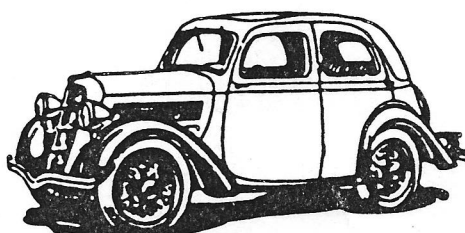
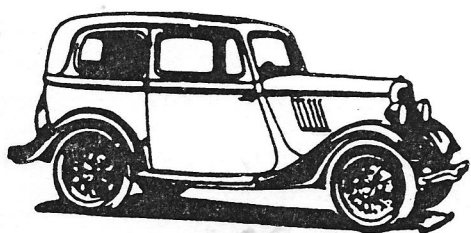


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 84
August / September 1993

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THE FORD Y & C MODEL REGISTER

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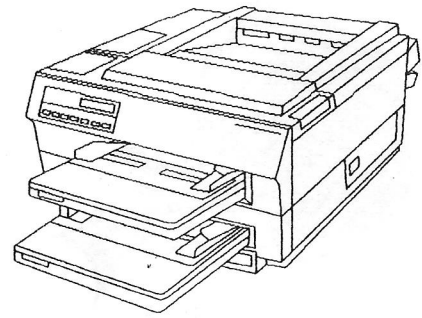
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The nights are drawing in and we now have only a few events left for this season, by the time this magazine is out the All Ford Rally will be over, after which time most of us will be putting our car's into moth-balls for the winter (not that I will) those of you who intend too, would do well to give the chassis etc., a real thorough washing, greasing all nipples, and spray the underside with wax oil, polish the paintwork and chrome, then cover the car with a good absorbent material, I use old blankets, usually I turn the engine over during winter at intervals, it is also very important to disconnect the battery whilst in storage (to prevent fire) but again it must be given a periodic charge to maintain its condition. It is advisable to raise the car on blocks or axle stands to prevent the tyres flat spotting when stood for long periods.

A few questions have been raised regarding our annual get together at Stanford Hall, some of the member's appear to be of the opinion that this event has been cancelled altogether, I disagree, my understanding is that the event will be handed around the regions thus enabling members, who cannot attend because of the distance they have to travel, the opportunity to take part in the event, Stanford Hall had been good to us in its day, these days people expect events that cater for the whole family, wives of car owner's don't always enjoy the hobby, but still require to be entertained when out for the day in their husband's car, children can also be demanding and soon get bored when parked in a field, hence the desire to move the event (not abandon it), to join in with bigger show's or places of interest that can entertain a family for a fun day out.

Sam later in the newsletter asks 'Where is the A42?' and although I am well travelled and thought I had a good knowledge of our 'A' roads he had me stumped, so I decided to ask the computer, to direct me to the A42 from Andover, the following is what the computer came up with. - Quickest Go west on A3057 for .7 miles. Bear right onto A343 for 16. miles. Bear left on A34 for 37.3 miles, at M40 J9 turn left onto M40 for 44.7 miles, at M40 J17 forward onto M40 spur for 1. miles. Bear right onto M42 for 27.3 miles, at M42 J11 forward onto A42. - However when you look in the map book Junction 11 on the M42 is the A453, don't ask me how since an old map book I have turned up shows the A42 starting at Egbaston



EDITORS REPORT

and going through Shirley, Hockley Heath, Henley in Arden, Bearley Cross, Stratford on Avon, Oxford and ending in Reading using parts of the A34 to Oxford A423 to Wallingford A417 Streatly then A329 to Reading unless someone knows different, unfortunately my map is not dated.

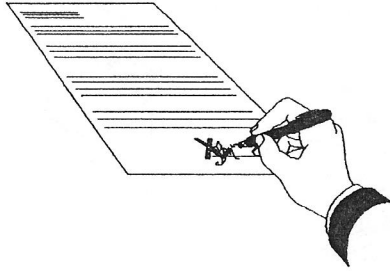
Area 14 put on a grand show at G-Mex with no less than 7 cars on the stand, thanks mainly to the size of the stand, although we didn't actually use it all. The cars on the stand were Brian Saunder's Model Y 2 door, John Griffiths's Model C 2 door with sliding roof, Bob Wilkinson's Mistral Tourer, Tony Parker's Model Y nearing completion, Kath's CX Tourer, Reg Hunt's Model Y and Kevin Devine's 4 door CX (of which only 2 were black) ours was the best stand for car's on show, nowadays the displays are 1 or 2 cars with plenty of background scenery and glitz. Kevin did manage to win an Highly Commended award for his 1936 CX saloon.

KEN

1993-94 SUBSCRIPTION

Sadly I had to send out 150 reminders this year! Now come on folks this is a massive effort I could well do without in mid-summer when I want to attend shows and run my cars like everyone else.

The club desperately needs all the subs it can get to help with remanufacturing. In addition we now have to pay several thousand pounds for our Newsletter and postage since Ford were unable to continue with their free service. I know we are in a depression but we have in recent years given extra time to members in financial difficulty. Just let us know if this is the case also OAP'S and UNEMPLOYED still only pay £10-00 Thanks to those who pay on time and to those in particular who pay by standing order. End of moan! Bob Wilkinson



NEW MEMBERS

Since the last newsletter we have welcomed the following :-

- B1926 John Brady Riverdale, Rathmoylen, Innfield, Co Meath, Eire.
- B1030 Jerry Birch 70 Frinton Rd, Collier Row, Romford, Essex, RM5 2ER
- E1116 Alan Eardley 37 Sheringham Covert, Beaconsfield, Stafford. ST16 3YL

- G0313 Thomas Gibbons 81 Wareham Road. Corfe Mullen, Wimbourne, Dorset. BH21 3JX
- K0107 Mark Keast 6 Penarwyn Crescent, Boscanthoe Park, Heamour, Penzance, Cornwall. TR18 3JU
- O1405 Steve Orange 8 Oban Drive, Blackburn, Lancs BB1 2HY
- W0226 Andy Wicks 'Cobblers' 10 Chapel Lane, Old Sodbury, Bristol. BS17 6NG
- W1728 Barry Whitworth Beech Hill Farm, Longsleddle, Kendal, Cumbria. LA8 9BB

Please contact your local coordinator and as usual I ask local members to contact new members in their area.

NOTES ON NEW MEMBERS

Alan Eardley in Staffordshire - "*sold a Model Y recently and now regret it so I am joining the Register to find a suitable car!*"

(I am sure we can help with this problem Alan.)

Mark Keast in Penzance has recently purchased ARL 162 a 1934 Y model, from ex member Alan Payne. The car needs minor mechanical sorting but is a running restoration basically. The upholstery renewal is probably the biggest task, Mark also runs a Morris 8 and finds 'our' cars very thin on the ground in Cornwall.

Andy Wicks in Bristol is undertaking a full restoration on BHU 157 a 1936 Y model purchased from member Ivor Bryant. The car is complete except for interior trim and bumpers, the latter should be no problem - the club ones are very good.

Tom Gibbon is also refurbishing an ex-members model Y. EMK 180 (1936 2 door) is understood to have been a one owner car until very recently and the 54000 miles on the clock is believed genuine. Tom is looking for running boards and a pair of good rear wings (*suggest you approach K.A. Developments, he will remanufacture the items you want which are good value for money. Ed*)

John Brady from Co. Meath owns a Model Y which he hopes to work on when he returns from his current work placement in Austria I don't have any of the details of his car Send me the particulars John.

Jerry Birch has bought Brian Papps 1937 Y which featured in a recent newsletter (ASH 123) but now wears WVS 447 courtesy of DVLA at Swansea. The car is on the road and Jerry is giving attention to minor trim and electrical components. Brian is staying in the club and is looking for a car to restore.

RN 3228 is the 1934 4 door Y model recently bought by Barry Whitworth and is 'new' to the Register. Barry says "*the bodywork is excellent but some attention is needed to the engine and steering. The car was owned by several people in the Kendal area since 1950 and I bought it from a gentleman in Giggleswick near Settle*" We hope to see you on the road next season Barry.

Steve Orange joined us at G-Mex after just buying the model Y with luggage boot featured in our last edition. Steve plans to refurbish as necessary with the car in regular use.

Good luck with your cars gentleman, don't forget, keep us informed on your progress.

BOB WILKINSON

We now have letters from members both home and abroad.

First from Yorkshire comes a sorry tale.

"I am sad to report that WF 5794 my model Y has a busted engine block. I have the front end of the car totally stripped and engine out at the moment (con rod sticking through the hole in the side of the block). I met Dave Lambert from Washington (Newcastle) and he has given me a replacement (2 port) block, a crankshaft and two con rods with pistons. He is such a generous individual it was hard work getting him to accept any money. If all our club members have the same attitude, we can't go far wrong"

John Shepherd

Next comes a letter from Middlesex.

"I am now the proud owner of FCM 546 a Fordor Y registered in October 1934. (Chassis no. Y109684 Body no. 164/2663) I purchased her from an auction in (Morpeth) Newcastle, on the 5th June without being able to make the usual inspection. I registered my bids via the telephone on the strength of a colour photograph of the vehicle. My next problem was transporting her back to London. I obtained various rather costly estimates from car transporter companies, so decided to phone Ian Wright the regional man in Newcastle to pick his brains. To my surprise Ian was aware of the auction and had been to inspect the vehicle just prior to the auction. He asked me had I seen the car and when I explained that I had purchased it blind, he put my mind at rest by confirming the condition of my purchase. I transported her home on the 19th June and immediately started work to get the car running. There were a few parts missing/broken that I had to source and following this I had her running last weekend. The restoration work will now begin. She is blue with black mudguards and has a replacement engine. I would like to thank Ian Wright for his kind offers of help and say that I enjoyed our chat".

Kevin Taylor

The next letter comes from Lancashire.

"Jean and I were very sorry to hear the announcement at Stanford Hall that there would be no National Rally next year.



MEMBERS LETTERS

Like a number of members we had heard the grumbles about Stanford and could sympathise with those members with young families who felt that the venue had little to offer young children.

The decision to drop the national altogether does disappoint us however, since this means that we are unlikely to see our acquaintances from the south next year and more importantly we will not see any 'new' cars next year.

