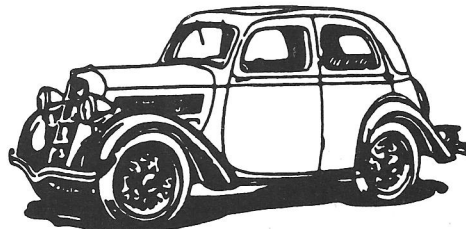
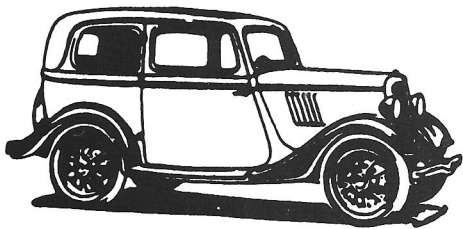


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 79 Oct./Nov. 92

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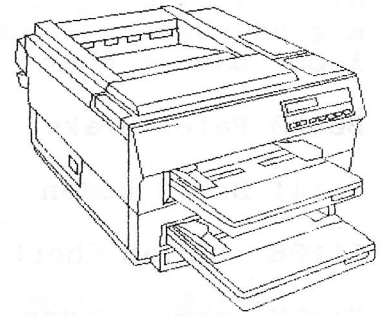
THE FORD Y & C MODEL REGISTER

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EDITORIAL



Now is the time of year when we look back and wonder where the rally season has gone, there seems to have been little time to enjoy our pride and joys, before its time to store them for the winter. This month I managed to get my K. P. tourer through the MOT. first time.

ISSUE 79

We decided its maiden journey should be a good run to prove its reliability, so off we went to visit Bob Wilkinson and his family at Pocklington, a round trip of approx 140 miles and not a hiccup apart from the fact that we nearly froze to death on the return journey, what a joy to drive the tourer after the long months of restoration. (Full story of restoration in later issue).

This month we welcome 17 new members and a good selection of "new" cars, which we hope to see on the road sooner or later.

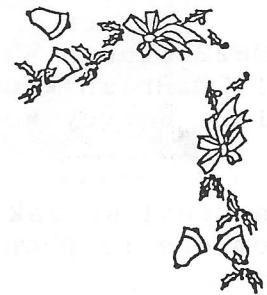
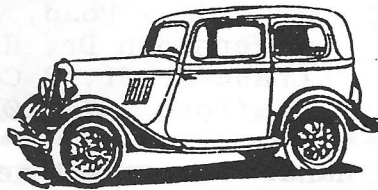
Good news on the spares front this month, see our Graham's spares report.

Another interesting story from our Chairman Sam Roberts on what is now believed to be the first production Model 'Y' of 1932. I reserve judgement on this one. I need more convincing that it is the genuine 00001 as claimed.

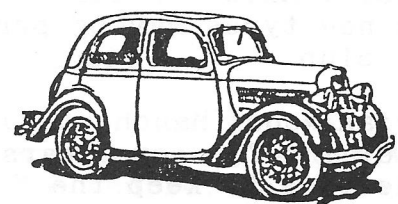
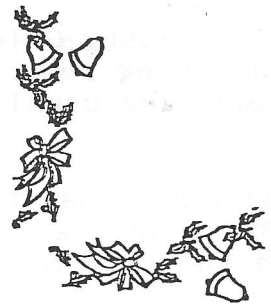
In issue 78 it seems that we failed to include the address for the Regalia team of Bill and Sarah Williams, in the spares list, we apologize for this error, but remind you that if in doubt refer to the front cover of the Newsletter, for the correct addresses of club officer's.

This will be our last newsletter for 1992 and we hope our best! but there are more improvements on the way. Many thanks for your support. Best wishes for Xmas and the New year.

Ken Lewis

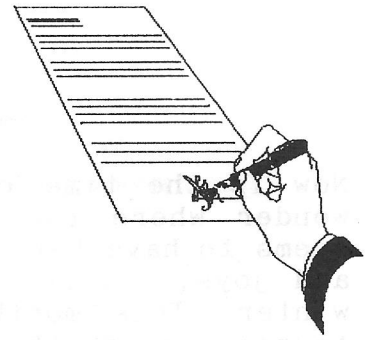


Merry & Christmas



NEW MEMBERS

Since our last publication we have been joined by a good number of new members:-



- | | | |
|-------|---------------------------|--|
| A1007 | Dave Archer | 6 Higham Station Avenue,
Chingford, London. E4 9AZ |
| B0850 | Peter Blake | 53 Denmark Avenue, Woodley,
Reading, Berks. RG5 4RS |
| B1144 | Brian Boden | 17 Belmont Road, Pensnett,
Brierley Hill, DY5 4EX |
| C1108 | Adrian Chettle | Halfpenny House, Church Rd,
Bubbenhall Coventry CV8 3BC |
| C1006 | Derek Cooper | 113 Woodland Gardens,
Isleworth, Middx. TW7 6LU |
| D1603 | Tony Dodsworth | 9 Thorneycroft Road, Thorngumbald Hull, HU12 9PQ |
| G1307 | Bobby Gales | Walnuts, Upperlayham, Ipswich, Suffolk. IP7 5JZ |
| G1506 | Brian Gurney | 43 Town Dam Lane, Donington, Spalding. PE11 4TR |
| H0803 | Dave Huntley | 16 Oaken Grove, Newbury, Berks. RG14 6DX |
| L0308 | Peter Lines | Danehurst, Cholderton Road, Grateley, Andover,
Hants. SP11 8LH |
| M1906 | Eugene Markey | Tullylurkin, Beglieve, Bailieborough, Co Cavan.
Eire. |
| P0221 | Andy Payne | 40 Crofton Avenue, Yeovil, Somerset. BA21 4DL |
| P1822 | Tommy Proudfoot | 42 South Hermitage Street, Newcastleton,
Roxburghshire. TD9 0QE |
| T1503 | Jarvis & Lesley
Turner | The Bowling Green, Main Road, Littlehale,
Sleaford, Lincs. NG34 9BA |
| W0822 | Kieron Whiting | 16 Lidsey Road, Banbury, Oxfordshire. OX16 0ND |
| W1420 | Brian Wood | 4 Ferndown Dr, Higher Irlam, Manchester M30 6JY |
| W1121 | Harvey Woods | Chase Croft, 2 Cedar Way, Walton-on-the-Hill,
Stafford. ST17 0LU |

As usual we ask 'old hands' to contact new members in their area and new members to phone their area coordinator.

NOTES ON NEW MEMBERS

Only 4 of our 17 new members are 'on the road' and we begin with them:-

Dave Archer of Chingford is putting the final touches to COV853 the 1937 model Y which he purchased from Steve Fisk. This car appeared (under restoration) in an earlier newsletter sporting new panels.

Peter Blake is the proud owner of CPP205 a very smart 1937 model Y purchased recently after being owned by member John Newton in Kent.

Peter Lines now owns PV4403 having bought this up and running model Y from Keith Reeves in Herts. Living in Andover he writes - "Thank you for all your help, it is also reassuring to know that an expert on model Y's is just around the corner" [You could also call on Sam Roberts!. Bob]

The 4th almost on the road is Bobby Gales near Ipswich with his 1936 model Y ARY377 which is undergoing restoration to the roof, headlining and new tyres having purchased the usual under bonnet rubber kit from the club.

Brian Wood (Manchester) and Tony Dodsworth (Hull) have both owned their model Y's for some years. Brian writes "Thanks for the information Bob. I decided to keep the Y and sell the Mini! But I have a problem.

No engine, no bumper bars, no windscreen, should I go on? (You should be able to locate these items Brian. - Bob).

