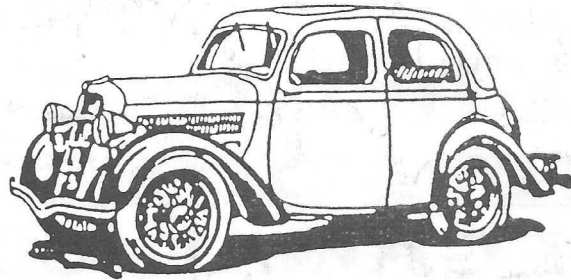
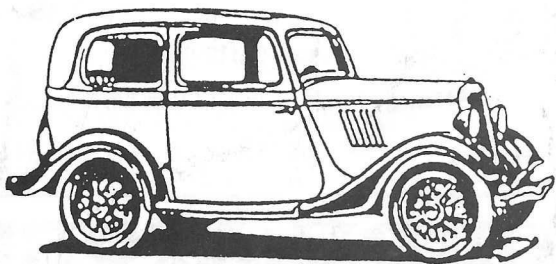


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

ISSUE 95 JUNE / JULY 1995

NEWSLETTER EDITOR:

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

REGISTER CHAIRMAN:

SAM ROBERTS
16 CROYE CLOSE
ANDOVER
HAMPSHIRE
SP10 3AF

REGISTER OFFICERS

CHAIRMAN	SAM ROBERTS	16 Croye Close, Andover, Hants. SP10 3AF. Tel: 01264 365662 (EVE)
SPARES SECRETARY	GRAHAM MILES	4 York Close, Kings Langle, Herts. WD4 9HX
SPARES ORDER TO:	KEVIN BRIGGINSHAW	102 Hadrian Avenue. Dunstable. LU5 4SP
SPARES PROVISIONER	PETER KETCHELL	2 Manor Rd. Westminster Park, Chester CH4 7QW
NEWSLETTER EDITOR	KATH DEVINE	5 Eward St. Werneth, Oldham OL9 7QW. Tel: 161-626-1256
MEMBERSHIP SECRETARY & TREASURER	BOB WILKINSON	Castle Farm, Main St. Pollington, Goole, Humberside DN14 0DJ Tel: 01405 860836 (eve)
REGISTRAR	PETER BROOKE	40 High S. Rawcliffe, Goole, DN14 8QW. Tel: 01405 839526
TREASURER TO SPARES SECRETARY	JEAN HUNT	The Byre, Eastern Rd. Willaston, Nantwich. Cheshire. CW5 7HU
LIBRARIAN & TECH ADVISOR MODEL C	JOHN GRIFFITHS	77 Circular Drive, Ewloe, Deeside, Clwyd. CH5 3DA
TECH ADVISOR MODEL Y	JEFF COLE	66 St. John's Avenue, Old Harlow, Essex CM17 0BD
REGALIA OFFICER	BOB HALE	4 Garden City Villas, Mill Lane, New Bradwell, Milton Keynes, Bucks. MK13 7AB
BRIGHT IDEAS BOOKLET	ROD EVANS	1 Fox Covert Close, Sunninghill, Ascot, Berks SL5 9PA. Tel: 01344 21800

REGIONAL CO-ORDINATORS

01. Devon/Cornwall David Ramon 16 Michigan Way Pennsylvania Exter EX4 5EU Tel 0139-2 79614	02. Somerset/Avon/Wilts. Robin Prebble Conduit Cottage Batcombe Somerset BA4 6HF Tel 01749-850667	03. Dorset/Hants/IoW/ Channel Isles Sam Roberts 16 Croye Close Andover Somerset SP10 3AF Tel 01264-365662	04. Surrey/West Sussex Julian Janicki "Riverside" Blackbridge Lane Horsham, W. Sussex RH12 1RR Tel 01403-251184
05. East Sussex/Kent Owen Baldock 85 Welland Road Tonbridge TN10 3TA Tel 0132-353404	06. South Wales Mike Samuel "Bry-Gomer" 20 Greenhill Road Giffithstown, Pontypool Gwent NP4 5BE Tel 01495-755219	07. Hereford/Worcs/Cloucs/ Warwick Dave Curtis 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel 01432-356302	08. Oxon/Bucks/Berks Rod Evans 1 Fox Covert Close Sunninghill. Ascot Berks. SL5 9PA Tel 01344-12800
09. Beds/Herts. Kevin Brigginschaw 102 Hadrian Avenue Dunstable LU5 4SP Tel 01582-601692 (7-9pm)	10. London/Essex/Middlesex Paul Tritton Haslers Farm Little Waltham Chelmsford CM3 3NH Tel 01245-360138	11. Salop/Staffs/W. Midlands Derek Birch 56 Alderney Gardens Kings Norton Birmingham B38 8YW Tel 0121-459-6100	12. Leics/Northants/Cambs Bill Williams 30 Station Road Cogenhoe Northampton NN7 1LT Tel 01604-891421
13. Norfolk/Suffolk Brian Mace 5 Glenburn Ave Sprowston Norwich. Norfolk Tel 01603-425558	14. N.Wales/Cheshire/Lancs Manchester/Mersyside John Griffiths 77 Circular Drive Ewloe, Deeside Clwyd CH5 3DA Tel 01244-534194	15. Notts/Derby/Lincs/S.Yorks Bryan Dixon 458 Loxley Road Loxley Sheffield S6 6RS Tel 0114-2345417	16. N. Yorks/W. Yorks Humberside Bob Wilkinson Castle Farm Main St. Pollington Goole. DN14 0DJ Tel 01405-860836
17. IoM/Cumbria/Durham/T & Wear Numberland/Cleveland Ian Wright 3 Sandringham Close West Monkseaton Tyne & Wear NE25 9PB Tel 0191-252-0920	18. Scotland John Hudson 43 Acredales Linlithgow West Lothian Tel 01506-845935	19. Ireland Jim Fitzgerald 120 Meadow Vale Blackrock Co. Dublin. Eire Tel 010 353 1 280 2093	

"DISCLAIMER" The editor and Club Officers of the Ford Y & C Register do not necessarily agree with all the views and advice expressed within this Bulletin and cannot accept liability resulting from erroneous information printed.

CONTENTS

Editor's Report.....	3
Y-Spotting in Malta	4
New Members	4
Members Cars	5
Chairmans Newsletter	7
Annual Meet.....	9
Members Letters	11
Y & C Register Parts For Sale.....	15
Parts Order Form	16
Regalia Order Form	17
Newsletter Insertion Form	18
The Enfield Pageant.....	20
The Whatmough Conversion	21
A Model Y Woody	23
Technical Info	23
For Sale & Wanted	26
Useful Contacts	31

EDITOR'S REPORT

It seems no time at all since the last Newsletter was being prepared, time is going very fast this summer for me, Unfortunately I have not been able to attend as many shows as I would like to this year, as between work commitments weekends have been very busy, can't



complain though work as got to come first. Kevin has fitted a fresh engine in my Tourer this summer and it seems to run really well, since he sold his CX saloon to Carlton it left him with time to spare.

There has been quite a large feedback on the new presentation of the new style Newsletter I think we have

come a long way over the past few years with technology being what it is.

In this issue there is a varied selection of reports and a very good restoration story from Stuart in Halifax. You will notice the absence of a spares report as well owing to the fact that our hardworking sparesman Graham Miles is having a bit of a break and doing some work at home instead.

Kath Devine

FLORIDA TO POLLINGTON

In mid-June I was able to meet with club member Carlton Thisse and his wife Delores from Florida, here on holiday. The vacation was timed to coincide with his shipping back home the 4 door CX saloon ADM 182 purchased from Kevin Devine. Carlton obviously felt he was showing less than full Y & C enthusiasm by owning only 2 model Ys' and needed the CX for the set.

Carlton is a retired teacher and having spent some time in the UK in the 1960's on 'exchange' manages an occasional trip over here to look up old friends. The very cold weather untypical of 'flaming June' was a shock to them after the Florida heat and their next stop being Scotland encouraged them to buy an electric fan heater to use on the remainder of their tour, unfortunately we couldn't find a shop which stocked fur lined boots!

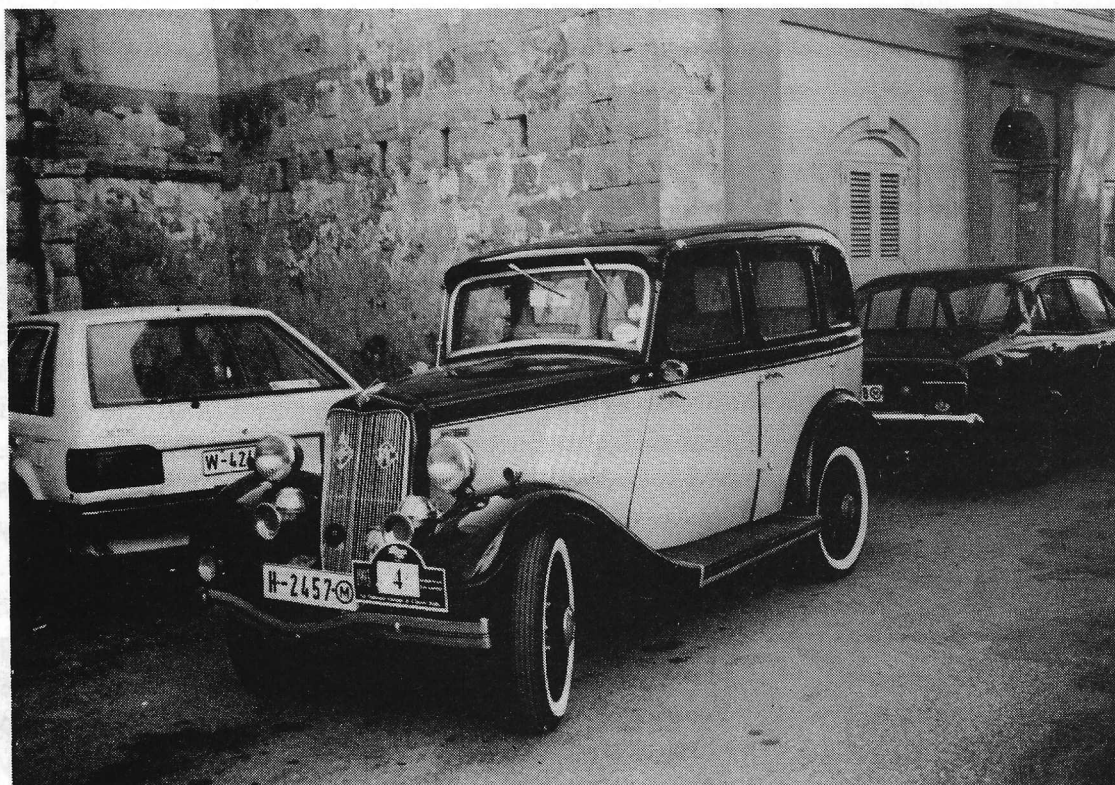
I hope you will be able to spend more time with us on your next trip - meanwhile Carlton & Delores extend a welcome to any members visiting Florida to contact him on (USA) 813-398-5743

Bob Wilkinson

Y-SPOTTING IN MALTA

June and Clive Litchfield seem to be claiming some sort of record. An excited June accosted me at Enfield, clutching a set of superb photographs, following their recent holiday trip to Malta. Whilst there, they had looked up fellow member, Joseph Pace (pronounced "Patchay"), who is the owner of a 1935 Fordor Model Y, which, according to the register, is under resto-

ration. However, Joseph has a friend, whom the Litchfields did not meet, called Vince. Now Vince has a super looking two-tone, cream and black, probably 1935, sliding roof, Fordor Model Y, which was the subject of the photographs, which June was clutching. The car has a number of gizmos, including a sun visor (essential for the Mediterranean), a pair of klaxon horns (probably also essential!), period rear view mirrors on the bulkhead, twin wiper blades and white-walled tyres. I note from the photograph, that it seems to boast a Model CX front bumper, with two grooves, and a shortrad Model Y rear bumper.



Vince's car with gizmos

Not satisfied with that, Joseph also drove the Litchfields (eight in a Ford Consul!) to a garage, where was parked another, sorry looking but eminently restorable, Fordor Model Y. Hence June's claim to the record of spotting three Model Ys in one day, whilst on holiday overseas, two of which were not listed on the register. I must say, I was impressed.

