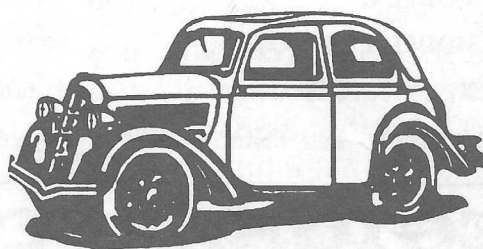
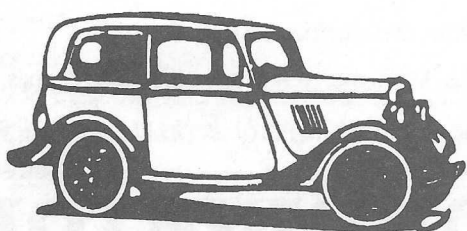


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

ISSUE 96 AUGUST / SEPTEMBER 1995

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"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.

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ticle he does hold lots of single items, but it would fill half the magazine to list them you,

Rod Evans & Peter Brookes have both contributed some very useful tips regarding the restoration of our cars, don't forget that if you have any ideas that might help other members please pass them on to either Rod Evans or myself, as I have said before don't worry about the grammar or spelling the computer can tidy the articles up.

Take notice of the new regalia list, there are some very nice articles now for sale, don't forget Christmas is not that far away, so there could be a few items to help the stocking filler.

By the time you read this I would have hopefully met some of you at the All Ford Rally, if not look forward to seeing you next year at the AGM.

Kath Devine

EDITOR'S REPORT

Well another rally season has been and gone, but at least this year we have had some gorgeous sunshine in which to drive our cars, unfortunately Crich was the one that was the wettest maybe better luck next year. Bob has sent in some very interesting and humorous articles in this edition, it was not easy for a Lancashire lass to decipher his Yorkshire article and but after thinking simple I was able to manage it, hope that you enjoy reading it as much as I did typing it. We once again have a spares report from our esteemed Spares Secretary Graham Miles, as he states in his ar-



OIL CANS

The production of replica oil cans for under bonnet fixing on our cars has been delayed. The retired gentleman who was about to start production had to go into hospital and has not as yet regained full health.

Meanwhile in response to our request Graham Clements in Thoxted, Essex sent a good number of tin screw tops complete with necks removed from oil/spirit cans. If you have any in your garage cut off the neck leaving about 1cm (yes I'm thinking of going metric!) or 1/2 inch of tine fixed to the neck. The flat topped cans are best. Go and look in the garage now - ten minutes work will help us all. Post them to me (address at front of magazine) tomorrow. I will inform you of progress on this project.

Bob Wilkinson

CHAIRMAN'S NEWSLETTER

I continue to receive favourable comments on the new look magazine, which must be very encouraging for our hard working Kath Devine, the Editor. She was pressed by the printers again for the last issue, as they did not have enough copy and bits to fill the pages, due to their more closely packed type-face. She needs more copy! Now that the hot weather, and its associated lethargy, has passed, can I encourage you to drop her, Bob Wilkinson or me, a letter, with or without photographs, telling us of your latest Y&C exploits; be they on the road, at shows or in the garage. Questions, solutions to problems; an article on any associated topic would be even better.

I'm sure there are some of you out there, who fancy yourselves as creative authors in the making. Now is your chance to hit the big time! A readership of over 430 members, hungry for words. As a result of the call for more copy, combined with the inevitable holiday season for the printers, the magazine was once again late. We'll get it right one day. Some of you do write, and in this issue Pierre Terlinden's successes in Belgium with his recently restored longrad Tudor are recorded for posterity. Paul Tritton is also doing a bit of delving in France on behalf of the Register.



I took a few days off work in June to rest the grey matter and took the opportunity to drive down to Bradford-on-Avon, in Somerset, to catch up with Nick

Pinkett's progress on the ex-AJJ 100, Model Y, Terrier, rally special, built by W. Harold Perry Ltd. He is progressing well. It now has wings on it and running boards, thanks to Ken Arthur, and it is beginning to look like its old self again.

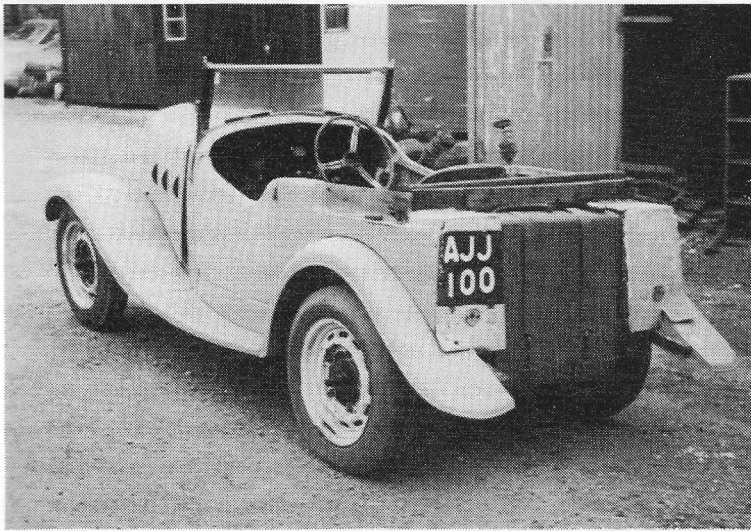


Nick Pinkett with partially restored AJJ 100

Nick has almost decided to restore it back to its rally state and rally it with the members of the Historic Rally Car Register. He is short of shorthead bumpers and a dashboard. If any of



AJJ 100 in her rallying prime in the early '50s



Rear end showing slab petrol tank

you have these stashed away in your garages or lofts, please declare them. Nick also showed me round his "estate", which is dripping in bits of old cars, including a complete and restorable 1936 longrad Model Y Tudor.

Speaking of Perry cars, I am delighted to report that the ex-Mervin Cullimore Terrier (Kerry) has been bought by Mark Turner, from Ingatestone in Essex. He is the "knowledgeable Yank" I referred to in my write-up on the Enfield Pageant in the last issue! Hopefully, he is flattered by the description, rather than offended. He also is after a Model Y shortrad dashboard to finish off the restoration of that car to original specification. He also requires a four spoked Brooklands steering wheel, which was fitted as standard. Again, any squirrels storing these items are asked to declare them for a good cause.

I scored one more success recently. I happened to be passing by Junction 12 on the M1 and dropped in to see a Model Y advertised for sale (as a "Y Type" - ugh!) in the Classic Car Weekly. The car was one that has been shown on the register as being in the ownership of a Portsmouth dealer for the past four years. Regrettably, the dealer I met had sold its original registration, FPE 37 (Surrey, 1937) and had labelled it with HFO 225, a spurious registration number, recently issued by DVLA. The car had been badly refurbished by the various dealers, one suspects, to make it look more attractive. Its black paintwork now has a bright green upper half; it

has a white plastic roof lining and a botched synthetic felt carpet. However, it is a runner and has nothing major wrong with it that cannot be put right. Coincidentally, two weeks before, I had received a telephone call from a non-member, who wanted a Model Y for about 2000. The two were married up and, hopefully, we have another satisfied member in our ranks.

I had a nice letter from Dick Sterett, in Las Vegas, who is after a pair of the Register's new headlamp lenses, the ones on "Betsy", his Fordor longrad, having suffered from stone chippings. He and Kathie wish to be remembered to those they met when they were stationed over here at Greenham Common. They are subscribing piecemeal to their England Fund and threatening to attend the All Ford Rally in the UK in 1996. It does not seem like seven years since they moved and shipped "Betsy" Stateside. Dick is now the Vice-President of the Nevada Model A Club.

Turning to matters Model C. I'm afraid we've had to disappoint Tom Tomlin in Dover, who thought he had a very early Model C (The continuation log book gives the chassis number as C1515, which dates production around late 1934 or early 1935, and a date of first registration as 31st May 1935). With a body number 365/3514, a registration number BAF 400 - a Cornwall registration, which ties in with 31st May 1935 - we can only conclude that there should be a fifth digit on the end of the chassis number, which was not recorded in the log book, or was not hand stamped on the engine or chassis during production - one of the two. I'm waiting for Tom to let me know what number he finds stamped on the chassis - if any. In the meantime he reports that he is very active rallywise, attending the Chilli Farm Vintage Weekend in Kent, followed by the Hellingly Festival of Transport in Sussex, then on to the Great Dorset Steam Fair and back to the Beaulieu Autojumble! He was amused at the Detling steam Rally in mid-August, when he was approached by "P&J Semark" (1934 Model Y Tudor) and asked to join the Y&C Register. I am delighted that members are searching out prospective new joiners - well done Semarks. Tom finished off his letter saying that



Tom Tomlin's two Model Cs. BAF 400 nearly completed.
(See picture of BAF 400, as found last year, in Issue 91, page 8)

he has two houses. One's known as the dog house! With that sort of rally itinerary, I'm not surprised.

Bill Ballard, who runs the Small Ford Club, put me on to an aluminium bodied Model C sports car in Dorset - in Tite's scrapyards, north of Dorchester. I was hoping to find the elusive Jensen bodied Model C tourer, which I have heard is around those parts, but instead found the 1945 rebodied saloon, written up elsewhere in this issue. A sorry sight, but not beyond rescue.

Bob Hadfield in Lincolnshire is continuing his quest to find the original registration of his very early Model C. He has traced it back from its present number, OFF 198, through AFA 849A to VAL 328. Again we had to disappoint him as VAL was issued by Nottinghamshire in 1956. Stick at it Bob!

Yvon Precieux, the Pre-war Registrar of the Sidevalve Owners Club, is progressing well with his rebuild of a Model CX van, CKE 188. It started life as a special bodied pick-up truck carting cement around. Yvon took it over at the end of its second life, in 1980, as a van and decided to resuscitate it. I will leave him to tell you the full story of his trials and tribulations in a later issue.

Unfortunately, Bill Williams has decided to surrender his membership of the Register, which leaves a vacancy for the Regional Coordinator for Region



Yvon Precieux's Model CX van, as found - watch this space!

12, covering Leicestershire, Northamptonshire and Cambridgeshire. Would any member in those counties please step forward, who would not mind acting as a focus for new members and perhaps stimulating interest through activity in the Region. A volunteer is better than ten pressed men! We are grateful to Bill and Sarah for the invaluable work they did in building up the regalia stock and contributing significantly to the Register's coffers in their sales activities.

Robin Prebble, the regional coordinator for Somerset, Avon and Wiltshire, also contributed significantly, by running a very successful Register stand at the Bath & West Showground - the delayed Bristol Classic Car Show. Hopefully, he has written up the experience elsewhere in this issue. The two Geoffs, Dee and Salminen, are preparing for the Stoneleigh Restoration Show, followed by the staging of our stand at the prestigious National Classic Car Show at the NEC in Birmingham. We are hoping to display Geoff Salminen's 100 Model Y (see back cover), the Model Y display chassis owned by Dave Tebb, Terry King's award winning Model CX tourer and my Model Y Kerry sports. The stand will be fully manned throughout, so please come along to see us on the 11th/12th November.

1996 is the being celebrated as the centenary of the British motor industry and we are already being contacted by organisers of various events. The most exciting one, so far, is the FIVA World Rally, British Centenary Rally, sponsored by Rover Cars, between 14th and 23rd June. The route starts in Scotland, around Edinburgh, and wends south through the Lake District, York, Nottingham to Stratford on Avon (770 miles total). The all in cost, which includes swish accom-

modation, gala dinners and all meals, is 1600 for a driver and one passenger. If any one is interested, I have the entry form, which, it is recommended, you submit early to avoid disappointment. Watch this space for more events as they are announced.

