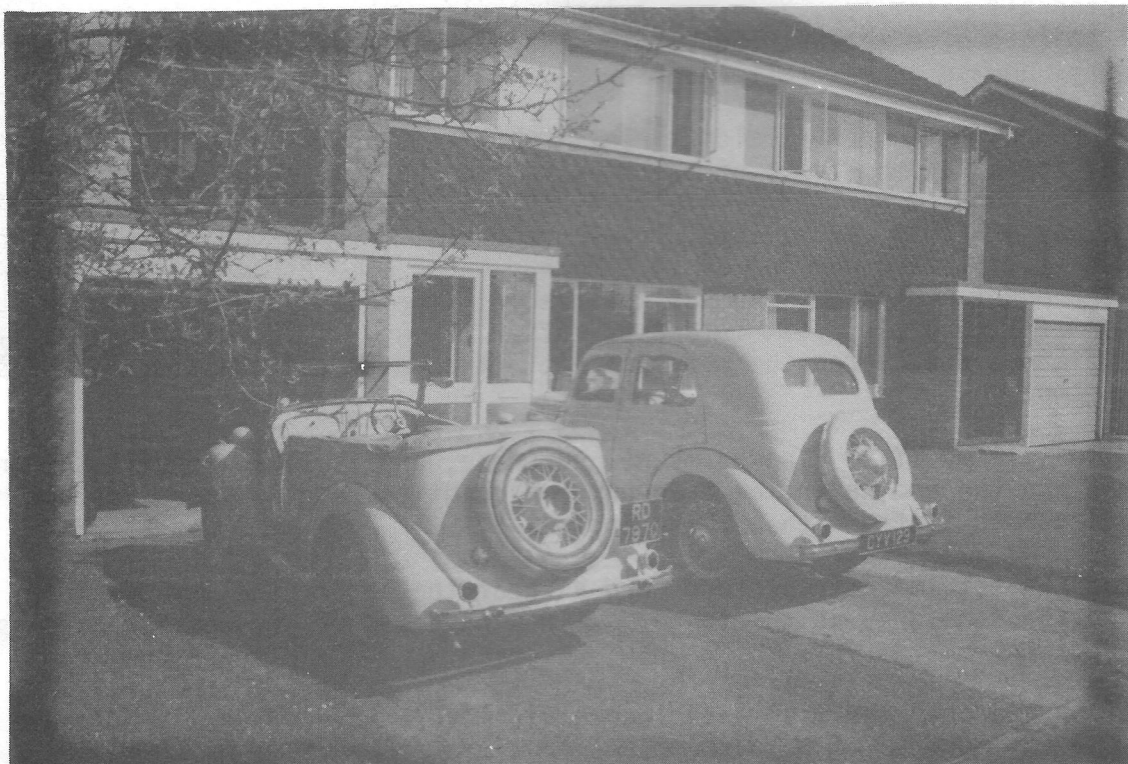
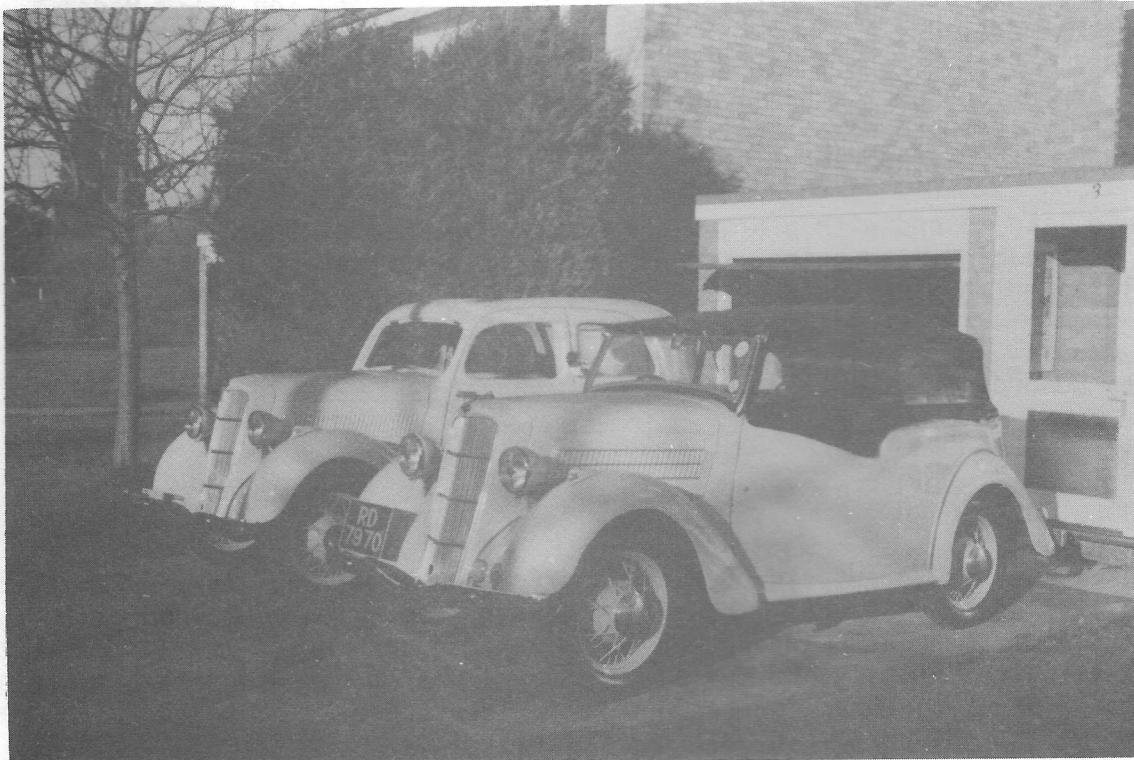
The car was retrimmed in Bedford Cord as near to the original as possible, and painted the same grey as the tourer. I now have wet or dry weather cars as required!