I bought the car from a garage at Bala N. Wales, being told that it had once belonged to the local vicar. After 7 years I have decided to make progress by obtaining as many new panels as possible. The family are now saving up for some large christmas presents for a 1937 model Y

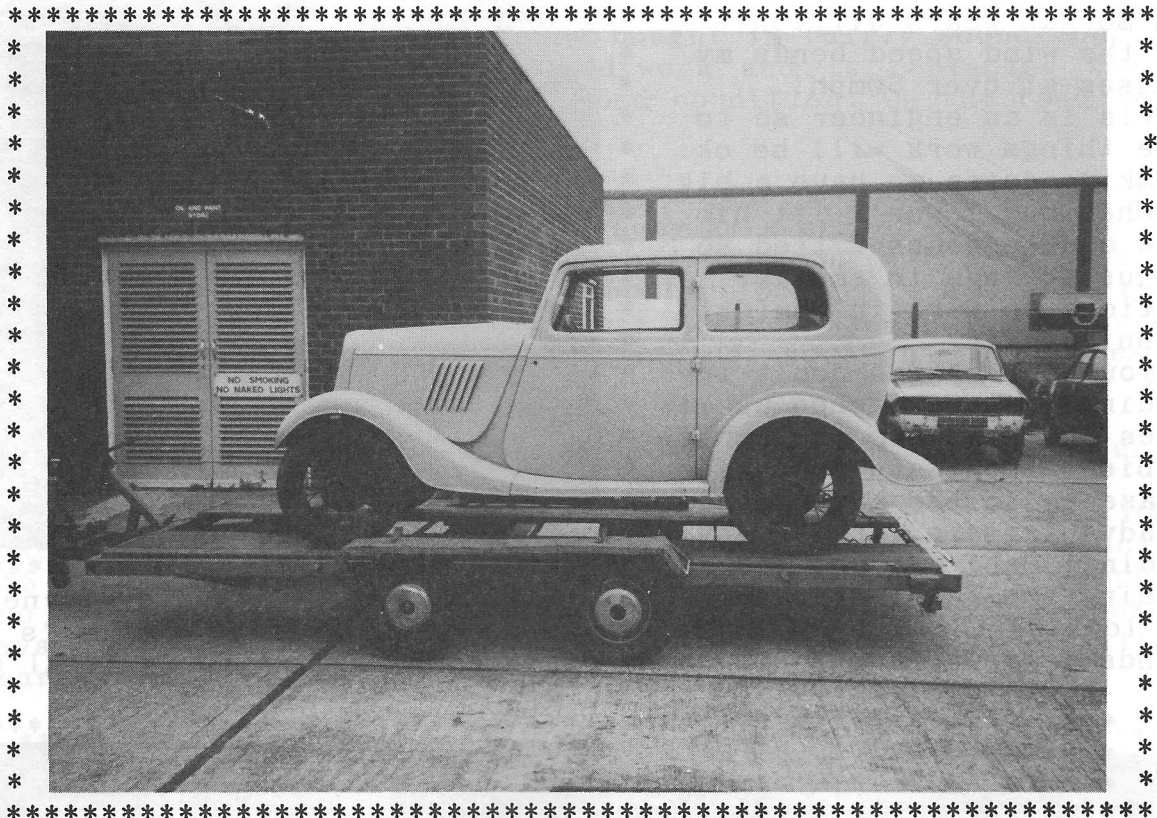


PHOTO BRIAN WOOD

Tony Dodsworth's 1933 (short rad) model Y has been in his workshop for some years - "I towed it home behind my 105E Anglia about 20 years ago. I was pulled up by the police too for having a bald tyre on the Anglia! It has been in bits for most of that time but I saw David Gatenby's C saloon at a rally and he told me about the club so hence the enthusiasm to get it back on the road. I am now making good progress between working on customers cars but hope to be mobile by next summer not 1995!" (Cars reg. no is JV1995 and can impertinent membership see, simply asked if that was the completion date, Bob).

Brian Boden has a good deal of work in hand on his 1934 Y but has wisely bought the reprinted Bulletin (workshop manual) to help as has Kieron Whiting who recently purchased BVP488 1936 Y, from Paul Milne in Leicester, (Paul bought a very original low milage Y last year which was featured in a Newsletter). Kieron is missing front and rear bumpers but won't need to fit these for a while yet.

Harvey Woods has retired and has bought TH6941 a 1936 4 door model Y. "The vehicle is to keep me from under the wife's feet for a few years I hope!. I would like your help to retain the original registration number". (How many wives read the newsletter? Bob).

Jarvis Turner's wife Lesley is very much involved with the restoration of a 1934 4 door Y which they bought from Steve Minns, along with a "spares' car, which they hope to restore in due course. Lesley writes. "Having completed the restoration of a Morgan 3 wheeler (with Ford engine) Jarvis had nothing to play with over last winter. We decided on a model Y to keep off the inclement weather and to use up some spares.

I thought the 4 door Y was a good xmas present for Jarvis being more fun than a jigsaw puzzle. When it is finished it will be my car as I find the morgan gears difficult and the wind speed bends my glasses at over 60mph!

Jarvis is an engineer so to make things work will be ok. Thank goodness we have a big kitchen but I won't let him have double doors fitted so he just brings in smaller sections to work in comfort Technical Tip.

If you cook by gas don't try welding in the kitchen as it gives the gas jets the eebie-jeebies. (Comments from wives please as to the advantages/disadvantages of arc or gas welding! Bob). We enjoyed

reading the newsletter and

are looking forward to joining in with club activities" Lesley's kitchen sounds a good place for evening classes on welding for a local group.



(Photo Jarvis & Lesley Turner)



(Photo Jarvis & Lesley Turner)

Adrian Chettle from Coventry joined at the All Ford Rally. His 1937 2 door Y had been in dry storage for about 20 years, having been with one family since 1945. It has had a downdraught SU carburettor fitted which Adrian is contemplating retaining unless the 10hp engine is useless. Adrian is experienced with old Fords having owned a 7Y (Ford 8 of 1937-39) for 13 years.

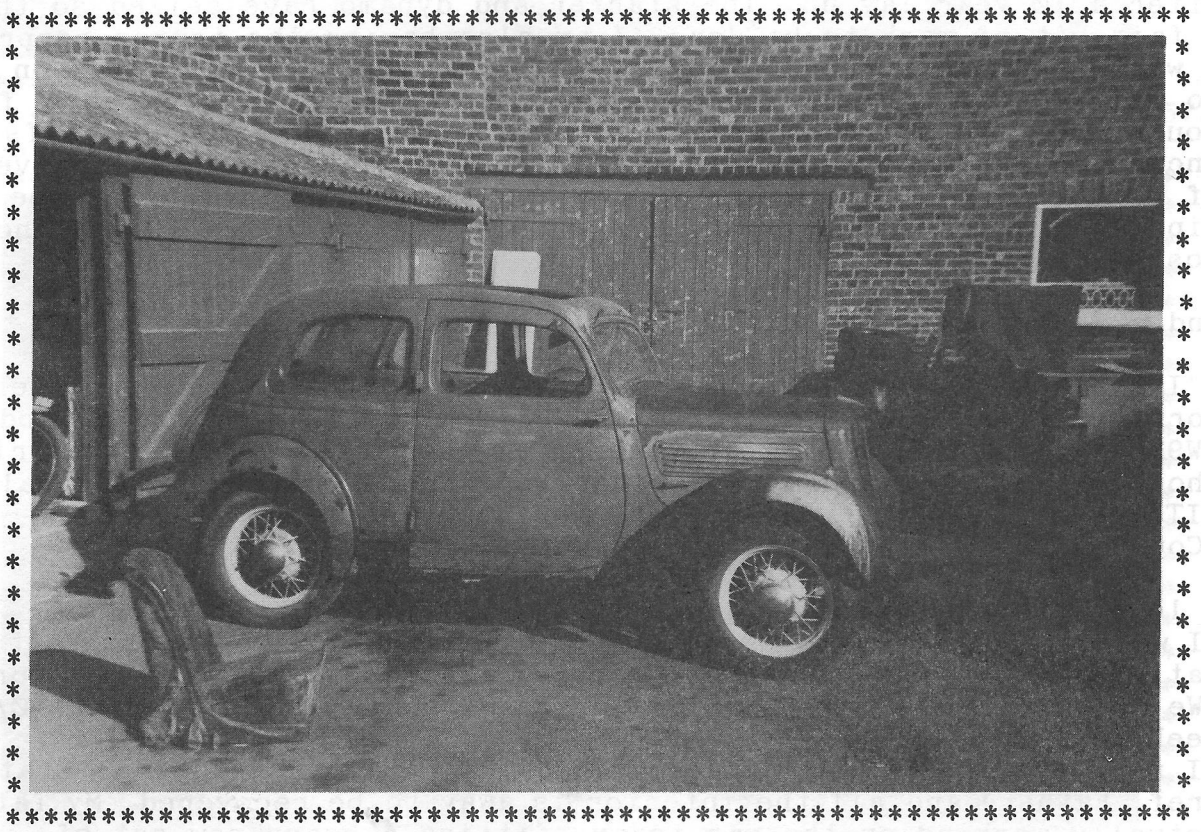
Andy Payne's 1935 model Y ARL162 shouldn't be long before being on the road since the main restoration work required is to the upholstery, door panels and carpets.