I started this newsletter by talking about the magazine and will end by reporting that, at last, I have received some "grass roots" constructive suggestions for improvements. I am very grateful to Rod Evans, who has reminded me that we regular contributors to the magazine, forget that many of you are new to the Register and to Model Ys and Cs and would like to know more about the basics. He has suggested a number of regular features, which should help put this right. In this issue, I will use the suggestions which he has put forward. Any snippet of useful or interesting information, from any member, is welcome. Just drop it on a postcard or piece of paper to Kath or me for future issues.

I hope to meet some of you at the All Ford Rally or at the NEC in November.

Sam Roberts

SECRETARY/TREASURER'S C O L U M N

Many thanks to all members who responded to the Subscription request form in the last Newsletter and indeed to those who 'topped' up by 2.00 their previous cheque to make up the new 17.00 (U.K.) sub.

So far only 2 members paying by STANDING ORDER have topped up and advised me that they have informed their bank of the increase in time for next year. I will send out forms to members who request this more convenient way of paying their subs. I regret that this facility is not available to Eire and overseas members. However you don't have to go the expense of personally calling in at Castle Farm and paying 3 years advance subs in English cash as did Carlton

Thisse from USA this summer! You will be welcome, but a cheaper way may be to pay 2 or 3 years in advance to reduce bank charges. I will keep my records to ensure your membership carries over to future years.



It may surprise you to know that one member is paid up to 31st May 1998 and he is a Scotsman, who are not noted for their profligacy with money! Some say they compare with Yorkshire folk!

Membership Cards will be sent out as usual with the Oct/November mailshot as this helps to reduce the club postage bill.

Bob

STARVATION BY EVAPORATION

This item is not about shortages of the precious liquid, except at the carburettor usually noticed when you come to a spluttering halt at the roadside. I regret that this did not happen as frequently I would have wished when I was a young man out with a girlfriend in one of my old cars in the 1950's! But that is another story.

Ironically our 1995 Annual Meet at Crich was held on probably the wettest weekend of the year which subsequently broke all weather records for hours of sunshine and high temperature right through July and August. During the hot (or even warm) weather under bonnet temperatures on our cars increase dramatically. Petrol then turns to vapour before it reaches the carburettor bowl due to high temperatures either side of the petrol pump.

How can we avoid this?

Try the 'Wilky List' - these have been tried with mixed success over recent years.

- 1 Add about 1/2 pint of paraffin to each gallon of petrol in your tank (I learned this one from Ken Devine) This helps to reduce the combustion temperatures created by fuel designed for modern cars.
- 2 Re-position the fuel feed to the pump as far into the chassis frame as possible and insulate the pipe with fireproof material. This reduces heat transfer from the exhaust front pipe.
- 2a Re-position the feed pipe from pump to carb. away from the exhaust manifold heat.

- 3 Create a spiral shape in 2a above to increase the surface area exposed to cool air.
- 4 Fit a deflector plate between the exhaust manifold and the petrol feed to the carb. This will deflect heat and also, with careful design divert cooler air from the radiator/onto the petrol feed pipe.
- 5 In an emergency unclip one side of the bonnet and drive along with a small block under the rear opening in front of the windscreen. A 40-60cm gap should be sufficient. Ken Devine was once taken by surprise in a traffic jam when., after lifting one side of the bonnet fully open, the emergency traffic lights changed and he had to drive for 2 miles between motorway cones unable to stop! It worked but imagine the look of surprise on the faces of other motorists. This trick can also work in winter to keep the windscreen from frosting over.
- 6 Wrap the pump to carb. feed pipe with several layers of aluminium baking foil and hold this in position with 2 or 3 wooden clothes pegs from the line Yes - this does work and has the additional advantage that you can remove this wondrous item at shows so that the judges don't knock off marks for lack of originality. This idea was given to me by a gypsy selling wooden clothes pegs.
- 7 Don't drive in hot weather

As I mentioned earlier all these work with reasonable success (no 7. is the most reliable) but I would be interested to know what other methods members have used. WE have members in countries with temperatures consistently higher than these of U.K. in August 95 - Australia and Spain come to mind immediately. Write in with your tips.

Of course you could ignore all this advice and just hope that you come to a spluttering halt - but that depends who you are with really. Keep cool.

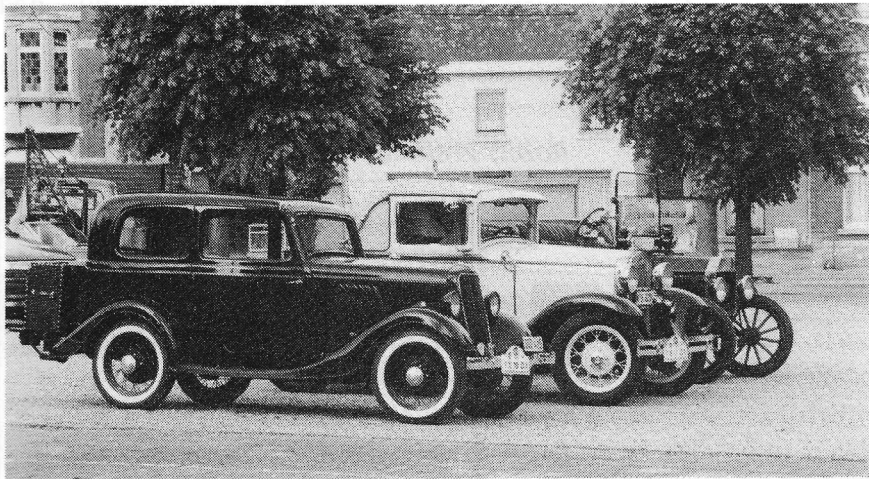
Bob

MODEL Y QUALITY IN BELGIUM

Pierre Terlinden writes from Belgium (in French):-

"I am enclosing 3 photos of my Ford Y on the Rallye des Coquelicots, organised by the Old Ford Club of Belgium, on the 17th/18th June 1995.

One of the photographs shows Ford Models Y, A and T in perfect states of restoration. On the rally, my Ford Y won first prize as "The Vehicle of Quality".

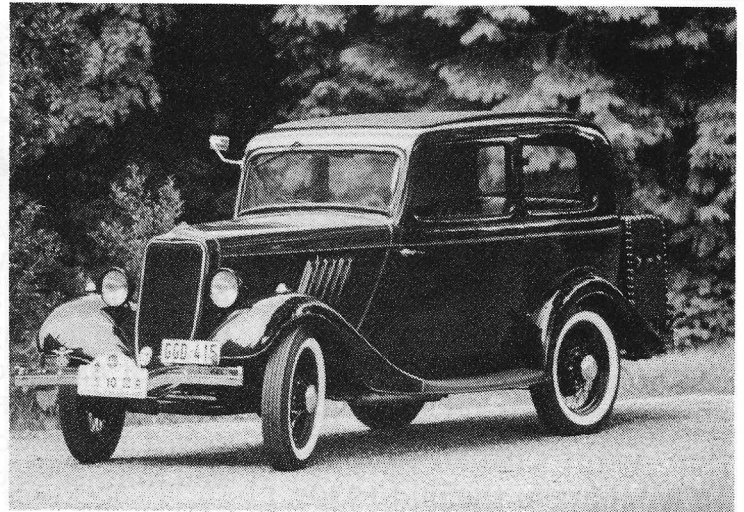


On 25th May '95, I entered the Rallye de "l'elegance", where my Ford Y won the first prize as the best restored vehicle.

Also enclosed is a copy of the certificate of registration of my vehicle with the Royal Veteran Car Club of Belgium, which is the most prestigious car club in Belgium, and which only accepts vehicles which have been perfectly restored to original specification.

I hope, one day, to participate in a rally in England, not too far from the coast, with the aim of getting to know better the members of the Ford Y&C Register.

My congratulations on the magazine, which is very interesting, and particularly on the layout."



Paul has only recently completed the restoration of his Model Y and is obviously to be congratulated on a superb result.

A letter from Paul Tritton in Chelmsford, in response to my request for any information on the early demise of the French Model Y production line at Aisne. Paul, his father and the family's Model Y were based in France in the 1950's:-

" Very many thanks for the French connection photocopies which arrived this morning.

I was particularly interested in the picture of the Griffiths' Model Y "doctor's coupe". I'm pretty sure I saw a car like that on my weekend trips to Paris in 1956/57, but I was out of film at the time and have now to rely on memory.

I made quite a study of the many vintage cars that were still to be seen on the roads, when not in my classes, at this time. The 2 door Model Y was not unknown, and spares were available at major centres, like Rouen. My guess is that the Model Y was dropped (from production) because the small bore engine was unsuitable for sustained speed on the long straight roads. The small French cars with their more sophisticated lubrication would out perform it, although my late father said he maintained 50mph, which should have been enough. I remember 42 being nearer the mark!

There were also several of the larger Matfords about, again, not numerous, but certainly to be

seen. Chenard Walcker used the V8 bodies on their later private cars about 1937/40. There were a few of them too.

I never saw a Tracford, but the name is familiar to me. The French were very early in to front wheel drive designs and the Tracford was a small experimental design before the Traction Avant Citroen swept the board there in the mid 1930s. I believe it followed in the tradition of many small workshop French cars in using the Ford unit as the proprietary engine.

I saw a Model C. It closely resembled the German 10 Taunus, and would have come from there.

I will indeed certainly try to get the chassis number of the Koln Junior Sports from the museum in Laval."

BRISTOL CLASSIC CAR SHOW

This year's show, - moved from its cramped site at Bristol docks to the Royal Bath and West Showground, near Shepton Mallet, - provided a good balance of nostalgia and practical restoration. The Register put on a good display consisting of David Leach's rock solid model C looking just as it would on the roads in the 50's, Donald Ogg brought along his 1937 Fordor Y. To his, but no-one else's amazement he received a 'highly commended' from the judges. Restored four years ago and finished in dark green and black, it looked spot on. (It's also for sale by the way).

After the Lord Mayor's Show etc. The writer entered his part restored 1937 Tudor which at least gave the punters an idea of what a Y looks like in a state of undress - 'orrible!

Thanks are due to the Oggs from Keynsham and the Leach's poached from Sam's home territory for giving up their week-end.

Robin Prebble

ROYAL VETERAN CAR CLUB BELGIUM

Certificat de Date N° 1.216

attestant que le véhicule décrit ci-dessous a été construit au cours de l'année 1934

Marque du Véhicule F O R D
 Type de Carrosserie Conduite intérieure
 N° du Véhicule ou du Chassis KY 52022
 Modèle ou Type Y
 Marque du Moteur F O R D
 Numéro du Moteur RY 1435508
 Puissance en CV 6
 Nombre de Cylindres 4
 Alésage 56,64
 Course 92,55

Modifications principales

Le présent certificat est établi sur base des renseignements communiqués par le demandeur d'homologation et n'engage que celui-ci, sans qu'il puisse imputer une quelconque responsabilité au R.V.C.C.B.

