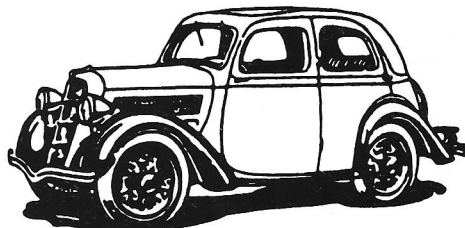
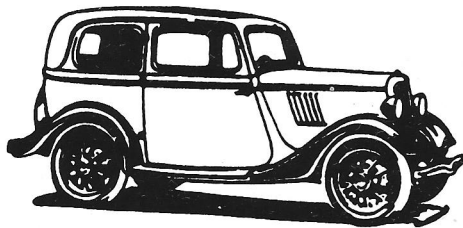


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 78 Aug./Sept. 92

NEWSLETTER EDITOR:-

KEN DEVINE
5 EDWARD STREET
WERNETH
OLDHAM
LANCS OL9 7QW

REGISTER CHAIRMAN:-

SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE SP10 3AF

THE FORD Y & C MODEL REGISTER

REGISTER OFFICERS

Chairman	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX
Spares orders to:	Kevin Briggins Shaw	102 Hadrian Avenue, Dunstable LU5 4SP
Spares Provisioner	Peter Kerchell	2 Manor Road, Westminster Park, Chester CH4 7QW
Newsletter Editor	Ken Devine	5 Edward Street, Werneth, Oldham, Lancs OL9 7QW Tel: 061 626 1256 (8pm-10pm only)
Membership Secretary, Treasurer & Registrar	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole, Humberside DN14 6DJ
Asst. Treasurer to Spares Secretary	Deb Briggins Shaw	102 Hadrian Avenue, Dunstable LU5 4SP
Librarian	John Griffiths	77 Circular Drive, Ewloe, Dee Side, Clywd CH5 3DA
Technical Adviser Model C	Paul Bainbridge,	100 Bagnall Road, Basford, Notts. NG16 0LB
Model Y	Jeff Cole	66 St. John's Avenue, Old Harlow, Essex CM17 0BD
Events Coordinator	Dave Curtis	3 Norbury Place, Hampton Dene, Hereford HR1 1UD
Regalia Officer	Bill Williams	30 Station Road, Cogenhoe, Northampton NN7 1LT

<u>REGIONAL COORDINATORS</u>	01. Devon, Cornwall	02. Somerset, Avon, Wiltshire	03. Dorset, Hants, IoW Channel Isles
	David Ramon 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel: 0392 79614	Robin Prebble Conduit Cottage Batcombe Nr Shepton Mallet Somerset BA4 6HF Tel: 074985 667	Sam Roberts 16 Croye Close Andover SP10 3AF Tel: 0264 365662
04. Surrey, W.Sussex Julian Janiki "Riverside" Blackbridge Lane Horsham W.Sussex RH12 1RR Tel: 0403 51184	05. E.Sussex, Kent Owen Baldock 85 Welland Road Tonbridge TN10 3TA Tel: 0732 353404	06. S. Wales Mike Samuel "Bryn-Gomer" 20 Greenhill Road Griffithstown Pontypool Gwent NP4 5BE Tel: 0495 755219	07. Hereford & Worcs, Gloucs, Warwicks Dave Curtis 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel: 0432 356302
08. Oxon, Bucks, Berks. Rod Evans 1 Fox Covert Close Sunninghill, Ascot Berks. SL5 9PA Tel: 0990 21800	09. Beds, Herts Kevin Briggins Shaw 102 Hadrian Avenue Dunstable LU5 4SP Please do not 'phone	10. London, Essex, Middx. Dave Ball Gatesby West Hanningfield Essex CM2 8UJ Tel: 0245 400560	11. Salop, Staffs, W. Midlands Derek Birch 56 Alderney Gardens Kings Norton Birmingham B38 8YW Tel: 021 459 6100
12. Leics, Northants, Cams. Bill Williams 30 Station Road Cogenhoe Northampton NN7 1LT Tel: 0604 891421	13. Norfolk, Suffolk Brian Mace 5 Glenburn Ave Sprowston Norwich, Norfolk Tel: 0603 45558	14. N. Wales, Cheshire, Lancs, Manch, Mersey Peter Ketchell 2 Manor Road Westminster Park Chester CH4 7QW Tel: 0244 676856	15. Notts, Derby, Lincs, S. Yorks Bryan Dixon 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0742 345417
16. N. Yorks, W. Yorks, Humberside Bob Wilkinson Castle Farm Main St., Pollington Goole DN14 6DJ Tel: 0405 860836	17. IoM, Cumbria, Durham, T & Wear N'umberland, Clvld. Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel: 091 252 0920	18. Scotland John Hudson 43 Acredales Linlithgow West Lothian Tel: 0506 845935	19. Ireland Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin, Eire Tel: 010 353 1 280 2093



Once again we have a bumper issue of facts & photos, the lack of space has forced me to leave out some articles sent in by members, so they will be given priority in the next issue. I am glad to see the response to our request for more input was taken up, this will help us to fill the Newsletter over the winter months so please keep up the good work.

This issue is without a spares report, Graham Miles has taken a well earned holiday in France, which we hope he has enjoyed. Graham however did ask me to say that he has more than enough requests for headlamp parts at the moment. He will be purchasing a large stock of spares on his return, no doubt he will keep you informed.

In this issue I cannot help but blow the trumpet of Area 14 headed by Peter Ketchell, yet again they have excelled themselves. At G-MEX we had a stand in combination with the FSOC and presented an impressive display of 14 cars, 8 of which were Y & C members. The theme of course was the 60th Anniversary of the model Y. We held a Guess the birthday contest of one of the cars, to raise funds for Children in Need, which raised £333 over the Bank Holiday weekend. We did the same again at Tatton Park the following weekend and raised £238 for M.E sufferers. Jean of course made cakes for both occasions, a good way of helping the less fortunate in times of need and enjoying ourselves whilst doing it. Line space prevents me from giving more details but well done to Peter and his colleagues.

ED.



An Ode from Emily's Dad



Why do we keep these cars so old?
We must be daft, or so I'm told
To think of mending all those bits
Which seem to come to us as kits.

It's so involved and takes so long,
We often wonder what went wrong,
To stop the car from working right
Or, did it stop going just for spite?

Before I found the 'Y & C'
I thought that there was only me
Who still had such a love so deep
For rusty metal in a heap.

But pleasure there is to be found
In pushing cars on muddy ground,
In watching others enviously
And thinking some day that'll be me,

Behind the wheel with rattles gone,
With gleaming paint where there was none.
But even with an empty shell
Attention's gained as most will tell.

The feeling that your car is great
As others tell you where to plate
They help you fix that awkward bit
That wore you down and made you spit.

The ease with which they seem to do
The hardest things, just seems to you
The reason why you joined this lot
Just getting help, like you just got.

The delight of meeting folks at shows
Is whar'it's all abart tha knows!
The friendly ca-ma-ra-de-rie
Has made it all worth while to me.

With winter drawing ever nigh,
I look at 'Emily' and sigh
And wonder, when the day will be
That she will get her M.O.T.

Peter Brooks.

NEW MEMBERS

Since our last publication we have been joined by the following new members:-

A0201	Ken Arthur	225 Chantry Gardens, Southwick, Trowbridge, Wilts. BA14 9CX
B1329	Fred Barber	Rocquaine, Elmsett Rd, Aldham, Ipswich, Suffolk, IP7 6NQ
C0504	Tony Clark	9 Stistedway, Egerton, Ashford, Kent, TN27 9DL
F1018	Rick Embling	Fullbridge Carriage Co. Ltd., Unit 2-4 Mill Lane, Maldon, Essex. CM9 7LD
G0903	Peter Gooch	25 Kendale, Hemel Hempstead, Herts, HP3 8NN
P1019	Henry Pool	45 Crosslands Ave, Southall, Middlesex, UB2 5RA
R1416	Dave Robinson	127 Lowndes Lane, Mile End, Stockport, Cheshire, SK2 6DD
R0817	Stan Reeves	64 Woodwaye, Woodley, Reading, Berks. RG5 3HB
W0314	John Weaver	18 Henbury Rise, Corfemullen, Wimborne, Dorset. BH21 3TE
W0317	Allan Walsh	The Warren, Cherque Lane, Lee on Solent, Hants, PO13 9PE
W1519	Ron Watson	89 Manor Street, Ruskington, Sleaford, Lincs. NG34 9EW

As usual I ask 'old' members to make contact with our new enthusiasts and remind new members to telephone their area coordinator.

Bob Wilkinson

NOTES ON NEW MEMBERS:

Ken Arthur has joined our ranks to take benefit from full membership. A growing number of members have come to know Ken as a producer of excellent panels for our cars - wings in particular. I understand Ken is currently looking to produce sills for C/CX models. (See Ken's ad. inside rear cover)

Stan Reeves has joined to look for a model Y to restore. Having previously restored a lorry, to show winning standards. He now fancies a real challenge! He has already purchased the workshop Bulletins and encouraged by Y & C member friend, Graham Bilbe, it won't be long before Stan has all his spare time allocated.

Henry Pool will soon be mobile with DUV109 his 1937 model Y 4 door, which used to belong to a former member in his area. Let us know how work is progressing Henry

Allan Walsh was informed about our register by 'tyre man' Tony Etheridge. Allan is undertaking a complete restoration on his 1934, 4 door model Y, BHK76. Keep us posted on progress.

Another full restoration is being tackled by Fred Barber in Ipswich. His 1937. 4 door Y model, FMV264 does not have a V5 but we hope to be able to sort this out for Fred in due course. Brian Mace (regional coordinator) will be excellent support since he completed a superb restoration on his 4 door Y some years ago from what was virtually a 'basket case' vehicle.

Tony Clark in Ashford is on the road with his 1936 2 door Y model YSK941, sadly having lost by transfer its original number DLM40. Tony is no stranger to model Y's his first car in the late fifties was a 4 door Y. HV6794, we have 3 HV'S on register but so far HV6794 has not turned up.

Dave Robinson has discovered a very rare Pattison groundsman's tractor, based on a model C. The company have confirmed that this was a prototype vehicle produced in 1938/9 a year or so after C production ended. Dave had apparently known this vehicle in working condition a number of years ago and was keen to restore it when it became available recently.

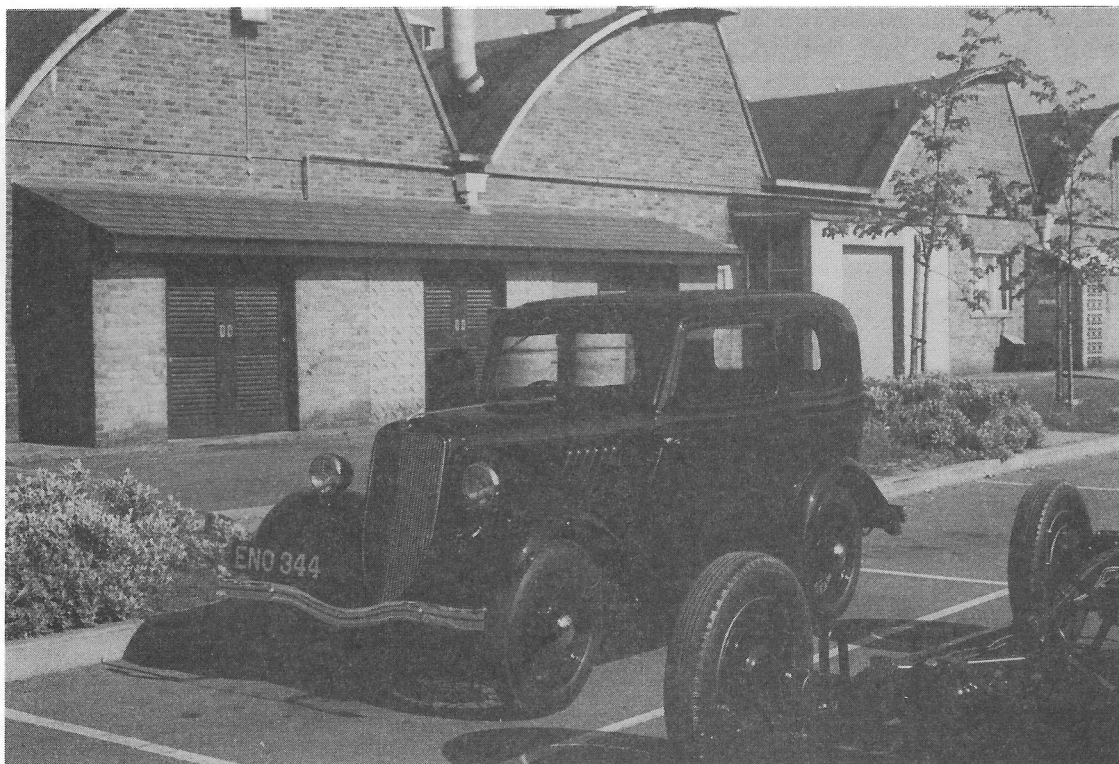
Another commercial vehicle undergoing restoration is the 1936 Y van owned by new member John Weaver in Dorset. The van had been owned for several years by a local baker and the panels rusted out very quickly due to carrying hot steaming bread! The aluminium replacements lasted much longer! John is an experienced restorer so progress should be sound. Send us some photos John.