Sam Roberts

NEW MEMBERS



Since our last Newsletter we have been joined by the following new members:

C0107 CHARLIE CASSAR. Cross House, Fore St, Northam. Bideford, Devon. EX39 1AN

H1611 TREVOR HANSON. 25 Regent ST, Horbury, Wakefield. West Yorks WF4 6EP

H1217 ROGER HANSLIP. 165 Hungate Rd, Emneth, Wisbech, Cambs. PE14 8EQ

K1407 JOHN KENNEDY. 24 Denby Lane, Heaton Chapel, Stockport. Cheshire. SK4 2RA

K1011 C. S. KEMP. 61 Tilkey Rd, Coggleshall, Colchester/ CO6 1PH

- M1215 GARY MATTHEWS. 39 Mill St., Melton Mowbray, Leics. LE13 1AY
- S1417 TONY SMITH. 38 Box Lane, Alton, Wrexham, Clywd. LL12 7RB
- T1515 WILLIAM TOMLINSON. 120 Sandford Rd, Concaster. S. Yorks.

As always we welcome our new members and ask 'old' members living near to any of the above to make contact.

Bob Wilkinson

NOTES ON NEW MEMBERS

Charlie Cassar joined us whilst restoring his March 1936 model Y KG 7821 which currently lacks its V5 registration document - but this is in hand.

A fairly closed 'related' model Y is KG 7403 now with C.S. Kemp (sorry don't have first name) in Colchester. This car has been stored for over 25 years and will be the subject of a lengthy restoration.

Trevor Hanson of Horbury, Wakefield is also undertaking a full restoration on CRT 404 his 1937 4 door model Y. One problem facing Trevor is the absence of a V5. I have now deciphered the rubbing he sent me of the chassis no. Y196276 which puts it 'in tune' with the body no. 166/9108 and the registration mark E. Suffolk Aug 1937. The body no. indicates that this is a rare sliding roof 4 door model. (Sam Roberts had drawings of roof construction). Trevor was able to visit Crich and have a close look at our cars on view.

Michael Yarm now owns TH 6941. The 1936 4 door saloon previously owned by ex-member Harvey Woods in Staffordshire. The car is on the road and is sliding roof version. These cars are very rare so it is very suprising to have 2 listed in this Newsletter.

John Kennedy works in Stockport but lives in Ireland - the home of many of 'our cars' Currently I am waiting for details.

William Tomlinson and 17 year old grandson Jamie Ross from Doncaster are jointly beginning the restoration on AOB 267 their 1934 2 door model Y/ The write - "the car had been stored for 15 years in a coachworks garage. It was bought to restore for Jamies' 17th birthday but this was delayed due to work on a 105E Anglia, Capri 3.0 litre Ghia, and a Morris Minor". Where have we heard these excuses before?!

Gary Matthews met us at Crich and told us of his 1937 2 door model Y in sound original condition with a genuine 60,000 miles recorded. Original cars are well liked but bring some problems of how much restoration to undertake without spoiling the originality as Gary well knows. This Y joins a family collection.

Roger Hanslip in Wisbech is fortunate to own the very smart, soundly restored 4 door model Y which belonged to the late Richard Wakefield.

Tony Smith too is on the road with 1937 2 door Y FPG 447 model Y owned previously by Alan Oakes. Tony had undertaken some cosmetic work to improve 'Delilah' and was a prize winner at Crich (See report elsewhere).

Good luck to you all.

Bob Wilkinson

MEMBERS' CARS (SEE BACK COVER)

PAUL BAINBRIDGE'S MODEL C - BAU 946

Chassis no: C12397 Briggs body No: 367/1631

BAU 946 was bought new from Hooley's garage in Nottingham City centre by Leonard Inger in March 1935. Leonard was a most careful owner, who looked after the car in Bulwell, just outside Nottingham, to the extent that he would not even take it out in the rain. During the war, the car was put up on blocks. As Leonard was in a protected trade, as an electrician with the National Coal Board, he was able to turn it over

regularly. After the war, he had the radiator grille and other bits and pieces chromed at the Raleigh cycle factory, where he worked with Paul Bainbridge's uncle. In the 1950's Leonard and his wife drove the car down to Dagenham, where the picture on the back cover was taken by a Ford photographer. So delighted were they at seeing such an immaculate Model C, the Commissionaire invited them in to lunch.

Leonard suffered a stroke in 1962 and traded the Model C in at Glen's Garage, Bulwell, for a modern Hillman Minx. Regrettably, Glen's parked the car in their yard and left it sitting there, slowly rotting, for 19 years, when, due to a move of the garage, they decided to bodge it up and

sell it. The sliding roof had deteriorated, so they covered that over. Rust was apparent everywhere. This was filled and a coat of black paint impacted over the body. And so it was advertised for sale.

Paul bought the car in 1981 and, gradually, has been restoring it back to its original glory. Not that Paul will keep it under dustsheets or wish to keep it in concours condition. He firmly believes that our cars should be used and driven. We wish him luck with BAU, which has lived within five miles of its original place of sale all its chequered life.

Sam Roberts

CLUB ANNUAL MILEAGE AWARD

In the last edition of the Newsletter I omitted to seek entries from members for this award. If you have used your Y or C regularly and put a good number of miles 'on the clock' please write to me or Sam Roberts as soon as possible stating the distance covered in the last 12 months. The winner will be announced in the next Newsletter.

ANNUAL MEMBERSHIP SUBSCRIPTIONS (DUE 1ST JUNE)

Many of you spotted my deliberate mistake in not enclosing the subs. reminder/reply sheet with your last Newsletter!

Thanks to those members responding to my request on page 6 and sending their cheques.

REMEMBER the rates for 1995-96:-

UK & EIRE	£17-00
OVERSEAS	£20-00
RETIRED/UNWAGED (UK ONLY)	£12-00

PLEASE PAY NOW

Members who sent the old rate (£15/£18/£10) please send your £2-00 cheques to 'top up'

Standing order payers are requested to 'top up' and inform your bank of the increase for next year.

MEMBERSHIP CARDS will be sent out with a mailshot later in the year or you may enclose a SAE for return.

BOB WILKINSON

50TH ANNIVERSARY V.E. DAY

Your secretary and Registrar colleague Peter Brooks joined a parade at Holme-on-Spalding Moor, a former bomber station, to commemorate V.E. day. My 1936 CX saloon, formerly from POCKLINGTON nearby, followed a column of Land Army girls, groups of ex-soldiers, cadet units and various contemporary vehicles to the beacon site. A local brass band entertained the crowds and at the appropriate moment the beacon was lit in unison with similar ones throughout the nation following a minute's silence. It was a moving moment for the crowd of all ages. On a lighter moment during the parade I was able to obtain some petrol coupons from a friendly lady - but it did cost me a pair of nylons!

CHAIRMAN'S NEWSLETTER



Caption Bob Wilkinson outside Hare & Hounds prior to parade. (Is that really his demob suit?)

I am pleased to say that the feedback we have received on the new style magazine is all very favourable. Our thanks to Kath Devine and Bob Wilkinson for the initial negotiations with the new printers and to Kath, in particular, for overcoming the initial teething problems, due to the printers' software not being compatible with her's. Regrettably the magazine was a bit late and exhibited a few typos as a result. We hope that this issue is on time and even better in content.

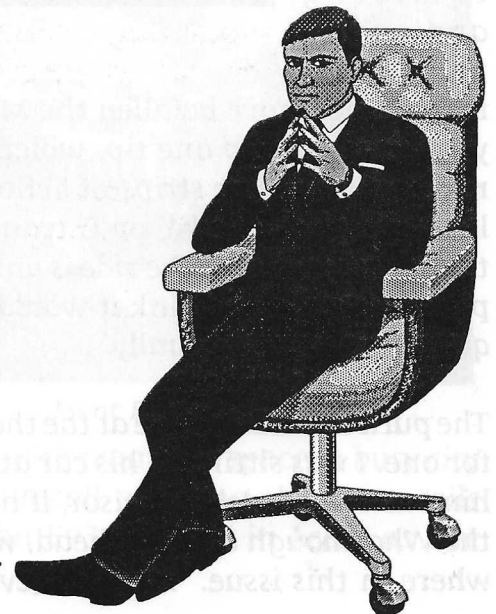
Two major shows are written up in this issue; the Enfield Pageant and the Register's annual gathering at the Crich National Tramways Museum. However, I am continually hearing of gaggle of Model Ys and Cs being spotted at other shows, such as Leicester, Colchester etc. and wonder why members are not writing in to tell us about them. Hopefully, you are distributing the "new members" cards, which were sent to you in the February mailshot, to those you trip over, who are not members?

It was a pleasure to see some recently joined members at Crich (pronounced Crytche). David Porcic and Josipa (and three large dogs) arrived on the Saturday in their huge camper, which Bob reckoned was longer than the street he was born in! Clive Batty, Kate and Sarah grabbed fate by the throat and chanced their arm by taking their recently restored Model Y out of sight of their garage! We also attracted three new members into the Register and will be welcoming on board

Tony Smith, Roy Johnson and Gary Matthews. Roy has a particularly rare 1937 Fordor, sliding roof model (Y180476). There is only one other on the register. Looking to the future, Geoff Dee's son, Richard, is showing a very healthy interest in Model Ys and has his name on the yet-to-be-restored Shortrad, sitting in the drive at home. I'm delighted to say that Robert Hale, aided by his excellent sales daughter, Nicki, managed to sell £147s worth of regalia, including a new addition to the range, a smart Y&C lapel badge. It was a pity about the weather, which I'm sure put many off coming. Despite that, even Paula, on her one annual outing, declared the meeting a success. We had driven up from Andover in CNN, taking the scenic route through Newbury, Wantage, Banbury, Nuneaton, Burton-on-Trent and Derby. We had clocked up 342 miles by the time we arrived back in Andover on the Monday afternoon.

Whilst on Model Y sliding roofs, you may recall that, in Issue 92, Ken Arthur offered to make a batch, if there was a demand for five or more. I did not receive one request. Two weeks ago, a member 'phoned up to ask me how they were progressing as he was interested in one! If you want a sliding roof for your Model Y, let me know by the end of August. If I have five committed names by then, I'm sure Ken Arthur would oblige. We were looking at a cost of approximately £380 each, including VAT.

We have had quite a bit of



media attention again. The May issue of "Classic and Sports Car" featured Andrew Carter's Dagenham 4-Seater tourer, and the June issue, Bob Hadfield and Tom Tomlin's early Model Cs. I responded to a query in "The Automobile" on the Model Y Cairn coupe, which was printed in the July issue, complete with a photograph of Bob Stay's beautifully restored Cairn on the Isle of Wight. The clip on the comparison of the 1935 £100 Model Y with the bottom of the range 1995 Fiesta was shown on Meridian TV's "Road Show". It was a pleasure to see three Model Ys driving around on the box! I have received video tapes of the whole day's filming and am compiling one tape, which will be on view at next year's AGM, showing the excerpt from the show and the out-takes.

Out of interest, I followed up an advert for a Model Y Street Rod in the Classic Car Weekly and had a fascinating half hour on the telephone, discussing stock car racing, customising and other terrible

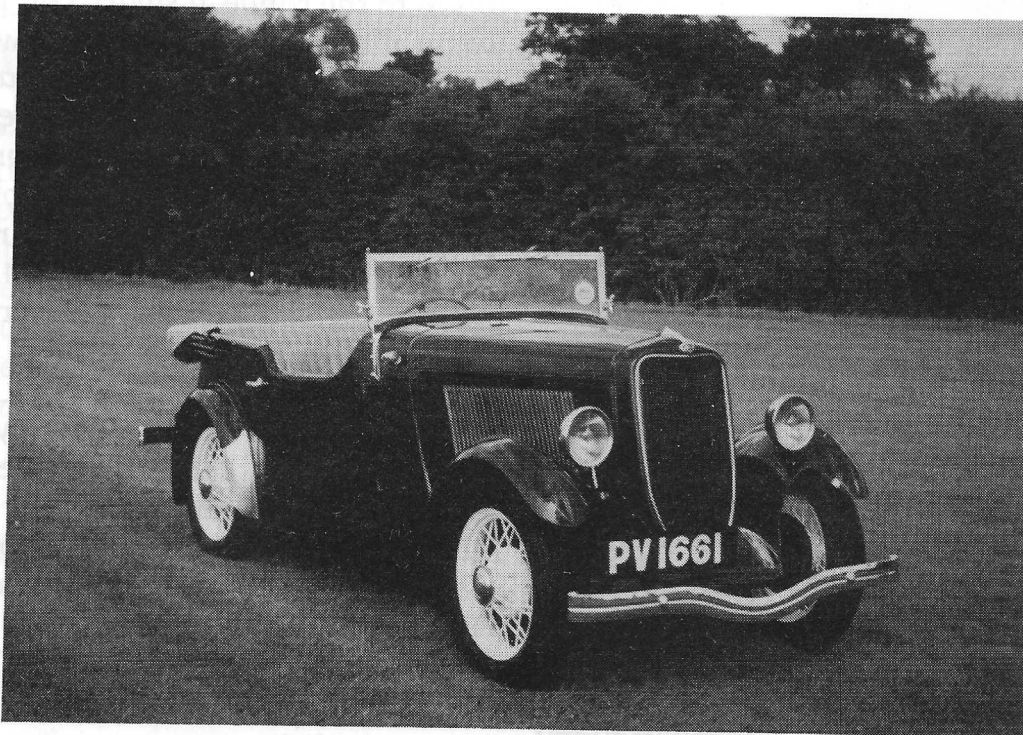
fates, which have befallen the Model Y over the years. I picked up one tip, which I found fascinating. If you put strips of Teflon between the leaves of the Model Y or C transverse springs, the improvement in the ride is unbelievable - apparently! I should think it would make you feel quite Uncle Dick actually.