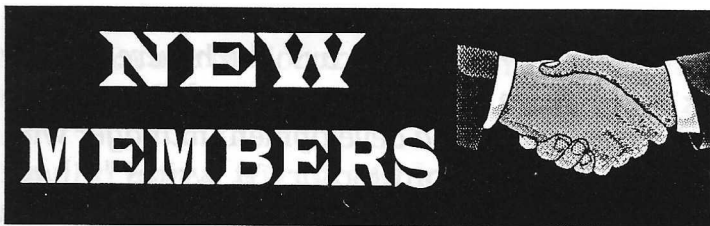
Président de la Commission Technique

Pour le Conseil d'Administration

Bruxelles,

le 27 Juin 1995





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

- A0207 PETER ALLEN
73 South St, Taunton, Somerset.
TA1 4HN
- A1912 COLIN ALLEN
Thornleigh, Ballydrain, Cumber,
Co. Down N. Ireland BT23 6EG
- B1721 BILLY BEATTIE
7 Banks Howe, Onchan,
Isle of Man IM3 2EN
- D0409 GILBERT DICKSON
'Pitfold', Cranley, Guildford,
Surrey GU1 2JJ
- E1208 GEOFF ELLINGWORTH
31 Helmsdale Gdns, Werrington,
Peterborough. PE4 6NS
- G1803 JAMES GOODWIN
8 Macadam Place, Murray, E. Kilbride,
Glasgow G75 0JR
- J1502 ROY JOHNSON
36 Oxford St., Rossington, Doncaster.
S. Yorks DN11 0TD
- L1606 RICK LEVETT
6 Greenfields Drive, Harrogate,
N. Yorks HE2 7BL
- M1522 JOHN MASTIN
33 Moorfield, Matlock,
Derbyshire DE4 3HF
- O1905 JOHN O'KANE
22 Main St., Randalstown, Antrim,
N. Ireland BT41 3AB

- P1012 ROBERT PAVITT
12 Bluemans, North Weald, Epping,
Essex CM16 6EU
- P1118 NORMAN PURDY
18 Wheatfield Ave, Northfield,
Birmingham B31 5SW
- S1422 DON SMITH
7 Mansfield Close, Denton, Tameside,
Manchester M34 3WS
- T1016 MARK TURNER
Windom Place, Avenue Rd.,
Ingatstone, Essex, CM4 9HB
- V0901 BARRY VINCENT
6 Quickwood Close, Rickmansworth,
Herts. WD3 2LU
- W1604 KEN WALLER
Croft House, Church St., Boston Spa,
Wetherby. W. Yorks LS23 6DG
- Y1103 MICHAEL YARM
Windmill Motors, 307 Northfield Rd.,
Harberne, Birmingham B17 0JG

As always I ask 'old' members living close to any of the above new member to make contact. Our club flourishes on contact and mutual help.

Bob Wilkinson

NOTES ON NEW MEMBERS

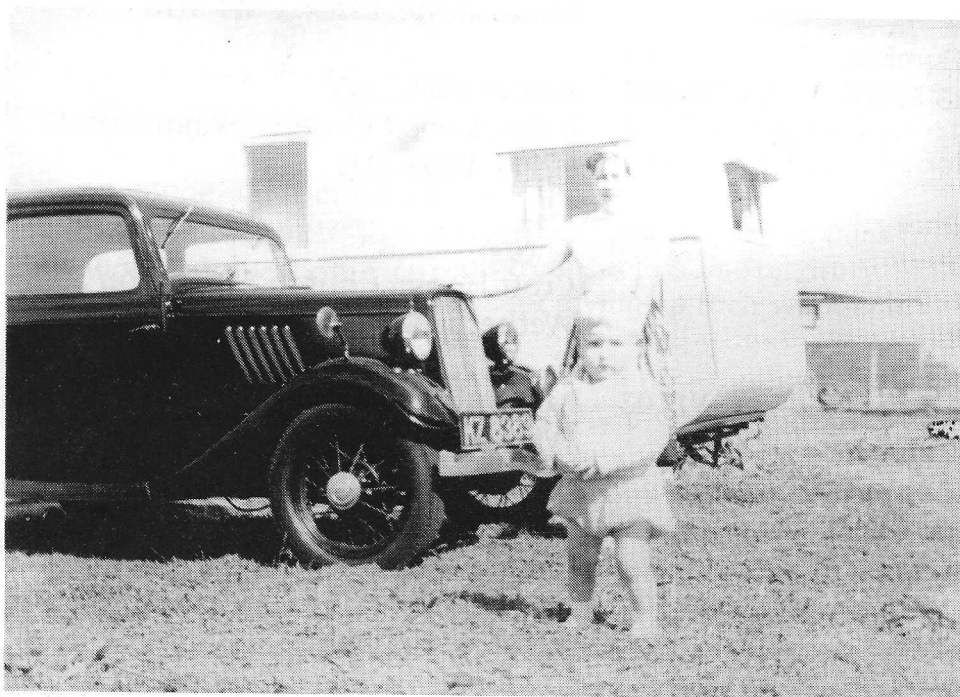
Seventeen new members in this edition bringing with them several 'new' cars to the Register.

James Goodwin in Glasgow has rejoined us as he is becoming more active with his 1933 'Y' as is Rick Levett with the restoration of his 1937 long rad model 'Y', now he is re-located in Harrogate we hope to see you 'on the road' again soon.

We are also joined by 3 new members seeking cars. John Mastin from Matlock (down the road a few miles from Crich - our annual event location) is "in the process of selling my CANNON

TRIALS CAR (E493A based) and will then wish to purchase the best model Y restoration project I can obtain. I can deal with basic body repairs and mechanical work and will be grateful for help in locating a Y" I'm sure we can help you John.

Now Billy Beattie in the Isle of Man ought to know better! He too is looking to buy a model Y since he owned at least 2 in the 1950's. "Which I bought just after I was married. The photo was taken in about 1959 when we lived in Northern Ireland, We had great times travelling many miles around N. Ireland. I sold it to start my first garage business. I have 2 minor 1000's, a 1936 Austin 7 Ruby and an MGB GT so the Y will be in good company"



I wonder what happened to KZ 8389 which my records show was a 1953 reg. mark. The car had probably been first owned in Eire up to 1953 when it moved north and gained that registration mark. The young chap in the photo will be approaching 490 years of age now.

Barry Vincent regrets not having any photographs of the model CX his father owned in the early 1960's (Barry wasn't sure of the model when he first wrote but the pictures of Paul Bainbridge's C and my CX in Newsletter no 95 helped to sort that out - Bob) Barry writes" My father had done various modifications to the car including changing the axles for a later set with non-spoked wheels to improve the braking and he assured me it did! One may think that change was sacrilege now some 30 years on in fact I thought so at the time. I remember well the sloping rear of the car with the spare wheel and my fathers' car had a luggage rack. It will be some time before I can arrange to buy a CX but meanwhile I enjoy the Newsletter"

Our next 3 members have purchased cars which were already known to us. Mark Turner who is a development manager with Ford Motor Co. writes " I have recently acquired the (other) roadworthy 1934 Kerry Y tourer PV 1661 and have quickly become an avid fan. Sam Roberts (who owns the other Kerry) has informed me of the All Ford Rally and I intend to be there". This car, previously owned by Mervyn Cullimore, needs one of two parts to restore to original specification - see Mark's wanted ad'

Colin Allen in County Down has bought Ivan Ford's very smart 1936 model Y CXD 144 and is now doubt having much pleasure driving around. He needs one or two items such as new pedal rubbers and bumper bar end caps (all club spares items) to make him even happier no doubt.

Don Smith in Tameside is also on the road with JL 4709 - the 1937 2 door Y he has recently bought from member Fred Reynolds in Cheshire. Don also owns another 1936 - "in very poor condition" (let us have full details Don) and so has enough to keep him busy!

Robert Pavitt joined as I was writing this article and wanted to "thank Sam Roberts for finding him a model Y in such short time and in the condition that I wanted" This is obviously a car already known to us but details are not known as yet.

Roy Johnson should have been included in the last Newsletter

since his 4 door Y was a prize winner at our National Meet at Crich in June.

We also have a few cars which were previously unknown to the Register.

Ken Waller has owned DVA 939 his 1936 model Y for a few years but has only been on the road a short while. With his wife he attended the 'Yorkshire Do' in July and thoroughly enjoyed the day in spite of being a treasure hunt prize winner!

Geoff Ellingworth in Peterborough, was almost on the road with UJ 9369 his 1937 2 door model Y when he joined us. By now 'UJ' will have been on the road for the first time since 1991. As a garage owner he should have no trouble with bringing the Y back to original over the winter after some summer fun outings. The car had been owned by one owner for the previous 25 years in which time it had acquired Triumph Spitfire rear lamps and a 12 volt electrical system. The original semaphore indicators are fitted but all owners are strongly advised to consider fitting flashing indicators if their car is to be used extensively.

Mike Yarm bought TH 6941 a 1936 rare 4 door sliding roof model Y to add to his classic car business stock. He joined us with the intention of having some summer months use of the car before a customer arrived to buy it! Very soon Norman Purdy was attracted to 'TH bought it and joined us! After a phone conversation with me Norman "hopes all our members are just as friendly" You can fool some of the people !!

John O'Kane in Antrim read of our Register in Practical Classics not having realised there was a club for the Ford 8 model Y. He had recently bought DZ 4355 his 1937 saloon and phoned for details. Good luck with restoration John.

The only new C/CX model in this edition is owned by Gilbert Dickson. He phoned seeking information to help with the restoration of a 1950's aluminium bodied special based on our cars. Gilbert is looking for a set of instruments and by now will have checked on the wiring diagram from the Bulletin/Manual we supplied. We await full details and photographs of your car Gilbert.

*Welcome to you all
Bob Wilkinson*



Model Y alongside its successor, the Model 7Y at the Basingstoke Rotary Club Show 1995.

EVENTS ... EVENTS ... EVENTS ...

DATE	EVENT	CONTACT	TEL NUMBER
24 Sept 95	All Ford Rally Abingdon	Bob Treadwell	01235-530720
30Sept/1Oct	All Ford Motofest 95 Central Park Dagenham	Paul Tritton	01245-360138
7/8 Oct 95	Kent Motor Show, Detling Nr Maidstone	Paul Tritton	01245-360138
15 Oct 95	Stoneleigh Restoration Show	Geoff Dee	01926-334780
11/12 Nov 95	National Classic Car Show. NEC Birmingham	Geoff Salminen	0121-427-2189

YORKSHIRE 'DO' CASTLE FARM

23 July 1995

(To be read using a Yorkshire accent)

T'sun shines on t' righteous - ay an' on us an' all. By gum it wa' a warm weekend - just reet for t' owd cars. They came from miles an' all 'cos they know they get a reet good welcome i' Yorkshire. Camping groups arrived on t' Saturday. David



and Elizabeth Newman and sons Alistair & Nicholas from Coventry and Ron topping and son Kevin (without his guitar this year) from Newcastle - both groups with sparkling model Y's. We soon found em jobs though 'cos we' a lot o' folk due on t' Sunday we 'ad to set out all t' bunting, flags an' them new canopies to keep t' sun off



Weather wa' grand on t' Sunday (I left me vest off) and t' visitors arrived thick an' fast. Clive Brooke & family wi' t' prize winning Y (Crich), Jean & Reg Hunt wi' t' owdest Y on t' road, John Griffiths & family all t' way fro' Cheshire wi' t' CX tourer an' Kath & Kevin Devine brought their CX tourer too so we could see em in stereo! Peter Brooke, t' new club registrar, drove 'Emily' all t' way from t' next village wi'out a map. Eric Butcher & missus arrived in Brian Hodges white model Y. Alan Ogden came wi' out is car but

brought some spares to sell - there wa' even folk partin' wi' brass it fair brought tears to me eyes and Dave Tebb's an all. 'Ed just arrived in is lovely Ford Model A van - 'e say that 'e cant afford a car tha' see wi' 'aving to keep a dog. Eddie Parkin arrived wi' t' family, and foolishly asked if tha' wa' owt to do! Shirly soon 'ad little uns 'elping fetch & carry ready for t' barbecue 'an feeding t' ems an' all! Ron Watson drove from Lincolnshire in is smart model C an' brought 'is friend Chris & wife along in a reet smart 1929(?) Austin Heavy 12. Owen & Margaret English, in t' middle o' moving 'ouse already wi' is Y stored at Castle Farm brought 'is everyday car, a 1964 Singer Gazelle. James Ross shares a Y under restoration wi' 'is grandad so came in 'is multicoloured 105E Anglia. Bryan Dixon still 'asn't finished painting 'is model Y so brought 'is lovely

Austin Ruby which is about as big as a decent tool box, mind you Derek Mcguire an' 'is missus needed 3 parking places for 'is 1950's Humber Super Snipe! Ken Waller phoned to see if 'e could join in all t' fun an' John Kirby & family arrived late in t' short-rad Y giving some excuse about 'aving been to another do at



Elvington near York! We 'ad quite a few other members who came in t' modern tinware but I must be gettin' soft in t' 'ead cos I didn't charge 'em for parkin' in t' yard.