Ron Watson in Sleaford bought a dismantled 1935 2 door model C saloon. A complete restoration has begun, but Ron is missing brake rods and a handbrake I don't doubt that he will soon have this problem sorted.

Ring me I have chrome handbrake with pawl & fitting bracket 061-626-1256 ED

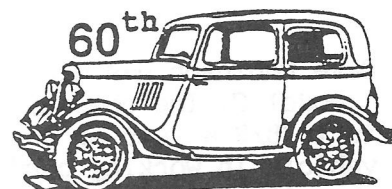
Peter Gooch is our latest CX tourer owner. At the time of writing his car is in transit from New Zealand. The vehicle was inspected by a friend in NZ. and purchased from a collection of 31, mainly pre-war Sidevalve cars, collected by a gentleman in Auckland. The car is reputedly road-worthy so we hope to see the tourer at one of our shows next season Pete. Meanwhile write in with full details and photo's.

Rick Embling (of Fullbridge Carriage Co) joined just as we went to press, his firm having completed the restoration to concours standard of a 1937 2 door Y ENO 344 I understand this car may be for sale. It is probably the finest model Y to be found.



Once again welcome to all new members

Bob Wilkinson



1932 - 1992

OVERSEAS COLUMN.

ALF JENASSON from BOR in SWEDEN. visited England in July and spent a short holiday in the N.E. and Scotland. He writes.

Dear Bob.

Thanks for putting me in touch with Ian Wright (Area 17 Coordinator). He and 2 friends Ron Topping and Trevor Walker were at the port (Newcastle) to greet me with 3 model Y's. This was very nice to see as I came off the boat.

After a coffee break near a lighthouse (St Mary's Island) we went to Ian's house for lunch and spent a good time having a closer look at the cars.

It was useful to see a 1933 Short Rad model Y (Trevor Walker's US2090 Y29708) in running condition and I was able to take lots of photographs to help me with the restoration of my 1933 model Y back in Sweden.

Thanks once again in particular to Ian, Trevor and Ron for this welcome. If you come to Sweden, give me a call. All the best.

FRED VAN LEEUWEN from AMSTERDAM writes.

CYY12 has passed her test and is on the road now under Dutch Licence number DH-22-24.

We tried, but did not succeed in having her ready for the Belgian meet



(PHOTO FRED VAN LEEUWEN)

MEMBERSHIP CHAT.

1st a letter from R Starmore in Manchester S1425.

Whilst in hospital recently I spotted a large picture of a Y model on one of the corridor walls. Does any member own it or know of its whereabouts. Details are ATJ73 LR Hard roof (not sliding) 2 door (single wiper). It was taken in a local area of Tottington, Nr Bury.

I have been renovating a 4 door Y for a considerable time, now 'Y'ears it seems I'm a bit lost with the woodwork, door pillars and doors. Can anyone help me? Peter Ketchell has always been very helpful in the past, but I'm not sure about the bodywork. My car has been completely stripped to the bare chassis & little by little rebuilt. First being sandblasted. All new Beech/Ash woodwork, I need some help and guidance to spur me on again, So please is there anyone out there who can help me. Yours faithfully.

Next David Minnett M0409 from Surrey writes:

Last year I wrote to a Mr J. F. Allen, who was the 1st registered owner in the replacement log book, I was given with my Y back in 1969. The date stamp on the entry was 31-1-46 so I did not expect a reply. I was very pleased to find this letter on the carpet in December.

"Dear Mr Minnett. I was very interested to receive your letter about my old car DLP449. I bought it in 1938 from a local dealer when it was a year old. From 1940-45 it was laid up in my garage while I was serving in the Army. Sometime during the following years I had a new engine installed (cost £12-10-00 fitted) and the body resprayed. I left it in tip-top condition, and about 1961 the local Ford dealers F English Ltd. held a competition with points given for age and condition. I won 1st prize of £25. and entry into the South West Area Final, held at Yeovil, there I was awarded 3rd prize of £100 and a china tea service. I sold the car about 1964. It is good to know my old car is still going strong." After Mr Allen sold it at least 6 people owned it before the following advert was put in the Exchange & Mart on 3-7-69. "Model Y Ford. Splendid original condition. 1 owner 18 years, excellent tyres. MOT & reliable £32." The bill of sale for this purchase says "received the sum of £23-0-0 for sale of DLP449. Splendid condition meant severe corrosion at wings and running boards and the roof in shreds. Upholstery in tatters. Reliable meant a full turn on the steering before moving the wheels and oil consumption at 1 gallon per 100 miles DLP449 was not driven from Bournemouth to its new home, it wandered there. I remember being amazed how dangerous it was, I should also explain that I was not this purchaser as I was given the car by its last owner. Yours sincerely

Next a letter from Ian Wright from Tyne & Wear.

I have been trying to write this article for months, but eventually managed to sort it out. It is surprising how time disappears when you get busy, I realise the time and hard work the officers put in to keep the register going. It is difficult enough to find time to restore and maintain an old car, so to do this as well deserves every credit.

The 'Geordie Boys' have been busy one way or another. I found myself in the mire last year when I discovered a patch of rust appearing on the upper front window pillar. On investigation this turned into a hole, so I decided to do something constructive about it. CXC850 was looking decidedly tatty so I jumped in with both feet. The front wings were removed to replace the rotted piping and straighten out a kink on the n/side, at the same time the running boards were removed. Of course it was the old story of 'what else you find' when you start digging. I eventually managed to get it all back together and painted, after great problems aligning the front panels, straightening the wing seemed to have put everything else out of line. Anyway it was duly MOT'd on Jan 3rd and back in regular use. As usual I always seem to end up doing things in the wrong order and at the wrong time, as the roof started to leak after a couple of weeks. This had been well bodged up over the years, but had eventually given up

so I pulled it all off. It was in a right old mess, I couldn't work out how it had been fitted in the first place. Of course needing the car I had to get a roof on quick, so I made a frame, covered it, and screwed it on, then the club mag arrives with an article onROOFS.

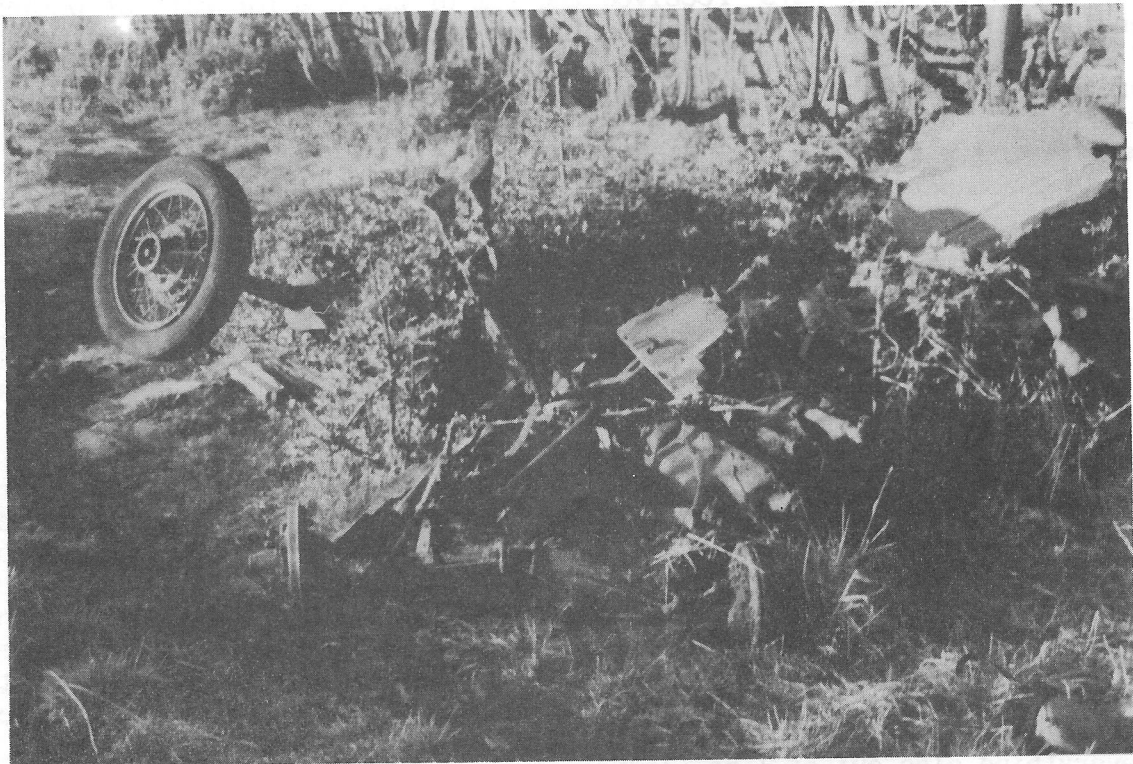
Ron Topping's JU5342 is looking fine and has been treated to new king pins, (acquired in a junk shop in Gateshead), and unfortunately he had to replace the back axle after it failed on a local run, (could have been the extra torque from the Perkins 4108 diesel he fitted, so its back to the 8hp again).

Trevor Walker's US2090 was MOT'd again with minor adjustments to the brakes and head light. He did have to replace a perforated brake drum which we were quite amazed at, but we had one available.

So, we have all been tinkering on lately and CXC850, JU5342 and US2090 have been out flying the flag for Geordie Land. Best wishes.

Finally a letter from Mick Chivers in Cleveland, C1731

Sorry I missed the Yorkshire 'Do', I hope to get there next year in my car.- well DG9147 is coming along very slowly. I had a bit of luck in March, I was told there was an old car under a hedge in Lindale. The hedge had been 20ft thick and when they cut it back they found this old car. It looked like a heap of rust, It was left there by the farmer's son. The tale was that he ran out of petrol at the top of the field, ran it down into the hedge and left it there! It was in a right state, beyond repair, but I did manage to find a few spares - 3 bits of glass, gearbox; prop shaft; and both axles. The engine was very solid with rust and cracked - a good bit of scrap, but I did manage to get pistons, valves, oil pump and springs. As the farmer had said help yourself, I was there almost a week - well, an hour or two a day. I also found 2 rear window winders, one front door handle and shock absorbers. Anyway I must go, keep up the good work. As you can see from photo it was a heap of scrap - or to us a 1936 model Y.



Is this encouragement to cut back your hedges?!

SEE THE C EBB AND FLOW IN NORTHUMBRIA

David Gatenby, who works for the Northumbrian Water Group, was asked to feature his Model C in the company magazine "Ebb and Flow". As he says, "Apart from the slight inaccuracy in the number of Ford C cars left, the report is quite good." We are grateful to him for sending in a copy for printing.

[As you can see from the register, there are only 19 Model Cs known to have survived - not 24 as reported in Ebb and Flow - Sam]

DAVE GATENBY, a charge-hand fitter with fleet services at NWL's Fighting Cocks depot, has spent some ten hours a week faithfully restoring a rare 1935 Ford Deluxe C car to its former glory. His driving ambition won him first prize at a competitive event held last year.