The purists would cringe at the thought. Jeff Cole for one. I was sitting in his car at Enfield asking him, as our Model Y Advisor, if he had heard of the Whatmough cylinder head, written up elsewhere in this issue. "No Boy," (everybody is Boy

to Jeff) "I don't go for customising." The fact that it is reported that the Whatmough head was fitted, as new, on the Dagenham 2-Seater is an anathema. I suppose that, if you are a purist, all special bodied Ys and Cs are infra-dig. Shame! Talking of special bodied Ys, Mervin Cullimore has sold "Henry", the maroon Kerry tourer. Derek James, the dealer, had it advertised at £8950. It has been sold on to a prospective member near Brentford.

I regret to announce that Derek Birch, the Regional Coordinator for Region 11, has not been too well and has asked to stand down, as he feels he is not doing justice to the task. We wish him a speedy recovery. Geoff Salminen has agreed to

take on the role. His details are on the inside front cover. Geoff, with Geoff Dee, is organising the Register stand at the prestigious National Classic Car Show at the NEC in Birmingham, on the 11th & 12th November. The theme is 100 years of mo-



Caption: "Henry" at Hickstead - 1993

toring, and any club with a 100 claim is encouraged to attend. As it is the 60th anniversary of the introduction of the £100 Popular, Model Y, we are giving it a whirl. We would like you to give it your support. I hope to meet many of you there, or at the All Ford Rally on 24th September - always a good show, with hundreds of old Fords.

Finally, PLEASE PAY YOUR SUBS ON TIME THIS YEAR - £17 IN UK AND EIRE.

Sam Roberts

ANNUAL MEET

JUNE 10-11TH 1995

NATIONAL TRAMWAY MUSEUM, CRICH, DERBYSHIRE

The decision to move the annual meet around the regions brought us to this splendid venue situated within superb countryside. It was a great pity that the weather did not match the event.



Sam's "Y" - Crich

The Saturday arrivals were able to take advantage of Tony Butterfield's spares stall and join the fun of erecting two weather-proof canopies in the camping field. Linda Croucher, Debbie Briginshaw and Kate Brooke proved to be the best organised in the activity verbally encouraged by non-participant husbands. I cannot recall how the topic of black suspenders came to be raised!

The arrival of Dave Porcic at the wheel of the largest motor caravan I have seen, with his smart model Y in tow, bought forth questions as to how David had coped with the Derbyshire narrow roads let alone the M1 journey from West London. Reg Hunt with Jean arrived in the oldest Y on the road complaining that his battery needed a charge but refused by offer of Phylloran as he had a spare battery on board!

The rain came down heavily in an attempt to dampen the evening barbecue however Paula



Tony Butterfield looks thru the mist!

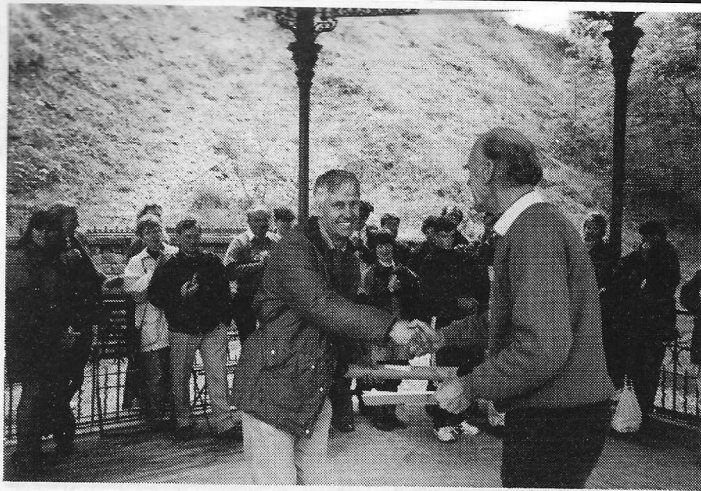
Roberts aided by husband Sam and Gordon Batchelor kept the flames going nicely and we were all persuaded that we were having a good time. Tony Hurst arrived after the barbecue was extinguished but David Porcic's caravan microwave came to the rescue.

On Sunday morning with dismal weather persisting we assembled our cars around the museum band stand and on the main street. By lunchtime the sun was trying to make an appearance to enhance the scene of approaching 20 Ys & Cs with a increasing number of visitors showing keen interest. As intended many visitors were using our cars to enhance photographs of the reconstructed main street with tram traffic clanking by. Many of our older members recall these scenes for real in the 1950's as



Front Rank.

our cars jostled with trams for space in busy city street. I clearly recall avoiding the tram rails whilst driving an E93A Prefect in Leeds as late as 1961.



Dave Jarman (Mileage Award)



Clive Brooke's 1934 Y

It was particularly heartening to see new faces as well as old friends at Crich. David Porcic showed off his Intermediate model Y - he had achieved wonders by completing a full restoration only begun last December! Clive Brooke's similar Y was also on its first club outing looking very smart in maroon and black livery. Tony Smith brought along FPG 447 once owned by Alan Oakes but not seen for 3 years or so. Roy Johnson sported DYX 765 his 4 door model Y. Robert Hale's enterprising daughter was kept busy selling club regalia with enthusiasm all day.

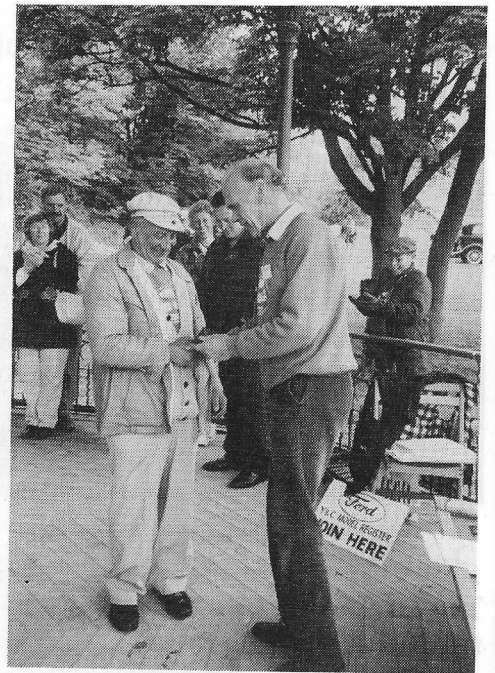
Members completed their judging and Sam presented the awards and after more photographs, farewells were made and all departed after a good weekend dampened but not spoiled by the weather. Many thanks to those members driving there in such poor weather and thanks to the curator and helpful staff at Crich.

AWARDS

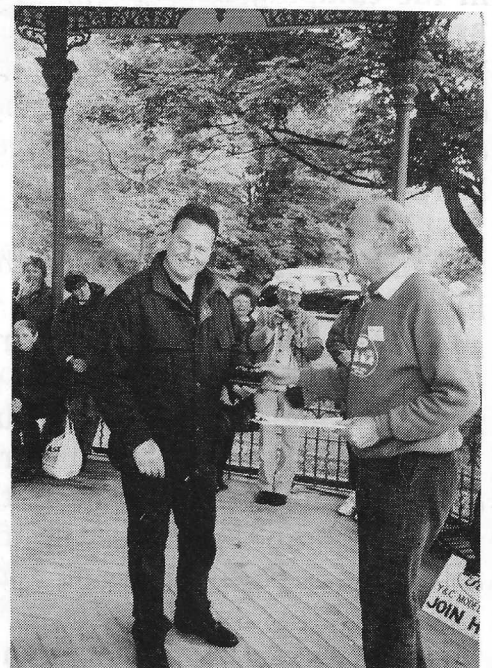
Best Short Rad Y	AGH 237	Kevin Briggins
Best Intermediate Y	AYP 699	Clive Brooke
Best Popular Y	DYX 765	Roy Johnson
Best C Saloon	BAU 946	Paul Bainbridge
Best Tourer	CYL 392	Frank Croucher (CX)
Best Original Vehicle	OY 8955	Frank Johnson (Y Arrow)

Eric Bufton Trophy (Best home restoration)	Clive Brooke
Maurice Billing Trophy (For contribution to club progress)	Kath Devine
Mileage Award (this event)	David Jarman (Bury St. Edmunds)
Bert Thomas Trophy (Car of Show)	Tony Smith

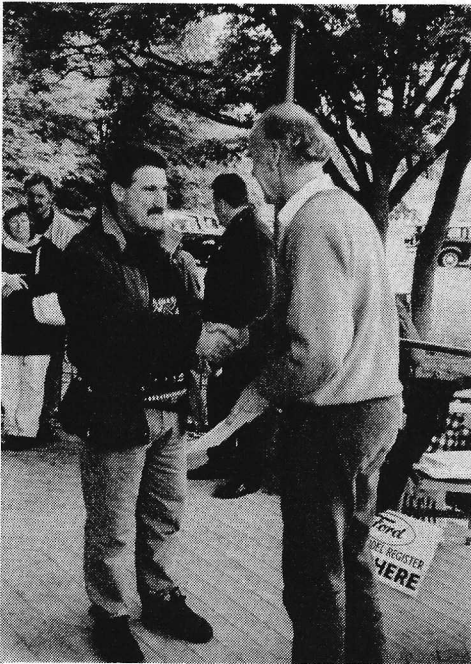
*Congratulations to all.
Bob Wilkinson*



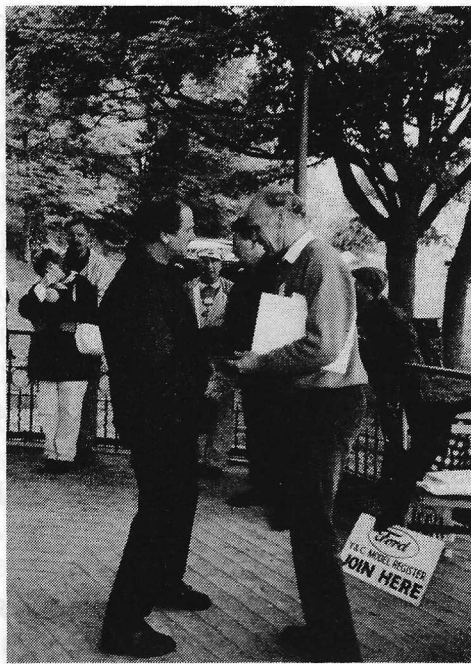
Frank Johnson.



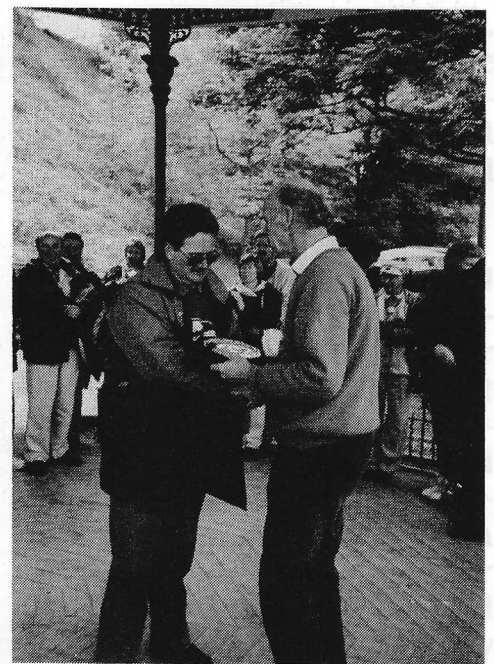
Paul Bainbridge.



