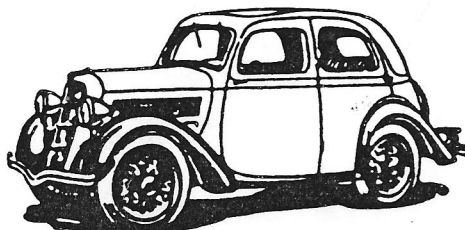
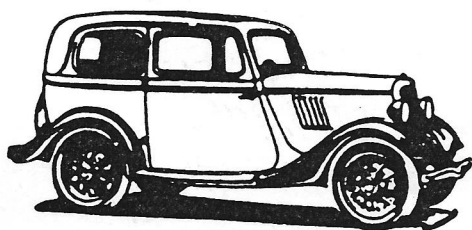


*Ford*

# *Bulletin*

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 83  
June/July 1993

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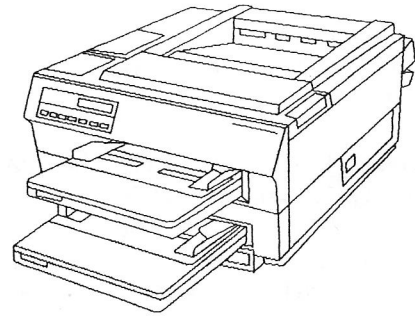
# THE FORD Y & C MODEL REGISTER

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This issue is a good mixture of member's letters and photo's from around the regions. Unfortunately we are not always able to print articles that have been taken from magazines or newspapers, this is because of the copyright law's which we have to be very aware of, however if you would like to send in such cuttings as are seen in this issue, it would help if you give the name of the newspaper or magazine and the date of publication, I can then request permission to use the article from the editor, as in fact I did with the story on page 7 of this issue.



## EDITORS REPORT

In the last couple of issue's we seem to be biased towards the model 'Y', this only reflects the fact that we are not receiving much in the way of model 'C' news.

I sometimes smile when member's say they are contemplating journeys of 40-50 miles and are surprised to find our cars cope with little or no problems once you get the hang of driving them again, looked after and properly serviced before a long journey our cars are more capable than most people give them credit for.

On Sunday 6th June I set off from Oldham, Lancs. to meet up with Peter Ketchell at our club stand at Tatton Park Cheshire, and from there to embark upon a journey that would take 3 days to complete and cover a 600 mile round trip. The purpose of the journey was to compete in the Bristol to Bournemouth Vintage Vehicle Run, in my Knibbs and Parkyn Y tourer.

Pete and I left Tatton Park, at about 11.30am to rendezvous with Graham Miles at a caravan park in Bristol, the sun by now was high in the sky making it one of the hottest days of the year. I decided to travel as much as possible on the motorways and maintain a steady speed of around 50mph, at this pace you are not liable to be a danger to others and I think there is less wear and tear on the car, not having to use the brakes or gears very often.

We arrived at Bristol about 5.30pm having stopped for a break on the way, Graham was already there and had set up the tent for the night. Soon the quest for food was on and it was obviously going to be a meal in a local pub after recommendations from the camp site tenants, which proved correct, the meal and the beer were most enjoyable.

On the way back to the campsite, we were about to cross the river Avon, when we spotted an old steam paddle boat laid too. After a chat with one of the crew, the Purser I think, we were invited aboard to see the 2 parallel steam engines, we were told that the WAVERLEY was owned by the Paddle Steamer Preservation Society (a charity) and is the last sea going Paddle steamer in the world, she certainly is a wonderful old ship, and can be seen all around the country throughout the year.

The following morning we were up early to go to Ashton Court (a magnificent country manor set in acres of meadows and tree lined lanes) the starting point of the 97 mile run that was to take us through Avon, Somerset and Dorset some of the most beautiful country scenes in England.

It was nice to see that no fewer than 6 Y & C members had entered for the run although I didn't manage to speak to them all, we were lined up on a field in number order, Graham was no 18, Pete and I were 143 so Graham said he'd wait for us on route.

Again the temperatures were in the upper 80's making another lovely day for the run 3 stopping places were planned for us, Glastonbury, Yeovil and Blandford and finishing about 2.00pm in Bournemouth.

Graham's van and the tourer ran well until we left Yeovil, where we were held up in traffic for quite some time, Graham's van began to stutter at first he thought it could be fuel evaporation, but later I towed him off the road and a quick check revealed a faulty spark plug, he also thought that the engine was too far advanced and adjusted the timing a little.

He was to do this twice more before he was happy, thankfully that was the only problem we had on the whole journey to Bournemouth despite the heat.

On arrival at Bournemouth the cars were lined up along Undercliffe Drive, it was then into the ballroom for lunch and the presentations, where to our delight we discovered that Graham had won Best Commercial and I had won the Long distance Award not bad 2 Y & C winners on the day out of 270 entrants.

After the prize-giving we decided to make our way back to Graham's house at Kings Langley, 140 miles to go and still the burning sun.

Again the bulk of the return journey was done on motorways, both vehicles running well at about 40 mph not bad for 60 year old vehicles, by the time we got to Graham's we were ready for a shower and a good nights kip.

Thanks to Graham and Margaret for their hospitality.



(PHOTO BOB WILKINSON)  
(KEN COLLECTING TROPHY AT STANFORD)

The following morning Peter and myself set off on the last leg of the journey, Kings Langley, Herts. to Oldham, Lancs. via Cheshire, about 200 miles.

On the way back the tourer developed a bit of a back fire when I came off the accelerator. I suspected that the points setting may have altered but decided to leave well alone until it stopped or I got home. I dropped Pete off at Reg & Jean Hunt's house in Cheshire to collect his car then completed the journey to Oldham on my own having thoroughly enjoyed driving the tourer on what proved to be an excellent weekend out.

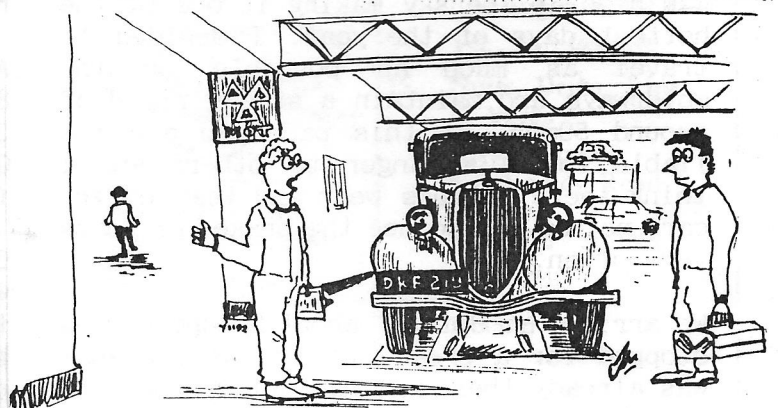
So as you can see the old cars are made of the right kind of stuff and can be as reliable as any more modern car, look after them, have faith in them and your own ability and they will get you there.

My points by the way were at 24 thou. when I finally checked them, hence the back fire a result of the timing being retarded by the wide gap, which would mean the plugs were firing when the piston was going up on the exhaust stroke, with exhaust valve in the open position.

By the time you have read this article I will have done another run to the Hickstead Show via Chessington, Surrey. about 500 mile round trip.

Watch out Jean I am after your trophy for the most miles in a year. Enjoy your motoring.

KEN



"HIS LITTLE JOKE EVERY YEAR - DON'T FORGET TO CHECK THE BRAKE FLUID."

Since our last Newsletter the following members have joined our ranks.

A1809 James Allan, Dayspring, 2 Church St.  
Cairnbule, Fraserburgh,  
Aberdeenshire. AB43 5YN

C0632 Dave Chaffey, 11 Waunberllan,  
Llanfrynach, Brecon, Powys. LD3 7AJ

E0501 Dave Ellis, 7 Russell Ave, Rainham,  
Kent. ME8 8BD

K1304 Joe Kidd, Norwich Road, Smallburgh,  
Norwich. NR12 9LW

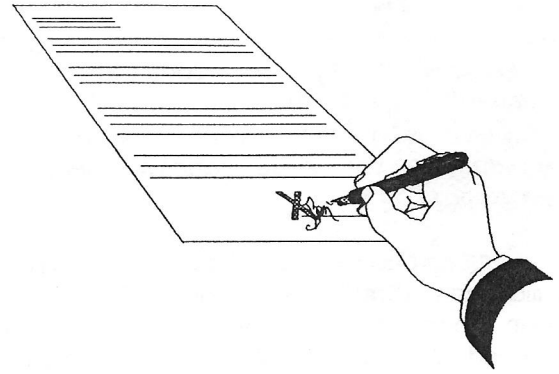
L1419 Alan Lewis, 10 Britannia Road, Helsby, Cheshire. WA6 ODP

R1120 Roy Rogers, Post Office Cottage, Wroxeter, Shrewsbury, Shropshire. SY5 6PH

R0319 Nigel Rawson, Manor Cottage, 1 Lower Road, Old Bedhampton, Havant,  
Hampshire. PO9

R0818 Steve Reeves, 139 High Street, Chalvey, Slough, Bucks. SL1 2TW

W1425 Maurice White, The Hollies, Top Sandy Lane, Orford, Warrington WA2 9SB



## NEW MEMBERS

As always I ask them to contact their Regional Coordinator and ask local members to call new members in their area Welcome!  
Bob Wilkinson

## NOTES ON NEW MEMBERS

Maurice White who has decided to buy a Model Y came to Stanford Hall with the intention of joining the Register and having a good look at the cars on show. By the time you read this he will no doubt have contacted and viewed 'our cars' for sale and made a decision. Maurice is a keen restorer of vintage commercial vehicles - Albion lorries in particular.

Steve Reeves has rejoined us, having been a member a few years ago, being the owner of a 1933 Short Rad Model Y "now on the road". He is seeking window winders for his car (see wanted ad)

Alan Lewis from Helsby has joined us as the owner of a restored very rare 1932 Short Rad Model Y saloon UG 2427. This could be one of the earliest cars on the register - *please let me have the chassis and body numbers Alan.*

Dave Chaffey visited Stanford Hall last year with his newly discovered 'barn find' a 1937 Model Y pick-up CHA 836. This was a war-time conversion from a 2 door saloon (as body no. 165/52312 shows)

by a local coach builder and Ford dealer, Elstons of Brecon. It was used by a local farmer to transport produce to market and was put in a barn in 1962.

Dave rescued the car last year and despite 30 years of idleness had it running in no time! the pick-up is now MOT'd and on the road hopefully with a new V5 logbook from Swansea. Fortunately Dave had rescued the last tax disc from the windscreen and hopefully Swansea will have accepted this in lieu of the old log book

Ron Rogers in Wroxeter has owned his 1937 2 door model Y for a good number of years, now retired he is keen to see the car mobile again. With a little attention to the valves, running boards and paintwork he is hoping to enjoy some motoring on the quiet roads near his home.

