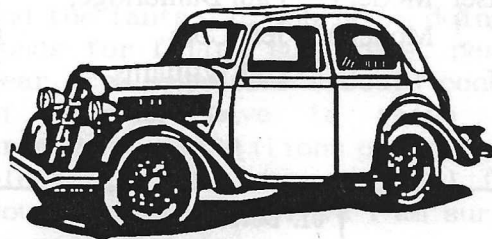
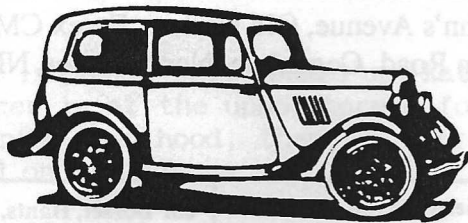


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 85  
October / November 1993

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The rally season is now well and truly over, (more's the pity) and we can now concentrate our efforts on preparing our car's for next year doing the jobs we have been putting off whilst attending rallies.

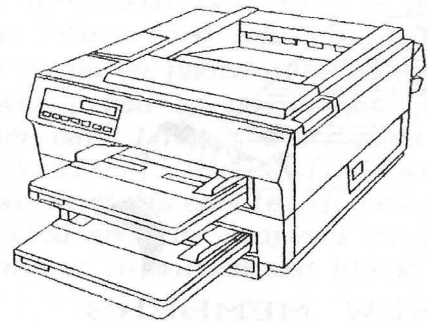
It was a nice surprise at this time of year to receive Bobs list of new members, 18 in all, that must rate as one of the better periods for some time, especially in the variety of cars and vans, some new to the Register, hopefully the 'C' owners will give us something to put in the newsletter I always feel the magazine appears to be biased to the Model Y but appreciate that this is due to the difference in numbers of Y's & C's on the register.

My winter is pretty well booked up, Kath's 'CX' tourer is at the upholsterers for a new interior and hood, then it will be resprayed on its return.

I have also purchased another car (perhaps I should have said stolen) a 1960 Ashley Special 8hp based on the 1938 Anglia, I saw the car for sale for £175 on a trailer at Hooton Park, Ellesmere, Cheshire. I didn't particularly want the car, just the engines, which I was told had been fully reconditioned and tuned as had the gearbox and back axle, my first thoughts were "oh yeah another one of those" so we had a good chat and learned that an uncle had started to build the car in 1960, but never finished the project and the chap selling the car had no interest in it nor did he appreciate the potential.

After removing one of the spark plugs and seeing shiny new valves I began to realise that perhaps he was in fact telling the truth about its condition and decided to offer £150 which he accepted without question.

I was delighted and first thought of putting the engine to one side for my KP Tourer, my mind was soon to be changed (*not by me. Kath*) to thoughts of restoring the car after all. The chassis, car body, engine, gearbox, back axle, bellamy front axle, hydraulic brakes plus independent suspension all round were all brand new when the car was started and none of them were in bad shape, this all proved to be true once I had the car in the garage, so it will now be restored over the winter and should be up and running around next year.



## EDITORS REPORT

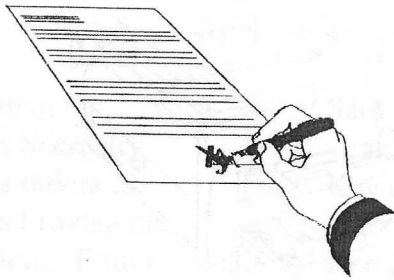
Finally I can't close this newsletter without drawing your attention to the plight of member Dave Chaffey on page 7 and the fantastic job he is doing to raise funds for fellow sufferers, perhaps next year area organiser's could consider ways of helping Dave to raise funds by arranging competitions or road runs etc., please try. If anyone at all feels they would like to help Dave I am sure he would be most grateful.

*The chairman and committee of the Y & C Register wish you all the best for Christmas and the New Year.*

KEN







## NEW MEMBERS

Since the last newsletter 18 new members have joined our ranks:-

- |        |                |  |
|--------|----------------|--|
| B0333  | Doug Barber    | Ramsdown Farmhouse,<br>Chillerton, Isle of Wight,<br>PO30 3HG                |
| O-B103 | Garth Barnes   | 1 Noel Str, Westering,<br>Port Elizabeth,<br>South Africa 6025               |
| B1951  | Austin Burke   | The Square, Miltown Malbay,<br>Co. Clare, Eire.                              |
| C1338  | Ivan Canham    | 801 Foxhall Road, Ipswich. IP4 5TJ   |
| C0835  | Rak Crabtree   | Cypress Cottage, Valley Rd, Fimere, Buckingham. MK18 4AL                     |
| C1437  | Lee Corfield   | 5 Porlock Avenue, Audenshaw, Manchester. M34 5WT                             |
| O-E101 | Bill Elwell    | 743 Euclid Ave, No. 4, Long Beach, California, 90804 USA                     |
| H0921  | John Howard    | 11 Second Avenue, Garston, Watford, Herts, WD2 6PX                           |
| P1610  | Eddie Parkin   | 46 Roman Road, Batley, West Yorkshire. WF17 0BY                              |
| R0421  | Terry Roberts  | 6 Clarendon Court, Blackwater, Camberley, Surrey. GU17 9JN                   |
| R0622  | Paul Rudge     | 1 Fox Avenue, Pentwynmawr, Newbridge, Gwent, NP1 4HP                         |
| O-S101 | Jos Schumacher | 1E Groenlaan 69, 1901 TB Castricum, Nederland.                               |
| S1604  | John Slocombe  | 331 Castleford Road, Normanton, West Yorkshire. WF6 1QU                      |
| S1517  | Robin Smith    | Westcott House, Mill Lane, Grimoldby, Lincs.                                 |
| T0509  | Tom Tomlin     | 23 Guildford Avenue, Dover. CT16 3HF   |
| T1111  | Liam Tomlinson | 10 Petershouse Drive, Four Oaks, Sutton Coldfield,<br>West Midlands. B74 4XN |
| W1029  | Ken Wheeler    | 33 Worcester Crescent, Mill Hill, London. NW7 4LP                            |
| Y1301  | Bill Yates     | 15 Station Road, Claydon, Ipswich. IP6 0HS                                   |

As usual I ask new members to contact their Regional Coordinator and existing members to contact new members in their locality.

Bob Wilkinson

## NOTES ON NEW MEMBERS

There are some interesting 'new' cars in our ranks this Newsletter! In fact to have eighteen new members at this time of year is exceptional in any case.

John Slocombe from Normanton is looking for a model Y.

Preferably a short rad model. He is no stranger to Fords being an active officer of the Zephyr Mark 11 club for a number of years.

He currently has a very low mileage, one owner, Mark 111 Zephyr 4 for sale, - anyone interested in an exchange? (see ad)



How long is it since we had a model 'C' featured in this column? well what about 4!

Tom Tomlin sold a 'C' model a few years ago and regretted it so he has bought another, His 1935 4 door model was traded in by Andy Aldridge when he bought his CX tourer last year.

John Howard in Watford is restoring a 1936 CX (please let me have full details John - Bob) John joined us after discussions at the All Ford Rally.

Bill Yates in Ipswich has BBJ 16 a 4 door 1935 C model which has not been on the road since 1970. Bill brought the car home after purchase a few weeks ago and is intending to undertake a running restoration - the first aim being to get the car through an MOT test next spring. He is looking for a sidelight incidentally.

Eddie Parkin joined us after seeing our cars at the Yorkshire 'Do' having soldiered on without knowing of the club for nearly 10 years! He writes -  
*"It has been a long restoration. The car was, as you may say, scrap! it was 95% complete - the rest were huge gaps eaten away by rust. All the doors had 4 inches missing from the bottoms and there were no sills at all. I decided it would be much cheaper to buy welding equipment than pay for the work to be done.*

*I bought a red-backed book (Ellison Hawkes book on The DeLuxe Ford 10hp ED) in which there is a coloured photo of a model C. This was all I had to go on not having seen another car. I had the stripped body shot blasted after it was rolled over in the yard. Welding was completed, new floor timbers fitted and the bodywork prepared for re-spraying in maroon and black.*

*I hope now to have the car completed early next year and run it as my only car in my retirement."* Well done Eddie Bob.

2 old friends Robin Smith - 1936 4 door Y and Liam Tomlinson - 1935 Y have rejoined us after a lapse of a few years. Both cars are in excellent 'on the road' condition and we look forward to seeing you both around at events. Liam visited the Stoneleigh restoration show where he met Geoff Dee and Geoff Salminen who were running our stand. Liam says - *"I had a good long chat with them both and they did the Register proud giving expert advice to the many visitors who came to the Y & C stand"*

Rak Crabtree joined in Sept, after picking up one of our introductory cards but I haven't had any car details from you yet Rak. Please oblige. Bob

Doug Barber on the I.O.W is restoring one of the last produced S.R. model Y's (Chassis Y36250) and at the time of joining was soaking his seized engine in a barrel of diesel to free it up!



(PHOTO - PRIOR TO RESTORATION EDDIE PARKIN)

Austin Burke in Co. Clare shouldn't be too long in getting his 1935 4 door. YJ 2274 (Dundee Registered) model Y on the road. Respraying the bodywork and sorting out some re-chroming look to be his biggest tasks.

Ivan Canham near Ipswich also has a 4 door model Y (1936) and currently is having all removable body panels sand blasted. All mechanical work to engine and transmission has already been completed. On the road next year Ivan?

Terry Roberts and Ken Wheeler have Y restorations in hand on original vehicles they have known for many years.

Terry bought his 1936 Y DMK 432 in 1971 complete with old logbook and original owners wallet containing full range of literature supplied from new. He never got round to working on the car until now, and he is still unsure whether to do a running restoration, after sorting out electric's and basic MOT items or a full restoration.

Ken Wheelers 1936 Y model was "bought by my wife's grandfather for his step-daughter, Mary Pullen, a music teacher. Following an accident in the summer of 1948 a new nearside door and running board were fitted - the latter had to be made by the Aldershot Motormart and consequently does not match the offside running board. A reconditioned engine was fitted in early May 1952. The car still has all original documentation and tool-kit (less grease-gun)"

Mary Pullen died recently and Ken has decided to keep the Y in the family. He no doubt faces the same decision as Terry Roberts - How much work do you undertake on an original vehicle?

*Following reports on 4 'C' models earlier, we have 2 model 'Y' vans with new members.*

Paul Rudge in Gwent has recently bought the 1937 Y van previously owned by Jonathan Hill in Devon. DCD 617 was a bakers van (I think?) and has covered only 65000 miles or so. Paul is 'on the road' no doubt enjoying every mile.

Lee Corfield has a great deal of restoration work to do on his 1937 Y van ADP 230 which had been started by former member Alan Oakes. Y vans are quite rare so keep us updated on progress Paul and Lee.