With the restoration completed, Dave's hard work secured him the Billwood Trophy. This is the first prize for the best 'Pre-War Car' awarded by the North Yorkshire Vintage Machinery Society at their annual competition, held at Hornby Castle near Bedale.

The story began seven years ago with a pile of rusting metal found at Masham in North Yorkshire. It was being used as a home for some chickens. The unusual coop was the old Ford waiting to be restored to the 'post-vintage class car' which is now Dave's pride and joy.

He paid £250 for the relic, plus £10 to get it moved to his Darlington home. But as he says, "I realised it was a lot of money for a load of scrap, but knew I might have a winner when it was finished."

This particular motor really was a bargain, due largely to its state of disrepair, as such rare cars are usually far more expensive to buy. Only 70,000 were made. Out of these, just 24 are known to still exist and of these only a dozen are still roadworthy.

The competition is to see

DAVE'S DRIVING DREAM

which car most accurately resembles the same car when it was new. All remodelling must be as authentic as possible to convey the original 'spirit' of the vehicle. This means avoiding fibreglass bodywork replacements and painstakingly restoring the originals instead.

Finding parts can be a problem. Dave found his membership of the Ford Y & C Club invaluable as it maintains a register of spares to help enthusiasts. Acceptable reproductions are allowed in

some instances - such as the tyres - as compatible cross-plys are easily obtainable.

Luckily the gearbox and engine were still in working order having been protected over the years by old engine oil. Much of the bodywork, though, including the chassis, rear wheel arches, front wings, windscreen and frame all needed to be stripped, welded and repainted to get rid of 50 years of accumulated corrosion.

New parts were added to replace those beyond repair, or

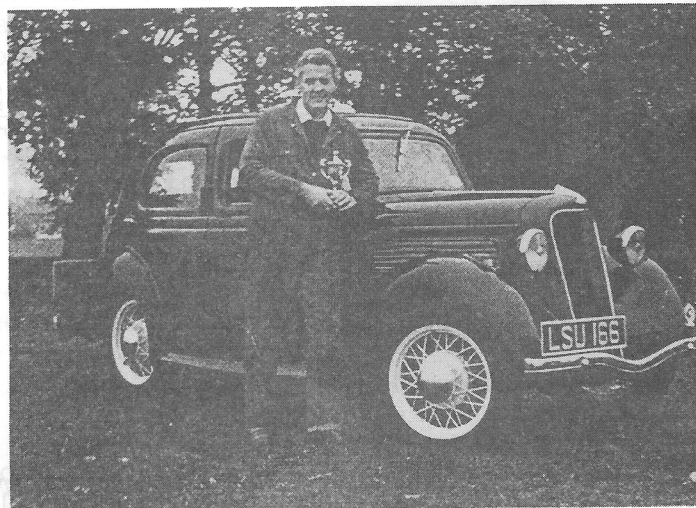
missing. Door handles, windscreen, headlamps, sills and rear wings all needed to be sourced, but fortunately acceptable reproductions were found. The only work Dave didn't do himself was the seats and door trims which were successfully reproduced in a fabric similar to the original.

It has cost Dave about £1,000 to realise his dream. He reckons it's a bargain because the car - which cost £145 back in 1935 - is now worth several thousand pounds.

It can reach a respectable top speed of 45 mph. One of the fastest cars around in its hey-day it did a nippy 70 mph due to its good power/weight ratio and 'modern', streamlined body.

Dave and his wife Susan (who fortunately shares her husband's enthusiasm for the car) now spend the summer months touring a number of rallies and competitions held in the North East. The car makes its own way, travelling at an average speed of 35 mph and is never carried by a transporter or trailer.

With the years of work behind him, Dave has been looking for another hobby which requires the same attention to detail as his beloved car. And he has chosen to build model aeroplanes. Would he restore another car? Says Dave, "It would have to be pretty special for me to do all that again - after all, it is such a unique car."



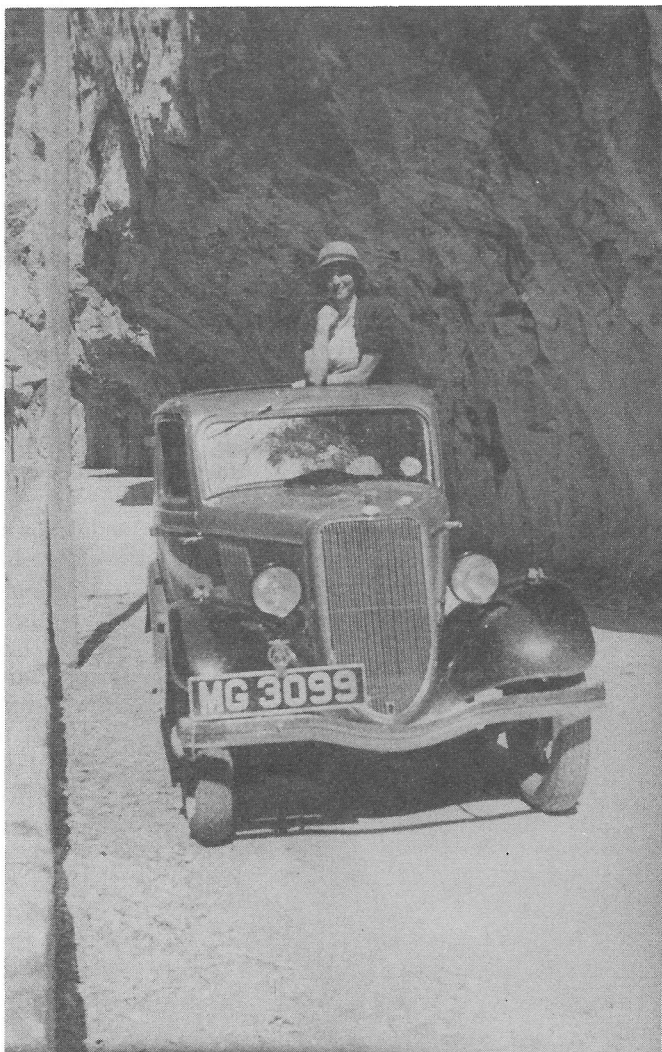
Dave with his prize-winning 1935 Ford Deluxe C car.

Do we have any other similar write-ups on our cars, or similar restoration stories for the magazine? - Ed.

THE THIRD GENERATION.

My parents were married in April 1934. One of their wedding presents was a Baby Ford - as it was then known - in detail an olive green 2 door Ford 8 Type Y. The mini of the time, far ahead of its rivals. It came from University Motors, a fashionable West End dealer, and was registered MG 3099. It had a sun roof and cost about £120, quite a lot of money for a wedding present in 1934.

My father, who was then working for The Savoy Hotel Company, had it fitted with a sprung steering wheel and air cushion seats for my mother, and set off to tour Europe extensively over the next two years, visiting Spain, where they arrived in Barcelona at the beginning of the Civil War and had to take refuge in their hotel, where they watched the locals firing at each other with machine guns from their window. Tell that to the courier! Then Switzerland and the south of France, as well as a trip to Wales.



My mother in southern Spain in 1935.

[This is a lovely shot of the Tritton Seniors' car. It is an early "intermediate" longrad, probably manufactured in March 1934. We can clearly see the scuttle vent, the hinged bonnet the separate side lights, the painted, sharp angled, headlamp rims with totally frosted glass and no diamond centre magniflex bar. Under the magnifying glass I can even see that the door hinges are of the pin type, rather than the ball type. The bonnet catches look to be the same as on the shortrad also. I must check those out on a similarly aged car, which with luck might be present at Stanford Hall. - Sam.]

My father was able to stay at the most glamorous hotels owing to his business, and the Ford was routinely parked alongside Hispano Suizas and Delages in the hotel garages, where it was treated with the same care as the much grander vehicles. In late 1935 my father was posted to New York and the Ford 8 sold.

More than twenty years later, when I left school at 17, a car was proposed for me, and a Ford 8 was seen as a sound buy, even

though older than me. So, with the help of the local garage, a Ford of 1934 was bought, again for about £100. It came from an open lot in Southall. Number JN 4756 - Southend. We got it home and the garage checked it over for safety, as I was due to leave for University in France in a little while, and it was repainted. This was a mistake, as the front wings were refitted incorrectly, and both later split on the French pavee. All went well until a couple of days before I left when we discovered that I had a different registration number at the front than at the back. However, we got it sorted out in time, and I set off, with a school friend for France.

We arrived safely at my digs about 2 days later and I set about my studies, commuting in from the suburbs to the University. This went well for about 6 months until non-standard spares that had been put into the most obscure places by the previous owner began to fail, and at one time the prop-shaft which turned out to have no splining, broke near Saumur, on the Loire.



A stop beside the Loire for a picnic - en route to one of the chateaux. 1957.

[Coincidentally JN 4756 would have been the fixed roof version of the same "intermediate" model as Paul's parents' car. Manufactured in about April/May 1934. It however has non-standard sidelights and bumper. Note, it has twin windscreen wipers and chrome surround windscreen. Was there a Deluxe version of the early longrad? If so, when did Ford stop production of a Deluxe Model Y? -Sam]

Sadly, it was proving too expensive for a student to run, and, although genuine spares were available in France, I couldn't afford them, and so I decided to bring the car home. At one time I was "taken for a ride" by the local garage; I had been cleaning the engine, and removed the plug leads. Later I was unable to replace them in order and asked the local garage to help. The charges were the equivalent of £25 to realign them in correct sequence. Rather a lot for a student. A memorable journey as I had had the valves done in France, and near Rouen the gasket failed, and then when that had been repaired, and on the next day, the patched up prop shaft again broke near Abbeville. Despair for an 18 year old. The car was retrieved by the AA and shipped home for storage.

On my return I got it out and started work myself. I put an 1172 "10" engine in and fitted it with the 8 higher compression cylinder head and was thinking about a specialist 4 speed gearbox, when my father decided that tinkering with cars was not a good future, and he got me a job in Shell Mex and BP (as it was then).

One of my first instructions was to go down to Ross-on-Wye and investigate a Ross Spur motorway - one of Britain's earliest - that was then being planned. It was a beastly wet day, and I ran out of

oil, having discovered that the 10 engine cruised some 5 or 6 miles an hour faster than the 8 - about 50 as opposed to 42. The engine didn't seem to mind. It was teeming and I didn't want to stop to check the oil level. Shortly afterwards I was called up for my National Service, and the last journey I did in it was to the Officers Selection Board at a camp near Andover where I arrived safely. I passed.

When my National Service was over I was transferred to B.P. and now, as I had a proper job, my parents and grandparents clubbed together to come up with £485 for a proper car, one of the first Minis. This was early 1960, and the Ford, which was again in pieces, sold to a man who worked in Slough. He put it together again and I saw it on the road afterwards, but by then I had a real vintage car to work on.

My original vintage car had to be sold in 1981, owing to the hard times, but now I have recovered the situation somewhat financially, and can contemplate another, for my retirement. A Ford 8 would seem to be suitable.

My previous vintage car had only 2 wheel brakes, a heavy crash gearbox and no electric starter, and as I approach my mid 50's, I believe I would find all these developments useful, as well as being much safer, for one who plans to use an elderly car on the roads of today. The Ford 8 has a supply of spares, and is an early example of mass production, the way cars are built today, and so is of technical interest too.

I have joined the Register, and will see what turns up. When I was in France, way back in 1957, I remember, on one of my weekend trips to Paris seeing a very pretty 2 door fixed head coupe, with dummy hood irons, no doubt a special body, and recently I advertised in France, but didn't get a single reply. Since then I have discovered that there were a few open versions made here too, both 2 and 4 seaters, and one of them would be my preferred choice.

Sadly I have failed to produce any children and so the Third Generation title of this article is not strictly accurate, but I am an uncle and there are several other youngsters in our wider family, so there may be some shared fun yet to come.

The Y, however, was not intended to run for ever - like some well engineered cars - and keeping one going into the next century will provide some interesting challenges.

Paul Tritton.