Joe Kidd was introduced to the club by Brian Mace 'our Norfolk man'. Joe has owned his Model Y since 1947 being the second owner. The car is on the road and I'm sure has many a tale to tell being with one caring owner for so long. *Let us have some motoring stories (and photos).*

Nigel Rawson too was a former member. He owns a 1933 Short Rad Model Y van, which he has just got back on the road. Nigel is keen to use the van for local deliveries in connection with his florists business, but Nigel would like a local coach painter to attend to the side panels. *Send us a photo Nigel.*

Dave Ellis phoned excitedly to join and let me know about his "find" BJH 74 a 1936 2 door model Y. The car has not been on the road for 20 years, having had one previous owner. The car came with a 25 year old newspaper article on the original owner Jack Moslin who had driven the equivalent distance 14 times round the world! Sadly after Jack's death the car fell into disuse. Dave bought the car, fitted a new battery and with new petrol it fired up within a couple of minutes. BJH 74 is now on the road with new V5 hopefully. *Well done Dave.*

James Allan In Aberdeenshire writes -

*"AV 7975 my 1937 Model Y was bought by me in 1970 for the princely sum of £20-00. It was hand painted in duck egg blue and the engine was on the back seat.*

*My wife Irene says I should be ashamed that it has taken me 23 years to restore it! I have all the original documents and the last road tax disc for Sept 1963."*

By the time you read this James will have fitted new running boards and put the finishing touches to the restoration and hopefully got his MOT as the photo shows AV 7975 on its way for its MOT.

*Hope that you all enjoy your 'new cars'*

BOB WILKINSON



(PHOTO JAMES ALLAN)

Snippet from Period Magazine.

Car Mechanics June 1959.

BUYING A CAR FOR £50

From the aspect of cheap repairs, I doubt if there is any better value than the early model 8, which came on the market in late 32. Apart from a larger speedometer, later models were hardly altered.

In 35 a petrol gauge was fitted and the shape of the headlamps redesigned. A reconditioned engine for these Fords will cost you about £30. Gear box and back axles on these models have a reputation for being extremely robust and rarely give much trouble. Defective steering can usually be rectified very cheaply.

First comes a poem about 'Lizzie Bitsa' a beautiful model Y that Frank Eady has restored and he was a very worthy winner at Stanford Hall (see report)

'Lizzie Bitsa'

My name is Lizzie Bitsa and I've a tale to tell  
When my owner found me I was a rusting body shell  
All I had for company was birds, nests, thistle  
and other things as well.



MEMBERS LETTERS

It took ten years to make me. I'm my owner's pride  
and joy  
And every time he see's me he's like a little boy.

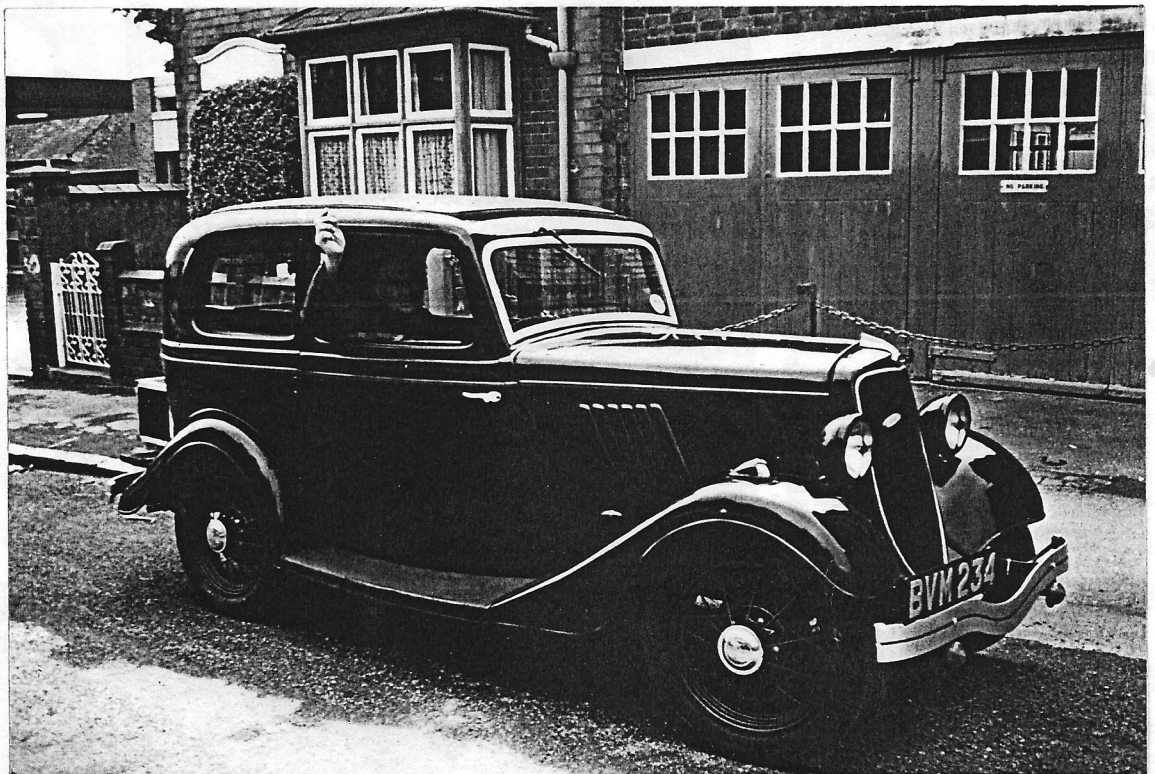
The parts he got to make me were from north, south,  
east and west.  
I know that I'm a mongrel but then they are the best.

"Woof Woof"

"Putt Putt"

Lizzie Bitza

(PHOTO.  
FRANK EADY)



Next a pat on the back for Region 14 from MYALGIC ENCEPHALOMYELITIS ASSOCIATION (ME) South Cheshire Branch.

"The recent committee meeting for the ME Association was held last wednesday June 9th. On this occasion the name of your club was brought to the forefront once again.

Attached please find a receipt for cash received to the value of £162-54 proceeds, we understand, from one of your recent events held at Tatton Park.

Many thanks to all those people who contributed so generously. This money will be used as sponsorship for our monthly Newsletter to our members and their carers.

This acts as a great source of contact as many of our members are often house bound.

We would like to take this opportunity to thank you all for your help in the past. We greatly appreciate your kindness and the interest shown, and also for the publicity gained for our ME cause".

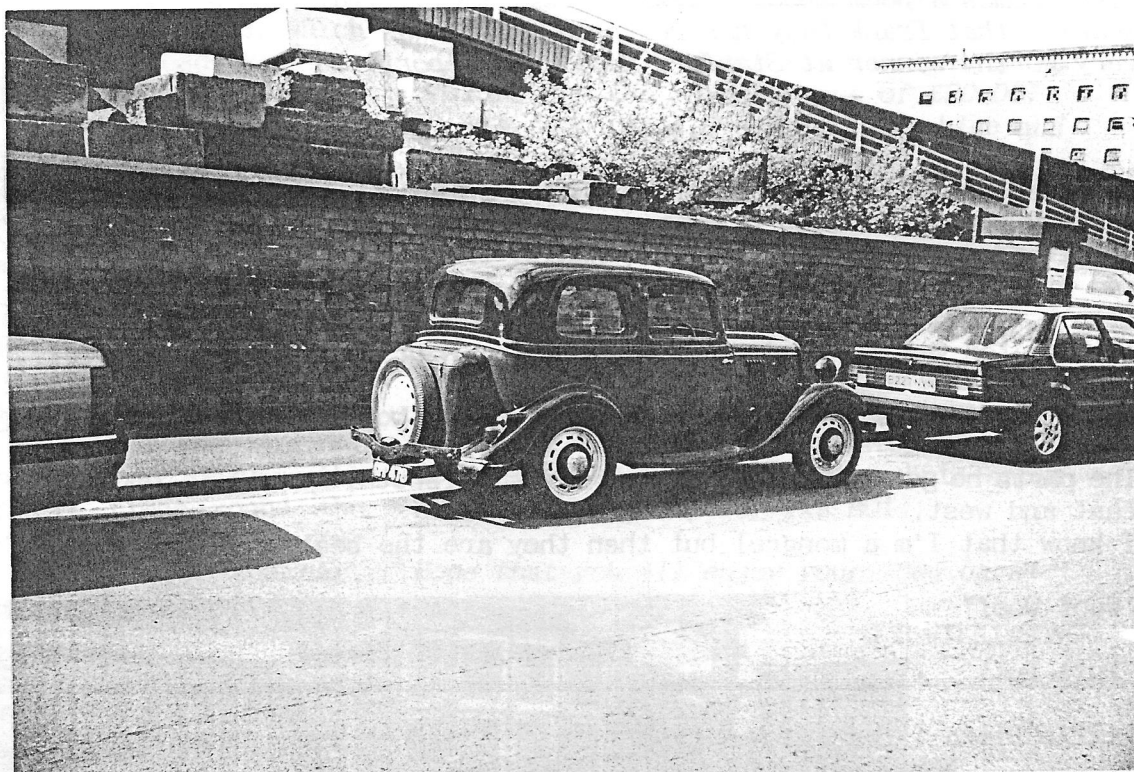
Mary Steele

(Jean & Reg Hunt ran a "Guess the price of a C in 1936" at Tatton Park for the ME. Ed)

BOOTED MODEL 'Y'

Mick Croft from Preston (Lancs) has a 1936 2 dr model Y fitted with a luggage boot.

Ian Fewtrell on the Wirral has a similar car. Sadly neither car boot has a makers's plate but it makes one suspect that lurking in Lancashire in the late 30's there was a coachbuilder offering such an extra. Does any one have any clues on this suggestion?. BOB



(PHOTO MICK CROFT)



(PHOTO CHRISTINE BALDOCK)

"Where is she now"

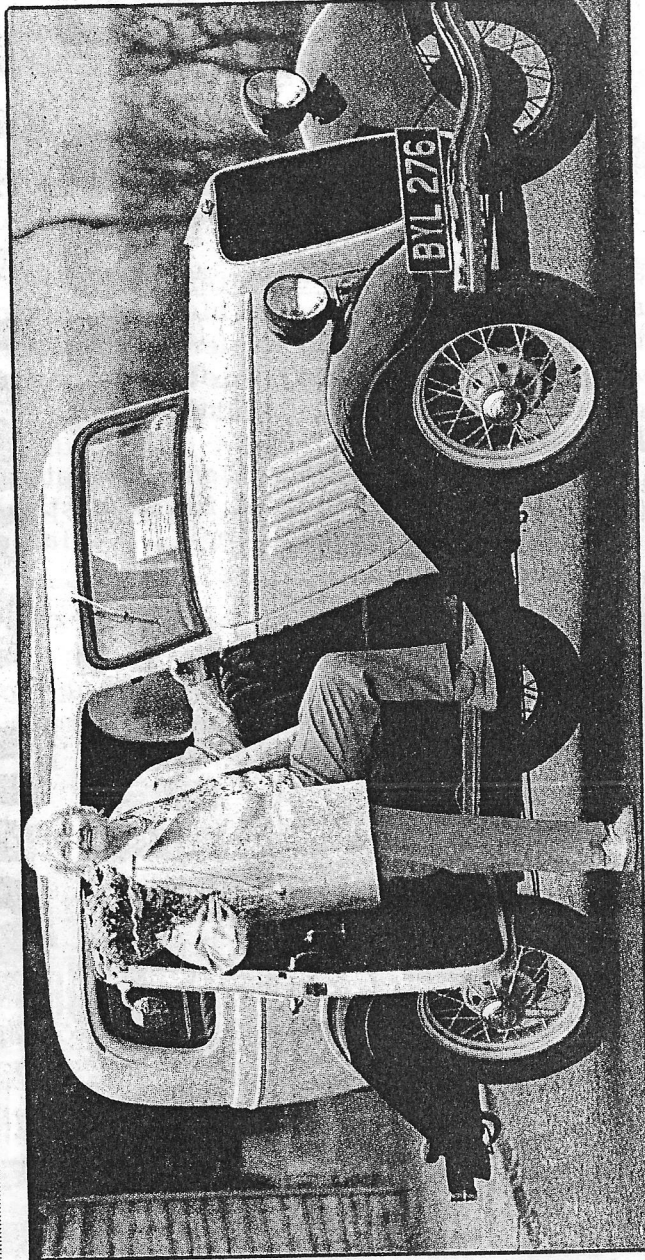
This photo was taking in July 1957, on North Hill, Minehead, at our annual family gathering with 'FORDY' (CXB 96) making the trip from Kent.