*Our cars keep turning up in overseas places too - we have 3 in this edition.*

Garth Barnes in Port Elizabeth, South Africa is indeed a brave man. He says- "My 1935 model Y has to be totally rebuilt, it was purchased stripped down and was a pile of rusted bits, it took me 3 trips with a 3/4 ton truck to get them home. The body was transported on a boat trailer"

There are a few model Y's in S. Africa so I hope you have some support Garth. Bob

Bill Elwell in California was really excited to get all the info and (workshop) Bulletins from the club to help him with his 1936 Y (DMH 205). Often we take understanding 'our' cars for granted, Bill writes-

*"Thank you for the translation of several terms (fender = wing, bulkhead = firewall) For a while I was trying to figure out what rad meant, but after reading the Newsletter I think it means radiator. I was able to determine if I had a long or short rad model. Is a "sidevalve" what we Americans call a "flathead"? (Yes - Bob) I am laughing at myself struggling with English for the first time in thirty years. I had thought it was my native tongue."*

Bill now has copies of the Workshop Bulletins so will no doubt be able to sort out the work to clutch & shocks and be 'on the road' fairly soon.

A little nearer our shores (in fact he is a frequent visitor) is Jos Schumacher in the Netherlands and in addition to other Fords, he owns a left hand drive 1934 long road 2 door model Y supplied new to a Danish owner. Jos bought it in 1988 and had to go through a 4 year hassle of obtaining a registration mark for the car (We thought we sometimes have problems!)

The previous owner had done most of the restoration work including a maroon/black respray. He had to obtain another engine (from a boat) as the original had a cracked block. His worry now is keeping to the 50 m.p.h. MINIMUM speed limit on Dutch motorways!

Welcome to you all - please keep us informed on progress and don't forget to send in those photographs.

BOB WILKINSON



TRACING THE HISTORY OF YOUR CAR?

The DVLA can help you in this matter by providing names and addresses of former owners of your car - where known of course. Only current listed owners may apply.

For a fee of £5-00 (payable to Dept. of Transport) you will obtain photocopies of documents listing change of ownership, engine and body colour changes and a photocopy of the old logbook - subject to availability.

This can be obtained by writing to :-

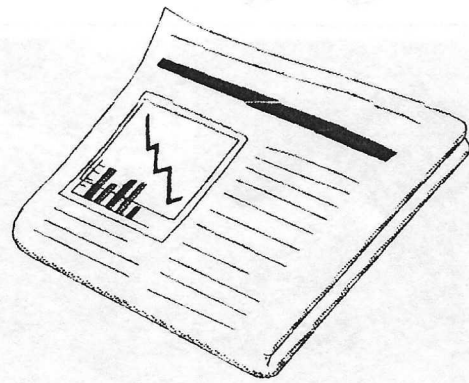
MRS E. A. DAVIES.  
HEAD OF VEHICLE ENQUIRY SECTION.  
D13 DVLA,  
SWANSEA.  
SA99 1AN

But be prepared to wait. The last one I asked for took 3 months to process!

INSURANCE VALUATIONS ON OUR CARS.

Valuations can be obtained for insurance purposes from the Register.

If you write to me sending full restoration and condition details and photographs of your car I will be able to help in this matter. There is not charge (S.A.E. appreciated) but travel expenses may be incurred if the vehicle has to be inspected by a local committee member. We have a good relationship with our insurers (see list on back page) and our integrity will be maintained by supporting realistic valuations.

REGISTRAR COMMENTSSHELL BOOKLET"FUEL WORRIES CLASSIC CAR OWNERS"

If you wish to obtain a copy of this booklet, which addresses some of the problems relating to unleaded fuel usage in 'our' cars, please write to :-

PARAGON COMMUNICATIONS (UK) LTD,  
FILM HOUSE,  
142 WARDOUR STREET,  
LONDON.  
W1V 3AU

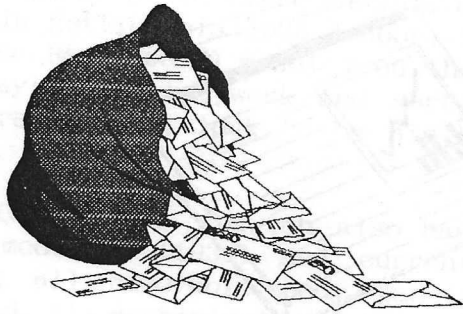
Enclose a stamped addressed A5 envelope for return and mark reverse of envelope with name of our club.

BOB WILKINSON



(PHOTO BILL BALLARD JOS SCHUMACHER'S Y)





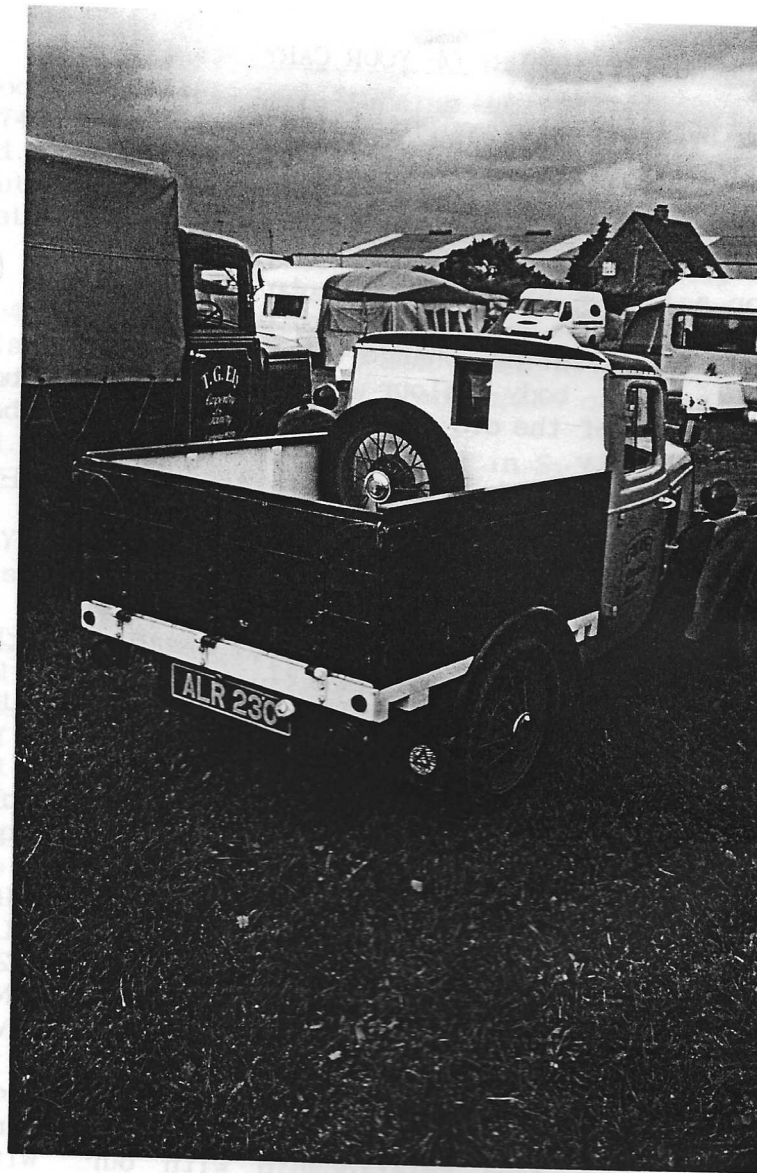
## MEMBERS LETTERS

The two photographs on this page were taken by Don Faulkner at the Enfield Show this year.

The Y pick-up of fellow member - I Buckler of Kent - looking very smart in its multi-colour paint scheme.

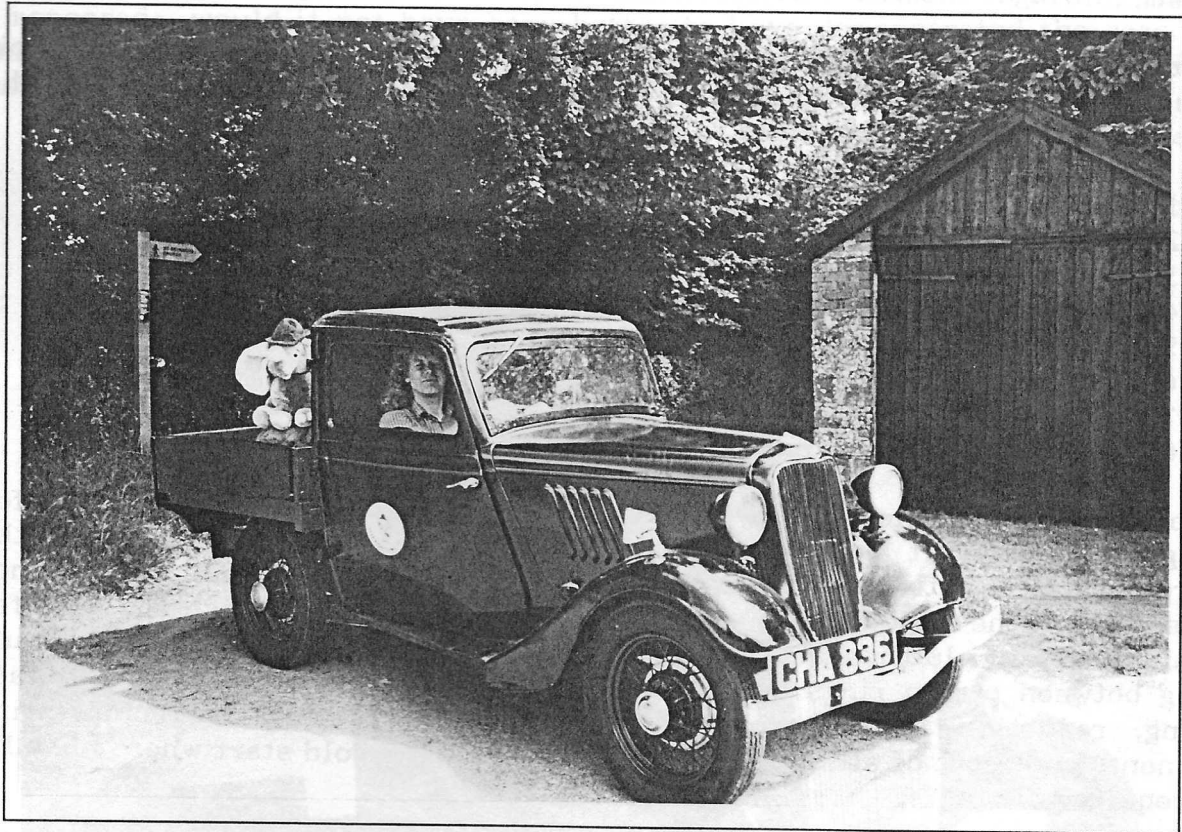
Cab	Yellow
Rear box	Green
Wheels	Red

Don asks "Is this original?"