Tommy Proudfoot's 1936 4 door Y was bought in fairly sound condition. He has done some welding to the bodywork and is replacing the 10hp engine with a 8hp unit which is in good condition. On the road in 1993 Tommy?.

Eugene Markey in Co Cavan has just bought a 1937 model Y ZB2288 registered in Cork. He writes - "I already am a member of FSOC (a lot of our members are Eugene, Bob) and own the following - 1938 Prefect E93A Tourer, 1949 Fordson 5cwt Van, 1953 Popular 103E. - I desperately need rear wings, rear spare wheel tray (rear valance) and quite a few other bits". Send us some photos Eugene and include your other vehicles too.

We also found 2 new model C s members:-
Derek Cooper has a 1936 2 dr CX with sliding roof - a very rare vehicle.

Brian Gurney's 1935 2 door C is also undergoing a full restoration. For the sake of nostalgia he writes- "My first experience with C models was in 1955 when in the army, I've never had such a fast car - 50mph plus with no brakes! Travelling from Spalding to Shrewsbury every weekend, I always knew when the engine needed oil since you began to hear the big end bearings when cornering fast!.



(Photo Brian Gurney)

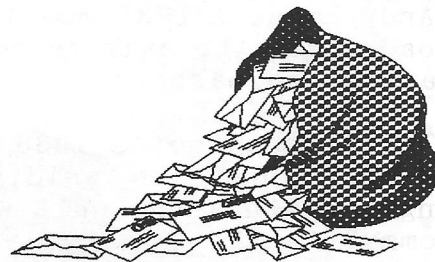
With my son, who owns a 1937 Morris 8, we started searching for a C model. We are now the proud owners of a 2 door saloon which is slightly rough around the edges!".

I couldn't include any information about David Huntley's since I have no car details. Good luck to you all with your restorations. Bob Wilkinson.

Tim Grant in Tasmania writes:-

MEMBERS LETTERS

"Life still goes on here in the southern hemisphere but sadly not much to report on the CX roadster. I have had the engine re-bored and am having some problems locating parts. I am following up leads to locate spring shackles also which are in short supply down here. All the best and thanks for your help".



We tend to forget that as we close down at the end of our summer things are warming up down under.

Talking of warming up Bob & Sue Garner in Hemel Hempstead had a nasty experience recently -

"Our 2 model Y's were coming on nicely until some youngsters set fire to the garage next to ours. We had to move fast!. We had both cars out in minutes - even before the fire brigade arrived. Fortunately neither car was damaged, just covered in soot. We now have Y parts in every room of the house and have moved the body shells to another location pending repair to buildings.

Surprisingly this has made us more determined to get one car to a rally next year, even unfinished! Keep up the good work - we enjoy the mag."

Don King in Blackpool is also stirred into action.

"I have today been offered the chance to get my C tourer overhauled after a 10 year lay up. The starter and dynamo have seized so there is a fair bit of work to be done. I am also having the tourer resprayed. I will send photographs. You asked for comments on extra tax on petrol to set the road fund licence at nil. Well as a taxi owner I feel it would lead to a considerable increase in taxi fares to offset the increased fuel cost and that may in fact put a lot of taxi drivers out of work. I also feel it would give the government another excuse to 'to rip us off' as per the poll tax. Little benefit for a few and increased costs for most of the rest."

And a where is it now from Alan Gates:-

"I hope to have another Y at the right price. I still have my series 11 Morris Minor (1953/54) which I bought in 1969 when I sold my model Y - OW9959 I have had no luck in tracing it though. I sold it to 2 Irishmen who where returning home. The chap who signed the cheque was called FITZGERALD I think. Long may the Register flourish!"
(Could this be Jim Fitzgerald in Dublin? Bob).

A letter from Drew Barr in Kirkcaldy.

"I was reading through some old Autocar Motor Show magazines that I have dating back to 1920. One in particular is "Choose your new car for 1938" (We often forget that a skilled worker probably only earned £2/10/00 per week in 1937. Bob)

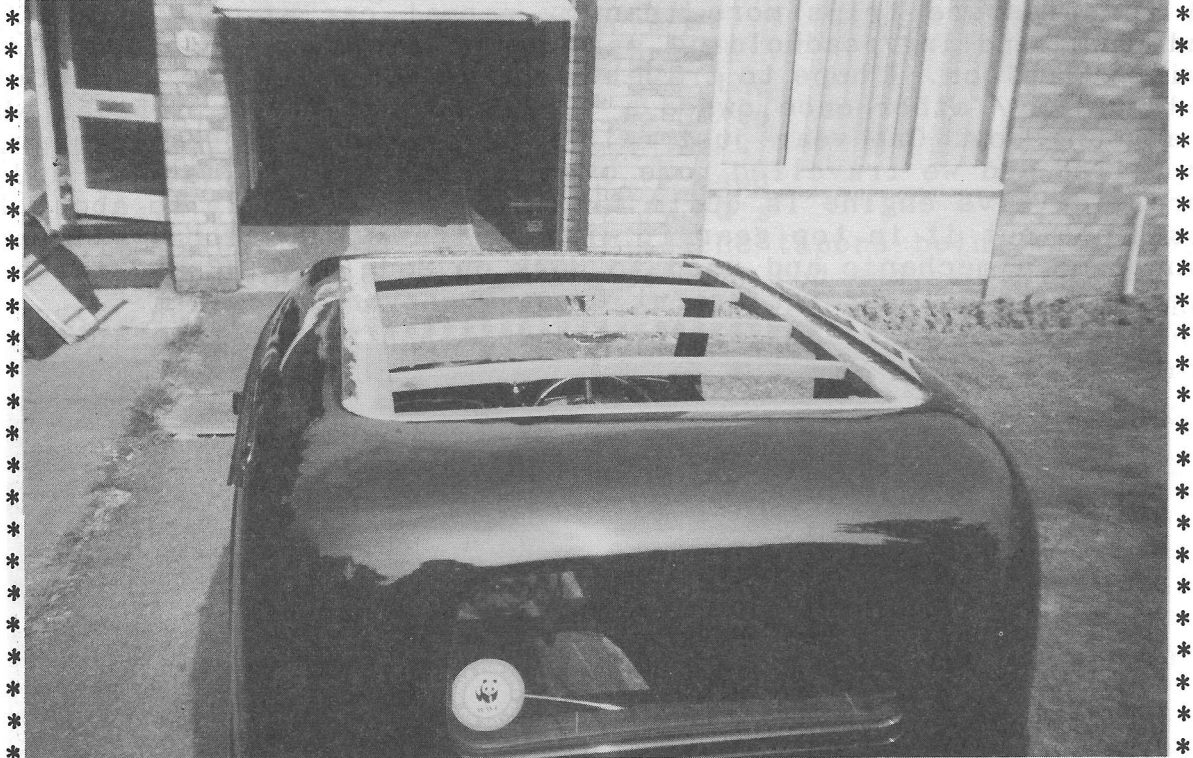
"I now have the new roof frame kit in my Y with a bit of alteration (ref. Father) and all the interior is away to be recovered. My father is actually working on the car today, fitting a brand new set of Lucas Indicators - still in the original box, with switch and wiring diagram supplied to me from a good friend, who owns a garage. He also supplied a box of 6 volt bulbs.

I enjoy the car a lot and appreciate the monthly magazine."

