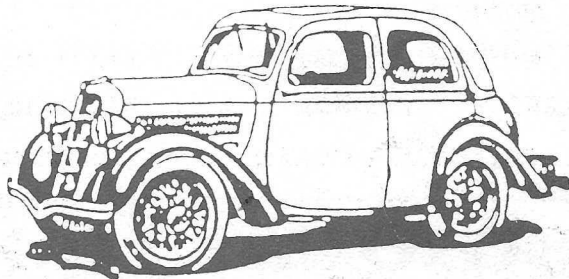
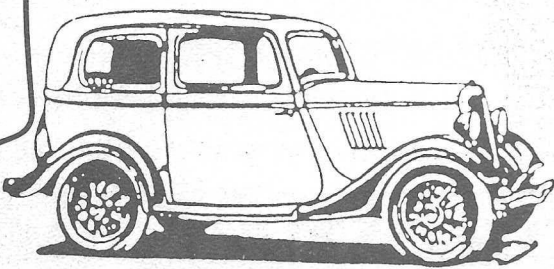




Ford

Bulletin

Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

ISSUE 97 OCT / NOV 1995

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CONTENTS

Editor's Report 3

Chairman's Newsletter 4

Technical Hints 6

All Ford Rally - 24th September 9

New Members 11

Members Letters 14

The Model Y Tourers 17

Volunteer Wanted 18

Members' Cars 18

Parts For Sale 19

Parts Order Form 20

Regalia Order Form 21

Newsletter Insertion Form 22

A Visit to Dagenham in 1932 23

Our Other Cars 25

For Sale 26

Wanted 28

Spares Report 28

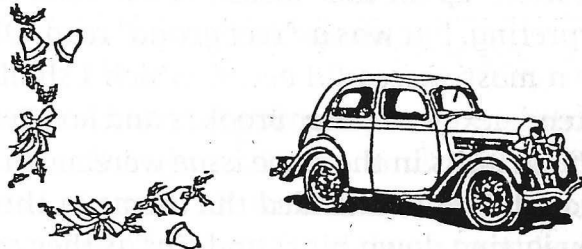
Cars USA 29

Notices & Useful Contacts 31

* * * * *



Merry Y & Christmas



* * * * *

EDITOR'S REPORT

Once again we have a variety of photos and articles for your perusal, but again I appeal to all of you out there please send me more of your stories either of restorations or journeys in our cars, photos as well would be appreciated (they will be returned to you) It is your club and your Newsletter but the majority of it seems to come from our Chairman Sam Roberts.



I read with interest the article on Dagenham as in 1992 on the 60th anniversary of the Small Ford myself and

my husband Ken took our CX saloon (now belonging to Carlton Thisse) to the works along with 130 other Fords. It is certainly a spectacle sight to see as we drove through the entire place to get to the offices and the monument that is erected to Henry Ford.

If only other vehicles were as easy to maintain as 'our' cars, one of our works vehicles is a Mercedes 811 van and we have just had to install a new engine costing approx 6000. (I could buy two of our cars for that)

This will be the last Newsletter this year so it only remains for me on behalf of the committee to wish you all a very merry Xmas and very good new year, look forward to seeing you all next season.

Take care
Kath

CHAIRMAN'S NEWSLETTER

It was a pleasure to see a number of articles and "snippets" from a wider range of members in the last issue of the magazine. However, despite my plea for more of you to come forward with stories, none has been sent in, unless Kath, the Editor, has received some. It's your magazine and we need your influence on what is printed. If you are not good with a pen, don't be shy, please 'phone me at home in the evenings and tell me your tale and I will put it on paper.

Bob's write-up on the "Yorkshire Do" took some interpreting, but was a "reet grand" read. Obviously a most successful event, which I shall try to attend next year. Peter Brooke's and Rod Evans' technical hints in the same issue were much appreciated. I have extended the theme in this issue by jotting down hints and tips as they come to me, or as I deal with them on my cars. Perhaps the better informed among you could do the same to help the newer members.

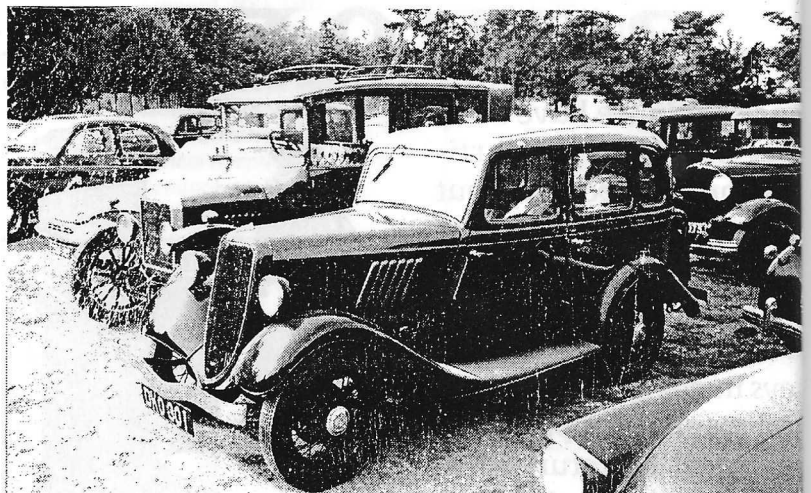
Perhaps the most exciting event since the last issue, as far as the administration of the Register is concerned, was the breakthrough of the 450 barrier on the member-

ship list. Mind you, Bob then sent me the list of those who had not renewed their sub-

scriptions for the 1995/96 year, which took its usual

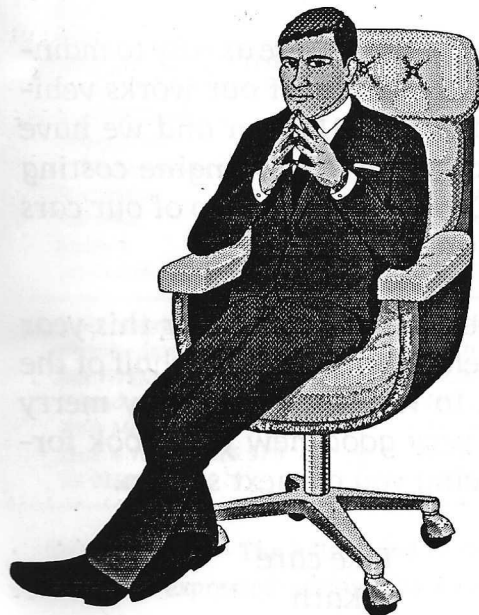
toll of about 50 members and dropped the total to just above the 400 mark. Even that is a new record, as we usually dip well below the 400 mark at this time of the year. So, things are still looking up! I might add that the main reason for members retiring is that they have sold their cars.