The AGM is too early in the year for many members to venture on a long journey in their Y or C. Can we ask the views of other members as we felt that a change of venue and perhaps some change in format would have satisfied both sides of the divide. Just as a suggestion, what about the new motor museum at Gaydon as a venue.

I understand that they have space available and also attractions for the children. Can the committee reconsider before it is too late?

Jean & Reg Hunt

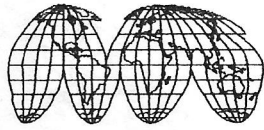
(Let's have your views on the subject and perhaps suggestions for venues ED)

We next travel to Bristol with a letter from Ivor Bryant he writes:-

"I note from the latest Newsletter, Graham's note about the availability of chrome bonnet strips for Y's and C's. A suitable source is 'The Pop Shop' - telephone 0379-854206 They list the following:- Wing piping, bonnet tape, window channel, weather strip, roof panel material and headlining material, Bonnet strip - £24-50. Bonnet end fasteners £5-00 each.

Their address is 7 Station Rd, Harleston, Norfolk IP20 9ES.

Ivor



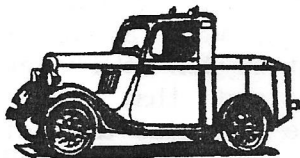
OVERSEAS CHAT

We now travel overseas to America, where we received an update on 'Percy' the Pickup of Bruce Clifford.

"I finished putting it back together in early June and have been driving and showing it since. It is now green and all of the wood has been refinished, we always attract a large group of viewers wherever we go. The serial number of Percy was misprinted in the list of survivors, it is Y57506.

I recently met a fellow Y owner that lives about 150 miles away. He has a tudor that was made in Denmark (I think) I have enclosed his name and address, in case you don't hear from him. (*I have sent club details to your contact Bob*) I am hoping he joins the register. Will try to send some pictures of Percy soon"

Bruce



' PERCY '

Continuing our travels we have a letter from one of our members in Tasmania,

"I await with interest each edition of an excellent "Bulletin" it is unfortunate that the distance doesn't allow me to join in!! Unfortunately another year has slipped by and family commitments, a two year old son and another one due in October, hasn't allowed for much work on the roadster, but judging by some of the letters from other members I am not the only one dragging my feet. I read with interest in Issue 82, Bill Ballard's article on Sidevalves down under in Australia.

I get across to Victoria occasionally to visit family and I will have to make an effort to try and contact Alan Stevens and have a look at his cars myself, particularly the roadster"

Tim Grant

Finally we come back to Middlesbrough.

"I am writing on behalf of myself and my wife to openly thank all those members and elected officials who made our visits to Stanford Hall & Temple Newsam so very enjoyable and memorable, It can be very unnerving for new members (we joined at Christmas), to walk up to a group of strangers all sitting in a circle around a barbecue and introduce yourselves without feeling very self conscious and ill at ease, as we were at Stanford Hall, However the whole circle broke up and invited us in, and suddenly we were surrounded by a new group of friends, with like minded interest. I am writing this particularly because of previous experience of a local old car club which was riven with cliques. Only if you had a Bentley, Jaguar etc, were you considered a proper member and anyone with a small 8hp Ford:- well dear me, is that the best you could do!!

We were particularly impressed on both instances by the number of vehicles that actually turned up - irrespective of their condition, which supplied encouragement to those whose cars are only jig-saw puzzles in the garage. To this end we would definitely say to all members and prospective members - if it's at all possible to turn up to a meeting, please do come! The welcome puts a smile on your face and the enthusiasm for the cars is infectious.

Considering the gathering at Temple Newsam, ('Yorkshire Do') I would say we were the best laid out - surrounded as we were with Ford pennants and the central marquee. with the largest collection of pre-war cars to be seen anywhere on the field. My only complaint was pity the weather couldn't have been kinder - still it didn't rain!

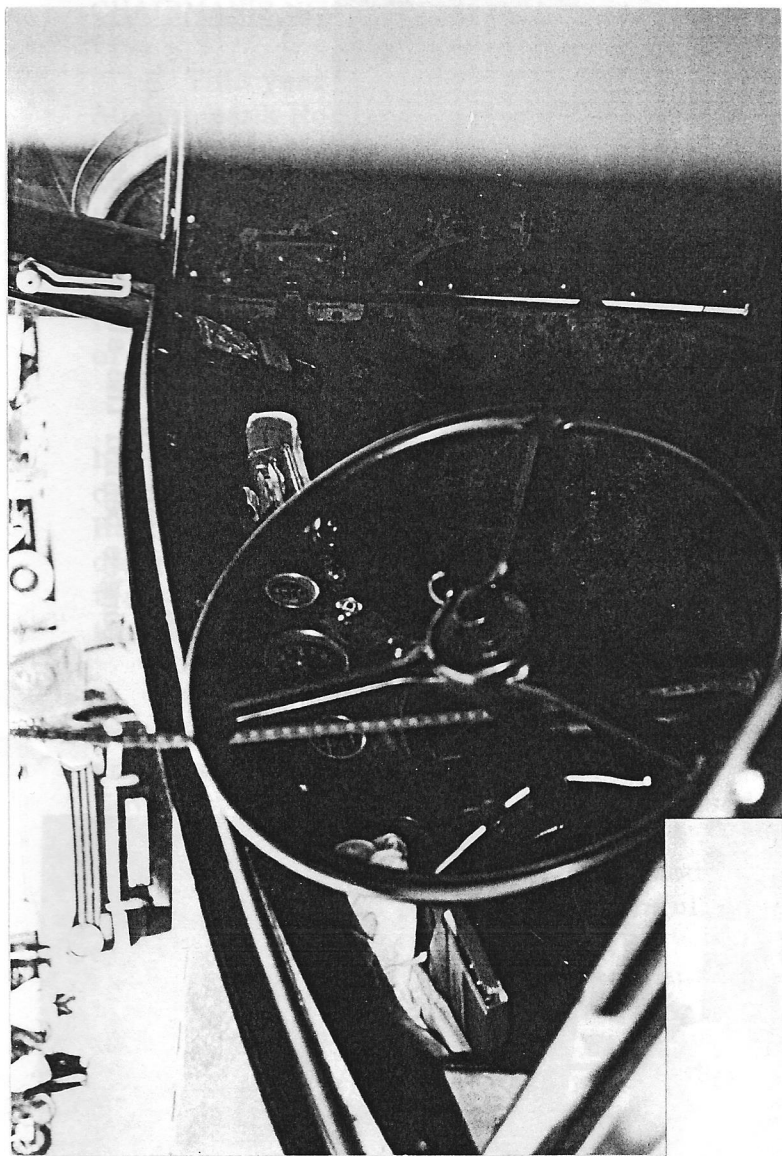
Our own little 37 Tudor did us proud - 126 miles round trip, the longest journey we've done in her. She was known as "Izzy" last year from my daughters comments "Izzy going to get it on the road?" But now they are thinking of other names, like the Red Indians of old they're waiting for a characteristic to show itself and then the true name will be given.- Hope its not albatross!! Thanks again and if this letter helps other to decide to come to the meetings well its all for the better, See you at the next show 'Izzy' willing

Evan & Penny Manuel

And still they come out of the woodwork, this rather unique and hitherto unknown 'Y' Kelsch estate turned up in France on the 30-5-93 taking part in the "Le Tour de Bretagne (Tour of Brittany) the photo's were taken by John Z Miller a resident of Jersey and loaned to Bill Ballard who kindly sent them to me as the scoop of the year. (My thanks to John and Bill for the story and photos).

The estate is based in Geveze in France so it will need the help of our member Jim Miles who resides in France to obtain more details of the vehicle for us.

When seen in France the car had a driver and passenger dressed up in period dentist and nurse costume's and was supposed to be

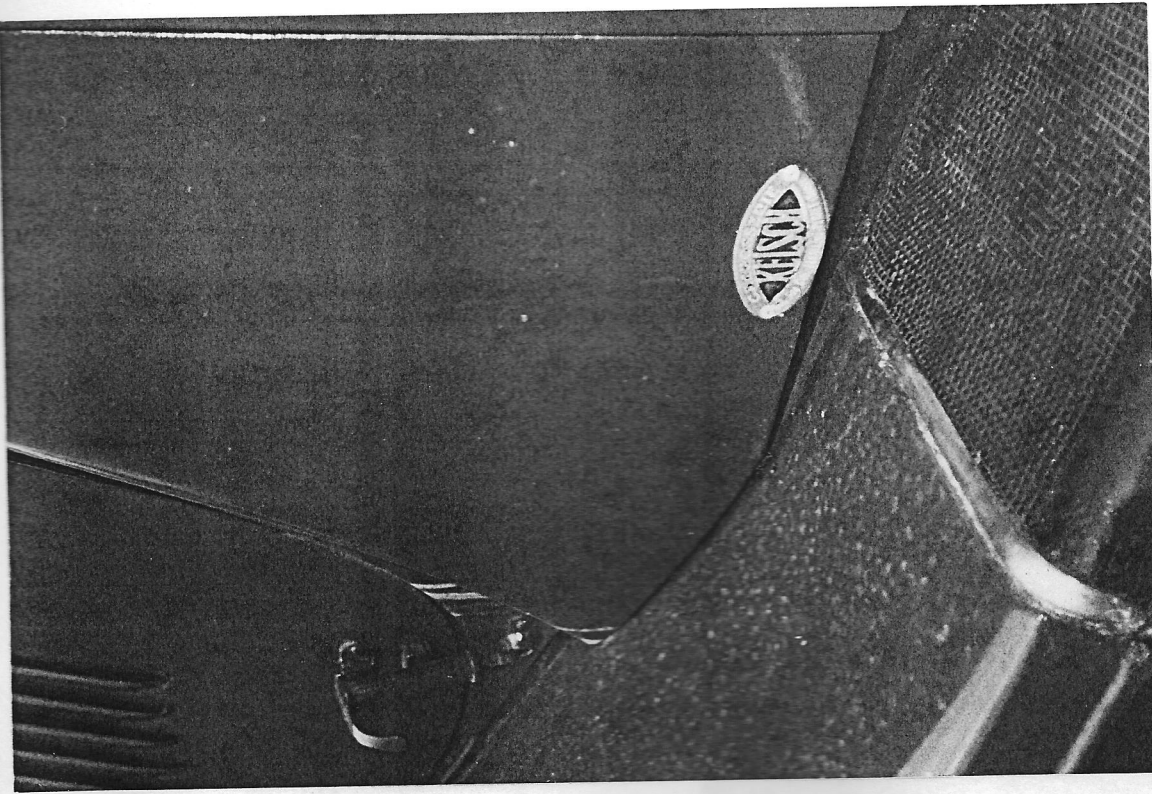


One of the Jersey contingent had been adopted as a patient strapped in the chair and was heard giving out a number of realistic screams as the 'Dentist' carried out his 'work' on his molars, much to the enjoyment of the watching public.

