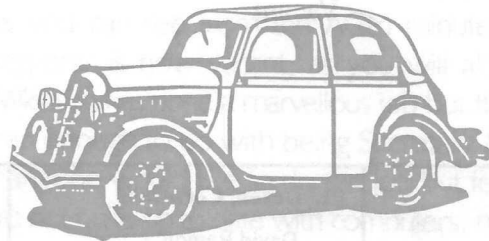
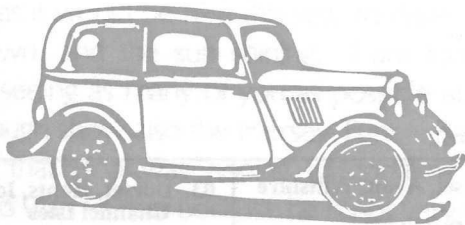


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



TRANSVERSE TORQUE  
NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 88  
April / May 1994

NEWSLETTER EDITOR:-

KATH DEVINE  
5 EDWARD STREET  
WERNETH  
OLDHAM  
LANCS. OL9 7QW

REGISTER CHAIRMAN:-

SAM ROBERTS  
16 CROYE CLOSE  
ANDOVER  
HAMPSHIRE  
SP10 3AF

**THE FORD Y & MODEL REGISTER**

**REGISTER OFFICERS**

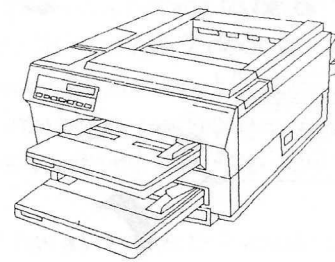
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Order to:	Kevin Briggshaw	102 Hadrian Avenue, Dunstable LU5 4SP
Provisioner	Peter Ketchell	2 Manor Road, Westminster Park, Chester CH4 7QW
Letter Editor	Kath Devine	5 Edward Street, Werneth, Oldham. Lancs OL9 7QW Tel: 061 626 1256 (8pm-10pm only)
Membership Secretary	Bob Wilkinson	Castle Farm, Main Street, Pollington, Nr. Goole Humberside DN14 0DJ
Treasurer	Vacant	
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Area Secretary		
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Technical Advisor Model C	Jeff Cole	66 St.John's Avenue, Old Harlow, Essex CM17 0BD
Model Y	Vacant	
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<b>04. Surrey, W.Sussex</b>  Julian Janicki "Riverside" Blackbridge Lane Horsham W.Sussex RH12 1RR  Tel: 0403 251184	<b>05. E.Sussex, Kent</b>  Owen Baldock 85 Welland Road Tonbridge TN10 3TA  Tel: 0732 353404	<b>06. S. Wales</b>  Mike Samuel "Bryn-Gomer" 20 Greenhill Road Griffithstown Pontypool Gwent NP4 5BE  Tel: 0495 755219	<b>07. Hereford &amp; Worcs, Gloucs,Warwicks</b>  Dave Curtis 3 Norbury Place Hampton Dene Hereford HR1 1UD  Tel: 0432 356302
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Unfortunately owing to personal circumstances, Ken has had to stand down as editor, but I am hoping to carry on in his place. I cannot be as technical as he was so I am hoping that you, the brains of restorations out there, will supply be with technical articles for future issues.

As both Graham and Sam have reported, the AGM was rather poorly attended, perhaps it was because of the date change? normally it is at the beginning of April, or could it be the venue? Any comments would be appreciated, we would like to see as many of you as possible at the AGM.

By the time you receive this issue we should have attended a few rallies, I hope that the weather is favourable as it would be nice this year to drive with the top down, and the sun shining. I am looking forward to seeing as many of you as possible at the Wellingborough show also the Mersey Tunnel Rally. I understand that Bob was hoping to combine the Yorkshire do with us, but because he is not very well at the moment (they get more germs in Yorkshire than we do) Peter Ketchell has offered to help organise the members from Bob's area who wish to attend it. Please drop Peter a line and let him know if you are interested.



## EDITORS REPORT

I would like to take this opportunity to thank those of you at the AGM who supported my nomination for Editor. I will try to do my best and to keep the same standard that the club has maintain over the years since its birth.

As you can see from the AGM minutes the job of Registrar is now vacant, as you will all agree, Bob Wilkinson has done a marvellous job but there is more than enough to do with being Secretary & Treasurer. If anyone would like to do the job but feels that they are not quite up to date with computers, my son Kevin or myself would be willing to help you as we gave Bob the computer in the first place and we know the programme. I can be reached by phone more or less any time but I would appreciate it if it was not in the mornings as that is my busy time regarding our business

*Kath Devine*

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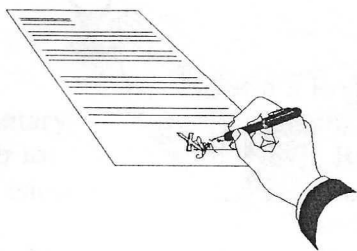
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Or charge my VISA/ACCESS card no..... Exp. date.....

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Address.....

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## NEW MEMBERS

Since our last edition the following members have joined the Register.

B1057 Peter Benton 17 Torrington Court, West Wood Hill,  
Sydenham, London SE 26 6NT

B1920 Patrick Bolger Hillside, Upper Grange, Waterford, Eire

C1322 John Coote 619 Felixstowe Rd, Ipswich, Suffolk IO3 8SZ

C1824 Alan Chalmers 2 Bridgend, Dunblane, Perthshire.

O-F103 Joseph Balsellsfont C/Alt 29, 43700 El Vendrell, Tarragona, Spain

G1025 Steve Graham 6 Kingsmere Close, West Mersea, Colchester, Essex CO5 8AF

G0210 Dave Gee 254 Sandridge Common, Melksham, Wilts SN12 7QT

R1024 Mike Riches 138 Main Road, Danbury, Essex CM3 4DT

S0512 Robert Spinks 46 Goldsels Road, Swanley, Kent BR8 8EZ

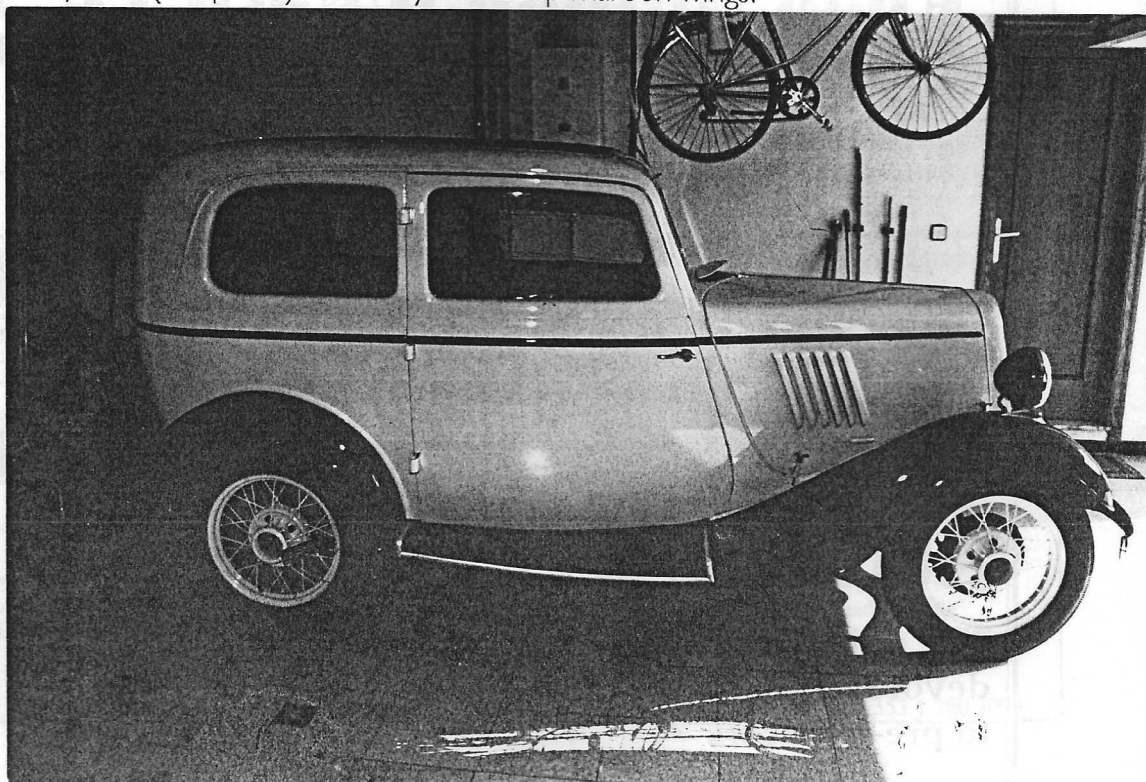
W1730 Andrew Whewell 1 Close-y-chiarn, Peel, Isle of Man

As usual I ask existing members to make contact with new members in their locality and for new members to contact their Regional Coordinators.

*Bob Wilkinson*

## NOTES ON NEW MEMBERS

Joseph Balsellsfont in Tarragona, Spain is just about on the road with his 1934 2 door model Y which is left hand drive, Quite a few cars are now turning up in Spain produced by FORD IBERICA (I think Sam is putting together some information on Ford in Spain with some help from Luis Cascante (senior) one of our members there) Joseph has done a superb job considering how more difficult a restoration must be outside UK.



Peter Benton is also on the road with his late 1937 model Y 1937 which he recently purchased from member Jerry Birch in Romford. His model Y "was the first one I had ever seen in the flesh or metal" we hope it gives you much pleasure Peter.