The increase in membership is, naturally, accompanied by an increase in the number of cars coming to light. It's amazing how many Model Ys and Cs are still out there waiting to be discovered by the "cognoscente" (there's a posh name for the members of the Register!). The most ever discovered in one fell swoop also happened this month. Many of you will have seen the advertisement in the Classic Car Weekly for the Clarke and Simpson auction near Leiston, in Suffolk, on the 3rd and 4th November. The advert showed a beautiful looking Fordor longrad Model Y, with sliding roof, DKO 301. This was not listed on the register, so I telephoned Clarke and Simpson to find out its details. They were very helpful; not only in giving me the chassis number and date of first registration from the log book, but also informing me that they had four more Model Ys in the same auction, none of which was listed.



DKO 301 awaits auction. note barely discernable boot.

They then proceeded to give me their details also! I've set our Regional Coordinator for East Anglia, Brian Mace, hot on the trail to ferret out the new owners and have also sent Clarke and



Simpson some Y&C Register invitation cards to put in the glove compartments. Clarke and Simpson also pointed out to me that the Model Y in the advertisement has a boot. Some of you may have noticed it; I certainly failed, although on second sight, it is clear to see. This is now the third car on the register, manufactured in 1936, to have the boot modification. Older members will remember that when Ian Fewtrell bought his car with a boot, it was photographed in Issue 73 of the magazine (October/November 1991). Incidentally, I note that Ian has advertised the car for sale for 900, for restoration, in the last three magazines (Tel: 0151-342-7159). We still have no clues as to which coach builder added the boots to the standard production Model Ys. I have written to the present owner of the one up for auction and am waiting to hear whether he has any knowledge of the modification. Does any member have any ideas?

Whilst on the subject of the Classic Car Weekly, did you cringe, as I did, at the mention of the "C and Y types" at the All Ford Rally, even though they were described as one of the highlights of the show. I have reproduced my letter to Bill Richardson elsewhere in this issue, so that you can join me in the crusade to have our cars referred to, correctly, as Model Cs and Model Ys.

The All Ford Rally was a super event, despite the blustery and showery weather. It was a pleasure to meet so many new and not so new members, whom I had not met before, even though I have had long conversations with some over the telephone. Its always great to put faces with names and voices. Rod Evans has written up the rally elsewhere in this issue.

I was tipped off by Reg and Jean Hunt about a lovely Tudor shortrad Model Y in the "Yesteryear" exhibition at the Stapeley Water Gardens near Nantwich in Cheshire. As I was up that way on business, I dropped off the M6 to see it. It is well on its way to restoration as an early Tudor, Briggs body number 135/8752. I have written to the

owner to find out the chassis number and log book details but, as yet, with nil response. Yet another car not listed. (Late Extra: Reply received. Chassis No. Y11102 and a new member to join the fold)

I had a couple of favourable responses from members who want sliding roofs for their model Ys. Ken Arthur is costing them up in detail for a Committee decision as to whether to go ahead with the manufacture of five sets. As it will mean tying up valuable Register capital in stock, I ask again for any other members who want sliding roofs, at approximately 380 per kit, to let me know a.s.p. Your response may sway the Committee's decision. Incidentally, Ken is moving premises in early December. Please note his new address on the inside back cover.

There is little to report on Model Cs this time round, other than we were unusually spoilt for Model Cs at the All Ford Rally. Three appeared and no CXs! Tom Tomlin continues to make news. At the Great Dorset Steam Fair, he cajoled one lapsed member to rejoin and found another car not listed, owned by a non-member, who is now being followed up. We think we have solved the anomaly of his chassis number, which is shown as C1515 in his log book. All evidence points to there being a digit missing at the end of the number and we still await his detailed search of his chassis to let us know what the missing number is. Bob Hadfield's original registration number on his Model C would now appear to have been BAL 328, rather than VAL 328; a case of miss-hearing V for B over the 'phone. The revelation won my bet with him for a "hypothetical fiver", which was duly paid!

Jim Fitzgerald reports from Dublin that he won a trophy at the Irish Veteran and Vintage Car Run from Dublin to Inniskerry. Not, I might add, for his car, but rather for his personality, having been associated with the Club for so many years. We do have a large contingent of Irish members, but we hear so little of Y&C activity

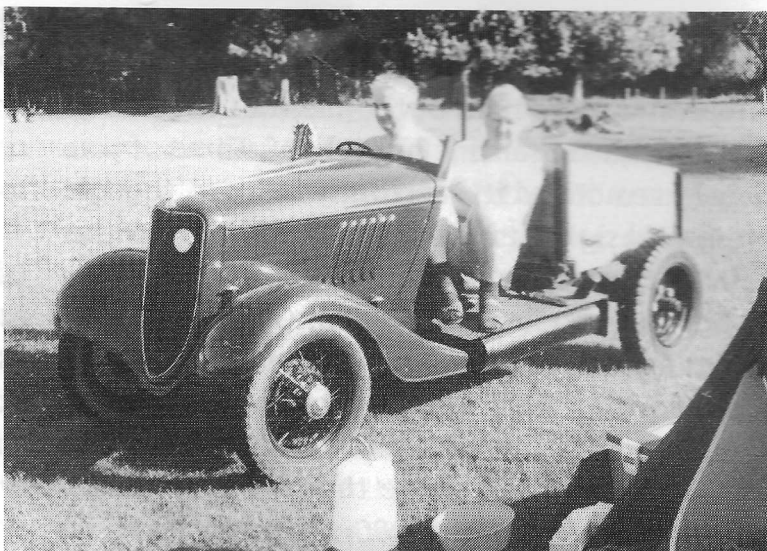
from the Emerald Isle. One of these days, I am hoping to get over there in my Model Y Kerry tourer. I particularly want to find out if any production records survive from the Ford assembly plant in Cork. I keep asking our Irish members to find out, but it seems to be the kiss of death as I don't hear from them again!

Further west, Carlton Thisse kindly sent me a Harley Davidson road atlas of the U.S.A., having remembered the article I wrote some time ago on the logic of the road numbering system in England and Scotland. He is now the proud owner of Kath Devine's Model CX tourer, as well as a brace of Model Ys.

We may find out more about the "Thai Y", which won the "veteran" prize at the Castrol rally in Bangkok earlier this year (see photograph in Issue 94). John Follon and his Thai wife, who live on Jersey, are holidaying in Thailand in November and have offered to check out the car to find out its origins; Dagenham, Geelong (Australia) or Singapore. They, more than any other member, will at least be able to pronounce the owner's name - Khun Thawat Kumutpongpanich! We await their findings.