The other model Y, BHW 967 a Fordor owned by my Uncle Leslie, was involved in a serious accident shortly afterwards and declared a write off. However it was seen on the road again at a later date, so has anyone seen it. CHRISTINE BALDOCK



Phyllis and her old Ford reunited after 25 years

# VINTAGE STUFF



## Emotional meeting for pensioner

By JANE HARBIDGE

**PENSIONER Phyllis Potter took one look at this 1935 Ford Popular — and the years rolled back.**

Phyllis and her husband Len bought it when it was just two years old for a mere £50.

They named it Blossom and kept it for the next 30 years.

Eventually, in 1968, the couple sold the Y-Type Ford for £12 10s — that's £12.50.

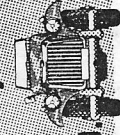
Garage boss Paul Dickinson from Whitchurch, Bristol, bought the car and lovingly restored it, keeping all the original parts.

### Traffic

Now Blossom is on show in a garage in the city. And it was there that Phyllis, now aged 87, was reunited with Blossom for the first time in 25 years.

In a few moments she was back in the driving seat reliving old

**Do you have any fond memories of your first car — or an amusing story to tell? If so, we would like to hear from you. Write to: "Car Memories", Letters Page, Evening Post, Temple Way, Bristol BS99 7HD.**



Phyllis said: "My husband reckoned we did the equivalent of twice round the world."

"It wouldn't do more than 40 miles-an-hour

but even that felt like it was about to take off.

"We used to have to pull in to let traffic overtake."

The amazing 58-year-

**REUNITED: Phyllis Potter meets up with her trusty 1935 Ford Popular once again**

old car — produced from 1933-39 when it sold for £100 — still goes.

It did the Bristol to Bournemouth classic car run in 1990.

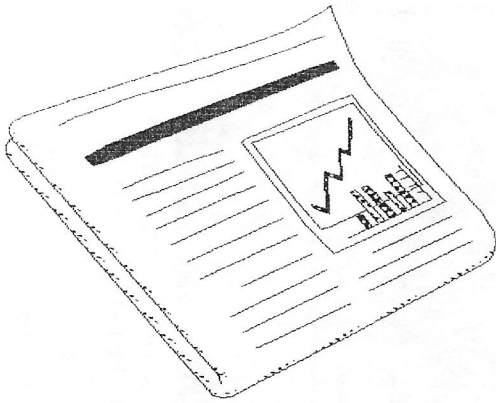
### Beautiful

Phyllis, who now lives in Stanshaws Drive, Yate, went along to Bestcars in Whitchurch to see her beloved Blossom again.

She said: "She's beautiful — I feel I could put my arms round her. She brings back so many happy memories."

Reproduced with the kind permission of the Editor of the Bristol Evening News.

(SENT BY PAUL DICKINSON)



### REGISTRAR COMMENTS

Just a reminder that subs were due on the 1st June 93.

Those who have already paid - thank you,

To those to pay - please send them soon.

Second reminder is as follows:

'YORKSHIRE DO' SEPT 4/5TH  
Temple Newsam Park Leeds.

Further information.

1000 car event with many clubs attending;  
Autojumble; Arena cavalcade; Trans-pennine  
run on Sunday:

Restoration projects and running cars  
required for club stand on either or both  
days. Camping available.



HIS picture from Ronald Goodearl's photographic files shows the floods we have seen in Britain over the past fortnight are nothing new.

In 1936, rains came down so hard one day in Buckinghamshire that West Wycombe High Street became flooded

all the way through the village.

Ron recalls he was returning from a photographic job at a Stokenchurch fete when he came across this scene.

He had to stop his motorcycle, get off it and wade through with his trousers rolled up.

Two characters in the background standing in a horse trough may be cyclists judging by their bare legs and ponchos.

He said rubble was washed down off the hillsides on to the A40 blocking traffic.

Ron got through unscathed and his important fete snaps developed despite all these obstacles.

As you can see, West Wycombe village has changed little since time, apart from the cars using roads.

(PHOTO COURTESY OF BUCKS FREE PRESS)

Don Faulkner sent in this picture of some local flooding in 1936.

Sadly neither the CX or the Model Y are listed on our Register of Vehicles.

Do you have any similar photo's?

I wonder if it is possible to re-create this scene - without the floods of course!

BOB WILKINSON

CHAIRMAN'S NEWSLETTER

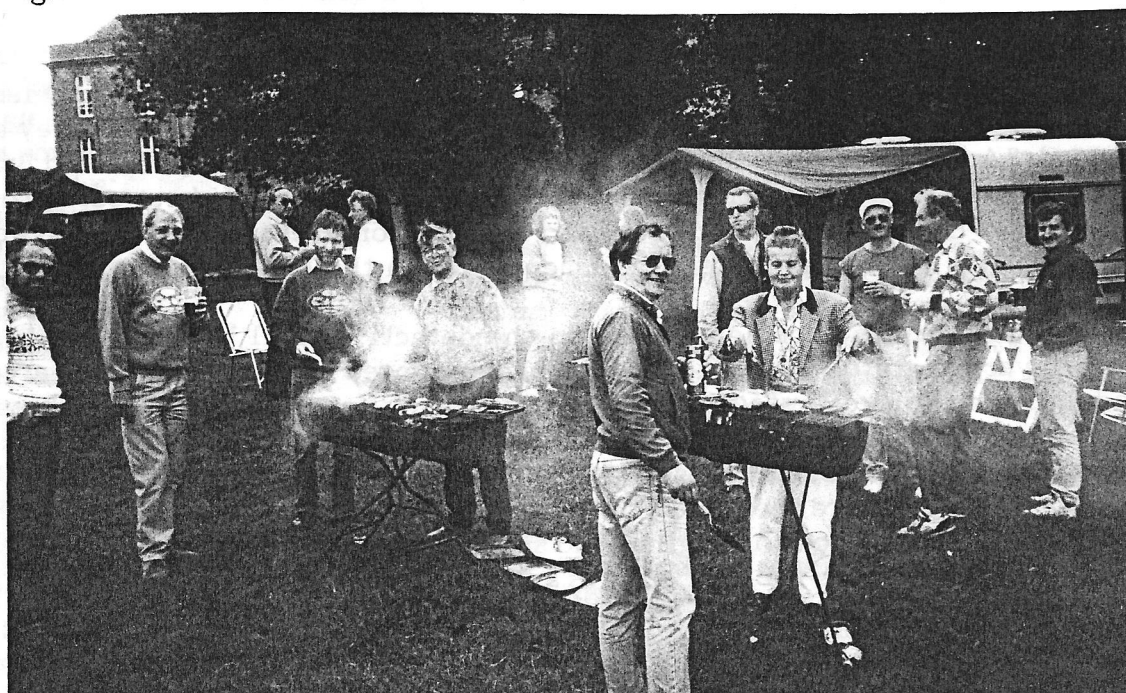
As I was driving home from work today in CNN in glorious sun, front windscreen opened a little to let the breeze through, I mused over the benefits of being a member of the Y&C Register. Other than for the annual MOT tests, neither of my Model Ys has been into a garage since I bought CNN as a wreck in 1977. I am no vehicle mechanic, other than what I have learnt on the Model Ys, but have got by by using the advice, knowledge and skills of the members of the Register, supported by the spares back up we all enjoy. - And all for £15 per year - not bad.



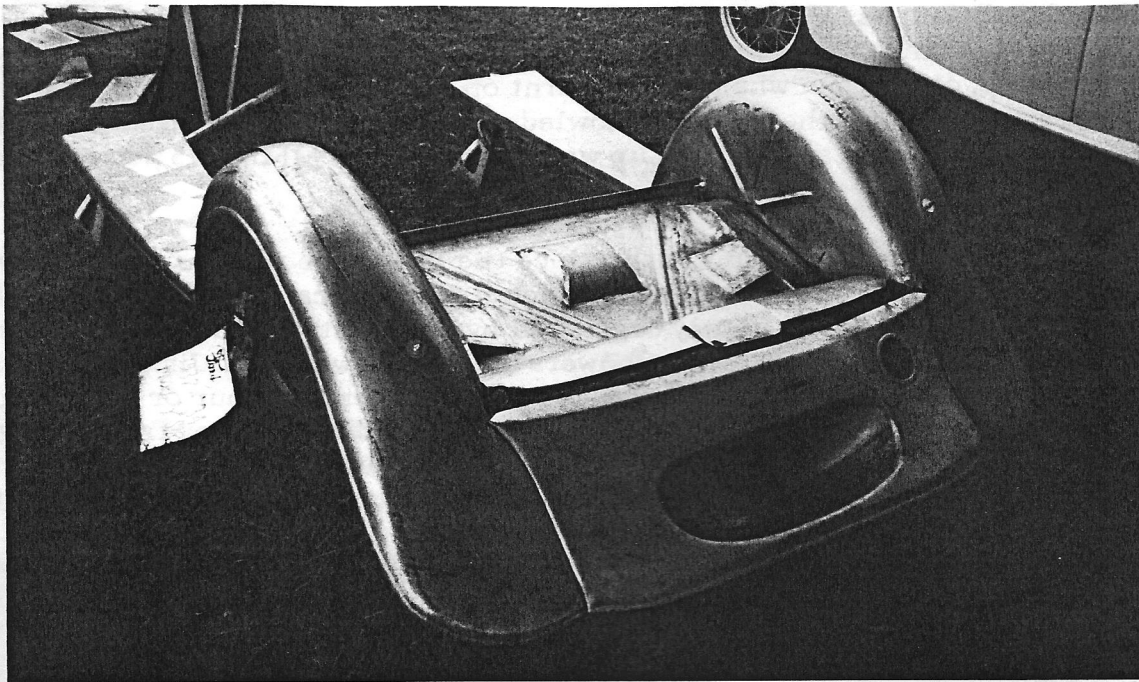
It has been an eventful two months since the last issue with a number of well attended gatherings. The Enfield Pageant attracted fourteen cars on the Sunday to the Register stand, which was efficiently organised by Paul Tritton. The weather wasn't at its best with high winds and squally showers but morale was high. Jim Miles did his usual bit on the PA as we paraded around the arena. I spent an hour or so trying to sort out my voltage cutout which had packed up on the 80 miles journey from Andover. The solder had come adrift at the ends of the main coil. Despite wiring together with fuse wire, it refused to pass a charge, so I resorted to buying a replacement at the autojumble. Voila!