My saloon has been the most troublesome old Ford I have owned - and I have had

eight of them! I have had gearbox trouble (case hardening gone on 1st gear), burned out 2 exhaust valves, rear brake rod broke and I had to drive 40 miles on 3 brakes (didn't notice any difference), main jet in carb blocks up regularly, wiper linkage got tangled up twice, driver's door blew open at which my wife Cher said a rude word - probably the same word Paula said when the door blew open on CNN!, left hand front wheel came off - I said a rude word! and the car is currently off the road with a rattle in the rear axle. I've heard moans and groans in axles before, but never a rattle - it could only happen to me.

Dave Curtis

Front and rear views of tourer and saloon, 1988





SPARES REPORT

It amuses me to read how the members find the vehicles virtually uncontrollable after driving modern vehicles (see last Newsletter) They indeed are quite bizarre things to drive and, of course, if you haven't driven them before, I would suggest that you treat them with great respect for the first few hundred miles, until you get used to their peculiarities. The steering and suspension is quite unpositive by comparison with modern cars. The braking, although it is quite good if the system is properly maintained, is by no means efficient, nothing like as efficient as modern braking systems. There are no compensators at all on our braking system, therefore you rely totally on adjustments and balance, and lack of tolerance in working parts. If the parts are worn, you get all sorts of peculiarities taking place in the braking system, then you can end up braking in the most funny manner. I can quite clearly recall being in Glasgow once in my short rad on the wet cobbles braking hard going down a hill, and the front wheels, as is quite common, on the offside locked solid. The whole car just spun round on the cobbles and I was facing uphill towards a tram! Fortunately, those sort of things weren't happening too often, most of us in those days survived to tell the story. I used to use mine for work, a 20 odd mile journey, and I was always late and tried to knock the journey off in half an hour. I well recall the time when I came hurtling round a bend in Stanmore, where an old gentleman used to have his breakfast made for him by a lady over the street, and he used to carry it across on a tray. I regularly used to see this old gentleman with his breakfast and teapot, and round this corner came the 24 year old Miles like an idiot, late for work. I recall the old gentleman, the eggs, the teapot and everything else going in all directions! Needless to say, I didn't go that way for a few weeks until the incident had cooled down a little. But Model Ys were most peculiar things to drive at speed, and used to bump all over the road and tramp all over the place, and you really wondered whether you had control or God had control. That was the fun of driving these things around, far, far faster than we do now - we drive them with great respect nowadays. John speaks of 70 m.p.h. in his, but really 55 m.p.h. was the top speed. The problem was trying to stop them and retain steering control at the same time, and unless you were on a good smooth road you had great difficulty in doing that - you would meet potholes and whatever or just undulations in the road and which threw them in all directions, and it will do that even on our modern smoothish roads. Quite how folk managed with them with the roads as bad as they were in the 30s, I don't know. I can only conclude that people were prepared to drive at 35 m.p.h. which is really what Ys want to do, perhaps 40