At 12 noon all t' owd cars set off in convoy down t' village main street to t' sports field where t' Pollington Olympics were bein' 'eld. By gum, it wa' a bonny sight for all t' village to see these lovely owd cars on parade. They were on display for 3 hours an' t' villagers were reet taken by t' sight. You could 'ear all sorts - "---- ee, I 'aven't seen one o' them since I god knocked over in t' blackout i' 1942" --- "---I remember doing a bit o' courtin' i' one o' them - but don't tell t' missus!"- --- " They dont make 'em like that now tha' knows --- But is mate replied --"No they put ruddy brakes on 'em! (He knew a thing or two I reckon). Our members reet enjoyed all t' races and displays but wa' disappointed that Linford Christie couldn't run 'cos 'e'd 'urt 'is foot fallin' over 'is wallet.

At 3 o'clock all t' owd cars set off, after opening their secret orders, round route planned for t' treasure hunt. Wilkies 'ad set some reet awkward questions an' all. Anyway nobody got lost an' all arrived back at Castle Farm for t' barbecue. Roger (Eddie Parkins son-in-law) volunteered (oh, yes 'e did!) to cook t' steaks an' by gum 'e did a reet good job.

Mind you 'e did set fire to t' grass 3 times but farm didn't go up in flames much to t' disappointment of a few folk who wanted a bit more excitement! Prize winners were Jean & Reg Hunt, Ken Waller, And Ron (Lincolnshire poacher) Watson. Prizes were donated by Pollington Olympic committee and Dave Tebb, an all t' little uns went 'ome wi' a little prize.

We all 'ad a good day - see you next year.



*Bob Wilkinson
(A translation of this is available in paperback on receipt of a SAE or a lottery ticket.)*

**"BEAM
ME UP
BOBBY!"**

A recent phone call from Germany was from a vehicle restorer seeking contacts for trim (I put him onto Paul Beck). His English was good and when I commented on this he told me he had learned English from watching the T.V. series STAR-TREK.

Needing to KLINGON in your Y or VULCANISING rubber takes on a whole new meaning. I admired his ENTERPRISE.

Bob Wilkinson



WHERE HAVE ALL THE ARCHIVES GONE.....?

David Burgess-Wise was, until a couple of years ago, the Corporate Historian of Ford Europe Ltd and enjoyed an office in their headquarters at Brentwood in Essex. I visited David on two occasions to glean information on our vehicles and to capture, through photocopying, some of the early documentation. I am very grateful to him for allowing me the access to his files and to the photocopier. Regrettably, I failed to copy one vital letter, to which David has referred on more than one occasion, when responding in our literary confrontations in the "Letters to the Editor" columns of *The Automobile*. The letter was one written by Sir Percival Perry K.B.E., the then Chairman of the Ford Motor Company in England, advising Ford agents that the Model Y chassis did not lend itself to carrying a tourer body, presumably because it flexed too much without the structural stiffness of the saloon shell. I wrote to David recently to see whether he had a copy of the letter and received the following depressing reply:

"Unfortunately, I cannot be of much help. If there wasn't a copy of that letter amongst the Model Y material I deposited at Beaulieu, it would be somewhere among the 4 1/2 tons of correspondence I had shipped to the Industrial Archives in Dearborn. With the minimal time I had to make sure the Perry material didn't share the fate of the 600 boxes of European archives that were burned at Warley in the 1960s, I just concentrated on making sure that everything was safely boxed and shipped out of harm's way from Dagenham.

That archive material had a very chequered trip across the Atlantic. After I'd left, Ford changed the shipping instructions and had it shipped to the US by the cheapest freight line they could find, which went broke while the ship was in mid-ocean. When the ship docked in the St. Lawrence in Canada, it was impounded by the receivers.

Eventually the archives were released, loaded onto pallets and sent to Dearborn by rail. Inevitably,

the pallets burst, and stuff was decanted inside the freight car and had to be repacked before it was offloaded at Dearborn. The last I heard, it was awaiting classification in the old Model T plant at Highland Park...

My friend Darleen Flaherty of the Industrial Archives would know if that has happened, but I have my doubts, since she depends very much on part-time help in the archives. However, I understand that all the Perry files will end up in the Ford Archives in the Henry Ford Museum one of these fine days.

The Perry letter about open bodies on Model Ys was, as I remember, a round robin to the European companies and dated from pretty early in the Model Y's history - probably about the time that they were having those problems with the back axles - and probably represented justifiable caution about running any more risks of embarrassing mechanical failures with the new car.

Sadly, I knew just where it was when my files were stored at Warley, but after the boxes were taken at short notice to Dagenham by the General Services people on the pretext that they needed more "core offices" at Warley to house the new computer system, everything was left in disarray and time and distance precluded a proper sort-out.

Just another instance of the soulless corporate beancounters screwing things up: old Henry was right when he sacked the entire accounts department in the early 1920s!"

-0-0-0-0-0-0-0-

You can see now why we in the Ford Y&C Model Register are not as well informed on the history of our vehicles as we should be. Clubs representing other makes of cars enjoy the full support of the parent company, who, generally, have archives and museums to show off their heritage, of which they are justly proud. We have really

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 seals (large - outer) Y1175	£ 2-70 each
Y&Cking pins-4 bushes, 2 thrusts-exchange, stock permitting	£ 30-00 set
Relined Front brake drums- exchange in clean condition	£ 39-00 each
Rear brake rod support bracket for L.R.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 1 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

PRICE

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 96

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

PRICE
 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 96

Orders to:- BOB HALE,
4 GARDEN CITY VILLAS, MILL LANE NEW BRADWELL, MILTON KEYNES, BUCKS. MK13 7AB

DESCRIPTION	SIZE	QUANTITY	PRICE	TOTAL
Y & C. T SHIRT BLUE - WHITE LOGO SIZES:- XL, L, M, S.			5-75	
Y & C SWEATSHIRT NEW STOCK BLUE - WHITE LOGO SIZES:- XL, L, M, S.			13-00	
OLD STOCK Y & C LOGO REVERSED			12-00	
CAR BADGE RADIATOR			8-25	
CAR BADGE BAR			8-25	
LEATHER KEY CASE WITH Y & C LOGO (HOLDS 6 KEYS)			2-25	
WHITE CHINA MUG WITH BLUE Y & C LOGO			3-00	
EMBROIDERED PATCH BADGE OVAL (4" X 2")			3-75	
ENAMEL PLAQUE (MODEL Y ADVERTISEMENT)			12-00	
TAX DISC HOLDER WITH Y & C LOGO			0-50	
A4 RING HOLDER HOLDS APPROX 10 ISSUES			3-50	
COASTERS (MODEL Y 60TH ANNIVERSARY) X 4			00-50 SET	
LAPEL BADGE PIN FIXING Y & C LOGO			1-50	
POSTAGE AND PACKING (ALL ORDERS) UK ONLY				1-95
(OVERSEAS WILL BE INVOICED AT COST)				£ _____

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 96

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)

had to scrape around and rely on memory, hearsay and snippets in various publications and documents, which we happen to trip over, to build up the story of our cars. Mind you it has been, and continues to be, fun! Henry is reputed to have said "History is bunk". I don't believe he did say that, but his dynasty in the UK has certainly subscribed to that sentiment.

In his letter, David Burgess-Wise goes on to say:-

"I was sorry to read that Bert Thomas had died: he was such a nice man under that crusty exterior when you got to know him, and I did like his early Model A saloon.

Back in the 1940s my uncle George replaced his 1920s Austin 7 Chummy ("Gremmy") with an

early longrad Model Y Tudor: it was dark green outside and in registered "LJ 6411" (and known as "Bonny"). I clearly recall his taking us all down to Angmering in Sussex in it, which must have been in the summer of 1947, because my sister had just been born!

He traded it for a black Hillman Minx ("Minnie") and eventually had a new fawn Consul ("Connie"), the first car I ever rode in that would do 60 mph (on the road north from Brighton towards Jack & Jill Hill at Ditchling, which is now a steep hazard on the Brighton Run). I expect they've all long gone to that great scrapheap in the sky, but I remember them so well, even though I was very young at the time!"

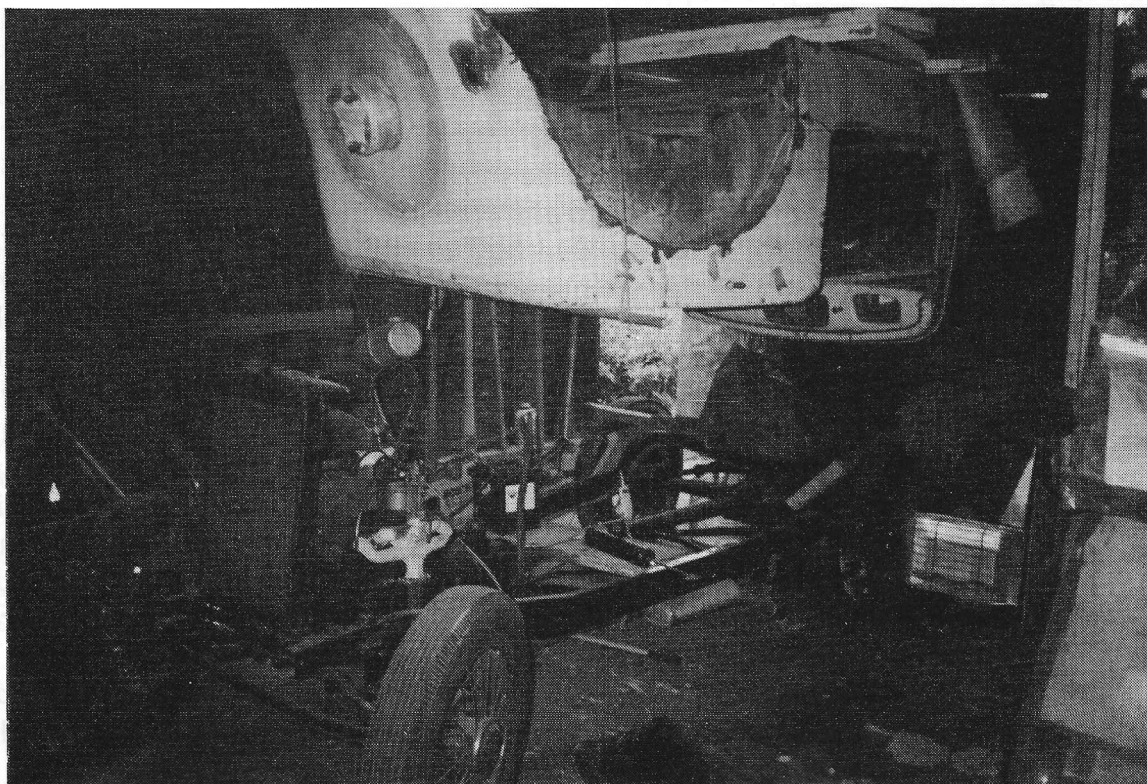
Sam Roberts

ALPINE IN SUSPENSION

In early July, whilst on a four day business trip, I spent an enjoyable evening with David and Wendy Grace in Boston Spa, near Wetherby in Yorkshire. For a number of years now, David has been restoring the 1934 Model Y Alpine tourer, in which he and Wendy travelled on their honeymoon (a few moons ago!). I am delighted to report progress since the last time I saw the car and, perhaps, within the next five years, we may see it in all its glory at a meeting!

