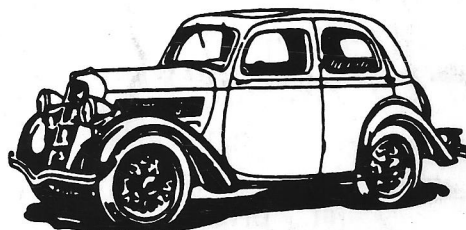
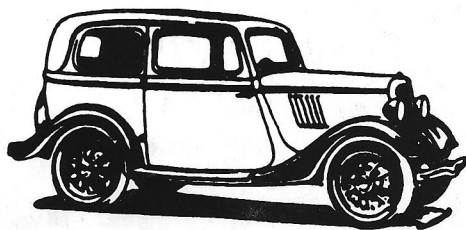


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 80 Dec/Jan 93

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THE FORD Y & C MODEL REGISTER

David Grace

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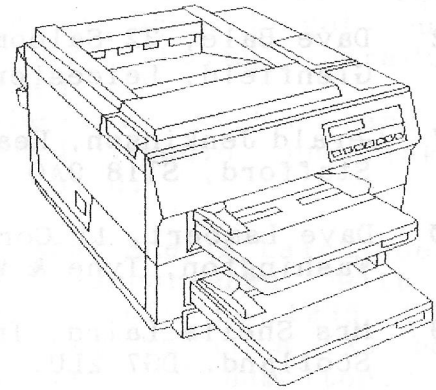
At last the festive season has come to an end and I can get back into the garage with a clear conscience, I am not really a Christmas type person, and as far as I am concerned the extra days off could have seen a lot of changes in our cars, maintenance could have been brought up to date in readiness for the oncoming rally season. 'Katie' the other halves CX has had a new engine but still needs a new rear axle bearing. Once the Newsletter is finished you can guess where I will be.

This issue is a little different from previous issues in that we have changed the style of artwork and the layout of the pages, ie Pages typed in 2 columns.

These changes are designed to bring the Newsletter up to date with our sister magazines in the larger clubs and give our Newsletter a more professional appearance. I find it difficult to know when I am doing things for the best, I receive little or no feedback from you the members so it is always a gamble that changes I do make please you, it is your Newsletter so help us to create what you would like to see, so either ring me or drop me a line with your comments, I would enjoy good constructive criticism. For instance would you like to see me print cartoons about our cars, do you like the Newsletter in page type or in columns, judge from this issue which you prefer, but please do let's have some comments and dare I ask for a little more post, I am short of items to print.

Sadly you will see that we have lost the valued support of Ford Motor Company, in view of this we have now to find a new printers and this will prove expensive, have we any members out there who are engaged in the printing industry or have contacts with printers and can come to our aid to save costs?, if so please contact the chairman with your ideas or offers of help.

The spares report is the best yet with lots of new spares including new bumpers for L.R. and model C's



EDITORS REPORT

That's me, enough time wasted, I'm off back to the garage.

STOP PRESS

It is with regret that I report that the Ford Motor Company is no longer able to print & distribute our magazine. For understandable reasons, the Company has been forced to reduce its manpower levels and trim its 1993 budget below the levels necessary to support any additional activities.

We are very grateful to Ford Motor Company for their generous assistance over the past 3 years, which has enabled the Register to divert almost 60% of members' subscriptions into the tooling and manufacture of spares to keep our vehicles on the road and increase our reserve of capital.

It is because of Ford's resource problems that the last issue, which was planned (by us) to be distributed before Christmas was delayed into mid Jan, for which the Ford Motor Company apologises

There will inevitably be repercussions, but, with your help, we will do all we can to keep disruption of future issues to a minimum keep members' subscription levels at the lowest possible rate and continue to provide you with a good spares service.

SAM ROBERTS

Since our last publications the following new members have joined our ranks:-

B1252 Dave Bale, 32 Salcombe Drive,
Glenfield, Leicester.LE3 8AF

J1107 Gerald Jenkinson, Heathlands, Dunston
Stafford, ST18 9AQ

L1720 Dave Lambert, 11 Corndean, Teal Farm
Washington, Tyne & Wear NE38 8TB

S1809 Mrs Sheila Laird, Inverona, Glenlochar, Castle Douglas,
Scotland. DG7 2LU.

O-L101 Rolf Lutz, Bleichstrasse 267, 9427 Wolfhalden, Switzerland.

M1711 Evan Manuel, 2 Meadfoot Drive, Brookfield, Middlesbrough,
Cleveland. TS5 8HS

W1523 Jim Webster, 59 Uffington Ave, Hartsholme Est, Lincoln. LN6 0AG

We welcome you all - good to have another lady member. As usual I remind newcomers to make contact with their Regional coordinators and 'old hands' to welcome new members in their area.

BOB WILKINSON

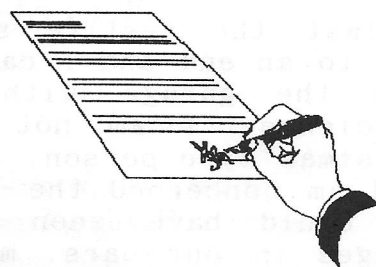
Writing this during the Christmas period I find that recruitment is at its seasonal low - perhaps even lower this year due to general lack of speculation. I think the old car buffs have started to hibernate! (*Bob I haven't, Kath*).

One member used to freezing cold is Rolf Lutz in Switzerland who has purchased a 1935 2 door 'Y' from New Zealand. He writes:-

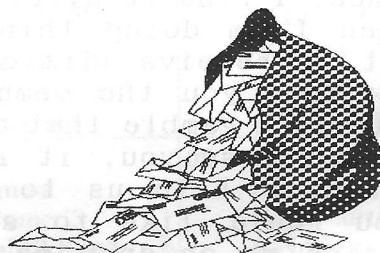
"I went on a world tour in 1991 and stopped off in New Zealand to visit friends in Kaiapoi. They took me to a local (car) racetrack in their Y (Popular) where I drove the car. I enjoyed this drive & the car seemed good to me, so I bought it off them They helped to arrange the shipping to Europe. It took 6 weeks to sail from Christchurch to Hamburg from where it came by container to Zurich. 'Henry' runs very well but has begun his winter sleep. Before I can drive it around I need an outside mirror and indicators."

(*See my article on indicators. Ed*)

(*I'm sure we can help you locate these parts Rolf*) Bob.



NEW MEMBERS



MEMBERS NOTES

Dave Bale in Leicester has turned up a model 'Y' we lost in 1985 when the former owner lapsed membership. His 1934 2 door Y needs a full rebuild as the former owner packed in with the car in pieces! We look forward to progress reports on OY 8611 Dave.

A big Restoration is not a new experience for Gerald Jenkinson as he has already rebuilt a Dennis Lorry! However armed with his club Workshop Bulletin, he is working on CXD 254 the 1936 4 door 'Y' which some members may have seen for sale on our club stand at the All Ford Rally. The history of this one owner (to 1991) car appeared in a Newsletter last year having lived in the Harwell area most of its life.

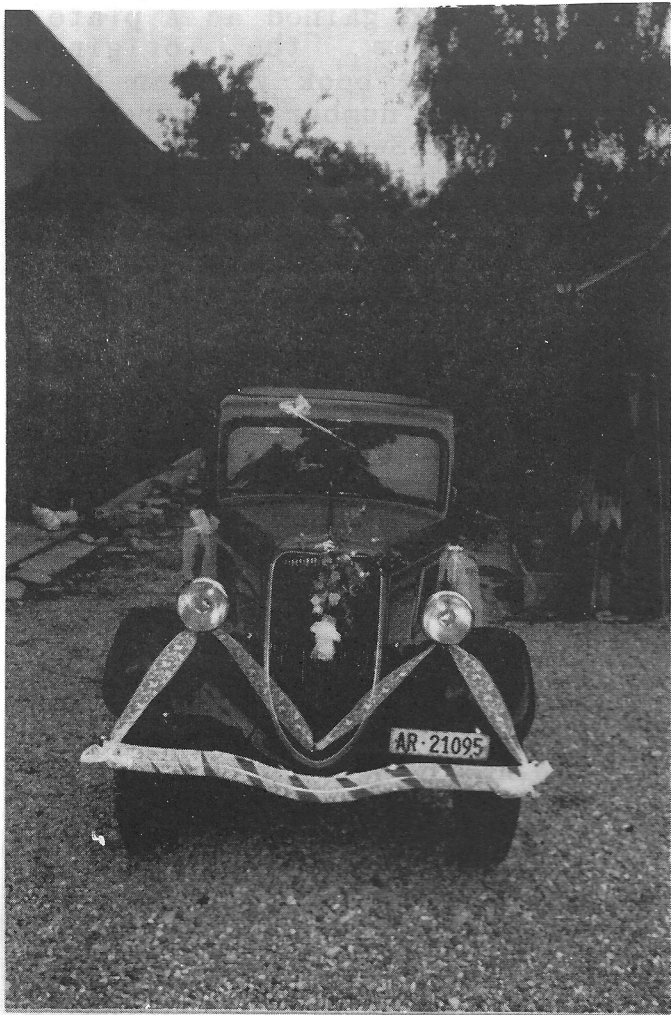


PHOTO ROLF LUTZ

Evan Manuel in Middlesbrough to has bought a model Y from a lapsed member. We lost track of this 1937 2 door Y in 1989 in the Ripon area of North Yorkshire when owned by Sean Brady. CER 46 needs some minor work for MOT and should be on the road by the time this is printed.