Michael Floyd is also no doubt out and about in Hertfordshire with his 1936 2 door model Y with body no 165/34099 which is new to the register.

Mike Riches in Danbury, Essex is our only 'new' model CX this edition. Its another superb 1936 tourer BYD 402 which is on the road ready for summer use - lets hope we have a good summer this year. the proportion of surviving C/CX Tourers to saloons is very encouraging and I'm sure there are still lots more out there!

*The remainder of our new members this edition are all engaged in restoring model 'Y's*

Andrew Whewell on the Isle of Man has bought a Nov 1935 4 door which we had lost track of - previously listed to a Mr Corcoran on the Isle of Man. Andrew hopes to be on the road this year.

Patrick Bolger joined after meeting with Jim Fitzgerald in Co. Dublin. He is restoring a 1935 model Y and is coming over to England this month to pick up spares whilst on holiday.

Many cars lay undisturbed for years but it is unusual for them still to turn up in Ford dealers premises! Dave Gee's 1936 2 door model Y CHW 785 - he writes

*"was taken in part exchange by a local Ford main agent in 1954 and stored in their paint shop. I purchased the car in Jan 1994. The vehicle is in good mechanical condition but some attention is needed to the bodywork and upholstery" What a find Dave!*

Steven Graham's June 1937 model Y FEV 526 has been out of circulation for some time but is part restored condition. Steven needs detailed information on how to restore his (non-sliding) roof. Perhaps our technical adviser Jeff Cole can help with this (See article in issue 86, Kath) Steven intends to restore the car back to original to use for his daily short journey to work. Great idea!

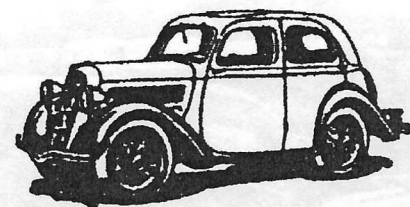
John Coote in Ipswich is hoping to be on the road this year with VG 9538 his 1936 2 door model Y recently bought at a Norwich auction. His son Gary is an ex-member now into bigger Fords and is regularly seen at the All Ford Rally with his superb model B.

Robert Spinks has a massive task ahead of him! His model Y (no identification as yet) "is stripped down in bits with everything removable removed! The seats are missing but rest of trim is there. Plenty of welding and woodworking are in store. I have written to the former owner for more details but he now lives in Australia!" Good luck Robert!

Our final find is a model Y which has been in Hamilton museum's care for 21 years., US 2231 is a 1933 short rad saloon which belonged to Alan Chalmers' late grandfather and was put into the museum in 1973.

Alan sent me two video's showing the car looking very smart in a local parade and on removal from the museum's store in Jan 1994. The car has been badly stored and has suffered severe corrosion damage to the rear sections. However a complete restoration is advised and Alan should not be disheartened since the vehicle is virtually complete and basically sound. I have certainly seen (and tackled!) much worse. The car should restore well and with full history is indeed a good find. Good luck to all our new members - keep us informed (with photos please) of your progress

*Bob Wilkinson*



60th  
ANNIVERSARY



## REGISTRAR COMMENTS

### 1994-1995 SUBSCRIPTIONS

Due 1st June 1994 Following the decision made at the 94 AGM rates are as last year :-

£15-00 U.K. & Eire members

£10-00 'Unwaged'/Retired U.K. only

£18-00 Overseas.

(Your membership number is on your Newsletter address label) Please use the enclosed renewal slip and return this with your cheque to Bob Wilkinson. Please enclose SAE for membership card, otherwise these will be sent out with a mailshot in due course.

Members not paying by August 31st will have lapsed. Those paying by standing order need take no action. Thank you.

### CAR RESTORATION COURSES

Loughborough College is offering various courses(1 week or part-time evening) Contact Mike Frost 0509-215831 Accomodation available for 1 week course.

### CROSS CHANNEL HOVERCRAFT OFFERS

HOVERSPED is offering £50-00 reduction vouchers for car ferry journeys between Folkestone or Dover - Boulogne of Calais, taken during period up to mid-July with return anytime up to 31st Dec. (offer excludes 27th May-3rd June 94) Details/vouchers from 0304-240101 ext 2249.

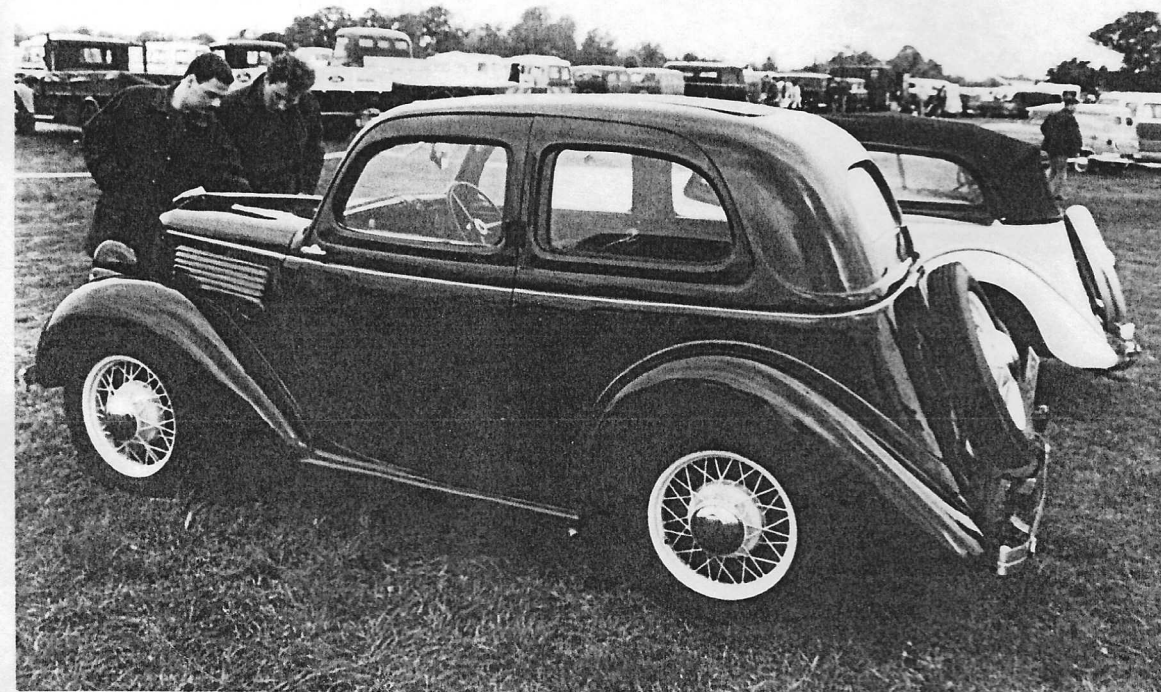
*Bob Wilkinson*



C's and CX at recent shows.

(Above)  
Dave Gatenby & car  
Photo Bob Wilkinson

(Left) Brian Gurney's  
Photo Dave Faulkner





## MEMBERS LETTERS

*In this issue we have a very nice selection of photos and letters from members. First from new member Peter in London:*

I bought WVS 447 from member Gerry Birch in Romford in March. The car is in excellent order throughout and has just completed a 400 mile round trip to South Wales and back - managing the Black Rock Hill outside Abergavenny at a stately 25mph! I noticed from an old newsletter that the car is the ex-Brian Papps one, as mentioned in a previous issue. I intend to use the car as my everyday transport though not for commuting: my racing bike is quicker! I look forward to meeting members during the summer season of rallies.

*Peter Benton*



*Next comes a letter and some photos from Rodney Booth in East Sussex.*

When I purchased my Ford Y 4 years ago it was in a very bad condition and my family thought I must be going mad! but during the following years we have restored the car and also restored my faith back in the family! we have now collected a few 1930 clothes and last year we started dressing up and entering the Vehicle and Lady competitions. This is now a regular feature in our family as to who is going to dress up this week. I would like to thank through our magazine all the other Sussex club members for all the help and advise they have given me over the last few years (thanks chaps)



I enclose photo to show other members that in Sussex we are very active. During August we attended a local fête at a small village called Northiam, each year they hold a carnival procession through the village, my daughter decided to decorate my car with the Teddy bears picnic

*Rodney Booth*

*Finally comes a letter from Owen & Christine Baldock down in Kent.*

## "THE THREE LEGGED JOURNEY"

In August last year we took 'Fordy' our 1936 Tudor de-luxe for what was probably the longest journey in it's life. On Sat 31st July we set out from Kent and enjoyed a leisurely drive up to Northamptonshire where we stayed overnight at B. & B. on a working farm. The following day the, like the Saturday was perfect driving weather, clear, warm & dry. This day was the start of the adventure, we drove across country and found the A1 and turned left, checking that we had passports to hand we approached that part of the country where the beer comes short measured and the hospitably overwhelms; yes the hallowed County of Yorkshire. Having established that roaming Celts and Picts were not waiting to strip the car of her shiny bits, we sat back (excuse pun) and enjoyed the views.

Having come so far north and coming to the point where we would soon be turning left again and heading into West Yorkshire, we decided to drop in on that wonderful chap (Bob Wilkinson, who insists he lives in Yorkshire but my map said 'Humberside'). We were made very welcome and given a guided tour of 'Château Wilky' complete with his own motor museum, has anyone told him that watering a Ford Y will not make it grow into a V8 (see photo) Having been unexpectedly fed and watered by Shirley, (Bob's lovely wife) we bade them farewell and headed west.