Does any member have any knowledge or literature on Allan Taylor tractors on Ford chassis? The Editor of Model A Ford Club of Great Britain magazine, Jeff Shepperd, has written to me for information, as they are trying to compile a history of these variants. The only one we have on the register is the Model Y groundsman's gang mower tractor, which was owned by Graham Miles and has now joined the Dave Tebb collection near Leeds. Literature and knowledge on the tractors and the company are scarce. So, if there is someone out there who can help, please let me know.

Finally, I hope that many of you will visit the Register stand at the National Classic Car Show at the NEC in November. We have prepared a handout on our cars and the Ford Y&C Model Register for the show and to send to new members on joining. A copy is included in this issue. There is an error in it.



The Model "Y" Allan Taylor tractor at Stanford Hall.

I will give 5 to the first member to spot the mistake! On behalf of the Committee, have an enjoyable Christmas and we look forward to another successful year in 1996.

Sam Roberts

TECHNICAL HINTS VAPORISATION

"STARVATION BY CONSTRICTION"

Bob Wilkinson's article on "Starvation by Evaporation" in the last issue, which described a few ways to overcome the dreaded problem of vaporisation of fuel on hot days, I maintain, dealt only with overcoming the effects of overheating and did not address the cause. The reason why some engine blocks and exhausts become excessively hot is simply that, in those cases, the cooling system is not sufficiently efficient to keep the temperature down.

It is a simple fact of physics that the more cool water that flows over a hot surface, the more the heat is transferred to the water and carried away; in this case to the radiator, where the fan and movement of the car allows the heat to be transferred to the air passing through the radiator grille. So, what we should be trying to do is increase the flow of water. On modern cars, this is achieved by a pump. On our cars it is achieved by convection ie. hot water rising through the block

to the top of the radiator and cooler water being drawn into the bottom of the engine block through the water inlet hose. The faster that the water can circulate round the cooling system, the more heat will be transferred to the water and the cooler the engine will be. Any restriction in the cooling system circuit will slow down the flow of water. Thus, it is important that the circuit is kept as clean and as free from gunge, muck and rust as possible.

The best method I have found so far to clean out the system is to flush it out once a year with Holts 3-stage cleanser, available from Halfords and other motor marts. Follow the instructions on the packet and don't try to take short cuts. I used to suffer badly from vaporisation; once even sitting astride the pavement on Kew Bridge for the necessary 20 minutes to allow the engine to cool down; much to the consternation of London's traffic and pedestrians. Since the annual flush, I have not vaporised once. So Bob, put that in your pipes and flush it!

Sam Roberts

TECHNICAL HINTS ELECTRICS

The car was spitting a little before I drove up to the All Ford Rally in Abingdon. So, before I set out, I checked over the plugs, setting them to 22 thou; checked the points; setting them to 12 thou, and cleaned up the distributor cap. I even reset the timing, using the timing pin and a light bulb - smack on.

Despite all that, she was still missing once the speed rose above 40 mph. On the drive back to Andover from Abingdon, it was worse. Not behaving at all nicely.

This weekend, after chewing over the problem, I suspected the problem might be pitted points. Having done a few thousand miles in the car since restoration, I suppose it is to be expected. I removed the contact points and, sure enough, there was some pitting. So, with an oil stone, I polished the surfaces up to gleaming again, making sure that I held the points firmly in the horizontal position whilst doing it. As the driver's handbook is at pains to point out, it is im-

portant that you do not try to get rid of the pitting with a file. Emery cloth is also too abrasive. Having seen the results with an oil stone, I can see why this method is recommended.

I reassembled the points in the distributor, making sure to put the insulating washer between the two parts on the pivotal column and set them to a 12 thou gap. Kerry burst into life at the first pull of the starter and off we went, out on to the A303 towards Thruxton. 40 mph; no problem, 50 mph; still good, 55mph; not one miss! Brilliant. She is now all set for the trip to the Classic Car Show at the NEC in Birmingham in two weeks' time.

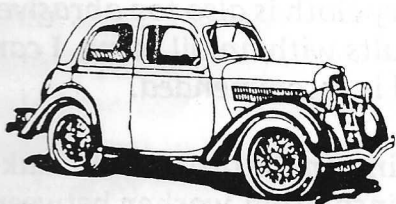
Sam Roberts

TECHNICAL TIPS SLACK STEERING

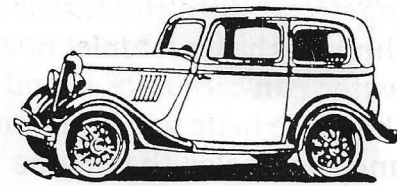
The amount of play on the steering wheel should be no more than two inches at the circumference. If it is more, first check for wear in the trackrod ends of the drag link, which connects the steering drop arm under the steering box to the steering rod; and the steering rod joints, which connect the steering arm to the spindle arms on each hub. These are checked pretty thoroughly on MoT inspection. If they are sound, then check the inner steering column by lifting the steering wheel up. If it lifts, you will need to tighten up the 1 1/8th inch hexagon nut behind the steering wheel, which holds the ball race at the top of the column firmly in place. Any slack in the ball race allows slack in the rotation of the column. The hexagon nut has a lock nut of the same size. The biggest problem is finding a spanner to fit the nuts! When you find a spanner, tighten up the first nut and release 1/8th of a turn. Then lock the second nut onto the first. If you still have excessive play, then I'm afraid you probably have a wear problem in the Burman-Douglas Steering Box.

TOPPING UP THE STEERING BOX

When topping up the oil in the steering box (use EP 90 oil), jack up the front of the car, such that the front wheels are clear of the ground. Fill the oil filler hole to the brim and then turn the steering wheel to full left lock. This will enable you to fill the steering box. Fill to the brim again and replace the filler screw.



FORD Y. & C. MODEL REGISTER



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17th October 1995

Bill Richardson Esq.
Staff Writer
Classic Car Weekly
Bushfield house
Orton Centre
Peterborough PE2 5UW

Dear Bill,

Oh dear, oh dear, oh dear! I gather from the lack of mention of our cars and the Ford Y&C Model Register in your weekly Club columns that you are not particularly fond of Henry's "little Fords of Europe". This I do not mind overly, as I respect other peoples' preferences and prejudices. But, in last week's Classic Car Weekly, as you were swanning around the countryside, on the centre pages, in a Rolls Royce, you touched my sensitivities in your write-up on the All Ford Rally on page 6. In the article, you referred to our cars as "C and Y-types". Admittedly, you did say that we they were a "highlight" of the show, but "C and Y-types" - ugh!