Clive Brooke



Frank Croucher



Tony Smith. Bert Thomas Trophy.

MEMBERS LETTERS

First a very important article from Evan in Middlesborough

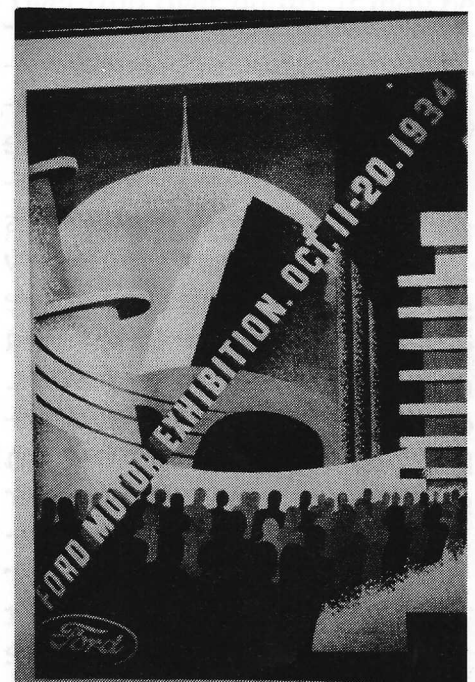
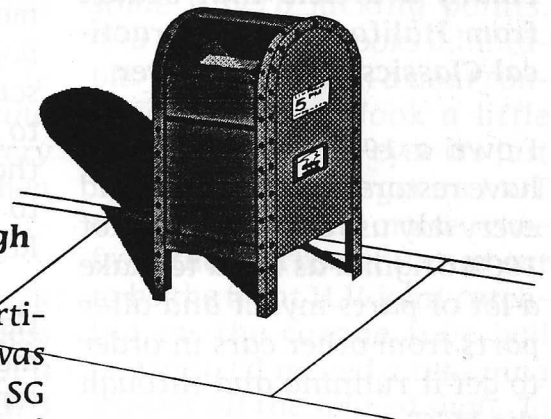
In the Technical info section of the latest issue there was an article on the liquid that's used in the early Ford petrol gauge. It was stated that it was Tetrobromoethane, with a comment on its SG and that it is very toxic and should be used in well ventilated conditions. As a professional chemist I would also like to point out to those members intending to use the liquid, that they should also be wearing rubber gloves and goggles against any possible spillage's. Even allowing for the small volumes involved, if you look at the Health & Safety Hazards sheet (reproduced) the health hazard is quite plainly stated and in all cases of accidental contact with the liquid, medical attention must be sought immediately. (see pages 18 & 19)

Evan Manuel

Next comes an interesting letter and a couple of photos from Robin in London

I thought you might be interested in the enclosed photos of posters which hang in the corridors of the Royal Albert Hall and which I think are themselves photos of programmes of events at the hall through the years.

Robin Del Mar





Finally a article that Stuart from Halifax sent to Practical Classics & Car Restorer.

I own a 1934 Model which I have restored to a running and every day use example, it is not 100% original as I had to make a lot of parts myself and alter parts from other cars in order to get it running and through the MOT.

It all started like this! basically i love old cars of separate chassis construction of pre-war origin, I once owned a 1949 Triumph Roadster (the next to the last ever built) which I completely rebuilt against all odds when I was 20 years old, sadly it was involved in a serious fire and completely exploded in a lock up garage in the late 70's. In 1980 I bought a 1947 Humber Hawk for 75.00 in a rough condition. I was walking on air for a couple of years and enjoyed every second looking for parts and re-building it. I'd just nicely got it finished when one Sunday in 1985 whilst walking

around a car rally in Hebden Bridge, I became acquainted with a man who had a Ford model Y for sale, 75% complete.

He described the car to me pointing out that he had bought it to break for spares, but on examination there were no spares on it worth salvaging as every thing was either beyond repair or missing, the chassis was completely rusted away down the drivers side with a 2ft piece completely missing there were no seats, the passenger window was missing and the body badly dented with loose and completely rusted through wings and no running boards, however there were 5 wheels, an engine & gear box, the condition of which he did not about as he had never heard or even bothered to get it running/The wood body frame work was rotten as were the floor boards, both axles were there, but steering linkages, king pins etc were badly worn, the brake rods had rusted away and the clevis pins had holes worn twice their normal size. Every door hinge was broken, the remaining windows had fallen out, as the runners had rusted away, there was a large hole where the roof lining used to be, and the roof support cross members were rotten, there was no speedometer or any dash board instruments or wiring for that matter and the front wind-screen surround had disintegrated. (He genuinely did not want to burden me with it as a restoration job would be more trouble than it was worth) It would be more economical and more sense to pay for one in complete condition through the Model Y & C Register.

He explained that the car had been stored in the back of a removal van (not one of mine Kath) with a leaking roof in a forgotten corner of a scrap yard since the 1950's

Obviously I could not let the old Ford be broken for scrap so after a bit of haggling I bought it for £100 unseen. price to include delivery. I gave him a 10.00 deposit and arranged to ring the following day.

Sure enough the guy turned up on my door step as arranged with the remains of the old Ford, I was overjoyed as we pushed it into my garage and removed the black cover. Wow! a genuine 1930's car (in a condition to match) a dream finally come true! Some how looking at a car in that condition gave me a bigger thrill than seeing a well cared for example, it seemed a challenge and feeling of adding culture to the dull and mundane times in which we live.

I immediately stripped down what was left of it making sure not to damage any more panels. An hour later, due to the spacing situation, the body was supported 1ft. above the chassis on blocks and the engine in situ as a counter balance. I took the front axle, steering links, hubs etc., to a local engineer who specialises in vintage motor cycles, I asked him to gave a go at re-bushing king pins, brake rods and various other MOT-able parts. He suggested

joining the Y & C Club as it would be cheaper and easier to buy the parts than to make them. It surprised me what a comprehensive supply of spares they have, in fact to their credit every single part is obtainable either brand new or re-conditioned.

The first job was sorting the chassis, I made some cardboard templates patterned from the side member, in reverse, and after a word with an industrial kitchen welder, managed to obtain a complete chassis rail in separate 1ft long pieces.

I drilled & bolted the sections in position over the remains of the rusted rail and got it welded together. So far so good, but on bolting the body back to the chassis the drivers side was 1" higher than the passenger side. The snag was leaning the radiator and grill to match, in order to align what was left of the bonnet. This was done by making adjustable brackets and 2 threaded, bulk-head to radiator tie rods as is common practice on pre-war cars,

The bonnet and front wings were like lace when held up to light, I sawed out the bad bits and riveted and bolted stainless steel panels in place, they can be replaced later if I ever come across any. Looking back, I spent all Xmas and Boxing day of that year doing that job. Inner wings I made from guards from obsolete printing machines and I can honestly say they are stronger and purposeful than Old Henry himself could have envisaged. Every thing is replaceable, and bolt offable even more so now than when she was new.

I was longing to see what the mill was like, as it turned over OK with the starting handle I'd made. I removed the head and guess what! brand new pistons with numbers stamped on them, not a trace of carbon in sight, never been run since re-conditioned! 3 valves were seized in the open position but with gentle persuasion from a wood block, hammer and penetrating oil they seated very well. I soldered a 12 volt capacitor across the points, stuck the head back on, banged in some gas, connected a 12 volt battery (after cleaning starter and carb) she started first time. She sounded sweet, almost silent even though there was no exhaust fitted, and blew no smoke whatsoever. Next snag! Starter motor - beyond repair by any standard, end bearings gone, armature beyond machining/undercutting and bendix gear worn away with it being a 6 volt job it seemed a big problem at the time. However I found out that identical starters were fitted to fork lift trucks well into the 70's and got a brand new one for £15. exchange.

At this stage I decided to back it out under its own steam but could not (cos I had no seats) I fitted the front seats from a Escort but the doors would not close, so I settled for one Escort drivers seat but it ended up nearly in the centre of the car and the gear lever caught it (virtually impossible to get 2nd but fine for MOT purposes.

Clutch judder! I never experienced any thing like it - the reason being E93A engine tie rods to clutch housing from chassis front

cross member a foot too short, the locating lugs on the engine casting were 6" too high. Playing about with brackets and threaded bar eventually cured it.

You may smile to learn that I coated the body in a nice Burgundy red, but when the car saw daylight it turned out shocking pink and looked terrible, it's now dark blue and black. Running boards were derived via the Industrial kitchen welder in the normal, manner the mounting brackets would fight off a Chieftain tank. They did not fit exact, but by shims and clever spacing I now have some superb jacking points, and every-thing looks admirable. Compared with a mint condition Y it may look a little strange but in my eyes it's just fine. When I finally got an MOT a terrible grating noise came from the gearbox, it turned out to be the front U.V. joint catching on the torque tube bell housing, I'd missed a retaining washer off the splined shaft. To this day the gearbox makes a loud noise and I've checked it over and over again, it may be a built in characteristic, I don't know, but I do know it never jumps out of gear and slides in beautifully.

Speed wise - I don't know as there is an ancient by-law that does not require speedo's on the pre 1939 cars under 100cc. She loves climbing hills, apart from that gear noise and having to give the brake pedal some hard pressure to stop I'm more than pleased with it.

Stuart Allen

HEALTH AND SAFETY INFORMATION

Product 1,1,2,2-Tetrabromoethane

Hazard Class 6.1 UN No 2504 CAS No 79-27-6

BDH Product Codes 30355

PHYSICAL DATA

Description Colourless to yellow liquid, characteristic odour

M Pt(deg C) 0 B Pt(deg C) 244 Specific Gravity 2.95

Solubility in water Practically insoluble

Vapour pressure n/a mmHg at Deg.C

Vapour density n/a (air=1)

FIRE AND EXPLOSION HAZARD May evolve toxic fumes in fire

Flash point(deg C) n/a

Explosive limits (%): lower n/a, upper

Auto-ignition temperature(deg C) n/a

Firefighting measures Not applicable

HEALTH HAZARD Toxic by ingestion and inhalation, causing nausea, dizziness and headache. Vapour is narcotic in high concentrations. Irritating to skin and eyes. Can be damaging if splashed in eyes.

Toxicity data LD50 1200 mg/kg oral, rat LC50 0.5 mg/l inh rat

Carcinogenicity No evidence of carcinogenic properties

Mutagenicity/Teratogenicity Evidence of mutagenic effects

Exposure limits OES,mg/m3 7 (Long-term, 8 hour TWA)

FIRST AID

Eyes Irrigate thoroughly with water for at least 10 minutes. OBTAIN MEDICAL ATTENTION.

Lungs Remove from exposure, rest and keep warm. In severe cases obtain medical attention.

Skin Wash off skin thoroughly with water. Remove contaminated clothing and wash before re-use. In severe cases, OBTAIN MEDICAL ATTENTION.

Mouth Wash out mouth thoroughly with water and give plenty of water to drink. OBTAIN MEDICAL ATTENTION.

REACTIVE HAZARDS

Stability Stable

Reaction Slowly liberates hydrobromic acid with water

Other known hazards

No data

Avoid contact with: Water (no) Acids (no) Bases (no)
Oxidisers (yes) Combustibles (no)

SPILLAGE DISPOSAL

Precautions Wear appropriate protective clothing
Inform others to keep at a safe distance

Absorb on an inert absorbent, transfer to container and arrange removal by disposal company. Wash site of spillage thoroughly with water and detergent.

For large spillages liquids should be contained with sand or earth and both liquids and solids transferred to salvage containers. Any residues should be treated as for small spillages.

If material has entered surface drains it may be necessary to inform local authorities, including fire services if flammable.

PROTECTIVE MEASURES as appropriate to quantity handled

Respirator Self-contained breathing apparatus

Ventilation Fume-cupboard

Gloves Nitrile

Eye protection Goggles or face shield

Other measures Plastic apron, sleeves, boots-if handling large quantities

STORAGE AND HANDLING

Special requirements

None



"Shooting The Model Y" on location at Bert Hopkins Garage.

Sam Roberts and Bert Hopkins kneeling, Andy Craig (Meridian TV) and David Lovering standing.