The next 3 days were spent near Skipton with my Wife's brother and family. The following Thursday saw us head further west into (fanfare) Lancashire. We stayed overnight at Heysham where on Friday we joined up with friends from the Morris Register and caught the ferry to the Isle of Man. A total of 17 prewar vehicles made the trip and apart from a Ford Sierra we were the only Ford on the trip, which is open to any make on the principal "the more the merrier", a fellow Y & C register members, Herbert Wingate and his brother Norman came in their Austin rather than the Y as it can carry a bit more luggage.

We spent the next 5 days touring the island completing the TT course and attending an Air and Vintage vehicle show, (one M.R. member got the hump and moved his car when people were more interested in our Y than his Morris 8). Highlight of the day was the slow drive the length of the runway and once all vehicles has assembled, a free for all fast as you like run back, no doubts about it, Fords are faster than Morris's. Unfortunately the weather wasn't on our side and for most of the week it rained. All too soon it was time to leave the island. After a very rough crossing back to the mainland we headed back to Yorkshire accompanied by Herbert and Norman. We arrived home on the Saturday having covered 1142 miles without a hitch, we averaged 37mpg and consumed 3 pints of oil, not bad for a 57 year old car, Christine's only grouse was having to load & unload the car of luggage 14 times.



So take heart those of you who worry about long drives, if you prepare the car well and take the drive at a pace to suit you the old Fords are a match for any modern car and a damn sight more fun. Look forward to seeing old and new friends during the summer.

*Christine & Owen*



MINUTES OF THE 15TH A.G.M. OF THE FORD Y & C MODEL REGISTER

Sunday 24th April 1994 at Willoughby

The meeting began at 2.00pm with Sam Roberts in the Chair. He welcomed all the members that attended.

#### 1. APOLOGIES FOR ABSENCE

Apologies were received from Bob Wilkinson, Jeff Cole, Ken Devine and Paul Bainbridge.

#### 2. MEMBERS ATTENDING

Chris & Owen Baldock-Tonbridge; Derek Birch-Kings Norton; Kevin Brigginshaw-Dunstable; Dave Curtis-Hereford; Kath Devine-Lancs; Bryan Dixon-Sheffield; Rod Evans-Ascot; John Griffiths-Ewloe; Jean & Reg Hunt-Nantwich; Peter Ketchell-Chester; Yvonne & Brian Mace-Norwich; Graham Miles-Kings Langley; Eileen & Geoff Morrell-Royston; Martin Pattison-Herts; Sam Roberts-Andover; Kath & Mike Samuel-Pontypool; Bill & Sarah Williams-Northants.

#### 3. MINUTES OF A.G.M. held 4/4/93

Minutes of 14th A.G.M. were read through by Sam Roberts and approved. Proposed by Mike Samuel, seconded by Derek Birch.

#### 4 CHAIRMAN'S REPORT

It has been another excellent year for the Register. Membership is at an all time high, with some 420 subscribing. Many additional cars have been added to the register, thanks to the diligent chasing up of cars advertised for sale by Bob Wilkinson. Members have also been vigilant and informed us of finds they have made.

The spares department has been particularly active and successful. The accounts show a turn-over of £8000 plus, which is an amazing average of approximately £20 per member. The spares team of Graham Miles, Kevin Brigginshaw, Peter Ketchell and John Griffiths are to be congratulated on providing good quality remanufactured items such as bumpers and accoutrements, hub caps, Magnaflex bars and other sundry items. Jean Hunt has done an excellent, if not frustrating, job in keeping the books straight. I am only aware of two dissatisfied customers, whom are now hopefully fully recompensed. The loss of Bert Thomas' services and spares was a blow, but we hope to have built up a relationship with the new owner of the spares,

Gary Miller, who can provide members with a remanufacturing and overhauling service in addition.

We, and our cars, have had a good exposure in the classic motoring press, with articles in Classic and Sports Car (John Follon's Jennings Y), Popular Classics (Jeff Cole's Model Y) Classic Car Weekly (Frank Eady's Model Y and Dave Curtis' Model C, plus a full page write up on the All Ford Rally) and a Buyers' Guide for the Model Y in the Automobile.

The magazine has changed in style under the excellent editorship of Ken and Kath Devine. The quality of the printing has improved, thanks to the efforts of the Neuromuscular Centre in Winsford, Cheshire. We were delighted to be able to donate £100 to this excellent charity. On the down side, we are still not receiving sufficient material from the members to make it truly your magazine. It is regretted that Ken is having to stand down from the editorial team.

The regalia has again sold well and our thanks go to Bill and Sarah Williams for adding yet more items to the stock. Again I regret that, due to Bill losing his job and having to work on a self employed basis at all hours, they are having to stand down this year.

Our exposure at rallies has been as high as ever. Our thanks go out to the likes of Dave Curtis, Robin Prebble, Geoff Dee, Geoff Salminen, Paul Tritton, David and Wendy Grace, Peter Ketchell, the Devines and others for the work they put in to make them a success. And, of course, there was the All Ford Rally, which in 1993, our third and final year as sponsors, was a great success. Thanks go to the well rehearsed team, who made it run like clockwork. We said farewell to Stanford Hall in 1993 and look forward to a new venue this year, the 60th anniversary of the Model C. Finally, as Chairman, may I on behalf of all Members, thank the Committee for all the hours, and money from their own pockets, which they have put in over the last year to make the Register an even more friendly, thriving and successful association of Model Y & C enthusiasts. I am aware that most of the Committee have had a difficult year on the employment front, which makes their voluntary efforts that much more appreciated

5. SECRETARY'S REPORT READ BY CHAIRMAN

End of February membership stood at 414 which is an increase of 28 from February last year. There were 68 new members, with 40 lost members of which 10 had sold their cars. Of the enquiries about membership approx 60% take it up but we need to ensure that the cars get on the Register. More members = more money = more parts made.

Many thanks for spreading the cards, and the new finds.

6. SPARES SECRETARY REPORT

Graham reported on stock in hand, stating that parts are difficult to find and there is too many parts to remanufacture all of them. Belcher Engineering is in the business of remanufacturing parts. Drag Link and Track Rod ends are similar. He stated that tooling cost can be a very expensive problem and we cannot reflect the price on a small number of items. We need the subscriptions of members to help keep the spares programme going.

Old stock is hard to find and we can only remanufacture items by quantity. Stock in hand of remanufactured parts at present is £8000.

Graham said to let Belcher Engineering supply mechanical and MOT items, were possible. Obtain order form from Gary Miller and write to him for estimate on overhauling parts. Public liability insurance would be with him not with us. It was agreed that the price of spares would be discussed at Committee meetings, as we had no reserve and needed to be more realistic.

7. TREASURERS REPORT READ BY CHAIRMAN

Balance sheet was presented and read, it showed an investment of 10% in manufacturing which was off set by All Ford Rally, and because we were looking healthy we were able to hold subscriptions this year. Sam congratulated Bob and Jean on accounts.

8. LIBRARIAN REPORT.

John Griffiths state that there is very little usage of the Library, but he was about to embark on a research of items in some of the articles and to draw up a list. He did ask if members could please send any articles that they may find. When list is completed it will be sent out with Register each year, If members wanted details of any articles from the list, could they please send a large SAE or cost of postage.

ELECTION OF OFFICERS FOR 1994/1995

<u>POST</u>	<u>NAME</u>	<u>PROPOSER</u>	<u>SECONDER</u>
CHAIRMAN	SAM ROBERTS	DAVE CURTIS	BRIAN MACE
SPARES SECRETARY	GRAHAM MILES	DEREK BIRCH	REG HUNT
SPARES ADMINSTRATOR	KEVIN BRIGGINSHAW	DAVE CURTIS	MIKE SAMUEL
SPARES PROVISIONER	PETER KETHCELL	KATH DEVINE	REG HUNT
NEWSLETTER EDITOR	KATH DEVINE	PETER KETCHELL	REG HUNT
M E M B E R S H I P SECRETARY/TREASURER	BOB WILKINSON	SAM ROBERTS	DAVE CURTIS
REGISTRAR	VACANT		
ASST. TREASURER TO SPARES SECRETARY	JEAN HUNT	CHRISTINE BALDOCK	DAVE CURTIS
LIBRARIAN	JOHN GRIFFITHS	PETER KETCHELL	MARTIN PATTISON
TECHNICAL ADVISORS MODEL Y MODEL C	JEFF COLE JOHN GRIFFITHS	DAVE CURTIS PETER KETCHELL	JOHN GRIFFITHS GRAHAM MILES
REGALIA	VACANT		