I was in France with my Y for a number of years. From time to time I used to take it from Dijon to Paris to get my work permit renewed, and then back to Dijon for the evening, over 500 miles. I used to just hammer the car from dawn to dusk, shoot into the Government offices opposite Notre Dame, get the form stamped, and then leap back in the Y model, back out of Paris as fast as it would go, and back to Dijon. If it didn't do it, I wondered why. It was expected to do it. The water used to boil in the radiator and this oily rust coloured water poured out of the louvres of the bonnet, staining the whole nearside of the body - it was just running down for hours, because again Miles was late. But there you go, Y models were great fun, but don't drive them like that today, because I haven't got enough spare parts! I've broken front axles, and stub axles etc., from driving them like an idiot. I can recall my front wheel coming off: the stub axle broke, hacking round a bend, and then there was a horrible shake and shudder, the car lurched across the road, I looked in the mirror and I could see the wheel wobbling all over the road. She was completely out of control and I ended up in a ditch! Poor old ALT, she had a hard life with me. The chassis had rotted away underneath and I just bodged it with a load of dexin, it was full of bolts and welded here and there, and the body used to flex all over the place and the doors used to fly open regularly. I used to have them strapped up with straps and string etc., didn't worry about things like that, so long as it kept going. That's Y models of the 50s. Actually,

thinking about it, it's probably nearer the early 60s. Half shafts I used to go through quite regularly. I was often seen changing a half shaft at the side of the road. I used to carry loads of spares under the car, tied to the floorboards, and with jubilee clips I used to carry springs and half shafts, so I could pull up anywhere and change a component. I really used the car and ranged far and wide in it - she's been up to the Isle of Skye, over to France, down to Spain in it once, over to Switzerland, so it's seen some hills and valleys in its time.

Ys are far more durable than people credit them for today. People treat them with the greatest respect, as if some sort of antique, because they have become precious possessions. It is amazing how much hardship they will stand up to. No-one drives them like that any more - perhaps I'm the nearest you'll get to it! Jim Miles and one or two others, we still hack them around simply because we are used to them and know what they will stand up to.

Back to the Spares!

Not a lot of change since last month. I have had a bit of luck and found one or two spare parts sources. I found very few parts at Beaulieu, I have ideas of going to another autojumble that weekend next year. I think Beaulieu has played itself out for finding parts. Having said that, one of the chaps managed to find some jacks, alas with no handles, so we have a number of jacks but no handles - so I am looking at the possibility of making up a small batch of handles which would make the jacks saleable.

I have picked up some post war engine parts, new cam shaft, oil pump, brand new late type distributor (in its original wrapping) suitable for a Y or C model, I have picked up quite a quantity of long valves which brings me back to the comment made in Issue 61 that we were making a cam follower. Now one of the members kindly sent me a valve which had been extended. I have done that myself in the past, you can braze, weld, friction weld or whatever, attach to the end of the valve a pad, and thereby extend the length of the valve so that it fits post war engines. This is 'O.K.' but the problem is you damage or destroy the tempering of the metal and you shorten the life of the valve stem where it hammers the tappit. You can't get cam followers, they are totally obsolete, I have't seen a new one in years. The other problem is that the valves in their natural state are totally unadjustable.

I am looking, with Peter, at an adjustable cam follower which will make it easy for people to use any valve, short or long or medium, and it is an adjustment that they can make without having to resort to an engineering workshop to shorten the valve.