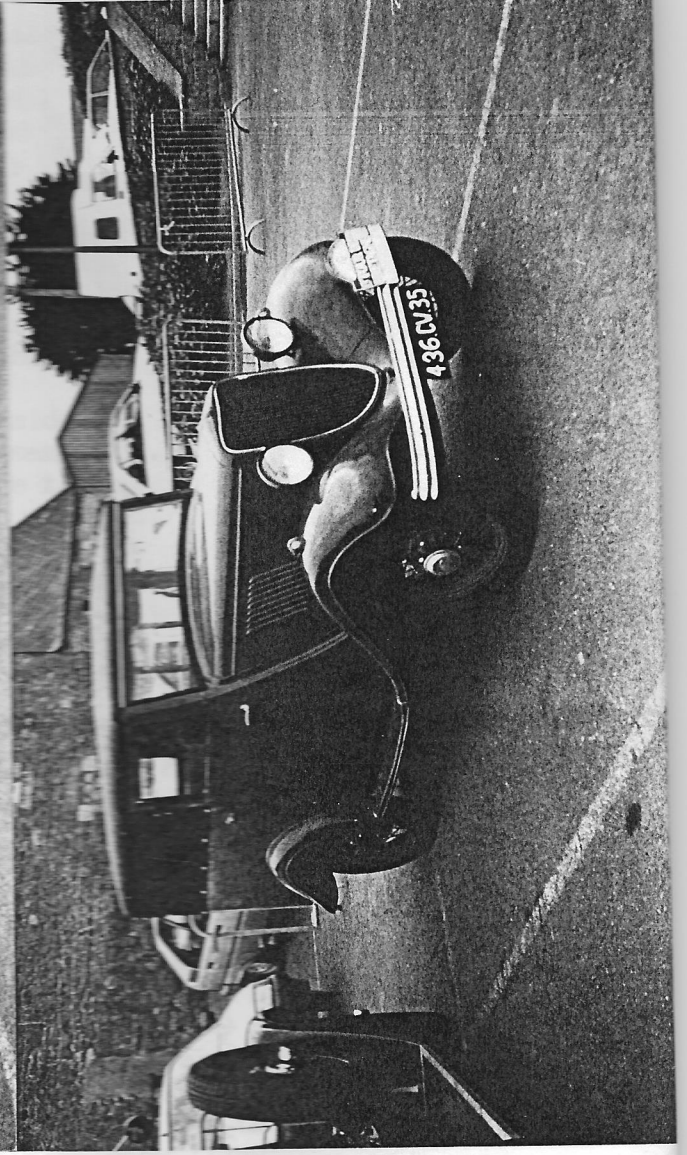
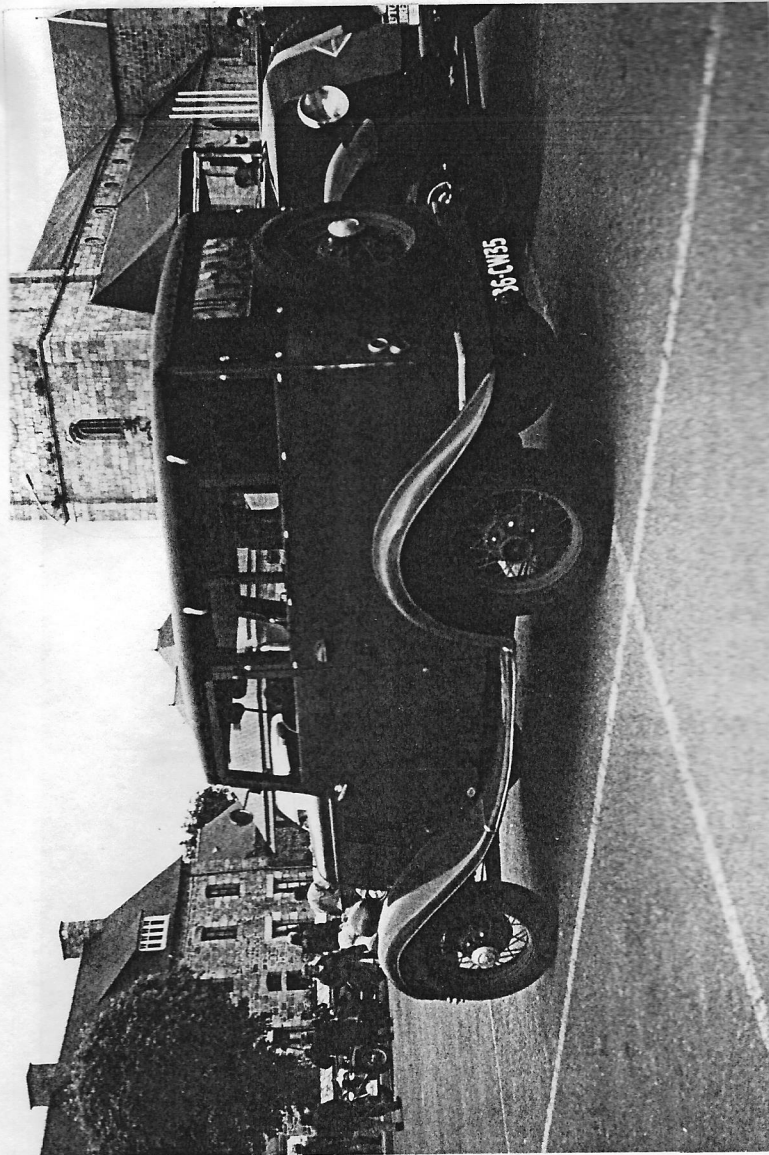
The estate would appear to be very roomy inside since there is no division behind the seats, I rather like the way the side screens roll down to conceal the contents.

One point that surprises me is the rear door, it appears to be hinged at the bottom, with the spare wheel fitted on, it would be difficult to lower and raise and would also be in the way for loading and unloading however it has passed the test of times so the owner must be happy with it especially since he carries a dentist's chair in the back.



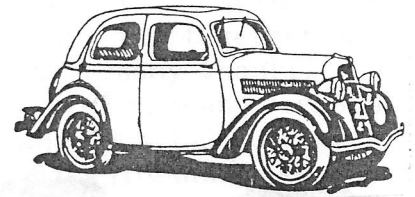


The Kelsch is painted light blue with fabric roof and side screens in black. I am still trying to figure out the purpose of the rubber bungee behind the steering wheel



CHAIRMAN'S NEWSLETTER

This year I gave in to domestic pressures and spent August Bank Holiday Sunday sitting out on a friend's lawn, sipping wine and listening to live New Orleans jazz with a hundred or so other neighbourly picnickers. Just think, I could have been driving up to Manchester



(3 hours) and enjoying the comradery of G-Mex, before driving back again. It was a difficult choice, but having chosen G-Mex for the last three years, I decided to give it a miss. However, I'm sure that G-Mex was enjoyed as much as usual and that the flag of the Register was flying high under the stewardship of Regions 14 and 16.

The last two months have seen some beautiful weekends for driving. However, having reached that age, when the children of friends are getting married, priorities dictate that the weddings come first. As one was in Lancaster and another in Harrogate, those were two weekends written off. Kerry was a star at one friend's daughter's wedding at Arborfield, near Reading. Decked out in her ribbons she transported bride and father to the wedding in style and then the bride and groom to the reception.

Paula and I took CNN to the Lover Rally, which seems to grow in size every year. Bert Hopkins, and his garage, sponsor it each year and raise money for charity. Bert's shortrad Fordor Model Y was on display, as was his "doctored" Model Y, with its Coventry Climax engine, in which he raised many pounds for charity driving it from Lands End to John O'Groats some years ago. It was a pleasure to see Jack and Eileen Barnes at the show with their black Model Y Mistral tourer. He seemed to spend most of the day showing members of the public around and under the bonnet.

The Hickstead International Antiques and Craft Fair was rather like the curate's egg - good in parts. At the fair was a special "90th Anniversary of Ford" display, at which, many of the Ford clubs had their cars on show. The Ford Motor Company were represented by two or three oldies, including the 1937 Tudor Model Y, DOA 244, which was restored by the Dagenham apprentices. As you will see from elsewhere in the magazine, the response to Julian Janicki's invitation to members in Regions 4 and 5 to attend was disappointing. Apart from Julian's 1936 Tudor and Peter Richardson's beautiful 1933 blue Fordor, only one other member appeared as a result of his letter and that was Chris Smallman, who is a recently joined member with a Fordor shortrad Y. Well done Chris. It was a pleasure to meet you and EG 745. The other good part of the curate's egg was the historic coming together, for the first time, of the two roadworthy Ford Kerrys. I drove mine along the length of the A272 - a beautiful road, and Mervin Cullimore drove his up from Heathfield in East Sussex. Mervin's (called Henry by the family) is an attractive deep maroon colour, which contrasted nicely with the ivory of Kerry. We were joined by Ken Devine and his Knibbs and Parkin tourer; the three being the subject of countless photographs by the many Ford enthusiasts present at the show. Ken had driven his down from Oldham, which is a fair old hike - well done Ken. I take back my comment in my last newsletter about you towing it back from Stanford Hall!

I received a postcard from another trio who have put on a few miles this past month. Owen and Christine Baldock, in their recently restored "no expense spared" 1936 sunroofed Tudor Model Y ("Fordy") were travelling with 16 other pre-war cars, including member Hubert Wingate's Austin Sherborne, from Kent to Yorkshire and on to the Isle of Man. The postcard was sent from the Isle of Man after they had driven the TT course. Fordy was passed down to Christine by her dad and I'm sure he would congratulate her on the restoration and the journey.



Chris Smallman's Fordor Shortrad at the Hickstead show.