10. ANY OTHER BUSINESS

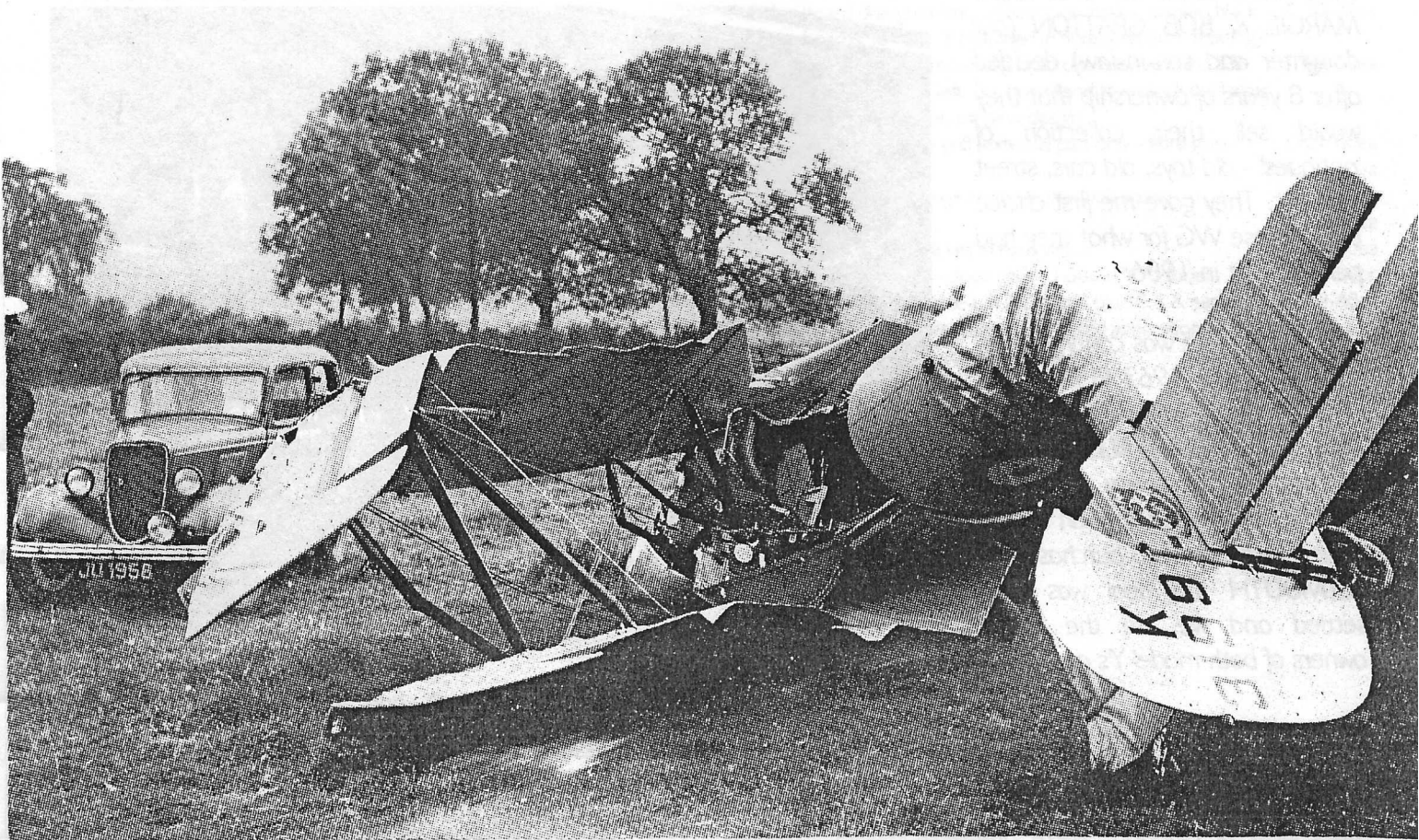
Sam said there was a need for younger blood on the committee and asked for any volunteers to shadow the committee members.

Owen Baldock asked if committee meetings in the future would be opened to Regional Coordinators. Sam. agreed that they would be and that the date of future meetings would be put in the magazine..

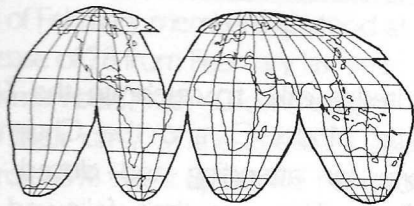
Peter Ketchell asked if the cover of the magazine could be changed to blue, instead of black, in keeping with our club colours.

Jean then presented a cake to celebrate the 60th Anniversary of the Model C. and the Chairman thanked everyone for attending and closed the meeting at 4.00pm. This was then followed by discussions of restorations while refreshments were served.

This humours picture was sent to Sam Roberts courtesy of Robert Hale. (I wonder where the Y is now?)



*"The Cranwell cadet pilot of this Avro Trainer flew rather too low in 1938 to look at the beautiful lines of a Short rad Model Y"*



## OVERSEAS COLUMN

### A LETTER FROM AMERICA

Carlton Theisse contacted us recently to thank the club for getting information on his car from DVLA. He also updated us on his cars as follows -

"You will see from the enclosed photographs that WG 5793 has once more come home to roost. MARGIE & BOB GRATTON (our daughter and son-in-law) decided after 8 years of ownership that they would sell their collection of 'antiques' - old toys, old cars, street rods etc. They gave me first choice to purchase WG for what they had paid us for it in 1986.

Our re-purchase was contingent on the sale of the 1963 PLYMOUTH VALIANT convertible pictured in our garage with WG and ALD. Since we had a man on his way down from West Virginia following an ad in 'Hemmings News' to purchase the PLYMOUTH the deal was soon settled and we are the happy owners of both model Y's again!

We would be happy to hear from any club members who are visiting the Tampa Bay area in Florida, 100 miles west of Orlando. There are numerous local car shows and 'cruise ins' going on all winter weekends.



I do need a professionally rebuilt 8 or 10hp engine for WG (1937) that will bolt straight in complete with clutch assembly. She's burning oil badly but runs well (see advert in wanted section can anyone help Bob)

Regards to all

*Carlton Theisse*

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 U.K. prices include Postage & Packing Eire & Overseas Postage will be invoiced according to costs. Accordingly you are requested to enclose your cheque for payment. Cheques made payable to "FORD Y & C MODEL SPARE SECTION. EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT. PLEASE NOTE: The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y & C Model Register reserves the right to change prices different to those quoted without prior notice. Prices quoted are not negotiable. We are unable to supply to N. America.

MECHANICAL-SUSPENSION, BRAKES AND STEERING

	<u>PRICE</u>		
Clevis pins (20 thou oversize) with split pins:-S.R./C.	£ 5-00set	Engine mount - exchange	£ 5-40ea
Clevis pins (20 thou oversize) with split pins:-L.R.	£ 6-70set	<u>ELECTRICAL</u>	
Front or Rear shackles (pattern part)	£ 5-50ea	Headlamp lenses. Both intermediate model types (flat)	£ 10-50ea
Bushes for shackles, front or rear	£ 1-70ea	Rear Lamp mounting bracket - finished black with fixing bolts	£ 28-50ea
Rear hub seals (large - outer) Y1175	£ 2-70ea	Battery fixing bolts	£ 2-30pr
Y&C king pins-4 bushes, 2 thrusts-exchange. stock permitting	£ 29-50set	YE14300 Battery to switch cable assembly	£ 10-25ea
Relined Front brake drums-exchange in clean condition	£ 37-00ea	Battery lug bolts	£ 0-50ea
Rear brake rod support bracket for L.R.Y. with double holes	£ 27-00ea	6 volt coils - not Ford	£ 10-00ea
YE2502B Front brake rod support(mounts on A-frame looks like?)	£ 5-50ea	Headlamp bulbs (wattage not stated)	£ 2-75ea
Front road springs Y & C (Rear, used on application)	£ 26-50ea	Bulbs, various (if rear lamp, state straight of off-set pin)	£ 1-00ea
Front brake lever return spring:- Y2096 R.H. or Y2097 L.H.	£ 3-00ea	Late type distributor points (not early type)	£ 3-25ea
Rear brake cam shaft lever spring:- Y2220 R.H. or Y2221 L.H.	£ 3-00ea	Late type rotor arms	£ 2-75ea
L.R./C. CE2231 Rear brake cam shaft. R.H. or o/s	£ 8-50ea	Early distributor caps	£ 3-25ea
L.R./C. CE2235 Rear brake cam shaft lever. R.H. or o/s	£ 8-50ea	Early type rotor arms (with spring contact)	£ 4-25ea
L.R./C. CE2236 Rear brake cam shaft lever. L.H. or n/s	£ 8-50ea	CE13075 Headlamp double contact bulb holder/cable	
L.R./C 48/2050 Brake operating wedge	£ 9-00ea	S.R. and early L.R.	£ 5-50ea
S.R./L.R./C. Y2084 Front brake lever	£ 8-50ea	Dynamo cut out controls	£ 9-00ea
S.R./L.R./C. Y2076 Front brake shaft. R.H. or o/s	£ 8-50ea	Spark plugs - not L10 but equivalent (i.e. same as ) set of 4	£ 12-00x4
S.R. Rear brake cam shaft: Y2231 R.H. or o/s Y2232 L.H. or n/s	£ 9-50ea	Headlamp Magnaflex Bars (diamond shape)	£ 9-00ea
S.R. Y2230 Rear brake cam shaft	£ 8-50ea	Exchange condensers	£ 4-00
S.R. Y2050 Front brake operating wedge	£ 10-50ea	<u>FITTINGS - BODY</u>	
Front inner and outer wheel bearings		L.R. & C MODEL Front bumpers chromed (not CX)	£122-50ea
Exchange brake shoes, rollers removed, send old in first Set of 4	£ 29-00	L.R. & C MODEL Rear bumpers chromed (not CX)	£102-50ea
Brake shoe pull off springs, S.R/early"34Y, double roller Set of 6	£ 11-50	Bumper bar bolts (oval shape) No stock - on order	
Brake shoe pull off springs, L.R./C. single roller shoe Set of 4	£ 7-50	Bumper bar end caps chromed	£ 6-50pr