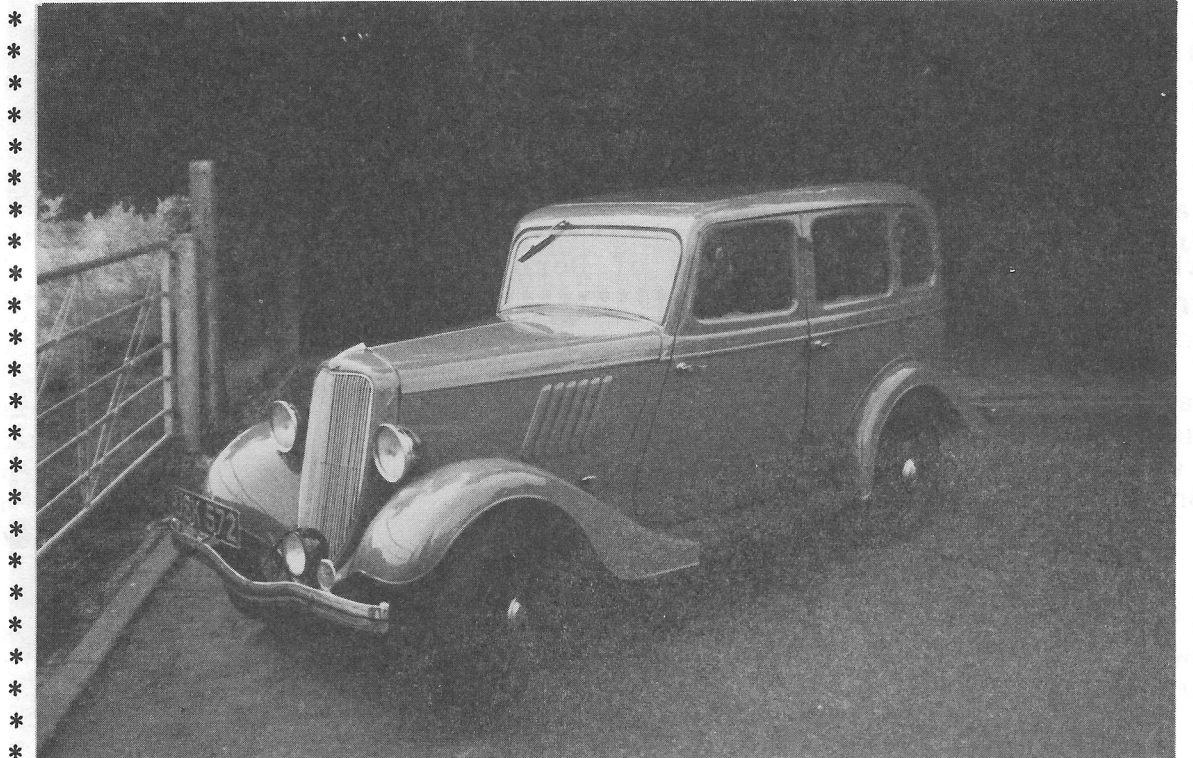
P.S My father really appreciated his photo in Dec/Jan magazine"

Next a letter and couple of good photos from Don Faulkner.

"I enclose pictures of my 1934 2 dr AYN812 at present half way into its restoration, note roof kit in position ready for final padding/covering



My latest "very good buy" is the 1933 4 door now re-registered USK572. Previous owner Mrs Green of Camberley, was KVG666A. Ex AML711.



The car after fitting new radiator core & starter motor is a real smasher to drive, my wife & I have been to several shows and completed a 80 mile road run with no problems." Don Faulkner

Andy Aldridge from Lyndhurst sends a photo of his tourer and writes:-
"I am getting on quite well with the CX tourer which you kindly directed my way last Jan. With hood down driving these hot summer days is really a pleasure. We have travelled about 400 miles in the past month around the local New Forest roads and the coastal roads and in fact it has been used for pleasure trips more than my normal car at weekends. I have found the handling/roadholding marginally improved compared with my previous C saloon. I hope to travel even further afield as my confidence builds up. My father once owned a 1937 Ford 10 7W from 1951-59 when I was a young boy. One year just returning from holiday in Torquay, 2nd gear failed and we travelled home over 100 miles with just 1st and top, a Ford sidevalve engine is quite flexible, if you go up to about 16mph in 1st then put it in top gear it will pull away! Our local milkman was at one time a mechanic and used to work on Model's Y, C and later 10hp S.V. Fords, so quite a few useful tips, whenever I see him.



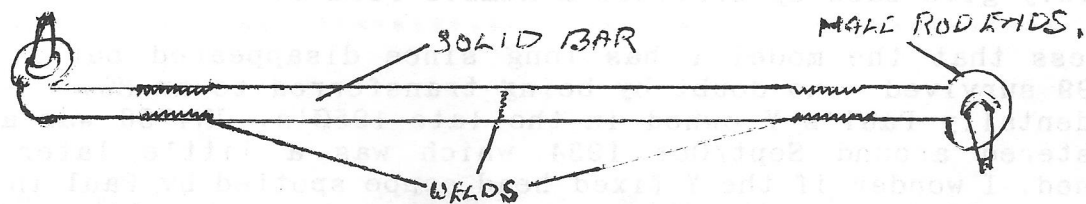
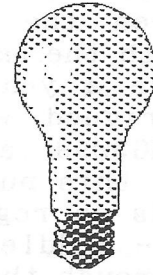
Finally a photo from Mark Slack of Derby, taken at Preston Guild 1992



Proof that Peter Ketchell cleans his car every Preston Guild (20 yrs)

DRAG LINK/TRACK ROD ENDS.BRIGHT IDEAS

I keep noticing mention of drag links and track rod ends. A few years ago my model Y drag links were getting a bit too worn for comfort and working in a motor factors at the time I had a chance to rummage through a lot of popular steering parts, but the tapers on the ball pins all seemed to be too big. Not wanting to drill out the eyelets in case an original link turned up, I used the inner track rod ends from an early 70's Audi 80 to make a complete drag link, the tapers being virtually the same. These are tubular with a male fitting rod end, so I cut the tubes to length, welded a steel bar down the centre, then screwed in the rod ends. This was then adjusted to match length of original drag link and has worked perfectly for several years now. (see diagram) Ian Wright.



Lets have more of the same in each issue, I will compile a useful tips guide, in due course perhaps we could produce a small booklet for sale by our Regalia team. Ed

EXTRACT FROM FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS.

(From News sheet Spring 1992)

TYRE TREAD DEPTH

The new tread depth requirements, already enacted into the Construction and Use Regulations in order to comply with Community Directive 80/459/EEC, require cars, light goods and light trailers to have at least 1.6mm tread depth throughout a continuous band situated in the central 3/4 of the breadth of the tread and round the entire outer circumference. This new requirement does not apply to vehicles first used on or before 2nd January 1933. For them the pre-directive rules apply. They must have either:

- 1) 1mm tread depth throughout a continuous band measuring at least 3/4 of the breadth of the tread (not necessarily in the centre of it) and round the entire outer circumference; or
- 2) if the grooves of the original pattern did not extend beyond 3/4 of the tread, then all grooves which showed in the original pattern must have a depth of at least 1mm.

This concession was provided, unasked for, presumably on the basis that vehicles used before the first tyre depth requirements in 1933 should be allowed the retention of the alternative requirement for tyres with grooves not extending beyond 3/4 of the tread although this was not provided for in the Directive.

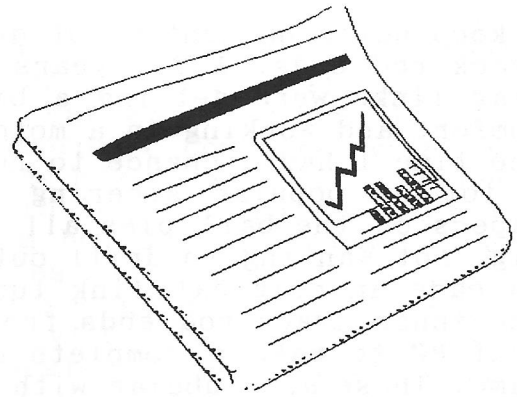
While it may be useful for veterans and for the unbraked wheels of early cars I venture the opinion that in the event of an accident the civil courts would take notice of tread depth under 1.6mm in the same way as the non-use of seatbelts was taken into consideration before belting up was compulsory.

There is no doubt that faster cars stop significantly better with 1.6mm than 1mm so those who take undue advantage of this concession may do both themselves and the rest of us a disservice.