I learnt of Ron Topping's journey from Newcastle to Norwich in his Tudor Model Y, by seeing an advert in *Classic Car Weekly* for an auction at Norwich in October. The advert was accompanied by a picture of Ron's car, which had recently completed the Norwich Union Classic. Knowing Ron, there is no way he ditched the car at Norwich and caught a train home! The auctioneers were taking a bit of a liberty there.

The final run I will mention was that organised by Ian Newton from Newbury. He owns a 7Y ex-Royal Artillery ammunition limber, built by Alan Taylor and similar to Graham Miles' Model Y based groundsman's tractor. Ian drove his immaculate 1926 Model T on this occasion but was accompanied by Roy Hocking in his Tudor Model Y, Jim Long (non-member) in his lovely 1935 Fordor shortrad Model Y, AGF 701 and me in CNN. David and Valerie Leach in their V8 Pilot were also present and caused consternation by sucking in too much air to the carburettor and stalling in the middle of Wantage. Maybe this will put a bit of urgency behind David's restoration of his Model C, ready for next year. Roy Hocking took a shine to the Model Ts present, but has promised that he will send in his freehand drawings of the workings of his recently restored Model Y sliding roof, so that those members eagerly awaiting details can get on with it. The ball is in your court, Roy!

You will note the complete absence of Model Cs from my diary of events. Model C owners appear to be a secretive bunch and hide their cars away. The Model C is faster, far more comfortable and just as reliable as the Model Y, so why aren't we seeing them? Next year is the 60th anniversary of the introduction of the Model C in 1934. Dave Curtis is preparing a Model C promotional programme to celebrate the introduction, so lets hope we C more next year.

We are most grateful to K. Devine & Son for their generous donation to the Register funds. It is this kind of support from Members which makes the Ford Y&C Model Register that little bit more special than the run of the mill car clubs.

On the administrative front, Bob Wilkinson reports that subscriptions are rolling in nicely. I hope to send out your membership cards for 1993/94 in the near future with the September mail shot, which, this time, is being put together and despatched by Geoff and Eileen Murrell in Royston, for which many thanks. The response to my plea for help with marshalling at the All Ford Rally has been poor; Bob Wilkinson, Rod Evans, Mark Slack, Phil Prosser, Dave Curtis and Owen Baldock being the only ones to send in forms. Your reluctance to assist does make life unnecessarily difficult. On that sombre note I will close. Hopefully, I will see many of you at the All Ford Rally, when I will be trampled in the rush to give assistance. I can dream, can't I?

Sam Roberts

-0-

CHANNEL TUNNEL RALLY

Following an initiative by Lord Montague, the President of The Federation of British Historic Vehicle Clubs (of which the Register is a member), the Federation has been invited by Eurotunnel to organise a special rally to take place during the official opening ceremonies of the Channel Tunnel over the weekend 6-8 May 1994.

The Royal Automobile Club, The Automobile Club de France and the Federation Francais de Vehicules d'Epoque will be co-organisers and it has been decided that the rally will consist of approximately 100 vehicles, one representing each year from 1895 to 1994, with about 50 vehicles from each country. The vehicles will make a double journey through the tunnel and there will be suitable celebrations in London and Paris.

Full details have yet to be fixed but, in the meantime, we have been asked to give publicity to the event. Entry will be by selection. Any members who might be interested in putting themselves and their cars forward for selection are asked to write to the Secretary of the Federation with brief details of their vehicle together with a recent photograph. When details have been finalised, prospective entrants will be sent details, including an entry form and a note of the entry fee. Selection will then be made by a special Anglo-French committee before the end of the year.

The address to write to is:-

The Secretary
The Federation of British Historic Vehicle Clubs
Elton House
Church Lane
Tydd St. Giles
Wisbech

PE13 5LA

Needless to say, this is likely to be a very popular event and those interested should submit their proposed entries as soon as possible. I can't believe that, from a choice of 50 different marques, representing every other year of British manufacture, they would not include either a Model Y or a Model C. Regrettably, I am likely to be out of the country in May, visiting daughter in Singapore, so Kerry is going to miss out on what will be a journey of a lifetime.

Classic Car Weekly

This weekly newspaper has grown from strength to strength over the last few years and provides the owners of the not so glamorous classics with in depth reporting on our cars and their events. Each week I scour the pages to find reports, coverage and advertisements concerning Model Ys or Model Cs and rarely put the paper down having not found a mention somewhere. Usually it is an advert which I tear out and send off to Bob Wilkinson, who then tries to identify the car. I must admit that on most occasions he knows which car it is, but if not, he tries to identify the chassis and registration numbers to add to the "List of known surviving vehicles" - the register. Apart from the occasional uncooperative dealer, he usually extracts the necessary information and is sometimes able to introduce a new owner to the Y&C Register.

I was delighted to see in the 28th July issue the article reproduced below. As reported in the last issue of this magazine, Frank (rather than Fred! - sorry Frank) was the proud winner of the Eric Bufton trophy at Stanford Hall. This trophy is awarded annually by Graham Miles to the best restoration project. As you can read from the Classic Car Weekly article, the award was justly deserved this year.

I am grateful to Classic Car Weekly for allowing us to reproduce this article in our magazine.

WINNER of the Ford Y and C Register's best restored trophy this year, Frank Eady, had laboured on his long-radiator Model Y for ten years.

Frank, from Kettering, Northants, bought the car in 1983 for £60.

It was covered in shrubbery and wildlife and was in such a state that many of his friends laughed off his intent to restore the side-valve model.

Now Frank has had the last laugh. The 69-year-old former Huddersfield, Yorks, Ford depot worker found the trophy presentation highly emotional and has plans to attend many more rallies.

**1935 FORD 8
MODEL Y
FRANK
EADY**

"I was brought up with these cars," he said.

"When the first came out (1932) they were the working man's Rolls-Royce. It has character and to drive it you have to be part of the car.

"It's alive, in a way."

Frank ran Kingsley Motor Coach Works, of Kettering, on his return to the town in 1960 and his skills in this respect were invaluable when parts for the car had to

be made.

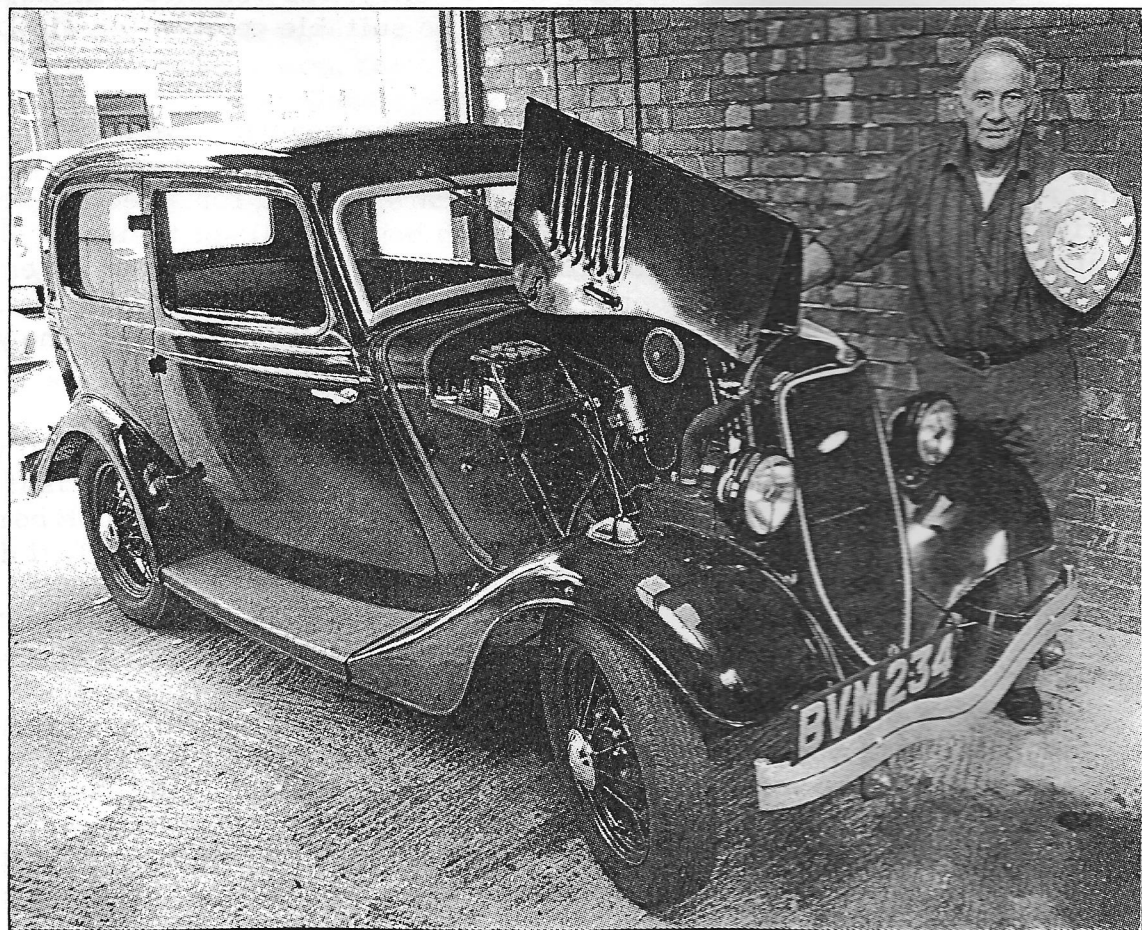
Made from 1932-1937, the three speed Model Y was powered by a 933cc four-cylinder engine. Top speed

claim was a modest 59mph.

Now that all the hard work has been done, Frank has done what most restorers seem to

get involved with ... yes, another project, this time a Vauxhall Cresta.

Well done, Frank. Keep it up.



Frank Eady with his cracking Model Y and best restored trophy from the Y and C Register.