The Bristol to Bournemouth run seems to be a growing favourite with the Register. Although I didn't take part, I gather that six members' cars completed the journey in glorious sun. No doubt, our erstwhile Editor will be writing that up. I think it was the same weekend as the Andover Road Run on which I drove Kerry, with hood down (no Paula!). Roy Hocking also came along in his Tudor Y, with its recently refurbished sun roof. It was a beautiful 95 miles run through country lanes to Hungerford, up and over the Marlborough Downs, via Lambourn, and down into the Vale of the White Horse - idyllic.

Up in the Red Rose county, Region 14 had a good weekend at Tatton Park with five cars and many Members in attendance. Finally, Stanford Hall proved to be a good draw again, despite concerns about the event becoming stale after 12 years. Twenty cars gathered and those who came enjoyed a relaxed and eventful get together. David, Wendy and Emma Grace provided another super barbecue on the Saturday evening, which, despite a chill wind, was consumed with gusto in the beautiful lake side setting.



On Sunday, the morning was spent looking at each others cars, sampling the wares on Tony Butterfield's Y&C spares stall and inspecting the craftsmanship of Ken Arthur, who had made up a complete back end (including floor panel) for a shortrad Model Y for the occasion. He nearly won the prize for the bravest restoration!



Ken Arthur's craftsmanship on display. See "K.A.Developments" under "Useful Contacts" on the inside back cover of this issue.

One person who had made many of the panels on his restored car, including the grill, was Fred Eady, who won the Eric Bufton award. Owen and Christine Baldock once again set a testing driving test circuit. Peter Ketchell, despite demolishing the bulk of the first test in Ken Devine's Knibbs and Parkin tourer, somehow managed to win the first prize. It gave me great pleasure to award the Maurice Billing trophy this year to Jeff Cole, who has been a leading light in the Register since 1979, the year of formation. But what do you think of a guy who wins the trophy for the best tourer and then tows it home! Despite a constant misfiring, which I have since traced to lack of sufficient gap between the contact points, Paula and I had an enjoyable 90 mile drive home in the Kerry tourer. Next year we will find another venue for the Register's annual gathering.

Whilst mentioning Jeff Cole. Did you see the splendid article in the July issue of Popular Classics which compared Jeff Cole's lovely Tudor Y with a 1934 Riley and a 1937 Lagonda? Apart from a few inaccuracies regarding the braking system and Brian Palmer's obvious dislike for the transverse springing, I thought it did our cars proud. The July issue of Classic and Sports Car also had the Jon Pressnell article on John Follon's Jennings's converted Model Y as I mentioned in the last issue.

Carlton Thisse has once again been on the detective trail in the US of A, for which we are very grateful. He confirms that the supposed "0001" Model Y is a very early model with an epicyclic steering box (we've already noted that it has ten bonnet louvres, which indicates an early demonstration model). However, despite a close look and paint scratching, he could not find a chassis or body number. He confirms that there is not a letter Y before the "0001", which is a true tell-tale that the number has been fraudulently stamped on the engine. And so I feel we have learnt all we can about this vehicle. Thanks Carlton for your efforts and our thanks to your wife, Delores, for putting up with your efforts on our behalf.

Y & C REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE Please use the Club order form. Complete, listing items required & price in column provided. All prices include Postage & Packing, Accordingly you are requested to enclose your cheque for payment. Cheques made payable to "FORD Y & C MODEL SPARES SECTION. EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT. PLEASE NOTE:- The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y&C Model Register reserves the right to change prices different to those quoted without prior notice. Prices quoted are not negotiable.

We are unable to supply to N. AMERICA.

MECHANICAL - SUSPENSION, BRAKES AND STEERING

	<u>CLUB PRICE</u>		
Clevis pins (20 thou oversize) with split pins:- S.R./C	£ 5-00 set	Gearbox mounts	£ 19-25 ea
Clevis pins (20 thou oversize) with split pins:- L.R.	£ 6-70 set	Door stop buffers	£ 2-30 ea
Front or Rear shackles (pattern part)	£ 5-50 each	C front axle beam stop rubber (metal on request)	£ 7-50 ea
Bushes for shackles, front or rear	£ 1-70 each	Bushes for shock absorber linkages specifically intended for S.R. but may be used on L.R. depending on linkage design	£ 1-20 ea
Rear hub seals (large - outer) Y1175	£ 2-70 each	S.R. side lights - base mats	£ 4-20 ea
Y&C king pins - 4 bushes, 2 thrusts - exchange. Stock permitting	£ 29-50 set	L.R. rear brake rod support rubbers	£ 4-20 ea
Relined Front brake drums-exchange in clean condition	£ 37-00 each	Y under bonnet kit	£ 10-30 ea
Rear brake rod support bracket for L.R. Y, with double holes	£ 27-00 each	Steering joint dust covers	£ 1-20 ea
YE2502B Front brake rod support(mounts on A-frame & looks like ?)	£ 5-50 each	Engine mount - exchange	£ 5-40 ea
Front road springs Y&C (Rear, used on application)	£ 26-50 each	<u>ELECTRICAL</u>	
Front brake lever return spring:- Y2096 R.H. or Y2097 L.H.	£ 3-00 each	Headlamp lenses, S.R. & both intermediate models type (Flat)	£ 10-50 ea
Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H.	£ 3-00 each	Rear lamp mounting bracket - finished black with fixing bolts	£ 28-50 ea
L.R./C CE2225 Bracket (rear brake operating shaft)	£ 8-50 each	Battery fixing bolts	£ 2-30 pair
L.R./C CE2231 Rear brake cam shaft, R.H. or o/s	£ 8-50 each	YE14300 Battery to switch cable assembly	£ 10-25 ea
L.R./C CE2235 Rear brake cam shaft lever, R.H. or o/s	£ 8-50 each	Battery lug bolts	£ 0-50 ea
L.R./C CE2236 Rear brake cam shaft lever, L.H. or n/s	£ 8-50 each	6 volt coils - not Ford	£ 10-00 ea
S.R./L.R./C Y2084 Front brake lever	£ 8-50 each	Headlamp bulbs (wattage not stated)	£ 2-75 ea
S.R./L.R./C Y2076 Front brake shaft, R.H. or o/s	£ 8-50 each	Bulbs, various (if rear lamp, state straight or off-set pins)	£ 1-00 ea
S.R. Rear brake cam shaft:-Y2231 R.H. or o/s Y2232 L.H. or n/s	£ 9-50 each	Late type distributor points (not early type)	£ 3-25 ea
S.R. Y2230 Rear brake cam shaft	£ 8-50 each	Late type rotor arms	£ 2-75 ea
S.R. Y2050 Front brake operating wedge	£ 10-50 each	Early distributor caps	£ 3-25 ea
L.R. Y2050 Brake operating wedge	£ 9-50 each	Early distributor points	£ 6-25 ea
Front inner and outer wheel bearings	£ 25-00 hub	Early type rotor arms. (with spring contact)	£ 4-25 ea
Set of brake linings & rivets:- L.R./C (4 shoes' worth)	£ 10-75 set	CE13075 Headlamp double contact bulb holder/cable S.R. & early L.R	£ 5-50 ea
Exchange brake shoes, rollers removed, send old in first. Set of 4	£ 29-00 axle	Dynamo cut out controls	£ 9-00 ea
Brake shoe pull off springs, S.R./early'34Y, double roller Set of 6	£ 11-50 axle	L10 Spark plugs - 4	£ 15-00 for4
Brake shoe pull off springs, L.R./C, single roller shoe Set of 4	£ 7-50 axle	Headlamp Magnaflex Bars (Diamond Shape)	£ 9-00 ea

MECHANICAL - ENGINE AND TRANSMISSION

Y2786 Hand brake ratchet paws	£ 1-00 each	<u>FITTINGS - BODY</u>	
Fan belts - 3" dynamo pulley only	£ 5-50 each	L.R. & C MODEL Front bumpers chromed	£115-50 ea
Y9737 Accelerator return spring (on cross rod or accel. rod assy.)	£ 3-00 each	L.R. & C MODEL Rear bumpers chromed	£ 95-50 ea
Gaskets - price on application, upper engine only		Bumper Bar Bolts (Oval shape)	£ 5-50 ea
C exhaust, with tail pipe - stainless. plus (Red Star carriage £22-00)	£ 52-50 ea *	Bumper bar end caps chromed	£ 6-50 pair
Y exhaust, stainless (* Carriage not included)	£ 57-50 ea *	Chassis to carpet rails inside door (state 2 or 4 door)	£ 33-50 pair
Engine top water outlet (head to hose)	£ 9-00 each	Running board draught trims, adjacent to chassis, painted black	£ 30-00 ea
Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order)	£ 3-00 each	Running boards, for L.R. Y. Moulded in fibre glass (incl matting) with steel mounting brackets. Adaptable for S.R.	£ 88-00 ea
Please note Register does not stock moulded angled hoses		S.R. front valance below grill (external part only - fibre glass)	£ 21-00 ea
Engine pistons, various sizes - send pattern, non-returnable From	£ 27-50 set	Floor board screws	£ 0-10 ea
No post-war 8hp pistons in stock		Late L.R. Y four door hinge centre bolts. (Lock tabs on order)	£ 1-20 ea
Engine valves - early engine only - send pattern, exhaust or inlet	£ 3-75 each	Brass balls, door hinge	£ 1-00 ea
Engine valves - long	£ 5-25 each	Y fixed timber roof stock kits in hard wood	£ 70-00 ea
Clutch plate centre - exchange	£ 21-50 each	Stock:-S.R. rear valance - Ken Arthur manufacture carriage extra	£180-00
Clutch Pressure plates - exchange	£ 39-00 each	Striker wedges - female - door pillar - housed 'C' Model	£ 8-50 pair
Clutch release bearings (pre-packed)	£ 8-50 each	Enamel rad. badges, Dark blue-L.R. & C - Light blue-S.R. & early L.R.	£ 13-40 ea
Y24052 Cylinder head stud and nut	£ 1-50 each	L.R. badge mounts under manufacture. Send applications please	
B9288 Fuel connection, flexible, direct to pump 8 o'clock inlet		Hub caps - to original specification	£ 11-50 ea
straight only (no elbow), post-war pump	£ 6-75 each	Oil can transfers, black only	£ 3-70 ea
Universal joint - complete assembly - exchange	£ 17-50 each	Wheel nuts. Y Set of 20	£ 35-50 set
Universal joint only.	£ 8-50 each	Wheel nuts. C each	£ 0-65 ea
Y4513 Cap (Universal joint housing) inner	£ 5-75 each	Bifurcated Rivets	£ 0-03 ea
Gearbox I hold large number of parts Please send list requirement		Service-Castrol poster, reprinted	£ 11-25 ea

RUBBER PARTS

Front radius ball	£ 4-25 each	<u>SPEEDO CABLES-Speedo Graph Richfield Ltd, Rolleston Drive, Arnold</u>	
Brake and clutch pedals - exchange (send your old ones first)	£ 5-25 each	Notts. NG5 7JR Tel 0602-264235 Prices on application Apply Direct	
non-exchange	£ 6-25 each	K27 - 5'8" long (Y) or K28 - 5'1" (C)	
		<u>REMEMBER:send exchange items with order.</u>	

PARTS ORDER FORM - ISSUE 83

To be returned to KEVIN BRIGGINSHAW,  
102 HADRIAN AVENUE,  
DUNSTABLE,  
BEDFORDSHIRE. LU5 4SP

MEMBER'S NAME:- NO.