Jim Webster owns a 1936 4 door Y which is on the road but in need of some improvement. USK 717 (a re-registered number) will definitely need some new tyres and new wiring loom & Jim intends the car to be sorted over the next 3 years in readiness for his retirement. Don't forget Jim that running restorations are often easier to achieve - and more fun - since you can sort out the problems gradually over a period of time without getting disheartened.

Cars often come onto the market because a potential running restoration project got out of hand by being gradually dismantled. Only the very skilled and very determined should undertake a major rebuild.

We hope that Sheila Laird does not become disheartened with her restoration of the 1935 4 door model C (or is it a CX) bought recently from Bob Hamilton. The Scots are pretty determined so I'm sure she will be successful and she has a C/CX Workshop Bulletin to help her! We need further details of this car to decide if this is the last known model C (currently David Gatenby's C) or the first CX model (currently David Leach's).

Please send us photographs of the car showing the grille and bonnet and dashboard (where clock is situated on CX models). The body number is 364/4571 but we really need the chassis number to tie up with Ford production figures.

Good luck to you all - don't forget to keep us updated with progress. BOB



PHOTO DAVID HUNTLEY

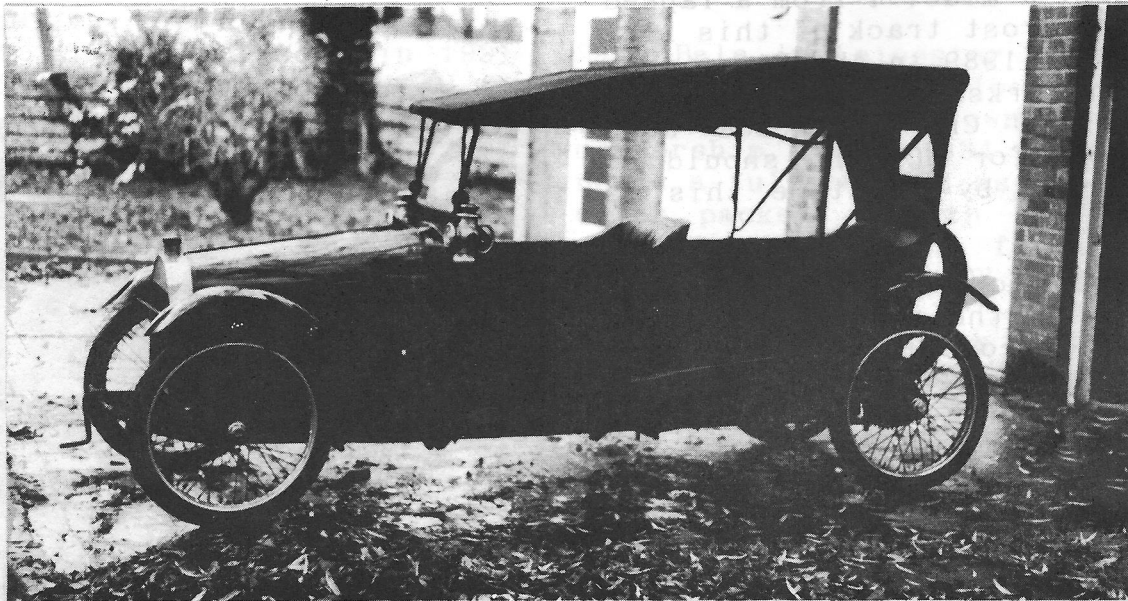
David Huntley (New member issue 79) has sent in full details of his 4 door 1934 model 'Y' LJ 9520. He proudly displayed his newly purchased car at the All Ford Rally in Sept 92, & has sent us a photograph taken just prior to setting off with his wife & sons, Matthew and Stuart. David is planning some minor interior renovation to what is a very smart car.

Eugene Markey from Co Cavan in Eire (new member 79) has recently sent in details of his 1936 model 'Y'. He writes:- "The original engine was in pieces when I bought the car and many items are missing. Fortunately a friend in Mullagh has a spare engine. At present the body and chassis are sandblasted and this has revealed extensive corrosion. However I will be able to fabricate the necessary repair panels." Eugene also purchased the Workshop Bulletins & a number of back copies of the Register's Newsletter. *(These are now available from our editor)*

Another 'lost' car a late 33 'Y' an early L.R. saloon, has turned up in Washington (Tyne & Wear not USA) about 400 miles north of its last known home in Devon (with a lapsed member). New member Dave Lambert is busy restoring the car

which sadly lost its original AHT 175 number and gained an A plate. If you have the original buff/green log book you can have the original number restored to the car under Swansea's new rules. I can't see how this car lost its number since it has not been road-worthy for some years & cannot have been the subject of a number transfer. Keep us posted. Dave.

Bruce Clifford in Colorado has written to update progress with 'Percy' his 1934 Y Pick-up (see issue 77) He writes:- "The details you asked for are Chassis Y57506 Briggs Body Number. 166/2799 (indicating a 4 door car originally) The door hinges have brass balls and the gauges are mounted on a small panel mounted in the dash. Percy is now stripped down to the frame (Chassis on this side of the Atlantic) and being restored. This will be followed by minor work to body panels. The only parts I really need are a head gasket and a badge mount". I have put Bruce on the right track for these items. We hope all goes well Bruce - you should have no problem having done extensive work on the model 'A's. They are very much the same but Y's are pocket sized. Please send some photos Bruce. (Bob)



Member Peter Richardson in Horsham has sent the above photo of the latest addition to his 'fleet' a 1914 TWOMBLY. I must admit to never having heard of this car before let alone seen a photo! Let us have full details Peter.
BOB WILKINSON.

A.G.M.

Owing to the problems we are experiencing with the printing of the magazine, it was felt wise to remind you in this issue of the Annual General Meeting of the Register, which this year is being held on Sunday, 4th April. We normally gather at about one o'clock for a two o'clock start. The time before the meeting is spent mingling, getting to know each other, meeting the Committee members and resolving spares or restoration problems with the experts. Bill and Sarah Williams are also on parade with their growing regalia stand.

The venue is the village hall in Willoughby, which is about four miles north west of Daventry on the A45. (Off at Junction 17 on the M1). We aim to finish the get-together at 4.30. It is an enjoyable and informative gathering, which marks the official start to the season. So, especially the newer members, please make an effort to come along on the day.