MECHANICAL - ENGINE AND TRANSMISSION

Fan belts - 3" dynamo pulley only	£ 5-50ea	Chassis to carpet rails inside door (state 2 or 4 door)	£ 33-50pr
Y9737 Accelerator return spring (on cross rod or accel., rod assy)	£ 3-00ea	Running board draught trims, adjacent to chassis, painted black	£ 30-00ea
Gaskets - price on application, upper engine only		Running boards, for L.R. Y Moulded in fibre glass (incl. matting)	
C exhaust, with tail pipe - stainless (Carriage not included)	£ 52-50ea	with steel mounting brackets, Adaptable for S.R.	£ 88-00ea
Add (Red star carriage £22-00) or collect		Only 1 n.s left. Do not intend to restock until after final decision on new design.	
Y exhaust, stainless Carriage included	£ 57-50ea	S.R. front valance below grill (external part only - fibre glass)	£ 21-00ea
Engine top water outlet (head to hose)	£ 9-00ea	Floor board screws	£ 0-10ea
Hoses, straight. Top 9.5" x 1.75" Bottom 8" x 1.25" (on order)	£ 3-00ea	Late L.R. Y four door hinge centre bolts, with spring	£ 1-20ea
Moulded Top hose - suit post Y head	£ 7-00ea	Brass balls, door hinge	£ 1-00ea
Moulded Bottom hose - suit post Y engine	£ 7-00ea	Y fixed timber roof stock kits in hard wood	£ 70-00ea
Engine pistons, various sizes - send pattern non-returnable From	£ 27-50set	Striker wedges - female - door pillar - housed "C" Model	£ 8-50pr
No post-war 8hp pistons in stock		Enamel rad. badge. Dark blue-L.R.&C.-Light blue-S.R.& early L.R.	£ 13-40ea
Various piston rings held send pattern & s.a.e		L.R. badge mounts under manufacture Send applications please	
Engine valves - early engine only - send pattern exhaust or inlet	£ 3-75ea	Hub caps - to original specification 'Y' type	£ 11-50ea
Engine valves - long	£ 5-25ea	Oil can transfers, Black only	£ 3-70ea
Timing Chain	£ 16-00	Wheel nuts Y set of 20 (in sets only)	£ 35-50set
Clutch plate centre - exchange	£ 21-50ea	Wheel nuts C each	£ 0-65ea
Clutch pressure plates - exchange	£ 39-00ea	Bifurcated Rivets	£ 0-03ea
Clutch release bearings (pre-packed)	£ 8-50ea	Service-Castrol poster, Reprinted	£ 11-25ea
Y24052 Cylinder head stud and nut	£ 1-50ea		
Universal joint - complete assembly - exchange	£ 17-50ea		
Universal joint only	£ 8-50ea		
Y4513 Cap (Universal joint housing) inner	£ 5-75ea		

Gearbox I hold large number of parts send list of requirements

RUBBER PARTS

Front radius ball	£ 4-25ea		
Brake & clutch pedals - exchange (send old one first)	£ 5-25ea		
non-exchange	£ 6-25ea		
Gear box mounts	£ 19-25ea		
Door stop buffers	£ 2-30ea		
C Front Axle beam stop rubber (Metal on request)	£ 7-50ea		
Bushes for shock absorber linkages specifically intended for S.R. but may be used on some L.R. depending on linkage design	£ 1-20ea		
S.R. side lights - base mats	£ 4-20ea		
L.R. rear brake rod support rubbers	£ 4-20ea		
Y under bonnet kit	£ 10-30ea		
Steering joint dust cover	£ 1-20ea		

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)

# PARTS ORDER FORM - ISSUE 88

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

MEMBER'S NAME:-

NUMBER

MODEL/YEAR

TEL NO: DAY

DATE

EVENING

PARTS WANTED FROM FORD Y & C SPARES

USED OR NONE LISTED ITEMS  
PRICE ON APPLICATION

NEW ITEMS

£

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 CLEAN EXCHANGE ITEMS WITH ORDER FOR NEW OR RECONDITIONED PARTS.

# REGALIA ORDER FORM ISSUE 88

To be returned to

BILL & SARAH WILLIAMS  
30 STATION ROAD,  
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 88

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

MEMBER'S NAME

NUMBER

ADDRESS:-

TEL. NUMBER - DAY

DATE

EVENING

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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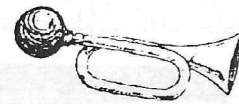
(ADVERT WILL BE INSERTED 3 TIMES, UNLESS SPECIFIED)



## CHAIRMAN'S NEWS

With the membership numbers being at their highest level ever, it is disappointing to report that the number attending the AGM was lower than that in recent years. Particularly disappointing was that there were no new members present. All had attended at least one previous meeting. Due to sickness and other adversities, the top table was pretty bare also, with the absence of Bob Wilkinson, Ken Devine and Jeff Cole. However the proceedings went well and, as promised, the committee stood down at the due time and we went through a full democratic election process. Reg Hunt took the Chair to elect a Chairman. I'm delighted to say that, without the need for any bribing, I was re-elected and managed the proceedings from there on. All the Committee members, less the Magazine Editor and Model C advisor, were re-elected unanimously, which either means that nobody else is prepared to give their time to running the Register, or that you are completely satisfied with the way it is being run. The new Editor is Kath Devine and the new Model C advisor for 1994/95 is John Griffiths. Thanks Kath and John for volunteering your services.

There are two appointments still vacant. The first is the Regalia Officer, a task which has been superbly done by Bill and Sarah Williams over the last few years. They have added their touch and taste to the range of items for sale and feel that it is time for some fresh ideas. The job is not onerous. From experience, there are only two events in the calendar at which the goods sell and hence only two events in the calendar at which the goods need to be on display, the AGM and the Register gathering, this year at Wellingborough. The bulk of the sales are via the Regalia Order Form in the magazine. Surely there is someone out there, or a couple, who would like to contribute some of their time and their fertile minds to the Register to run the Regalia as a hobby. The second task is that of Registrar. Bob Wilkinson has worn three hats for years. He is delighted to carry on as the Secretary of the Register and to continue as the Membership Secretary and was re-elected into those appointments. However, he can't get to grips with the Register computer. Poor ol' chap is feeling the generation gap. The time has come to transfer all the details of our cars from his box of bin cards onto hard disk. I already have most of it on mine and print off the "List of Surviving Vehicles" from it, but it is felt that here is an opportunity for a fresh face on the Committee,



## Poop! Poop!

taking a full and active part in the prime aim of the Register ie. maintaining the register of vehicles. I would welcome hearing from anyone who would like to take on either of these appointments.

The AGM was preceded by a morning Committee meeting at which we progressed the spares under manufacture and discussed other administrative matters. This time, for the first time, we invited the Regional Coordinators to take part and welcomed Owen Baldock (5), Mike Samuel (6), Dave Curtis (7), Rod Evans (8) and Derek Birch (11). To promote the idea of the "open administration" of the Register, future Committee meetings will be open to members also. The next one is at Wellingborough, at the annual gathering. Details of subsequent ones will be published in the magazine nearer the time.

We also have a vacancy for the Regional Coordinator of Region 14. Peter Ketchell has stood down, having enough to think about in his vital role as the Spares Procurer. This is an active Region which is looking for a focus, primarily as a contact for new members. Again would any willing soul please contact either Peter or myself.

I was privileged to spend a few hours with Louie Cascante, a member living in Barcelona, who is not only the proud owner of a Model CX, but also an Hispano-Suiza and a veteran Peugeot. His son, also Louie, has a Model Y. Louie senior was visiting London as a member of FIVA, the international body governing the classic car scene. Louie was FIVA's first President. He flew in to London a day early and caught the train down to Andover to talk Y & C and to give me some literature on the Ford plant in Barcelona and the Iberian Modelo 8 & 10 production. I met him in style and transported him off to lunch in my Model Y Kerry sports car, which he enjoyed. We then spent an hour or so around our dining room table looking over my archives and his literature. An afternoon to remember. Thanks Louie for your valuable time.

It was interesting to see the ex-Graham Tomlinson Kelsch Model Y tourer in the recent auction at Sotheby's along with a 1938 Eifel, which stole the press coverage, with tales of it evading bullets from Nazi border guards as its owners fled Germany at the beginning of the war. In fact, by 1938, the Eifel was not a Model C in Cologne disguise, but had a scaled down Lincoln chassis. (See my article on the German Ys & Cs in Issue 77 of the magazine).



The 'Sotheby's' French, Kelsch bodied coupé prior to restoration in the early 1980's

I thought I had found a pair of Town and Country tyres for CNN last month. The owner of Longstone Garage (see Useful Contacts on the inside back cover) is keeping his eyes skinned for me and was sure he had found a pair on some Ford Pop wheels. However, when they appeared at the garage, they were the wrong size.

My first Model Y was shod with these chunky, go anywhere tyres, which are now out of production. I will keep looking.



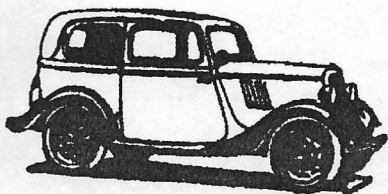
Jim Miles' 1937 German Ford Eifel, similar to that auctioned at Sotheby's

## THE "RARE" MODEL Y

John Hudson, the Regional Coordinator for Scotland, has written offering to organise an event north of the border. If the members in his patch are interested in a scenic run, a pub gathering, or just a get-together to compare notes, please give him a bell on his phone number at the front of the magazine.

Finally, a reminder of this year's annual gathering at Wellingborough, near Northampton on Sunday, 12th June, or if you feel like joining in the less formal part and staying overnight, on Saturday, 11th and Sunday 12th June. The directions will be well signed in Wellingborough as we are part of the large event being staged by the Wellingborough Vehicle Preservation Society. Entry is free to all turning up in an old vehicle. However, for our purposes, it would be appreciated if you would let Bill Williams know if you are intending to attend (0604-891421). We will welcome all Y & C owners on the day.