# Ben - driven by you!

PAGE 7 / ISSUE 35



**“I never thought I would need BEN, but I *know* that BEN needs you.”**

## ***why David's invitation has been sent to you:***

Three things in David's life link him with the people who have been sent this invitation: the Ford he has re-built, the work he once did in vehicle repair and **BEN**, the motor industry's own charity.

## ***why David wants you to help:***

**BEN** is the only charity that gives direct help to employees and their families - people like you - from within the motor and allied industries.

In the past three years, **BEN** has seen a 66% rise in the number of new cases receiving help from the Fund. 4000 people coping with serious ill-health and family distress depend on the welfare support and care that **BEN** provides because of support from people like you.

## ***BEN is your industry's own charity:***

9 people living in **BEN**'s residential and nursing centres and 99 current cases receiving welfare help and support at home have come from the Ford Motor Company. Grants totalling £101,434 have been made to cases referred from this company alone.

91 residents and 488 current cases from motor vehicle sales and service companies receive help now from **BEN**. Since the start of this year £56,312 has been made in grants, with total grants made now reaching £673,840.

# **Ben - driven for you, driven by you. Please support David.**

Contact: Val Moore, Ben Area Manager, 63 Robertson Road, Eastville, Bristol BS5 6LA. Tel: 0272 354488.

Ben- Motor & Allied Trades Benevolent Fund  
Lynwood, Sunninghill, Ascot, Berks, SL5 0AJ  
Tel: 0344 20191 Fax: 0344 22042  
Registered Charity No: 297877



Dear Sam,

I would voice concern at your statement on the required use of a monograde oil without any form of qualified analysis or evidence to the contrary. No matter what the engine design, all oils are required to perform 8 basic functions:-

1. Minimise friction.
2. Prevent wear.
3. Cool the running components.
4. Provide a good seal in the piston ring zone.
5. Remove solid debris from the piston ring zone.
6. Keep the engine internally clean.
7. Resist degradation of the oil itself.
8. Prevent internal corrosion.

The most important single property of an engine oil is viscosity. There is no ideal for an engine, whether it be a sidevalve, overhead valve\cam or otherwise, the requirement varies with the oil's local function and the parts being lubricated. Hence the viscosity of the selected oil must be a tailored compromise ie. high viscosity for the maintenance of a lubricating film in crankshaft bearings and good lubrication and sealing between piston rings and cylinders, and light viscosity to provide easy starting, reduction in fuel consumption, enhanced cooling of reciprocating components and, most of all, rapid circulation of oil on a cold start where initially most required.

Similarly, as with engine technology, oil technology has moved on. One only has to look at the state of internals of sidevalve engines which have been lain unused with old engine oil inside and seen the amount of sludge and debris in the crankcase, sump and valve chest areas and this on a quoted maintenance routine of oil change every 1000 miles without oil filter and 5000 with filter. Historically, the Ford Motor Company recommended the best motor oils available at the time and these were listed at the local Ford dealer and later in the vehicle instruction books. Monogrades for winter use were recommended at SAE 20 and for summer use SAE 30. However, with the introduction of multigrades, full approval was given by Ford's to the following:-

Fina Multigrade 10W\30 and 20\30  
 Regent Advanced Havoline Special 10W\30  
 Shell X-100 Multigrade 10W\30  
 BP Viscostatic  
 Vitaflow 10W\30 or Vitalube 20\20W  
 Castrolite  
 Duckhams Q5500  
 Esso 20W\30  
 Mobiloil Special

These new multigrades, as with today's multigrades, included additives which raised the Viscosity Index (ie. they reduce the change of the oil's viscosity with change of temperature) and early multigrades got a bad name, as early Viscosity Index improvers or additives were unable to withstand the severe shearing effects sustained in areas such as cam\cam follower region, the oils having a tendency to drop almost to the basic 20W grade.

My continued use of a multigrade by a quality manufacturer in my sidevalve is based on its results over an appreciable period under extremes of weather (summer\winter) and today's harsh driving environment of motorway driving, denser city traffic, high mileage and fuel economy, with the provision of longer intervals between oil changes.



In the circumstances, prior to making an authoritative statement regarding the use of monograde, would it not have been better to have demonstrated the reasoning behind your statement, under these same driving conditions - to prove your point? I await your reply.

Yoursincerely,

Stan Bilous.

-0-



The Ford Motor Company's own 1937 Model Y, Y174539, restored by their apprentices.

LOVE IS.....

Hello Sam,

I got your letter regarding "dues". Well I have sold my Ford C, and at the time I wrote to the club giving new name etc of new owner, and mentioned I will not continue membership (well I think I did)

I have received the recent mag. Very good, but it only made me sorry I sold the C. You see my wife died 3 years ago and I have now got married again, bought another house with only one garage. The old house had room for 4 cars (3 in the garage) so I sold the C and the A35 van. Ah well that's love.

I have no complaints against the club, just too far in Ayrshire to get involved, sorry about that.

I have a wee thought coming into my mind. Your mag has made me think of another Ford Y or C. The local Corporation have garage sites for rent near at hand,(put up your own garage). All I need is (1) the money, (2) a car available, (3) the wifes permission, (ah well we can hope)

(1) I have got the money, (2) there is a Ford C laying in a shed, but the guy is a horder, (3) wife permission, I will whisper love in her ear. (Knowing her she will complain of the cold air)

All the best to the club.

Bob Hamilton.

On the next two pages we first of all reproduce an article about CX tourers used by Manchester Police. Then a couple of photos sent in by Karl Dillon. His Y before and after restoration. (Well done Karl ED)

**A UNIQUE 'drivers' eye' view of the force's motoring past has been brought to Brier's attention.**

Ex PC Sydney Statham of Gorton, phoned following the publication of the last edition, keen to tell of his 33 years in the Traffic Department of the old Manchester City Force.

Sydney was 35½ years in the force and what he's not ridden, driven or fixed is hardly worth a mention!

The police bike picture, for instance was taken in 1935 on Victoria Avenue, Blackley. The BSA twin cylinder machine was capable of 70mph but was rarely ridden in anger. Sydney would ride up to 70 miles a day on the machine on road patrol work.

From the same year is the Force annual inspection at Platt Fields. The open Ford tourers had Morse code sets fitted — Sydney remembered how messages were lost when a tramcar trundled past! Both Triumph TR sports cars, now classics of their time, are pictured at Longsight where Sydney worked on the 'F' then 'M' (Transport) Departments. The force had six of the Triumphs for road patrol work and don't they look superb?

## Pensioners' Page

# TRAFFIC MAN PUTS US IN THE PICTURE

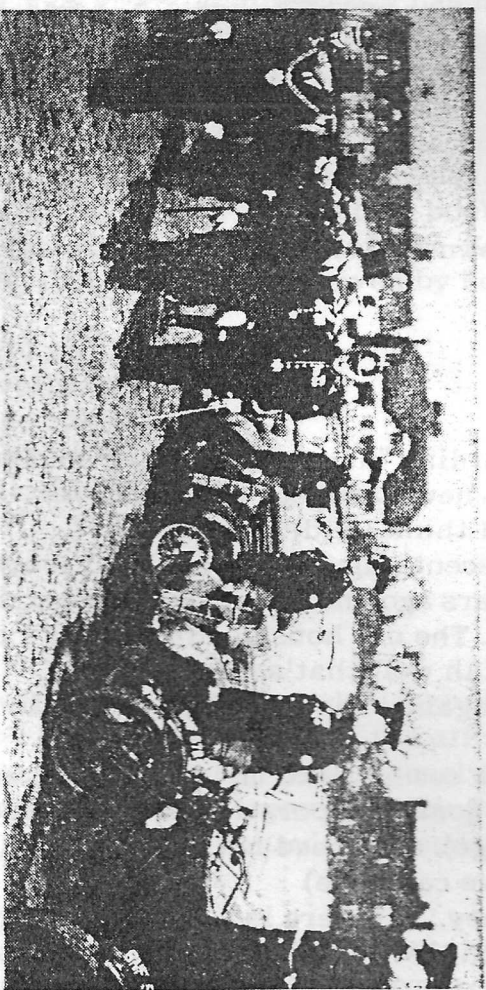
Finally, the force's favourite, the Jaguar 3.4 which gave the officer such a sense of pride in the job. Just look how empty the Longsight car park is . . . Sydney remembered how he had to paint the white lines there, too!

Other duties Sydney carried out including mechanical and bodywork repairs and he was also the Chief Constable's spare driver.

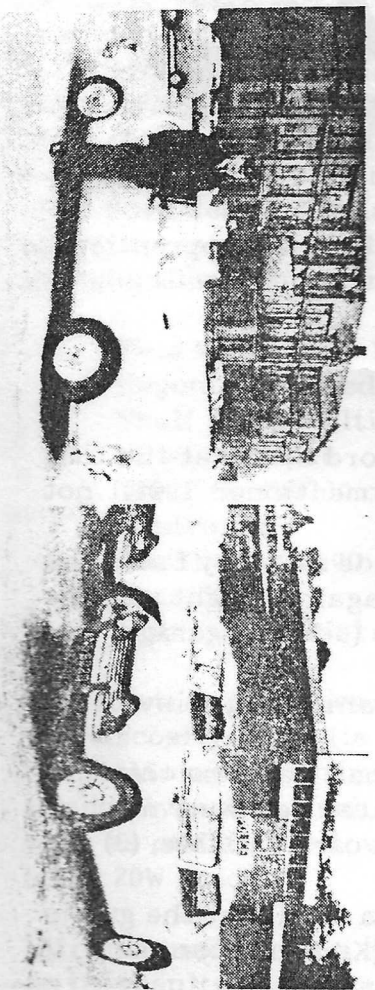
Following retirement in 1968 he worked on the support staff at Longsight in Traffic Administration, before finally leaving the Manchester City force in 1971.

● We're sorry to report that Sydney died following a heart attack on 28 November. Our condolences to his family.

Our thanks to readers who helped put the correct names to the faces in the last edition. Pictured with ex Sgt Harry Fisher was F81 PC Harry Sumner. We got one of his former colleagues names incorrect. Bill Sykes was in fact, one Jack Sykes.



Inspection time at Platt Fields.



Sydney with the Jaguar 3.4.

Classics . . . the Triumph TR4s.



Looking at this photo, doesn't really give me that get up and go feeling, but oddly we always seem to start our restorations in winter, even though it may be our first, I wonder why? ED.