The photographs speak for themselves. David has painstakingly restored the chassis, axles, engine and

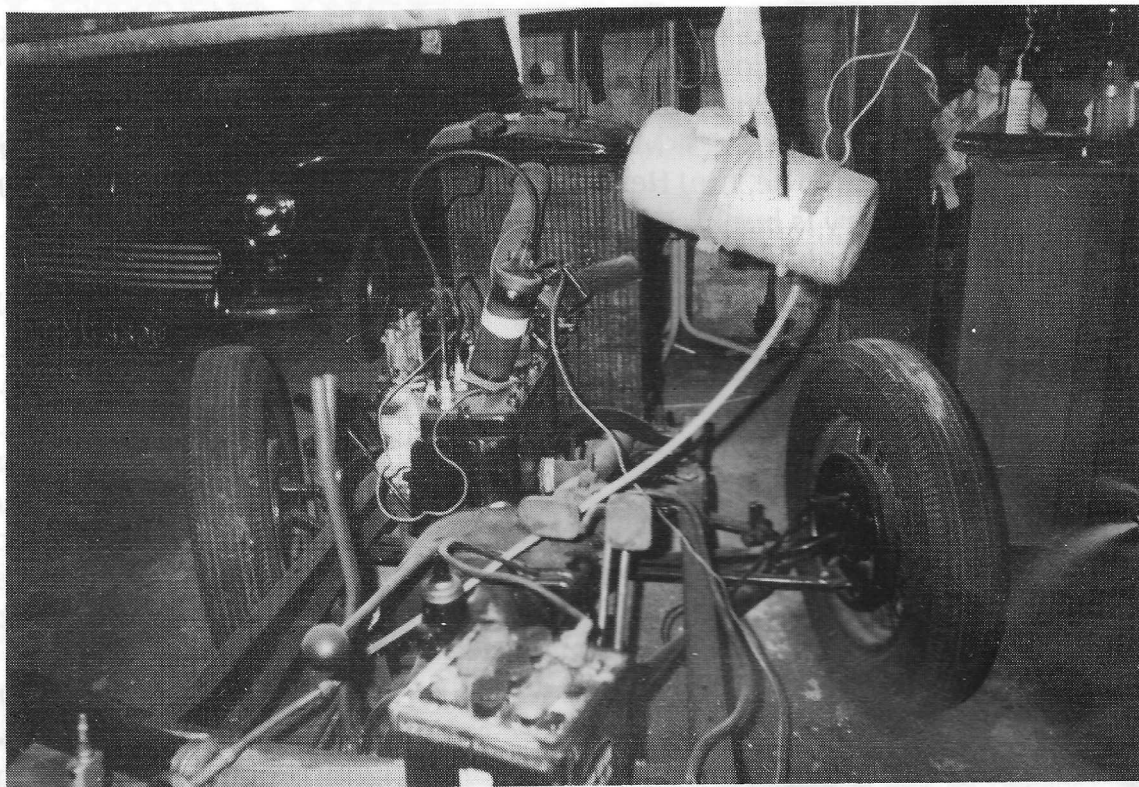
transmission to a very high standard (note the central exhaust outlet from the 10hp engine). What is more the engine runs smoothly, with the aid of periferal necessities suitably suspended or conveniently stowed to perform their function. The gravity feed petrol tank, from a lawn mower, hangs delicately from a suitably twisted wire coat hanger. An oil filled coil is strapped to the water outlet hose and attached, by an ex-



Inverted body suspended from David's garage ceiling

tension lead, to a battery on a buckboard, where the driver would normally sit. The whole is what might be termed "A Grace-ful arrangement"!

Sam Roberts



Juryrigged ancillaries to run the engine

MEMBERS' CARS

GEOFF SALMINEN

Having bought a Morris 8 in 1986 that needed a complete rebuild and then deciding that my father's immaculate Anglia really needed storing for a while, it just happened that a friend of mine was offered a Ford 8 from a member of his family. The car was "all there", running and honest, but needed tidying. So, in late '86, I bought the car but stored it while work progressed on the Morris.

When the time came for the Morris to be moved to professional workshops, my thoughts came back to the Ford. The car at that time had covered some 79,000 miles and had at some time been fitted with a Ford Company replacement engine. I took the top and bottom off the engine to give it a good internal clean and felt reasonably happy that the engine oil pressure returned 20 psi at 30 mph using SAE 30 oil. The seats had been re-upholstered many years ago - they had been well made and had aged nicely but it did need a new roof lining. The paint was shabby so she was resprayed in cellulose super black. The car was MOT'd and has since given many happy hours motoring.

Last year, when the Morris was completed and running, I turned to the Ford to sort some jobs out and last October saw a new set of King pins fitted and a new wiring loom installed, replacing the 58 year old original. I purchased a good matching carpet and had a new set made as the originals had really worn out. It was at that time I found the wood base in the driver's seat needed replacing (I thought I had been sitting rather low).

I haven't a great deal of history on the car. I have correspondence referring to an address at Sneinton, Nottingham. These letters refer to only minor parts being purchased for the car, so I am sure I am correct in thinking that, considering the mileage and that both rivets and bolts have not been disturbed, the car has never had any major work done.

Geoff Salminen

Liam Tomlinson's photograph of Geoff's car appears on the back cover. It was first registered DRB 525 in May 1937 (Derbyshire). It briefly carried the registration BOC 39A in the mid '80s before Geoff transferred OW 6918 from a scrapped Model Y, found on the Welsh borders, in 1987. The car will be on show on the Y&C Register stand at the National Classic Car Show at the NEC, Birmingham on 11th/12th November 1995.

MONTE CARLO OR BUST IN A SECOND HAND MODEL C.

I am grateful to Ralph Stokes and Ian Shapland, the Editor of the "Old Stager", the magazine of the Historic Rally Car Register, for giving me permission to reprint this amusing article, which should give heart to those of you who worry about driving our cars any significant distance.

"MY FIRST RALLY by Ralph Stokes

In June 1931 two friends, Lionel Creed and Frank Williams, suggested taking Frank's car, a 12/40 Alvis, over to Le Mans to see the 24 hour race. On the boat crossing from Dover to Boulogne, we met the late John Whalley (*) for the first time.

We arrived at Le Mans in the evening and stayed with friends in the small village of Brette-le-Pins, about 6 kilometres from the end of the Mulsanne straight. We saw the start of the race from the stands and walked round the outside of the circuit during the race, stopping at every vantage point.

At Mulsanne there was as usual a large fair during the night. At "Indianapolis", which was brick paved in those days, we watched in the early hours. The English campers just inside the circuit were beginning to cook their breakfasts.

At one o'clock we were back in the stands opposite the pits and at 4 o'clock Earl Howe and Tim Birkin drove their Alfa Romeo in to win, with Stoffel in a Mercedes second. Three Cambridge University students who had entered a standard Lorraine Detrich as a lark finished in fourth place! Their car was so slow, they never changed a wheel and only stopped for petrol and to change drivers, a case of the hare and the tortoise. After the race they loaded their luggage back into the car and continued their tour of France.

I had now become "Monte Carlo" minded, thanks to John Whalley, thinking it a good one to start

with. Serious pre-war rally drivers looked on the RAC Rally as boring, as it only depended upon a series of driving tests. In October 1935 I bought a second hand Ford 10 Tourer for 100 and entered the 1936 Monte Carlo Rally.

The first thing was to find a crew and decided on an old friend Ewart Ballard as co-driver and Frank Williams as navigator, in whose Alvis we had gone to Le Mans in '31. Next was the preparation of the car, John Whalley helping with advice.

1. A spare wheel, tyre and special bracket bolted to the back of the car for two spares with quick release.
2. A fog light was fitted.
3. A pair of snow chains for the rear wheels.
4. An electric demister for the windscreen.
5. As I had decided to drive most of the way with front sidescreens out (not popular with crew), I had a canvas screen made to divide the back seat off for the comfort of the third member of the crew to sleep.
6. This year the RAC had laid out the final test at Brooklands, so we could practice. Doing the figure eight I found the lock was poor, so I filed the stops until I got a radius of 29 ft.
7. Finally the car was prepared to carry a two gallon tin of petrol, one quart of oil and two wooden spades for digging the car out of snow drifts.

I allowed two days to get to John O'Groats, 48 hours before the start. We left home at about 9.30 am and it snowed all the way to Glasgow, arriving at the Scottish Automobile Club at 10.30 pm to a warm welcome only to be told that the main road north of Inverness was completely blocked and other competitors had taken their

cars by train - except Mrs Cotton who had decided to start from Aberdeen.

It had stopped snowing after breakfast next day and a phone call to the RAC Inverness told us that the Army were clearing the drifts and hoped to have the road open by nightfall.

We left in high spirits as the sun was shining at about 10.00 am by Loch Lomond and Fort William to Inverness, avoiding the higher road over the Grampians and arrived at Inverness about tea time. The RAC confirmed that the road at Helmsdale had been cleared, so we set off about 6.00 pm. At Helmsdale we drove for some distance on a track 6ft wide cut through drifts over 8 ft deep in places, but as the temperature was below freezing, we had no trouble averaging the Rally speed to John O'Groats, arriving about 10.30 pm to the amazement of the other competitors who had taken their cars up by train.



After a late breakfast we checked the car over and found the electric windscreen wiper had packed up. After phoning the Ford dealer in Glasgow to arrange for a spare to be waiting for us at the Glasgow control, I devised a temporary solution with rubber bands and string operated by the navigator - this was lucky as we never saw the replacement at the Glasgow control. As the temporary "switch" was operated by my elbow, my navigator complained of sore ribs when we reached Monte! Our number was 106 (the total entry being 106).

The weather became warmer with slight drizzle, so we copied the others and fitted chains. We saw the rest of the cars leave and were waved away by A.K. Stevenson at 12.45 pm.

Driving on snow and dry ice is one thing, but drizzle on ice is another matter. Nevertheless, we started overtaking the other cars. Coming down to Dumbeath I hit both sides of a narrow bridge, damaging both mudguards, but with no delay.

By Berridale we had passed all the competitors except Jackie Aspery's Singer, but passed her two miles further on whilst she was removing her chains which I did not do myself, a mistake, as she soon passed us travelling at least 10 mph faster!

My next mistake was attempting the short route by Altnamain, which was completely blocked and lost 20 minutes digging ourselves out. As I tried

to make up time, I left the navigation to Williams and then found we were on the quayside at Portmahomac looking at the North Sea! On rejoining the route, we had done an extra 25 miles!

Instead of having a good breakfast at Inverness (PC), I pushed straight on as we were now 90 minutes late for the Aberdeen TC. I should have handed over to Ewart who had been resting in the back seat. Unfortunately the rain on the deep rutted snow made the going bad and we were 1 hour 35 minutes late at the

Control.

From Aberdeen to Glasgow the roads were only wet so I managed to make up time and found we were the second car in from John O'Groats on time. I drove on to Carlisle without trouble except over the Beatocks potholes - a foot deep in snow where the lorries had dug themselves out. I handed over to Ewart and went to sleep in the back of the car only to wake up in Yorkshire with the car going sideways on the ice, but Ewart seemed quite happy so I went back to sleep again.