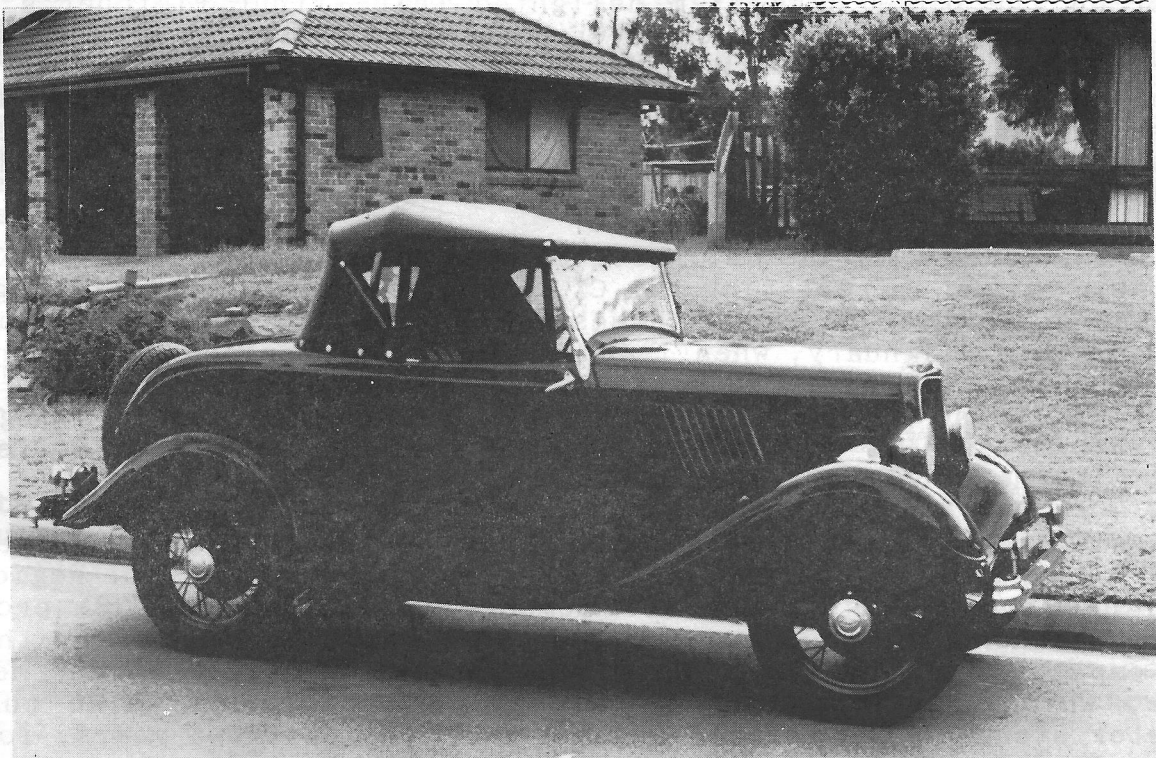
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AUSTRALIAN ASSOCIATION

For the past few months, I have been in correspondence with Wayne Brown, who is a members of the Ford 8 & 10 Sidevalve Club of Victoria, Australia and I am delighted to report that the Club has decided to join the Ford Y&C Register to gain an insight into the background to their locally bodied Model Ys and Cs. (An article on the Australian Ys and Cs appeared in Issue 74 of the magazine)

In his last letter he included some details of the vehicles owned by their members. Those declared so far are:-

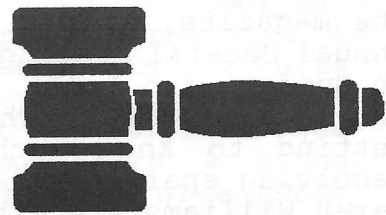
1932 and 1934 Model Y 4-door Sedans (Saloons in our terminology) - note that the Geelong plant only made 4-door sedan bodies to go on the chassis imported from Dagenham, a 1934 Model Y Roadster, a 1935 CX 4-door Sedan and a 1935 CX 2-door coupe.



I make no apologies for repeating this photo of Steve Austin's beautifully restored Model Y Roadster. Steve lives outside Sydney.

CHAIRMAN'S NEWS

By the time you read this, we will be well into 1993. However, the present is the 23rd December and spirits are high. Our thanks to all those members who sent Paula and myself Christmas cards. An added Christmas bonus was the arrival this morning of Yvonne Arthur, wife of Ken of K.A. Developments, who delivered my restructured front wings for Kerry. Those of you who saw my Model Y Kerry sports car at Stanford Hall last June, will recall that the rear of the front wings had a tendency to scrape the ground. Ken has done an excellent job, removing a couple of inches of skirt, rewiring and repainting. You can't see the joint! I've also collected the overhauled gearbox and prop shaft/rear axle from Tim Brandon in Suffolk, so we're all ready to get her back on the road. Both Ken and Tim have also been helping John Fuller with the restoration of his Model Y.



Have you noticed how the number of Model Ys and Cs advertised for sale has dwindled over the past six to nine months? I've been scouring The Automobile and Classic Car Weekly and there have been very few, apart from Mary Game's lovely green Model CX tourer in January's Automobile and a Model Y for restoration in the Classic Car Weekly at £550. Thanks to a prompt from John Griffiths, I discovered that the Model Y was located just down the road from me, so I went to look at it. What a sorry sight! The chassis was completely rotted through along the lengths where the running boards should have been. The rust moth had eaten the edges of most of the body panels and what was left was paper thin, as I discovered when I tried to scrape the thick rust which was covering the brass Briggs Body plate on the cross member in front of the passenger seat. Regrettably, it was too far gone to read. Being protected by the oil spray in the engine compartment, the chassis number could be read, which, at Y38009, is the oldest known surviving longrad, being dated at October 1933. Its a pity it is too far gone for restoration.

Whilst on the older cars, I'm delighted that Arthur Fletcher's early shorttrads have gone to good Register homes "oop North" in Region 14. Not only is this in keeping with Arthur's wishes, as expressed in his will, but his sister and brother-in-law, who are the executors, were full of praise for the register and the friendliness and cooperation of the five members of the Register with whom they dealt at various stages during the administration of the disposal of the cars.

On matters Model C, I was delighted to receive a letter from John Keenan in Hastings, who is restoring his CX, which has an original sliding roof. In response to my plea of two issues ago, he has left the dismantling of the roof to mid January, when I and a draughtsman friend will spend the day with him, pulling it to bits, measuring it, photographing it and sketching it, so that draughtsman matie can prepare some drawings for manufacture. I don't suppose the Model Y sliding roof is too different, but I will need to check that one out.

It is with some regret I learnt that, for personal reasons, Dave Ball is no longer able to continue as the Regional Coordinator for Region 10, which has the highest number of members in its bounds, 38; probably because it contains Dagenham and the cars, which were owned by the Ford employees of the '30s. Dave owns the two very nice Fordor Model Y taxis, which came to light in the mid 1980s. He has also run the Register stand at the Enfield Pageant over the past two years, for

which we are very grateful. I hope we can find a worthy successor. Whilst on the subject of Regional Coordinators, without your support, those who wish to lay on events to help you understand your cars, are unable to do so. Please help them to help you. For those of you based in the British Isles, your Regional Coordinator is listed on the inside front cover of the magazine.

The Committee held a busy meeting in Willoughby Village Hall in November. At long last, the proceeds from the All Ford Rally and the benefits from the Ford Motor Company printing our magazines are being reflected in the reproduction of spare parts. Graham Miles has all the details in his Spares Report. I am particularly delighted that Peter Ketchell, with help from John Griffiths, has at last overcome the problems they were having with the manufacture of the Model Y and Model CX bumpers, end caps and bumper bar bolts. Not only have they achieved the manufacture, but the prices at which they are being sold to you are remarkably low, especially when you consider how much you would pay for a mass-produced plastic replacement for a modern car. On your behalf, I would like to thank them, and all the Committee members, for the hard work and long hours they have put in on behalf of the Register over the past year.

Nigel Hodson, from Laugharne in Dyfed, sent me a photocopy of a period postcard of Lewes terrace in Llanbraddach, near Caerphilly in South Wales, in which is parked a lone Model Y, AND 893. If the owner or the car still exists, he will be happy to pass the card on. Has anyone else come across old postcards with our cars on them? I always look out for them at the various antique fairs which Paula and I attend, but so far without any luck.

We are already preparing for the major events of 1993. Work is under way for both the Register meeting at Stanford Hall over the weekend 19th/20th June and the All Ford Rally over the weekend of 25th/26th September. Make sure you have at least these two dates in your diaries. The first meeting at which the Register has a stand is the Bristol Classic Car Show, which is over the weekend of 13th/14th March. Dave Curtis and his merry band of helpers from Regions 2, 6 and 7 will be pleased to see and chat to members. The AGM will, as usual, be in the Willoughby Village Hall, near Daventry, on Sunday the 4th April, which is the weekend before Easter this year. In the meantime, may I take this opportunity to wish you all an enjoyable year's motoring, or for the not so fortunate, a successful year's restoration.

Sam Roberts.

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DATA PROTECTION ACT

As a recipient of this magazine, your name and address are held on the Register computer data-base. Under the requirements of the Data Protection Act, you are to be made aware of this fact and to be given the opportunity to ask to be excluded. You should let me know in writing.