Even more final is a reminder of the major Model C 60th Anniversary event, to which all Y & C Register Members are encouraged to attend, and that is the Mersey Tunnel 60th Anniversary run on July 16th. Ford, Halewood will be giving a good send off to all Fords present from their plant. Please contact Peter Ketchell as soon as possible if you want to take part, as the list of entrants may soon be closed due to oversubscription - not from our members I might add. The entry form was included in the last issue of the magazine. I will be there in Kerry and taking part in the Ruthin run the following day.



Although, within the Register, we consider the Models C and CX to be "rare", when you consider that just under 200,000 Model Ys were manufactured at Dagenham, it is quite surprising that more Model Ys have not survived. Especially when you see the large number of Austins and Morris' at car shows. There were plenty of Ys around in the forties, fifties and early sixties. Then they seemed to disappear. As was explained in the magazine a couple of years ago, the Model Y was a favourite car for stock car racing, when that was all the rage and many were written off to that destructive sport.

However, another reason is hinted at in David Hawtin's excellent five-page article on Clive Litchfield's 1934 Model Y in April's Automobile magazine. He surmises that *"until recently few people would have considered a small pre-war Ford worth preserving"* Many of us have suffered the upturned noses of classic car owners at show, who, quite openly state that they do not consider the Ford as British - not like Austins and Morris'. It is for that reason that, *"until recently few would have considered etc."* It certainly seems the case that fewer people felt like preserving old Fords when the MOT came along in the early sixties and took the old cars off the road in their thousands.

Thinking about this in the bath the other night, I can see the purists' point of view to a certain extent. In the early thirties, this American car giant, by the name of Ford, descended on England and built a huge automobile factory, declaring that they were going to build a little car for Europe; and they were successful. In the early nineties a Japanese car giant, by the name of Nissan, descended on England and built a huge automobile factory, declaring that they were going to build cars for the European market; and they appear to be successful also. Is it possible that your average Brit in the thirties looked upon the Ford Model Y in the same way as look upon the Nissan Micra now? Has that prejudice been carried forward *"until recently"*?

There's a controversial topic for you!

*Sam Roberts*

## THE BRISTOL CLASSIC CAR SHOW - "SHIP SHAPE AND BRISTOL FASHION"

I nearly didn't make it! Over the weekend before the show I was fully occupied with domesticity, which I couldn't get out of. Instead of preparing my Kerry tourer for Bristol, I spent a family weekend with friends in Kings Langley. At least it gave me an opportunity to visit Graham Miles, who helped me out with a pair of track rod ends for my sick, failed MOT, CNN saloon. As a result of the lost weekend, I had to struggle by torch light in the evenings, after work, the following week, to get Kerry ready.

She refused to start. No spark. Using my small illuminating screwdriver, with crocodile clip, I earthed the Low Tension "Out" terminal on the coil; no current. I tried the "In"; no current. Damn! Under the dash we go. Connect the "Out" from the ammeter; there was current. Connect to the centre terminal on the back of the ignition switch; no current.

Checking the wiring diagram. I discovered that the centre terminal supplies current to the petrol gauge as well as to the coil. Sure enough, the petrol gauge was not registering either. Conclusion; faulty ignition switch. Damn again! Being over six feet tall and curled up underneath the dash, working by torchlight, against the clock, is not my favourite occupation and the ignition switch is not the easiest thing to work on. I managed to take it off and open it up, only to discover that the raised boss, on the brass triangular rotating centrepiece, had been flattened and was not making good contact with the spur from the current "In" terminal. A little leverage with my pen knife sorted that out and, after even more cursing, I managed to put it all back.

After a well earned puff on my pipe, I tried to start her again; still no spark - but the petrol gauge was registering. Damn for the third time! Back to the coil. Current at the Low Tension "In" terminal. No current at the "Out" terminal. Conclusion; the coil had packed up on me. The air was turning a dark blue as I called it a night, with only sixteen hours, including a half day's breadwinning work to go, before I was due to set out for Bristol arose early on the Friday morning, removed the coil off the sick CNN, and armed with a fully charged battery, swapped the coils, connected up the battery and started her without a whimper. I went into work with a wide smile on my face that morning.

We set off for Bristol at 2.15, Paula wrapped up in her lagging, even though the tourer is quite weatherproof with hood and sidescreens up. The journey, through Ludgershall, Upavon, Devizes and Chippenham was a dream, with no problems, other than a numb bum, which called for a leg stretch by Shoe Barrow outside Chippenham. We arrived at the Exhibition Centre, via our hotel, at 6 o'clock on the dot, as arranged, to be met at the top of the ramp which takes the cars up to the first floor, by Robin Prebble,

the Regional coordinator for Avon, Wiltshire and Somerset, and Dave Curtis, who had already parked his Model C Tourer on the Register stand. After greetings all round and a rub down of the car with a "chammy", we called that a day and retired either to home or, in our case, to sample the restaurants of Bristol.

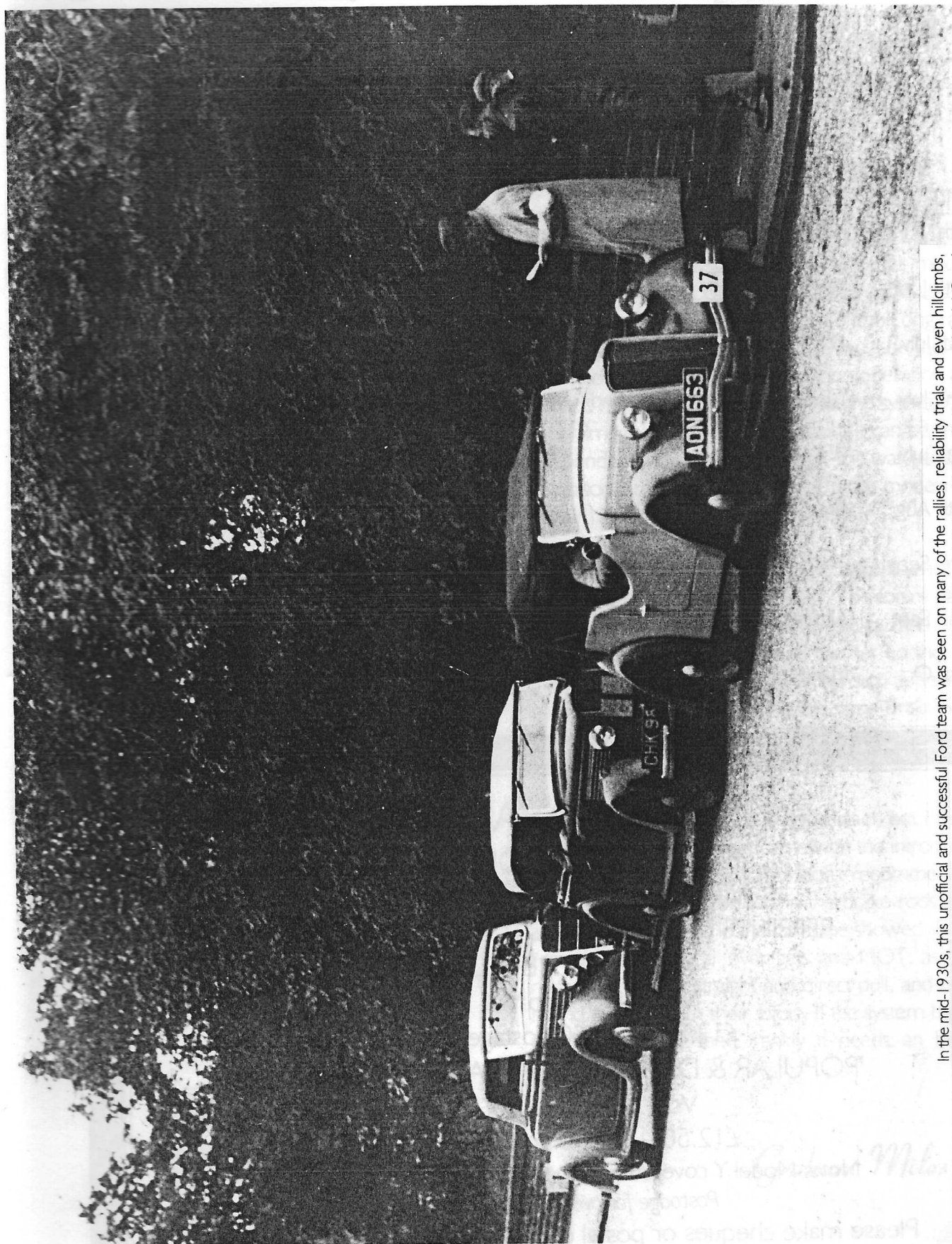
The three of us set the stand up on the Saturday morning with the Register sign, Ford bunting draped chain link fencing and the new smart sign declaring the 60th anniversary of the Model C. It looked very smart with immaculate Tourers on display; a Model C and a Model Y. Regrettably, the public didn't seem to be interested as there were very few enquiries. Robin manned the stand for most of the day, whilst Paula and I explored Bristol. Robin was entertained by Bert Hopkins' tales of yesteryear until the rain drove Paula and me back into the exhibition hall. Dave and Cher also arrived to add a bit of variety and a sympathetic ear for Paula to bend on the boring nature of car shows! The only good news to come out of Saturday, was a positive sighting of a Model Y tourer in Dorset; one which I have known about for three years, but have been unable to trace. Hopefully, we can now capture it for the register.

The public, who visited on the Sunday, were a far more interested bunch and we chalked up three new probable members and five hitherto unknown cars, all Model Ys. You do get some amusing comments on the stand. A chap pointed the Model C and asked whether it was a Ford Tudor. I said that it was, and so was the Model Y. He looked perplexed, so I explained that *Henry* referred to his two door models as Tudors and his four door models as Fordors. "Oh", he said, "My grandfather said he had a Ford Tudor. I always thought that was the name of the model. No wonder I have never seen one!"