MODEL/YEAR

TEL NO: DAY-

DATE:

EVE-

PARTS WANTED FROM FORD Y & C SPARES.

£

USED OR NONE LISTED ITEMS  
PRICE ON APPLICATION.

NEW ITEMS

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TOTAL

OVERHEAD CHARGE

£ 3-00

TOTAL DUE

£

ADDRESS TO WHICH GOODS ARE TO BE SENT.....

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.....

PLEASE SEND YOUR CHEQUES FOR GOODS MADE PAYABLE TO  
"FORD Y & C MODEL SPARES SECTION" TO:- KEVIN BRIGGINSHAW  
AT THE ABOVE ADDRESS. PLEASE PRINT CLEARLY.

REMEMBER: SEND EXCHANGE ITEMS WITH ORDER  
FOR NEW OR RECONDITIONED PARTS

REGALIA ORDER FORM - ISSUE 83

To be returned to **BILL & SARAH WILLIAMS**  
**30 STATION RD,**  
**COGENHOE, NORTHAMPTON. NN7 1LT**

<u>DESCRIPTION</u>	<u>SIZE</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>TOTAL</u>
Y & C NOTELETS			£ 0-50	
Y & C. T SHIRT NOW IN BLUE SIZES:- XL, L, M, S.			£ 5-75	
Y & C SWEATSHIRT SIZES:- XL, L, M, S.			£12-50	
CAR BADGE RADIATOR			£ 8-25	
CAR BADGE BAR			£ 8-25	
KEY CASE WITH Y & C LOGO			£ 2-25	
MUG WITH Y & C LOGO			£ 3-00	
PATCH BADGE			£ 3-75	
ENAMEL PLAQUE			£12-00	
TAX DISC HOLDER			£ 0-55	
MAGAZINE HOLDER HOLDS APPROX 10 ISSUES			£ 3-50	
MAGAZINE MOUNTS (10)			£ 1-00	
COASTERS X 4			£ 1-00	
CHRISTMAS CARDS PACK			£ 1-00	
POSTAGE AND PACKING (ALL ORDERS)				£ 1-75
TOTAL PAYMENT ENCLOSED				£

NAME.....NUMBER.....

ADDRESS.....

PLEASE MAKE CHEQUES PAYABLE TO FORD Y & C MODEL REGISTER  
 AND SEND TO MR BILL WILLIAMS AT THE ABOVE ADDRESS.

NEWSLETTER INSERTION ISSUE 83

To be returned to

KEN & KATH DEVINE  
5 EDWARD STREET,  
WERNETH, OLDHAM. OL9 7QW

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MEMBER'S NAME

NUMBER.

ADDRESS-

TEL. NO. DAY-

DATE

EVE-

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Request for insertion in NEWSLETTER under Members Parts for  
Sale/Wanted \* (include cars).  
(\* delete as necessary.)

REMEMBER TO SPECIFY MODEL & YEAR OF CAR FOR WHICH PARTS ARE  
WANTED OR FOR SALE.

PLEASE PRINT CLEARLY

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TEL. NUMBER .....

FOR REPLIES TO NEWSLETTER ADVERTISEMENTS.

(Advert will be placed 3 times only unless specified)



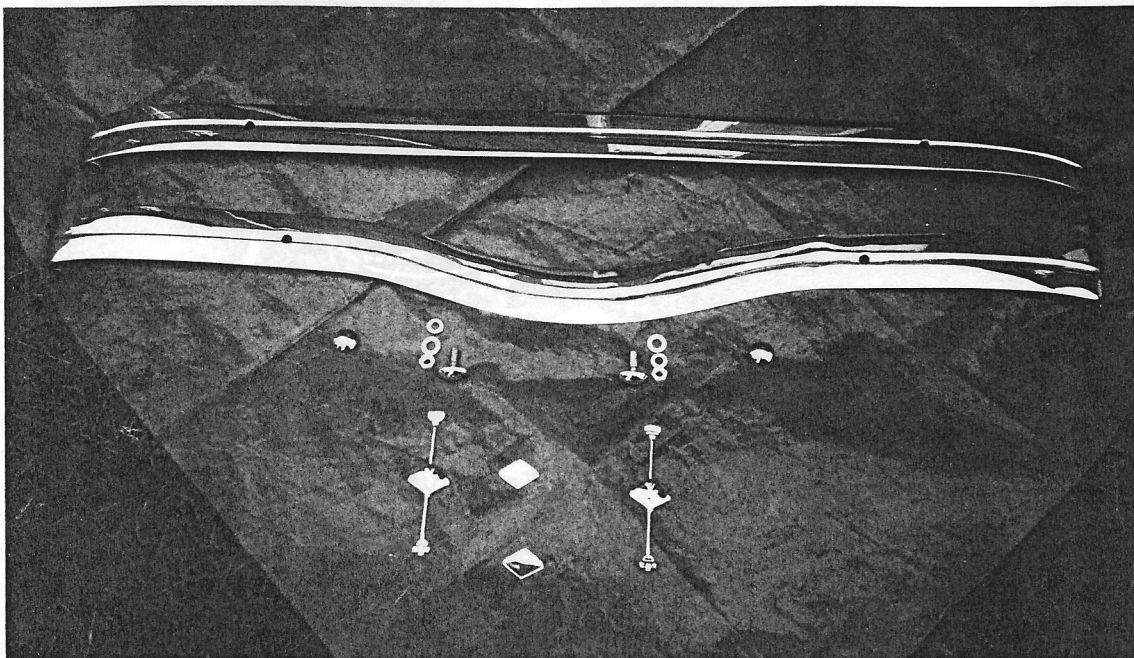
Whilst on the subject of engine numbers, Alf Jonasson in Sweden presented us with a poser. The numbers stamped on his two engines are SY 2 and SY 773. We concluded that these must be the reconditioned numbers stamped on engines overhauled in Sweden at the Ford appointed agency. In the UK, engines reconditioned at Dagenham had the letters RY prefixing the new numbers, so it would seem logical that Swedish reconditioned engines would start with SY. Does any other overseas member have a similar prefix to his engine number?

I've been asked a couple of questions about the grade of oil we should be using in our engines. Quite a number of members, I gather, are using multigrade oil. This is bad practice as it becomes too thin for the big end bearings when hot. The correct grade is S.A.E. 30, which can be bought at most motor marts.

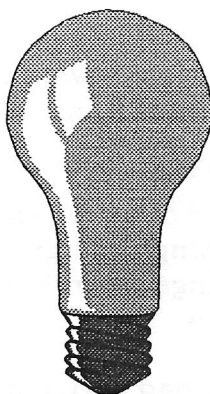
Since writing that last paragraph, Paula and I have had a glorious day at the 25th anniversary of Thruxton race circuit. Apart from some good historic car racing, there was a display in the paddock of 120 beautiful and powerful classic sports cars. I had managed to have Kerry included, so there, sitting amongst Ford GT40s (replicas), Ferraris, Bugattis, Porsches, Bentleys, Aston Martins and Maseratis, was a lone Ford 8hp Kerry. I must say she was the subject of many photographs during the day. I chickened out of the cavalcade of these cars as the pace car was an Aston Martin Virage followed by a Jaguar XJ220!

Finally, the preparations for the All Ford Rally at Abingdon on 26th September are moving on a pace. I am appealing elsewhere in this issue for help with marshalling. Please note that last year's event boosted the Register's funds by the equivalent of 120 members' subscriptions (we have only 380 members in total), so a couple of hours of your time on the day contributes significantly to assuring the future of the Register and the services it gives. Please do put your names forward to help out on the day.

Sam Roberts.



Examples of the bumper bars, end caps, bumper bar bolts and Magnaflex reflectors for the later longrad headlamps on display at Stanford Hall. These can be purchased by filling in the order form on the centre page.



### BRIGHT IDEAS

*Dave Durrant's write up on gearbox ears and lugs in issue 82 prompted our esteem Jeff Cole our Model Y Technical Adviser to write in.*

"I will lend a little more information on this subject as Dave mentioned, The E83W casing, with rear main bearing retainer removed and replaced with a model Y part will serve the purpose fine, but you may wish to change the primary shaft and layshaft for the lower ratio, as fitted to the 8hp car from around the end of 1933.

The two lugs on the O/S of the casing were added when the "C" model was introduced in 1934, this was added to accommodate the handbrake lever on these models, the same casing was then used for the "Y" model.

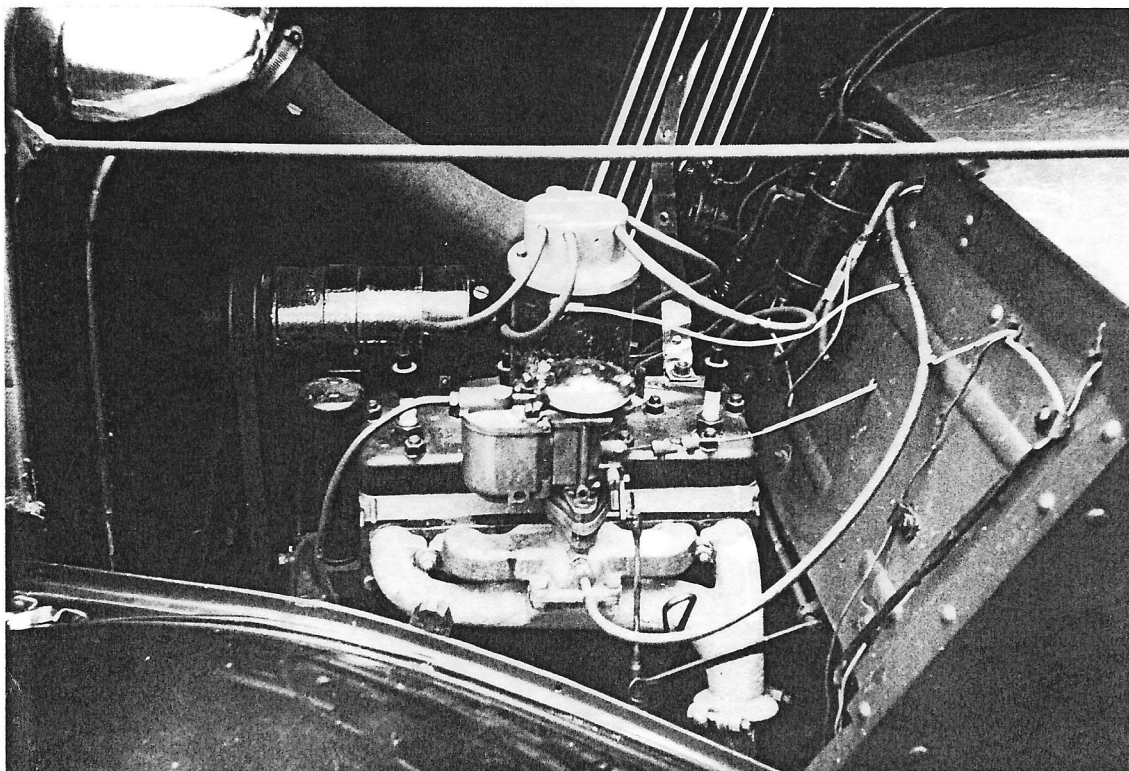
Now as a general rule the 8hp had overall ratios Low - 18.72. Intermediate - 10.76 Reverse - 24.48.