Picture: Glyn Dobbs

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

Clevis pins (20 thou oversize) with split pins:- S.R./C £ 5-00 set
 Clevis pins (20 thou oversize) with split pins:- L.R. £ 6-70 set
 Front or Rear shackles (pattern part) £ 5-50 each
 Bushes for shackles, front or rear £ 1-70 each
 Rear hub seals (large - outer) Y1175 £ 2-70 each
 Y&C king pins - 4 bushes, 2 thrusts - exchange. Stock permitting £ 29-50 set
 Relined Front brake drums-exchange in clean condition £ 37-00 each
 Rear brake rod support bracket for L.R. Y, with double holes £ 27-00 each
 YE2502B Front brake rod support(mounts on A-frame & looks like ?) £ 5-50 each
 Front road springs Y&C (Rear, used on application) £ 26-50 each
 Front brake lever return spring:- Y2096 R.H. or Y2097 L.H. £ 3-00 each
 Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H. £ 3-00 each
 L.R./C CE2231 Rear brake cam shaft, R.H. or o/s £ 8-50 each
 L.R./C CE2235 Rear brake cam shaft lever, R.H. or o/s £ 8-50 each
 L.R./C CE2236 Rear brake cam shaft lever, L.H. or n/s £ 8-50 each
 S.R./L.R./C Y2084 Front brake lever £ 8-50 each
 S.R./L.R./C Y2076 Front brake shaft, R.H. or o/s £ 8-50 each
 S.R. Rear brake cam shaft:-Y2231 R.H. or o/s Y2232 L.H. or n/s £ 9-50 each
 S.R. Y2230 Rear brake cam shaft £ 8-50 each
 S.R. Y2050 Front brake operating wedge £ 10-50 each
 L.R. Y2050 Brake operating wedge £ 9-50 each
 Front inner and outer wheel bearings - on order
 Exchange brake shoes, rollers removed, send old in first. Set of 4 £ 29-00 axle
 Brake shoe pull off springs, S.R./early '34Y, double roller Set of 6 £ 11-50 axle
 Brake shoe pull off springs, L.R./C, single roller shoe Set of 4 £ 7-50 axle

MECHANICAL - ENGINE AND TRANSMISSION

Fan belts - 3" dynamo pulley only £ 5-50 each
 Y9737 Accelerator return spring (on cross rod or accel. rod assy.) £ 3-00 each
 Gaskets - price on application, upper engine only
 C exhaust, with tail pipe - stainless. plus (Red Star carriage £22-00) £ 52-50 ea *
 Y exhaust, stainless (* Carriage not included) £ 57-50 ea *
 Engine top water outlet (head to hose) £ 9-00 each
 Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order) £ 3-00 each
 Moulded Top Hose - suit Post Y head TBA
 Moulded Bottom Hose - suit Post Y engine TBA
 Engine pistons, various sizes - send pattern, non-returnable From £ 27-50 set
 No post-war 8hp pistons in stock
 Engine valves - early engine only - send pattern, exhaust or inlet £ 3-75 each
 Engine valves - long £ 5-25 each
 Clutch plate centre - exchange £ 21-50 each
 Clutch Pressure plates - exchange £ 39-00 each
 Clutch release bearings (pre-packed) £ 8-50 each
 Y24052 Cylinder head stud and nut £ 1-50 each
 Universal joint - complete assembly - exchange £ 17-50 each
 Universal joint only. £ 8-50 each
 Y4513 Cap (Universal joint housing) inner £ 5-75 each

Gearbox I hold large number of parts Please send list requirement

RUBBER PARTS

Front radius ball £ 4-25 each
 Brake and clutch pedals - exchange (send your old ones first) £ 5-25 each
 non-exchange £ 6-25 each
 Gear box Mounts £ 19-25 each
 Door stop buffers £ 2-30 each
 C Front Axle beam stop rubber (metal on request) £ 7-50 each

Bushes for shock absorber linkages specifically intended for S.R. but may be used on some L.R. depending on linkage design £ 1-20 ea
 S.R. side lights - base mats £ 4-20 ea
 L.R. rear brake rod support rubbers £ 4-20 ea
 Y under bonnet kit £ 10-30 ea
 Steering joint dust covers £ 1-20 ea
 Engine mount - exchange £ 5-40 ea

ELECTRICAL

Headlamp lenses, Both intermediate model types (Flat) £ 10-50 ea
 Rear lamp mounting bracket - finished black with fixing bolts £ 28-50 ea
 Battery fixing bolts £ 2-30 pair
 YE14300 Battery to switch cable assembly £ 10-25 ea
 Battery lug bolts £ 0-50 ea
 6 volt coils - not Ford £ 10-00 ea
 Headlamp bulbs (wattage not stated) £ 2-75 ea
 Bulbs, various (if rear lamp, state straight or off-set pins) £ 1-00 ea
 Late type distributor points (not early type) £ 3-25 ea
 Late type rotor arms £ 2-75 ea
 Early distributor caps £ 3-25 ea
 Early distributor points £ 6-25 ea
 Early type rotor arms. (with spring contact) £ 4-25 ea
 CE13075 Headlamp double contact bulb holder/cable S.R. & early L.R £ 5-50 ea
 Dynamo cut out controls £ 9-00 ea
 L10 Spark plugs - 4 £ 15-00 for4
 Headlamp Magnaflex Bars (Diamond Shape) £ 9-00 ea

FITTINGS - BODY

L.R. & C MODEL Front bumpers chromed not CX £115-50 ea
 L.R. & C MODEL Rear bumpers chromed not CX £ 95-50 ea
 Bumper Bar Bolts (Oval shape) ON ORDER
 Bumper bar end caps chromed £ 6-50 pair
 Chassis to carpet rails inside door (state 2 or 4 door) £ 33-50 pair
 Running board draught trims, adjacent to chassis, painted black £ 30-00 ea
 Running boards, for L.R. Y. Moulded in fibre glass (incl matting) with steel mounting brackets. Adaptable for S.R. £ 88-00 ea
 S.R. front valance below grill (external part only - fibre glass) £ 21-00 ea
 Floor board screws £ 0-10 ea
 Late L.R. Y four door hinge centre bolts. (Lock tabs on order) £ 1-20 ea
 Brass balls, door hinge £ 1-00 ea
 Y fixed timber roof stock kits in hard wood £ 70-00 ea
 Stock:-S.R. rear valance - Ken Arthur manufacture carriage extra £180-00
 Striker wedges - female - door pillar - housed 'C' Model £ 8-50 pair
 Enamel rad. badges, Dark blue-L.R. & C - Light blue-S.R. & early L.R. £ 13-40 ea
 L.R. badge mounts under manufacture. Send applications please
 Hub caps - to original specification £ 11-50 ea
 Oil can transfers, black only £ 3-70 ea
 Wheel nuts. Y Set of 20 £ 35-50 set
 Wheel nuts. C each £ 0-65 ea
 Bifurcated Rivets £ 0-03 ea
 Service-Castrol poster, reprinted £ 11-25 ea

SPEEDO CABLES-Speedo Graph Richfield Ltd, Rolleston Drive, Arnold Notts. NG5 7JR Tel 0602-264235 Prices on application Apply Direct

K27 - 5'8" long (Y) or K28 - 5'1" (C)

REMEMBER:send exchange items with order.

PARTS ORDER FORM - ISSUE 84

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 NEW ITEMS
PRICE ON APPLICATION.

Table with 2 columns: USED OR NONE LISTED ITEMS, NEW ITEMS. Rows are separated by dotted lines.

TOTAL

OVERHEAD CHARGE £ 3-00

TOTAL DUE £

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

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 84

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 84

To be returned to **KEN & KATH DEVINE**
5 EDWARD STREET,
WERNETH, OLDHAM. OL9 7QW

MEMBER'S NAME

NUMBER.

ADDRESS-

TEL. NO. DAY-

DATE

EVE-

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, unless specified)

GETTING PRODUCTION ON THE MOVE

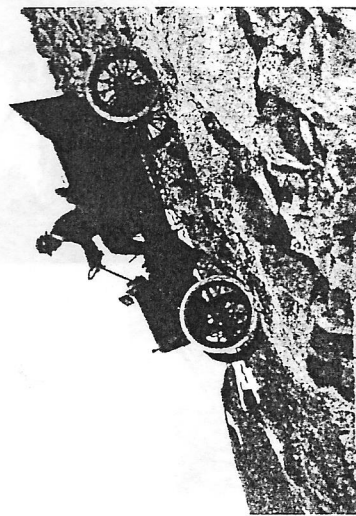
BRITAIN'S first Fords were shipped from New York in 1903. Eight years later, the Ford Motor Company (England) Limited was established as a first step towards building the phenomenally successful Model T in a former tram factory at Trafford Park, Manchester. About 60 men were employed to assemble the 'Tin Lizzies' by hand, and bodies from an outside supplier were wheeled to the factory on handcarts.

Right from the start, Trafford Park adopted the revolutionary mass-production methods pioneered by Henry Ford, the farmer's son whose vision and energy really put the world on wheels. Britain's first moving production line enabled the factory in 1914 to assemble up to 21 chassis an hour. From 3000 vehicles in 1912 Trafford Park's output soared to 6000 in 1913, and made the Model T Britain's best-selling car with nearly 30 per cent of the rapidly-growing market.

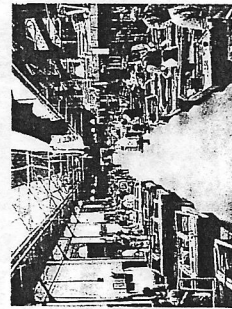
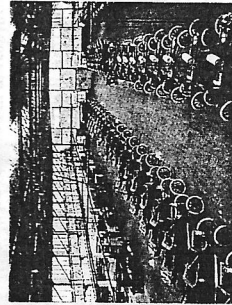
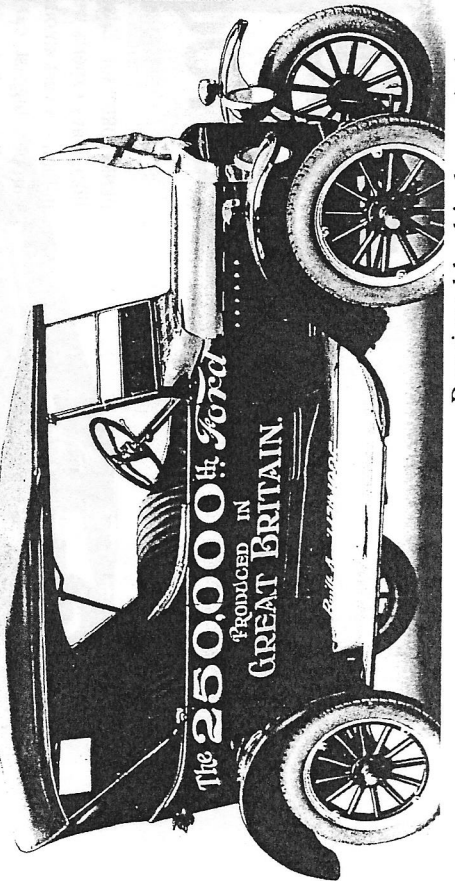
Those who boosted Ford's fast-growing reputation in the early days included Henry Alexander, a Scottish dealer whose Model T climbed 4406 bone-shaking feet to the summit of Ben Nevis, Britain's highest mountain.