(PHOTO KARL DILLON'S Y BEFORE RESTORATION AND IN THE SNOW)



(PHOTO KARL DILLON'S Y AFTER RESTORATION AND IN THE SUN)



AN ENTHUSIASTIC DUTCHMAN AND HIS

My Dutch friend Jos Schumacher lives in the township of Castricum, about 30kms from Amsterdam on the north west coast of Holland. He is an avid user and collector of Ford cars and in particular "English-type" Fords. His collection includes two 101E Prefects, a 301E Thames 5cwt van and MK 1 & 11 Cortina saloons. His "everyday" cars are a "Fiesta" and a "Scorpio"! He is probably best known for his shark blue 1959 108E Prefect, one of only two 108Es known to exist in the world; the other one is in Texas, U.S.A. (The 101E, 301E and 108E were left-hand drive variants of the 100E, 300E and 107E respectively).

However, it is a more recent acquisition that is of interest to us in this instance: a long rad., left-hand drive, Model Y 2-door saloon, which was first register in Dec 1934 and has the chassis number Y86572. Although believed to have been supplied new to a Danish owner, the car spent most of its life on Ameland, an island measuring 30kms long and 7kms wide in the north of Holland.

Because the car was never driven on the mainland, it was never previously registered or taxed in Holland! When Jos bought it on 9-10-88., he had to go through the hassle of obtaining a registration for it. He eventually succeeded on 2-4-92., when it was registered "34 FRD PLO000672" and given the registration mark "DE-26-92".

MODEL "Y" BY BILL BALLARD

The first of these numbers is self-explanatory: the "PL" is presumably the Dutch equivalent of our "Private Light Goods" taxation class. The "DE" registration number is in a series specially reserved by the Dutch authorities for "old timer" vehicles; the inclusion of "92" as the last two digits is purely a coincidence, Jos assures me, as the next "old timers" to be registered would probably have been "26.93" and "26.94", and so on.

Unfortunately, the photos that Jos has supplied do not outwardly identify the car as LHD. It will be noticed in the most recent photo (taken outside the house with an exotic model in the garden - made in flowers?) that Jos has made a number of subtle changes to the appearance of the car since he acquired it. He's replaced the modern flashing indicator lights on the bumper and trafficators which were mounted on "A" post, with very discreet modern flashing indicator lights mounted where the trafficators used to be; the rectangular front number plate has been replaced by a square one mounted on the driver's side of the bumper (remember this is a LHD!), and the chrome-rimmed headlamps (believed to be of French origin) have been replaced with a smaller pair with painted rims. Sharp-eyed observers will also probably pick out the nice, period-piece, wicker basket he now has permanently attached to his luggage rack.



(PHOTO SENT TO BILL BALLARD BY JOS SCHUMACHER)

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 UK. 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.

<u>MECHANICAL - SUSPENSION, BRAKES AND STEERING</u>		CLUB PRICE	Bushes for shock absorber linkages specifically intended for S.R. but may be used on some L.R. depending on linkage design	
Clevis pins (20 thou oversize) with split pins:- S.R./C		£ 5-00 set		£ 1-20 ea
Clevis pins (20 thou oversize) with split pins:- L.R.		£ 6-70 set	S.R. side lights - base mats	£ 4-20 ea
Front or Rear shackles (pattern part)		£ 5-50 each	L.R. rear brake rod support rubbers	£ 4-20 ea
Bushes for shackles, front or rear		£ 1-70 each	Y under bonnet kit	£ 10-30 ea
Rear hub seals (large - outer) Y1175		£ 2-70 each	Steering joint dust covers	£ 1-20 ea
Y&C king pins - 4 bushes, 2 thrusts - exchange. Stock permitting		£ 29-50 set	Engine mount - exchange	£ 5-40 ea
Relined Front brake drums-exchange in clean condition		£ 37-00 each	<u>ELECTRICAL</u>	
Rear brake rod support bracket for L.R. Y, with double holes		£ 27-00 each	Headlamp lenses, Both intermediate model types (Flat)	£ 10-50 ea
YE2502B Front brake rod support(mounts on A-frame & looks like ?)		£ 5-50 each	Rear lamp mounting bracket - finished black with fixing bolts	£ 28-50 ea
Front road springs Y&C (Rear, used on application)		£ 26-50 each	Battery fixing bolts	£ 2-30 pair
Front brake lever return spring:- Y2096 R.H. or Y2097 L.H.		£ 3-00 each	YE14300 Battery to switch cable assembly	£ 10-25 ea
Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H.		£ 3-00 each	Battery lug bolts	£ 0-50 ea
L.R./C CE2231 Rear brake cam shaft, R.H. or o/s		£ 8-50 each	6 volt coils - not Ford	£ 10-00 ea
L.R./C CE2235 Rear brake cam shaft lever, R.H. or o/s		£ 8-50 each	Headlamp bulbs (wattage not stated)	£ 2-75 ea
L.R./C CE2236 Rear brake cam shaft lever, L.H. or n/s		£ 8-50 each	Bulbs, various (if rear lamp, state straight or off-set pins)	£ 1-00 ea
S.R./L.R./C Y2084 Front brake lever		£ 8-50 each	Late type distributor points (not early type)	£ 3-25 ea
S.R./L.R./C Y2076 Front brake shaft, R.H. or o/s		£ 8-50 each	Late type rotor arms	£ 2-75 ea
S.R. Rear brake cam shaft:-Y2231 R.H. or o/s Y2232 L.H. or n/s		£ 9-50 each	Early distributor caps	£ 3-25 ea
S.R. Y2230 Rear brake cam shaft		£ 8-50 each	Early distributor points	£ 6-25 ea
S.R. Y2050 Front brake operating wedge		£ 10-50 each	Early type rotor arms. (with spring contact)	£ 4-25 ea
L.R. Y2050 Brake operating wedge		£ 9-50 each	CE13075 Headlamp double contact bulb holder/cable S.R. & early L.R	£ 5-50 ea
Front inner and outer wheel bearings - on order			Dynamo cut out controls	£ 9-00 ea
Exchange brake shoes, rollers removed, send old in first. Set of 4		£ 29-00 axle	L10 Spark plugs - 4	£ 15-00 for 4
Brake shoe pull off springs, S.R./early '34Y, double roller Set of 6		£ 11-50 axle	Headlamp Magnaflex Bars (Diamond Shape)	£ 9-00 ea
Brake shoe pull off springs, L.R./C, single roller shoe Set of 4		£ 7-50 axle	<u>FITTINGS - BODY</u>	
<u>MECHANICAL - ENGINE AND TRANSMISSION</u>			L.R. & C MODEL Front bumpers chromed not CX	£115-50 ea
Fan belts - 3" dynamo pulley only		£ 5-50 each	L.R. & C MODEL Rear bumpers chromed not CX	£ 95-50 ea
Y9737 Accelerator return spring (on cross rod or accel. rod assy.)		£ 3-00 each	Bumper Bar Bolts (Oval shape) now in stock	£ 12-00 pair
Gaskets - price on application, upper engine only			Bumper bar end caps chromed	£ 6-50 pair
C exhaust, with tail pipe - stainless. * Carriage not included		£ 52-50 ea *	Chassis to carpet rails inside door (state 2 or 4 door)	£ 33-50 pair
Plus (Red Star carriage £22-00)			Running board draught trims, adjacent to chassis, painted black	£ 30-00 ea
Y exhaust, stainless Carriage included		£ 57-50 ea	Running boards, for L.R. Y. Moulded in fibre glass (incl matting)	
Engine top water outlet (head to hose)		£ 9-00 each	with steel mounting brackets. Adaptable for S.R.	£ 88-00 ea
Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order)		£ 3-00 each	S.R. front valance below grill (external part only - fibre glass)	£ 21-00 ea
Moulded Top Hose - suit Post Y head		TBA	Floor board screws	£ 0-10 ea
Moulded Bottom Hose - suit Post Y engine		TBA	Late L.R. Y four door hinge centre bolts. (Lock tabs on order)	£ 1-20 ea
Engine pistons, various sizes - send pattern, non-returnable From		£ 27-50 set	Brass balls, door hinge	£ 1-00 ea
No post-war 8hp pistons in stock			Y fixed timber roof stock kits in hard wood	£ 70-00 ea
Engine valves - early engine only - send pattern, exhaust or inlet		£ 3-75 each	Stock:-S.R. rear valance - Ken Arthur manufacture carriage extra	£180-00
Engine valves - long		£ 5-25 each	Striker wedges - female - door pillar - housed 'C' Model	£ 8-50 pair
Clutch plate centre - exchange		£ 21-50 each	Enamel rad. badges, Dark blue-L.R. & C - Light blue-S.R. & early L.R.	£ 13-40 ea
Clutch Pressure plates - exchange		£ 39-00 each	L.R. badge mounts under manufacture. Send applications please	
Clutch release bearings (pre-packed)		£ 8-50 each	Hub caps - to original specification	£ 11-50 ea
Y24052 Cylinder head stud and nut		£ 1-50 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
<u>RUBBER PARTS</u>				
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	<u>SPEEDO CABLES-Speedo Graph Richfield Ltd, Rolleston Drive, Arnold</u>	
Door stop buffers		£ 2-30 each	Notts. NG5 7JR Tel 0602-264235 Prices on application Apply Direct	
C Front Axle beam stop rubber (metal on request)		£ 7-50 each	K27 - 5'8" long (Y) or K28 - 5'1" (C)	
			<u>REMEMBER:send exchange items with order.</u>	





REGALIA ORDER FORM - ISSUE 85

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 85

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, unless specified)



CHAIRMAN'S NEWSLETTER

Over the last two months, since writing the last Chairman's newsletter, I have been primarily involved in administering the All Ford Rally, which is written up elsewhere in this issue. In some respects, I am glad that we have completed our commitment to sponsor the rally for three successive years, as it has taken a lot of effort and time, which I would have preferred spending attending to the running of the Register and researching more relevant and interesting topics for the magazine. Having said that, we have a very capable group of officers on the Committee and a small band of supportive and active non-committee members, whose enthusiasm for the aspirations of the Register and involvement in its activities, have ensured its growing popularity and continuing success over the three years period. To them - many thanks on behalf of all Members.

The next event on the Committee's calendar is the committee meeting in mid-November, at which we will be deciding what to do next year for an annual get-together (by popular demand), to celebrate the 60th anniversary of the introduction of the Model C and to look to the manufacture of spares, which are in short supply and for which there is a demand. We will also be discussing the problem of succession of the present Committee members, many of us having served on the Committee for many years. Although we have been re-elected at each successive AGM, we do not want to be seen as a clique of ageing enthusiasts who cannot be moved out to grass. There is a need for new as well as younger Members to either join us, take over from us or even shadow us for a period before taking over. New and fresh ideas are healthy for any organisation. Anyone who feels they would like to join the Committee, with or without portfolio, please let me know.