The 10hp having Low - 18.72. Intermediate - 9.71. Reverse - 22.08. both using the 5.5-1 rear axle, although the gearbox fitted to the E83W van had the 10hp internals in the gearbox, the ratios were even much lower than that of the 8hp owing to the rear axle being 6.83-1.

Now to sum up, not many Model "Y" owners have a complete service history of their vehicles, so without removing the top off the gear box, and counting the teeth on the Primary shaft, (14 teeth 8 hp and 15 teeth 10hp) or jacking up the rear wheel, chalk marking it and placing the starting handle in, rotating it and counting the revolutions of starting handles to that of rear wheel, can we be certain which gear box is fitted. Food for thought me thinks.

(The 7Y and 7W had umbrella type handbrake levers fitted centredly under dashboard.

JEFF COLE.



(PHOTO SAM ROBERTS ED'S KNIBBS & PARKYN ENGINE BAY)

The grill rod is my idea to retain the grill in place and make it easier to align

Note also the use of the Magneto in place of the distributor.

You may have noticed a slight change in the Bulletin since Ken and Kath took over, well I suppose there are several, but the one I refer to is that "Members Wants" are sent direct to them. This has one distinct advantage, my stocks of components are not depleted, but members odds and ends are! Its from this list of wants that I often get a feel for what is needed, that is if an item is asked for at least twice!

So how can I help from last months list?

Well I have an old bike - but the wife uses that! and two members should be able to get together, one is selling a S.R. and one wants to buy one - such happiness is brought to our readers, free of charge. I may well have an engine in mind to help Owen if he's still looking, but is it a genuine Y or a post war version? they're all 8hp engines but a lot of differences, is the engine for instant use or a bench rebuild job? More details please Owen if you're not fixed up.

Members looking for seats will have a long look, repair the ones you have and don't forget the Bristol Co. for good low priced spring bases, but remember the S.R. front seat back is different from a L.R. so be careful. The S.R. has less shoulder area, So don't muddle them should you be so lucky as to have a choice.

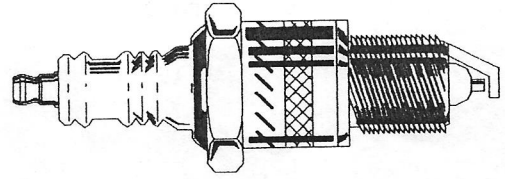
On the subject of rear luggage carriers, well as you know I used to offer a kit, so we should be able to offer some advice on bracket designs. It will be several years before I re-offer them has I have lots more pressing needs on our cash reserves.

Saturn Industries should have a repro wiper assembly, admittedly for an A or B but hopefully it can be altered to our small screen needs.

I know that 'C' and late L.R. chrome centre hinge bars can be purchased from pre-war MG stockist and cut down to size. But who are these stockist? can any member help with more detail - part no and where from etc. We may well have a screen handle if Sid Rice still needs one.

I understand Reg Hunt has had a member contact him with an early "Narrow block" engine and I know of a second if Reg is unlucky with the one the member has offered him.

Any comments from anyone on the old perennial of sliding roofs? Comments to Ken please.



## SPARES REPORT

Elsewhere in the text Reg Hunt is asking for comments on first gear reluctance to disengage. Well the problem may not lie in the gearbox at all, but with a worn clutch cover plate (Spring pressure plate) which isn't allowing the gearbox to disengage fully. Within our gearboxes, there are two distinct designs of gear, straight cut teeth on first and reverse, and a synchromesh 2nd & 3rd, here small teeth engage the drive, with much smaller area to drag on, but of course the gearbox may simply be worn in some way. Well the club has exchange clutch kits on the shelf and a lot of gearbox parts - both new and used.

With the low take up on gearbox parts, I've decided with Jeff Cole to set up a service offer on your gearbox - not an exchange, but an offer to service your box. Jeff and I will make a standing labour charge of £50 you will then be quoted prices on your individual gearbox either new or used parts, depending on condition or indicated level of expense you want to go to.

This gearbox service offer will be winter months only. All parts sold will go to the club. Your gearbox is to come to us clean and free from oil, how you get it to us is your problem. In this way it is hoped to increase the level of sales on gearbox parts, as clearly members don't have the expertise to tackle this item themselves, so just leave the problem to us.

The only new part to make its appearance on the parts list is the Diamond shaped Magnaflex bar. The front and rear bumper bars are a great success, as can be seen from the fact that we keep running out of finished stock so if you have to wait a week or more, please be patient. (Keep the orders coming) The 2nd batch of hub caps will shortly be ordered and stocks are getting rather low.

If you want them at current prices, jump in. The next batch will probably be my last, after these the tools will go on the shelf for the next generation,

Elsewhere in the text of issue 82 somebody needed a door. I do have some rather poor ones in the Barn, so if that member is not fixed up we will try to help.

I was asked at Stanford Hall "what are front brake rod supports." While there I was able to show the member, (article in the Service Bulletin printed below.) These are on the spares list under YE2502B at £5-50 each.

On a personal note, the van has now let me down four times and Tom's S.R. once on its return from Stanford Hall, on each and every occasion it had been the condensor. So called new ones at Autojumbles are in fact very old if unused. Have any members come up with the solution to this problem?

Another member experienced difficulty in fitting the steering dust covers - First how to get them off - link ends that is. Well you can buy a fork like chisel style tool for the job, or do what I do, and strike the sides of the taper part with a heavy blow supporting the other side with a large club hammer, when putting it back he had found one or two wouldn't hold, to allow the nut to tighten. If the taper is too worn it never will hold, however if a trace of oil or grease is present that won't help, so clean everything up, (my old foreman use to say chalk will dry it up, and the fine granule will bind the movement) It never worked for me, I used a few blows with the "centre punch" on both surfaces, this usually makes it bind so you can lock up the nut. Don't forget the split pin! On occasions the taper may come through too far, here a large flat washer will help.

GRAHAM MILES

## FRONT BRAKE ROD SUPPORTS

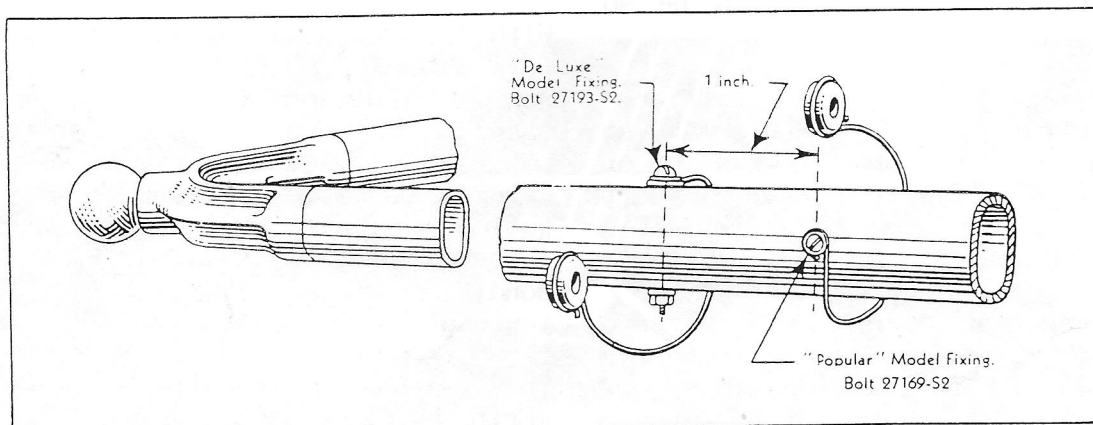


Fig. 23

The front brake rod supports YE-2502-B fitted to current "Popular" and "De Luxe" model cars are provided with a rubber grommet, illustrated in Fig. 23 which encircles the brake rod and prevents it rattling when the car is driven over uneven surfaces.

Should it be desired to incorporate the new design support on a "Popular" or "De Luxe" model car not so equipped, this may readily be done. The clevis should first be removed from the front end of the brake rod and the existing brake rod support removed.

Owing to the different locations of the brake rods relative to the radius rods on the two models,

the method of securing the brake rod supports is not the same. On the "Popular" model car the existing bolt holes in the radius rods may be used and the brake rod supports secured in the position shown in Fig. 23.

Before fitting the front brake rod support to the "De Luxe" model, it will be necessary to drill a  $\frac{1}{4}$  inch diameter hole through the top and bottom of the radius rod at a distance of one inch from the original bolt hole towards the rear of the car, as shown in Fig. 23. A slightly longer bolt than that originally used will be required, this being carried under the part number 27193-S2.

REPORT ON STANFORD HALL 1993

Once again the weather was considerate, with sunny spells, breeze and a light shower on Saturday afternoon, but not enough to dampen any spirits. From Saturday afternoon onwards the weekend gained momentum as more members arrived. They came from far flung areas such as Tyne and Wear, Lancashire, North/South Wales, Hereford, Hampshire, Sussex, Kent, Suffolk, Norfolk, Humberside and other areas nearer to hand. Out of 19 regions on the inside of the front cover of the Bulletin, 15 were represented and nine regional co-ordinators were there.