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

Y00001

I have been following up a rumour that the first production Model Y, Y00001, still survives somewhere in the USA. I am grateful to Andy Main of the Ford Sidevave Owners' Club for following up a lead through one of their members in the States. So far we have established that the car's last known owner is, or was, a chap called Buzz Yontz (where do they get their names from?). Unfortunately, he appears to be a recluse. He does not reply to letters, he has had his telephone disconnected and he does not answer the door! That's just the sort of luck we need! I have asked Andy for an address.

Sam Roberts.

SPOTLIGHT ON MEMBERS - TONY HURST

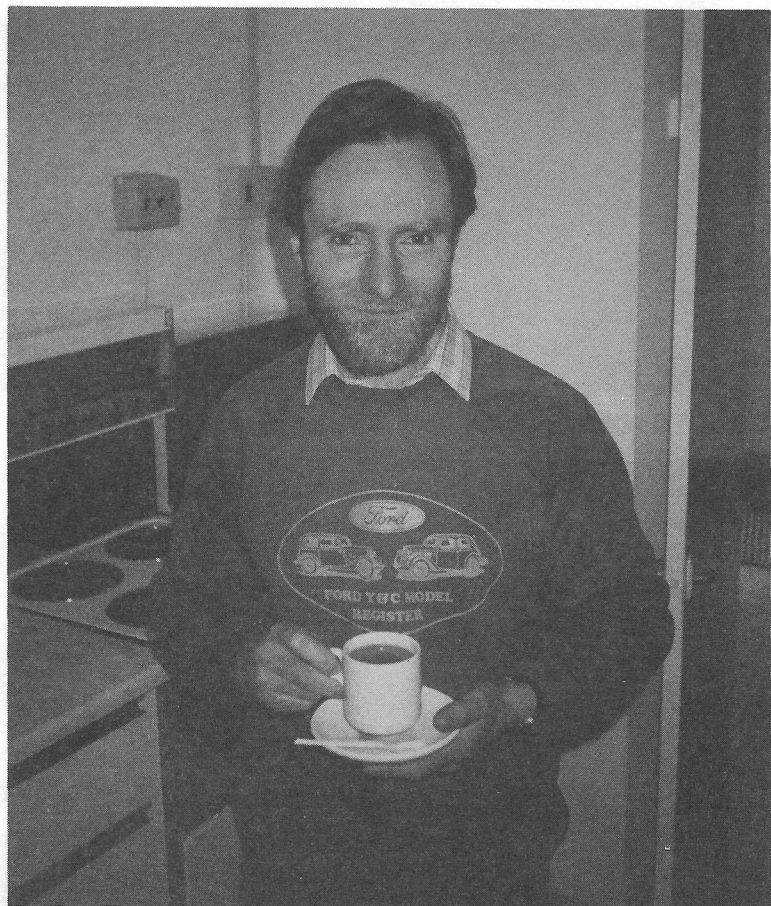
One of my earliest memories is of a Ford V8 of about 1934 which belonged to my father. I was about three years old at the time, and we lived in Ceylon. Many of the cars in Ceylon until after the second world war were American - usually built in Canada. My father had previously owned a Chevrolet, Willys Knight and an Essex, which he part exchanged for the Ford in 1936. This was during the depression of the thirties and the dealer had the car in stock for two years before my father bought it. Our Ford was replaced by a Vauxhall 10 and then a Jowett Javelin. A lot of cars of the twenties and thirties were still in use in the early fifties, and it was at this time that I developed my liking for cars of this era - especially Fords.

On returning to England in the late fifties I was introduced to a variety of small cars from the thirties and still a few from the twenties. Of course the ten year test put most of them in the scrap yards or in the case of our Fords into stock car racing. I was speaking to a fellow motor trader recently who I remember racing Model Y's and he said that when he gave up racing he had 48 Model Y and C log books - he had destroyed all those cars.

I got my first car, a 1936 Morris 10, when I was 13 - soon to be replaced by an Austin 7 Ruby which was a better size for driving around the garden and orchard of our home. I was also in the Army Cadet Force in my teens. We had a technical training unit (my main reason for joining) in which we were instructed in the working of cars and lorries. I had a marvellous time both driving and working on the old cars which were mostly M.O.T. failures given to us by local garages. One was a Chevrolet truck, and another an Austin 7 Chummy. About this time I built an Austin 7 Special and to give it more power I bought a Ford 8 engine, but never got around to putting it in.

A friend and I decided to go to Spain during the summer of 1964 when I was eighteen. The plan was to buy an old car very cheaply, and if it broke down we would leave it and hitch home. The car we found was a 1936 Model Y Fordor for £5.00. It was in very good condition and had been in a lock up garage in Enfield, North London, for some time. It didn't run, so we towed it home to Sussex. After cleaning the points, putting some fresh petrol in it, and spinning it over with a 12 volt battery, the engine was soon running. Sadly we never did our trip to Spain because my father died that summer.

I ran the Ford for a short while and parked it in the the garden with the Austin 7 Special. A scrap man asked me if I wanted to sell the cars. I said that I didn't, but he



Tony has a cuppa at this year's AGM

came back when I was at work and took all the aluminium body, gear box, and radiator from the Austin, and the radiator from the Y - he used an axe and sledge hammer - so both cars were left in a terrible mess. The Ford was towed to a big hole on a farm to become part of the Sussex countryside in 1967.

It was some twenty years later that I acquired my next Model Y. I had looked at several 1930's cars, mostly unfinished restorations, when I saw an advertisement in a magazine for the Y and C Register. I had decided to buy a car that was at least on the road, and the best way to look for one seemed to be through a club. So I joined the Register and got in touch with Owen and Christine Baldock who thought I should soon find a car through the Bulletin. I bought my first Y through a member in South Yorkshire, but a few months later at the A.G.M., a local Midlands member turned up in a very original Y. He said he was thinking of selling it, and a few weeks later I bought it and sold my first one.

I have spent many happy hours driving HV6020 and enjoyed the company of the other members of the Register. I appreciate the great efforts of the other members and officers on behalf of the Register and I am full of admiration at the heroic restoration undertaken by so many people.

Tony Hurst

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



David Chaffey's converted Tudor, Model Y Pickup. Stanford Hall.



The Yorkshire "Do" line-up. Note the Lancashire rose contingent!

CHAIRMAN'S NEWSLETTER

I sometimes wonder what my hobby is! Is it running and maintaining my Model Ys, or is it chairing the Register? Chairing the Register does take up much of the spare time I do have, having accounted for "overtime" at work, other voluntary activities and, of course, family and domestic responsibilities. Balancing the priorities is a continual battle. Over the past couple of months, however, I seem to have managed to get it right on all fronts. I've reduced my Model Y&C "in-tray", actually managed to do a little research into the cars, attended the Yorkshire "Do", got on top of the All Ford Rally and managed to complete the planned work on the cars.

The latter included laying up my Model Y tourer, Kerry, so that I could finalise her restoration ready for next year. The major work involves overhauling the prop shaft and the gearbox. Both are showing signs of worn bearings and becoming increasingly noisy. As I don't have the time, the special tools or the space in my single car garage, I asked Tim Brandon to do it for me. Whilst we were in Belgium, he listened to the screaming bearings and confirmed the need. Back at home, dropping the brake cluster and removing the prop shaft and back axle was no problem. However, for the first time I removed the gearbox rearwards, with the engine still in situ. This was not quite as easy as I had imagined, as the bulge in the nearside of the gearbox casing, which houses the layshaft, fouls the chassis crossmember. The problem is overcome by jacking up the rear of the engine high enough for the gearbox splined drive spindle to slide out of the clutch centre plate, without interfering with the chassis crossmember. To do this, you need to undo the forward engine mounting bolts so that the engine can tilt, drain the radiator and remove the top hose, disconnect the exhaust and, most importantly, make sure that the fan blade is in the horizontal position, otherwise, when you tilt the engine, the upper blade tip embeds itself in the radiator - very painful! The other thing to remember is that, once the gearbox is removed, you've taken away the rear support from the engine. Hence, you need to support it on wooden blocks under the rear of the sump, whilst the gearbox is being attended to.

The delivery of the assemblies to Tim's new house, just outside Stowmarket was equally fascinating. Tim, one of the founder members of the Register, has a number of sheds, which he is sorting out and equipping with his wide range of special tools and machinery. I was delighted to see that that other members are making good use of Tim's services, through "Useful Contacts" on the back page of the magazine. Dr. Morten Reimer, our member from Hamburg, is having his Copenhagen assembled, left hand drive, Model Y "Junior", overhauled at present.

I was also lucky enough to have a good look round Dave Tebb's garage and workshop when he and Carol hosted the Yorkshire "Do". Dave has a superb collection of the rarest Model Ys, ranging from the oldest car on the register, Chassis No. 252, through one of the four known surviving Tugs, to one of the five known surviving display chassis and one of the five known surviving Kerry tourers. Apart from the display chassis, which is fully restored, only the late Maurice Billing's shortrad, Y252, is actively under restoration. When Dave has finished the extension to his house and restored all his cars (he has many others!), I suspect I will be well into retirement!

Also at the Yorkshire "Do", the entire collection of back numbers of the magazine was handed over to Ken and Kath Devine from

Bob Wilkie. It was interesting to note the eagerness with which the members present were trying to make up their collections. Just for the record, due to administrative errors (before my time as Chairman!), there was no Issue 27, but rather two Issues 26, dated Nov/Dec 1983 and Jan/Feb 1984. Also, Issue 41 May/June 1986 had Issue 40 May/June on the front cover (but not on the inside pages). Hence, it would appear from the front covers that there were two Issues 26.

I was pleased to see that Ken Arthur has taken up membership. Ken runs K.A. Developments, also under "Useful Contacts", and has already helped a number of members with their bodywork restorations, including my Kerry. He has discovered by trial and error that when fitting wings and running boards, you should start with the rear wings, as the only fixed point along the side of the body is the junction of the rear wing and the running board. Everything forward of that point can be adjusted. Whilst on "Useful Contacts", The Seven Workshop has stopped taking orders for wiring looms, other than for Austins. They have handed over their franchise to Paul Beck - also under "Useful Contacts". Paul Beck assures me that he will have looms made up to order; either braided or PVC covered.

In the last magazine, Graham Miles pointed out that my low oil pressure was due to a poor gasket seal in the oil pump. Kevin Briginshaw, who was suffering the same problem, dropped his sump, removed the pump internals and discovered that there was no seal fitted. So Graham, who has given many technical tips in past issues under the pseudonym of Doctor Ford, has put his finger on the cause once again. Thanks Graham.

Hopefully, by the time this arrives, you will have received the mailshot with your membership card and the request for assistance at the All Ford Rally. Please note that the Register cannot guarantee the services provided by those companies who ask for advertisements to be sent in the mailshots. John Follan, on the Channel Islands, had a narrow escape with Profin P.H.D., Metal Refurbishments, from Cannock, who advertised in our October '90 mailshot. He sent all his shiny bits to them for chroming. Unfortunately, the company has since gone into receivership. Fortunately, they had finished the chroming and were not holding it on the premises. Thanks partly to Derek Birch, the Regional Coordinator for the Cannock area, who put himself out to find the owners, John managed to rescue his bits and is carrying on with the brave restoration of his Jennings converted three door Model Y. But more about that in a later issue.

My many thanks to those of you who replied to my request for information about your cars. At the Bristol Classic Car Show, Gerald Evans gave me a couple of pages from an unknown publication, listing details of the changes to the "Interim" versions of the Model Y ie. those vehicles manufactured between the end of the shortrad production and the introduction of the final £100 version. Unfortunately, he does not know the source of the information. Various members of the Register have been checking out the change points on our own cars and we have met with a disagreement with the publication on when the inset dashboard and pin door hinges were replaced by the full one-piece dash and ball hinges. The provisional results of our research will be incorporated into the next edition of "The List of Known Surviving Vehicles" in February.

Whilst on the "List of Known Surviving Vehicles", there are still many serviceable Model Ys & Cs out there which are not on the register. I'm sure many of you know of cars which are not included.