'Y & C REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE Use the Club order form. Complete. Listing items required & price in column provided. UK. 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 & STEERING

Clevis pins (20 thou oversize) with split pins: - S.R./C.	£ 5-00 set
Clevis pins (20 thou oversize) with split pins:-L.R.	£ 6-70 set
Front or Rear shackles (pattern part)	£ 5-80 each
Bushes for shackles, front or rear	£ 1-70 each
Rear hub seaks (large - outer) Y1175	£ 2-70 each
Y&Cking pins-4 bushes,2 thrusts-exchange,stock permitting	£ 30-00 set
Refined Front brake drums- exchange in clean condition	£ 39-00 each
Rear brake rod support bracket for LR.Y with double holes	£ 27-00 each
YE2502B Front brakeroad support (mounts on A-frame looks like?)	£ 50-50 each
Front road springs Y&C (Rear, used on application)	£ 28-50 each
Track rod ends with two dust covers male design	£ 24-50
female design	£ 14-50
Front brake lever return spring Y2096 RH or Y2097 LH	£ 3-00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£ 3-00 each
LR/C CE2231 Rear brake cam shaft RH or o/s	£ 8-50 each
LR/C CE2235 Rear brake cam shaft lever RH or o/s	£ 8-50 each
LR/C CE2236 Rear brake cam shaft lever LH or n/s	£ 8-50 each
LR/C 48/2050 Brake operating wedge	£ 9-00 each
SR/LR/C Y2084 Front brake lever	£ 8-50 each
SR/LR/C Y2076 Front brake shaft RH or o/s	£ 8-50 each
SR Rear brake cam shaft Y2231 RH or o/s Y2232 LH or n/s	£ 9-50 each
SR Y2230 Rear brake cam shaft	£ 8-50 each
SR Y2050 Front brake operating wedge	£ 10-50 each
Exchange brake shoes, rollers removed send old first - set of 4	£ 31-00 set
Brake shoe pull off springs SR/early*34Y double roller -set of 6	£ 11-50 set
Brake shoe pull springs LR/C single roller shoe - set of 4	£ 7-50 set

MECHANICAL - ENGINE & TRANSMISSION

Fan Belts - 3" dynamo pulley only	£ 5-50 each
Y973 7 Accelerator return spring (on cross rod or accel. rod assy)	£ 3-00 each
Gaskets - price on application, upper engine only	
C exhaust, with tail ipe-stainless (carriage not included)	£ 52-50 each
Add (Red star carriage £22-00) or collect	
Y exhaust, stainless. Carriage included	£ 59-50 each
Engine top water outlet (head to hose)	£ 9-50 each
Hoses, straight. Top 9.5"x1.75" bottom 8"x1.25" (on order)	£ 3-00 each
Moulded Top hose - suit post Y head	£ 7-00 each
Moulded Bottom hose - suit post Y engine	£ 7-00 each
Engine postons, various sizes - send pattern non returnable	£ 27-50 set
No post-war 8hp pistons in stock	
Various piston rings held send pattern & S.A.E.	
Engine valves-early engine only - send pattern exhaust or inlet	£ 3-75 each
Engine valves - long	£ 5-25 each
Timing chain - late engine	£ 16-00
Clutch plate centre - exchange	£ 22-50 each
Clutch pressure plates - exchange	£ 40-50 each
Clutch release bearings (pre-packed)	£ 8-50 each
Y24052 Cylinder head stud and nut	£ 1-50 each
Universal joint - complete assembly - exchange	£ 18-50 each
Universal joint only	£ 8-50 each
Y4513 Cap (Universal joint housing) inner	£ 5-75 each
Gearbox I hold large number of parts send list of requirements	

RUBBER PARTS

Front radius ball	£ 4-25 each
Brake & clutch pedals - exchange (send old one first)	£ 5-25 each
non-exchange	£ 6-25 each
Gear box mounts	ON ORDER
Door stop buffers	£ 2-30 each
C Front Axle beam stop rubber (Metal on request)	£ 7-50 each
Bushes for shock absorber linkages specifically intended for SR	
but may be used on some LR depending on linkage design	£ 1-20 each
SR side lights - base mats	£ 4-20 each

LR rear brake rod support rubbers	£ 4-20 each
Y under bonnet kit	ON ORDER
Steering joint dust cover	£ 1-20 each
Engine mount - exchange	£ 5-40 each

ELECTRICAL

Headlamp lenses late curved diamond	£ 12-00 each
Headlamp lenses. Both intermediate model type (flat)	£ 10-50 each
Headlamp Magnaflex Bars (diamond shape) (paste)	£ 9-00 each
Rear Lamp mounting bracket - finished black with fixing bolts	£ 29-50 each
Battery fixing bolts	£ 2-30 pair
Battery lug bolts	£ 0-50 each
6 volt coils - not Ford	£ 11-00 each
Headlamp bulbs (wattage not stated)	£ 2-75 each
Bulbs various (if rear lamp, state straight or off-set pin - From	£ 1-00 each
Late type distributor points (not early type)	£ 3-25 each
Late type rotor arms	£ 2-75 each
Early distributor caps	£ 3-25 each
Early type rotor arms (with spring contact)	£ 4-25 each
Dynamo cut out controls	£ 9-00 each
Spark plugs - not L10 but equivalent (ie. same as) Set of 4	£ 13-00 x 4
Headlamp Magnaflex Bars (diamond shape)	£ 9-00 each
Exchange condensers - Solder assembly only	£ 4-00 each

FITTINGS - BODY

LR Model Front bumpers chromed 2nd grade	£ 95-00 each
LR Model Rear bumpers chromed	£ 105-00 each
Bumper bar bolts (oval shape)	£ 9-50
Bumper bar end caps chromed	£ 6-50 pair
Running board draught trims, adjacent to chassis - painted black	£ 32-00 each
Running boards, for LR. Y Moulded in fibre glass (incl matting)	
With steel mounting brackets. Adaptable for SR	£ 88-00 each
Only 1 n.s. left. Do not intend to restock until after final decision on new design.	
SR. Front valance below grill (external part only-fibre glass)	£ 21-00 each
Floor board screws	SUPPLY SUSPENDED
Late LR Y four door hinge centre bolts with spring	£ 1-20 each
Brass balls, door hinge	£ 1-00 each
Y fixed timber roof stock kits in hard wood	£ 72-00 each
Striker wedges - female - door pillar - housed "C" Model	£ 8-50 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£ 13-40 each
Hub caps - to original specification "Y" type	£ 11-50 each
Oil can transfers. Black only	£ 3-70 each
Wheel nuts Y set of 20 (in sets only)	£ 37-00 set
Wheel nuts C each	£ 0-65 each
Bifurcated Rivets	£ 0-03 each
Service-Castrol poster. Reprinted	£ 11-25 each

SPEEDO CABLES -

Speedo Graph Richfield Ltd. Rolleston Drive, Arnold, Notts. NG5 7JR
Tel 01602-264235
Prices on application. Apply direct
K27 - 5'8" long (Y) or K28 - 5'1" (C)

Supplier of Front wheel bearing - Tiken 07098/8205 03062/03162
Bearing Services Ltd (Yellow Pages) 24 hours delivery if not stocked

PARTS ORDER FORM - ISSUE 94

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
PRICE ON APPLICATION	NEW ITEMS

TOTAL
 OVERHEAD CHARGE £ 3-00

 TOTAL DUE £

ADDRESS TO WHICH GOODS ARE TO BE SENT

NAME _____

STREET _____

TOWN _____

COUNTY _____

POST CODE _____

PLEASE SEND YOUR CHEQUES AND A STAMPED ADDRESSED ENVELOPE PAYABLE TO:
 "FORD Y & C MODEL SPARES SECTION" (PLEASE ALLOW 28 DAYS DELIVERY)
 TO:- KEVIN BRIGGINSHAW AT THE ABOVE ADDRESS. PLEASE PRINT CLEARLY
 REMEMBER: FOR NEW OR RECONDITIONED PARTS SEND CLEAN EXCHANGE ITEMS.

REGALIA ORDER FORM ISSUE 94

To be returned to BOB HALE:

4 GARDEN CITY VILLAS, MILL LANE NEW BRADWELL, MILTON KEYNES, BUCKS. MK13 7AB

DESCRIPTION	SIZE	QUANTITY	PRICE	TOTAL
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 BOB HALE AT THE ABOVE ADDRESS.

NEWSLETTER INSERTION - ISSUE 94

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

(ADVERT WILL BE INSERTED 3 TIMES, UNLESS SPECIFIED)

Explanatory Notes

General

Throughout, 'n/a' denotes that data is either not available or not applicable to the substance in question.

Hazard Class

Corresponds to the material's UN Hazard Classification:

Class 1	Explosives
Class 2	Gases
Class 3.1	Flammable liquids, flash point below -18°C
Class 3.2	Flammable liquids, flash point -18 to +23°C
Class 3.3	Flammable liquids, flash point +23 to 61°C
Class 4.1	Flammable solids
Class 5.1	Oxidising agents
Class 5.2	Organic peroxides
Class 6.1	Poisonous substances
Class 7	Radioactive substances
Class 8	Corrosive substances
Class 9	Miscellaneous dangerous substances
NR	Non-regulated

UN Number

Also known as the SI (substance identification) number. An identifying number assigned to a specific substance or class of substances for transportation purposes. Reference should be made to the Recommendations on the Transport of Dangerous Goods, published by the United Nations.

CAS Number

The Chemical Abstract Service registry number, a unique identifier for a precise chemical compound.

BDH Product Codes

Where a number of grades of a single material, or a group of similar materials, is listed, these have been grouped on one sheet to avoid unnecessary duplication. The product numbers should always be checked to ensure that the correct sheet for the material of concern has been consulted.

M Pt

Where appropriate, the melting point of the material in degrees Celsius. 'd' or 'dec' denotes decomposition at the listed temperature. 's' or 'sub' denotes that the material sublimes.

B Pt

The boiling point at normal temperature and pressure. Figures at reduced pressure are not given. 'd' or 'dec' denotes decomposition.

Specific Gravity

Figures quoted are at 20°C. Figures at other temperatures have not been quoted.

Solubility in Water

An indication of solubility at room temperature is given.

Flash point

Where available, figures given are closed cup. Some open cup figures have been included, denoted by 'oc'.

Explosive limits

Explosive limits are quoted as a percentage by volume in air at room temperature.

Auto-ignition temperature

The temperature at which the material will ignite without an external source of ignition.

Firefighting measures

Any of the extinguishing methods listed may be used to fight a fire involving the material. However, other materials involved in the fire should also be considered.

Toxicity data

Figures quoted are LD50 or LDLo for rat or mouse, by oral administration, or LC50 for rat by inhalation. Values for other animals or routes have not been quoted. These figures can only be taken as an indication of human toxicity, and may in some cases be very misleading. The values quoted have been taken from the most recent microfiche edition of the Registry of Toxic Effects of Chemical Substances published by the United States Department of Health and Human Services. Occasional values have been taken from other sources. Where an indication of chronic effect, such as carcinogenicity or mutagenicity, has been given, this has been based on animal experiments. In general, insufficient evidence exists upon which to base any assumption of similar effects in man. Where such evidence of human carcinogenicity does exist the material has been designated 'Known carcinogen'.

Exposure limits

Limits quoted are either OES (Occupational Exposure Standard) or MEL (Maximum Exposure Limit), taken from the HSE guidance note EH40, 'Occupational Exposure Limits'. Reference should be made to the latest edition of this publication for details of application of such limits. In certain cases figures have been given for a component of a mixture, or for a solvent ('solvt').