Personally I will play safe and keep to the 1.6mm as recommended. ED

I enjoyed reading Paul Tritton's article (Newsletter 78) 'The Third Generation'. I had seen the photograph of Paul's mother with the family's 1934 model Y in a magazine a year or two ago and had been intrigued with the registration number MG3099 and how a Ford was allocated this number. My records on registration marks quote that "MG - Middlesex. Nos:1 - 8000 issued through the MG car company. No.s 8901 - 9999 allocated to Government Departments".

REGISTRARS COMMENTS



Paul indicates that his father bought the car from University motor's (an MG Dealer) but how and why did they go to such trouble to supply (and possibly give back up service) a humble Ford 8?

I guess that the model Y has long since disappeared but I wonder if MG3099 survived - no doubt by being transferred to an MG. Incidentally Paul's Y owned in the late 1950's, JN4756 was a 1934 but registered around Sept/Oct 1934 which was a little later than Sam guessed. I wonder if the Y fixed head coupe spotted by Paul in France in the late 1950's was like the one owned by international motoring writer Griffith Borgesen in France. Perhaps our Northern France member and archivist Jim Miles could help with the matter.

NEW CARS AND THE FUTURE

No not a comment on Ford's 3 day week or poor sales of new cars this year. Have you noticed the trend in our club regarding 'new' cars coming onto the Register in recent months? Of the 17 new members in this edition alone there were 12 'new' cars and each one in need of extensive restoration. We are all delighted to find an increasing number of 'our' cars surviving and I think there will be possibly hundreds more out there. But this trend obviously increases the need for spares and remanufactured items. It also increases the workload on already hard worked club officers!.

How can you help?

FIRSTLY, by responding to Graham Miles and Kevin Briggishaw's appeals for items to be sent to them for reconditioning, (old king pins, brake hubs etc.)

SECONDLY, by recruiting MORE members. How often have you been to a show and seen one of 'our' cars displayed by a non-member? Do you carry one of our introductory cards to use on such occasions? More members mean more subscriptions and more money to re-manufacture items for your car and mine. We do very well now considering that ALL our cars are now over 55 years of age, but we need to ensure that we will still be able to use them in 10 or 20 years time.

THIRDLY, by writing in to the editor or Technical advisers (see front cover) with information on any items you have been able to use satisfactorily in restoring your car, (e.g. Citroen 2CV door trims match the bonnet side mouldings on CX models but need trimming to length. Not a lot of CX owners know that!) or any suppliers you have used. Any volunteers to collect this info & produce a (brief) restorers guide?

PIECES OF PARKIN

Leonard Parkin, ITV Newscaster, recently visited Scarborough for a programme in his Yorkshire TV series 'Pieces of Parkin'. As part of a reconstruction of his childhood memories a Ford model Y was needed since his father had owned one in the late 1930's and regularly visited Scarborough taking Leonard as a 10 year old.

Yorkshire TV. contacted me to find such a vehicle in late August and Jim Fryer was delighted to respond with his late 1933 2 door YS174 (a very early long rad car).

Leonard was delighted to see the car and all the childhood memories flooded back as they drove along the sea front.

Jim found Leonard and the whole film crew courteous and extremely considerate while using the car.

A half day's filming with the model Y ended up with about 3 or 4 minutes screen time in the final programme. Nevertheless Jim enjoyed his day out and can feel justifiably proud to have helped through the programme to stir many pre-war memories.



(Photo Leonard Parkin with Jim Fryer)

CLASSIC CAR WEEKLY 21ST OCTOBER 1992

"After another successful show season we at Classic Car Weekly would like to say thank you to all the club members and individuals who have put in a great deal of graft behind the scenes. We are particularly thinking of those unpaid stalwarts who do it for the love of classic cars: the people who deal with the paperwork, those who hammer in stakes put up the ropes, erect signs and marshal on the day.

Take the Ford Y & C Model Register. Members organised the All Ford Rally at Abingdon, Oxon, recently. The club's chairman Sam Roberts mentioned that he and several others in the club were so tied up with the organisation that they could not exhibit their own cars. This often is the case, grass roots club members forsaking the pleasure of displaying their own cars to cater for the pleasure of others".

Brian Crichton,
Classic Car Weekly.

OBITUARY - ARTHUR FLETCHER. Died August 1992, aged 84.

I first met Arthur when, at the age of 79, he appeared on foot at an Area 11 meeting in Andover, furious that his insurance company had refused to insure him on the grounds of age! He had just completed the restoration of CG 2698 (Y982), which was then the oldest car on the register on the road. He told me that his female companion had refused to let him work on his cars over the years but, when she died in 1986, he was able to achieve his lifelong ambition. We arranged a willing insurance company for him and later that year he drove CG up to the All Ford Rally at Abingdon, where he unwittingly parked alongside the second oldest car on the road, Eve and Mike Chapman's Abbey tourer (now owned by Michael Bell). CG made one more trip, in 1988, to the Area 11 (now Region 3) meeting at the Watercress Line railway station at Alresford. She was then laid up whilst Arthur, now 80 years of age, set about the restoration of OW 2570 (Y6912), which, regrettably, he never finished. Arthur was admired by all whom he met and spoke to and will be sorely missed. He was, as he expressed in his will, an ardent supporter of the Ford Y&C Model Register. For old time's sake, I repeat the article he submitted and which was printed in Issue 49 of the magazine in October 1987.



THE ALL FORD RALLY, ABINGDON 1987

Sam Roberts.

A BRACE OF SHORTRADS.

I will tell you about the first car we bought. We were impressed at the time, in 1932, that Fords of Dagenham had started to produce in October of that year a new small car called Y Model 8 HP. It was the first small car to have advance and retard automatic and synchromesh. So, in November of 1932, our local garage owner went to Dagenham by train and drove the car back. We wanted a blue one, and so it was: CG 2698. After a few lessons from him, we were on our own to enjoy the pleasure of motoring. It was on 11th November that it was first registered. Wages in those days were unskilled 35 shillings a week and skilled £3 0s 0d, but petrol was 1s 3d; a brand called Regent. There was also Pratts, Redline and Shell.

The journeys we made from the 1930s to 1960 were many. They were only interrupted from 1939 to 1942 by the Second World War, when civilian cars had to be immobilized. During this period we were unable to use our car so I had to use my bicycle to deliver 30 dozen eggs the 28 miles to Portsmouth and back. It was on one of these journeys, coming out of the city, that I had to drop my bike and dive for cover in a ditch. That day was the famous Battle of Britain Day, when so much depended on so few. Soon after this, the situation improved and we were able to get some petrol, so we could take our farm produce to Portsmouth more easily in the car. If we had

need to park the car in the city, I used to chain the wheels to the chassis, otherwise somebody needing wheels or tyres would have them. It was impossible to get parts, only perhaps second hand ones. When the war was over, things slowly improved and we started to make some nice journeys.

One I remember well. One Sunday we left home with five of us in the car. As none of us was large, I made a small seat extension in the middle of the rear seat so we could fit in. We went to Lynmouth and Lynton and back in the day. The 8hp took us up Porlock Hill, which was more difficult in those days, but at Lynmouth I had not the heart to make CG 2698 to up that hill to Lynton, so went up the valley to Watersmeet and up the easy way. Another time we were touring in Scotland and on the A939 between Tomintoul and Ballater the engine began to labour. We were in a thick mist, so we could not tell if we were moving, but CG began to pick up and when we arrived at Ballater we found we had climbed the second steepest hill in Scotland, at Cocks Bridge; so well done, 8hp sidevalve. We made many more trips and the mileage to date is 153,922.

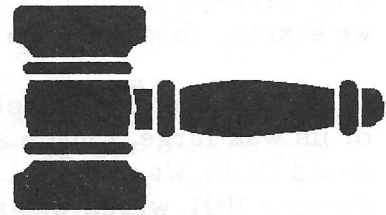
And now for my other Y Model OW 2570, first registered on 21st December, 1932. During the first few months of the war, as I mentioned earlier, we had to immobilize our vehicle. I bought this car for my brother-in-law in 1938 for £24. It had a low mileage and he used it often until the war. Then he immobilized it all right, but forgot to take the water out. That winter was very severe and it cracked the block. He was disgusted over it and asked me to take it away to my place, which I did. I patched the crack with a plate of iron and rubber behind, and I used OW 2570, together with CG 2698, right up to 1960 when I took them off the road and put them in an old stable, as I had then bought a Fordson 10 hp van with its engine offset to the left. OW and CG were left in the stable with a turn now and then with the starting handle. Unfortunately, CG was standing in the worst part of the stable. As time went on, the roof started to leak and the water ran down the front wings and affected the main chassis members. During their stay there, I had offers for them, but I was never tempted because CG in particular held so many happy memories and I had thoughts that perhaps someday I would have the chance and urge to restore them.