For your information, the "C-type" was a Jaguar and the "Y-type" was an MG. The cars to which you were referring are Model Cs and Model Ys. The Ford Motor Company has never referred to them as "C and Y-types", in the same way as the Model T, the Model A and the Model B were not T-types, A-types or B-types.

Having got that off my chest, thank you and the staff of Classic Car Weekly for a most informative and entertaining publication. Keep up the good work.

Yours sincerely,

Sam Roberts,
Chairman, Ford Y&C Model Register.

Once again the annual gathering at Abingdon saw constant rain in the early morning and heavy showers throughout the day. As a result the number of visitors was disappointing. However, the diverse range of old Fords and the huge number of entrants from most parts of the country confirm this as one of the premier events of its kind. This year brought a new site, which is probably the best yet, with good access to a level nicely mown field. I understand next years show will be on the same site. Once again the Rotary Club of Oxford and Isis sponsored the rally and the layout and organisation was very good. I only hope the number of paying visitors proved sufficient to show a profit for their charitable activities.

The Y&C Register stand was large enough to accommodate all the members who turned up; and what a superb selection they were. I remember the first few club gatherings I attended were dominated by black Model Ys but this time they were very much in the minority. The undoubted highlight

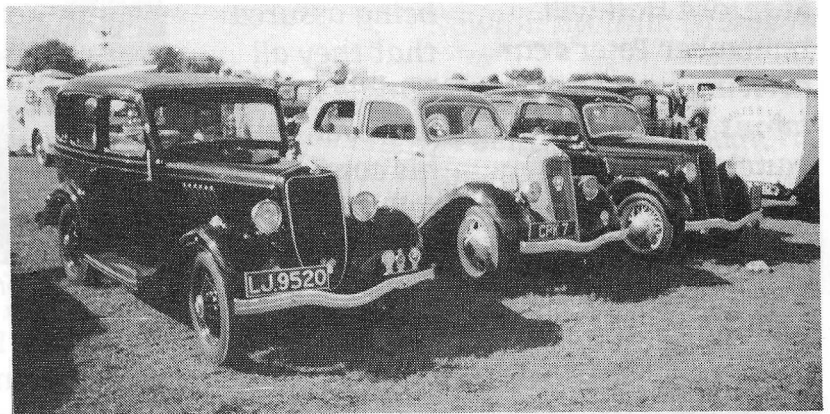
ALL FORD RALLY 24TH SEPTEMBER 1995

was the appearance of the two road-worthy Kerry tourers known to survive and both in excellent condition, one being the now familiar pride and joy of our chairman Sam Roberts, which is finished in white, and the second, which is maroon, was bought in May this year by Mark Turner. Mark, from Michigan USA, is currently working for the Ford design department in Basildon, developing interiors for future models. I wonder how many of

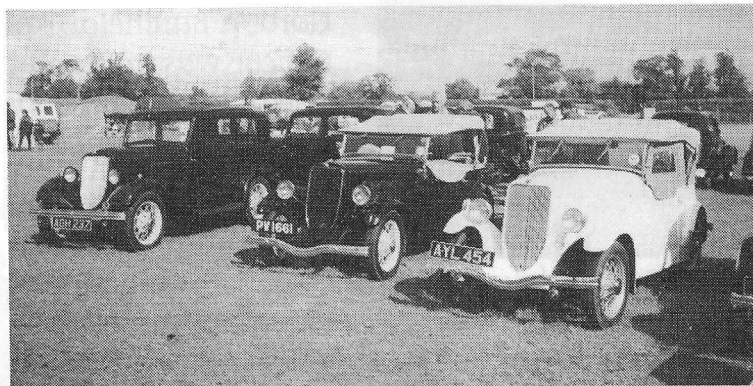
Tomlin, OSK 257, a 1935 model, which is already in very good condition, but Tom is obsessed with continuous improvement to make it even better. The second "C" belonged to Ron Watson, who drove it from Lincolnshire. Ron has owned the car for ten years but

have had the car for eight years, but this is its first year on the road and very good it looked.

Two Model "Y" vans were on show. One belonging to our Spares Secretary, Graham Miles and the other, which was on show with the Small Ford Club's varied display on the adjacent stand, was one of three, owned



David Huntley's Ford Model Y and David Leach's and Ron Watson's Model Cs.



Caption: The two Kerry's with Kevin Briginshaw's shortrad Fordor

them will be around in sixty years time. This year, three Model "C"s made an appearance. Last year there was none. First to arrive was Tom

it took to the road for the first time earlier this year with a trip to Belgium. The third "C", a beige 4-door is owned by David and Valerie Leach, who

by John Hampton, a long standing member of the Register. His was nicely finished in Green.

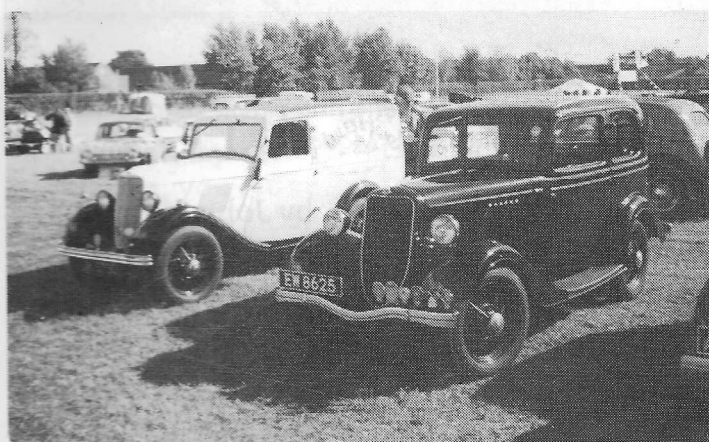
The Model "Y" cars were well represented and we were pleased to see Peter Brooke, our Registrar, who had driven down from Yorkshire and camped overnight. He had brought "Emily", EML 150, which is finally on the road and covering 300 miles per month (those of you



Tom Tomlin's Model C with John Hampton's Model Y van behind.

who attended previous annual rallies at Stanford Hall will remember Peter's car arriving on a trailer, minus most body panels, but taking part in the driving tests). Clive Brooke arrived from Shef-

steering or suspension before being assured that they all handle like that. However, until his confidence is fully restored, the long journey from Sheffield



Graham Mile's van and Jeff Cole's Tudor Model Y.

field, accompanied by his wife and daughter, Sarah. Clive used his car on the road for the first time earlier this year to attend the annual rally at Crich and was convinced there was something seriously wrong with the

was made on the end of an A-frame. David Huntley, from Newbury, accompanied by his enthusiastic family in their smart Fordor, along with Geoff Dee & Son and David Lovering were among the few black

cars on our stand. Other members present were our Model "Y" expert, Jeff Cole in his dark blue Tudor, our spares expert, Kevin Brigginsshaw, in his shortrad "Y" and Tony Brasher in his bright blue "Y", which I was surprised to learn was an original colour.