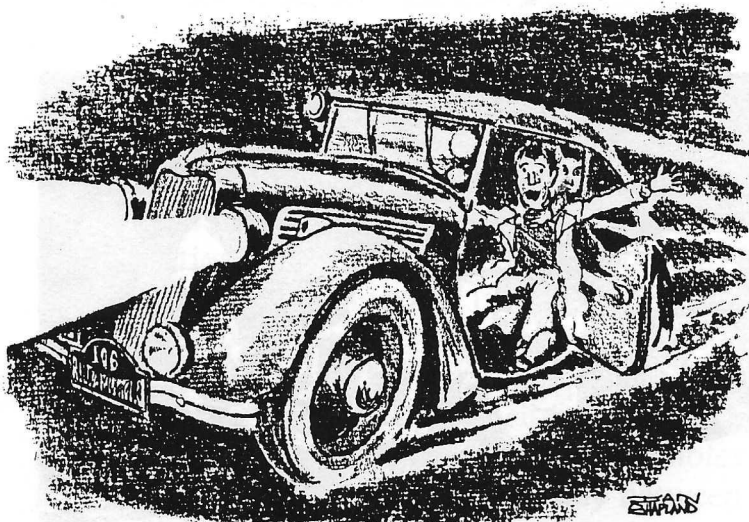
We had plenty of time at the Doncaster TC and hoped to have spare time at the RAC control in London. Ewart and Frank had a good breakfast, but I had to find a garage to get a puncture mended and check the car over. After an easy run to Dover I got food on the boat, my first meal for 36 hours.

Landing at Boulogne we had an easy run to the Le Mans TC (we saw no more snow to Monte) with over an hour in hand. We had a marvellous dinner given by L'Automobile Club de West and were even offered hot baths.

An easy run to the next Control at Nantes and with over an hour in hand at Bordeaux we had another good meal. Ewart drove on to Pau averaging 50 mph, so we stopped a few miles short to kill some time. There happened to be a Ford dealer near by who came out and asked me if he could help in any way, so I drove into the garage, had the car fully serviced (including an oil change) and he refused to accept any payment.

The log book had been marked "body damage", but at the Pau Control, looking at the mudguards scrubbed the penalty (on returning to England I wrote to the Ford Motor Co. telling them about it).

On the way to Nantes, Frank went to sleep whilst navigating. He was wearing a belted trenchcoat and the belt caught the door latch (hinged at



Luckily I flung an arm round his neck as he was leaving the car at 60 mph...

the rear). Luckily I flung an arm round his neck as he was leaving the car at 60mph - he was wide awake for the next two hours!

As I was waiting at the Pau Control, I was talking to Brian Lewis and asked him if he minded me sitting on his tail for the next stage, as my 6 volt lights were not too good and the average speed had been up to 35.5 mph from Pau to Monte. He agreed and on leaving the town I found Brian and Jackie Aspery waiting at the side of the road as they had left three or four minutes ahead of me.

The next 200 miles were fine except for the zigzag level crossing which Brian saw and I didn't, so gaining 20 yards! Later I was passed by a two seater Riley driven by Innes - as he had no rear lights, it was not funny, so I had to pass him, flat out down hill doing 80 mph and caught Brian up. I had no more trouble from Innes!

At Brignoles Control I made the mistake of putting Frank to drive whilst I went to sleep in the back, but I awoke suddenly climbing the Esterelles - we were being passed by three or four cars, I had to kick Frank out of the driving seat and take over. At the foot of the Esterelles I saw Jackie in trouble, so I stopped to see if we could help, but it was gearbox trouble and nothing could be done. On entering Nice at about 10.00 am and having no time in hand, I drove along the Promenade at 60 mph waved on by all the Police to speed up. I found out later that all competitors were expected to drive flat out!

The lower road to Monte Carlo was slow with drizzle and heavy traffic and although I drove flat out, sliding the bends, we arrived 11 minutes late at Monte Carlo. Actually 26 cars were late. Gastonides from Amsterdam, on his first rally, lost his clean sheet half a mile from the Control having taken the left to the town and meeting a taxi head on. He won the rally in 1952.

Having booked in, parked the car and chatted to some of the other drivers, I heard that John Whalley had diced with a level crossing bar near Brignolles and lost the top half of his Ford coupe.

We walked up to the Hotel de Paris with Brian Lewis and Jackie Aspery and crew and went in for a wash, brush up and drinks. At any other time, considering the state we were in, we should not have been allowed through the door!

We met John and Raymond later and heard their tale of woe. The next day was the driving test on the front and I was glad that I had practiced at Brooklands. I clocked 1:21, second fastest of the John O'Groats starters, being beaten by Abbott in a 1663 cc Riley.

Later when the results were posted, I was pleased to have finished 59th and second of the John O'Groats starters behind Jackie Aspery with the 1.5 litre Singer. She also won the cup Hotel d'Etrangers for best performance from the starting place with the highest number of retirements, the only year it went to John O'Groats.

My best memories were congratulations by Brian Lewis and the Parade next day to the Palace and receiving my Finishers Award and shaking hands with Prince Rainier.

The three days in Monte Carlo were spent with John and Raymond in a series of cocktail parties before we drove home. My total expenses were 50 and I was determined to carry on with this sport.

This was the only year that conditions were worse from the John O'Groats start than any other starting point in Europe and only seven of the John O'Groats starters finished, so I was reasonably satisfied with my first rally.

Zamfirescou and Christea won in a modified Ford with a chassis shortened by 8", a special lightweight body with canvas hood and brakes diagonally connected to spin the car in the reversing tests giving a time of 1:05 for the final test. They were told that

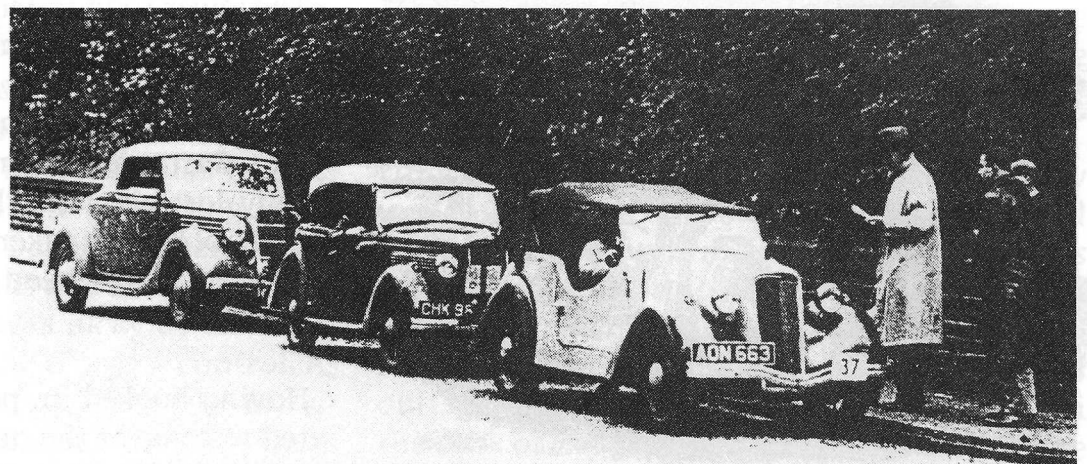
they hadn't competed in the spirit of the rally, his entry was refused the next year. The regulations were changed in 1937. They had won by 0.4 seconds from Madame and Monsieur Schell in a Delahaye.

The highest placed British competitor was D.M. Healey in a Triumph in 8th place. Healey had won the event outright in 1931 with an Invicta and the 1,500 cc class in 1934 with a Triumph.

D.H. Murray finished 17th with a Fraser-Nash. Joan Richmond and G.S. Brooks finished 20th with a Triumph and H.E. Symonds was 26th with a big Wolseley saloon and won the concours outright.

The cost of my first rally was 46 including. Entry Fee 8.15s, Channel Crossing 7.5s, Hotel Monte Carlo 4.4s, Competition Licence 5s, Customs Papers 3.15s, Petrol for Rally 6, Preparations of car 9.5s, half share of petrol to start and return etc. 7, plus my co- drivers share 15 each."

* John Whalley is well known to regular readers of the Y&C Register magazine. Issue 60 (Aug/Sep 1989) described the JW Special Model Y tourers (JW = John Whalley) and the continuing family business in Bishops Stortford. John Whalley was also a member of the three man "unofficial" Ford team on the rally circuits of the early 30s, mainly driving his V8 Ford (probably the "coupe", which was decapitated at the level crossing at Brignolles!).



"The "unofficial" Ford rally team - A Jensen bodied Model C leads a standard Model C tourer and John Whalley's V8"

REGISTRAR RAMBLING

Having got quite a way through the restoration of Emily, even though there are days when I wonder when it will end, I have started looking back to discover some of the problems I encountered. I know that others must be approaching these problems and I wonder if my ways of dealing with them may help. These are not in any particular order, but simply as they spring to mind.

GEARBOX RUBBER

These moulding fit beautifully round the rear of the gearbox. The difficulty is getting the strap over the rubber and bolted down. Swarfega or washing-up liquid helps the metal to slide on the rubber more easily. I found that by using a long bar and prising the strap down, I could fit one nut part way down, then work on the other side, levering the strap down until the other nut started to catch on the threads. Once both nuts are several turns onto the threads, the strap pulls down easily.

REAR WHEEL ARCH CURVED WOODEN STRIPS.

These are the parts that the interior trim panels fix to. They are often going onto new metal since the old inner wheel arch is prone to rust, if no part of the old inner wheel arch is left, giving an indication of where the wood should be fitted, remember that the panel is flat, so the wood needs to be fitted in a straight line to coincide with the vertical wooden frames from the window. If these are offered up, pencil or chalk lines can be made onto the new metal and then holes for the screws can be drilled centrally between the chalk lines from inside the car. The burr on the outside of the car under the wing, can be removed using a countersink bit or a large drill

bit. I use an old one Araldited into a file handle. The wood should be bedded onto silicon mastic which will dry in a short time. The screws are inserted from outside the car and as they tighten, will squeeze out excess mastic which can be used to create a fillet to deflect any rainwater which comes down the inside from the window. More silicon mastic can be used to create a channel for this water, to direct it towards the gap at the bottom of the door pillar, or back to the small hole (6mm) which should drain water outside the car at the back of the inner wing. Several people have welded up this hole thinking it shouldn't be there! I should be kept clear of debris.

Drumming is sometimes a problem from the larger panels such as doors or beneath the rear windows. This can be reduced or eliminated by sticking on felt or by spraying with under body schutz.

Many owners have fitted extra thick carpets or sound proofing felt in the footwells. This can reduce the pedal movement of the accelerator and thus the top speed. The problem can be solved by either removing the soundproofing from the immediate area of the pedal, or by lengthening the lever to carburettor linkage, by cutting and sleeving it.

The nearside bonnet of the 'Y' has a dent in the top scuttle to rest it in, preventing the bonnet from slipping when working on the engine, gaining access to the toolbox, or just posing at shows! This can scratch the paint from the edge of the bonnet, so I have used impact adhesive to glue a strip of cycle inner tube into the dent, thus providing a protective cushion.

If any of these ideas are of use to members during their restorations I shall be very happy to have shared them, if however they cause problems, expense, gnashing of teeth etc. I got them all from Bob Wilkinson!

Peter Brooke

THE "RUTHIN" RALLY

This year the rally route didn't take us to Ruthin, but concentrated in the hills around Denbigh and Mold. Peter Ketchell, as the rally secretary of the Chester Vintage Enthusiasts' Club, was responsible for setting the route, in liaison with the RAC, administering the entrants and our feeding and watering; and a superb job he did, ably assisted, on the day, by Lynette, his rally-wise daughter.



Having driven up to Reg and Jean Hunt's abode near Nantwich in my Model Y "Kerry" on the Saturday and met my young navigator (a neighbour), I was suitably refreshed, on the Sunday morning, to drive in convoy with Reg and Jean to the start, in a hotel car park near Queensferry. Jean was driving the oldest roadworthy car on the register, the October 1932 shortrad, CG 2698, chassis number Y982. The selection of makes and models lining up to go was mouthwatering, ranging from a beautiful open 1920s Bentley, through an Alvis tourer and an Armstrong Siddeley, to a fabric covered Austin 7 and a Morris 8 Tourer. The surprise of the morning was the appearance of Graham Miles in his Model Y van, having driven up from Kings Langley the day before. Graham had not formally entered the rally and so repeated our excursion of last year by following the pack round the course, enjoying the scenery. John

Griffith's Model C, although entered, did not make the start. One day I will see him actually driving one of his vehicles! He and Sue were nobbled by Peter to man a couple of the secret check points.