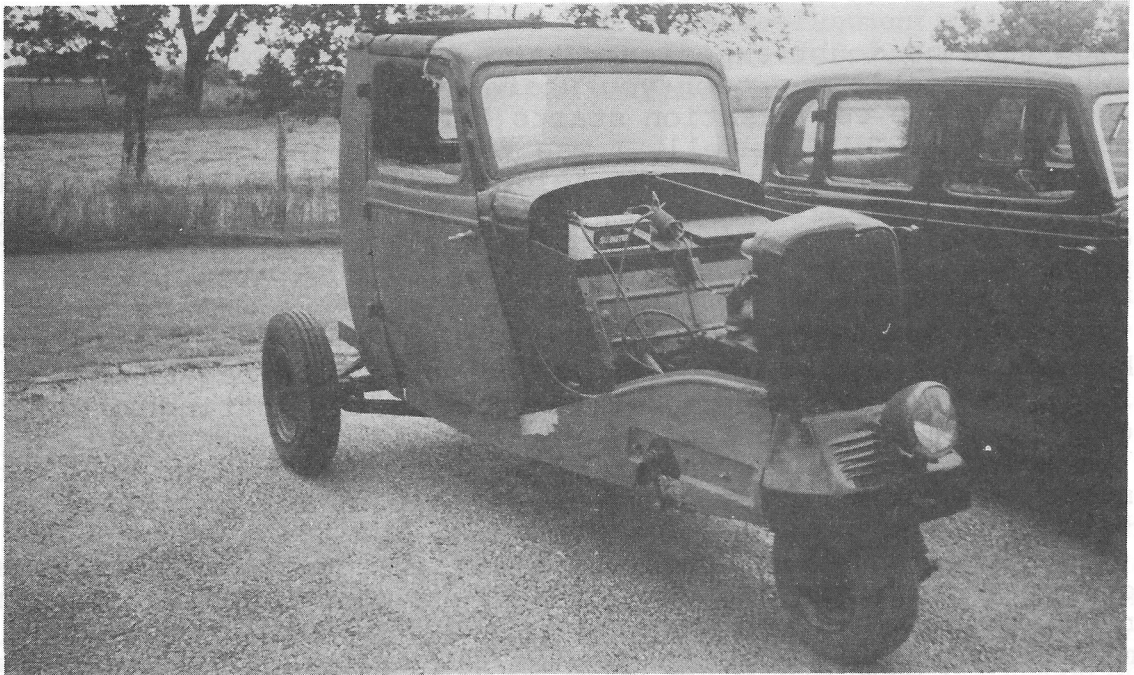
Please let Bob Wilkinson know of these cars, if possible with names and addresses, so that we can contact the owners to obtain details of chassis, body and registration numbers. Naturally, they will be invited to join as members, but they will be under no obligation. My daughter spotted a black Model Y, CVX 391, motoring in Chertsey last month. Does anyone know the owner of this one? Another source of hitherto unknown cars is the advertisements in the classic car magazines. Bob and I pick up those which appear in *Automobile* and *Classic Car Weekly*, but if you come across others, please pass the details to Bob and he will follow them up.

Hopefully, I will see many of you at the All Ford Rally at Abingdon on the 27th September.

Sam Roberts.

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

TWO TUGS



Dave Tebb's, ex Devon farmer's Tug at the Yorkshire "Do"



The exhausted winners collapse after the Y v C tug at Stanford Hall.

TWO QUOTES

Extract from Issue 77 of the magazine (June/July 1992)

"....Dad's garage was Brook Motor Co. the Ford main dealer in Newark. I bet we supplied some of our members cars!... "

David Ashton.

Extract from Issue 39 of the magazine (Jan/Feb 1986)

"....I have established that my present Tudor Model Y, CNN 125, was originally purchased from the then Ford agent in Newark, Brook Motor Co., then located in Castlegate, but which moved later to Furnden Road. I established this fact from Mr. Eric Ashton, whose father was the Managing Director of Brooks. Incidentally, Eric was given a '36 Tudor, EG 2939, for his thirteenth birthday.

Now you have no doubt experienced the "XY" men (ex owners of Model Ys), who invariably approach you where ever you park your pride and joy. Normally the conversation starts " I learnt to drive in/used to own one of those.....". Well, I was fortunate enough to be accosted by a gentleman the other day who told me all about CNN 112, which he assures me was identical to mine; purchased by a Mr. Morley of Albert Street, Newark; was laid up during the World War II and subsequently bought by his son, Mr. H. Morley, who sold it in about 1950.

Putting two and two together, CNN 112 and CNN125 were probably in the same consignment of Model Ys delivered from Dagenham to Brook Motor Co., where they were registered through the Nottingham Taxation Office (NN) ie. a consignment of at least 14 vehicles. Hopefully, I will be able to build up the story of that consignment from future bypassers, onlookers or even the readership of the Bulletin"

In fact, I have not found out any more about that consignment. I did come accross CNN 315 at a rally many moons ago. This is still shown on the register as belonging to a Mr. D. Garton, who never did become a member. Does anybody know of his or the car's whereabouts?

Sam Roberts.

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

TWO VOLUNTEERS

Right, we need two volunteers - you and you! Once again I have been asked whether I can help with the design of a sliding roof; Mr. Walsh, a new member from Lee-on-Solent, who is restoring a Model Y with a very rusty, half complete sunroof, is the latest to need the information.

We need volunteers who have either a Model Y or a Model C with an as original sliding roof to come forward and make themselves known, and a second volunteer, who has the ability to sketch, or who can coopt a friendly draughtsman, to prepare drawings for the benefit of those struggling with this aspect of the restoration process.

Please don't be backwards in coming forward!

Sam Roberts

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

GOOD NEWS FROM THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS
-FUND RAISING FILM SHOW

"Thanks to the good offices of Davids Roscoe and Burgess-Wise, the enthusiasm of Bert Young and the generosity of the Ford Motor Company, the Federation will promote a film show of great interest to the historic vehicle enthusiast on Thursday and Friday, 19 and 20 November 1992.

The shows will be staged at the Ford Motor Company's cinema at their central office, Eagle Way, Warley, Brentwood, Essex, just off junction 28 of the M25 and tickets will cost £10. There will be a raffle for some prizes of special interest to historic vehicle enthusiasts.

The two and a half hour programme will start at 7.30 and will include film showing pre-war motor racing; motor cycle trialling; post-war car development and production as well as snippets of other aspects of road transport history. The "piece de resistance" is Target 200, a 20 minute film on the development of the Ford GT40 leading to its first entry at Le Mans. This film had been lost for over 25 years but was found in one of Ford's European offices last year and has now been restored. This will be its first public showing.

The Ford cinema holds 200 - tickets will be allocated on a first come, first served basis. When booking, please make clear which showing is required.

Clubs are asked to publicise this show in their magazines, requesting those interested to send a stamped addressed envelope with their cheque to the Secretary, FBHVC, Elton House, Church Lane, Tydd St. Giles, Wisbech, Cambs. PE13 5LA. "

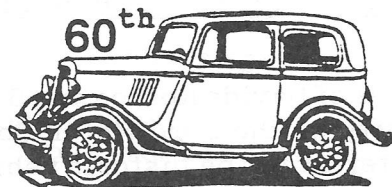
...AND THE BAD NEWS
-MOT TESTING

"...On the subject of MoT tests, we have been advised that there will be an increase in the fee for most classes of vehicles to cover the cost of testing an additional number of items which will come into the scope of the test from 1 January next. Solo motorcycles are not affected, but cars and commercial vehicles are. The items coming into the scope of the test for the first time are rear fog lamps; hazard warning lamps; registration plate lamps; registration plates; condition of glass; driver's field of vision; body condition; body security; load security; doors; fuel system; seat security and, where appropriate, diesel smoke emissions; Further items to be tested in non-PSV buses are mirrors; speedometer; glazing; tyre/load speed capacity; additional braking devices; and view to the front. Petrol engined non-PSV buses will also be checked for emission levels."

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



Peter Brookes ' partially restored and hastily sprayed "Emily", taking part, at speed, in the driving tests at the Stanford Hall Register get-together:-
 21st June 1992.



1932 - 1992

60th Anniversary of the Small Fords

I really must congratulate the Ford Side Valve Owners' Club on the work they have put in to raise the profile of the small sidevalve Fords during this 60th anniversary year. In particular the August road run to Dagenham, which Ken and Kath Devine have written up elsewhere in this issue, and also the superb article in September's issue of Practical Classics, which, amongst others, featured Steve Minns' 1936 Tudor Model Y. The article, which was written by Martin Hodder of Practical Classics in conjunction with the Ford Sidevalve Owners' Club, described beautifully the feel of Steve's car on the road; although it sounds as though the brakes need adjusting, as Martin needed "a full six-months' notice" to activate them when driving! (In contrast, my MOT garage, every year, tells me that the Model Y brakes on the road roller are better than most modern cars). I was delighted to see that, with one exception, Steve's car was referred to as a Model Y throughout the lengthy article, rather than "Y Type" which, as I have explained before, is a label which was never given to the 8hp Ford and which jars every time I read it. Anyway, well done FSOC, Laurie Menear, for organising the Dagenham run, and Steve Minns.

A P.S. TO THE DATSUN LOOK-ALIKE (Issue 76)

Carlton Thisse, one of our enthusiastic members in the US of A, who has recently sold a beautiful unrestored Austin 7 Chummy to a fellow American, has sent me an extract from "The Austin Seven Source Book" by Brian Purvis. On pages 436/7 there is a brief review of the body styling of the Datsun saloon (with photographs) from 1935 to 1937. The car design was based on the Austin 7 Ruby, with a Ruby chassis and Austin engine and transmission. Initially, the body was a Ruby look-alike, but later in 1935 the front end adopted the Model Y styling, which was apparent in the Issue 76 photograph. In 1936 the vertical bonnet louvres became horizontal and bars appeared across the radiator grille (a CX look-alike!). Finally, in 1937, the styling took on that of the Series 2 Morris 8, reverting to vertical louvres and a Morris 8 style radiator grille. I am grateful to Carlton for sending us this information.

Sam Roberts

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

SNIPPETS FROM PERIOD MAGAZINES Practical Motorist July 23rd 1938.

"Popular Films

Bookings of the films in the Ford film library for the first six months are 95 per-cent up on those for the same period last year.

The film library has been established for the assistance of schools, clubs and other organisations having facilities for showing films. A wide variety of subjects is offered, and both silent and sound films are included."

DAGENHAM PILGRIMAGE

Our pilgrimage run was to be a journey of 560 miles. Kath and I left Oldham at 8am on 1st August driving Katie, Kath's 1936 CX.

The weather couldn't have been better, plenty of blue sky and sunshine, we had decided to travel down to Chessington in Surrey and stay overnight with Sandra & Bill Ballard of the FSOC. The journey down was taken at a nice steady pace of 40mph, which proved to suit the car, it ran well even in the hot sun. On the way down we stopped for a brew and chat with Graham Miles and his wife Margaret at his home in King's Langley, mainly to arrange to borrow his van for Area 14 events ie. G-MEX, PRESTON GUILD and TATTON PARK.

We finally arrived at Chessington at 6pm non the worse for the journey. After a few pints at Bill's local and a good nights rest we were prepared for the next day, or so we thought.

Several members of the Y & C and the FSOC. assembled at Bills house to make the journey in convoy from Chessington to Romford Market, again bathed in brilliant sunshine, this time however it proved too hot for the CX travelling through London the car began to evaporate at lights etc. and this called for the addition of paraffin to the fuel supply. I use half a gallon of paraffin to a full tank of fuel, this usually solves the problem without loss of power or efficiency, and is now legal from a recent report in Practical Classics. In spite of the problems we still managed to arrive at Romford with the convoy and meet with fellow members of the Y & C.

It was a most impressive sight to see 102 Fords lined up in the Market square, the crowds swarming around and telling numerous tales of bygone days.

The last leg of the journey from Romford to Dagenham plant was to be run in convoy with police escort throughout the route.

We departed from Romford at 11am with Steve Minns leading off in his 1936 Y Tudor, this part of the journey was something to be believed, every single junction en-route was manned by police, sometimes as many as four police officers at roundabouts, we travelled along the crowd lined streets like royalty waving and revelling in the clapping as we passed, no doubt many of those who lined the streets built our cars.