Sam mentioned in the last Newsletter the modest progress I am making with the Bumper Bars. I have been lining up various people to do various aspects of manufacturing, there will be about 4 trades involved, but I haven't made any positive efforts to do it yet because of the cost. The cost will be a very prohibitive factor to us and will stop us manufacturing or getting other things that may crop up. I can assure you that anything that crops up that is old stock I will buy, even if I have to use my own money. But it will hinder me from manufacturing other items. I expect that by the time this Newsletter reaches you near Christmas, I will have invested well in excess of £3,000. I will then own something like 300 peculiar shaped pieces of metal which have an awful long way to go before they look like a bumper bar, before they are in shape, before I even start to chromium plate or mess about with any of them, I'll be over £5,000 on tooling and materials, and I won't have anything that is saleable. We are not cash rich, and will mean scraping all the barrels to get the cash in to get these things made. I won't be able to afford to chrome and polish them all at once, I'll just probably do something like 20 at a time, because chroming and polishing will no doubt be about £80 - £90 each, so they are not going to be cheap. We are not making any profit and I would think the

tooling cost will not be absorbed in this batch, so it is a loss leader, something I have dreaded getting in to manufacturing. We are needing really to manufacture so many mechanical parts in and around the braking and steering systems of these vehicles which have virtually disappeared. We must make every effort to keep them mechanically sound, or they will not pass their MOTs. So parts are going to be an increasing problem for us as supplies dwindle.

I have been able to get a quantity of Clutch thrust bearings, and a number of clutch refacing kits. I was intending to get exchange pressure centre plates but having picked up something like 20 odd of these facing kits, I can offer those to those who wish to reface a worn out centre plate.

I have also acquired a limited stock of track rod ends, drag links remain a problem, something else we are going to have to manufacture, possibly, or refurbish old ones, which brings me on to another point. Don't forget I am always collecting old parts. Please don't throw things away, I want all the front brake drums I can lay my hands on so I can get another batch relined, 50 per cent of what I have had back has been beyond repair and scrapped, so I am looking for comparatively unusable brake drums so that I can rebuild those. I am always looking for king pins, track rod ends, drag links, all these old things I will have to refurbish. One of the things I am really looking at is universal joints, unique to our car - I need them all back from you, to recondition them. They are not showing up in sufficient quantity. I picked up a couple recently, if anyone is desperate for one. So please, get any parts to one of the committee members, who will eventually get it to me. I am not desperate to get these things tomorrow, but would like to think they are coming to me or Peter Ketchell. One of my biggest problems is shackle bushes, a batch soon gets eaten into.

Rear luggage carriers is something with which I struggle, as there are over 20 components in them, and they come from various suppliers depending on which little bit we are talking about. If any of you have had luggage carrier kits and found that you have been a couple of parts short, please let me know and I should be able to provide those pieces, if you haven't already got around it yourself by now. Fiddley things to send out because of all the components that go into them.

One of the members has come forward and can offer me, as it is his line, probably enough cork and kits, etc. to be able to offer people the necessary materials with which to make their own sump sets. But more of that in the next newsletter, as this hasn't been set up yet. This member can also manufacture the rear clevis pins for the long rad braking systems, hopefully in the near future.

Another item which will appear soon are brake shoe pull off springs. These have now been ordered, enough to do 25 short rad cars (the 34s had the same brake shoe set up although the actual operating mechanism is different), and the springs for the long rads and C models to do 50 cars.

I am also looking at the rollers for the short rad brake shoes which are often in a clapped out state and need to be replaced along with their type of clevis pin that holds them - the head plays a critical part in operating the brakes. On short rads we are looking at making the bumper bar bolt, which is quite unique and asked for from time to time. The prototype for the base of early side lamps as fitted on short rads is looking good, we are hoping to make a complete lamp in the future. We hope to have them completely available in the not too distant future. The covers are made of very thin plastic, we can't press them, but they will make the light look quite acceptable, quite legal, and will do the business till perhaps sufficient covers can be picked out of autojumbles over the next few years.

I am out of roof stick kits. My carpenter retired and sold his business, but I

have got another old gentleman looking at them.

We struggle to keep you going - for example someone has just asked me for the screen winder knob of the long rad windscreen, and I have about 4 left, but most of these items came from when I was a kid and used to break these things up, so when all these little bits and bobs are gone, that's it, they don't show up any longer. So I am steadily working my way through what has been 20 - 30 year old stock. Have a nice Christmas!

Is there anyone out there who can have made up a batch of oil cans for bulkhead use. The batch that I have had for some years Colin Ault had made for me, and that was by an elderly gentleman in his garden shed many years ago. I shall be pleased to hear from anyone if they can.