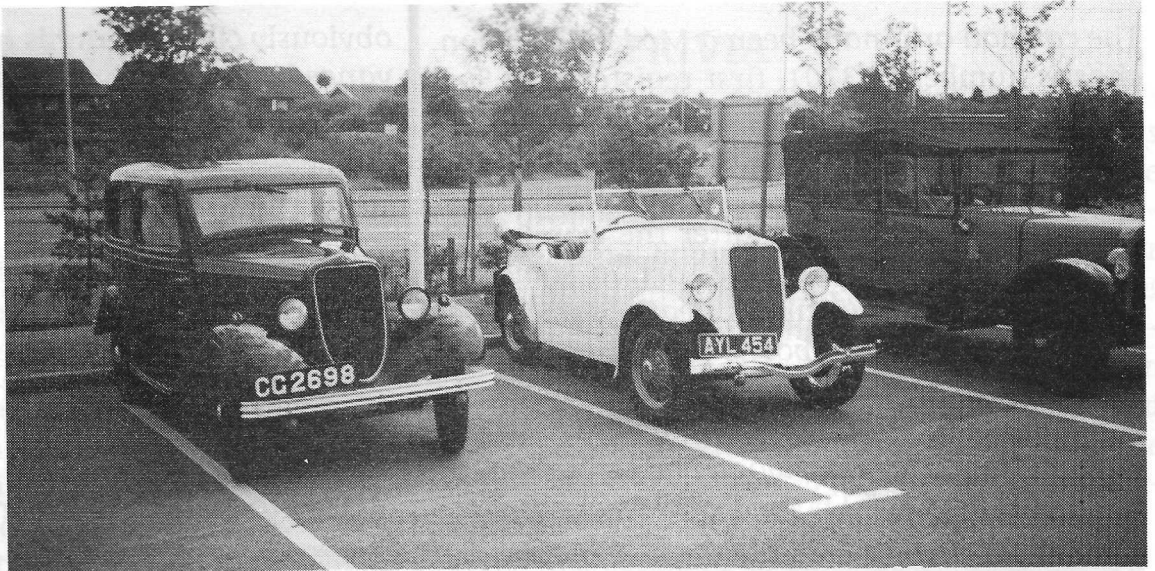
The route took us down the narrowest of country lanes, following the scantiest of directions on the paperwork issued to us at the start. The average speed we had to main-

tain in the morning was 24mph and, in the afternoon, 20mph. That sounds quite leisurely, but believe me, when you realise you have been travelling up the wrong track for a few minutes and have to retrace and find the right one, it gets a bit hairy. My young navigator did very well and we didn't lose many points through the morning's check points, but we made a real horlicks of one stage in the afternoon and picked up 26 penalty points on that stage alone, which put us out of any contention for a prize.

The rally ended at the Clwyd Gate Hotel, with its panoramic view. We arrived at a reasonable time and waited for Reg and Jean to appear. Eventually, just before the disqualification time, CG came struggling up the hill to the car park, with her nearside bonnet folded up to expose the fuel pipe to the open air. Twice they had vapourised, losing half an hour on each occasion. Last year, it was Graham's van, which vapourised halfway up the Horseshoe Pass. This year was Reg and Jean's turn. The prize-giving did produce one surprise, in that Kerry won a runner-up award in the concourse judging, which was carried out at the end of the rally. Very chuffed we were.

The hour's run back to Nantwich, following CG, was at between 50 and 55mph, which is not bad for the oldest roadworthy Model Y. She was even pulling away from Kerry on the hills! It was only when I expressed a smidge of sur-

prise to Reg on arrival at chez Hunt, that he told me that he had a 10hp engine under the bonnet. The cross-country trip back to Andover on the Monday went like clockwork, ending three days of enjoyable, hood down, trouble-free driving; covering 520 miles. Another great weekend of Model Y motoring.



Sam Roberts

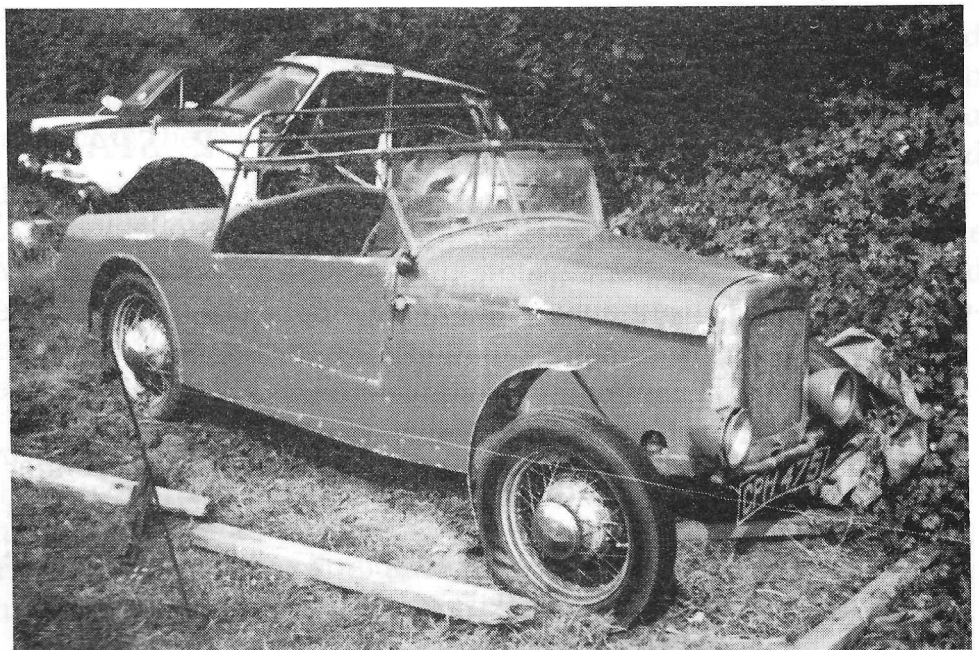
A SORRY C

Bill Ballard, the Chairman of the recently formed "Small Ford Club", was with a group of club members when they visited Tite's Yard, just south of Middlemarsh, on the Sherborne/Dorchester road. "They descended like a swarm of locusts at 5 o'clock one evening in June", said Geoff Tite. The yard is the final resting place for vehicles of all shapes and sizes and is a haven for anyone wanting spares for the more modern cars. The Small Ford Club was attracted to the scrapyard by a number of sidevalve specials of the '50s. However, there was also a "Model C sports car with an aluminium body" at the back of the yard, under a tarpaulin.

Bill is also a keen supporter of the Y&C Register and, as is his wont, reported the sighting of the Model C to me. Within a week of the report, I was able to visit the yard and meet Geoff and John Tite, who are now managing the yard for their father, Cyril. Geoff walked me up through the yard to the field at the top, over a couple of electrified fences to this shape under a tarpaulin on the edge of a

wood. I had heard that somewhere in Dorset lurked a Jensen bodied Model C tourer, so my hopes were high as we undid the rope around the base of the tarpaulin.

My hopes were soon shattered as I lifted up the front of the tarpaulin. Into view came a green cycle wing followed by what was obviously an Austin 7 radiator grille! The rest of the body was certainly not Model C, but rather a home-made affair with a rather unusual rear end. Back in the "office" over a welcome cup of tea, I learnt the history of the car, with the aid of the continuation log book.



The car had originally been a Model CX saloon, chassis number C23701, first registered in Surrey on 17th May 1935. It still carries its original registration, CPH 475, with a V5 document. It obviously suffered through the war years, for it was bought, immediately after the war, by Ken Rillie, who lived in Milborne Port, in Somerset, and who latterly, until his death, some three years ago, owned Milborne Nurseries. Ken, at this time, was obviously a young blade with a desire for a sports car in those austere post-war years. He removed the saloon body from the car and built the special body it now wears. He was

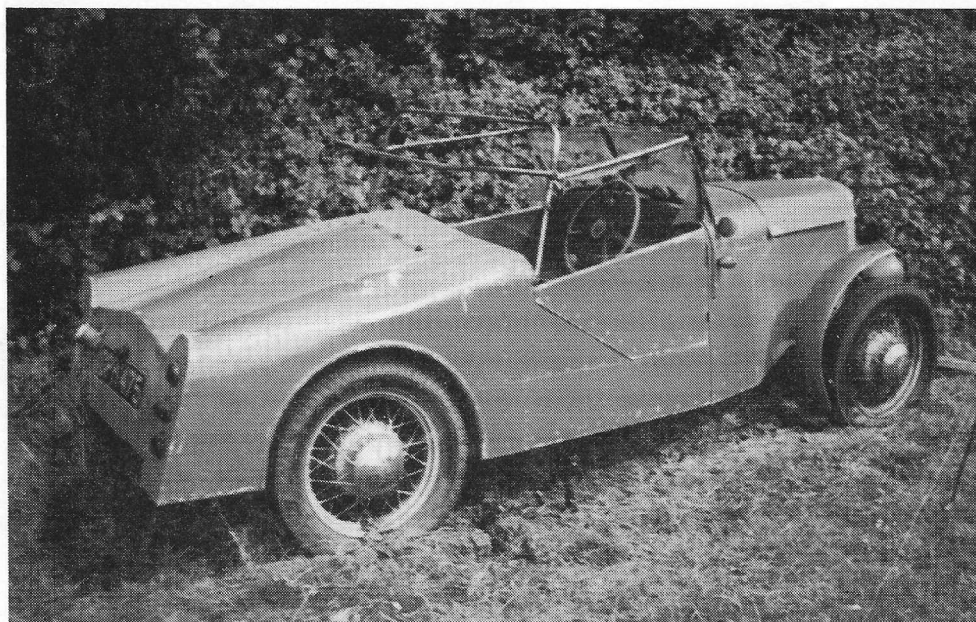
obviously clever with his hands and had an advanced eye for bodywork design, judging by the shape of the rear end which, for 1945, was quite streamlined. It was at this time that it inherited its Austin 7 grille.

The body is all aluminium with a bulkhead set forward. The floor pan and mechanics are all Model CX, although the engine compartment, under the spiders' webs, has suffered the ravages of three years in an open field. The hood has suffered the same, but the chassis and axles appear to have only superficial rust. There are

no seats, unless the Tite brothers have put them under cover to protect them. All in all, the car is in a sorry state.

If anyone is interested in taking this on as a restoration project, or as a source of spares (it could really only be restored back to a sports car), Geoff Tite is asking about 1000 for it, which he reckons is the value of the registration number.

Sam Roberts



SNIPPETS

[Note to Editor or Type setter:

These headings will hopefully become regular features in the magazine. Each could have its bespoke logo eg. the "Helpful hints" feature could have a hand as its logo. Etc.]

1. HELPFUL HINTS

It is becoming increasingly difficult to obtain the 140 SAE oil used in the rear axles of our cars. Most forecourt shops and motor factors have never even heard of it, let alone stock it.

Fortunately, help is at hand from member Dave Tebb, who is an authorised stockist for the com-

plete range of lubricants we need, including single grade, non-detergent engine oil, for those who prefer it. For more information, Dave can be contacted on 01937 557410 (Nr. Leeds).

2. SPARES SPECIALS

The spares section have stock of remanufactured Model Y hub caps at the amazing price of 11.50 each. When we compare the complex detail and material content of these with the present day plastic embellishments, which cost far more, we can appreciate the fantastic value they represent. What is more, the remanufactured ones have stronger hub attachment tabs than the originals. Don't delay. Place your orders on the order form while stocks last.