I received quite a bit of stick over my comment in my Newsletter of two issues ago, concerning the use of multigrade oil in our engines and how detrimental it was. I can only apologise for not doing my homework and asking one of our experts before making the comment. The matter is addressed comprehensively in a letter from Stan Bilous, which, space permitting, I'm sure the Editor will include in this issue.

I must also apologise once again for the lateness of the mailshot which included your 1993/94 membership cards. Although this time, the blame is laid squarely at your feet. It was due to many of you not paying your subs when they were due in May and the need to chase up the culprits. We managed to whittle down the non-payers' list down to 43, many of whom have sold their cars during the year. You are reminded that Bob Wilkinson can supply you with a standing order form, which will reduce the hassle in future. The final membership number is 390, which is an increase on this time last year and an indication of the number of previously unknown vehicles coming to light.

I looked at the "barn find" Model Y, which Michael Worthington-Williams exposed in his "Found" article in an October Classic Car Weekly. Considering it had been hidden away in an 83 years old Dorset blacksmith's shop for "several" years it is in remarkably good condition, with original black paintwork, and needs very little doing to it to bring it back to production spec. It is listed for sale from David Howard at the rear of this magazine. Interestingly, it has a sliding roof, which I was unable to investigate and which needs to be compared with the drawings of a sliding roof, which I have at last received from Roy Hocking.

The combined efforts of Ken Devine and Bill Ballard to surprise me in the last issue with their publication of details, with photographs, of the Kelsch bodied "dentist's surgery" estate car, seen on the Tour of Brittany, had me rushing to my Kelsch catalogue. As I thought, it does not appear as a standard model, which means

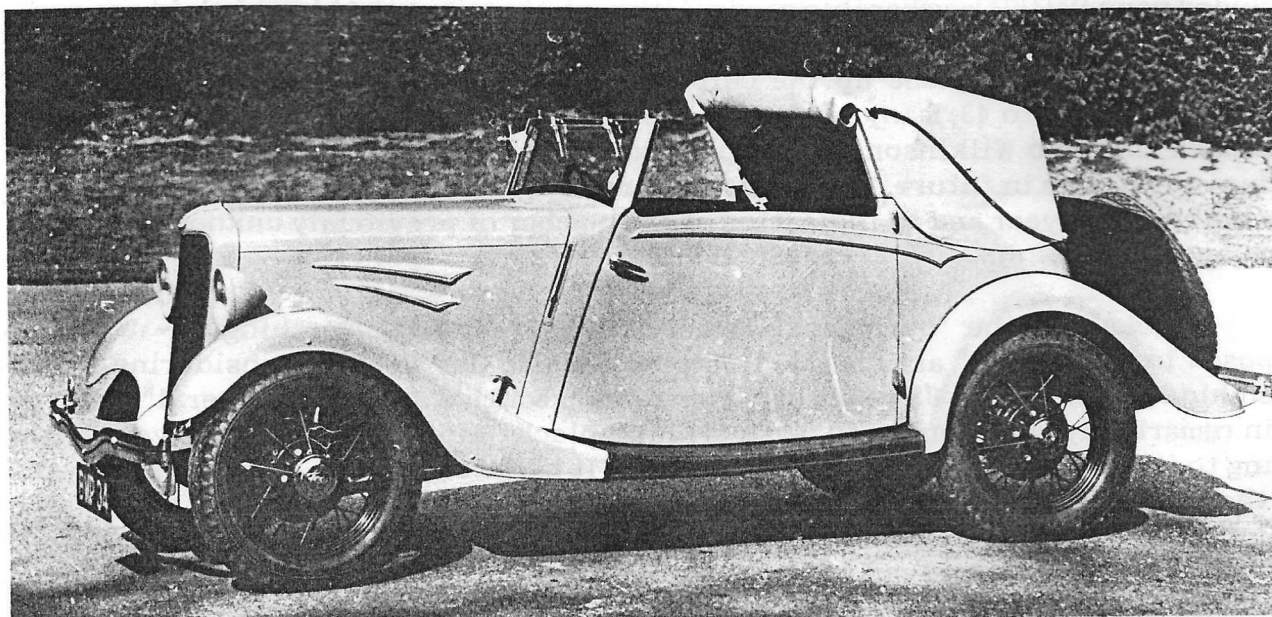
that it was probably made to order. An interesting find, which adds to the continually growing list of special bodied Model Ys which appeared in the 1930s.

The 1993 season is well over now and thoughts turn to preparing our cars for next season. Regrettably, CNN failed her MOT for the first time since the start of restoration in 1977. Another casualty of the All Ford Rally! My winter months are well spoken for. I understand that Geoff Dee and Geoff Salminen ran a superb Register stand at Stoneleigh and swelled the membership numbers in the process. Dave Curtis managed to find a prime site, just inside the entrance to the Malvern show and was, hence very busy throughout and gave out a goodly number of invitation cards. Dave's two Model Cs were accompanied by the Dickinson, Tomlinson and Wookey Model Y saloons and the beautiful blue Model Y florist's van of new member Paul Rudge. Dave now rests on his laurels until the first show of the year, the Bristol Classic in March. We'll see what he and Robin Prebble will be cooking up for that.

I am hoping to look up the good Mr. Barber on the Isle of Wight, who has recently joined the Register with a Model Y, body number 165/100, which makes it the earliest "Intermediate" car on the register. For the newer Members, the term "Intermediate" is given to those long radiator Model Ys, which had progressively slightly different body styles, between the cessation of production of the short radiator Model Y and the final, cost efficient styling of the Model Y in June 1936. My car, CNN, chassis number Y139995, is the earliest of the cost efficient styled cars on the register. Details of the different changes to the styling are included in "The List of Known Surviving Vehicles" - the register - which is constantly being updated and is sent out to Members in February each year.

I often reiterate the main aim of the Register; that of ensuring the continuing survival of our cars. Members come and members go but the cars must go on for ever! The philosophy is demonstrated again with the reappearance of the florist's van, now in the proud ownership of Paul Rudge. I've been searching through back numbers of the magazine for a photo of the van when it belonged to Jonathan Hill. I remembered a super picture of it emerging from a ford. Sure enough, I found it in Issue 55 of November 1988. Its good to see old friends back on the scene.

Sam Roberts.



Reynolds bodywork on the Model Y chassis, making an attractive drop-head coupe with boot. This was displayed at the Albert Hall, Ford Motor Show in October 1934 and at the Manchester show in April 1935. Regrettably none seems to have survived.



MALVERN

The Malvern Motoring event seems to have settled into a pattern - rain on Saturday and fine on Sunday - this year was no exception. The organisers had, however, learned a lot of lessons from last year's mud and this year the site was more sensibly laid out and a vast improvement. I always go over on a Saturday as a member of the paying public to have a good look round the autojumble as I am on the club stand all day Sunday. This year I found several parts for my 100E and a dash and bonnet for the C's. There was a non-working C clock as well but at £25-00 I left it there.

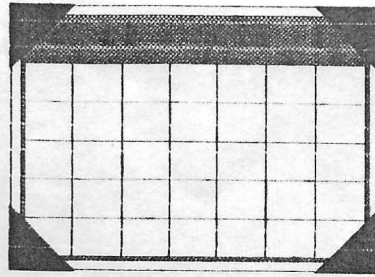
On Sunday we had 10 cars booked in and 7 turned up. We had 4 Y saloons of various colours, 1 Y van belonging to new member Paul Rudge, and my 2 model C's. This year we were right by one of the public entrance's and people were coming in the gate and straight to our stand to look over our cars. We were kept busy all day. Thanks to all the members who turned out to support the Register.

DAVE CURTIS.

COORDINATORS COCKTAILS

I am regional coordinator for Essex, London and Middlesex, and I have twice organised 'gatherings' for my members. I was asked if I would tell of my experiences as these might be of interest to others, particularly the other regional coordinators.

'Gatherings' are quite easy to organise, once you have made up your mind to do them. First you need a list of members, usually this can be obtained from Sam Roberts, and it can be kept up to date from the Newsletter. Then you need to pick a day and a place, the 1st depends on your own preferences, but some local weather knowledge can be a help. You might want to meet outside and good weather is a bonus. May is often a good month in the south east, whereas June can be doubtful (it nearly always rains for Wimbledon), July can be a problem too; if it does rain on St Swithin's day, it often is indeed wet for the next month, but August - a holiday month - is better. September can be wet, particularly in the first week or so, on the other hand there is usually a good spell in mid October, about the last date for an outside meeting. I haven't tried the winter yet.

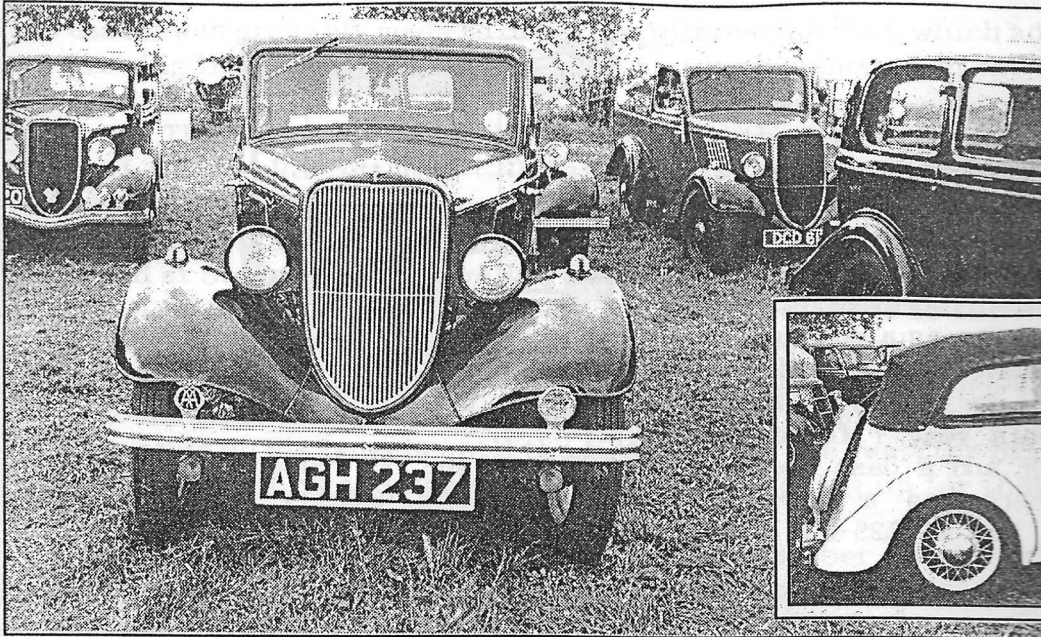
EVENTS DIARY

THE PLACE - I see no reason to use the word 'venue' - is usually a pub. (You could choose a village hall, but they generally charge, and social drinking is less easy to arrange). A little reconnaissance helps here, as there may be several in your chosen area and a trip to investigate is always worth while. You want one that has good access to long distance main road, serves food and has a good reputation (there are guides for advice here) and is handy for a station. I personally don't think that vintage cars and drinking is a good mixture, somewhat volatile, and I like to have the choice of an alternative transport system if possible. I write to the landlord of the chosen pub and tell them that a group is expected, they might find this useful. Shaken but not yet stirred.