On arrival at Dagenham we were presented with a hardback copy of the Seagrove Trophy, awarded annually for great achievements on land, sea and in the air, we were also treated to a first class buffet.

The cars were lined up in type order and judged by several quality control staff from the plant.

Prizes were awarded by John Mallender, Fords Industrial Relations Manager. Best Prewar went to Steve Minns Model Y. Best car in daily use was the 1962 100E Popular of R. Bye of Cleveland, while the Dagenham Trophy for the most to factory spec, was won by the 1959 100E Prefect of A. Cotterill of Coventry.

I feel sure that everyone taking part in the Pilgrimage had a day to remember and owe a debt of thanks to FORD MOTOR CO, to the FSOC and in particular Laurie Menear & Bill Ballard who organised the event for the FSOC. finally the Police force of Kent who did such a marvellous job of escorting the convoy, many of whom I was told volunteered unpaid, on behalf of our members, a big thank you. to all concerned for making such an event possible.

On the return journey I was well caught out, no not with my pants down, rather with my bonnets up, after queuing on the M1 for twenty minutes in crawling traffic the CX evaporated again, so it was a quick splash of water to cool it down and away, usually only a couple of minutes, however I decided to leave the bonnets up to get more air around the engine, as the sign said 800 yds to the start of roadworks, once again we were on the move and traffic was merging from the left, suddenly I realised that speeds were increasing and I couldn't pull of to drop the bonnets, at about 30mph the bonnets lifted gracefully and began to float rather like a birds wings, the next sign said 3 mile to end of roadworks so I had no choice but to continue on at about 40mph and pray that the bonnets would not fly off, needless to say as soon as I could I pulled in and secured the bonnets, so there is a warning to anyone else who evaporates at roadworks don't believe the signs, you may be caught out as I was.

Maintenance

The prime aim of the Register is to ensure the continuous survival of the Ford Y&C Models indefinitely. Owners may come and owners may go but the cars, if properly looked after, will go on for ever. It is up to us, the present owners, to keep them at least in the same condition as they were when we took ownership. Most of us, of course, try to improve their condition and thoroughly enjoy doing it! The thought that one day we won't be the owners any longer doesn't enter our heads.

Proper maintenance is probably the most important contribution we can make to keeping our cars on the road. In its broadest sense, maintenance can be described as rust and rot prevention, replacement of worn parts and the lubrication of moving parts.

Rust and rot prevention is best achieved by parking the vehicle in a dry and well ventilated environment. If parked in the open, the inside of the body should be relatively air tight to stop the ingress of moisture, which over a period will cause mildew and rot in the headlining and trim and rust on those unpainted surfaces, especially behind the dashboard. Effective rubber (or silicone) sealants round windows, roofs and floor panels will keep most of the water out. Good paintwork is also a must (inside and out) to prevent the rust moth attacking. An undercoat of red oxide or Finnigan's Smoothrite on the less visible and more prone parts of the body is sensible eg. the chassis, the rear A frame, the junction of the body and the chassis at the bulkhead etc. Those areas which are exposed to road splash should be well protected eg. the underside of the wings, the running boards, the front and rear valances and the floor boards. A liberal coating every two years of Waxoyl on top of the paint is recommended. (Some paint on old engine oil)

Replacing worn parts is helped by the growing stock of spares held by the Register and by using the agencies listed under "Useful Contacts" on the inside rear cover of the magazine. This aspect of maintenance is probably the most expensive in time, if you do it yourself, or cash, if you give it to someone else to do. However, if you keep the non-moving parts well protected and the moving parts well lubricated, the need to replace worn parts, and hence the expense and associated hassle, will be kept to a minimum.

Lubrication of moving parts is a chore which some enjoy and which some find a bind. However, it is a necessary evil, which like any health care, keeps the system operationally fit and efficient. And you feel better for doing it. There are few things more satisfying than driving a well tuned, well maintained, 1930's Ford. Empathy with the car is essential to getting maximum pleasure from it. Understanding its limitations, its sensitive peculiarities and helping it to give of its best. Despite its simplicity of design, it is still a complex mechanism which requires attention to each individual part of the whole to run smoothly. The empathy extends to knowing and understanding the reason for each noise it makes and, more importantly, identifying and tracing the source of each new squeak or other noise which appears and taking the appropriate action to get rid of it.

I have made an attempt at drawing up a check list of each moving part which requires lubrication. The periodicity of oiling or

greasing will depend upon the usage and storage conditions but I have given an indication. If you have that all important empathy, you will know when each part needs attention!

GREASING

<u>Item</u>	<u>Lubricant</u>	<u>Periodicity</u>
All grease nipples (see lubrication chart)	Castrol LM Duckhams LB10 or equivalent	Every 500 miles or six months when in use.
Wheel hubs - repack.	high melting point axle grease	Two years.
Speedo. cable	"	Two years
Brake rod cotter pins	"	Annually
Distributor shaft in cylinder head	Comma 'Copper grease'	Annually
Dynamo support and cotter (Check fan belt & tension)	"	Annually

OILING

Engine	SAE 30	Change every 1000 miles or when black
Gearbox	EP 120	Check annually Top up to filler plug
Rear axle	EP 140	"
Steering box	EP 140	Check six monthly Top up on LH lock
Dynamo (both holes; sparingly commutator end)	Engine oil (oil can)	Six monthly
Distributor (oil hole & one small squirt under rotor arm)	"	Six monthly
Springs (front & rear):- Jack up chassis annually, allow wheels to hang, spray engine oil with 20% white spirit between leaves.		
Hydraulic shock absorbers	Armstrong hydraulic oil	Check & top up annually
Accelerator linkage cross shaft supports	Engine oil (oil can)	Annually
Bonnet catches (oil holes to enable springs to be oiled)	"	Annually
Door hinges	"	Annually

OTHER MAINTENANCE CHORES

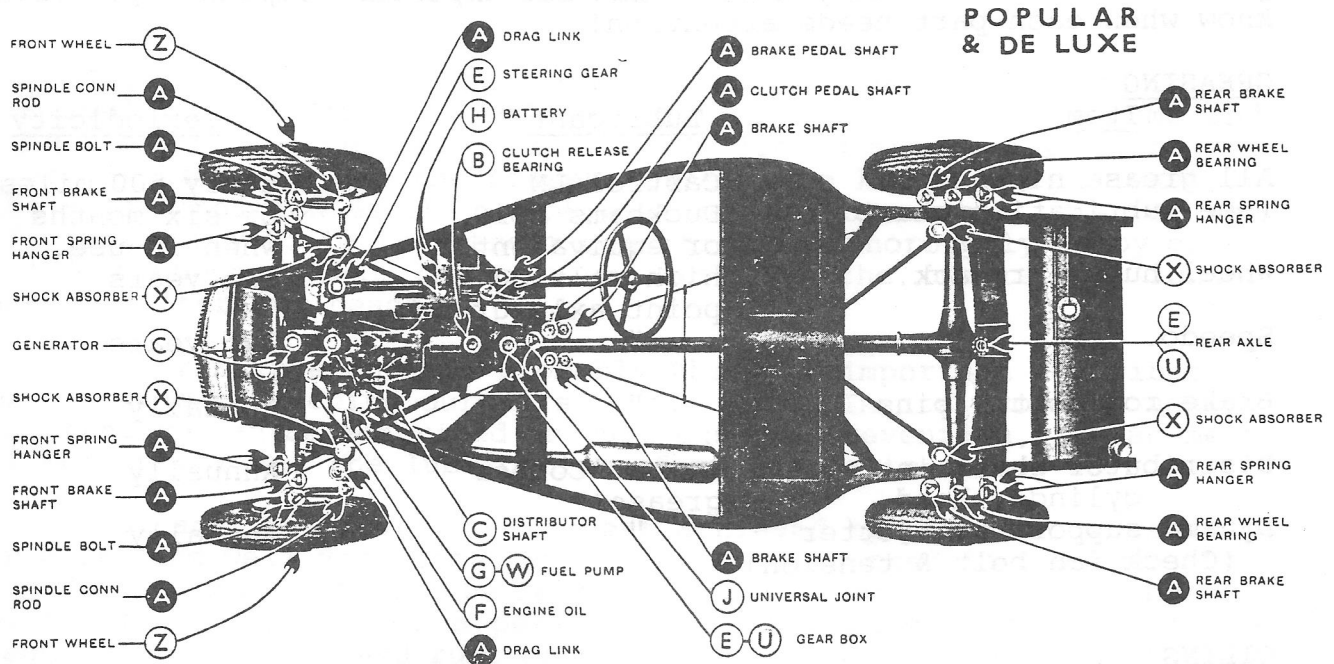
Battery:- Check electrolyte level regularly. Top up with distilled water to 1/4" above plates. Keep terminals free from corrosive by disconnecting leads and soaking with near boiling water. Grease up with Vaseline after reconnecting. Remove battery from car to charge.

Radiator:- Check water level regularly. Drain in November (in UK), flush through with clean water and put in anti-freeze (30%). Drain in April. Clean out rust with Holts three stage cooling system flush and fill with clean water.

Tyres, king pins, steering linkage etc. Note "Observations" on MOT and rectify when considered necessary.

Sam Roberts.

LUBRICATION SYSTEM



EVERY 1,000 MILES

- A** LUBRICATE THOROUGHLY WITH GREASE GUN.
- C** ADD A FEW DROPS OF ENGINE OIL.
- E** ADD EXTREME PRESSURE GEAR OIL TO LEVEL OF FILLER PLUG.

- F** DRAIN AND REFILL WITH GOOD QUALITY ENGINE OIL OF CORRECT GRADE.
- G** DRAIN SEDIMENT.
- H** ADD DISTILLED WATER.

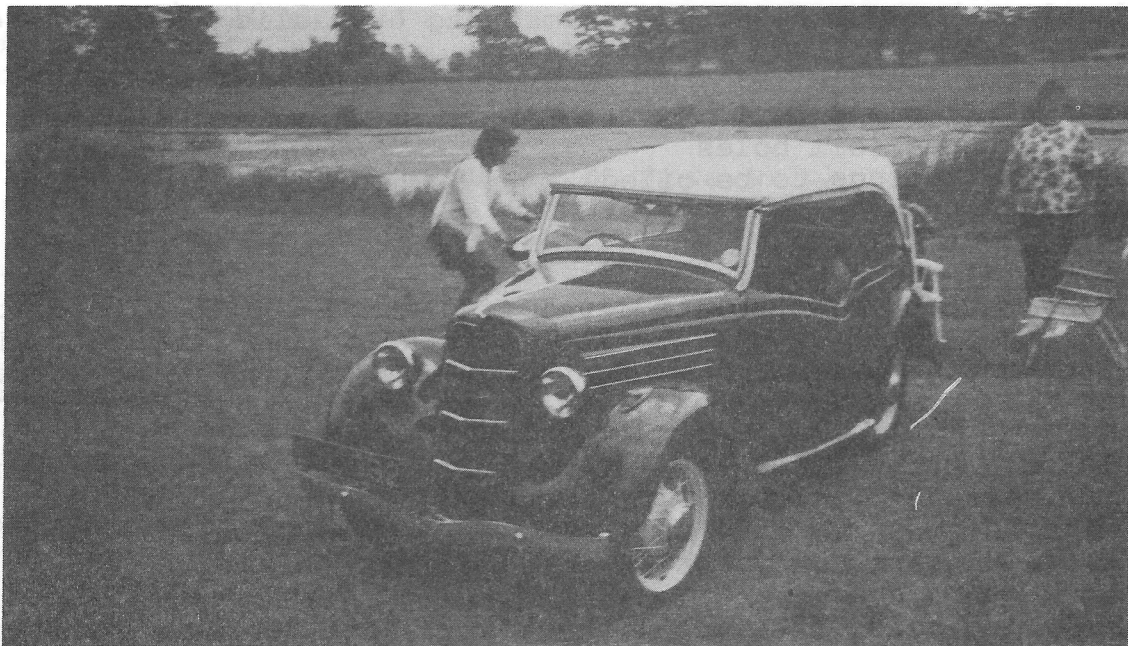
- J** LUBRICATE THOROUGHLY WITH UNIVERSAL JOINT GREASE, OR MULTI-PURPOSE LITHIUM BASE GREASE.
- L** LUBRICATE SPRINGS THROUGH NIPPLE INCORPORATED WITH CENTRE BOLT. USE SPECIAL LUBRICANT.