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

Sam Roberts.

THE 3-DOOR "JENNINGS" MODEL Y

It isn't a van, it isn't a saloon, but it has the characteristics of both. It was the brainchild of J. H. Jennings & Son Ltd., Motor Body Builders of Sandbach in Cheshire, who designed what could be described as one of the first estate cars. It was a simple concept: take a production saloon car, cut out a loading door in the rear, put in floor boards instead of a rear seat, swap the rear spring for the extra leafed van spring and you have a vehicle, which has all the feel of a saloon car in the front and an easily accessible large luggage or cargo space in the back. It was ideal for salesmen and retailers of small items. The conversion was simple and cost only £13. It was available, in the 1930's, for Models A, B and Y Fords and a number of other British saloon cars.

We are fortunate to have in the Ford Y&C Model Register, probably the only surviving Jennings converted Model Y. It is owned by John Follon on the island of Jersey. This particular car has an interesting history. It was bought in 1936 by Mr. Shand-Kydd, presumably from Jennings & Son Ltd. Mr. Shand-Kydd managed a cotton plantation in the Sudan, which is to where the Model Y was exported and where it stayed until 1951. We have an interesting article, written by Mr. Shand-Kydd, entitled "Motoring in the Belgian Congo and Uganda", which describes the roads, hotels, leisure activities (golf and squash), terrain and monetary problems, which he encountered whilst driving the Model Y on a 1,700 mile round journey in 1941, from Juba in the Sudan, down through Irumu to Beni in the Belgian Congo, and back to Juba, via Kabale and Kampala in Uganda. He was accompanied throughout by his wife and the Honorable and Mrs Allanson-Winn, who travelled in an export E93A. They did not seem to have many problems. To quote an extract from the article:-

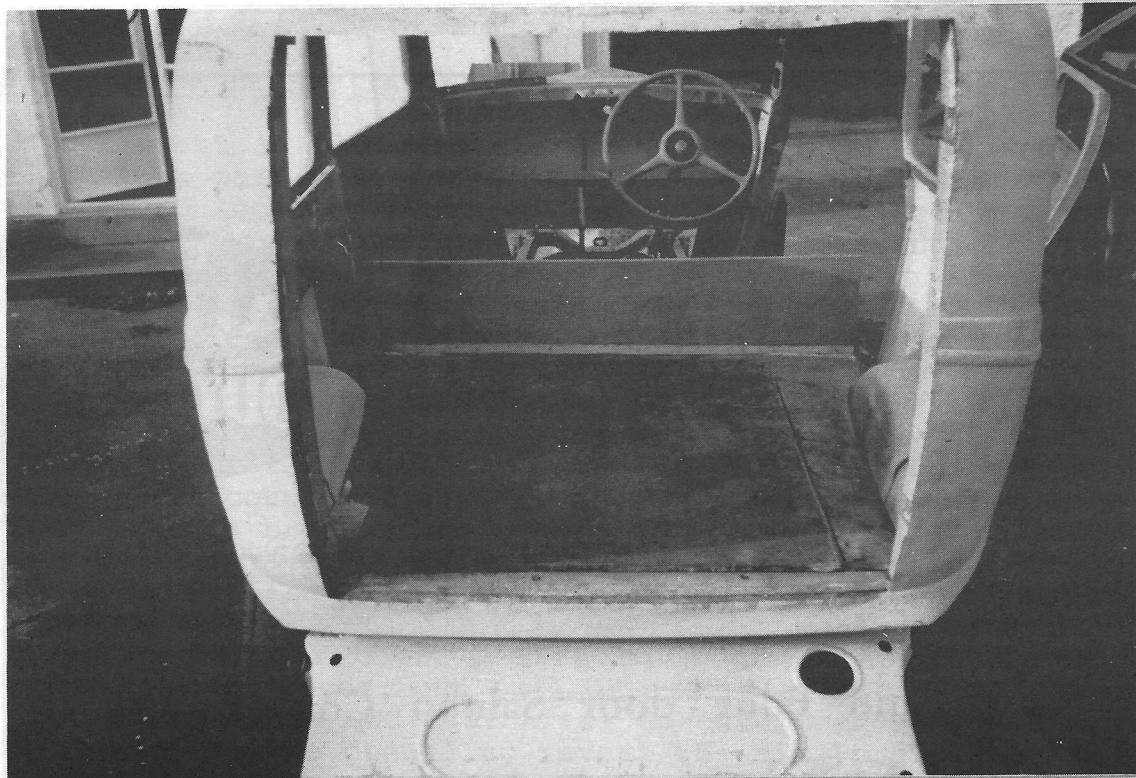
"Roads are generally very good throughout the Congo, except for about 30 miles after leaving Aba, and 40 miles after leaving Irumu -the latter very bad.

South of Lubero, the "escarpment" mountain roads - at one point 10,000 ft high - are a tribute to engineering skill, being both well graded, and cambered at the dangerous corners: careful driving is necessary, and that is all. Some of these roads are one-way traffic on alternate days, and enquiries should be made locally. In Uganda the roads are uniformly excellent. In the Sudan the Nimule-Juba road has been much maligned."

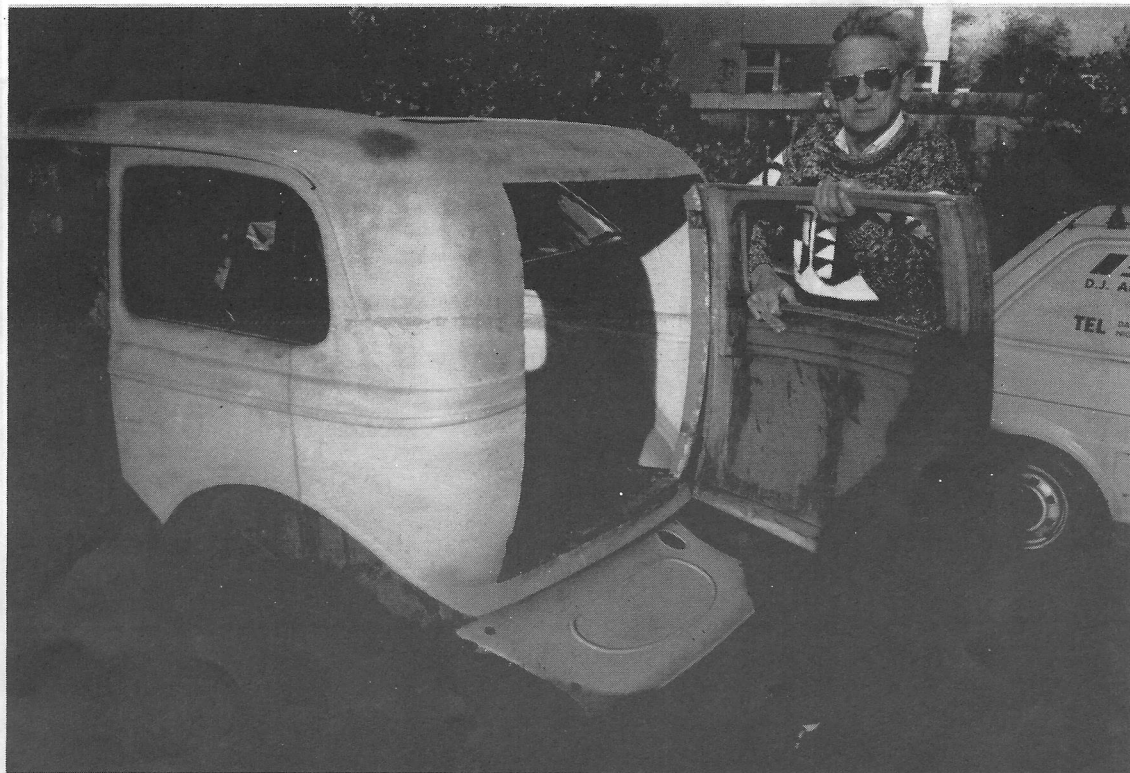
Mr. Shand-Kydd returned to England with the car in 1951, where she was registered, in London, LXU 85. He retired to Jersey in the late 50's and sold the car to the St. Helier Ford agents, La Motte, who still have Ford agency garages on the island. John Follon's father worked at the garage in La Motte Street at the time and bought the car in 1958. She was given the Jersey registration number J1714 at this point and ploughed the narrow roads of Jersey until 1961, when she was laid up. She was eventually passed down to John.