Trafford Park was extended as demand soared after the First World War. But it was already clear that Ford needed a modern factory designed for operations on a vast scale. The hunt for a new home ended in 1924, when £150,000 was paid for a 500-acre site on the River Thames, near the Essex village of Dagenham.

A few months later, Britain's 250,000th Ford rolled out of the former tram factory in Manchester, where Fords were built until October 1931.



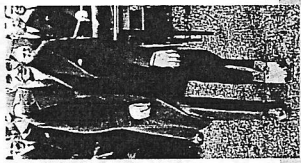
A HAZARDOUS RIDGE, 3000 FEET ABOVE SEA LEVEL
Henry Alexander's Model T Ford conquers Ben Nevis, 1911. He repeated the feat in a Model A in 1928



When mass production came to Trafford Park, the time taken to build a Ford fell from 12.5 to 1.5 hours

Trafford Park c. 1950, 000th

Reprinted by kind permission of Ford Motor Company Dagenham



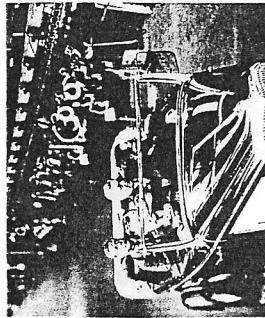
Edsel Ford cuts the Dagenham site's first sod in 1929

BUILDING BRITAIN'S BIGGEST CAR FACTORY

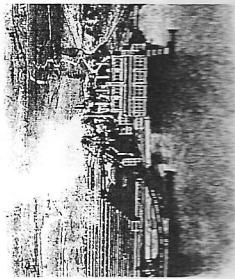
HENRY FORD'S son, Edsel, cut the Dagenham site's first sod with a silver spade on May 16, 1929. Many experts were convinced that the land was unsuitable, but Ford invested £5 million – a vast amount of money at that time – to create what was then Britain's and Europe's biggest car factory. No fewer than 22,000 concrete piles were used to consolidate what had previously been a soggy marshland used for generations as a tip for London's waste – it was the setting for Dickens' *Great Expectations*.

It had been chosen because Henry Ford appreciated the value of building factories with deep-water berthing facilities. A private wharf suitable for ships handling up to 10,500 tons of cargo gave Dagenham direct access to the world's seaways. Meanwhile, the London County Council was making the Essex village into a town by building 25,000 homes on Britain's biggest housing estate.

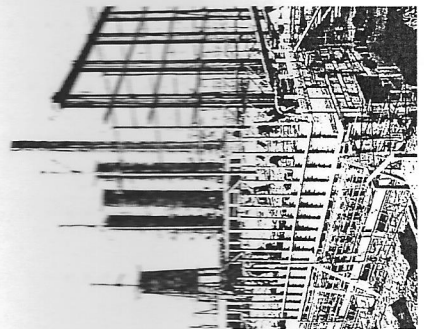
Dagenham produced its first Ford on October 1, 1931, when the nation's economy was in the grip of a terrible depression. Delighted to have something cheerful to report, the press hailed the factory as 'a magnificent gesture of faith in Britain's commercial future', and a 'lighthouse of hope in a storm-tossed sea of industry'.



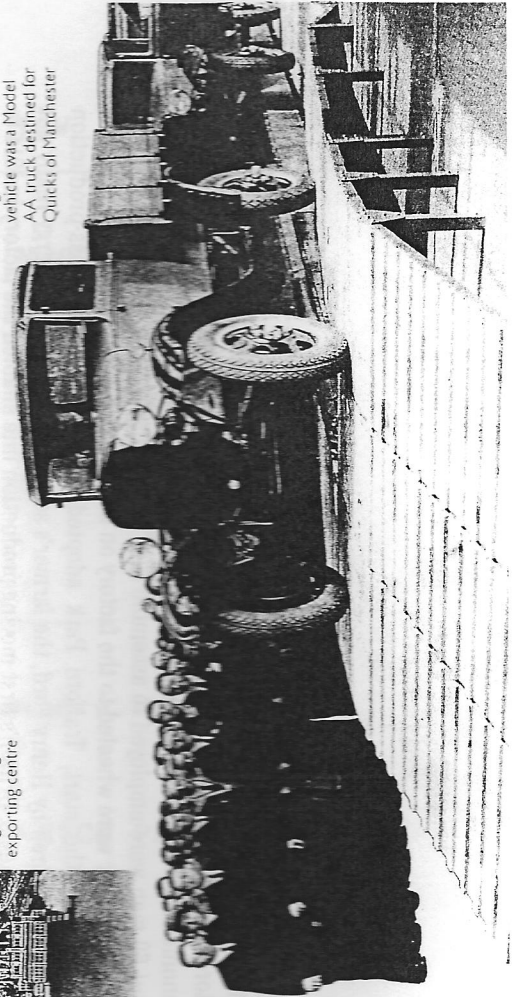
The future King Edward VIII tours Dagenham in a Ford V8 in 1934



Direct access to the world's seaways made Dagenham a great exporting centre



Britain's biggest car factory takes shape on the Thames estuary at Dagenham, Essex



Dagenham's first vehicle was a Model AA truck destined for Quirk's of Manchester

MOTORING'S GREATEST THRILL

HENRY FORD'S determination to build a car 'as useful as a pair of shoes' accounted for the Model T, more than 15 million of which were manufactured between 1908 and 1927. The 'Tin Lizzie' was replaced by the Model A, the first mass production car with a safety-glass windscreen. Pre-war favourites, in addition to the £100 Model Y Popular, included the 10 hp Model C and the more spacious Ford Ten. The Prefect was launched in 1938 and remained in production until 1953. The original Anglia also spanned the Second World War. At the top of the range, the V8 engine introduced in 1932 created an affordable saloon and sports car – the ancestor of today's high-performance Fords.

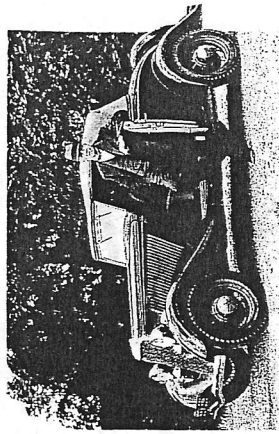


Ford introduced the first of many V8-engined cars in 1932. The Pilot was produced until 1951

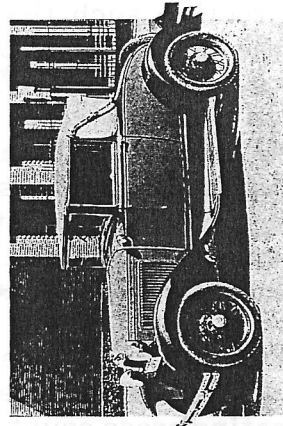


THE £100 FORD SALOON

FORD'S stylish little 933 cc Model Y caused a sensation when it was unveiled at the Albert Hall, London, in 1932. Priced at only £120, the well-equipped four-seater saloon undercut its main rivals, and was the first popular car of less than 1000 cc to have synchromesh gears. Dagenham's efficiency enabled the price to be cut to exactly £100 in 1935, bringing to many more families the dream of car ownership.



Ford V8, 1934



Ford Model A, 1931

WHAT HAPPENED TO THE A42?

I love reading maps. I can pore over a map for hours imagining the countryside it conceals. Having mused over the AA, 3 miles to the inch, road atlas the other day, I was surprised at how few people I subsequently spoke to understood the logic of the road numbering system on mainland UK. How the major roads radiate out of London and Edinburgh like the spokes of a bicycle wheel. The roads are numbered in a clockwise direction such that we have the A1 (the Great North Road): London to Edinburgh; the A2: London to Dover; A3: London to Portsmouth; A4: London to Bristol; A5: London to Holyhead and the A6: London to Carlisle. From Edinburgh we have the A7: Edinburgh to Carlisle; A8: Edinburgh to Glasgow and on to Greenock and the A9: Edinburgh to John O'Groats (although now its the A90 which crosses the Forth Road Bridge). Between each of these are A and B roads numbered in tens, hundreds and thousands, again radiating between the main spokes and numbered clockwise. So, for example, between the A1 and the A2, we have the A10: London to Kings Lynn; the A11: London to Norwich; the A12: London to Lowestoft and the A13: London to Southend.