EVERY 5,000 MILES

- R** EVERY 10,000 MILES UNSCREW GREASE WELL AND REFILL WITH PETROLEUM JELLY

- U** DRAIN, FLUSH, AND REFILL WITH EXTREME PRESSURE LUBRICANT TO LEVEL OF FILLER-PLUG.
- W** REMOVE AND CLEAN SCREEN.

- X** ADD FORD SHOCK ABSORBER FLUID TO LEVEL OF FILLER PLUG
- Z** PACK WITH GOOD QUALITY WHEEL BEARING GREASE.



Frank Croucher's winning Model CX Tourer at Stanford Hall. 21 Jun '92.

SHOCK ABSORBER CONVERSION

During the restoration my K.P. Tourer I decided to dispense with the Luvax shock absorbers as fitted and to update to the Armstrong double piston type. It then became a question of finding a suitable supplier who knew what I wanted and how to make the necessary conversions, eventually I was given the name of Stevsons of Selly Oak, Birmingham. After discussing my requirements with him on the phone and his assurance that he was well equipped and conversant enough to do the job, I agreed to allow him to do the work, but not before visiting his workshop in Birmingham, part of the deal was to give him my rusty Luvax shock absorber and pay the sum of £240 up front.

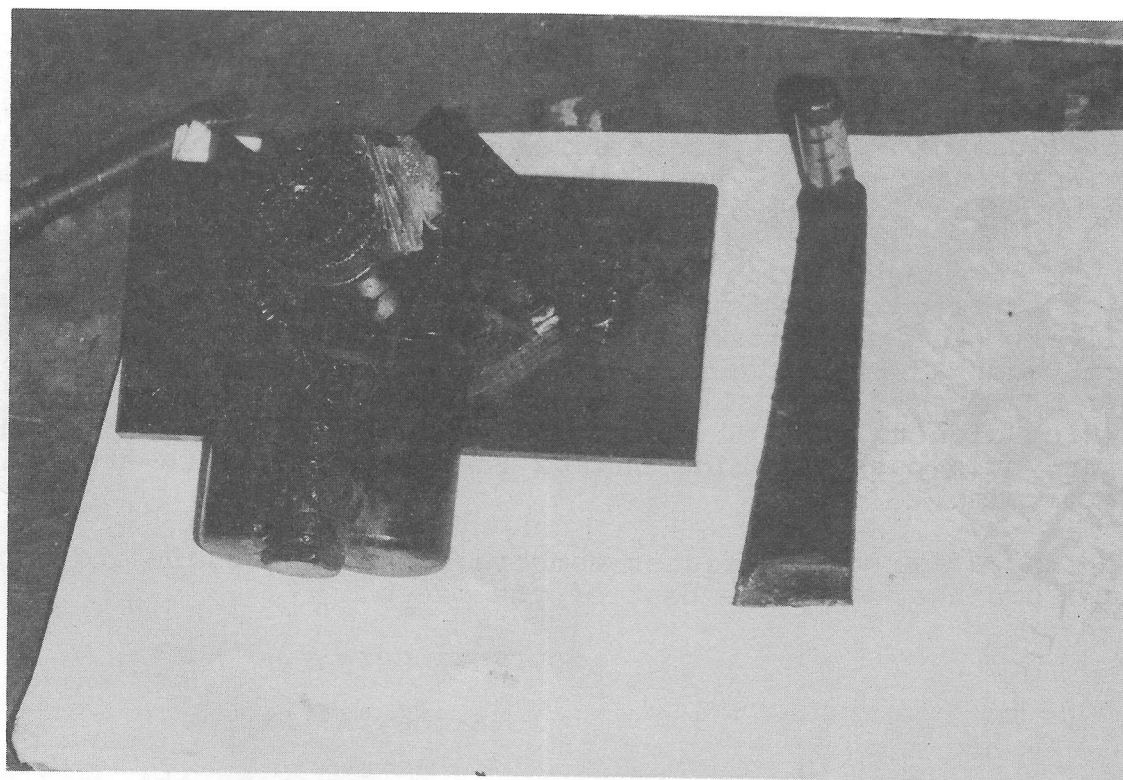
Having seen the work he had done I felt at ease with myself and eagerly awaited my new parts, but this was not to be within the 3 weeks quoted it was nearer 3 months with lots of excuses and promises in between.

Once the parts did arrive I forgot about the anguish of waiting and set about fitting them, alas this was to prove to be the beginning of a nightmare, two of the arms on the shock absorbers were bent to the wrong shape, one of the back-plates needed to convert from Luvax to Armstrong was drilled wrong, so a lot more work than intended had to be done to finally fit the new shock absorbers, however once fitted I thought that would be the end of it. **WRONG!**

Although the car was not completely finished I decided to tow it to shows because of the interest shown in it by members, on the first day out one of the shock absorber arms snapped at the point where it had been welded by Stevson's or should I say brazed. Brazing is not acceptable by MOT standards, on further visits out, two more of the arms were to break (see photo) costing me in total £30 plus time lost removing & refitting. Needless to say after the initial complaint Stevsons have been difficult to contact and to date 3 months on I have had no satisfaction from them.

Remember the name STEVSONS when you seek to have work done on your shock absorbers. (See issue 35 page 5 unfortunately I was not a member then)

ED.



THE BRAZING HAD NOT ADHERED AT ALL TO THE LINK ARM

Recollections of a Post-War Owner

I have received the following letter from a non-member, which reminded me so much of the reason why my yearning for another Model Y turned into a burning desire in 1977 when I bought CNN.

Dear Mr. Roberts,

My wife and I recently attended the wedding of the daughter of our next door neighbour at a local church. After the ceremony I was intrigued by the sight of an unusual looking car at the church gate. It had been much modified, but its basis was obvious to me at a glance - "Y model Ford 8".

I owned two of these cars for a short period just after World War 2. (There were no new cars on the market at that time, so we all drove the "oldies"). This encounter set me thinking back to those days of my youth and the Ford 8Y.

Among the things I remember are the screen wipers which stopped when driving uphill, worn brake linings which allowed the brake expander cams to go over T.D.C. which left one in a brakes on situation until you got under the car with a spanner. I remember two helpful and brawny policemen assisting me to carry my Ford off at the tram lines in the rush hour at Borough High Street, South London.

But in spite of these snags I feel these cars were just as mechanically reliable as the three year old car I am driving at present. At least I had no failure of microchip driven engine management systems - which I have endured with my last three new cars.

In 1955 my friendly local garage man got me a factory reconditioned engine for my Ford 8 and I changed it myself. Cost £22.00. I recently paid £32 for a new flasher unit for my 1990 car. There must be a lesson there somewhere. I still think back fondly to the starting handle, even if it did cause most Ford 8s to lose three or four bars from the radiator grill.

I have owned a couple of Fords since those days. A 1960 Anglia which suffered a completely seized up back axle on the day I took delivery (this at a time when Ford were moving their parts division from Dagenham to Basildon - it took six weeks for their main agent to get parts). I lost all faith in that one! Later there was a Zephyr 4 which didn't leave much impression on me and a Mk 2 Cortina auto which would pass anything on the road but wanted to stop at every petrol pump.

Encourage your Register members to cherish their old Populars. I am sure they were the best of the breed.

Yours sincerely,

Sidney A. Farrow.

P.S. Almost forgot to mention. The chap I met at the wedding, who later gave me copies of your Bulletin, was Mr. Bob Wilkinson. Please give him my regards when you next see him.

LESSONS LEARNT FROM BELGIUM

Apart from Jim Miles' final drive mishap on his return to France, we suffered only three minor problems during the rally weekend, each of which should not have happened and which point to good preventive maintenance practices.

One car overheated on the autobahn. If the cooling system on our cars is kept clear of gunge and rust, they do not overheat. Holts three stage cleanser once a year is recommended as a good remedy. An additional tip on long runs on hot days is to wrap a piece of tin foil round the feeder pipe from the petrol pump to the carburettor, clipped on with clothes pegs (The Wilkinson "first aid" tip). This prevents vapourisation of the fuel in the pipe. However, it does not prevent the other detrimental side effects of running hot.

We then had a non-starting problem, which was traced to air being sucked into the petrol pump. The cause - a sensible preventive strip down and clean out of the pump before the rally, but reassembly with the old, worn and distorted, cork gasket. Fortunately, a colleague had a new rubber gasket, which solved the problem. Lesson: Do not re-use old gaskets.

The final problem was a squeaky dynamo bearing. The owner, who I promised would remain nameless, admitted that he did not know that there was a covered oil hole behind the pulley and had never oiled it. That and the oil hole at the rear of the dynamo should be regularly lubricated.

Remember, maintenance is important to the longevity of our cars.

Sam Roberts



(DAVE ROBINSON'S UNUSUAL 'C' BASED GROUNDSMAN TRACTOR ED)

COPY OF LETTER SENT TO DAVE ROBINSON

H. PATTISON & CO. LTD
342 SELBOURNE RD.
LUTON, BEDS.

5th July 1992

Dear Mr Robinson

Thank you for your letter and photos of 22/4/92 Re; The Tractor.

The one thing I can tell you with certainty is that the machine was made on the 11th April 1939, at Stanmore Hill Works (via the serial number). Unfortunately I can tell you little else. I have searched all the old catalogues etc. and there is nothing on it, this is because the tractor was the prototype of a new range of smaller 10hp tractors for the estate and school playing fields market, where our standard 24hp Golf course tractors were too large or too costly for that particular market. I don't know how many were made, probably not more than 10 or 20 because the outbreak of World War 11 stopped them dead. In 1946 we restarted, but bought the standard Ford 10hp E83W Light Van chassis direct from Dagenham and built the model on that product, with our own worm drive rear axle (same as yours) substituted in it, for top gear starting.

Also, much to my personal regret the prewar tractor record book and file was lost in the move from Stanmore to Luton in 1986. That would have given me the first customer name and addresses. Maybe you could glean this from the registration No. GWH63 as it was evidently licensed to on on, or cross a road, if you can find the old GWH County Council Authority and check their records?. DVLC won't help much I doubt. The engine and gearbox would be the 1939 Ford Y or C model sidevalve 10hp car engine, E83W series after the war, and the same front axle I guess or it could be the Ford model A or B car front axle, the brake drums look large enough for the latter.

Rear tyres were Dunlop 900 x 12 'trak Grip' colours green body work and tip cart and black wheels and undergear. I must say your machine looks remarkable well preserved and looked after and could have been used and kept carefully by one owner.

It would be 99% certain to have been used for pulling gangmowers either school playing fields authority, a small golf course or on an estate, or even by one of the Army, Navy or Air Force Institutions. I seem to remember one at RAF St. Athan, S. Wales when I was training there for Bomber Command. The 'Tip Cart' would be used for carting soil, fertilizer etc. and was probably made by my father - I joined the firm in 1947.

The retail price would have been £97 to £100 then, from other catalogue clues. I don't know where the radiators came from, they were not made by us, but feature on motor rollers that were made 1935 to 1939.

The steering wheel looks out of place, everyone was four spoke in those days on every vehicle to my knowledge.

The whole machine would have been hand built, except for engine and front axle etc. in those days. Sorry I can't give you more information, but would appreciate decent photo when finished - I will have it framed and hung.

If I can help with any more queries, please write to me.

Regards Ken Hemingway

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

I regret to announce the sudden death 21-8-92 of Arthur Fletcher of Fareham, Hampshire. At 85 years of age he was not only the oldest member of the Register but owned the oldest car on the road.

Our sympathies go out to his family.

Sam Roberts.