John and his friend Gus, aided also by his wife, are now in the process of restoring the car back to her original Jennings spec. I managed to see and photograph the car at its most interesting stage, with the back completely dismantled, so that the design of the conversion is easily viewed. The photographs over the page describe the conversion. I am grateful to John for enabling the Register to record the details of the Jennings' conversion in the magazine for posterity.

Sam Roberts.



View showing the Jennings conversion. A wooden frame around the cut out bodywork, on which to hang the door. Wooden flooring with front buck-board, which extends down into the rear passenger foot wells. The spare wheel sits neatly in the rear seat well under the central floor board. (Not hanging on the rear door as stated in the advertisement)



John Follon holding the door in place. The door is made up from the cut out panel from the body, nailed to a shaped wooden frame. Note the panel over the redundant rear valance spare wheel well.

ESTD. OVER 150 YEARS.

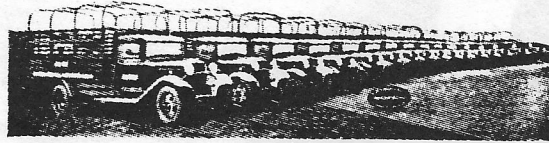
TELEGRAMS: "JENNINGS. SANDBACH."



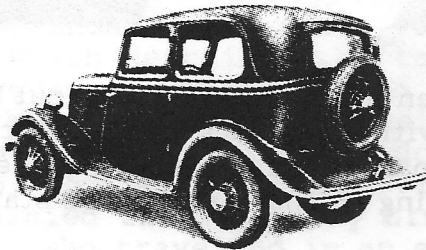
AWARDED AT OLYMPIA
1931.



for **QUALITY**
BODYWORK



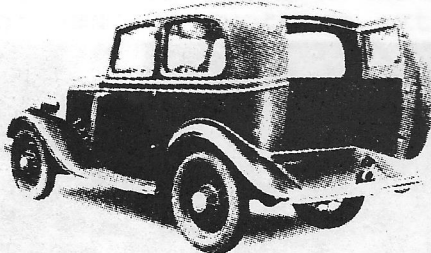
Two and Four-door Saloon Conversions.



The Rear Panel is cut out. Framework is built in the Body, and a framed door provided with Brass Coach Hinges, and a special Slam Lock with key and T key. The inside of the door is trimmed to match the body.

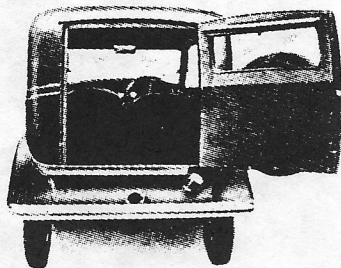
The spare wheel is fixed on the door, which is specially constructed to carry it, but can be fixed in the front guard, with large models.

A Wood Tray is fitted on the floor, which prevents goods getting up against the sides.



SIZES ON 8-H.P. FORD PRICE £13 0 0
36ins. behind the seats.
34ins. wide.
36ins. high.

SIZES ON 14.9-H.P. MODELS PRICE £14 10 0
42ins. behind Driver.
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STANDARD, ETC.

J. H. Jennings & Son, Ltd., Motor Body Builders, Sandbach, Cheshire.

The text reads:— The Rear Panel is cut out. Frame work is built in the Body, and a framed door provided with Brass Coach Hinges, and a special Slam Lock with T key. The inside of the door is trimmed to match the body.

The spare wheel is fitted on the door, which is specially constructed to carry it, but can be fitted in the front guard, with larger models.

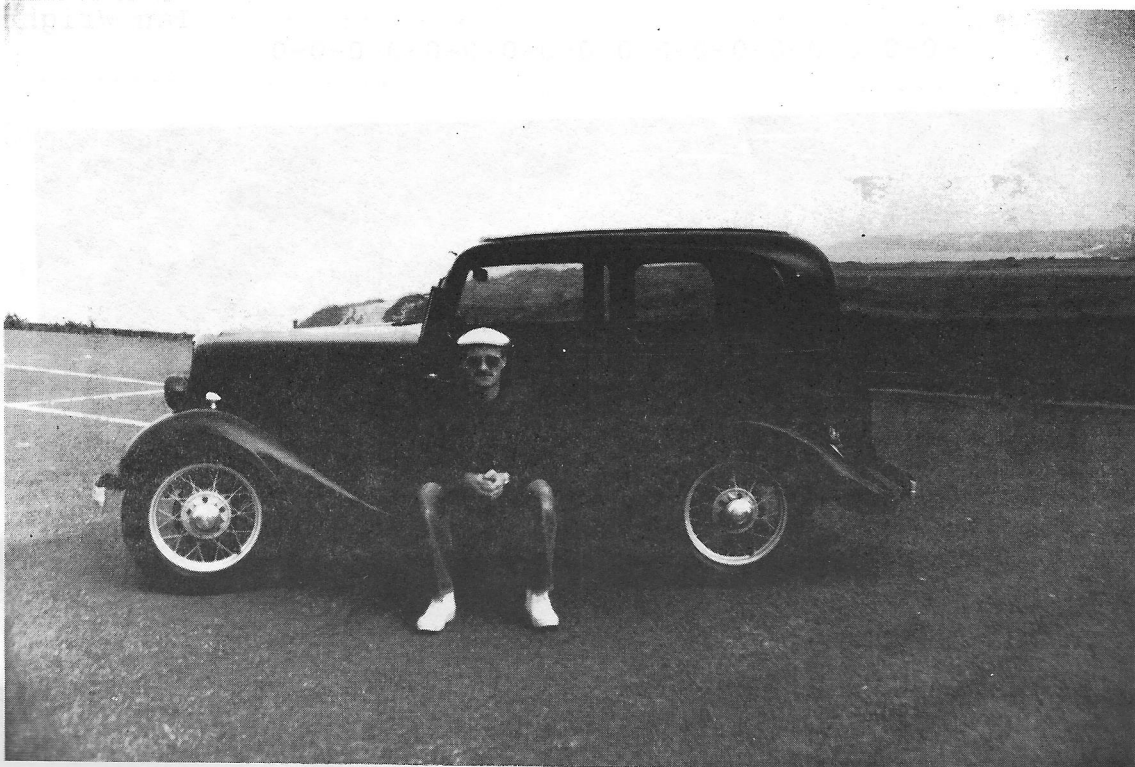
A Wood Tray is fitted on the floor, which prevents goods getting up against the sides.

SIZES ON 8-H.P. FORD:— 36ins behind the seats; 34ins wide; 36ins high.

SPOTLIGHT ON MEMBERS - IAN WRIGHT.

My interest in old cars started in the late 70's when a chap pulled up in a partly restored "Pop". I was quite fascinated by it and started to look for a project of my own. I knew of a scrapyard which had a number of upright Fords, because, having had Anglias, Cortinas, Escorts and a Corsair by then, a Ford it had to be. So having inspected the stock, I decided to think it over for a couple of days, and I reckoned there was enough to rebuild at least one of them. So I returned, intending to go for a Prefect, only to find the last one being crushed. It appears that some moron had upset the owner over the price of an axle assembly and he threatened to crush them all, and that was exactly what he did. I returned somewhat disheartened. A couple of days later I was relating the saga to the scrapyard owner's brother while on business there, and he suggested I made enquiries about a Model Y he had. At that time I had never heard of a Model Y, so having been duly enlightened I returned to the yard to see what I could find out. After making some discreet enquiries we climbed over a 15ft pile of scrap to reveal two dilapidated wooden sheds, one full of old televisions and the other what turned out to be CXC 850. After forceful persuasion of rusted hinges the doors were opened to reveal the old Ford. There it was, rusty, filthy, engine seized, battery still connected and wiring corroded away, tyres flat, complete with green chromework. It was a perfect restoration project, even though at this point it was not for sale. But, after me displaying genuine enthusiasm he relented and a price was agreed. Work then began to clear a path through the pile of scrap so we could move it from its 12 year resting place. This actually took two days, so in the meantime I filled the bores with Redex and blew the tyres up and eventually I brought it home.

I stripped it down very quickly but the rebuilding was a long drawn out process spread over the following six years, complicated by two house moves, both in need of renovation. Anyway, impending fatherhood spurred me on and in four months I had nailed it back together, and, after a lengthy battle with Swansea it was duly taxed and tested on August 2nd 1984.