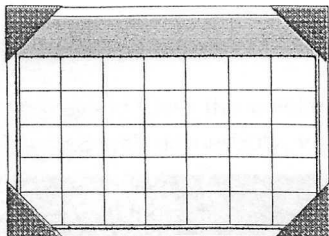
The show finished just before dusk, at 6 o'clock. By then, the hood and side screens were up and we were poised ready for the doors to open so that we could head homeward. The journey back across country, on 6 volt headlamps, was not too bad. She spitted and farted for most of the journey so, next weekend I must tackle the plugs and points. Something I should have checked before setting off for Bristol, had I had that precious commodity called "Time".

Well done Robin and Dave for masterminding and manning the Register stand at the show. Perhaps we will see Robin's restored 1937 Model Y on show next year.

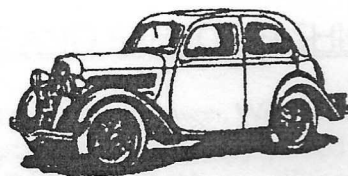
*Sam Roberts*



In the mid-1930s, this unofficial and successful Ford team was seen on many of the rallies, reliability trials and even hillclimbs, which were all the rage. The team consisted of Jack Harrison in the leading Model C, John McEvoy in the second Model C and John Whalley (of Model Y, JW Special fame - see issue 60) in the Model C's American big sister, the V8 Model 60



## EVENTS DIARY



60th Anniversary

<u>DATE</u>	<u>VENUE</u>	<u>CONTACT</u>	<u>TEL. NUMBER</u>
4/5th June	Tatton Park	John Griffiths	0244-534194
11/12th June	Wellingborough	Bill Williams	0604-891421
3rd July	Lover (Nr Salisbury)	Bert Hopkins	0725-20228 (Day)
16th July	Queensway Tunnel Diamond Jubilee	Peter Ketchell	0244-676856
17th July	35th Ruthin Rally	Peter Ketchell	0244-676856
28/29th Aug	Northern Classic Car Show	Peter Ketchell	0244-676856
3/4th Sept	Tatton Park	John Griffiths	0244-534194
25th Sept	All Ford Rally	Sam Roberts	0264-365662
2nd Oct	Malvern	Dave Curtis	0432-356302

## NOW AVAILABLE

BOUND COPIES OF BULLETINS  
(VIRTUALLY, WORKSHOP MANUALS)

REPRINTS FROM FORD MOTOR COMPANY LIMITED

'MODEL Y BULLETIN'

Vol. 1 No. 1 to Vol. 3 No. 7

£12.50 + £1.50 postage (U.K. only)

'POPULAR & DELUXE, EIGHT AND TEN BULLETIN'

Vol. 3 No. 8 to Vol. 7 No. 6

£12.50 + £1.50 postage (U.K. only)

Note: Model Y covered in both bulletins. Model C in second only.

Postage for overseas members £5.00.

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

Well - since the last news letter we have had the AGM and to say that it was the most poorly attended yet is no exaggeration. Such a low turn out by the members is very discouraging for the committee. Without the support of you, the general members, one has to ask oneself "WHY DO WE BOTHER?" For the present we do, so let's review the progress on the items in hand.

We left off last month having decided to try and remanufacture various items. At this stage not too much is actually happening as we strive to find manufacturers who are interested in our low volume.

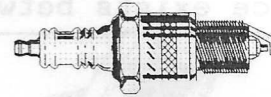
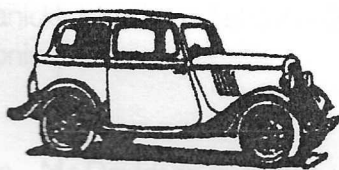
Side light bases are one item we have in hand - in as much as a tool to stamp out the base plate in hand. A printer who will undertake to print the steel sheet for the Oil Cans is being sought, perhaps one of you know of such a person, and if you do let me hear from you.

Two companies have been sent samples of Head Lamp Lens for them to cost the tooling and manufacture of same. A sample of the Head Lamp Rim is also with a company in order that the tools can be produced, but primary mould for Running Board has been produced, but many stages have to be passed before we're ready for that one.

Finally the steel parts that make up the Spare Wheel Strap have been ordered. You can see therefore that we've been quite active on your behalf, but at this stage its all tooling with no end results.

On the subject of Dash Knobs we have drawn a blank. Is anyone able to come up with a firm that can help with these?

Meanwhile keep the orders coming in, but bear with me at present as I'm having a few problems at work.



## SPARES REPORT

### TWO RODS VERSUS SINGLE

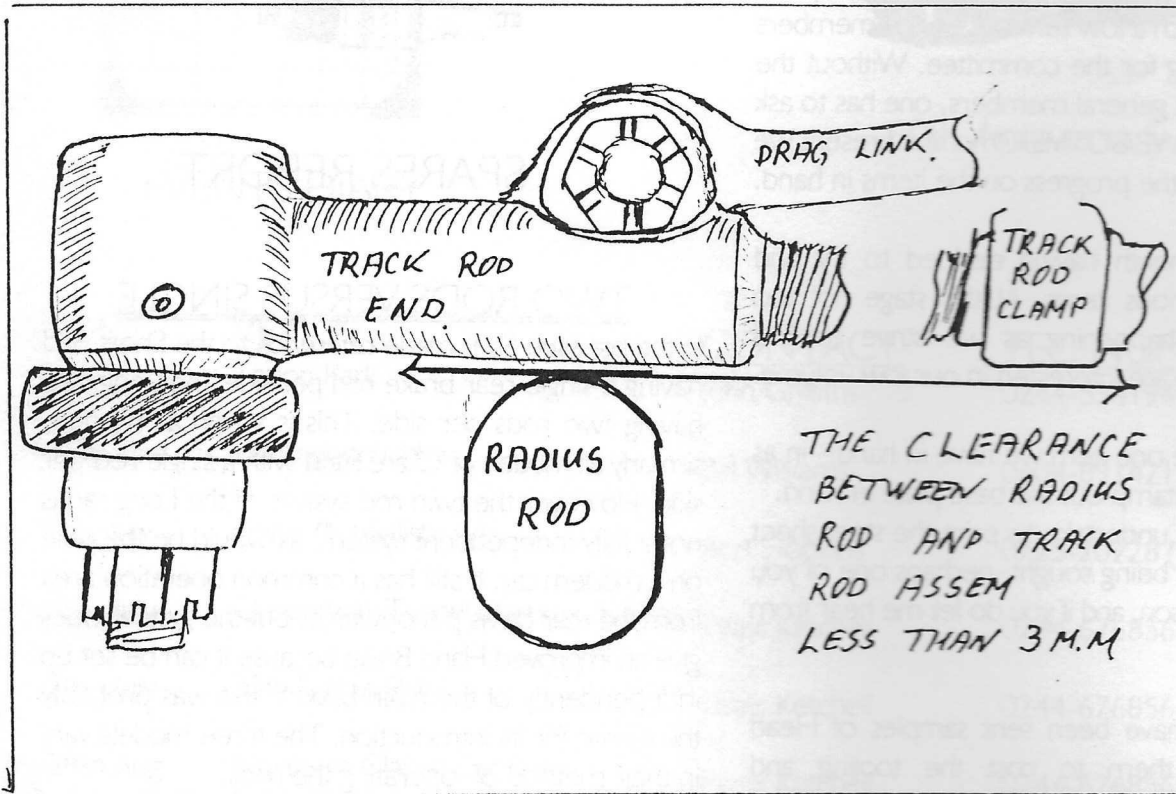
In the last issue Sam made reference to the Short Rad having a single rear brake rod per side and Long Rad having two rods per side. This is so on all models, similarly all models of 'C' are fitted with a single rod per side. However the twin rod system of the Long rad is not a fully independent system, as would be the case on a modern car. It still has a common operation area from the rear devis pin onwards, but the system does give an improved Hand Brake because it can be set up independently of the main brakes, this was probably the reason for its introduction. The three models vary in their method of operating the rods.

As a Short Rad buff I prefer the S.R. system which has a operating cam for the rear brakes. This forms part of the cluster located centrally under the car and by the use of adjustments offered one can set up the front brakes to lead the rear. However it would appear that the first of L.R. models did have the same Brake Shoes and Back Plates as the S.R. which also meant they had the same operating wedges etc. as the S.R.