3. TECHNICAL TIPS

The distributor on our cars has a nasty habit of siezing in the cylinder head and, in extreme cases, can be almost impossible to remove without risk of damage. To avoid this happening, it is recommended that the distributor be removed on an annual basis. Thoroughly clean the housing in the cylinder head and the distributor body with a fine emery cloth and apply a coating of Copaslip grease (available from most motor factors). Of course, when doing this, you will disturb the ignition timing, which needs careful adjustment. If you are not too sure how to do this, mark the position of the distributor body in relation to the cylinder head, before removing.

4. Y&C TRIVIA

What we call the "chassis number" on our cars was, in fact, the engine number, which was hand-stamped on the chassis after the engine was dropped into the chassis frame on the production line. Engine numbers start with either Y, denoting an 8hp engine, or C, which denotes a 10hp engine. If the horsepower letter is preceded by the letter R, then the engine has been reconditioned by Ford. Often the reconditioned engine number is followed by either, or both, the letters P and C, denoting Passenger or Commercial.

NOT A WHATMOUGH, BUT A BETTAWAY!

Yvon Precieux, the Pre-War Registrar of the Sidevalve Owners' Club has responded to my plea for information on the Whatmough "overhead inlet valve sidevalve" engine, designed by Whatmough, which was described in the last issue. You will recall that Geff Neil in Australia had found the head in New Zealand. Yvon explains:-

"With reference to your plea for further information on the Whatmough inlet over exhaust conversion cylinder head. this special speed head was manufactured by the Bettaway Engineering Co Ltd of Surrey House, The Quadrant, Richmond, Surrey under the patents of Howitt and Whatmough. W.A. Whatmough being the designer. The version depicted in the June/July issue is the earlier type of cylinder head. this was prone to overheating (steam venting) of the water jacket surrounding the exhaust valve area due to the way this area of the head was cast and as a consequence two rectangular removable covers were provided to gain access inside this part of the head for the removal of any calcium deposits. At the same time the carburettor flange was changed to a circular one to utilise the standard Ford 8 carburettor but in the more suitable position of connecting the petrol line from the front rather than at the side. The carburettor position being moved 90 degrees. The "Bettaway" cylinder head was marketed at 18 guineas, which was 8 shillings more than the original and was available in June of 1934. The thermostat shown on the original was not advised as this restricted coolant water flow. Also by this time the claim of 70 mph had fallen to 68 mph although it

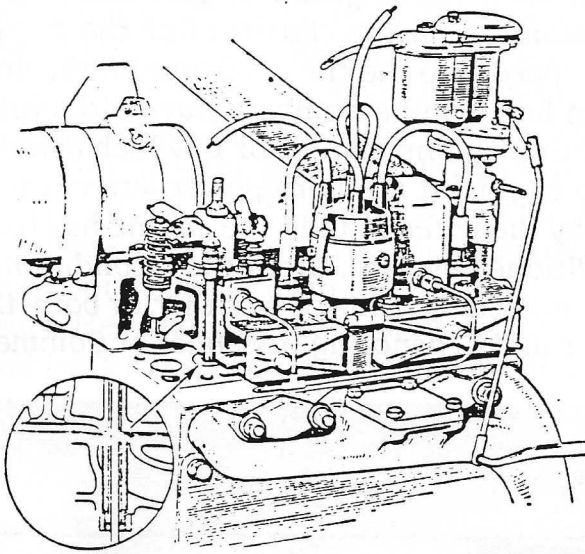
could be said that the engine could freely rev to the just above 6000 rpm without developing bearing trouble. High mileage could be accomplished quite readily provided normal oil pressure was retained through all the linkages and oil changed regularly. As there was no change in the camshaft, carburettor settings and compression ratio (unless the head had been planed since, which is quite likely), the clearance for the exhaust and inlet valves should be set as per the requirements of the post-war engine block. Longer reach plugs and a sports coil should be used to boost the ignition system for a higher induction charge and pressures. Also expect additional oil consumption via the rockers into the cylinders and a somewhat slightly higher operating water temperature.

Yvon Precieux

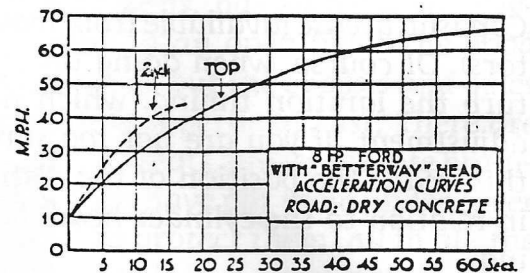
An Overhead-valve Conversion

for the 8 h.p. Ford

Novel System Provides a Maximum Speed of 68 m.p.h. and a Very Lively Performance



(Left) A drawing which shows the head, containing overhead inlet valves and passages, as fitted to an 8 h.p. Ford engine. (Inset) A blanked inlet port and push-rod.



These excellent acceleration curves were obtained on Brooklands track with two up.

I questioned the logic of replacing the carburettor flange with a round one when turning the carburettor through 90 degrees, as the standard Ford 8 carb has a square base anyway. The question elicited yet more information from Yvon:-

"Re change of position of carburettor. The eventual use of the original cylinder head on both the touring and saloon cars made unnecessarily complicated the route for the standard choke cable, which had to turn at an acute angle of 90 degrees to work. Complaints of early bore wear due to the choke not closing fully, due to the choke cable sticking inside its outer casing, started to cause concern and to remedy the situation the carburettor was

simply swung round 90 degrees to its conventional position by redrilling the flange, which was now made round. The new design circular flange also provided a better platform for other carburettors if desired."

Sam Roberts

SPARES REPORT

Not so much a report as a tale of woe. I've had more problems than enough on this front over the last few months and for a subject that is meant to be a hobby, I wonder if I really need this! Trying to run one of the 50 remaining Iveco Ford Truck outlets gives me enough aggravation in the day and I get paid for that.

However the good news, following a recent run to Hull to deposit one Son at the University I went on, armed with Transit van to buy a collection of old stock and the mandatory 1 ton of iron from a former owner. The good news is that following this visit I have a small stock of new and used sheet metal.

I can offer for the first time in a long while 2 x N/S/F Intermediate LR wings, new old stock Ford, These can be converted to late long rad wings if the lamp holes are welded up and recut. Price each 135 plus carriage by arrangement.

A believed New old stock late L/R Bonnet complete with new chrome centre stip, 98 plus carriage.

Used L/R front wings, 20 the O/S, 35 the N/S, a selection of rear wings and rear valances, all used and all recoverable. Priced on individual condition. All plus carriage. All items on a first come first served basis.

On the repro front Bob having found a man to product the "oil cans" for us, a retired sheet metal worker, has now gone into hospital where he has remained for sev-

eral months, whether he will ever pick up a soldering iron again only time will tell.

The moulder for the "running boards" has gone out of business, his replacement has proved to be very expensive, way beyond our modest purse, so a third avenue is being investigated.

Only one member who is local to me took the trouble to contact me with a possible supplier of the "floor screws". This company had already been tried and could only quote for re-manufacture, the cost of this makes it a non-starter. Some where out there is a company with these screws left in stock. So I'll try again, can I ask you, not the other members, but YOU to look up in the Yellow pages or where ever to ask your local stockist if they have any left on the shelf, so once again I'm looking for a large stock of 7/32 second Whitworth Counter sunk screws, and inch or so long, sometimes referred to as Machine Screws. If we don't find them soon you'll be getting metric. So put that in the originality pipe and smoke it!

The next drama is with reproduction of the Bumper bars, but that's another story or just a pain in the !!!!!

Now to another amazing aspect. The frontage sheet of the Club Bulletin describes me as Spares Secretary, yet from time to time I read in the Bulletin of members who need a certain part for their car, the car has failed the MOT, or whatever. Yet the amazing part is that these members have never been in touch with me, let me remind you, or inform you, if a new member, that I hold a large stock of used items and various single items, which as one off's is something I don't advertise, yet a let-

ter to me may well cover your needs. But I do expect and SAE. enclosed for your reply.

However modest progress is being made on one of two fronts, samples of which I hope to have at the AGM.

Graham Miles

FOR SALE

- 1) 1936 Model Y - Y128457 2 door for restoration. 700. ono.
Richard, Southampton. Tel 01489-784554
- 1) 1937 2 door Y. Original unrestored good condition. Known history 39,000 certified miles. Original documents, showroom stored for 23 years.
M Gorton. Tel 01392-873754
- 1) 1935 Model Y van. For restoration or spares, reasonably cheap. Tel
Bill Whittaker. 017683-51362
- 3) 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. Tel 01206-796272*
- 3) 1937 Model Y 2 door Black Restored 1989. DHT 555 £3450.ono Roy
Cleeve Nailsea. Tel 01275-463386
- 3) 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
- 3) 1936 Model CX 4 door saloon C37424 Grey Original and complete. requires some work £1500
Bill Fenna (non-member) Radstock nr Bath 01761-434573
- 2) 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
- 2) 1939 Model 7Y Tudor 27000 genuine miles. All documented. Exceptional original condition will sell with new MOT. 2950
Keith Morgan . Tel 01406-330666
- 3) Y and C models various handbooks, spares catalogue etc. Club stock. Price 5-00 to 12-00
Contact Bob Wilkinson 01405-860836
- 3) 1935 C front bumper £25. 2 Rear Bumpers £20 & £15
Tom Tomlin Dover. Tel 01304-820651

3) Grille for Ford Y SR perfect condition offers please
Phone 0121 631959 eve 0121 631344 day

3) 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 switchs, 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

3) 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. 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 . Tel 01244-534194

2) Rear mirror with clock: Overhauled, in excellent condition. Offers
Chris Non-member. Tel 0181-648-9050

2) Parts for Model Y Headlamp Complete good condition 20.. Spoked wheel and tyre 35. Generator 10. Ignition arm lightning switches 15. Vacum Wiper motors 15. Prices exclude postage & packing
Jim Fraser. Kirkcaldy, Fife 01592-773010

2) 1933 Model Y Blue/black wings. New clutch, stainless steel exhaust, very good condition 3750 ono.
Tel 0181-504-7086

2) 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

2) Number on retention ADM 182 1200 o.n.o. Phone
Kevin Devine 0161-626-1256

1) 2 Model C wheels

Tony Aldworthy Tel 01202-741305

1) Y & C mechanical spares new & used. Ring for details/wants etc.,
Eric Butcher. Tel 01924-376999

WANTED

1) Parts & advice for 1934 Kerry. Original parts needed eg. Model Y dashboard, Brooklands 4 spoke steering wheel also any notes on car's history.

Mark Turner Tel 01268-402143(work)

1) For 1937 Model Y L.R. front number plate bracket.
Tony Parker. Stockport 0161-456-6351

1) For 1933 S.R. Model Y - Dashboard Screws, Clamp bracket for choke cable (fits on bulkhead), Starter cable/button, battery lead cable support, trim around locking button (drivers door) sunvisor? spare wheel bracket.

John Kirby. Leeds. 0113-2823318.

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

2) For 1933 Model Y SR Badge mount for front grill, and drivers door handle complete
D Pittock Stowmarket Suffolk 01449-767113

2) Model Y van for restoration
Jim Forbes 01463-792479

2) Model Y for restoration around 500.
Chris Javis 01273-559274

3) C headlight glass with diamond in + cylinder head, 2 or 4 door C under £300.
Tom Tomlin Dover. 01304-820651

3) Windscreen Frame & Radiator grill for 1935 C.
Sheila Laird 01556670278

3) 1937 Model Y - Engine in running order. Preferably 8hp but would consider 10hp. With or without ancilliaris (ie. dynamo etc).
Mark Slack Derby 01332 343942

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

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 Rebores 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)



Geoff Salminen's 1937 Model Y Tudor at Malvern 1993

Photo: Liam Tomlinson