Date and place chosen, you know how many members you have (I have just under 40) and the next object is to compose your 'invitation! You want to keep this fairly short and put in as much information as can be helpful. I find I can get about 3 on an A4 sheet, you have some photocopies run off - about 40 - and buy a packet of envelopes. These often come conveniently in 50's

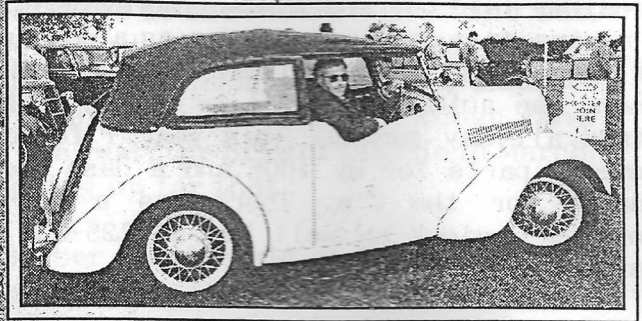
Now you are all set, I find you want to give about three weeks notice on the invitation and then you can send them off. It takes me about two hours to address, fill and stamp the envelopes. I settle down one evening with a drink and my radio and it is soon done. Post them off, then all you have to do is turn up yourself, and see who else does. At the event it may be necessary to wear some sort of identification badge, if you are not already known to your members. Good luck, it's just like giving a cocktail party. Keep your expenses and send them to Bob Wilkinson - care should keep them quite reasonable.

PAUL TRITTON

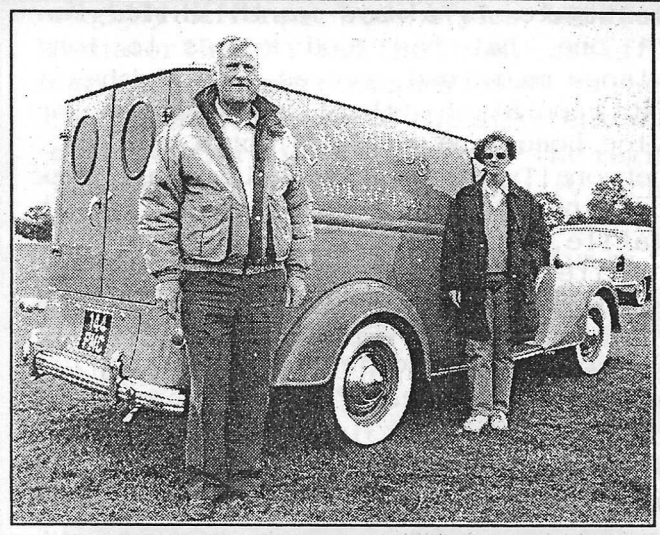


Left: Organisers the Y and C Model Register laid on a fine dozen-strong line-up of cars on its stand

Below: Hereford enthusiast David Curtis bought his rare Ford Model C 10hp tourer. David, who works for a motor factor, has a magnificent collection of Fords, including a 10 saloon and a 100E



ALL FORD RALLY, ABINGDON, OXON/CARL RODGERSON



Garage owner Ginger Dann, from Wokingham, Berks, with his unique 1951 Pilot panel van. Ginger bought the commercial last year and spent a year carrying out a chassis-up restoration. He has a complete history of the van, bodied by Wilcox and Co of Chertsey, Surrey, which completed the work in 1957

# Fabulous

**THE** motto of the All Ford Rally, old Fords never die, was brought to life at this year's event with the public debut of a pre-war tourer as rare as a Bugatti.

Civil servant Bill Ballard, from Chessington, Surrey, proudly showed off his immaculate 1938 7W10 tourer — one of only four in the country — which he has just finished restoring from two halves he bought in 1990.

The original chassis frame had been scrapped and a previous owner had tried to fit the body on to a 103 Popular, only to discover it was four inches too short. He then attempted to cut the tourer

body in half to try to get it to fit!

Organised for the third year running by the Ford Y and C Model Register, the rally in Abingdon, Oxon, attracted more than 500 pre-65 Fords — making it the biggest rally of its kind in Britain.

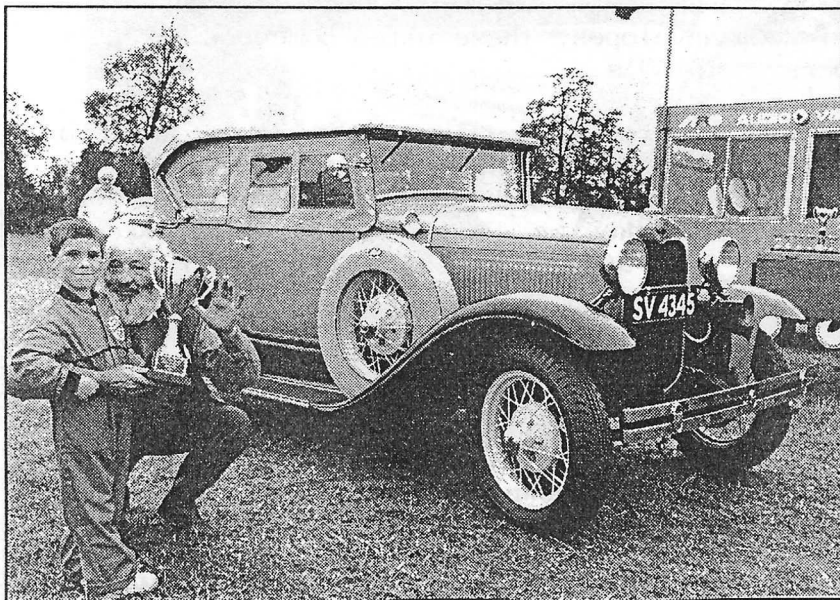
Pilot owners Peter Kiernan and Edwin Tipper brought their cars to join the fine line-up of V8s at the rally.

They met when Edwin, from Burton-on-Trent, Staffs, was looking for a car in 1986 and became friends after Peter helped him find a car.

## Newcomer

Typical of the high standard of cars at the event was an all-original 24,000 mile 1964 Mk 1 Cortina two-door de luxe owned by Ted Lynes, from Swindon, Wilts.

A newcomer to the classic scene, Ted only bought the Ford in April, but has already



Left: Sid Shepard, from Nutbourne, Sussex, picks up the award for best car in show for his 1930 Model A phaeton. He also won the award at the rally two years ago





Above: A Ford for everyone... the Abingdon event had a comprehensive spread of early models, including Twenties Model As and Ts. Note the depot hack, second in the line, owned by Mr Crockett of Oxford. Right: As rare as a Bugatti... Bill Ballard's 1938 7W10 tourer he restored from two halves. It now has the original registration number



# Fords



won a trophy at a classic event at Uffington, Oxon.

The Cortina is Ted's first classic, but he remembers selling the model when he was a salesman in a Ford dealership.

Classic Fords have always attracted younger enthusiasts and attending the rally for the first time in his 1963 Consul Classic 315 was Robert Stanley, from Bournemouth, Dorset.

Landscape gardener Robert has restored the car and has been to France in it with the Dorset Historic Motor Club.

With an ideal site and excellent organisation, the rally is a must for Ford enthusiasts and always attracts a variety of models from Model As and Ts to stylish Zephyrs, Zodiacs and classic Americans.

Behind the scenes supremo Bob Tredwell, who has been involved with the rally for all of its 12 years, said that it was the biggest of its kind in Britain and might one day include a section for newer Fords.

"But never in the same field," he said.

*One of the favourite cars at the event was a lovely 1953 104E export model which had been in the same family since new. It is now run by Ian Rooke, from Plymouth, Devon, who inherited it from his grandfather, who took it over from Ian's father George. With 233,000 miles on the clock, the trusty Ford is still used by Ian and his wife Camilla as their everyday car and Ian has recently taken his advanced driving test in the little Ford. Painted in Plymouth Argyle colours and converted to righthand drive, the Ford is very original and has been restored by Ian, who adds that, in its day, the car was used to transport concrete blocks on its back seats!*

WE ARE GRATEFUL TO THE  
CLASSIC CAR WEEKLY

FOR ALLOWING US TO REPRODUCE  
THIS ARTICLE.

## THE ALL FORD RALLY

It went like clockwork. Despite it being the wettest September for ten years, the gods smiled on the All Ford Rally. Apart from a short sharp shower in the early hours of Sunday morning, which hammered on the roof of the Devine's removal lorry, the Register's hotel, the weather stayed fine. No mud, no gravel, no straw and no tractors required to pull out bogged autojumblies - unlike last year.

It still gives me a tingle down the spine to remember arriving on the Friday morning at two large empty grass fields in the middle of nowhere. Remembering the hive of activity on the Sunday, with 500 old Fords, plus 80 trade stalls and two to three thousand members of the public in one field, and 500 odd private cars parked in the other field. And then on the Monday at lunchtime, two empty fields, nobody, no vehicles and not a sign of any litter.

I've now settled the bills for the loos, the PA, the caterers, the skip, the St. Johns Ambulance, the farmer, the programmes, the fifteen odd newspapers which carried adverts, the insurance premium et al. The final balance is one and a half thousand pounds into Register funds. That also gives me a tingle and should give all those Members who helped, a sense of a job well done. For the Register, it is the last All Ford Rally we will be sponsoring. Your Committee agreed at the start that we would do it for three years to boost the funds. And that, with the help of a dedicated few Members, we have achieved.

Those who once again volunteered their services to help out were Graham Miles, Bob Wilkinson, Ken and Kevin Devine, Rod Evans, David and Valerie Leech, Gordon Batchelor, John Griffiths, Owen Baldock, Geoff Dee, Bill and Sarah Williams, Dave Curtis, Mark Slack, Graham Belbe, Kevin Taylor, Tony Hurst, Phil Prosser, David Loveridge, Roy and James Hocking, and I hope I haven't forgotten anyone! Well done y'all.

Classic Car Weekly gave the rally a good write-up and have given us permission to reproduce the article in the magazine. That gives a good flavour of the event. What it doesn't cover are the amusing incidents along the way. Bill and Sarah arriving in their newly acquired Warwickshire Fire Brigade engine, gleaming and ready with 500 gallons to douse any fire. By an amazing coincidence, it was the very same fire engine that Geoff Dee had overhauled when it was in service. Geoff was over the moon when he saw it and was able to give Bill the history of the vehicle and identify many of the gadgets and bits which Bill and Sarah had been puzzling over.