In June, 1986, my farmer neighbour pulled them out and took them to his spacious workshop, which for me had all the facilities needed by me to restore CG first. When we stripped it down, we found the chassis rusted on the side, so we cut out the affected parts in rectangles and put inserts of steel plate and welded in place. Other parts had to be treated in the same way and after 1,300 hours of my time, 5 and 6 hours a day, and many hours of other persons' time, it was finally finished in June, 1987. Now for the M.O.T. It failed the first test because the steering track rods on CG are rubber bushed so I had to find a way to rebush them myself, which I did, and it passed the second time. I then had to get it registered through Swansea. It was my hope and wish to retain its original number, CG 2698. As we had passed the 1985 deadline for retaining original numbers, we had to make out a special case. Because I had joined the Y&C Register during restoration, I asked Bob Wilkinson if he could help and this he did, in the form of a letter, for which I am very grateful, stating the car's historic features, etc., e.g. I had possessed it all the years from new. With the help from Bob, they let me retain the old number. It was a pleasure to eventually get the road fund licence and after some delay, owing to age (79 years), I finally got insured. I am now experiencing the joy of once again being able to drive around in an old but very faithful friend to rallies, etc. I am now working on OW, which will be much easier. Although it is only a month younger than CG, it has only done 45,000 miles and the chassis members have still got the original paint on. Still, I hope when it is finished it will look as nice as CG. They are both keeping an old chap busy, so I will conclude with best wishes for the Register and keep up the good work of helping us members.

Arthur Fletcher.

This is the last newsletter of 1992, the 60th year since the production of the first Model Y. I am delighted to report that we have traced that first vehicle off the production line, thanks to dogged detective work by Carlton Thisse in the USA, who was given a tip off that the recluse Buzz Yonts had sold the car. I am now hot on the trail of the present owner, who will hopefully be more willing to give us information. In the meantime, Carlton has sent me the photos of 00001 which appear elsewhere in the magazine. She is obviously eminently restorable.

CHAIRMAN'S NEWS



Graham Miles and I went to look at the late Arthur Fletcher's cars near Fareham. Arthur had the oldest Model Y on the road (Y282), with its epicyclic steering box, as well as another shortrad (Y6912), built about a month later, in November 1932. Although both are in need of a full restoration, I am delighted to report that, in keeping with Arthur's request in his will, the cars will remain in the Y&C Register and receive the TLC they need. One point of interest is that both cars had speedometers with the resettable mileage trip in the lower sector, in addition to the total miles run in the upper sector. Bob Wilkinson reports that his early shortrad (Y1664) also has the resettable mileage trip. We know that later vehicles did not have this luxury. Was the Ford Motor Company using up left-over Model B speedometers perhaps?

The rally season is well and truly over for 1992. Over the past 2 months the Register put on a first class show at G-Mex in Manchester and of course, organised the All Ford Rally. G-Mex was great fun over the late August bank holiday for those who took part in the running of the stand (see photograph). I joined them on the Sunday and congratulate the Northern Team, once again, for flying the Y&C flag high as well as raising £300 for Children in Need. The All Ford Rally is written up elsewhere but was "a damn close run thing" as Wellington said after the Battle of Waterloo! We were so very lucky that the rain gods decided to take a weekend off for a change. I was still disappointed that so few members came forward to offer help with the marshalling, especially as many came along on the day to attend as exhibitors. If we had only half a dozen more, willing to put in an hour or two, life for those who had offered would have been that much easier. We raised a good deal of money for the spares fund and we should be all very grateful to those who unselfishly put in their time and energies to make the day run smoothly.

I must apologise on behalf of the Ford Motor Company for the late delivery of the last issue. Our key contact was away on a round the world trip at the critical moment and the distribution had to await his return. I have had a few members mentioning to me that they have suffered delay in the delivery of their spares. I hope all outstanding available spares have now been delivered. I know I keep banging out the same theme but, like many others at this time, we are all fighting for our jobs and trying to keep redundancy at bay. When you consider that our spares team come from the motor and construction industries, I'm sure you will understand that they are having to put in an awful number of hours to keep their jobs. Please be patient. I am surviving, but only by putting off my summer break until the end of October. This consisted of five days on the island of Jersey, one of which was taken up with business. I managed to meet up with John Follon whilst there and will be preparing an article on his Jennings converted, three door Model Y for the next issue.

There's quite a bit of foreign news. I have been corresponding with Ford 8 and 10 hp clubs in Australia and New Zealand and obtaining details of surviving Ys and Cs down under for the register. I have had a letter from Pierre Terlinden, a new member from Brussels, whom we met on the Belgian run in May. His English is not that good and he asks if there is a French speaking member of the Register whom he could telephone with any problems he has with the restoration of his Model Y. My "O" level French is very rusty and not up to conversational level. Is there anyone who can help? Please let me know.

We have completed the membership renewal exercise for 1992 and I'm delighted to say that, compared with other car clubs, we are surviving the recession very well. Our membership stands at 376, which is slightly higher than is normal for this time of the year. Having said that, and despite all the pleas in the magazine, 83 members renewed only after receiving "final" reminders from me, which did waste Bob's and my time and cost the Register in additional postage.

I managed to get CNN through the MOT again, but only after replacing three tyres to meet the new tyre tread depth regulations. I searched around for "Town and Country" tyres, which I had fitted to my earlier Model Y in the late 50's. These chunky tyres were great for driving tests and cross country work and lasted for ages. They do not seem to be available any more - unless anyone knows better!

I am continuing to work on identifying the change over points on the introduction of more economic body styles for the "intermediate" Model Ys. I have still to identify the introduction point for the one-piece dashboard. Paul Tritton reminded me that the earlier models (including the shorttrads) were designed so that the steering column could be fitted for right hand or left hand drive. On the earlier intermediate models, the glove compartment for right hand drive cars was on the left, with a similar shaped recess on the right, into which the inserted instrument panel fitted. For left hand drive vehicles the instrument panel fitted into the left hand recess with the glove compartment on the right. There were no flies on Henry!

I have just finished reading Henry Ford's "My Life and Work", which I borrowed from the Register library. Unlike his book "Today and Tomorrow", it does not cover in any great depth his production methods for the Model T, but does give a good insight into the brilliance of the man and the strength of his character in a fairly corrupt society that was the USA in the 1920's.

In the next issue I shall be reporting on the spares meeting which the Committee will be attending in November. Hopefully, there will be some good news on the various manufacturing projects we have under way. Before closing, I would like to thank those members who have written in and expressed their thanks to the Officers of the Register for their efforts. It's a pleasure to receive a few words of thanks every now and then.

Sam Roberts.

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SNIPPETS FROM PERIOD MAGAZINES - "The Motor", September 15, 1936.

"FORDS IN THE FREE STATE.- Production at the Cork factory in July constituted a record, and the works are being extended to provide facilities for an increased output."

SPOTLIGHT ON MEMBERS - KEVIN BRIGGINGS

I have always been interested in cars. My parents' old cine films show me at three years old, washing the cars and vans in my Grandfather's builders yard, or driving my pedal car. Deborah recalls most of her weekends before we were married, washing the car on Saturdays and going for a drive on Sundays; normally to car shows.

When we were looking to buy our second house, the estate agents were all told we wanted a garage with a house attached. Once this was purchased, there was no stopping me. I made a few enquiries over the cost of a small vintage car and was surprised to find that, with the help of my bank manager, I would be able to afford one. We got all the vintage and classic car books I had collected to find a car that would be small enough to fit in the garage and decided on an Austin Seven. Discussing my plans with a colleague at work, he told me about a friend of his with a Model Y for sale. So, out came the books again, to see how big this Ford was. It fitted!