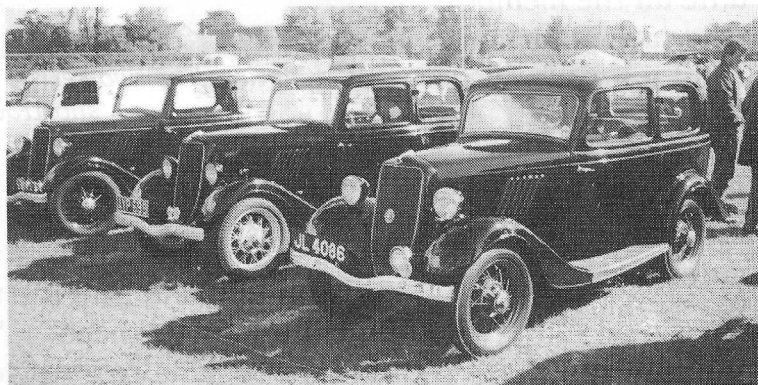
Unfortunately, my own car was not at the show, due to lack of time to complete the few repairs needed to pass the MOT. Several other members visited the stand minus their cars. Among them, our Editor Kath Devine, accompanied by husband Ken, Dave Curtis, Julian Janicki, Mike and Kath Samuel and Geoff



A trio of Model Y's. Tony Blasher, David Lovering, Peter Brooke (Emily)

Salminen, our Regions 7, 4, 6 and 11 Co-ordinators. Also making a welcome appearance were Peter Richardson, Jim Miles, Graham Tomlinson, Ian Stroud, Dave Tebb and Gordon Batchelor. Robert Hale, our Regalia Officer was on hand and sales of Y&C sweatshirts were boosted by a sharp drop in temperature. Once again a very good show but a great pity the weather considerably reduced the number of visitors.

Rod Evans - Region 8 Co-ordinator



Another trio of Model Y's
Jeff Cole, Clive Brooke, Geoff Dee.

MORE HELPFUL HINTS
from Rod Evans

NUTS AND BOLTS

Those of you carrying out extensive restorations will undoubtedly have spent a great deal of time searching for odd nuts, bolts or washers. You may also have found that the U.N.F. and U.N.C. nuts and bolts used on older cars are almost non-existent in most modern workshops and the younger mechanics only understand the metric system. Namrick Ltd., the nuts and bolts specialists in Hove, East Sussex, market a very useful assortment containing approximately 450 kinds of high tensile zinc plated nuts, bolts and washers in both U.N.F. and U.N.C. packs, priced at 12.50 per pack, inclusive of VAT, but postage is extra. Namrick also list a host of other fixings and terminals in their catalogue. For more information, phone 01273 779864.

ROLLER BEARINGS

Those members who undertake their own repairs, will at some time need new ball or roller bearings. You will be surprised to know that many such bearings used in our cars are still readily available from bearing stockists. Bearing Services Ltd. (listed in Yellow Pages) can usually supply within 24 hours. Just make a note of the number on the bearing and give them a ring (they also stock a wide range of oil seals). For reference, the following are popular part numbers used on "Y" and "C" models:-

Front hub, inner bearing	07098/07205
Front hub, outer bearing	03062/03162
Clutch release	400404
Clutch spigot	6203Z/407830

NEW MEMBERS



Since our last Newsletter we have welcomed the following new members:-

- B0333 **BILL BROWN.**
15 Methuen Rd., Poole, Dorset. BH17 7NA
- B0934 **NEIL BRAY.**
165 Biggleswade Rd., Upper Caldecote, Bedfordshire. SG18 9BD

C1520 **RICHARD CUNNINGHAM**
'Stonehaven' Hall Villa
Lane, Toll Bar, Bentley,
Doncaster. S. Yorks

C1727 **D.A. CHEESEMAN**
Hall House, New Hutton,
Kendal, Cumbria. LA8 0AE

H1921 **NAAMAN HUTCHINSON**
The Willows, 3 Macnagh
Rd, Upperlands, Maghera,
Co. Londonderry. BT46
5SG

H1733 **MOSS HARDY**
Holiways Ltd., Bridge Ga-
rage, Horndale Avenue.,
Newton Aycliffe. DL5 6DR

S1029 **IAN STROUD**
14 Bentley Way, Woodford
Green, Essex. IG8 0SE

T0202 **TEDDY TUCKER**
Brookfield Farm, West
Monkton. Taunton, Som-
erset TA2 8RE

T1313 **PHIL TRICKER**
154 Hadleigh Rd., Ipswich
IP2 0HH

As always I ask all members to contact new members in their area. Bob Wilkinson

NOTES ON NEW MEMBERS

Phil Tricker in Ipswich is planning to join the rest of the 'nutters' in our club by looking for a model Y to purchase! Only joking of course since 'our' cars give us much pleasure with only occasional problems.

It is always good when 'new' cars turn up Naaman Hutchinson owns BHU 902 a 1935 2 door model Y which is in fine 'on the road' condition as we can see from the photograph taken by member John Mawhinney in Carrickfergus. This is Naaman's first 'vintage' car and he seems to be enjoying the experience whilst proceeding with minor details. He was looking for a locking handle for the driver's side but now realises that Ford fitted locks to the pavement side of our cars.



Moss Hardy of Holiways (Ford) garage is restoring a 1935 2 door model Y which was re-registered as AEF 431A. However we should be able to help with the re-allocation of the original reg' mark BHN 21 when the restoration is nearing completion as the 'old style' log book is with the vehicle

Richard Cunningham called round at Castle Farm from nearby Doncaster to join the register and share his excitement over finding his unrestored 1934 model Y BAL 111 left fallow for 34 years in Wiltshire and buying only after protracted negotiation Completing a deal with the archetypal Wiltshire farmer owner took several visits and much head scratching. Taking delivery was even more prolonged and frustrating and was delayed by many "umms and ahhs! and natural agricultural priorities such as 'arrvesting' etc. The final departure elicited a lengthy 2 an' good luck with 'err" BAL is nearly on the road and shares a stable with a superb Model A roadster of which Richard is justifiably proud. Richard has wisely decided to run the car

before a certain amount of body dismantling and refurbishment takes place.

D.A. Cheeseman in Kendal introduces another 'new Y' his 1933 short rad ED 7432 which is resident at Stavely Water Gardens Museum in Cheshire

AMR 110 is the model Y which was restored by member Dennis Strange who died recently, Teddy Tucker bought the car at Beaulieu (Christies Auction) in Sept. This is without doubt one of the nicest model Y's I have seen. The restoration is not 'over the top' and one can imagine it looks just as it did on leaving Dagenham in October 1936.