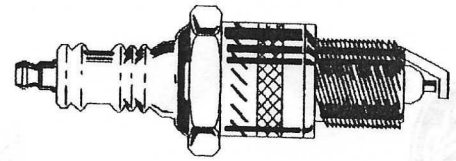
Rod Evans and Phil Prosser did sterling work marking out the exhibition rows for the different classes of old Fords. I reckon they moved the central roadway three times before finally staking it out. The banter with the public at the entrance from Graham Bilbe, Graham Miles and Kevin Taylor was great and gave the public a good first impression of the organisation. Bob Wilkinson, Owen Baldock and Geoff greeted the traders and set them up on their pre-booked sites. The organisation was superb and received much praise from the traders. The unsung heroes of the rally were those who cheerfully carried out the less glamorous tasks at the entrance and in the public car park. Bill Williams, Ken and Kevin Devine, Roy and James Hocking, Mark Slack, Tony Hurst and John Griffiths

As the Classic Car Weekly article states: this was "the biggest rally of its kind in Britain" and the Register can be proud of its achievement.

Sam Roberts.



May I go over a couple of points procedure. The prices quoted includes United Kingdom postage, this is considerably below overseas rates, and this to a lesser amount includes Eire. However the U.K. postage rates have just increased and as yet I've not found time to see how this has effected our standard prices, some of the larger items may have to increase. Items sent overseas will be charged the difference.



## SPARES REPORT

In the past we have asked you include a stamped addressed envelope - S.A.E. - with your orders and general enquiries, this allows us to correspond to you with out personal expense, especially so when a general enquiry has been made. We also use this S.A.E. to return your invoice/statement to you. The only alternative is to enclose the invoice with the goods when packed and it would seem from recent correspondence this is not always found - so please search through the packing material for your paperwork - or send us a S.A.E.

### SHOCK ABSORBERS

At Beaulieu Autojumble two possible suppliers of the early LUVAX shock absorbers came to light: one an Austin supplier these are new, not re-conditioned and supplied by Bob Glenister, Old Arley, Coventry. CV7 8FN. Telephone 0676-41276 These retail at £90-00

The second is J.G. and M.A. Brown, 203 Sanderstead Road, South Croydon, Surrey. CR2 0PN Tel-081-651-5347 His are more expensive at £125-00, but are a total reproduction copy of the originals, but I don't expect they act any different from Glenister. The Brown people will look at/consider reconditioning of old ones - Luvax that is - but they must be the type where the body unscrews from the back plate. He will also consider rebuilding the later pear shape, but explained the item is difficult to rebuild or even take apart. I do have some in the barn - but the condition is somewhat suspect. If you want to take a chance its your money £5-00 each plus post and packing.

### BUMPER BARS

We have a number in the chrome platers and some more casting up at the black-smiths. Please keep your orders coming in, we will supply just as soon as possible. I also have a small stock of chromed bolts in stock to go with them.

We have a committee meeting on 14th November at which time I expect to be able to follow up with more items to bolt on to our pets, but I have a dead-line to meet so this will have to go off just a week before that date, which is a pity but can't be helped.

The description of Short Rad versus Long Rad seems to confuse some members. Its not the actual radiator, they are basically the same, it's a description of the Radiator Grille.

Which is shorter on the 1932-1933 models. My cause isn't helped on page 8 issue 84 where Jim Long's 1935 registered cars is described as a Short Rad.

However above it on the same page is an excellent example of a 1933 deluxe 4 door Short Rad and on page 20, a rather sad 33 standard 2 door Short Rad, both cars appear to be first half 1933 production.

Now the photo on page 8 of Chris Smallman's shows about 12 differences from a Long Rad, you spot the difference and report back to Ken Devine just how many you can see. Ignore the four door aspect - as incidentally the doors on both S.R. and L.R are basically the same - and that's about all that is.

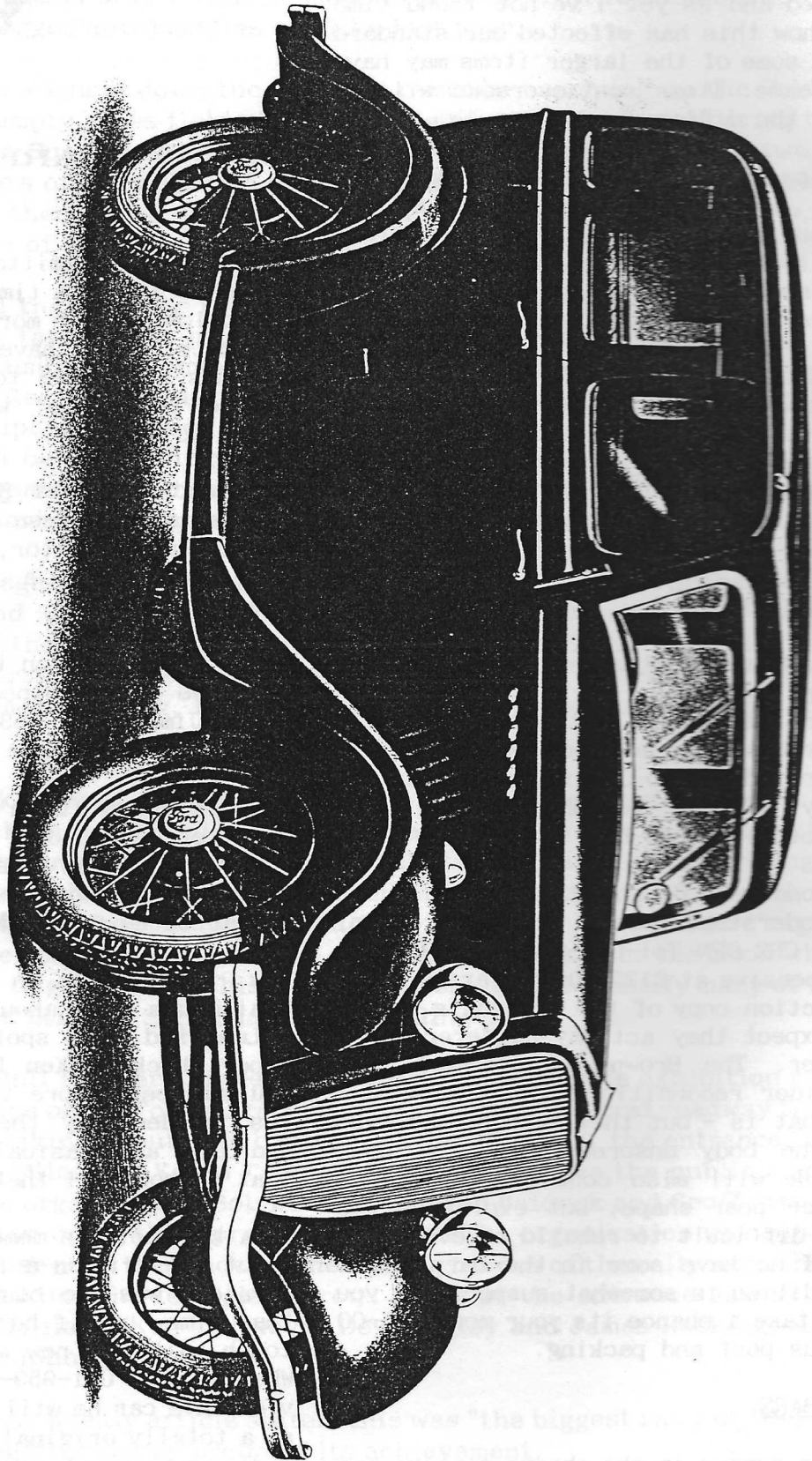
As a last point a member at Abingdon asked about the trim on a 1936-37 Y saloon, I'm afraid I was too busy to get involved at that time, but if he would care to get in touch with our new members Mr & Mrs Ken Wheeler Tel 081-959-6018 and arrange to view this car he will find himself looking at a totally original 36 trimmed car, with wide centre seat panels. (Only the front carpet is none original)

GRAHAM

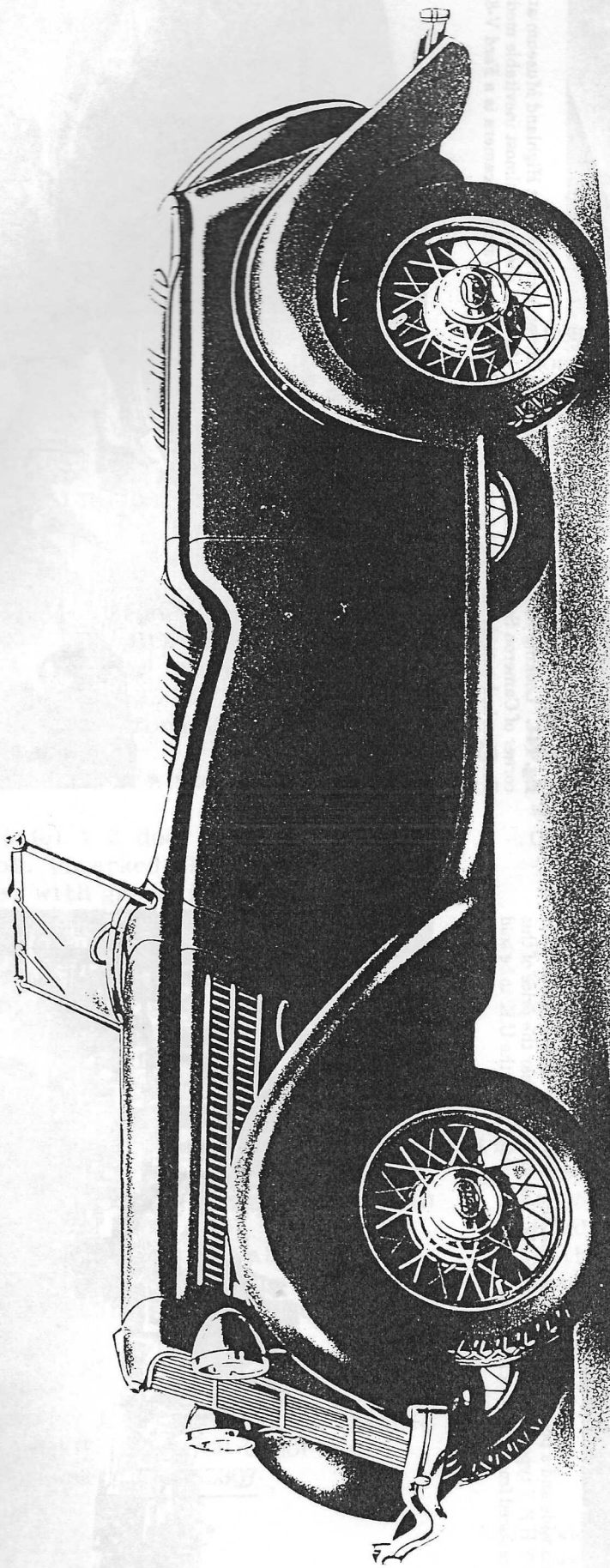
"POPULAR" (8 H.P.) 1933.