FIRST AID

The measures given should be applied as appropriate to the degree of exposure involved, taking all necessary precautions for the protection of personnel administering the first aid. Special wall posters prepared by the Health and Safety Executive for

THE ENFIELD PAGEANT

The late May bank holiday is rarely a fine weekend. Last year at Enfield the rally site resembled a water bed, the ground heaving and wobbling as you drove over it. This year was much better. Although, I passed through a couple of showers as I drove up from Andover in my open topped Model Y Kerry tourer. I took the old London road, through Whitchurch, to Basingstoke and the A30 up to the North Circular Road, rather than going on the M3 and M25. I avoid motorways wherever possible. The layout of the site was most confusing. It was like driving through a maze of ropes to find the Y&C Register stand; or any stand for that matter! Frank

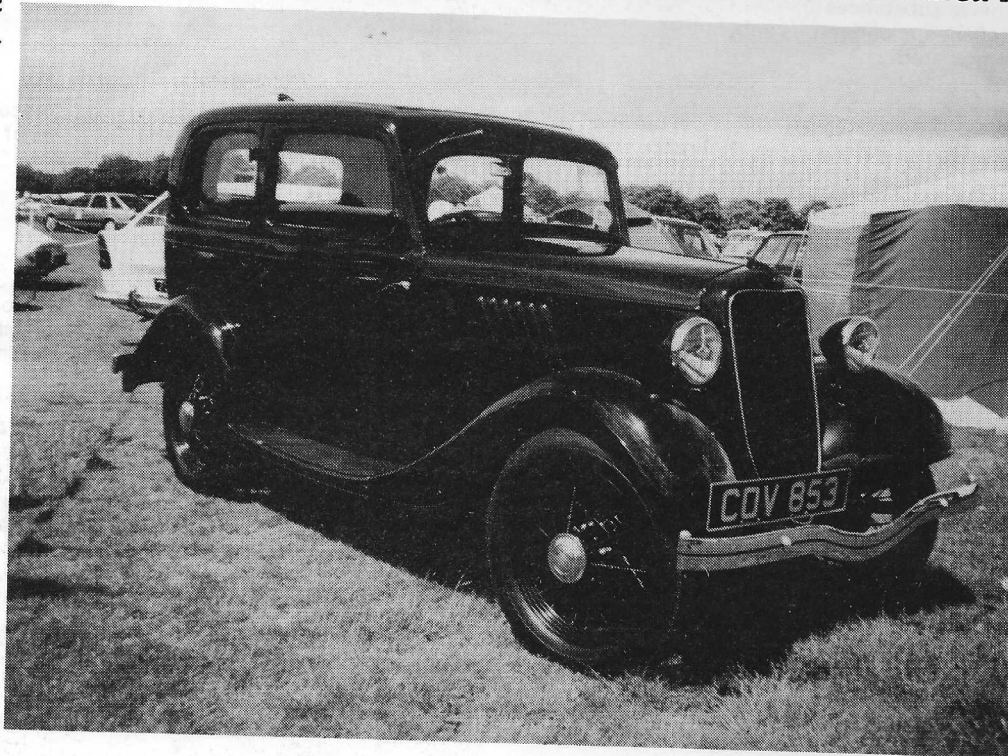
Croucher, in his CX tourer, gave up and parked with the odds and sods, until he had located us and had recced the route. Then the organisers wondered why none of the Clubs left their safe havens to show themselves off in the arena. Paul Tritton and Jim Miles had set up the stand on the Saturday, with our new flag pole and recruiting board. Jeff Cole's blue Tudor Y acted as the anchor for the flag pole.

Tim Brandon had driven across from near Ipswich in his green Tudor. Steve Fisk, having sold his recently restored Model Y, was on the scene, having overcome his cash flow difficulties and bought back the car from Dave Archer. It was looking resplendent in its bright maroon livery. Ken Arthur has made a super job of its restoration.

It was matched in the opposite rear corner of the stand by the maroon Fordor of Stephens and Son and in the front corner by Kevin Briggins's maroon shortrad. As if to add some credibility to the Henry Ford statement on the colour of his cars, Kevin Taylor appeared belatedly with his black 1936 Tudor Y. Sitting in splendid isolation, in the area roped off for the

commercials, was, as always, Ian Buckler's yellow and green pick-up van conversion, looking as good as ever.

There seemed to be less interest shown in the cars this year. A knowledgeable Yank told me that a car identical to mine was



Steve Fisk's recently restored 1937 Tudor.

in the Classic Car magazine for sale. When you consider the different types of tourer, that was a pretty observant remark to make. And he was right. The other Kerry is currently for sale, having been sold by Mervin Cullimore to Derek James, the dealers in Sherborne, Dorset. It now has an £8950 price tag on it. Keith Copp visited the stand. He was the chap who did the wonderful restoration on the sole surviving Abbey tourer, which has featured on many calendars and posters; now owned by Michael Bell. Incidentally Michael, Keith still has the original windscreen maker's badge, if you want it. The exploits of a bubbly June Litchfield in Malta are told elsewhere in this issue. Ron Barnard had a rare success in the autojumble, which was spectacular for its lack of Y&C bits. He was after a new spindle for his pedal cluster, but went home clutching a complete, apparently unused, brake



Ian Buckler's October 1933 Pick-up van conversion sitting in splendid isolation.

cluster. The only other item I saw was a fairly worn Model Y headlamp (£20) and an as new rear number plate bracket, which Jim Miles had found on the stall opposite his and Graham Tomlinson's for £5.

A depleted gathering of Jeff, Kevin and Frank was joined, on the Monday, by Graham Miles in his van and David and Valerie Leach, posing with their recently restored cordova grey Model C, the youngest on the register. They, also, had driven up from my neck of the woods.

Sam Roberts

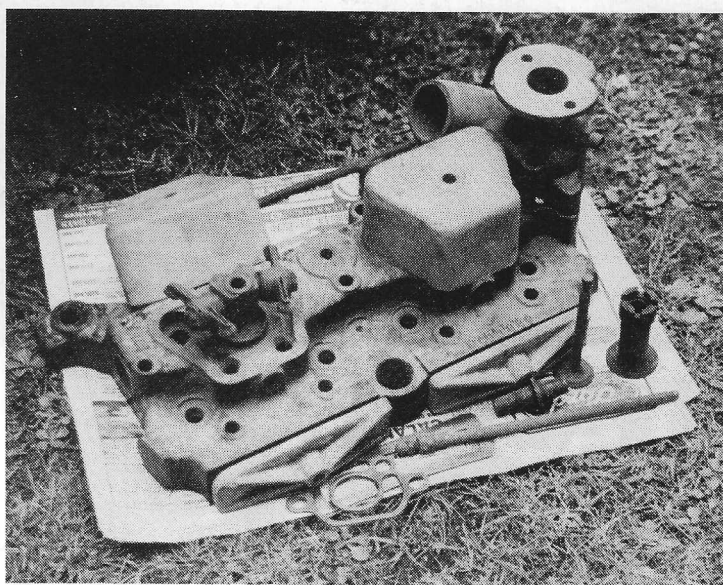
THE WHATMOUGH CONVERSION

AN OVERHEAD VALVE, SIDE VALVE ENGINE

Geof Neill, from Western Australia, has recently visited New Zealand and returned with a partially complete Whatmough cylinder head (see photograph). Geof is anxious to find out more about the fitting of these heads and would like to hear from any Member, who has such a head, or who knows the specifications for the valve springs, the valves, the rockers etc., or the quantity made.

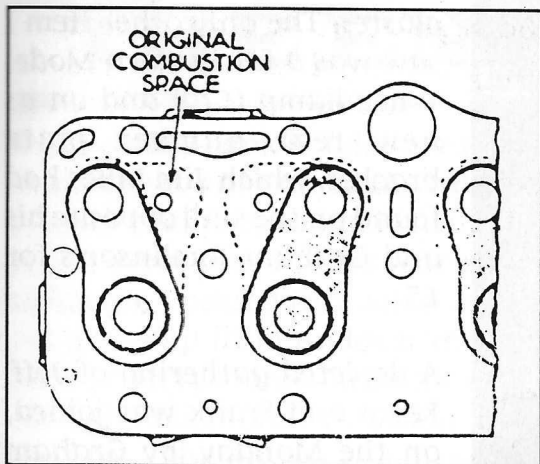
The Autocar magazine of 9th March 1934 reports the following:-

"The performance of the 8hp Ford has always been good, but a special conversion set has been designed by the well-known engineer, W.A. Whatmough, for Dagenham Motors Ltd., providing for a new cylinder head with an overhead inlet valve; the exhaust valve remaining at



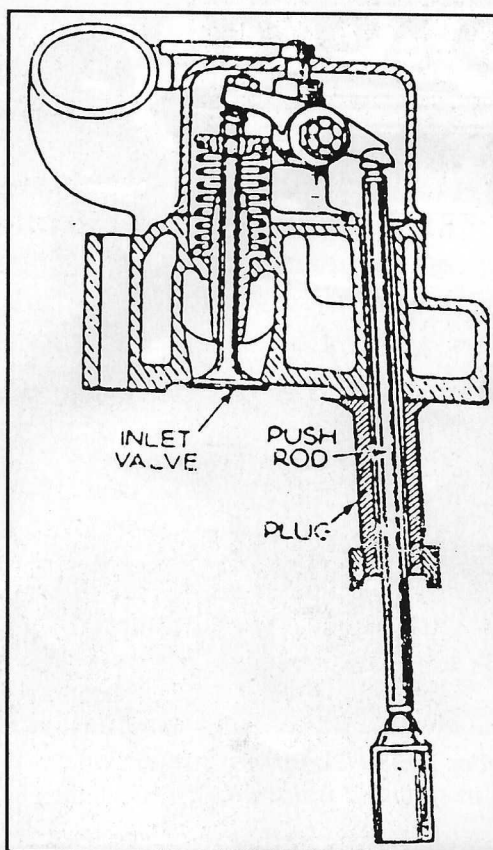
the side, as in the standard design. The cylinder head has been shaped so that only the area of the valve chest surrounding the exhaust valve has been retained in the combustion space, while the inlet port has been plugged, and a push-rod, operated by the normal tappet, passes right up through the middle of this plug, through the space originally occupied by the inlet valve, and operates the overhead rocker gear (see illustrations 1 & 2).

A lead is taken from an existing plug in the side of the crank case to force oil to the rocker boxes. The rocker bushes are drilled and the rockers



themselves have channels to lubricate the push rod ends. Both valves are of the same size and double valve springs are fitted. the plugs are over the exhaust valves. A 30mm carburetter is fitted at the rear of the engine, and the water outlet is also at this point, in order to ensure that the warmest water shall surround the inlet passage (see illustration 3).

The fuel mixture inlet passage passes right along the inside of the top of the cylinder head, and the gas flows straight down through the inlet valves. "Dynafrole" balancing pipes are led from a point just below the carburetter, projecting into the manifold, in order to equalise the mixture for the separate cylinders (see illustration 4).



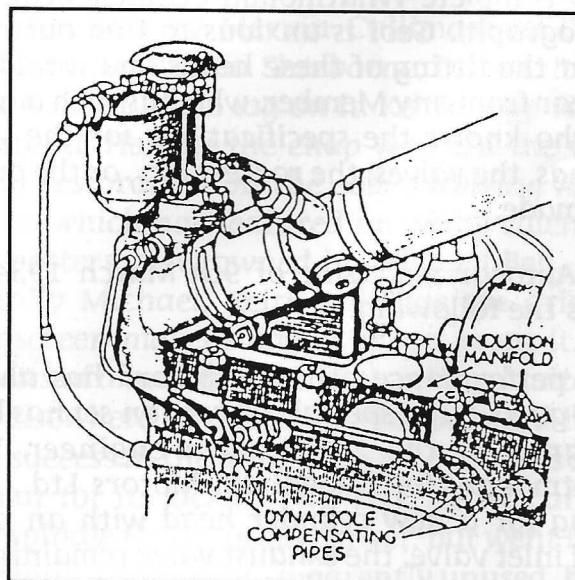
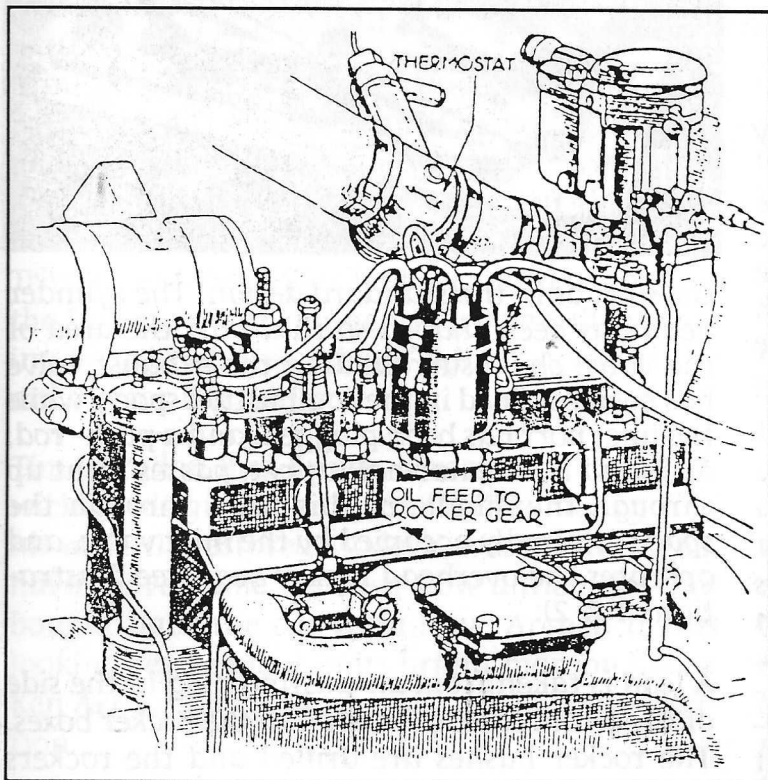
The compression ratio of the standard engine is 6.2 to 1, and this has not been increased, since the extra performance due to adequate filling at high speed is claimed to be entirely satisfactory. It is said that the maximum speed is increased by a good 10 mph, giving something just over 70 mph, and that the engine runs exceptionally smoothly. The petrol consumption, too, is not adversely affected; so it is stated, even when the engine is driven hard."