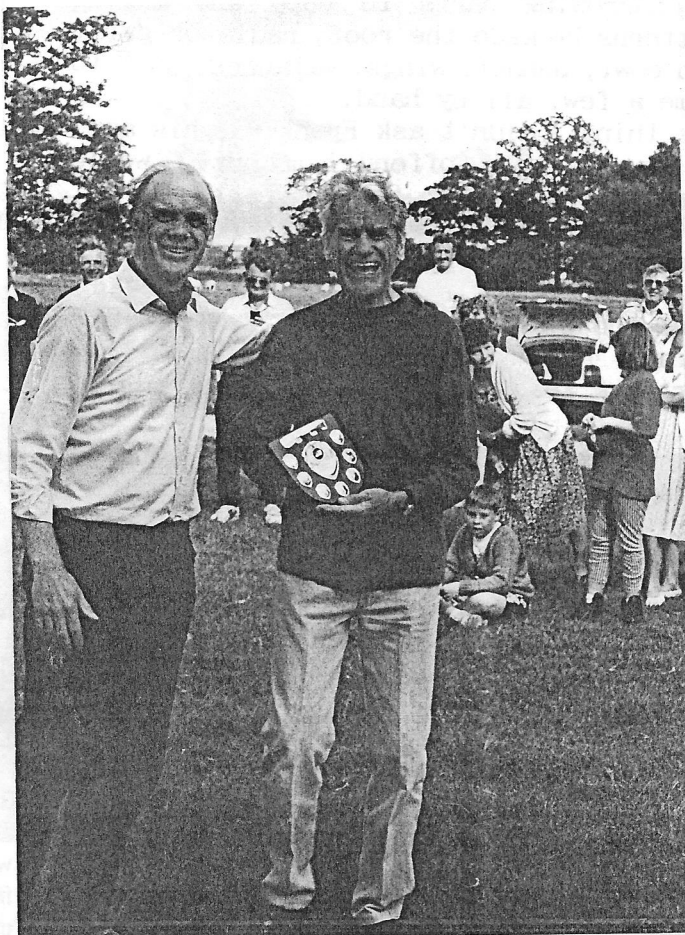
It was pleasing to meet new members Evan and Penny Manuel from Middlesborough and the two sleuths from Newcastle, Dave Lambert and Ray Philips, who spent all weekend in, out, over and under the cars, with sketch pad in hand. Such enthusiasm was a pleasure to see. Equally enjoyable was meeting friends from the regions who we only see once or twice a year.

By lunchtime on Sunday we had twenty cars on display, saloons and tourers, C's and Y's sufficient to provide subjects for discussion and comparisons to be made. Tony Butterfield seemed to be doing brisk trade on his spares stall and I hope Ken Arthur had a few orders placed for his body panels, which he had on display.

Many thanks to Owen and Chris Baldock for organising the driving tests, which needed pin point accuracy, although a few "garages" were demolished we did achieve a result. 1st Tony Hurst, from Sussex. 2nd Peter Ketchell and 3rd Jean Hunt, both from Cheshire.

This year produced two very worthy winners for the Club trophies. The Maurice Billing trophy for their work in the club, went to our technical adviser Jeff Cole, an almost founder member who is always willing to give technical or practical help wherever it is needed. (see photo)

About 2 or 3 years ago Paul Bainbridge told me about this amazing retired bloke who if you gave him a sheet of metal and a hammer, would make you any body part you wanted, well this year at Stanford Hall I met him, and he won the Eric Bufton trophy for the bravest home restoration. (see photo) Frank Eady bought the remains of a Y 11 years ago, and from these remains has literally built himself a Y. (see photo in members letters Ed)



(PHOTO BOB WILKINSON - JEFF COLE)



(PHOTO BOB WILKINSON - FRANK EADY)

By borrowing parts to copy and making patterns he made the roof, radiator grill and cowl, bonnet, wings, valances, just to name a few, all by hand. One thing I didn't ask Frank was his age, I hope I don't offend him but I would guess at 70 give or take 5 years.

The most mileage in the year trophy has returned for safe keeping to Jean Hunt (see photo) with 5088 miles, 2nd was Dave Jarman 4500 miles, joint 3rd were Dave Curtis & Ken Devine both with 2000 miles.



(PHOTO BOB WILKINSON - JEAN HUNT)

The club awards this year were slightly different. Three awards of equal status were presented to the best Y saloons and the winners were Owen and Chris Baldock with their beautifully restored 1936 Tudor, Herbert and Norman Wingate with their 1936 Fordor and on his 1st visit to Stanford Hall, Geoff Salminen with his 1937 Tudor. The best Y tourer was close run between Ken Devine's Knibbs and Parkin and Sam Robert's Kerry, with Ken getting the extra vote required. Similarly in the best CX class Dave Curtis pipped Terry King by the odd vote. After attending for year after year and having to compete with the CX's, Paul Bainbridge has at last collected a trophy for the best model C.

The most original car went once again to Graham Miles with Tom Morgan's Y. Congratulations to all the winners and to all the others who provided the competition for them.

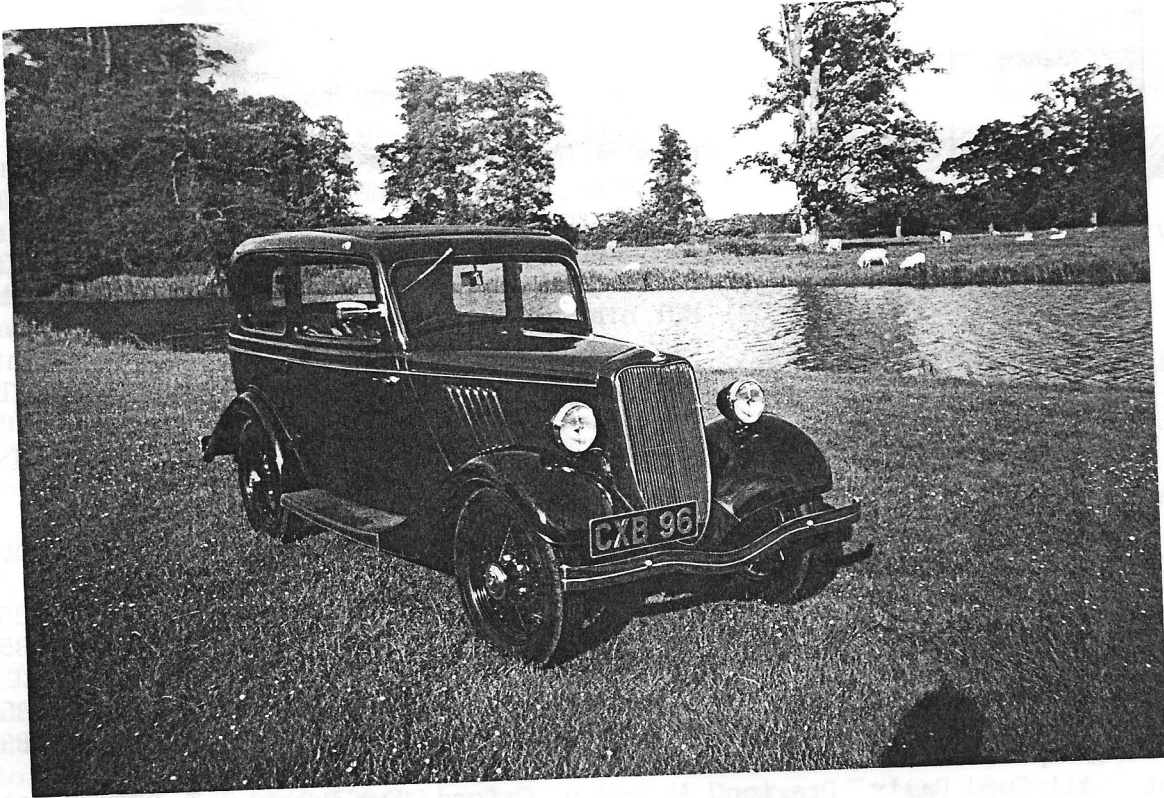
The afternoon finished traditionally with the Chairman's address. Sam made 2 points. First being a plea for as many members as possible to turn up for the All Ford Rally at Abingdon towards the end of September. In the last two years we have received £1300 and £1700 for Club funds for our efforts. A very worthwhile money spinner. The second point being that this was the last Club weekend to be held at Stanford Hall, it has been held here for the last 12 years and it was felt that the time had come for a change of venue. Next year the only National event will be the A.G.M. but it is hoped to target 3 or 4 regional events and make these into National ones in 1995. These will be well published in the Bulletin.

I am sure that the annual get together in this idyllic setting by the River Avon will be missed, but a decision has been made to have a change so we must as loyal members make every effort to support the club at the new venues, particularly the one's nearest to you. DAVID GRACE

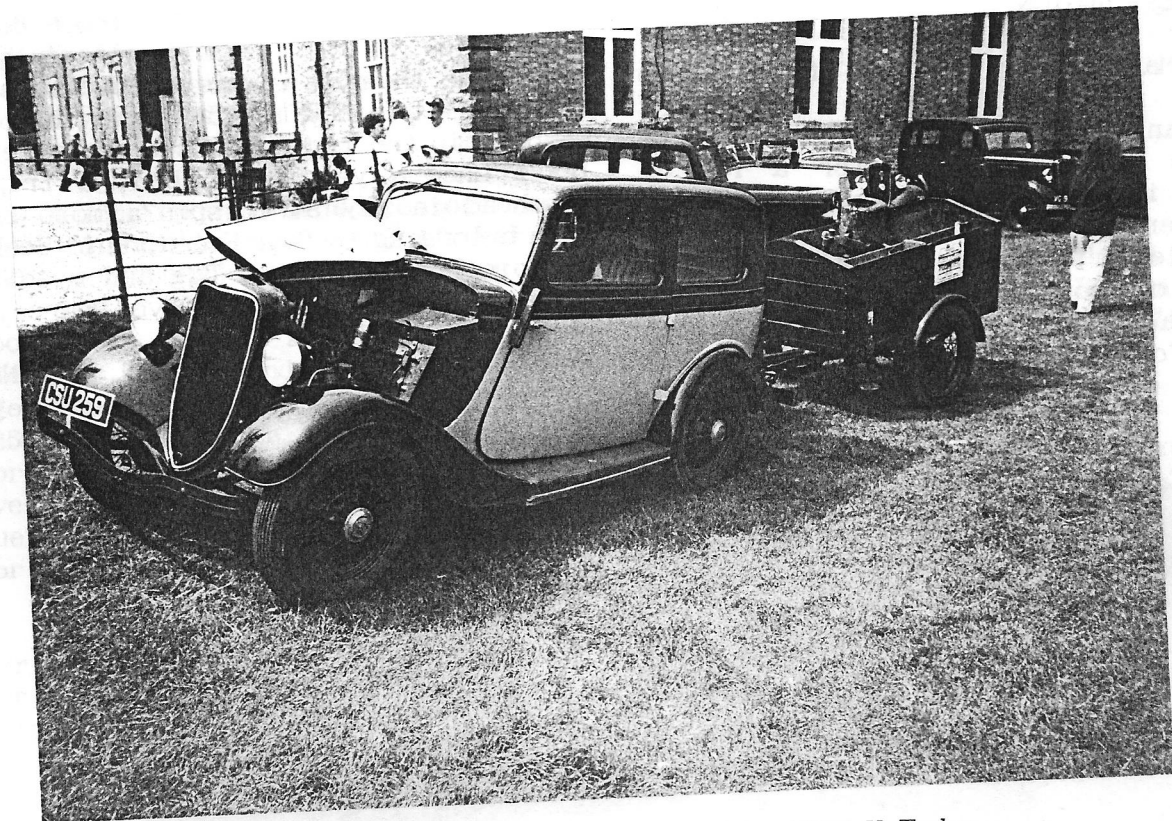


(PHOTO BOB WILKINSON - GRAHAM MILES)