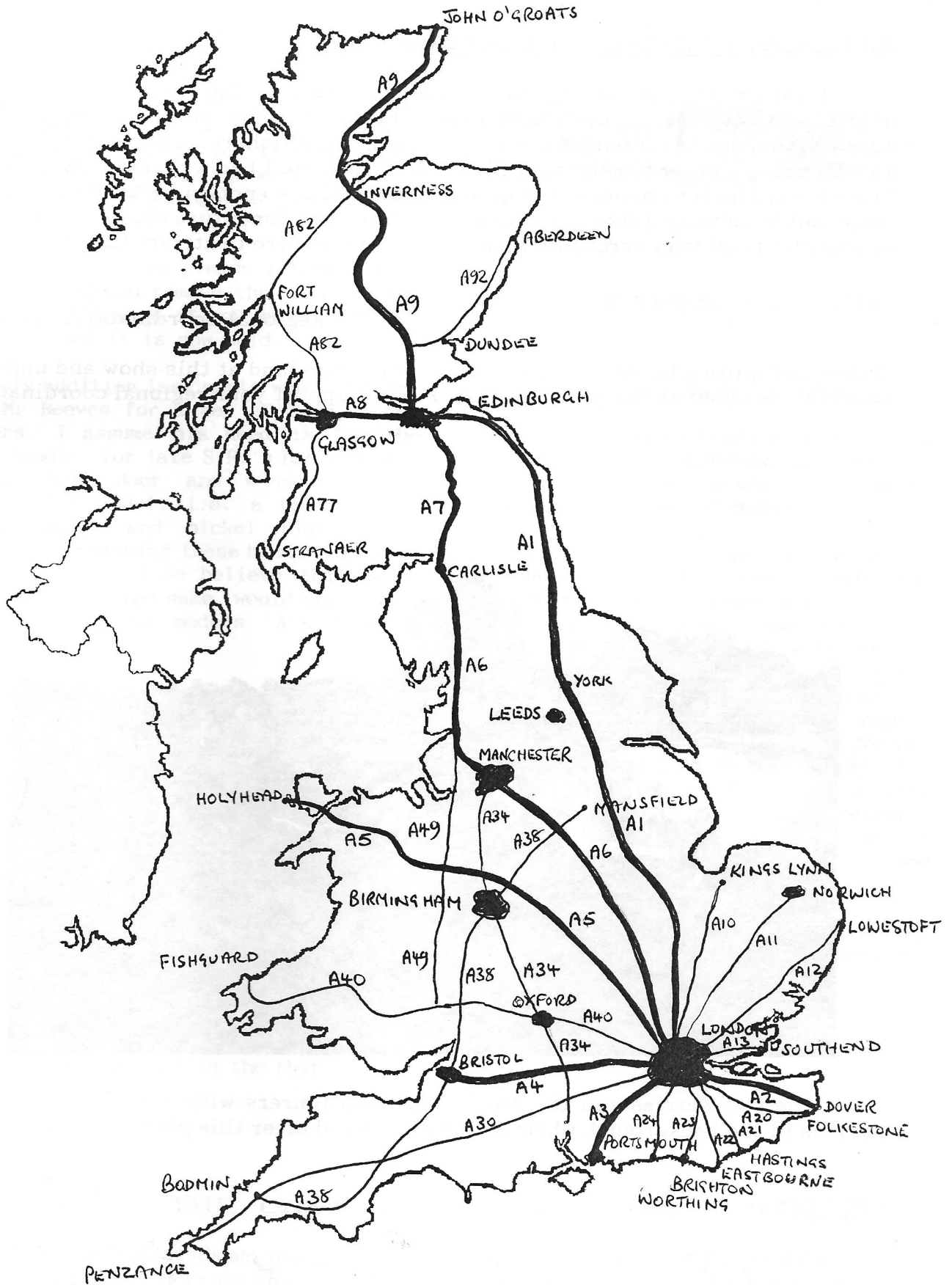
The logic starts to disappear in the higher ranges of each subset of numbers and this is where the maps become interesting and ones thoughts turn to following these fascinating cross country roads in the Model Y. We've taken the A1 subset as an example so lets follow that through. The A14 meanders cross country from the A1 at Huntingdon to the M1 at Rugby, the A15 from the A1 at Peterborough to the Humber bridge (it used to go to the New Holland ferry), the A16 from the A1 at Stamford to Grimsby, the A17 from the A1 at Newark to the A10 at Kings Lynn, the A18 from the A1 at Doncaster to the A16 near Louth and the A19 from the A1 at Thirsk to the A1 north of Newcastle. Those who have followed me so far will note that the A14 defies the logic by going anti-clockwise from the A1 into the A6 segment. In fact the A14 originally went from the A1 at Huntingdon to the A10 at Royston, now renumbered A1198. This obeyed the logic. The present A14 has replaced the correctly numbered A604, which went from Kettering to Huntingdon and thence to Cambridge.

Following these roads as they wander across the pages of the atlas, sometimes obscured or replaced by motorways, we find some really interesting ones. Take the A38 for example. Its a cracker and one I will travel in style as a retirement project. It starts at its junction with the A30 at Bodmin in Cornwall and proceeds through Plymouth, skirting Dartmoor to Exeter, where it has now been superceded for 20 miles by the M5. It has been renumbered along this stretch as the A3181. From its junction with the A361 Barnstaple road, it is reinstated as the A38 and goes via Taunton and Bridgewater up to Bristol. From Bristol it hugs the River Severn, through Gloucester and Worcester and then nips across into the heart of Birmingham. It survives that and emerges the other side, passes by the cathedral city of Lichfield on to Burton upon Trent and Derby and finally joins the A60 at Mansfield on the edge of Sherwood Forest.

Another attractive looking one is the A49 which starts in its rightful segment of the bicycle wheel at Ross-on-Wye (A40) and heads north, keeping a respectable distance from the Welsh border, and passes through Hereford, Shrewsbury, Warrington, Wigan and joins the A6, way outside its segment, just south of Preston. The A34 crosses two segments on its journey, starting in Winchester and splits the country in two on its long journey to the A6 in Manchester.

As an exercise, I've traced all the roads from the A1 to the A98, but one thing puzzles me. What happened to the A42? I've searched the map and can't find it. Logically it ought to be in the Buckingham, Bicester, Banbury, Brackley, Bletchley area. Its namesake, the M42, is well known to me as the Birmingham eastern ring road, but that was built on a greenfield site and isn't built over an A road. If any readers can throw light on this mystery, I would like to hear from them. My guess is that it was renumbered A421 for some reason. Lets hear about your favourite roads.

Sam Roberts.



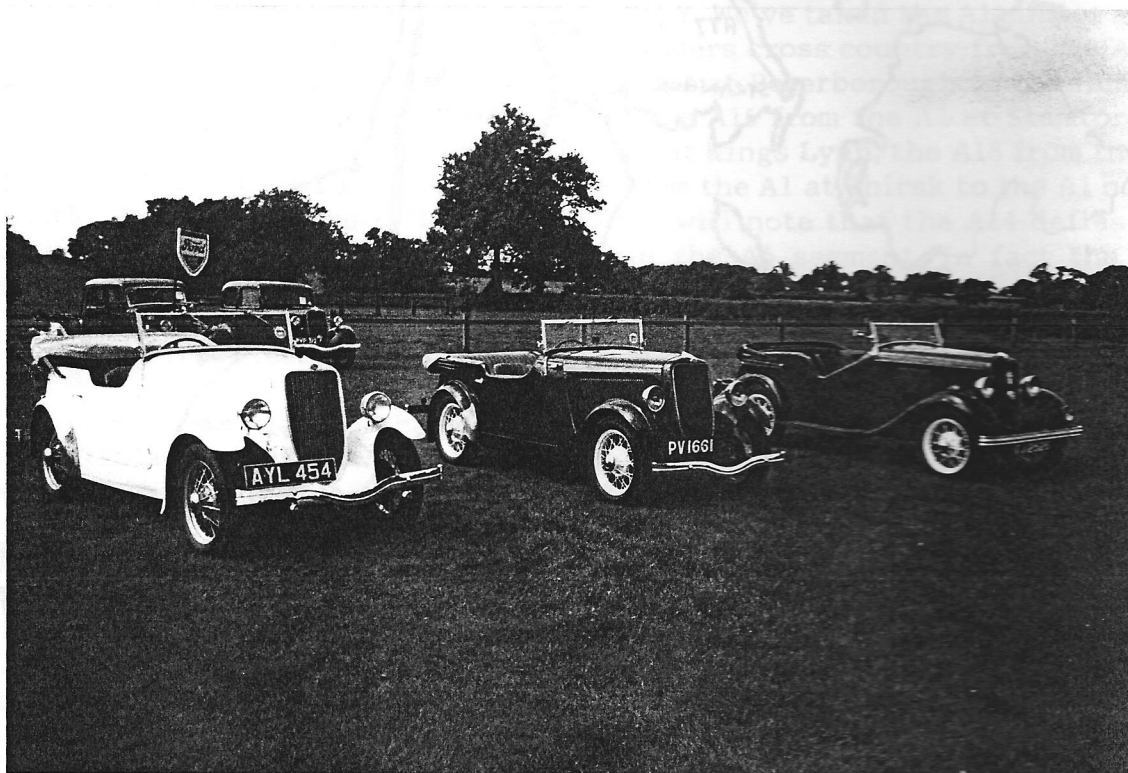
The logic of the mainland UK road numbering system, plus a sample of the more exciting looking cross-country roads.

THE HICKSTEAD INTERNATIONAL ANTIQUES AND CRAFT FAIR - 31ST JULY & 1ST AUGUST

First of all, I personally found the organisers of the Hickstead show very helpful and very keen to distribute tickets to our members as they came in. So top marks go to them. As for our members, apart from Peter Richarson, Chris Smallman and myself, not one other member that I know of turned up. I had written to 18 members. I find it very hard to believe that no-one had the time to not only phone me or write to me, but to turn up. I feel quite bitter about this. As for future shows, I shall have to consider it all very carefully. What do members require to attract them to a show?

Julian Janicki.
Regional Coordinator, Region 04

(Julian put quite a bit of effort into organising the stand at this show and understandably is upset at the poor response. Please support your regional coordinators)



The two Kerries and the Knibbs & Parkin tourers with Julian's and Peter's saloons in the background. Chris Smallman arrived after this photo was taken.

OBITUARY

It is with regret that I report the passing of one of our members. Richard Wakefield died on the 22nd August from multiple ulcers at the young age of 49 years. Richard had been a member of the Register from shortly after its formation in 1979 and was seen at many shows in the south of England with his immaculate Longrad Fordor Model Y. He had recently purchased a Model A and was a member also of the Model A owners' Club. Julian Janicki and Sid Sheppard attended his funeral in Brighton on behalf of the Y&C Register and the Model A Club respectively.

Sam Roberts.

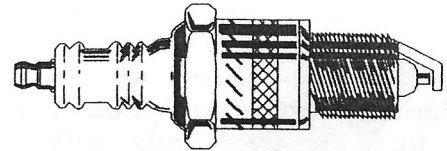
Our new style of passing comments on members needs, as listed under "Wanted" must of had the effect of other members helping those in need, for I've not had a single request from the members who wanted help with various things. Or did my words fall on deaf ears?

If you are fixed up please inform Ken in order that he can remove the request from the list - likewise if you have something for sale, and it is now sold.

The only addition last month was a request from Mr Reeves for a set of S.R. window winders, I assume his need is for the early handle, for late S.R.'s had the same handles both door and window as the Intermediate Model, i.e. a ball on the winder handle and nickel plated. The chances of obtaining these handles is very remote, however I do believe that repro 'A' handles are the same, would any member with knowledge of models 'A's like to comment.

The spares list has been updated, so please use it when ordering. The only additions are the moulded radiator hoses for the non-standard engine and cylinder head. However as I write this they have not been received or invoiced yet. We continue to concentrate our interest on reproduction items, where no longer obtainable in any viable amounts.