Ian with CXC 850 on Whitely Bay seafront - 1984

I did have a few teething problems like the 6v wiper giving up in torrential rain. This was replaced with a new twin wiper vacuum unit. Then the gear box stuck in first gear when returning from work one night. This was repaired by loosening the top of the gear box and shaking it until it was freed. It has been no problem since. I snapped a rear spring shackle on my way to work one morning, but a block of wood got me there and I had been given a box of bits which included a new shackle so this was duly repaired for the return journey. Since then the only other major incident was when an Audi 100 ran into the rear end at a roundabout, crushing the rear valance and bursting the petrol tank, but I soldered the tank up and drove it home. The bodywork was repaired later.

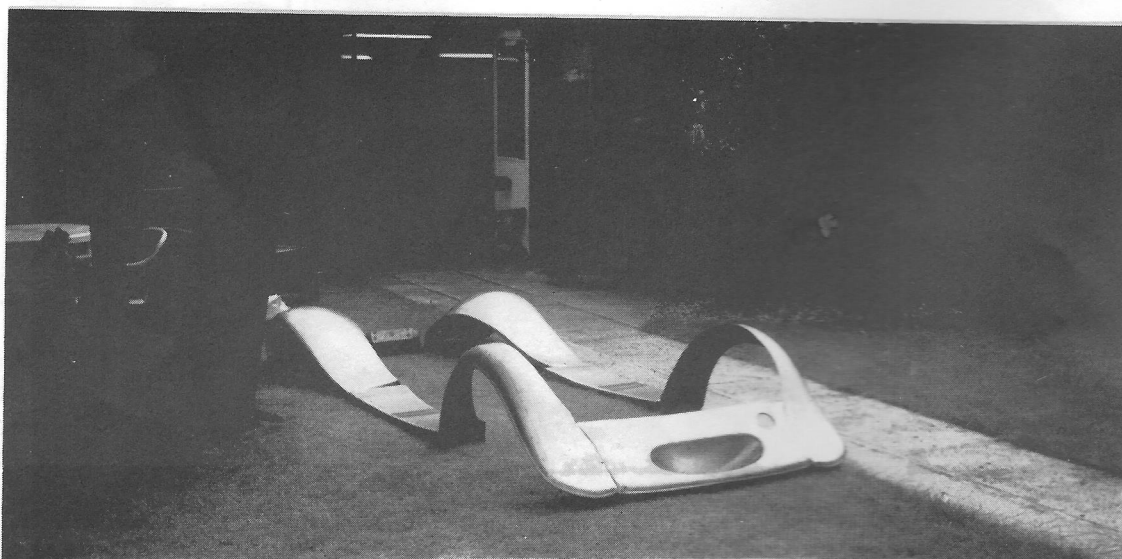
Up until this point I had never seen another Model Y, apart from the odd photograph, and I did not realise the enormity of the old car fraternity, so I was delighted to hear of The Ford Y&C Model Register, discover the number of other cars around the country and that there were other nutters interested in them. Along with this came a wealth of information, a source of spares and the ever awaited bulletin. I was more than pleased when my good mate, Ron Topping, announced the arrival of his '34 2-door, and again a couple of years ago when I went with close freind Trevor Walker to drive his '33 2-door shortrad home. When possible we try to attend local events together. The advent of the Yorkshire "Do" was great news for us because it gave us an accessible event to meet other members and see some of the other cars. Over the years we have managed to collect a few spares between us and we try to help each other out where possible.

Over the years I have had great pleasure driving the Model Y, and I hope to for years to come and my son, Jonathan, has already promised to look after it when I "die"!! but I hope to be around to see him drive it. Legally it will be another 14 years and CXC 850 will be 70 years old then.

I would like to take this opportunity to thank all the members who make the Register possible and wish everyone good luck for the future.

Ian Wright.

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



A delivery of Ken Arthur's manufactured shortrad wings, valances and running boards to members in East Anglia.

THE STUDIO VEHICLE DIRECTORY

For those members who would like the opportunity of their cars appearing in film, television, media and publicity shots, the Studio Vehicle Directory lists vehicles which are available and is sent to film and television production companies as well as to advertising agencies.

Vehicles from last year's Directory, which included cars, motor cycles and commercial vehicles of all ages and conditions, have appeared in films and television programmes including Moon and Son, Poirot, Miss Marple and Ruth Rendell. They have also been used in promotions and advertising campaigns both locally and nationwide.

If you are interested, write to Ian Campbell at:-

Owen Newman (Publications) Ltd.,

Langton Green, Tunbridge Wells, Kent. TN3 0EG.

Tel: 0892 863766

A TALE OF A FORD MODEL Y

Submitted by David Dearle from Leigh-on-Sea, Essex.

My first job after leaving school was as an Apprentice Motor Fitter with Perry's, the local Ford Dealers. One of the other lads there, Brian Hilton, had an unfortunate accident with a piece of machinery and he lost the lower joint of one of his fingers. He made an industrial claim, and many months later he was awarded compensation of £90. Ninety pounds! In those days, £90 was the equivalent to 72 weeks pay and we would have all happily sacrificed a piece of finger for that kind of money.

Brian soon turned up at work in a smart black Ford "Y" Tudor, bought with his £90 and we all looked on green with envy. I met him again several years later by which time he had married but was still driving his Y8. Have you STILL got it Brian?

Jim Miles' 1937 Ford Eifel. The German version of the Model C with the Lincoln style radiator grille and side opening bonnet.



FED UP WITH SEMAPHORES.

Not to worry, help is at hand in the form of a black box relay for Short Rad, Intermediate Long Rad, Model's C & CX, in other words our cars with separate side lights on the wings.

The relay is six volt and is designed to allow you to convert your cars to flashing indicators without altering in any way the original appearance of your car.

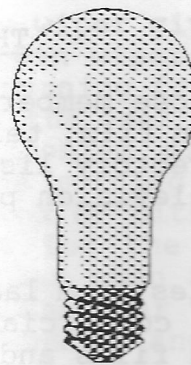
Two options are available to members, with the use of the relay alone you will need to change your front and rear sidelights to twin filament bulb holders, (not always easy to obtain) alternatively by making use of a special black box load unit with the relay box you can use your existing side and rear lights and convert them to flashing indicators even when your side lights are in use, and when you apply your brake your rear lights will still flash to indicate turning.

The two options work equally well, the real choice is cost and your ability to convert, apart from the relay units priced at £29 and the load unit at £29, you will also require, a suitable 3 position indicator switch, a dash panel light, a 6V flasher unit and about 20ft of wire (these items cost about £20 if you have to buy them). total fitting time for my K.P. Tourer was about 2.5 hours.

If you already have semaphores that work on your car you can incorporate them into the wiring and maintain originality, as I have already fitted out my tourer I can thoroughly recommend the product and now feel safer on the road in the knowledge that driver's now know my intentions when they see flashing indicators.

For more information or help with your particular car write to:-

REES BROS, 69 GORDON RD,
ALDERSHOT, HANTS, GU11 1NG
TEL. ALDERSHOT 23038.



BRIGHT IDEAS

PETROL EVAPORATION PROBLEMS?

Under bonnet heat has probably been less of a problem last summer for our cars due to poorer weather. However with 2 star petrol now being unavailable, fuel evaporation and excess heat suffered by valves from continuous use of 4 star is still an anxiety.

I read recently in Practical Classics older engines (pre-war mainly) can benefit from the addition of .5 to .75 pint of paraffin to each gallon of 4 star petrol.

Apparently performance is not noticeably impaired, nor are clouds of smoke produced, and exhaust valves are not exposed to extreme temperatures since the combustion of the mixture take place at a lower temperature. In addition the use of paraffin in this way is not illegal in U.K.

I know that our Editorial team has tried this and wondered if others had experience of extended use of this fuel mixture.

Bob

P.S.