It is good to report on three 'C' models midst a sea of Y's

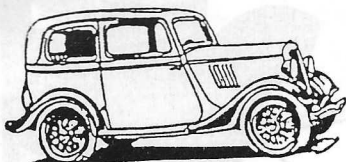
Neil Bray has bought the 1935 2 door model C CMF 999 from member Reg Cripps and has begun a long awaited restoration. The chassis was in a very poor state being virtually broken on each side. Work is progressing at a pace and a pair of new rear wings are an urgent priority. No doubt this car, being one of the last C's prior to CX modifications, will be on the road in 1996(?)

Another 'late' model C is JP 907 (C19726) a blue/black 2 door, register on 8th July 1935 belongs to new member Ian Stroud in Woodford Green, Essex. This car too is undergoing serious refurbishment to the chassis and floor sections - a common problem with C/CX models, due to the numerous built in rust traps.

Bill Brown in Dorset brings a 'new' 2 door model C (C05637) to the club. Fortunately this example OFO 658 in grey and black is actually 'on the road' Bill intends to attend to some rust at the bottom of the passenger door and other minor details.

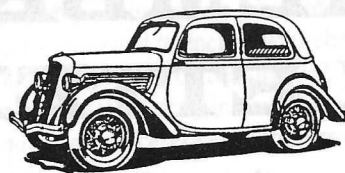
Good luck to you all with your refurbishment and running of your cars. Please let us know of progress.

Bob Wilkinson



Model "Y", Longrad Tudor

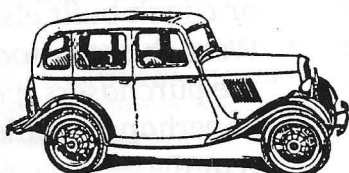
FORD Y. & C. MODEL REGISTER



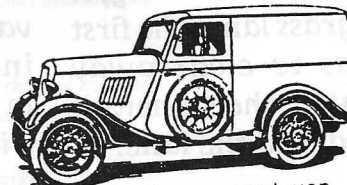
Model "C", Tudor

AN INTRODUCTION

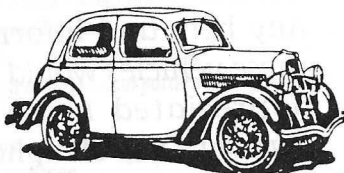
The Ford Y&C Model Register was formed in 1979 to ensure the survival of the first "Little Fords of Europe"; the 8hp Model "Y", manufactured between August 1932 and August 1937, and the 10hp "De Luxe" Models "C" and "CX", manufactured between September 1934 and March 1937. Slight variations of the English versions were built in France, Germany and Spain and "knocked down" cars, in kit form, were exported to Ireland and the British Empire countries for assembly. Differing body styles were manufactured in Australia, to suit the extreme conditions in the "Outback".

Model "Y", Shortrad Fordor
with sliding roof

Although of American design, the Model "Y" took the British market by storm, when it was first introduced. It made a major dent in the sales figures of Austin, Morris, Standard and Hillman. For the first 14 months, until October 1933, the attractive short radiator (shortrad) body styling was manufactured at Briggs Body Company Ltd., co-located with the Ford Motor Company Ltd. at Dagenham. Thereafter the styling changed to the "longrad", with its familiar dip in the front bumper. By gradually simplifying the body design (the "Intermediate" Model "Y"s) and improving efficiency at Dagenham, the Ford Motor Company was able to reduce the price of the 2-door "Popular" to a record low of £100. The world's cheapest 4-seater saloon. No other manufacturer could match that. As a result, 200,000 Model "Y"s came off the production line, of which, we have listed approximately 700 known survivors on the register. Body styles included both 2-door (Tudor) and 4-door (Fordor) saloons, with either fixed or sliding roofs. A 5cwt van was very popular with the retail trade. Not so successful was the three wheeled Model "Y" based factory Tug. Only 111 were actually sold, of which we know of four survivors. Because the chassis was too flexible, it was decided not to produce a Model "Y" soft top. However, a number of Ford agents had sports cars and tourers made to their own specifications on Model "Y" rolling chassis. These disappeared from the market on the introduction of the cheaper, factory produced, Morris 8 Tourer. There were far fewer sales of the faster, more comfortable, 10hp Model "C", or "Barrel Ford" as it is sometimes called. 19,000 were manufactured, of which we know of 30 survivors. In October 1935, the styling was enhanced, mainly by adding chrome strips to the radiator grille and bonnet louvres. Some 50,000 of the resulting Model "CX" were manufactured. We know of roughly 100 survivors worldwide. A similar range of saloon bodies to the Model "Y" was available; but no van version.



Model "Y", Longrad van

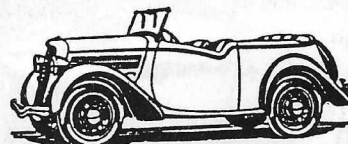


Model "CX", Tudor saloon

The Ford Y&C Model Register provides a spares service, a bi-monthly magazine and friendly gatherings for its 450 members. For more details, please write to, or telephone the Secretary:-

Bob Wilkinson
Castle Farm
Main Street
Pollington
Nr. Goole, DN14 0DJ.

*As the chassis was more rigid, very attractive Model "C" and "CX" Tourers were produced. 20 are known to have survived.



Model "CX", Tourer

Tel: 01405 860836.

MEMBERS LETTERS

First we have a letter from Brian & Roger Gurney in Spalding Lincs.

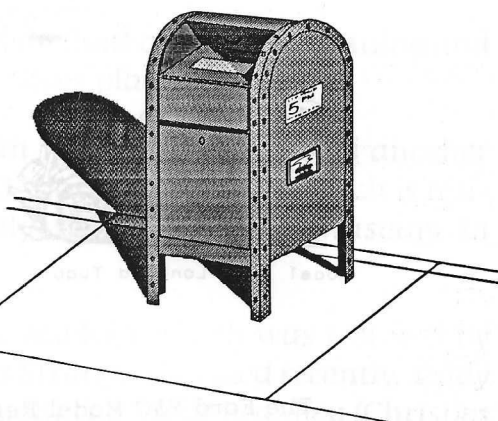
As the dark nights were fast approaching and the two 'C's were bedded down for the winter, something new was needed to keep us busy over the winter. The Y & C magazine duly arrived and in the for sale section - Ford 8 vans for spares or restoration - a quiet phone call and we were heading up the A1, the following Sunday bound for Cumbria.