Since the last Newsletter I have been offered a considerable list of old stock parts, but as the price was high and the likelihood of selling more than 20% of it in the balance of this century is rather low, I passed it by. After all if it was redundant or unwanted in the thirties who says we need it now.



SPARES REPORT

STANFORD HALL - or its replacement venue.

A number of long-standing members, I certainly am one, expressed the need to change our venue for the annual club week-end - not cancel it altogether.

My suggestion was that we move to different areas of the country each year in-order to create renewed interest, and at the same time attract new members to join us from that direction. With that in mind Kevin may have found the ideal location for next year, I won't steal his thunder, I'll let him make his own report in the next edition, but if we can get our act together, and I am certain we can, for the owner of the site - has a very original 35 Y and as yet is not a member - is keen that we hold an event on his land, which to say the very least has some very interesting curios.

If David Grace can be persuaded to set up next years event, we could be in business with a difference.

Graham Miles

BELOW IS THE LAST OF THIS YEARS EVENTS

<u>DATE</u>	<u>VENUE</u>	<u>CONTACT</u>	<u>TEL NO</u>
2/3rd Oct	Malvern Motoring Event	Dave Curtis	0432-356302
17th Oct	National Restoration Show Stoneleigh, Midlands	Geoff Dee	0926-334780

YORKSHIRE 'DO' 1993 (Sept 4/5)

(Concentrate on reading this with a broad Yorkshire accent!)

This year we thort wi'd 'ave t'do at Leeds Centenary Festival. An' before tho' sez out I don't remember t' first'.

We joined in wi't big car show at Temple Newsam Park - they din't arf gi'us a big stand an' all. Me and Gordon Batchelor cud a' built a pair o' grand 'ouses on t' plot but we settled for t' marquee instead.

By gum we 'ad some grand cars on show an' everybody wa' reet welcome. Lancastrian contingent came i' force - all t' Devine family wi' CXs (Saloon & Tourer) an' Ken's Y Tourer, Jean & Reg Hunt wi t' well travelled 4 door Y an' Sue & John Griffiths wi' a funny green caravanette to sleep in see.

Geordie lads & lasses ad a reet good journey down. Ian Wright, Trevor Walker and Ronnie Topping from Newcastle picked up Evan Manuel on t' way down in Middlesbrough. Evan 'ad 5 ton o' spares wi' 'im it being t' cars first trip but 'e didn't need 'em and 'e wa' reet glad.

Derek Creaser an' John Kirby didn't a' far to come wi' livin in Leeds - both brought Ys. Terry Thomas bearing restoration scars an' Peter Brooke brought their Y restoration projects from Castleford and Rawcliffe.

David Grace of Stanford Hall fame brought 'is shiny chassis and a door - 'e sez it's a tourer (Alpine) but we'll believe it when we see it all in one lump David!

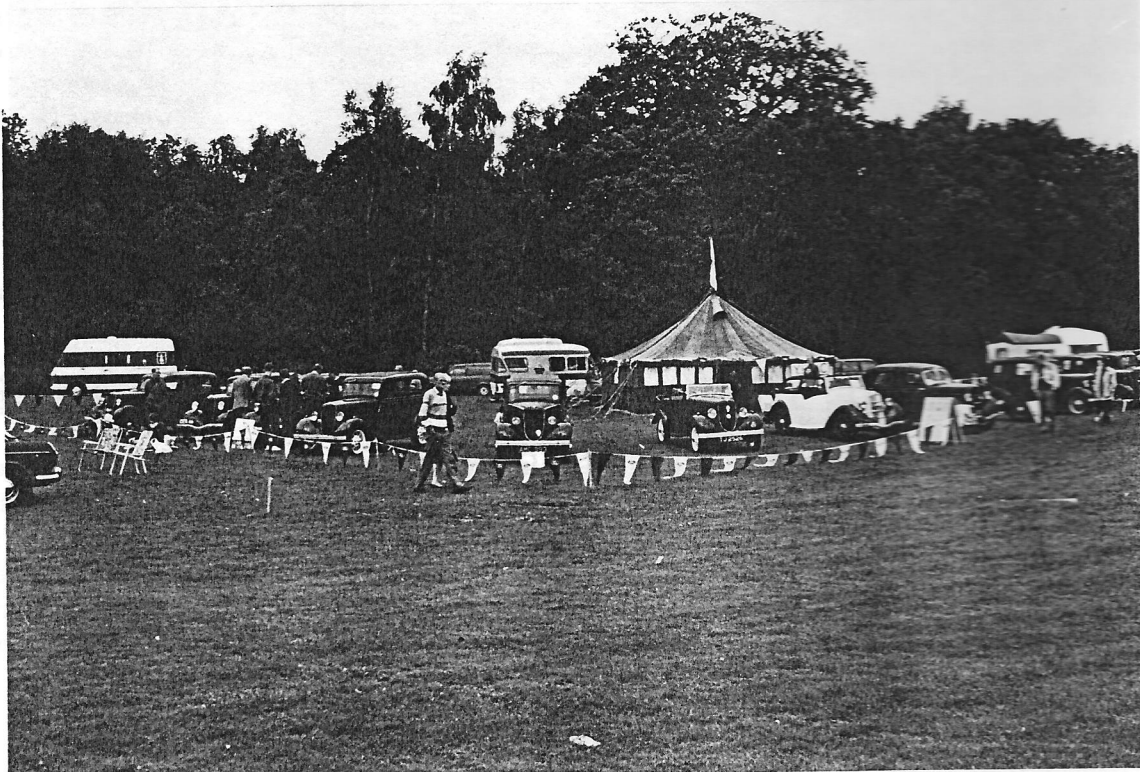
Brian Hodges joined us wi' 'is reet smart 1929 Model 'A' Phaeton an' Bryan Dixon from Sheffield wi' 'is 200,000 mile Cortina. Both of 'em ave Y's but not ready for t' road just yet.

We wa' reet busy on t' stand wi' t' spectators an' many of em said we 'ad best bunch of old cars on show. We thort so an' all!

I reckoned up that 'our' cars 'ad done 1700 miles in total to be there - thanks for comin' an' see thee all next year at Great Yorkshire Do!.

Bob Wilkinson

[P.S. I blame t' teachers for t' spellin]



(PHOTO KEN DEVINE - YORKSHIRE 'DO')

FOR SALE



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

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

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

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- (1) 1935 Model Y 2 door with V5 and MOT. Will swap for pick-up or flat bed up to early 50's or stationary engine about same value. A. Burrows. Ashford. Middlesex. Tel 0784-251747

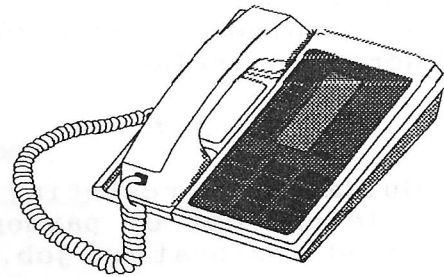
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- (1) 1936 Model Y 2 door L.R. model with sunroof. Unmarked black coachwork and chrome, with green interior & wheels. Excellent condition throughout, very correct and original in all respects, including leather interior, oil can, pork pie rear light, vacuum wiper, registration number etc. Taxed, MOT'd and running perfectly. This car has been in my ownership for the past six years and has won many awards. Has been very reliable and is undoubtedly one of the very best cars available anywhere today. Will accept offers in the region of £5000. Price to include some valuable spares. Ivan Ford. Lisburn, Co Antrim. days-0547-66311, nights-0846-673561

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- (1) 1933 Model Y L.R. 2 door, nice useable car. New MOT £2950.00 Cambridge. Paul Murawski 0954-52307

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FOR SALE/WANTED



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

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- (1) Model C - Front seat in brown. Good condition. Ivor Bryant 0454-411028

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- (2) Model CX - good for spares? 0827-898936 Non member.

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WANTED

- (3) Model Y - Short Rad preferred. Don Clemson 0206-845902

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- (2) Parts book for 1933 S.R. model Y. - (for member in Norway) contact Bob Wilkinson 0405-860836

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- (2) 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.

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- (3) Windscreen wiper and arm for 1937 2 door Y F Reynolds, 0925-752945

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WANTED

(3) Centre bonnet bar for 1936 Y
J. Mawhinney. 0232-864258
Northern Ireland

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(3) Guidance on restoring model Y
sliding roof or payment for
sound restoration job.
Also wanted Pressed Steel
Luggage Grid.
Peter Millican 0602-470164

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(2) S.R model Y window winders.
S Reeves. 0753-537746.

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(1) Model Y in exchange for 1966
MK111 Zephyr IV in excellent
condition. John Slocombe.
0924-825698

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(1) Complete engine for model Y
Brian Wood 061-775-3766

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(1) Headlight Rim - SR Model Y.
Dave Lambert. 091-4161224

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(1) 2 Headlamp Rims - LR Model Y.
Terry Thomas 0977-554551

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(1) Headlamp Lens to suit Magnaflex bar
1936 2 dr Y. Len Williams 0295-250536

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(1) Badge Bar for Model CX. 1936.
Kevin Devine 061-626-1256.

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(3) Ford 100E Bumper. Kevin Briggins
0582-601692

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FOR SALE (NON MEMBER)

This rather sad looking SR Y is for sale, the asking price is £200 it is in fact worse that it would appear in film. The back end has been stoved in and would require a new rear body. (I have one free to good home but LR) No seats fitted

The grill is brand new, and rear bumper is in very good condition, the engine is post war but does turn over. One very interesting point is the Panhard rod fitted to the front axle if you want it you have to buy the car. Enquiries to Ed. Phone number on inside front cover.

DEADLINE FOR COPY FOR

NEXT ISSUE 28-OCT-93

NOTICES

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

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

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

USEFUL CONTACTS

STOCKISTS, EARLY FORD PARTS

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

Mr Tony Butterfield, 2 Cockers Lane, Leyland, Lancs PR5 3SU
(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

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Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD
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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 SPIO 1H
Tel: 0264 323144

BADGE RE-ENAMELLING, CHROMING

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

CHASSIS RESTORATION/EXCHANGE

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

TYRES, TUBES AND RIM TAPES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts
(Callers by appointment only) Tel: 0923 31699

Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA
Tel: 0629 640227

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 RMI8 7BJ
Tel: 0375 850146 or 03752 2239

Advertising rates:

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

Apply to Chairman