I had some work to do to get it through the MOT and spent many nights in my cold, damp garage, trying to understand what bit went where. I decided that some nutters somewhere must have set up a club for these cars and joined the Y&C Register. After getting my first newsletter, I read about a working party being arranged for the following Sunday in Kings Langley, so I was off. Here I met these chaps Graham Miles and Jeff Cole, who were as mad as me. Since that day, I have spent many hours moving heaps of rust (gold to me) with Graham. Deb reckons I see more of him than I do of her.

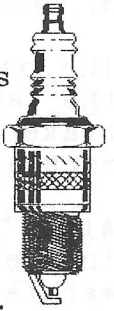
Two garage extensions later and half way into my third Y, I have picked the brains of Graham and Jeff, whom I consider to be experts on the workings of our cars. I have also met many new friends and had some good laughs. I have now been certified as a true Nutter!



Kevin, describing the width of his garage to Graham Miles over lunch at Willoughby at this year's AGM. Graham and Kevin, between them, deal with all the spares requests, putting in many hours per week.

SPARES REPORT

Over the last couple of months, three former Y & C owners have thrown their hat in the ring & sold to the Club all their stocks of spares. This has enabled Kevin & myself to satisfy many outstanding needs, for clearly we will never be in a position to remanufacture every item that made up these cars. We instead have become a sort of specialised car breakers, sourcing sound used parts or where possible, unused old stock items. Alas, these are now becoming all too rare. However, we have sent out over 20 separate packages of head lamp parts the last few weeks. At the time of writing this report, I have examples of the four head lamp lenses as used on Y's in stock (the 'C' model only had the late curved/diamond centre lens fitted).



Just to run through those lens again: S.R. models - 2 lenses in stock. This is the cut glass lens as it is described and marked with the Ford oval. The next lens was the flat frosted lens with the round centre, as fitted on the early '34 models up to approximately March-April '34 - I have four of these in stock and a pair of round centre matching magnaflex bars. The next lens is also flat and is the first to carry the diamond centre - two in stock. After these head lamps ended, the separate side light finished in favour of the lamp with the built in side light and the later lamp as fitted on the 'C' model made its debut. I now have only one curved lens of this type left in stock.

Incidentally, the whole design of the lamp body and rims changed with the arrival of the curved lens; strangely enough the cut glass rims compared with the two flat lens rims differ on the I.D. circumference where it meets the glass. In the last few months I've sent out over a dozen curved lenses, the most I've been able to handle at any one time. We also have in stock 'C' model side light lenses - two window, both new and used, as well as used four window lenses which aren't strictly speaking 'C' lenses, but many of you have this foreign lamp cover fitted.

Alas the vast majority of the recently sourced items are yet to be unpacked and checked against inventory lists - time is not on my side. However, in additions to items already carried, I think I can now say we have all gearbox parts in stock and can offer complete sets of parts as well as many replacement items should you have gearbox problems. The gearbox parts are too numerous to list, so I would ask you to write in if you have a problem. Also other engine components have arrived in stock, both pre and post-war versions - so to cut a long story short, if you have a problem on parts, let us know.

I have sent thirty clutch centre plates and as many pressure plates away to be reconditioned; I don't expect a 100% recovery rate, but nevertheless we would expect to have these exchange items off the shelf shortly. Also located are clutch release bearings - enough for every Y & C on the road so hopefully clutch problems should be behind us, and remember Shepherd Grove Engineering, offer replacement ring gears which you may need, although I invariably warm my ring gear up and slide it round 90 degrees which gives it a new lease of life. I'm also talking with a company on exchange of reconditioned carburettors. Fuel pumps are still a slight problem. We also have front hubs away for re-sleeving, so there shouldn't be a hiccup in supply, although I fully expect a price increase in this item. Incidentally. I'm always on the look-out for old front hubs/drums as I only get a 50% recovery rate.

I have been offered two reconditioned post-war 10hp engines - one fully rebuilt at £350 and the second at £250; the latter being fitted with a used, but serviceable cam shaft. Should anybody be interested in either of these engines, please contact me.

The price of the clevis pin sets has been revised, as it now reflects the fact that we are able to offer both L.R. rear brake pins and hand-brake pins. These non-standard size items have had to be specially manufactured for us and small batch items carry a price premium.

Alas 'C' exhaust systems are now out of stock, having had a flurry of interest on this item over the last few months. A pattern is with the manufacturer and I expect that following our spares committee meeting to be held in late November, we will be placing an order for the minimum quantity of 30 systems. I would expect these to be available about the same time as you read this report.

A volunteer who can spare some Sunday mornings to assist in 'Storage Barn' sorting and who lives not too distant from me, should make contact. His labour in this direction will be much appreciated.

Graham Miles

REGION 14 G-MEX & TATTON PARK

G-Mex went down very well with our stand looking 1st class, no trophy, but plenty of fun. On the Monday Peter & June Brookes celebrated their wedding anniversary so our club vicar in the disguise of Bob Wilkinson remarried them, presents were handed to them along with a toast.



TATTON PARK, CHESHIRE.

On Sat. 5th Sept we left home for a trip of approx 40 miles to Tatton Park, Our son Kevin led off in his 1937 Model Y followed by Graham Miles in his 1933 Y van, myself in Katie my 1936 CX 4 dr with Ken at the tail towing his 1933 KP tourer. In spite of the early rain, area 14 won 1st prize for best club stand.

Kath Devine

THE ALL FORD RALLY - 1992

Three inches of rain had fallen on Abingdon in the 48 hours prior to my arrival at the rally site on Friday morning, the 25th September. As I arrived in yet more rain, the cows were being driven out of the field, which was to be the public car park. Not only had they turned the two entrances into the main field into a quagmire but they had trampled into the mud the heap of plastic coloured tape, which had been left in the corner of one field by Graham Miles and Kevin Briggins, after fitting taps to the two cattle troughs' water supplies the previous weekend. I started unravelling the tape and was pleased to be joined by David and Valerie Leach, who put a very brave face on the weather and got stuck in. Phil and Jean Wookey arrived, Phil towing the caravan from Bristol and Jean driving the Model Y - quite a journey in that weather. Despite this welcome initial show of support, I could not believe that the rally was ever going to happen! As if to answer my prayers, the rain eased off in the afternoon. The marquee arrived and went up; the loos appeared and soon the signs were looking positive. Whilst David, Valerie and I marked out the arena and the club stands, Peter Ketchell and Phil began the laborious task of marking out the autojumble and trade stand area. We called it a day at that. Ken and Kevin Devine arrived later that evening in their large removal van, which, having disgorged Ken's Y Tourer and Kevin's saloon, became the Register "hotel" for the duration! The gods hadn't quite finished with us and threw down a few stair rods to finish the day off.

The Saturday started cloudy but thankfully dry. Very soon a warm sun had burnt off the cloud and stayed in a clear blue sky all day. Traders, exhibitors, campers and helpers all began appearing. The field came to life. It drained off very quickly, except at the entrances, where Paul Caudwell, the farmer, was busy pulling heavy fun fair lorries, food and drinks lorries and the heavier autojumbles out of the mud with his tractors. Kevin Devine soon took over this task. Dave and Cher Curtis and Bill and Sarah Williams took over the club stand area and helped at the main entrance with Graham Bilbe. David and Valerie Leach, Rod Evans, Kevin Briggins and Tony Brasher marked out the exhibitors areas into their various classes, whilst Chris and Owen Baldock put the final touches to the arena. Meanwhile Graham Miles had set up Control headquarters at the still muddy public entrance and, with Peter Ketchell, was building the scaffold tower to take the floodlights and Bob Wilkinson, Phil Wookey, John Griffiths and Ken Devine continued the marking out chore in the autojumble area.

The Saturday evening was set aside for a disco in the marquee which belted out some very acceptable 50's music. Unfortunately, the expected mass of hot rodders who traditionally appear, did not materialise. A few members of the Low Buck Club, or some such name, in equally strange machines, appeared from nowhere, carrying their own hooch, and joined in the fun. Needless to say the evening was a disaster from both the caterers' and our points of view. A lot of effort and expense for very little reward. Graham and Peter also suffered from lack of sleep as the remnants poured out of the marquee at some unearthly hour of the morning and conducted their own driving tests, boxing matches and screaming matches in the public car park field. Fortunately, with the rear doors of the "hotel" firmly closed, the remainder of us didn't hear a thing! I think we will dispense with the disco next year!