After crossing the cattle grids and dodging the sheep, we arrived at the owners small village. After a chat he took us to where the van was standing, it was down a grass lane. The first problem was to clear away large rocks after the stonewall had collapsed into the lane.

We eventually reached the field where the van was standing, he had driven it into the field

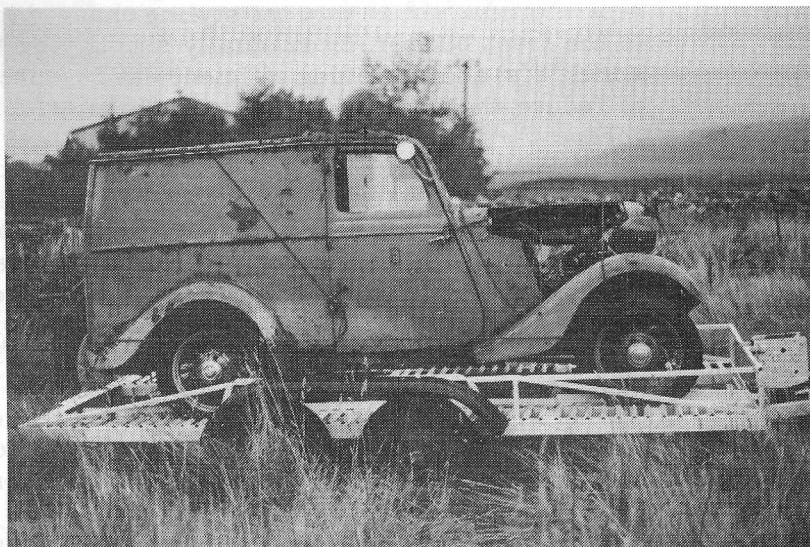
many years ago, where it had stood ever since. The condition of the van is very poor, the roof had disintegrated letting water in, rotting everything away. About a two foot section of the chassis is completely rotted away, which has made the passenger side of the van collapse. Not to be put off we loaded it on to the trailer, roped the body together, and gently drove the 200 miles home looking anxiously in the rearview mirror for parts flying off!

Arriving home more or less in one piece and the van body in a few more pieces, we took up the challenge to



the vehicle many years ago. Being new to the van scene we have some questions to ask.

1. Were the bodies built by Ford or coach built elsewhere?
2. Were the rear doors built to the purchasers special needs or perhaps modified over the years?



get it back on the road once again. The van was at one time a baker's vehicle in London, it has wooden doors at the rear, looking similar to a Morris traveller. The last owner said they were on when he got

Any help and information on these vehicles would be greatly appreciated Brian & Roger Gurney P.S. The photos make the van look better than it really is.

No doubt our van owners will write in to answer these queries Kath

'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

	PRICE
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 LR.Y. with double holes	£ 27-00 each
YE2502B Front brakeroad support (mounts on A-frame looks like?)	£ 50-50 each
Front road springs Y&C (Rear, used on application)	£ 28-50 each
Track rod ends with two dust covers male design.	£ 24-50
female design	£ 14-50
Front brake lever return spring Y2096 RH or Y2097 LH	£ 3-00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£ 3-00 each
LR/C CE2231 Rear brake cam shaft RH or o/s	£ 8-50 each
LR/C CE2235 Rear brake cam shaft lever RH or o/s	£ 8-50 each
LR/C CE2236 Rear brake cam shaft lever LH or n/s	£ 8-50 each
LR/C 48/2050 Brake operating wedge	£ 9-00 each
SR/LR/C Y2084 Front brake lever	£ 8-50 each
SR/LR/C Y2076 Front brake shaft RH or o/s	£ 8-50 each
SR Rear brake cam shaft Y2231 RH or o/s Y2232 LH or n/s	£ 9-50 each
SR Y2230 Rear brake cam shaft	£ 8-50 each
SR Y2050 Front brake operating wedge	£ 10-50 each
Exchange brake shoes, rollers removed send old first - set of 4	£ 31-00 set
Brake shoe pull off springs SR/early*34Y double roller -set of 6	£ 11-50 set
Brake shoe pull springs LR/C single roller shoe - set of 4	£ 7-50 set

MECHANICAL - ENGINE & TRANSMISSION

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

RUBBER PARTS

Front radius ball	£ 4-25 each
Brake & clutch pedals - exchange (send old one first)	£ 5-25 each
non-exchange	£ 6-25 each
Gear box mounts	ON ORDER

Door stop buffers	£ 2-30 each
C Front Axle beam stop rubber (Metal on request)	£ 7-50 each
Bushes for shock absorber linkages specifically intended for SR but may be used on some LR depending on linkage design	£ 1-20 each
SR side lights - base mats	£ 4-20 each
LR rear brake rod support rubbers	£ 4-20 each
Y under bonnet kit	ON ORDER
Steering joint dust cover	£ 1-20 each
Engine mount - exchange	£ 5-40 each

ELECTRICAL

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

FITTINGS - BODY

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

SPEEDO CABLES -

Speedo Graph Richfield Ltd. Rolleston Drive, Arnold, Notts. NG5 7JR Tel 01602-264235

Prices on application. Apply direct
K27 - 5'8" long (Y) or K28 - 5'1" (C)

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

REGALIA ORDER FORM ISSUE 97

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.

LIFE WITH HENRY

Having just read Bob's very humorous account of the 'Yorkshire Do' you have shamed me into finishing something I started at the end of the summer and to send you details about our Model Y. Henry.

'Henry' is the family name for our & model Ford, which came into our lives some 6 years ago, the result of a series of coincidences. As a school boy and student I had a part time job working in a local hardware shop, such a place is always ideal for leaning the local gossip and rumours, and one rumour I heard often was that somewhere in the locality was an old car laid up in a garage. This intrigued me because I have always had an interest in old vehicles, indeed my own transport at the time was an L.E. Velocette motor cycle which with its water cooled engine, hand start and hand gear change was quite eccentric in its own right.

Some years after I had let the shop and embarked upon a career as a teacher, (I used to teach metal work but now apparently I teach technology!) I learned that the old car did exist and the owner of the hardware shop had agreed to buy it. One summer evening I went along with Stan, the shop owner, to assist in extricating the car from its last resting place. When the garage doors were opened I saw that the car was a Ford I, which I later discovered was known as a model Y. Tyres were blown up and the car was pushed out, it was com-

plete, and not in bad condition. It was duly delivered to Stan's garage and the next evening after changing the battery and supplying fresh fuel the engine started after being swung on the starting handle. My own involvement in the car finished at this point as I was building a Triumph Herald based kit car, (which I still haven't finished some 15 years later!) Under Stan's ownership the car was tidied up, retrimmed and repainted but little was done on the mechanical side and after a few years I heard that it was going to be sold. The next time I saw him he told me it was sold and that he was just waiting for the new owner to collect it. I then learned that the sale had fallen through and it was still available - was I interested! After great discussion it was decided that the Ford would be bought as an investment and something for me to play with. So, in 1988 some 8 or 9 years after first making his acquaintance, 'Henry' as he was immediately christened, came to live with me and my family.