Graham Miles

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### FANCY USING YOUR CAR IN FILMS/TV?

Several members, Jim Miles and Peter Ketchell most prominently, have hired out their vehicle (with the owner driving, of course) to TV/film companies. I will not forget Peter's Y as a police car involved in a chase in the Lake District in an episode of 'Poirot'.

If you are interested in using your car in film work, you may wish to contact an experienced firm which has recently contacted me: The Classic Automobile Bureau Ltd., 7 Wattendon Road, Kenley, Surrey, CR2 5LW.

Bob Wilkinson

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### BOOKS AND HANDBOOKS

Club stocks of these held by me vary (S.A.E. please for 'wants').

Two companies have written to me recently to advertise their wares. If you are looking for original books and other literature, you may wish to give them a try:

Pooks Motor Books, tel. 0533 376222  
C. A. Winder, tel. 0423 521187

Bob Wilkinson

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### REGIONAL CO-ORDINATOR, SUFFOLK

Member Steve Minns, who is also a member of the FSOC, has volunteered to be Regional Co-ordinator for Suffolk (part of Region 13). Brian Mace remains Co-ordinator for Norfolk. Steve will be holding joint Y & C/FSOC meetings at 8 p.m. on the first Monday of every month at Barham Sorrel Horse, Barham, Nr. Ipswich, Suffolk. Steve's address is Stone Cottage, Pinmill Lane, Pinmill, Suffolk, IP9 1JE, tel. 0473 780818 (between 6 p.m. and 8 p.m.).

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**MEMBERS PARTS FOR SALE**

- Martin Uren, U0101. Model Y 1936 2 door saloon, completely restored 18 months ago, beautiful condition throughout, 9 months MOT. (Moving to a new house with no garage.) Spares available include brake rods, hubs, distributor, starter, carburettors, engine, wipers and brand new crown wheel and pinion. Sensible offers, please. Tel. 0803 211634 (just moved house).
- Stuart Wragg, W1504. Two L.R. Model Ys, 1934 and 1936, for restoration/spares. Will split. Both Swansea registered. Offers. Tel. 0742 395901 (Sheffield).
- E. Burgess. Early pistons for Ford 8 hp and 10 hp,, piston numbers 7687 and 7789, price 8 hp, £15 per set, and 110 hp £20 per set (nett) plus post and package. Tel. 0202 894261 (Wimborne, Dorset) (1)
- M. Sharpe. Car for sale: 1935 Ford Y 4 door, totally stripped down for rebuild, minus only engine and gearbox - spare wheel plus one or two small items. Many items rechromed, radiator and wheels are in good condition. Good home wanted, plus sensible price. Tel. 0277 230803 evening, 0206 561700 day, or write 36 Bonningtons, Hanging Hill Lane, Brentwood, Essex, CM13 2TN, for further details.
- Phil Pocklington. S.R. bumpers; heater and water pump (pump needs attention). Tel. 0553 672472 evenings (Kings Lynn). (1)
- Car for sale: Best offer. Model Y 1936 2 door. Unfinished restoration - much work done. Tel. 091 492 0773.
- Parts: 8 & 10hp head gaskets, £9.50 inc. p&p., 8hp piston sets +30, +40. Tel. 0254 772372. (1.2)
- K. Briginshaw. Car for sale: price £2,100. 1937 2 door Y, in running order.
- Ian Schofield, S1426. Y type dash, no dials - good condition, £30. Tel. 0706 214784 (Lancs.)(1.2)
- Steve Minns, M1305. Headlinings made for upright Fords, all models. Tel. 0473 780818 after 6 p.m. (1.2)
- A. Stanley, S0919. Car for sale: price £3,250. 1933 Model Y, S.R., 4 door de luxe. Very good condition. 'Best S.R. in 1989 at Stanford'. Some spares. Tel. 0934 521462 (Weston super Mare)
- Eric Butcher, B1625. Bearings for Y & C gearbox, £5.50 inc. post. Tel. 0924 376999. (1.2.3)
- David Ball. Car for sale. Model Y, 1936, last taxed 1956. Good running order and good overall condition. Telephone 0245 400560 for more details.
- Godeon Booth. Long rad Y front wing. New, never been fitted. Sell or swap for various 8 or 10 parts. Tel. 09314 624. (1.2.3)