I know that on my Y tourer aluminium foil wrapping fixed with a clothes peg to petrol feed pipe has cured my petrol evaporation problem. As that T.V. advert says "its still working"

For the past 2 yrs I have used 4 pints of paraffin to a full tank of petrol but restrict the use to very hot weather. Paraffin always carried in case of need. ED

★ NOW AVAILABLE ★

BOUND COPIES OF BULLETINS
(VIRTUALLY, WORKSHOP MANUALS)
REPRINTS FROM FORD MOTOR COMPANY LIMITED

'MODEL Y BULLETIN'
Vol. 1 No. 1 to Vol. 3 No. 7
£10.00 + £1.50 postage

'POPULAR and DELUXE, EIGHT and TEN BULLETIN'
Vol. 3 No. 8 to Vol. 7 No. 6
£10.00 + £1.50 postage

Note: Model Y covered in both bulletins. Model C in second only.
Postage for overseas members £5.00.

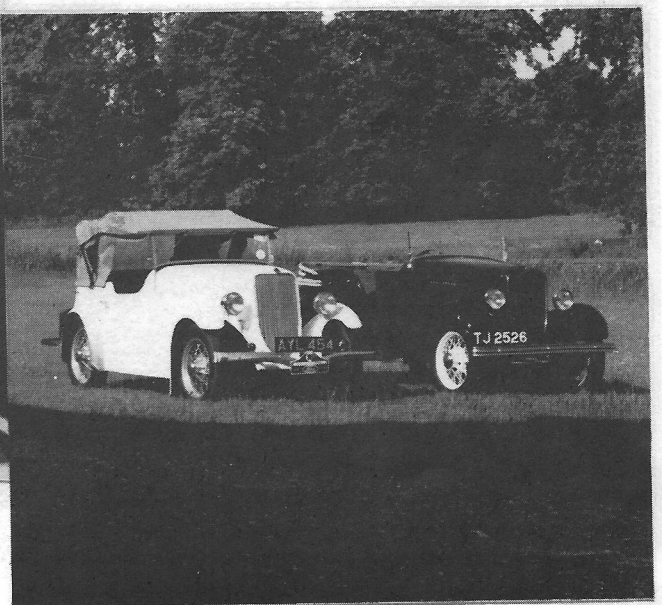
Please make cheques or postal orders payable to 'Ford Y & C Model Register'
and send order to Bob Wilkinson (address inside front cover).

We have copies of the Bulletins (not to be confused with our Newsletters) available at the price indicated for a limited period only. The next batch from the printers will be dearer. These are invaluable to members restoring or maintaining our cars. They are the nearest you can get to a workshop manual being reprints of illustrated technical data supplied by Ford Motor Co. Order now at the old price. Bob Wilkinson.



The editorial team Kath & Ken
with Kath's CX (Katie) at the
Dagenham Plant. Aug 1992

Sam Roberts's Kerry and Ken
Devine's KP Tourers at
Stanford Hall 1992.



LETTERS OF INTEREST.

STORY OF HGK 610

It was in 1949 a short time after the second world war, that my father went to buy a motor vehicle. I was very young at the time but can remember going to a building probably in the London area, inside was a dark green Y' Ford van. The van HGK 610 was purchased and taken to our home in Fulham, west London. Then began the start of converting it into a shooting brake.

I can remember my father painstakingly removing the van back and then making the wooden parts for the new body. He was very good with woodwork so he progressed along quite well. The rear of the vehicle was given a split opening with the top 1/3 glass window opening out straight from the roof, on long 1/4 round brackets. The bottom 2/3 solid then went flat level with the floor, this was ideal for making the tea on, or laying out the days picnic food. As you can see in the photos wood was prominent along the sides and full side windows were fitted. The brake was hand painted in beige with black wings to a high finish and the paint used was brushing Belco.



PHOTO PETER HILL

The only mechanical trouble I can remember was the back axle. I believe a new or good second hand

crown wheel and pinion was used. It was set up by a chap that worked at Radfords Ford Main Dealer of Shepherds Bush in his spare time and replaced on the van. The spare wheel was mounted on the very back giving the brake a period look. At weekends we would travel down to Brighton, for me it would be an adventure, we would park on Brighton front and have our picnic.

One weekend, me in the back of the brake and travelling down to Brighton we had an accident. My father driving along in the near side lane suddenly we were struck in the back offside by a 1940's Hudson 4 door saloon, we were pushed over to the side of the road and one of the Hudson's door handles snapped off in the woodwork of the brake. We were shook up but after a bit of a do with the lady driver we were off again to Brighton. The hole later to be filled in and revarnished.

In about 1954 the brake was put up for sale and sold for £120, but when the chap had gone with the car a quick count up showed my father was £5 short and £5 was a lot of money in those days. I remember the chap looked like a 'Spiv'. I saw the brake once after that about a year later in the Fulham area and that was the final time.

HGK 610 a 1948 London number, "was it an ex-army vehicle or was it re-registered after someone had swiped the original number?" we will probably never know.

NON MEMBER PETER HILL

GARAGES TO LET.

Crawley Borough Council have a number of lock-up garages available for renting. The weekly rent is £5-50 plus VAT and is payable in advance. If any members wish to rent a garage in the West Sussex area, contact Mrs Wilson on 0293-528744 ext 2374. who will be pleased to assist you.

ARTHURS 'Y'.

Arthur Dixon bought his first car, a Ford 'Y' in 1958 for £100. The car was in fair condition but the lack of a driving licence garaged the car until Arthur passed his test.

The red upholstery was good enough to benefit from a liberal washing in Decosol to restore the sheen but the headliner was in need of retrimming. Arthur and Dora, his wife, made a visit to Quicks, in Old Trafford, Manchester, in search of some advise.

The trimming department at that time was in the original Model 'T' assembly shed. Quicks having acquired the premises when Ford moved into Trafford Park. The department manager was most helpful and showed the Dixons how to fasten the headliner in place. An armful of wool fabric was purchased locally, stitched up and fitted. Now the 'Y' had a beige headliner to match the red upholstery.

The exterior was a little faded, 25 years of oxidation had not helped the paint too much and the 'Y' was treated to a coat or two of Valspar, basic black with a shine as deep as the Atlantic and not a brush mark in sight. Wonderful stuff in the days before home spray-guns.

Arthur, Dora and their young son, Barrie, spent hours in the garage, before passing his test, just sitting in the car. They "drove" for miles and never turned a wheel Arthur passed his test at the first attempt and the 'Y' hit the road, taking the family miles in the next two years. Only the increase in rust and a well priced 1946 Anglia persuaded Arthur to change from the 'Y'. With an 1172 in the Anglia, which Arthur built himself in his cellar, the car had a lot more power than the 'Y' and Arthur, Dora and Barrie loved this 'new' car just as much and it had a boot!

Barrie Dixon.

I have recently formed P. J. Photography & Fine Arts which among other things specialises in photographing classis and pre-war motor cars.

I wish to compile a library and I am therefore willing to photograph interesting and rare cars within a reasonable radius of Newbury.

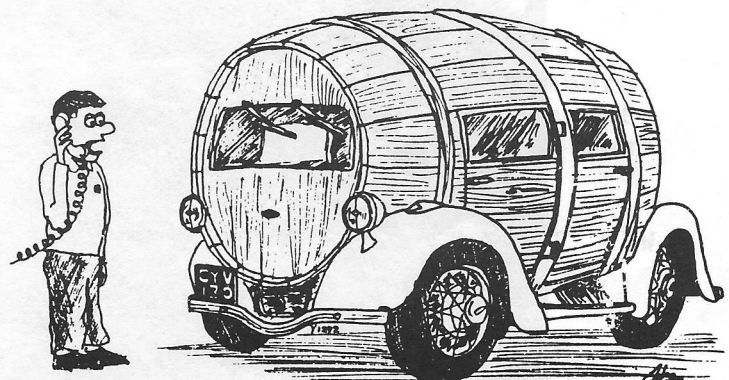
FREE OF CHARGE and provide their owners with a 10" x 8" cibachrome print in return for retaining the copyright.

My tel number is 0635 297595 and I am available evenings & weekends.

Paul Enters.