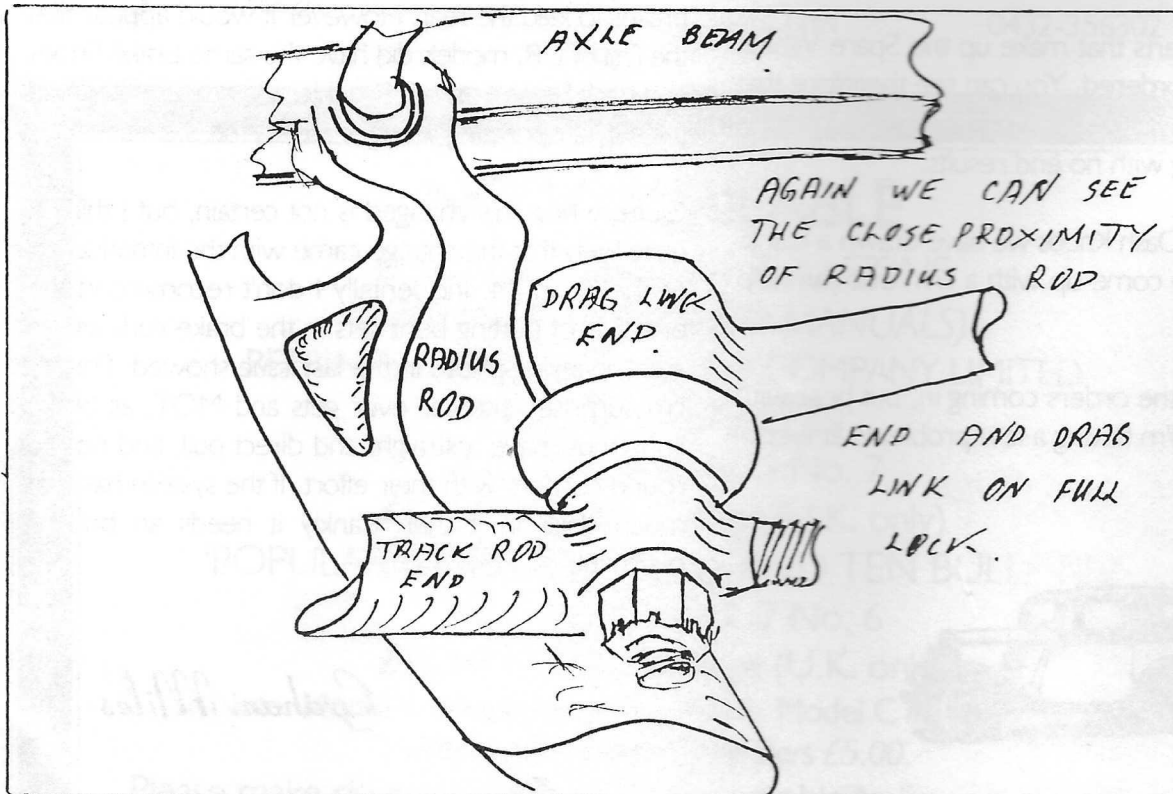
Quite when this changed is not certain, but I think it quite likely that this change came with the introduction of the 'C' in 34. Incidentally I don't recommend the practice of putting bent sets in the brake rods as the accompanying photo in the last issue showed. Frankly I'm surprised the car ever gets and MOT. as brake rods must have a straight and direct pull, and not go round corners with their effort. If the system has that much slack in it then frankly it needs an braking overhaul.

*Graham Miles*

This illustration is intended to show just how little clearance exists between track rod and "A" the frame.

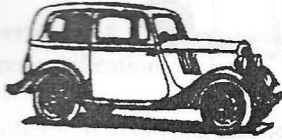


A similar lack of clearance is the case when the drag link is on extreme right lock, these very tight dimensions have been taken into account by Belcher Engineering Ltd on ends and drag link they produce.





## FOR SALE



- (2) 1935 Model Y - 2 door with Tax and MOT  
£2800 or offers, price to include some valuable  
spares. i.e. engine, front & rear axles, wheels  
front seats, gearbox, starters, bumpers, dynamos,  
front wing + others too many to list.  
A. Burrows - Middlesex. Tel 0784-251747

\*\*\*\*\*

- (2) Model Y L.R. 4 door body shell, chassis, doors,  
(repairs needed at bottom) complete with glass,  
front & rear axles, steering box with spring S wheel  
early rear bumper (needs chroming) radiator  
2 front mudguards. + for Model C 4 road wheels  
Any reasonable offers accepted. Colin Payton.  
Tel eve. 0425-475010 days 0202-827470

\*\*\*\*\*

- (2) 1936 Model Y 2 door. Black paintwork, new  
chrome, fully refurbished throughout, rebuilt  
radiator, original oil can, many spares, drives  
perfectly, new MOT. Have owned for 5 years.  
class winner at Stanford Hall, any trial, reluctant  
sale. £3800. ovno (Coventry area) J. Pullman  
Shilton nr Coventry Tel 0203-614654.

\*\*\*\*\*

- (2) Ford 8hp engine second hand £75  
2 front wing brackets "under headlamps" L.R.  
(1 new) £10. 1 new starter motor Bendix £5  
2 S.R. headlamp rims new £25. 3 S.R. headlamp  
rims second hand £20. 1 S.R. headlamp rims small  
damage £10. Stainless steel. S.R. & L.R. headlamp  
lens (most types) Model T & Model A headlamp  
lens. Rear pork pie lamps in pieces with lens etc.  
Lots of other stock. (phone) Will swop parts for  
Indian Military motor cycle 741 model 500cc  
V twin J. Janicki. Horsham Tel 0403-251184  
Evenings only.

\*\*\*\*\*

- (1) 8hp engine. Mr Davidson evenings  
0261-818548

\*\*\*\*\*



## FOR SALE/WANTED

- (2) 1935 Model Y L.R. 2 door. Last nut & bolt  
restoration to concours condition. Immaculate and  
historically correct £5000. ono P. Dickinson.  
Bristol. Tel 0275 830533

\*\*\*\*\*

- (2) 1936 Model Y AAB 903 Excellent condition body  
& mechanics.. Featured on several classic car  
calendars & received several awards. Two spare  
engines (1 is original unit) many spares from engine.  
Spares to tyres. £4000. R. Smith. Grimoloby.  
Lincs. Tel 0507-327708

\*\*\*\*\*

- (2) 1937 Model Y Pick-up. As seen in issue 85  
Very reluctant sale. MOT'd till Oct 94.  
Drives very well. Chassis no Y169196.  
Needs a little finishing. £1495 o.n.o.  
Dave Chaffey 0874-86314

\*\*\*\*\*

- (2) 1 pair front wings LR Y £80. 1 rear bumper, rusty  
L.R. Y £20. 2 st Y hub caps, not perfect £8. pair  
1 pair bumper mounting irons 36 Y £6. pair.  
1 pair front wings Ford E93A 1950 £60.  
Front wings, bonnet, valances, for Austin 8  
1939-47 offers. P. Ellis. Somerset  
Tel 0278-427253

\*\*\*\*\*

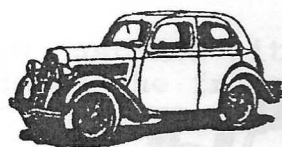
- (1) 2 Model Y gearboxes. 0372-452133  
P. Gardner (non-member)

\*\*\*\*\*

- (1) Colour prints of Model Y - original Ford adverts  
£3-00 + P.& P. John Cowley 0206-331052

\*\*\*\*\*

(3) 1934 Y type Kerry tourer. PV 1661 Older restoration. Maroon. One of only two on the road. Reluctant sale £12,000 o.v.n.o. Mervyn Cullimore. Days 0435-865245 Evenings 0435-812631



\*\*\*\*\*

(3) 1936 Model Y - 2 door saloon, In need of restoration AFH 960 on V5. Ivor Bryant 0454-411028

\*\*\*\*\*

(1) Model Y L.R. 2 door, registered Dec 35. Black. Taxed and MOT'd to Sept 94 restored some years ago and still in very good condition Drives beautifully. Sussex £2500. o.n.o. Steve Morris -evenings 0323-423098

\*\*\*\*\*

(1) 1936 Model C (C42149) Dismantled some work done, needs correct front axle plus all brake drums and wheels. Many other spares, including 5 Y wheels, 15 disc wheels, numerous axles's engines gearbox steering gear. Sell as one lot or split. Best offer or exchange. Pre 1950 motor cycle or parts. George Jarman Somerset. 0823-480218

\*\*\*\*\*

(3) 1935 Model C - 2 door black saloon. with spare wheel cover and luggage carrier. Interior requires a little more attention. Spare Recon engine, also gear box & rear axle.£2500 Ron Watson 0526-833824

\*\*\*\*\*

(1) Part restored Ford Ashley Special lots of work done fully reconditioned 8hp engine £1500. Kath Devine 061-665-3612

\*\*\*\*\*

DEADLINE FOR COPY FOR NEXT ISSUE 30-JUNE-94

WANTED

(2) Drivers side front inner door panel in red/maroon for 2 door Model C. Ron Watson 0526-833824

\*\*\*\*\*

(3) For 1933 S.R. Y.- Shock absorbers and linkages, Original or replacement types or diagrams for identification. Per Langoy. Moreneveien 21, 3058 Solbergmoen, Norway.

\*\*\*\*\*

(3) Pair of Model C exterior door handles. Dave Curtis Hereford 0432-356302

\*\*\*\*\*

(3) 4 Window winder handles for L.R. Model Y 1934 Barrie Whitworth, Cumbria 0539-823282

\*\*\*\*\*

(3) All wanted for 1933 Model Y S.R. Set of 4 window handles - 1 P/side door handle for outside 1 metal frame to go round the rear window inside 2 headlamp lenses curved diamond centre - 2 side lamp lenses. 1 badge mount - 1 front window frame D.R. Pittock. 0449-767113

\*\*\*\*\*

(3) For Model CX. Radiator to bulkhead bracing bar. Passenger door handle, Bumpers. Good boot lid for 103E. Ivor Bryant 0454-411028

\*\*\*\*\*

(1) Y or C engine in good/reconditioned order plus Y complete manifold (rear exit) Carlton Theisse USA Address from Bob Wilkinson 0405-860836

\*\*\*\*\*

(1) Steering box for 1938 Model Y K. Devine 061-665-3612

# NOTICES

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

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

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

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Family Repair Service, Beales Close, Andover,  
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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

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Tel: 0778 347347

Paul Beck, Vintage Supplies, Folgate Road, North Walsham,  
Norfolk NR28 OAJ Tel: 0692 40634

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Mr Gary Miller, Shepherd's Grove Service Station, Stanton,  
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Mr Julian Janicki, Riverside, Blackbridge Lane, Horsham, West  
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