**MEMBERS PARTS WANTED**

- Andy Stanley, S0919. One bumper bolt; starting handle; period sun visor. Tel. 0934 521462 (Weston-s-Mare) (1)
- Phil Pocklington. For 1935 Model Y: set of glass; front screen frame, urgent; front badge mount; both bumpers; rear rack. Tel. 0553 672472, evenings. (Kings Lynn) (1)
- K. Briginshaw. Front seat; gear box floor tunnel; engine 8 hp; L.R. hand brake. 102 Hadrian Ave, Dunstable. (1.2)
- Malcolm Clark, C0732. For 1936 Y; spare wheel securing strap; badge mount; 4 shock absorbers, links and bushes. Tel. 021 477 3838 (Birmingham) (1.2)
- T. Thomas. For 1936 L.R. Y; 2 front shock absorbers; 1 rear brake rod support bracket. Tel. 0977 554551 (Castleford) (1.2)
- Antony Pattison, P0920. For 1932/33 S.R. Y: crown wheel and pinion; brake rods; any interior trim; starting handle; windscreen. Tel. 0279 726010 (Herts.) (1.2)
- Steve Minns, M1305. Any Y parts to help with restoration of 1935 Tudor. Tel. 0473 780818 after 6 p.m. (1.2)
- Eric Butcher, B1625. 21in. and 19in. wheels for Model A Ford. Tel. 0924 376999. (1.2.3)

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**Y NO SCENT INNOCENT?**

Terry Tuson (Y owner) has just recently purchased a 1955 London Taxi to add to his collection. He says he 'is very pleased with it but it does not smell like a Ford Y!' Now there's something to ponder over.

Bob Wilkinson

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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 Briggingshaw. The order will be handled as soon as possible. Payment is then to be made to Deborah Briggingshaw (address is on page 2) as she is the Treasurer for the Ford Y & C Spares Section. Cheques must be made payable to Ford Y & C Spares 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 Register does not accept liability in any form whatsoever for items sold either directly or indirectly through its activities. Ford Y & C Model Register 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. Also have a large stock of used parts. Please use order form to detail requirements. EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE NEW OR RECONDITIONED PARTS ARE SENT OUT

MECHANICAL

Clevis pins (20 thou oversize) with split pins	2.40 per set
Rear shackles (pattern part)	4.00 each
Front shackles (pattern part)	2.00 each
Bushes for shackles, front or rear	1.20 each
Wheel nuts - set of 20	31.00 per set
Rear hub seals (large - outer) Y1175	1.50 each
Engine valves, long	3.00 each
Y & C king pins - 4 bushes, 2 thrusts - exchange, stocks permitting	4.00 each
Engine pistons, various sizes - send pattern, non-returnable	per set from 22.50
Headlamp bulbs (wattage not stated)	2.00 each
Bulbs, various (if rear lamp, state straight or offset pins)	0.50 each
Late type distributor points (not early type)	2.00 each
Early distributor caps	2.50 each
Rotor Arms, late types	2.00 each
Gaskets - price on application, upper engine only	
C exhaust, with tail pipe - stainless	64.50 each
Y exhaust, stainless	57.00 each
Floor board screws	0.05 each
Engine top water outlet (head to hose)	6.00 each
Hoses - straight top 9.1/2" x 1.3/4", straight bottom 8" x 1.1/4"	2.25 each
Please note the Club does not stock moulded hoses.	
Oil can transfers, black only	3.00 each
Oil cans	10.00 each
Oil can bracket	16.00 each
Y front side light lenses ) send orders	2.60 each
Y front side light covers )	3.00 each
6 volt coils - not Ford	7.00 each
Front brake drums - exchange only, remove bearing cones & IN CLEAN CONDITION	23.00 each
Rear brake rod support bracket for L.R. Y, with double holes	24.00 each
Front road springs, Y & C	15.00 each
Y9737 Accelerator return spring (on cross rod or accelerator rod assembly)	2.50 each
Y2096 Front brake lever return spring - Right Hand	2.50 each
Y2097 Front brake lever return spring - Left Hand	2.50 each
Y2220 Rear brake cam shaft lever spring - Right Hand	2.50 each
Y2221 Rear brake cam shaft lever spring - Left Hand	2.50 each
Fan belts - please specify whether 3in. or 4in. dynamo pulley	4.50 each
Track rod ends, male	22.00 per pair
Clutch thrust bearings	10.00 each
Clutch refacing kits	10.00 each