CARS FOR SALE.MODEL Y

- (3) Y Alan Taylor Tipper truck, poor condition. but complete. Alan Brown B1020 Tel; 0245 380245 (Essex) Offers
- (3) 1934 Y, LR. Y49052 VV 2621. 2nd oldest on register. V5. Stripped down, some spares. Mrs. G. Barrett. 0686-628324 Offers
- (2) 1933 Y. SR. Tudor, Blue/black. very good condition. A. F. Johnson. 0480-216455 weekends £3500 ono
- (2) 1937 Y. GMC 168. Good, honest, sound condition. MOT & Tax. Engine & Gearbox overhauled, re-wired. Many spares. In everyday (summer) use. Glynn Jones. 0235-772900 days 0763-73341 evenings. Best offer around £2000
- (1) 1936 Y Tudor CYE 142. Y139603. Good mechanics, runs well. Complete but body requires full restoration V5. A. J Brasher. B1067 Tel; 0491-37777 days 0491-36091 evenings (Oxon) £1250
- (1) 1936 Y. Fordor, Bristol to Bournemouth finisher. Resprayed, Rechromed, new MOT. original registration, seats need recovering and some trim. Dave Freed F1210 Tel; 0272-733775 £2250
- (1) 1936 Y. 2 door Sound condition for restoration. 0762-840759 N. Ireland Offers

MODEL C

- (2) 1937 CX Tourer, Totally restored 1984, not used since 1989 Excellent condition, wanting an appreciative and caring owner. Mary Game. 0375-891272 (Essex) Best offer over £5000

PARTS FOR SALE.

- (3) 1933 Y windscreen glass x 2. E. L. Bryant, 22 Claredon Road, Ipplepen, Devon. TQ12 - 5QS.
- (3) Y 1936 rear axle complete with brake drums. rear spring (condition unknown) M Clark C0732 Tel 0527-78666 evenings (Bromsgrove) £50 ono
- (3) C interior clock mirror, clock not working. D Gatenby 0325-486781 £30
- (3) Y Longrad 2 front mudguards, fair condition, need repair, D Pittock. 0449-767113
- (3) 4 x Y wheels, blasted/powder coated Brand new tyres 0202-674982 £200 ono

PARTS WANTED

- (3) Model C front windscreen and frame. D. Gatenby. 0325-486781.
- (2) Steering box urgently for 1934 Kerry tourer, or internals for rebuild. M Cullimore 0435-32632 evenings 0435-865245 days. Sussex
- (2) Steering wheel & horn button for 1937 Y. A Anderson 041-423-6644
- (1) 5 Wheels for 1934-36 LR. Y. also clutch brake, pedal assembly and steering rack. C. Batty 0706-374942.
- (1) Rear chassis cross member for Model Y. T. Thomas, 0977-554551

The following back copies of Club Newsletter's are now available from the Editor. Numbered as follows:-

19-20-21-22-23-24-25-26-28-29-30-31-32-33-34-35-36-38-40-41-42-44-45-47-48
50-51-52-53-54-55-57-58-59-61-62-63-64-65-66-70-71-72-73-74-75

DEADLINE FOR COPY FOR NEXT ISSUE is Thursday 29th October 1992

REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE
 Complete the enclosed order form and cost the items. Send the order form, with a stamped, addressed envelope to Kevin Brighnshaw. On notification of availability from Kevin and receipt of invoice, payment is to be made to Deborah Brighnshaw (Spares Treasurer), whose address is on the inside cover of the magazine. Cheques are to be made payable to "Ford Y&C Spares Section" and must be in Sterling. The goods will be despatched on receipt of payment. The invoice will include a charge for postage and packaging. An overhead charge of £3.00 will be made on each order.

PLEASE NOTE:- The Register does not accept liability in any form whatsoever for items sold directly or indirectly through its activities.
 The Ford Y&C Model Register reserves the right to charge prices different to those quoted without prior notice. Prices quoted are not negotiable. We are unable to supply to N. America. We have many various old, new and refurbished items plus a large stock of used parts. Please use the order form to list your requirements.
EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT.

MECHANICAL - SUSPENSION, BRAKES AND STEERING

- Clevis pins (20 thou oversize) with split pins, small size only. £2.70 per set
- Rear shackles (pattern part) £5.00 each
- Bushes for shackles, front or rear. £1.50 each
- Rear hub seals (large - outer) Y1175. £2.50 each
- Y&C king pins - 4 bushes, 2 thrusts - exchange. Stock permitting. £32.00per set
- Front brake drums-exchange in clean condition only less bearings. £26.00each
- Rear brake rod support bracket for L.R. Y, with double holes. £5.00 each
- YE2502B Front brake rod support (mounts on A-frame & looks like ?) £20.00each
- Front road springs Y&C (Rear, used on application) £2.75 each
- Y2097 Front brake lever return spring - left hand £2.75 each
- Y2220 Rear brake cam shaft lever spring - right hand £2.75 each
- Y2221 Rear brake cam shaft lever spring - left hand £8.00 each
- L.R./C CE2225 Bracket (rear brake operating shaft) £8.00 each
- L.R./C CE2231 Rear brake cam shaft, R.H. or o/s £8.00 each
- L.R./C CE2235 Rear brake cam shaft lever, R.H. or o/s £8.00 each
- L.R./C CE2236 Rear brake cam shaft lever, L.H. or n/s £8.00 each
- S.R./L.R./C Y2084 Front brake lever £8.00 each
- S.R./L.R./C Y2076 Front brake shaft, R.H. or o/s £9.00 each
- S.R. Y2231 Rear brake cam shaft, R.H. or o/s £9.00 each
- S.R. Y2232 Rear brake cam shaft, L.H. or n/s £8.00 each
- S.R. Y2230 Rear brake cam shaft. £10.00each
- S.R. Y2050 Front brake operating wedge. £24.00per hub
- Front inner and outer wheel bearings. £25.00per axle
- Exchange brake shoes, rollers removed, send old in first. Set of 4. £11.00per axle
- Brake shoe pull off springs, S.R./early '34Y, double roller. Set of 6. £11.00per axle
- Brake shoe pull off springs, L.R./C, single roller shoe. Set of 4. £7.00per axle

MECHANICAL - ENGINE AND TRANSMISSION

- Y2786 Hand brake ratchet pawls. £1.00 each
- Fan belts - 3" dynamo pulley only. £5.00 each
- Y937 Accelerator return spring (on cross rod or accel. rod assy.) £2.75 each
- Gaskets - price on application, upper engine only. £170.00each
- C exhaust, with tail pipe - stainless. £66.00each
- Y exhaust, stainless. £7.50 each
- Engine top water outlet (head to hose) £2.50 each
- Hoses, straight. Top 9.5" x 1.75"; Bottom 8" x 1.25".

Please note: Register does not stock moulded angled hoses.
 Engine pistons, various sizes - send pattern, non-returnable. From £25.00per set

- No post-war 8hp pistons in stock. £3.50 each
- Engine valves - early engine only - send pattern, exhaust or inlet. £5.00 each
- Clutch refacing kits. £12.00each
- Exchange rear axle casings (Y2035, Y2036) (See magazine, issue 70) £45.00per set

- Y24052 Cylinder head stud and nut. £1.30 each
- B9288 Fuel connection, flexible, direct to pump, 8 o'clock inlet, straight only (no elbow), post-war pump. £6.50 each
- Y4513 Cap (Universal joint housing) inner. £5.00 each
- Gearbox. I now hold a large number of gearbox parts. Please contact me with your lists of requirements.

RUBBER PARTS

- Front radius ball. £4.00 each
- Brake and clutch pedals - exchange (send your old ones first) £5.00 each
- Gearbox mounts. non-exchange. £6.00 each
- Door stop buffers. £18.50each
- C front axle beam stop rubber (metal not incl.) some metal aval. £2.00 each
- Bushes for shock absorber linkages specifically intended for S.R., but may be used on L.R. depending on linkage design. £7.00 each
- S.R. side lights - base mats. £1.00 each
- L.R. rear brake rod support rubbers. £4.00 each
- Y under bonnet kit. £4.00 each
- Steering joint dust covers. £10.00each
- Engine mounts - exchange. £1.00 each
- £5.00 each

ELECTRICAL

- Headlamp lenses, flat type, round centres (used) for early L.R. £8.00 each
- Rear lamp mounting bracket - finished black with fixing bolts. £28.00each
- Battery fixing bolts. £2.00per pair
- YR14300 Battery to switch cable assembly. £9.00 each
- Battery lug bolts. £0.50 each
- 6 volt coils - not Ford. £9.00 each
- Headlamp bulbs (wattage not stated) £2.50 each
- Bulbs, various (if rear lamp, state straight or off-set pins) £0.75 each
- Late type distributor points (not early type) £3.00 each
- Early distributor caps. £3.00 each
- Rotor arms, late types. £2.50 each
- CR13075 Headlamp double contact bulb holder/cable. £5.00 each
- Short rad & early Long rad type only. £8.00 each
- Dynamo cut out controls.

FITTINGS - BODY

- Chassis to carpet rails inside door (state 2 or 4 door) £30.00pair
- Running board draught trims, adjacent to chassis, painted black. £28.00each
- Running boards. For L.R. Y. Moulded in fibre glass (incl matting) with steel mounting brackets. Adaptable for S.R. £93.00each
- S.R. front valance below grill (external part only - fibre glass) £20.00each
- Floor board screws. £0.08 each
- Late L.R. Y four door hinge centre bolts. (Lock tabs on order). £1.00 each
- Brass balls, door hinge. £0.75 each
- Y fixed timber roof stick kits in hard wood. £65.00each
- Stock:- S.R. nearside, front wing - Ken Arthur manufacture £200.00
- S.R. rear valance - Ken Arthur manufacture £180.00

FITTINGS - BODY OR DRESSUP

- Rear luggage carriers. Model Y only. Unpainted kits. £41.00each
- Enamel rad. badges. Dark blue - L.R. & C: Light blue - S.R. & early L.R. £13.00each
- L.R. badge mounts under manufacture. Send applications please. £11.00each
- Hub caps - to original specification. £3.50 each
- Oil can transfers, black only. £34.00 set
- Wheel nuts. Set of 20. £11.00each
- Service Castrol poster, reprinted

CHASSIS REPAIRS - Undertaken by Dave Tebb. Tel: 0937 557410
 SPEEDO CABLES - From Speedo Graph Richfield Ltd, Rolleston Drive, Arnold Nottingham, NG5 7TR. Tel: 0602 264235. Prices on application:- K27, 5'8" Long (Y) or K28, 5'1" (C).
 REMEMBER: SEND EXCHANGE ITEMS WITH ORDER FORM FOR NEW OR RECONDITIONED PARTS.

NOTICES

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

UK and Eire £15, overseas £18, OAPs and unemployed £10. Cheques payable to Ford Y & C Model Register to be sent to Membership Secretary who requires notification of change of address or cars.

Back issues of the Bulletin, if available, can be obtained at 50p per copy from the Editor.

USEFUL CONTACTS

STOCKISTS, EARLY FORD PARTS

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

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

BORING, WHITE METALLING, BEARINGS, PISTONS etc.

Ron Topping, Northern Rebore Services, 54-56 Elswick,
Newcastle-upon-Tyne NE4 6JH Tel: 091 273 4326

MECHANICAL OVERHAUL AND RESTORATION

Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket,
Suffolk IP14 6AG Tel: 0449 711837

SEAT SPRING UNITS (ready for trimming)

The Bristol Upholstery Spring Company Ltd., 79a Grove Road,
Fishponds, Bristol BS16 2BP Tel: 0272 583995

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

Paul Beck, Vintage Supplies, Folgate Road, North Walsham,
Norfolk NR28 0AJ Tel: 0692 406343
CAN ALSO SUPPLY MODEL Y & C WIRING LOOMS TO ORDER

BODY RESTORATION, PANEL REPAIR AND MFR.

K.A. Developments, Plasterers Yard, Foss Way, Midsummer Norton,
Radstock, Avon Home Tel: 0225 766669

CHASSIS RESTORATION/EXCHANGE

Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet,
Leeds LS25 6HQ Tel: 0937 557410

TYRES, TUBES AND RIM TAPES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts
Tel: 0923 31699
— Callers to above address by appointment only

Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA
Tel: 062 987 227

INSURANCE QUOTATIONS

Bain Clarkson Ltd., PO Box 27, Falcon House, The Minorities,
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

Advertising rates :

Members — no charge : Non-members — £20.00 per insert per annum (6 issues).

Apply to Chairman

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