The article also states that Dagenham Motors Ltd. exhibited their Model Y, 2-seater tourer fitted with this type of engine at a cost of £175. The radiator

was lowered and every care taken to keep the overall height as low as possible. As a conversion kit, the head cost £18 10s, plus 30s for fitting charge. The 30mm carburetter costs an additional £2 10s and a thermostat and dashboard thermometer were optional extras at £3 10s.

Geof Neill notes that his head has a fitting for a round flanged carburetter and two long aluminium covers on the distributor side, in contrast to The Autocar illustrations. I repeat his plea for any information, which Members may have on this conversion.

Sam Roberts



A MODEL Y WOODY

It is oft said that, "Any marque worth its salt shall have a Woody". And so, it came to pass that, in the year of 1995, the Ford Y&C Model Register fulfilled the wise saying.

A favoured disciple of the Register, one Geoffrey Dee, happened upon the Woody, whilst following up a rumour, which had circulated amongst his mates for nigh on twelve years.

"On yonder estate," they saith, "near the town of Nuneaton, is a Model Y Woody." But young Geoffrey, a wise and knowledgeable sage on matters Model Y, was a disbeliever, until, one day, he was persuaded to visit said estate and there, under piles of debris, in a store, remote from the manor, was said Woody on axle stands. "Lo," saith Geoffrey, "Even though the mighty Ford Motor Company, nor any of its agents, are known to have made such a wondrous thing, I am now a believer".

He ventured forth to the manor, where many records were kept and was sore amazed to discover that, filed under "Eff" in the record vaults, was the complete history and log book of said Woody. It was there that he discovered that the Woody had been in the remote store since 1959.

It had been converted to a Woody after the terrible war between the Allies and the Axis forces by a lowly estate carpenter, whose veritable skills with saw and plane, had removed the metal van body and girded it in wood, with large windows along each side.

It had left the mighty Ford factory, as a van, in 1935, heading in a southerly direction to the City of Portsmouth, taking the birthright of that City in the form of a registration, AOT. During the terrible war, it travelled west, to the famous City of Southampton, where it served the hungry population with bread.

Here endeth the first epistle of the Woody.

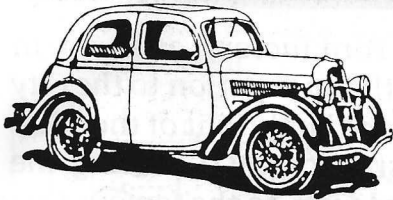
*"The Woody in the remote store,
with debris removed."*



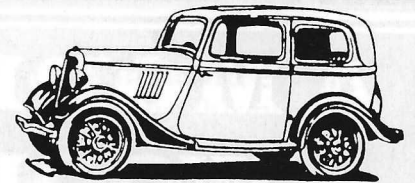
TECHNICAL INFO

On the rear cover of the current issue of our Newsletter (issue 94 April/May 95) is, as you know an excellent cut-away by John Lawson, illustrating the Model Y which is not, as stated, 1933 Y on page 18. It is a long rad with dipped bumper and lat rad shell, no side-lights, or body moulded along top of wind-screen, and incorrect caption regarding gear box, the gearbox fitted to our Model Y's had synchromesh gears between intermediate gear & top gear, In my opinion this should not have been allowed to get this far into print.

Jeff Cole



FORD Y. & C. MODEL REGISTER



VEHICLE LICENSING CONSULTATION

Alun Newport
D9/S
DVLA
Longview Road
Swansea SA6 7JL

16 Croye Close
Andover
Hampshire
SP10 3AF

26th May 1995

Dear Sir,

I am writing on behalf of the membership of the Ford Y&C Model Register, in response to the yellow and blue consultation documents, on vehicle registration and continuous licensing respectively, which your office kindly sent to me for comment.

As a general comment, any system of taxation should be simple to administer and fair in its application. The proposed changes would seem to be making the collection of VED more bureaucratic and, allied to the need to distinguish whether a vehicle is on or off the road, is making the system more onerous to the motorist.

If, as you state, the prime aims of the changes are firstly, to prevent VED evasion, and secondly, to ensure that the DVLA database is accurate to assist in crime prevention, we would heartily support the case for an increase in the tax on fuel and the introduction of a registration document for all vehicles (on or off the road), which combines licensing and ownership details. What could be more simple to operate and cause less pain to vehicle owners? The arguments against the tax on fuel, raised by the rural community and the road hauliers, are spurious, as each is free to choose where to live and their vocation.

Having made that general, but important point, you have asked for comments on the proposals in the documents.

New arrangements for vehicle registration

The proposal that both the disposer and the acquirer should jointly notify DVLA of a change of ownership, with the onus being placed on the disposer to send the document to you, is accepted as a better procedure than the present and should overcome many of the problems arising from the delay of notification you are experiencing now. However, this will not prevent the falsification of the records by the more unscrupulous. Scenario:- Honest citizen advertises car for sale through local newspaper. Buyer, unknown to seller, pays cash, provides false address, signs document and drives away with car. Result:- Your records become inaccurate and new owner is untraceable. Hopefully you are not going to make the disposer liable for the accuracy of the acquirer's details.

Continuous licensing

As stated in my preamble, the proposals for owners, who do not keep their vehicles permanently on the road, will be adding an unnecessary bureaucratic burden, both on DVLA and on the vehicle owner.

Scenarios from the Ford Y&C Model Register:-

1. Vehicle is under long term restoration, having not been previously registered through DVLA. Will the owner be required to license it before completion and initial MOT? The thought of the Police checking the documentation of every wreck is horrendous.
2. Vehicle is only used during the rally season, which starts in March and extends to November. You infer that, either full VED should be paid or, the owner has to pay each year for a temporary off the road licence. The former adds unwarranted expense and the latter, additional expense and hassle (bureaucracy).
3. Car fails MOT (a fairly regular occurrence). As old car ownership is, in the main, a hobby, rectification is carried out by the owner in his spare time. It usually takes a couple of months to obtain the spares (track rod ends, king pins etc.) and a couple of weekends to fit and resubmit for MOT. You are now proposing that, in addition to the problems of getting the car back on the road, the owner has to apply, and pay, for a temporary off the road licence for a period which is difficult to determine on application. This results in further hassle and expense when re-taxing.

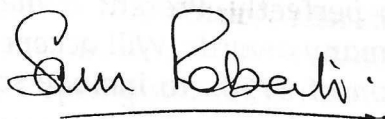
It is generally felt that by penalising the classic car fraternity, whom, from our experience as officers of the Ford Y&C Model Register and from experience at Classic Car gatherings, fall into the category of law abiding citizens when it comes to registering vehicles and paying VED, you are not going to prevent the determined VED evader. You admit this at paragraph 39 of the Continuous Licensing document.

Summary.

If you insist on collecting VED by other than putting an additional tax on fuel (usage), it is suggested that displaying a tax disk in the window of the car remains the easiest and most effective way of detecting non-evasion and hence evasion. VED should continue to be paid as now, when the owner wishes to bring the vehicle onto the road. Surely, technology has advanced sufficiently for there to be more flexibility in the period of taxation. Could not quarterly and three-quarterly options be added to the six and twelve month periods currently on offer?

The proposed two and three categories of licence would make, what should be a simple system, unnecessarily complicated. To keep bureaucracy and cost down to a minimum, and acknowledging the need for continuous licensing for traceability purposes, the combination of the present ownership document (V5) and the proposed licence document would seem to be the sensible way ahead. If this combined document was renewed every three years, say, at the nominal £5 fee, and on exchange of ownership, we would have a simple system, which meets your requirements and keeps the burden on the owner down to a minimum.

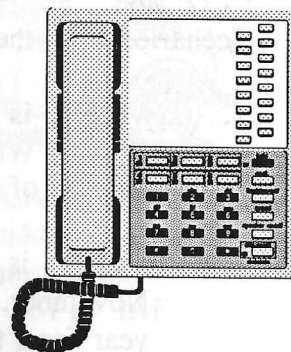
Yours faithfully,



Sam Roberts
Chairman, Ford Y&C Model Register.

FOR SALE

- 2) 1934 Model Y 2 door Black Taxed, MOT New battery, Tyres, S'Steel exhaust. Original and unrestored with very sound chassis. (Never welded) ready for road with spare engine Reluctant sale 19000.
Colchester Mike Welham 01206-796272
- 2) 1937 Model Y 2 door Black Restored 1989. DHT 555 £3450.ono
Roy Cleeve Nailsea 01275-463386
- 2) 1936 Model Y, 2 door saloon. Y166777 Complete and partially restored. £500. Anglia 100E runner £700 Both Owned by the late Jim Bailey in Essex.
Contact Sam Roberts 01264-365662 (eve)
- 2) 1936 LR Tudor Ford Y for restoration. This car is an unusual one because it had a boot, you can see a photo of it in mag 73 (Oct/Nov91) offers around £900
Tel Ian Fewtrell 0151-342-7159
- 2) 1936 Model CX 4 door saloon C37424 Grey Original and complete. requires some work £1500
Bill Fenna (non-member) Radstock nr Bath Tel: 01761-434573
- 3) 1935 Tudor Y Blue/black Excellent condition show winner. Taxed/MOT Many spares included £4950
Malcolm fraser-Cook 01329-843176
- 3) 1936 Model Y One owner to 1984 (present owner since) Genuine mileage. Car is original unrestored and in very good condition and ready for road. Best offer.
Tel: 01608-677451
- 3) 1937 Model Y 26,000 miles from new Original bill of sale, handbooks etc., Symethetically refurbished, (never welded) Potential concours car with minor work completed. 4650.
Paul Milne. 0116-2848755
- 3) 1938 Model Y. Blue/black wings. New clutch, Stainless steel exhaust. Very good condition. £3750 o.n.o.
L Baker 0181-504-7086 Essex
- 3) 1937 Model Y. One family owner. Possibly one of the best documented and original cars. Both 'Betsy' and her history are unique. Reluctant sale. Offers invited.
Bernard Holland. Bolton, Lancs 01204-304551 evening.
- 3) 1933 Model Y Fordor L.R. USK572 Grey in colour. Last seen All Ford Rally Sept. 94 (see issue 91/5 photo) Oldest Fordor L.R. on Y&C register. MOT Perfect condition. Reluctant sale. £3950. ono For details ring.
Mike Hutchinson. day 0344-27701 eve. 01276 28930 Camberley. Surrey
- 3) 1937 2 door L.R. Model Y. original registration DXV 468 Colour green/black, Luggage rack. For restoration. £1100. ono.
Dorset Melvyn Thorne Tel 01305-853723
- 3) 1936 Y 2 door. for restoration engine and chassis are restored. £1150 Two engines & 1 gear box both Y 1956 Ford Pop E93A needs restoration V5 Will run £295-00
Tel 01206 302826 Dorothy Stradling-Smith. Colchester
- 1) 1936 Model Y 2 door LR with sunroof. CXD 144 Unmarked black coachwork and chrome, green interior and wheels. Excellent condition throughout. Very correct and original in all respects, including original leather interior. Oil can, pork pie rear light, vacuum wiper, Handbook and spares catalogue. Taxed. MOT'd running perfectly. Present owner 6 years, has won many awards. Will accept offers in the region of 3750.. to include some spare parts. Ivan Ford.
1 Beanstown Rd, Lisburn, County Antrim. N. Ireland. BT28 3QS