Battery fixing bolts

Front inner and outer wheel bearings  
Exchange brake shoes, rollers removed  
send old in first  
(set of 4)

L.R. Y model rear wings, in fibreglass  
Chassis to carpet rails inside door (state 2 or 4 door) in stock  
Running board draft trims - adjacent to chassis - finished black  
Patch repair kits for 2 door Ys front doors - n/s only  
per pair

\* outer panel (2 door) n/s  
inner panel  
inner front curved section of door frame  
angle bracket to rear of skin to pillar  
S.R. front valance below grille (external part only) (fibreglass)  
Running boards - suitable for L.R. Y, moulded in fibreglass and incl. steel mounting brackets, adaptable for S.R. fitting  
Y Hub caps - to original specification  
10.00 each

Available set of Y model used floorboards for use as pattern by members  
(if any member has C floorboards which I could keep for the same purpose, I would be obliged if they could let me know)

Cam shaft - one, for late type engine  
Oil pump - one  
Distributor - new, mint condition  
18.50  
20.00  
25.00

Rubber Parts

Front radius ball  
Brake and clutch pedals - exchange (send your old one first)  
non-exchange  
Gear box mounts  
Door stop buffers  
3.00 each  
4.00 each  
5.00 each  
12.50 each  
1.30 each

C front axle beam stop rubber (metal not included)  
Bushes for shock absorber linkages specifically intended for S.R., but may be usable for L.R. - depends on linkage design  
S.R. side lights - base mats  
L.R. rear brake rod support rubbers  
Y under bonnet kit  
2.75 each  
3.50 each  
8.50

Body Fittings

Late L.R. 4 door Y hinge centre bolts  
Brass balls door hinge  
Enamel rad. badge - dark blue  
S.R. radiator badge mount (Y1175) - not suitable for L.R., or C  
Y fixed timber roof stick kits in hardwood - on order  
Rear luggage carriers Y model only - kits (unpainted) only, on order, change of supplier  
Copper bifurcated rivets  
Headlamp lenses (flat type) round centres (used) for early L.R. cars  
Rear lamp mounting bracket - finished black with fixing bolts  
0.75 each  
0.60 each  
10.00 each  
20.00 each  
0.02 each  
5.00 each  
25.00 each

Service Control poster - reprinted

10.00

SPEEDO CABLES FROM: Thomas Richfield & Sons Ltd., 8 Broadstone Place, London, W1. Tel. 01 935 0402.  
Prices on application. K27, 5ft 8in long for Y; K28, 5ft 1in long for C.

REMEMBER: Send exchange items with order for new or reconditioned parts to be sent to you.

## NOTICES

Club year runs from 1st June to 31st May. Subscriptions:—

UK members £12, overseas £16, OAPs £8. 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

Mr Tony Butterfield, 2 Cockers Lance, Leyland, Lancs  
PR5 3SU  
Tel: 0772 424032

Mr Phillip Daintree, Whitefield, Manchester, M25 7PQ  
Tel: 061-766 4487

### MECHANICAL OVERHAUL AND RESTORATION

Mr T. J. Brandon, Manor Cottage, Dale Hill, Wetheringsett,  
Stowmarket, Suffolk IP14 5PS  
Tel: 0449 767760

### 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.

### SHOCK ABSORBER RECON, RADIATOR REPAIRS

Test Valley Motor Components, 43 London Street, Andover,  
Hants SP10 2NU  
Tel: 0264 51862

### TRIM, FITTINGS, RUBBER AND ACCESSORIES

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

### BODY PANEL REPAIR AND FABRICATION

S.T. Development, No. 6 Curtis Units, Manor Furlong, Frome BA11 4RN  
Tel: 0373 63441

### TYRES, TUBES AND RIM TAPES

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

— Callers to above address by appointment only

### 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

Norton Insurance Brokers, 115 Hagley Road, Birmingham B16 8LB  
Tel: 021 455 6644

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Apply to Chairman

Ford Y & C Model Register would like  
to acknowledge Ford Motor Company for  
their help in the production of this magazine.