We rose at dawn on the Sunday and greeted the first autojumbly

at ten past seven. Fortunately the mud was mainly superficial so, with the use of shovels, gravel and straw, kindly supplied by the farmer, we were able to make both entrances presentable. It was another glorious day and autojumblies, exhibitors and the public turned out in their hundreds. The team, boosted by Owen English, Peter Brook, Roger Middleton, the Hockings and son of Rod Evans, was fully employed until about one o'clock, when things died down a little. We had a bit of a drama in the morning when a 40 foot articulated lorry carrying a flight simulator arrived to join the fun fair. The farmer was tremendous and helped demolish his entrance gate posts to get the monster in with the aid of his mega-tractor.

The show itself was a great success as you may well have read in the classic motoring press. All credit must go to the tireless band of Y&C members and the sun gods. Again, we have put the Register on the map within Ford circles and gained a number of new members and supporters. Few of us brought our cars to the show but, despite that, there was a good turnout of Model Y's, but only one Model C. Dave Minnett won second prize in the 1931 - 1942 class with his 1936 Tudor Model Y.

Sam Roberts.

David, Valerie, Kevin and Rod mark out the class lanes for the 500 exhibitors. Note the mobile "hotel" in the background.



Graham and Peter on scaffolding.



Cher and Phil at the main entrance.



History isn't all bunk. . .

From Model T to zingy Zephyr, just about every Ford model made up to 1965 converged on Drayton on Sunday.

It was the All Ford rally, and over 400 Fords from ancient to almost modern had their moment of glory in the public eye.

American Fords gave the gathering a Transatlantic flavour, and by way of variety there was also a leavening of tractors, trucks, hot rodders and custom cars. The best turned out, and those closest to their original condition, went away with awards. Pictured left is Gary Coote with his 1932 Model B.

But it wasn't all four-wheeled fun. There were also trade stands and stalls, children's fun fair rides, and a beer tent.

The show was organised by Mr Bob Tredwell of Abingdon, and sponsored by the Ford Y and C Model Register.



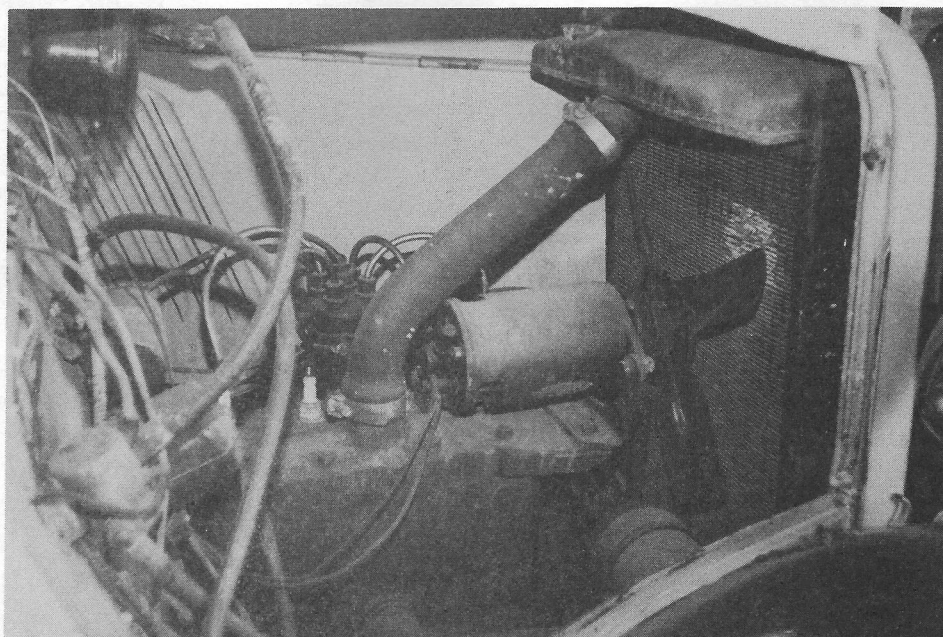
00001 RESURFACES

What is believed to be the first Model Y off the production line at Dagenham, on the 10th August 1932, has recently changed ownership in the United States. The new owner, Al Maynard, who has a collection of old Fords, is more amenable to visitors and enthusiasts than his predecessor, the recluse, Buzz Yonts. Thanks to the efforts of Carlton Thisse, a member of the Register in the USA, we have at long last some photographs of the car and can see that she is solid and apparently complete. Carlton was tipped off by Bob Rogers, who was the owner before Buzz Yonts. Carlton has looked over the car and has sent me a pencil rubbing of the engine number, which reads 00001. Unfortunately, he did not rub to the left of the number to see whether there was a prefixed letter Y. He could not find a chassis number on the side member opposite the starter motor. If, as would seem probable, this is the first production Model Y, it is the car which appeared in the early Ford advertisements and promotional material bearing the registration number EV 5689.



What is believed to be Y00001, in dry store, in Michigan State in the USA. Note: She is wearing pretty vulgar '50s American side lights.

Engine number 00001. Note the four bladed fan and an unknown piece of mechanism above the engine mounting bracket.



EDITOR'S COMMENTS ON Y00001.

ENGINE BAY & BODY.

Fitted with L.R. radiator, later type dynamo, later type cylinder head (post war), non standard solenoid, post war oil filter, later type regulator perhaps? Two pipes across engine suggest electric petrol pump. Bodywise looks good but is fitted with 1934 stainless steel headlamps, and Graham Miles suggests spanish style door handles, on a right hand drive? Where is the battery lead going? "

Comments from the experts please.

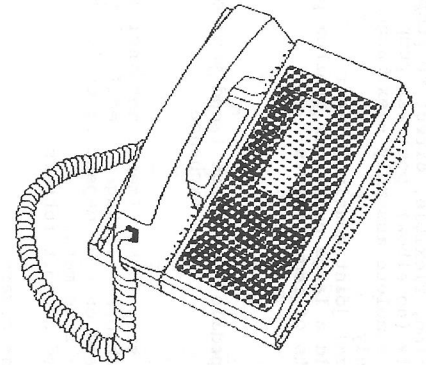
Ed.

MODEL Y

(3) 1933 Y. SR Tudor, Blue/black, very good condition. A.F. Johnson. £3500 ono Tel. 0480-216455 weekends.

(3) 1937 Y. GMC 168, Good, honest sound condition. MOT & Tax. Engine & Gearbox overhauled, re-wired. Many Spares. In everyday (summer) use. Glynn Jones. Best offer around £2000.

0235-772900 days 0763-73341 eve's.



FOR SALE/WANTED

(2) 1936 Y Tudor CYE 142. Y139603. Good mechanics, runs well. Complete but body requires full restoration. V5. A.J. Brasher. B1067 £1250 Oxon. Tel 0491-37777 days 0491-36091 evenings.

(2) 1936 Y Fordor, Bristol to Bournemouth finisher. Resprayed, Rechromed New MOT. Original registration, seats need recovering and some trim. Dave Freed F1210 £2250 Tel 0272-733775

(2) 1936 Y 2 door. Sound condition for restoration. Offers. N. Ireland. Tel. 0762-840759

MODEL C.

(3) 1937 CX Tourer, totally restored 84, not used since 89. Excellent condition. wanting an appreciative & caring owner. Mary Game Best offer over £5000. Essex. Tel. 0375-891272.

PARTS FOR SALE.

None received.

PARTS WANTED.

(3) Steering box urgently for 1934 Kerry tourer, internals for rebuild. M. Cullimore, Sussex. 0435-32632 evenings. 0435-865245 days.

(3) Steering wheel & horn button for 1937 Y. A. Anderson 041-423-6644

(2) 5 Wheels for 1934-36 LR. Y also clutch brake pedal assembly and steering rack. C. Batty. 0706-374942

(2) Rear chassis cross member for model Y. T. Thomas 0977-554551

**DEADLINE FOR COPY FOR NEXT ISSUE
WEDNESDAY 30TH DECEMBER.**

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 Rebores 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

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