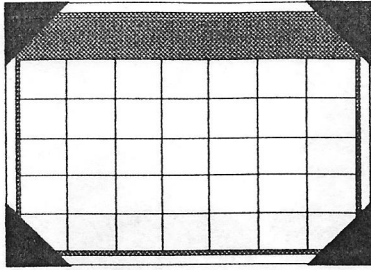
More shots from Stanford Hall by Sam Roberts



1st prize for the best Y  
Christine Baldock's immaculately restored 1936 Tudor  
with sun roof



An unusual shot of Steve Wright's 1937 Y Tudor  
pulling a trailer complete with  
stationary engine



**EVENTS DIARY**

EVENTS REPORTS FROM AROUND THE REGIONS

REGION 14

We are well into the rally season and the weather has been very good to us. Tatton Park weekend found the sun outshining the number of cars on our stand for a change, we were down on vehicles owing to the fact that with Ken (and Pete Ketchell) on the Bristol to Bournemouth run and our son Kevin working, the Devine car's (and Pete's) were absent. Also Reg Hunt still had to MOT his car. Hopefully in September we will be back in full strength, when we visit the White Rose County for the Yorkshire 'Do' KATH

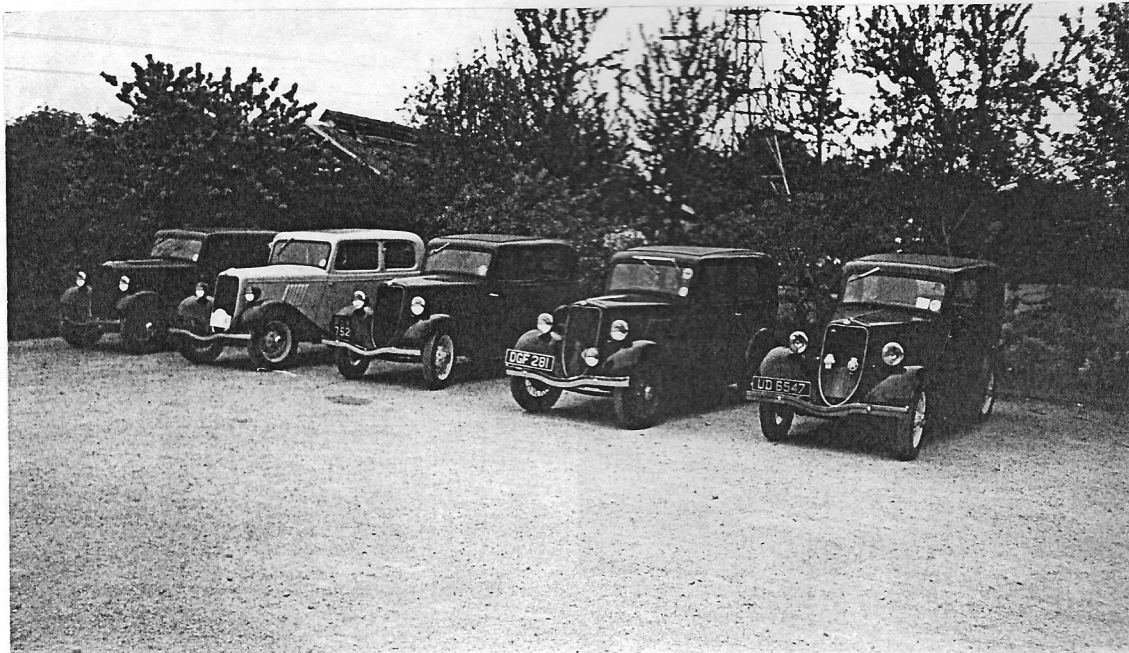
<u>DATE</u>	<u>VENUE</u>	<u>CONTACT</u>	<u>TEL NO</u>
31 Jul/1 Aug	Hickstead Antiques Craft and Festival 1993. West Sussex	Owen Baldock	0732-353404
7/ 8th Aug	Arley Hall Festival of Classic Motoring & Auto Jumble	Peter Ketchell	0244-676856
14/15th Aug	Oldham Summer Show	Peter Ketchell	0244-676856
29/30th Aug	G-Mex, Northern Classic Car Show. Manchester. (Indoors)	Peter Ketchell	0244-676856
4/ 5th Sept	Yorkshire "Do" (Leeds Centenary) Temple Newsam Park, Leeds	Bob Wilkinson	0405-860836
26th Sept	All Ford Rally, Drayton. Abingdon. Oxford	Sam Roberts	0264-365662
2/ 3rd Oct	Malvern Motoring Event	Dave Curtis	0432-356302
17th Oct	National Restoration Show, Stoneleigh, Midlands.		

SOUTH WEST REGION

Sunday May 9th saw members of the above region meeting at the Heathcourt restaurant in Bristol. We had hoped to be a large gathering but after a lot of initial interest (apathy set in and only 6 members turned up with families) nonetheless we had a smashing time, talking old Fords and an excellent lunch. A special thank you must go to Crispin Hodges for travelling up from Minehead.

I hope he thought it was worth the trip. I think it would be a good idea for members in the region to meet together at least once a year. How about a trip to Minehead in May 94 Crispin? Photo shows cars belonging to Dave Freed, Phil Wookey, Crispin Hodges, Donald Ogg and myself, I hope this has inspired Dave Pearce, my guest to finish his 25 year resto soon!

PAUL DICKINSON.





FOR SALE

- (3) 1936 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) 1933 L.R. Immaculate (seen in Pieces of Parkin issue 79) Rebuilt chassis up Commercial considered in part exchange Van/flat or dropside. Up to early 50's To be driven on car licence. Richmond. J. J. Fryer 0748-818483 £5000 o.n.o.

\* \* \* \* \*

- (3) 1936 Tudor BVP 117 Unfinished restoration. Refurbished most parts, wheels brakes/chromework etc. some bodywork to do. New electric's -Lots of spares. J. Cassidy. Tel 0742-523102 work. Tel 0604-643389 home. For quick sale will accept offers in region of £1000

\* \* \* \* \*

- (1) 1936 Model Y 2 door. V5. original registration number. Lot of work needed but basically sound. Ivor Bryant. 0454-411028

\* \* \* \* \*

- (3) 1937 4 door model Y older restoration price to include huge amount of spares B White Tel 0628-26888 eves £3000

\* \* \* \* \*

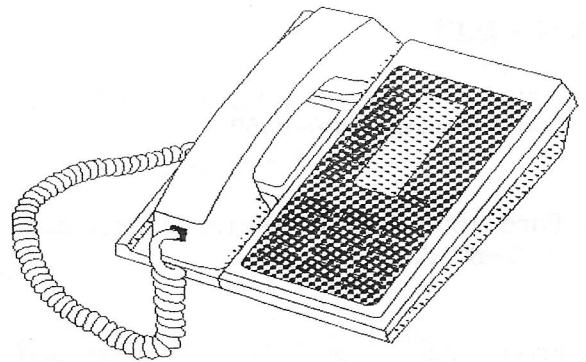
- (3) 1937 2 dr Y good condition 78000 miles (genuine) MOT. 17 yrs present owner. £2500 Also 55 Zodiac, Duo tone paint-work, reupholstered in leather. Engine overhauled £3750. ono Sale of both due to illness. Also model Y spares for sale D. Firth 0422-361613

\* \* \* \* \*

- (2) Various mechanical spares (new/used) for model Y's Ring for list Eric Butcher. Tel 0924-376999

\* \* \* \* \*

- (1) Recon Y type 8hp engine 33/34 £250. G Champion. Tel 081-301-1188 evenings

FOR SALE/WANTED

- (3) Ford 8/10hp con rods machined to take shell bearings (instead of white metal) £75 set of 4. Recon.E93A 10hp engine with adjustable tappets £350. D. Pearson 0262-488468

\* \* \* \* \*

- (3) L.R. Body Panels, Wings/Bonnet, Doors, Trims, Bumpers, Radiator, Plus others. NON-MEMBER M Mee 0609-81446

\* \* \* \* \*



- (3) Pair front doors 36 CX Tudor 4 door Good condition. Offers R Donovan Tel 0622-698310 days or 0622-717594 evenings

\* \* \* \* \*

- (2) Sidelights - pair for C model.exchange for Y items. D. Faulkner 0494-714788

\* \* \* \* \*

- (1) Model C - set of 4 doors, bonnet radiator grille, various engines and gearboxes. Ivor Bryant 0454-411028.

\* \* \* \* \*

- (1) Model CX - Good for spares? 0827-898936 - Non member

\* \* \* \* \*

WANTED

- (2) Model Y - Short Rad preferred.  
Don Clemson 0206-845902  
\*\*\*\*\*
- (2) Ford 100E Bumper Kevin Briginshaw  
0582-601692  
\*\*\*\*\*
- (3) Front seats complete with base and  
all fittings. Any condition parts or  
information for a 1933 S.R. 2 door Y.  
A. Dodsworth. D1603 Tel 0964-622615  
\*\*\*\*\*
- (3) To borrow for patterns-Model Y  
luggage carrier fixing bars.  
Bryan Dixon 0742-345417  
\*\*\*\*\*
- (1) Parts book for 1933 S.R. model Y. -  
(for member in Norway) contact  
Bob Wilkinson 0405-860836  
\*\*\*\*\*
- (1) Model Y or C. Have 1935 Austin 16/6  
York and 1937 Austin 14/6 Goodwood  
for disposal (both very original)  
Tel 0925-52647 Warrington.
- (2) Windscreen wiper and arm for  
1937 2 door Y F Reynolds,  
0925-752945  
\*\*\*\*\*
- (2) Centre bonnet bar for 1936 Y  
J. Mawhinney. 0232-864258  
Northern Ireland  
\*\*\*\*\*
- (2) Early model Y' narrow block  
engine. Reg Hunt 0270-60696  
\*\*\*\*\*
- (2) Guidance on restoring model Y  
sliding roof or payment for  
sound restoration job.  
Also wanted Pressed Steel  
Luggage Grid. Peter Millican  
0602-470164  
\*\*\*\*\*
- (1) S.R model Y window winders.  
S Reeves. 0753-537746.  
\*\*\*\*\*



## 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.

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## 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  
(Can supply gaskets) 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

### BODY RESTORATION, PANEL REPAIR AND MFR.

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

### CARPETS, UPHOLSTERY

North: Standish Car Trim, Unit 13, Bradley Hall Trading Estate,  
Standish, Nr Wigan WN6 0XQ Tel: 0257 425428

South: Family Repair Service, Beales Close, Andover, Hants SP10 1HT  
Tel: 0264 323144

### BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon,  
Powys LD3 8LA Tel: 0874 624433

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Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet,  
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Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts  
(Callers by appointment only) Tel: 0923 31699

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

### INSURANCE QUOTATIONS

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

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Apply to Chairman