- 1) 1937 Model Y black. Car is fully restored, red interior in very good condition. Original registration. 3750. O.n.O. L.
Coope Staffordshire. 01785-661205
- 1) 1939 Model 7Y Tudor 27000 genuine miles. All documented. Exceptional original condition will sell with new MOT. £2950
Keith Morgan 01406-33-666
- 3) Y and C models various handbooks, spares catalogue etc. Club stock. Price 5-00 to 12-00
Contact Bob Wilkinson 01405-860836
- 2) 1935 C front bumper £25. 2 Rear Bumpers £20 & £15
Tom Tomlin Dover 01304-820651
- 2) Grille for Ford Y SR perfect condition offers please
Phone 0121 631959 eve 0121 631344 day
- 3) Model Y n/s front wing - new. Front seat possibly from Model C, will exchange for other parts see Wanted section.
Ivor Bryant Bristol. 01454-411028
- 3) Horns & relays. New stock. 6 /12 volt £4-00 each. Ring for details/types.
Ian Wonnacott. 01392-51192 Non-member.
- 3) Mechanical spares for Long rad Model Y
Phone for list 01179-826483
- 3) Headlamp complete & excellent condition. For model Y £20-00
Jim Fraser. 01592-773010
- 2) Pair C king pins, 2 LR speedos, starter choke cable 2 chrome bonnet tops, new fuel pumps, 40 thous over/six pistons Y, original Y ignition coils, correct manifold clamps,. steering column clamps bottom half fixes to dash, cut out & starter switches, windscreen opening handle, outside o/s rear door handle (4 door) various water elbows & door catches. Lots of 7Y spring shackles. 4 LR bumper bolts & end caps, distributors & caps (early & late) brake parts, half shafts, oil cans, MK11 Zodiac steering wheel and horn ring, Morris Minor side valve gearbox
Phone between 6pm - 10pm 01403-251184
- 2) 1936 CX 2 door saloon, grey with black wings, working sliding sun roof, good solid condition. All the correct parts. Taxed & Tested. Cloth interior A nice car £3200. 2 Bedford CA dormobile debonair fibre glass camper vans. 1966 & 1968 4 berth offers around £450. & £950. 1988 F reg Transit Dormobile parcel van on extended wheelbase £1150. Also 3 others I'm thinking about. 1936 CX 2 door saloon part restored, no rust. 1936 CX Tourer in bits. Ford special built 1952 reg no NR04
John Griffiths 01244-534194
- 1) Rear mirror with clock: Overhauled, in excellent condition. Offers
Chris Non-member 0181-648-9050
- 1) Parts for Model Y Headlamp Complete good condition 20.. Spoked wheel and tyre 35. Generator 10. Ignition arm lightning switches 15. Vacuum Wiper motors 15. Prices exclude postage & packing
Jim Fraser. Kirkcaldy, Fife 01592-773010
- 1) 1933 Model Y Blue/black wings. New clutch, stainless steel exhaust, very good condition 3750 ono.
Tel: 0181-504-7086
- 1) 1935 Model Y 2 door Black. Excellent condition 10,800 miles used regularly MOT until June 96 Taxed until May 96 3500.
P. McCaffrey Gravesend Kent 01474-363393
- 1) Number on retention ADM 182 1200 o.n.o.
Phone Kevin Devine 0161-626-1256

WANTED

- 1) Model C or CX 4 door complete car or body with or without engine, gearbox WHY up to 300
Tom Tomlin Dover 01304-820651

- 1) For 1933 Model Y SR Badge mount for front grill, and drivers door handle complete
D Pittock Stowmarket Suffolk 01449-767113
- 2) C headlight glass with diamond in + cylinder head, 2 or 4 door C under £300.
Tom Tomlin Dover. 01304-820651
-) Model Y van for restoration
Jim Forbes 01463-792479
- 2) Windscreen Frame & Radiator grill for 1935 C.
Sheila Laird 01556670278
- 1) Model Y for restoration around 500.
Chris Javis 01273-559274
- 2) 1937 Model Y - Engine in running order. Preferably 8hp but would consider 10hp. With or without ancilliaries (ie. dynamo etc).
Mark Slack Derby 01332 343942
- 3) 1936 CX sidelight base or complete sidelight, Front bumper, nearside front door handle For 103 Popular boot lid. For 100E reasonable engine
Ivan Bryant Bristol 01454-411028

**DEADLINE FOR NEXT ISSUE
30-AUGUST-95**

An Ode from Emily's Dad

Why do we keep these cars so old?
We must be daft, or so I'm told
To think of mending all those bits
Which seem to come to us as kits.

It's so involved and takes so long,
We often wonder what went wrong,
To stop the car from working right
Or, did it stop going just for spite?

Before I found the 'Y & C'
I thought that there was only me
Who still had such a love so deep
For rusty metal in a heap.

But pleasure there is to be found
In pushing cars on muddy ground,
In watching others enviously
And thinking some day that'll be me.

Behind the wheel with rattles gone,
With gleaming paint where there was none.
But even with an empty shell
Attention's gained as most will tell.

The feeling that your car is great
As others tell you where to plate
They help you fix that awkward bit
That wore you down and made you spit.

The ease with which they seem to do
The hardest things, just seems to you
The reason why you joined this lot
Just getting help, like you just got.

The delight of meeting folks at shows
Is whar' it's all abart tha knows!
The friendly ca-ma-ra-de-rie
Has made it all worth while to me.

With winter drawing ever night,
I look at 'Emily' and sigh
And wonder, when the day will be
That she will get her M.O.T.

Peter Brooks.

Emily

*** EVENTS * EVENTS * EVENTS * EVENTS ***

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>	<u>TEL NUMBER</u>
5/6 Aug 95	GL Motor Show Essex	Paul Tritton	01245-360138
6 Aug 95	10th Anniversary Ford Fair Cornbury Park, Charlbury, Oxforshire	Fast Ford Mag	01452-307181
02/03 Sept 95	Tatton Park, Cheshire	John Griffiths	01244-534194
9/10 Sept	Sussex Motor Show. W. Sussex	Paul Tritton	01254-360138
24 Sept 95	All Ford Rally Abingdon	Rod Evans	01344-21800
7/8 Oct 95	G/Mex Manchester	Peter Ketchell	01244-676856
7/8 Oct 95	Kent Motor Show, Detling Nr Maidstone	Paul Tritton	01245-360138
15 Oct 95	Stoneleigh Restoration Show	Geoff Dee	01926-334780

THE NATIONAL CLASSIC MOTOR SHOW

**NATIONAL EXHIBITION CENTRE
BIRMINGHAM**

11 & 12 NOVEMBER 1995

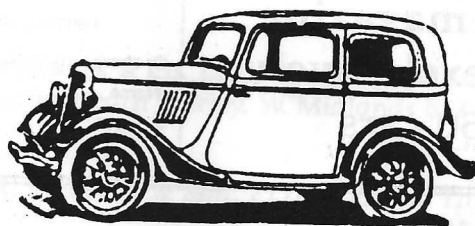
Open 9.30am - 5.30pm each day

SAVE

on each adult ticket,
normal price £7.50

£2

ONLY AVAILBLE TO
CLUB MEMBERS
BY ADVANCE PURCHASE



FORD Y. & C.

MODEL REGISTER

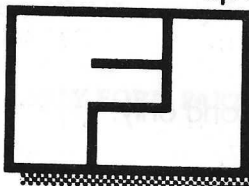
**TICKET
HOTLINE 0121-767 4767**

Lines open Mon - Fri 9am - 8pm, Sat - Sun 10am - 5pm. All major credit cards accepted

Closing date for applications 30 October

Adult £5.50 OAP £5.50 Child 4-16 £2.50 STATE DAY

Sponsored by



**Footman James & Co. Ltd.
Specialist Vehicle Insurance
TEL: 0121 561 4196**

**MARKET LEADERS
for Over a Decade**

Supported by

CLASSIC CARS

Free binder worth £6.25 !

— when you subscribe to

Take advantage of our 'free binder' subscription offer and make sure of having *The Automobile* delivered promptly to your door every month for a year for only £32 — and get a free binder to hold 12 issues, worth £6.25!

Offer applies to new UK subscribers only and is for a limited period.



The Automobile

The only magazine devoted exclusively to pre-1950 cars

SUBSCRIPTION ORDER FORM

(Please write a note or telephone if you prefer not to cut your magazine.)

To: Enthusiast Publishing Ltd., Holmerise, Seven Hills Road, Cobham, Surrey KT11 1ES.

Tel: (0932) 864212. Fax: (0932) 862430.

Please send me my free binder & *The Automobile* magazine for one year (12 issues) at £32, commencing with the '94 issue.

I enclose cheque/postal order for £..... (payable to Enthusiast Publishing Ltd.)

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

Name.....

Address.....

..... Post code.....

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).

NOTICES

Club year runs from 1st June to 31st May.

Subscriptions:- UK and Eire £17, overseas £20, OAPs and unemployed £15. 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 Newsletter, if available can be obtained for a small charge from the Editor.

USEFUL CONTACTS

- BADGE RE-ENAMELLING, CHROMING** **Primographic Badgemakers**, Ffrwdgrech Industrial Estate, Brecon.
Powys LD3 8LA Tel 01874-624433
- BODY RESTORATION, PANEL REPAIR AND MFR.** **K.A. Developments**. Plasterers Yard, Foss Way. Midsomer Norton,
Radstock Avon Tel 01225-766669 (eve)
- Metal Magic**, The Mews, Brickhouse Hill Rd. ~Eversley. Hants RG27
OPY Tel Works 01734-731631 Home 01276-32079
- BORING, WHITE METALLING, BEARINGS, PISTONS etc** **Ron Topping**, Northern Rebore Services, 54-56 Elswick.. Newcastle-
upon-Tyne Tel 0191-2734326
- CARPETS, UPHOLSTERY** **Family Repair Service**, Beales Close, Andover Hants SP10 1HT
Tel 01264-323144
- CHASSIS RESTORATION/EXCHANGE
FORD PARTS AND CLASSIC OILS** **Dave Tebb**, Little Fenton Lodge, Little Fenton, sherburn-in-Elmet.
Leeds LS25 6HQ Tel 01937-557410
- INSURANCE QUOTATIONS** **Bain Clarkson Ltd.**, PO Box 27, Falcon House, The Minories, Duddley
DY2 8PF Tel 01384-455011
- Footman James & Co. Ltd.**, Waterfall Industrial Estate, Waterfall
Lane Cradley Heath Warley, W. Midlands B64 6PU
Tel 0121-561-4196/2847/2848
- David R. Melleney & Son**, 217A Dock Rd, Tilbury, Essex RM18 7BJ
Tel 01375-850146 or 01375-22239
- MECHANICAL, OVERHAUL AND RESTORATION** **Mr T. J. Brandon**, 5 The Street, Stonham Aspel, Stowmarket Suffolk
IP14 6AG Tel 01449-711837
- TRIM, FITTINGS, RUBBER & ACCESSORIES** **Woolies (I&C Woolstenholmes Ltd)** off Blenheim Way Northfields
Industrial Estate Market Deeping, Nr. Peterborough PE6 8LD
Tel 01778-347347
- Paul Beck**, Vintage Supplies, Golgate Rd, North Walsham, Norfolk
NR28 0AJ Tel 01692-40634
- TYRES, TUBES AND RIM TAPES** **Tony Etheridge**, 118 Oaklands Avenue, Oxhey, Watford Herts.
(Callers by appointment only) Tel 01923-231699
- Longstone Garage**, Great Longstone, Bakewell, Derbyshire DE4 1TA
Tel 01629-640227
- SEAT SPRING UNITS (ready for trimming)** **The Bristol Upholstery Spring Co. Ltd.** 79A Grove Rd, Fishponds.
Bristol BS16 2BP Tel 01272-583995
- STOCKIST, EARLY FORD PARTS** **Mr Tony Butterfield**, 2 Cockers Lane, Leyland Lancs. PR5 3SU (Can
supply Gaskets) Tel 01772-424032
- Mr Gary Miller**, Shepherd's Grove Service Station, Stanton Bury St
Edmonds. Suffolk IP31 2AS Tel/Fax 01359 50347
- Mr Julian Janicki**. Riverside, Blackbridge Lane, Horsham, West Sus-
sex. RH12 1RR Tel 01403 251184

**Advertising rates: Apply to Chairman Members - no charge:
Non-members - £20.00 per inset per annum (6 issues)**



*BAU 946 Ford Deluxe
Len Inger & Wife (Bulwell Notim) outside Ford Plant Dagham in the mid 50's*