AN ODE TO 'NUTTERS'

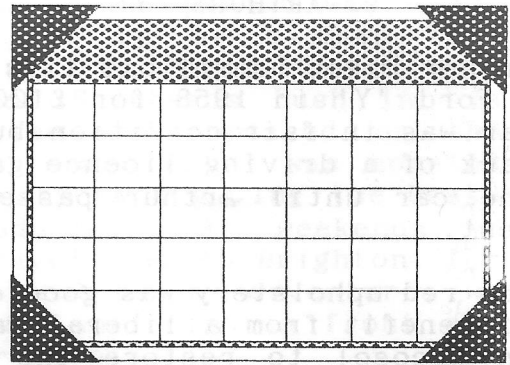
'Twas the last drop of petrol
I had in the tank;
The night was a cold one,
The atmosphere dank;
Warm bed and refreshment
Were miles further on,
When the last of drop of petrol
Was finally gone.
'Twas my last try to push,
I could not push more;
I got out and rested,
And (possibly) swore;
And I mused how a fun'ral
Might follow, perhaps,
On my last try to push
And final collapse.
'Twas the very last car that
Was like to pass by;
I blessed every star that
It answered my cry,
And vowed, when they helped me,
Next time I should come
To my last drop of petrol,
I'd be much nearer home!
FRIENDS OF THE NATIONAL MOTOR
MUSEUM DEC 1992.



"YES, I'VE GOT A 10H.P. BARREL FORD FOR SALE."

Below is a comprehensive list of events at which the Y & C Register will have a club stand. Please give your support to the organiser's and help them to make the shows a good day out, but remember to inform them that you are going in case space is limited on the stand.

Your car does not have to be concours to enter, it is nice to see them in various stages of restoration, all we ask is that you attend, enjoy yourselves and support the club. **DAVE CURTIS**



EVENTS DIARY

<u>DATE</u>	<u>VENUE</u>	<u>CLUB CONTACT</u>	<u>TEL NO.</u>
11th Mar	Area 14 Meeting, The Greyhound Pub on the A580 nr Leigh.	Peter Ketchell	0244 676856
13/14th Mar	Bristol Classic Car Show Bristol	Dave Curtis	0432 356302
4th Apr	Y & C AGM. Willoughby Village Hall	Sam Roberts	0264 365662
2nd May	Andover Road Run, Hants.	Sam Roberts	0264 365662
8/9th May	Oulton Park Classic Car Show	Peter Ketchell	0244 676856
16th May	Chester Festival of Transport	Peter Ketchell	0244 676856
22/23rd May	80th Anniversary Morris Cars, Thoresby Hall, Newark		
29/31st May	Enfield Pageant of Motoring	Paul Tritton	0245 360138
5/6th June	Tatton Park	Peter Ketchell	0244 676856
19/20th June	Y & C Register Annual Gathering, Littleworth, Warwickshire.	David Grace	0937 842258
31 Jul/1 Aug	Hickstead Antiques Craft & Festival 1993, West Sussex	Julian Janiki	0403 51184
7/8th Aug	Arley Hall Festival of Classic Motoring & Auto Jumble	Peter Ketchell	0244 676856
14/15th Aug	Oldham Summer Show, Oldham, Lancs.	Peter Ketchell	0244 676856
29/30th Aug	G-Mex, Northern Classic Car Show, Manchester.	Peter Ketchell	0244 676856
26th Sept	All Ford Rally, Drayton, Nr Abingdon	Sam Roberts	0264 365662
	Yorkshire "Do" (To be arranged)	Bob Wilkinson	0405 860836



SOME OF THE Y & C TOURERS AT STANFORD HALL JUNE 92 PHOTO KEN DEVINE

SPARES REPORT

Well, the first thing to draw to your attention is a change of ordering procedure. All items now include postage and packaging in their price: the advantage here is that when you make out order forms, you can total the amount and send a cheque. This will considerably speed up the dispatch procedure.

It is essential that you use the latest stock list, as from time to time items are dropped as stocks are exhausted. This, of course, won't work on old or used items we may be able to supply which are not listed and priced. These will still need an order form more in the nature of an enquiry, and please remember we hold a lot of single items that are not listed.

This letter sees no less than 20 or more alterations to the parts list, with several new/old stock items being added, and some reconditioned or reproduction items finding their way on to the list for the first time.

Making a long overdue return are the front and rear bumper bars - these are single groove and suitable for L.R. "Y" or "C" models. "CX" models were equipped with double groove bars - we do not have any plans to reproduce these. The single groove type will fit however, and I do have at least one, if not two, used rear CX bars. End caps are also quoted as a separate item, but bumper bar bolts are still under production: they may, however, be available by the time this letter reaches you, so please add the requirement to your list.

Other items in mind, but on the back burner at present, are L.R. & C bonnet centre strip retaining brackets, S.R. side lights, oval oil cans, plastic L.R. & C headlamp lenses, Y exhaust manifolds

and adjustable cam followers.

Under investigation are moulded lower hoses, a modified rear hub bearing assembly, a conversion kit for a latter shock absorber, modelled on the lines of the fifties conversion kit as manufactured by Ford Motor Co. However sourcing a shock absorber of the right characteristics will be the first hurdle to cross. The practice of reconditioning the old ones is considered to be both expensive and undependable.

Following that I will return to my investigations on steering linkage ball joints. The current practice which some manufacturers of replacement parts are following is the supplying of welded assemblies, a method I do not adhere to. In my opinion all steering components should be drawn or forged. Welds can too easily fracture - and then fail.

A quantity of "C" wheel nuts are being prepared, as are Magniflex bars for the headlamps.

Remember, where body panels are concerned, Ken Arthur is now able to reproduce most parts and needs your support whenever possible, and Tony Butterfield is remanufacturing various engine gaskets. Both of these members advertise in the back of your magazine.

Comments from you, the members, on items you particularly need to see reproduced, would be most welcome.

REMEMBER TO PLEASE USE THE NEW ORDER FORMS AS FROM THIS ISSUE.

GRAHAM MILES.



FOR SALE

MODEL Y

(3) 1936 Y Tudor CYE 142. Y139603
Good mechanics, runs well.
Complete but body requires
full restoration. V5 B1067
A. J Brasher. Tel. 0491-37777
days, 0491-36091 even. Oxon.
£1250

(3) 1936 Y Fordor. Bristol to
Bournemouth finisher.
Resprayed, Rechromed, New
MOT Original registration,
seats need recovering and
some trim. F1210
Dave Freed. Tel. 0272-733775
£2250.

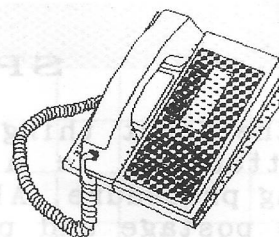
(3) 1936 Y. 2 door Sound
condition for restoration
0762-840759 N. Ireland
Offers

(1) 1936 Y Fordor L.R. AAB 903
Featured in several calendars
Winner of numerous awards.
Excellent mechanically.
3 spare engines plus array of
other spares:- carbs, bulbs,
starters, tyres, etc., Must
sell to refurbish cottage.
Robin Smith. Tel 0507-327708
£4000

(1) 1936 Y. L.R. Tudor V5.
Part restored, Hundreds of
hours & pounds already spent
Chassis, engine, axles etc.
restored. Got as far as body.
Wings, running boards etc.,
all very solid. Bargain to
true "Y" enthusiast who will
finish the job.
David Edwardes. 0756-760800
£1250

(1) 1937 Y. L.R. Tudor, Taxed
MOT'd. New clutch/new tyres
rechromed, professionally
rewired. Excellent condition
D. Smith Tel. 0793-876611
S0221 £5200 spent.
£3900

(1) 2 door Y (photo JT 5950)
contact NON-MEMBER.
Peter Hill, 4 Bumbles Close,
Rochester, Kent. ME1 2TY



FOR SALE/WANTED

WANTED

(1) Old bicycle (adult size).
Tradesman's - Tandem - Two
or Three Wheeler. Anything
considered. Any condition.
The older the better.
Paul Bainbridge. B1509
Tel 0602-782413 days, Notts.

(1) 8hp Engine and 2 front seats
for Model Y. Scotland
Owen English. 0631-65827.

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

(1) Radiator any condition for
1936 CX.
Kath Devine. 061 626 1256

(1) Complete windscreen and 4
shock absorbers for L.R. Y
Dave Lambert. 091-416224



DEADLINE FOR COPY FOR NEXT ISSUE
Sun 28th February 1993

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.

The Editor holds back issues of Newsletter at 50p per copy.

USEFUL CONTACTS

STOCKISTS, EARLY FORD PARTS

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

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

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Ron Topping, Northern Rebores Services, 54-56 Elswick,
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Fishponds, Bristol BS16 2BP Tel: 0272 583995

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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

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

BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon,
Powys LD3 8LA Tel: 0874 4085

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

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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 Minories,
Dudley DY2 8PF Tel: 0384 455011

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

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

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

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Apply to Chairman