CAN YOU SPOT THE ERROR? ED



Faded, illegible text visible in the background of the page, likely bleed-through from the reverse side.

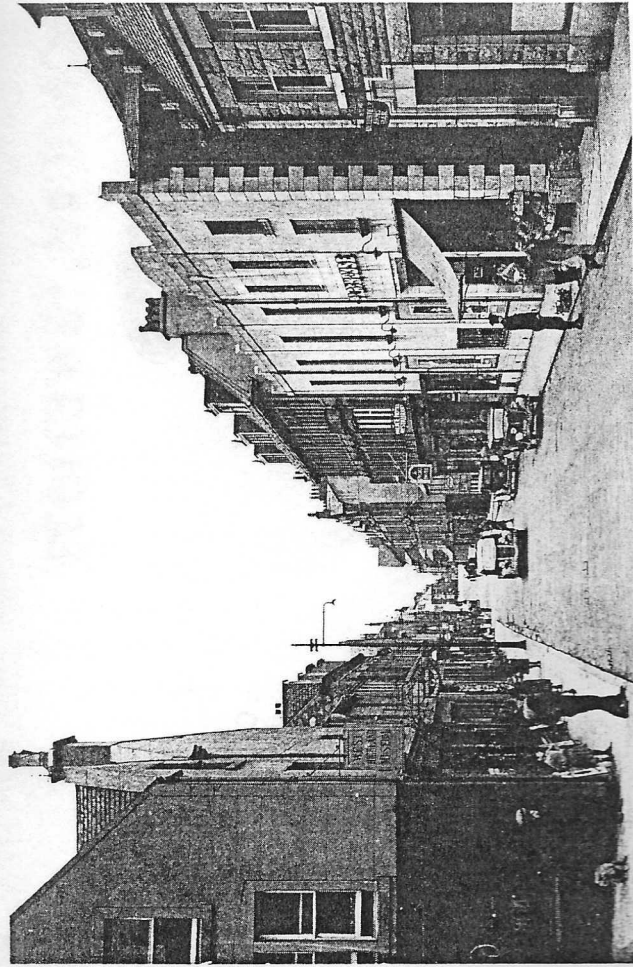


DE LUXE. 10 H.P. 1936.

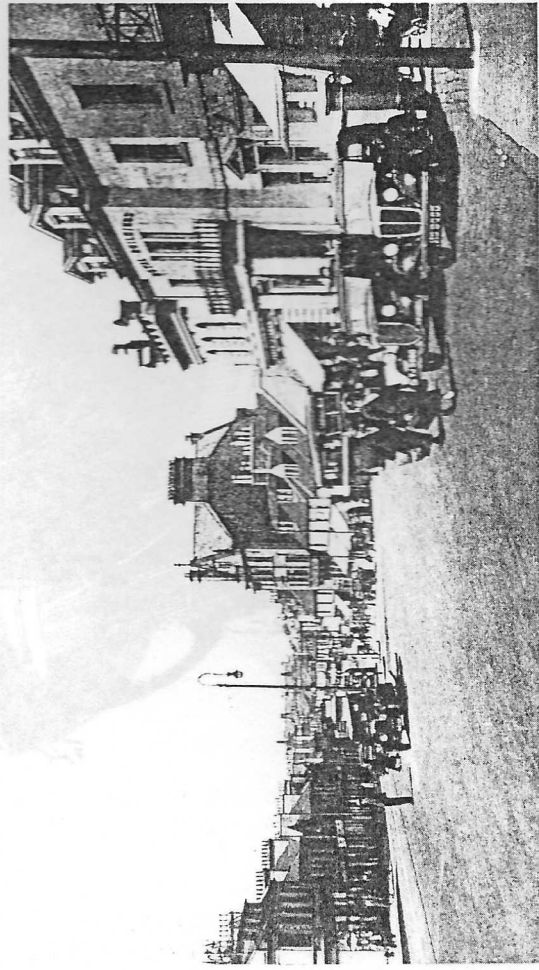




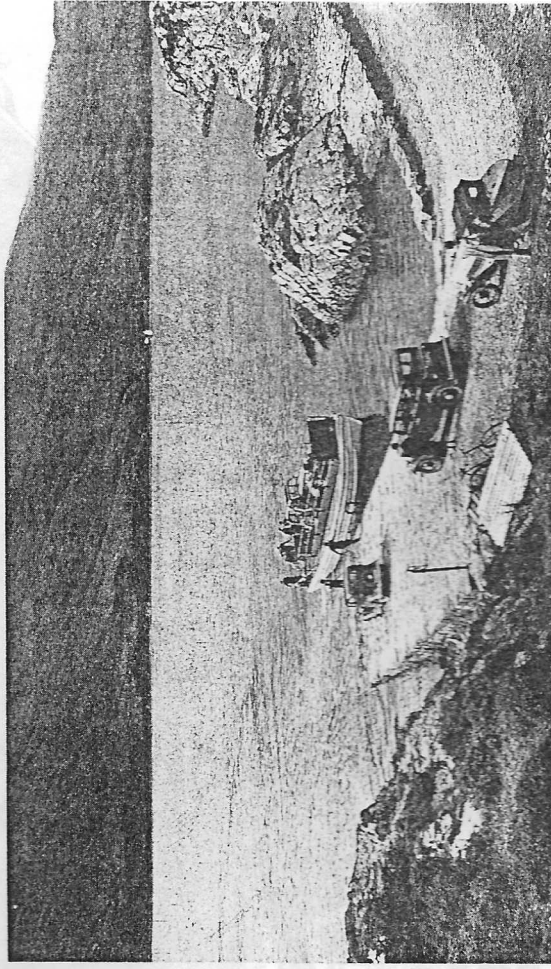
**fig. 129.** Loch Lomondside and a powdering of snow on the Ben in this 1934 scene between Luss and Inverbeg. A new 8 H.P. Y type Ford sits by the roadside. The following year the price of this two door saloon was reduced from £120 to £100 becoming the first closed car in the U.K. to be sold at this price.



**fig. 144.** Looking west along Fort William High Street from the West Highland Museum at the corner of Cameron Square. This view dates from 1936 and shows the almost inevitable model Y Ford parked outside the Playhouse cinema, while driving towards the camera is a Ford V-8.



**fig. 136.** A 1936 view showing Airdrie Cross and Stirling Street with YJ 3580, a Ford Y type and HS 9056 a Morris 8, both new in that year. An Albion bus owned by Irvine of Glenmavis sets down passengers at the stop behind the cars, while to the left is a Fiat taxi of the mid 1920s.



**fig. 101.** We take a long drive up the west coast to our next ferry. This is the summer only crossing to Kylerhea on the Isle of Skye over the Sound of Sleat from Glenelg on the west coast of Invernesshire. This photograph dates from 1936 and shows a Wolseley 14 arriving at the mainland shore while waiting to board are a model Y Ford, an Austin 12 and a B.S.A. three-wheeler, each having negotiated the Mam Ratagan hill road from Shiel Bridge.

## NOTICES

FOR SALE

- (3) 1936 Model Y 2 door. V5. original registration number. Lot of work needed but basically sound. Ivor Bryant. 0454-411028

\* \* \* \* \*

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

\* \* \* \* \*

- (2) 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. Tel 0784-251747 A. Burrows. Ashford. Middlesex.

\* \* \* \* \*

- (2) 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

\* \* \* \* \*

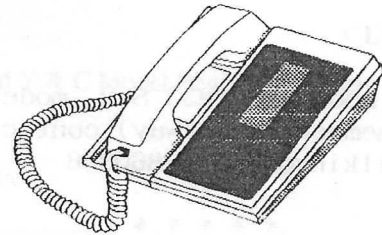
- (2) 1933 Model Y L.R. 2 door, nice useable car. New MOT £2950.00 Cambridge. Paul Murawski 0954-52307

\* \* \* \* \*

- (1) Y engine. Can be seen running, Very good condition. Offers 0285-810612

\* \* \* \* \*

- (1) Model Y. Complete but partially dismantled. Best offers 081-310-2991

FOR SALE/WANTED

- (1) 1966 Ford Zephyr 4 MK111 in excellent condition, 32000 genuine miles £2000 o.n.o. or will exchange for Model Y of similar value. John Slocombe. Yorks 0924-895698

\* \* \* \* \*

- (1) Model Y 2 door. Low mileage car. Totally refurbished to excellent condition. Reluctant sale £3500 0526-343090 (Lincoln Area)

\* \* \* \* \*

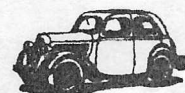
- (1) Original Model Y books as supplied with 'new' cars - complete with brown wallet/envelope. Dec 1933 Offers 0642-700232 After 7pm John Howe.

\* \* \* \* \*

- (1) 1934 Model Y 4 door, VV 2621. Y49052, Sunroof. Stripped for restoration but complete. V5 Mrs J Barrett £1200 0686-628324

\* \* \* \* \*

- (1) 1937 Model Y. Chassis number. Y171399. Green. Part restored. Also 1935 Model C. Chassis number. C15007. Black. Very good condition. Both open to offers. Dave Hancock. Bristol 0272-662211.



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

\* \* \* \* \*

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



WANTED

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

\* \* \* \* \*

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

\* \* \* \* \*

(2) Complete engine for Model Y  
Brian Wood 061-775-3766

\* \* \* \* \*

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

\* \* \* \* \*

(1) 2 Bonnet tops for L.R. model Y  
Brian Dixon 0742-345417

\* \* \* \* \*

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

\* \* \* \* \*

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

\* \* \* \* \*

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

\* \* \* \* \*

(3) Model Y or C. Have 1935 Austin 16/6  
York & 1937 Austin 14/6 Goodwood for  
disposal (Both very original)  
Tel 0925-52647 Warrington.

\* \* \* \* \*

(1) For early model 'C' Indicator type  
gear lever knob, on loan with view to  
remanufacture. Any offers to Editor

\* \* \* \* \*



(PHOTO DON KING - NOV 8TH 1948 IN FRIENDS

CAR - JUST PASSED DRIVING TEST)  
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Leeds LS25 6HQ  
Tel: 0937 557410

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Tel: 0923 31699

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Tel: 0629 640227

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Dudley DY2 8PF  
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