The first task was to see exactly what shape he was in and I negotiated and MOT with my local garage on the basis that there was nothing actually falling off, or dangerous, but perhaps I should just run it around locally to see what was what! After a couple of months of careful running around I decided that the steering and brakes left a lot to be desired and that Henry wasn't all that safe. I embarked on an overhaul which was expected to take one winter and ended taking 6

years! Basically I started at the front and worked to the back, repairing or replacing everything as needed. The lost of work would be endless but a few of the more unusual jobs included lining up the badly worn front brake drums with liners made from Lada rear brake drums, making new brake rods all round because one of the front ones had been lengthened to accommodate the 'S' shaped bend in the front axle which placed one front wheel ahead of the other.

Straightening said front axle also proved quite difficult, as did manufacturing a set of valve guides for the engine. All in all the brakes, steering, suspension, gearbox and rear axle were stripped and overhauled, everything underneath was cleaned, painted and Waxoyld, a new set of floor boards were also made.

The general approach has been to do everything to as high a standard as possible without spending an awful lot of money, undoubtedly having a lathe at home and having the use of a well equipped school workshop has allowed me to do things that other less fortunate people could not, there have also been times when I have done things just to prove I could do them. I would love to know how Ford made the valve guides because to do them myself caused a lot of head scratching!

The moment when the engine is connected up and it starts on the button and ticks over like a watch, makes one feel very

elated, when the last wire of the wiring loom is connect up and everything works first time, well 'it's magic'.

Incidentally the wiring loom was made for virtually nothing by reclaiming wire from looms in scrap yards. (If anyone else follows this approach - use only the thickest wire from modern looms as our 6 volt cars need heavy wiring to handle the current) Making my own loom meant that I could include in it a separate earth wire for each lamp and the necessary wiring for flashers which I think are a must if you are going to use the car in busy city traffic.

On April 1st this year, Henry past his MOT and was taxed and ready to go! the first trip was to be the following day to the AGM at Willoughby, a gentle round trip of about 30 miles, but what thoughts go through your head, did you tighten everything up properly? would something you over looked fail? What is it going to be like driving a vehicle that is 58 years past its sell by date.

The trip to Willoughby was a great success, the car ran like a dream, the only annoying factor was the very loud exhaust note from the stainless steel exhaust system, I hate noisy cars so something had to be done. First thoughts were to lengthen the system and get the noise out at the back, I know that YEs were never intended to have a full length exhaust but I am not mad about keeping everything original, so an extension was devised slung under the rear axle using 28mm copper water pipe, the result was wonderful and in one of my mad moments I even added a rear expansion box to make the exhaust really quiet.

The next few runs gradually got longer as confidence in the little motor increased and as Whitsun approached I suggested to the family about taking Henry on holiday to Wales? The plan was to enter Henry in the 'Tom Rolt Memorial Rally' centred on the Tallylyn Railway in Wales. Funds dictated that if we went we would have to camp, how could all the necessary gear for two adults and tow kids be carried aboard a model 'Y' with no boot? I had seen pictures of luggage racks on the back of pre-war cars, so

this was deemed the next priority, could one be made that would look the part?

As it happens it never came to that, because conversation with a friend revealed that he thought he might have something suitable, in due course a very rusty, but entirely suitable luggage rack was produced. With luggage rack refurbished and bolted on. we found that with limited equipment, and our tow boys sitting in the back on piles of sleeping bags and pillows everything could be accommodated.

The rally itself was excellent with vehicles ranging from an early two cylinder Rover through to modern classic? cars like Ford Capris. The theme of the rally was the 1940's and the Tallylyn railway was decked out with sand bags, gun emplacements, and all the paraphernalia of war time. Entertainment for rally entrants included a treasure hunt, evening barbecue, and a forties sing song night, an excellent weekend all round. I shall try to publish details of next years rally in the Newsletter should anyone wish to take part.

Back home Henry became my regular transport to work whilst one of our sensible cars took a rest, it quickly proved itself more than capable of keeping up with rush hour traffic on Coventry's notorious inner ring road, but than heavens for those flashing indicators, modern motorists just do not look for hand or semaphore signals. Having now total confidence in the car another trip was planned and having spoken to Bob Wilkinson on the phone, it was decided to attend the 'Yorkshire Do' We arranged to camp at the Wilkies HQ. so once more the camping gear was loaded up and we set off for Yorkshire, the journey was extremely pleasant and we made good time and arrived at Pollington in the early afternoon.

Bob's Family soon made us very welcome and camp was pitched on the area of grass next to where the evenings line-up of cars was to be held. An area of grass with hidden surprises, because just under the surface must be the best collection of hardcore in Yorkshire, which resulted in many bent tent pegs and a lot of muttering un-

der the breath. On Sunday we all gathered in the village for the Pollington Olympics, a smashing event and a very good collection of cars, both 'our cars' and others. Midway through the afternoon we did Bob's treasure hunt which took us out and about around the lanes of the area and then back to Castle Farm for the barbecue. The food and conversation was second to none, new friends were made, the world was put to rights, and problems of how to overcome this and that were solved.

The sun shone, and all was well with the world, at least in that part of Yorkshire anyway. After most people had left for their journey home Bob and Shirley invited our family into the Wilkie mansion to open a bottle or two-three-four. This ended a very pleasant day! Thanks to Bob, Shirley and Philip for a wonderful weekend, for being shown their menagerie of ponies, hens, mice, birds (do you call them Falcons?) My two boys say thanks for the games of darts and pool and for the rifle shooting. After to 'Do' we left for the east coast, stopping a night near Mablethorpe and then eventually home.

This just about brings 'Life with Henry' up to date, but there are still many things to do, like fitting new carpets, making a new head lining, looking at the possibility of reinstating the sun roof without spending too much money, (any offers of help?) and building a suitable vintage trailer so we can take a change of clothes on our next camping exploits!

Next year will certainly see more excursions and I hope to meet more members of the Register, because without the 'Club' Henry would still be in the garage, thanks for the advice, the pears and friendships made.

I hope this spurs on those of you who have yet to get your cars on the road and I certainly admire those who are embarking on rebuilding a total wreck, because I started with a basically sound and complete car. Keep up the good work. Total milage for the six months the car was taxed was 3652 miles, not bad for a beginning!

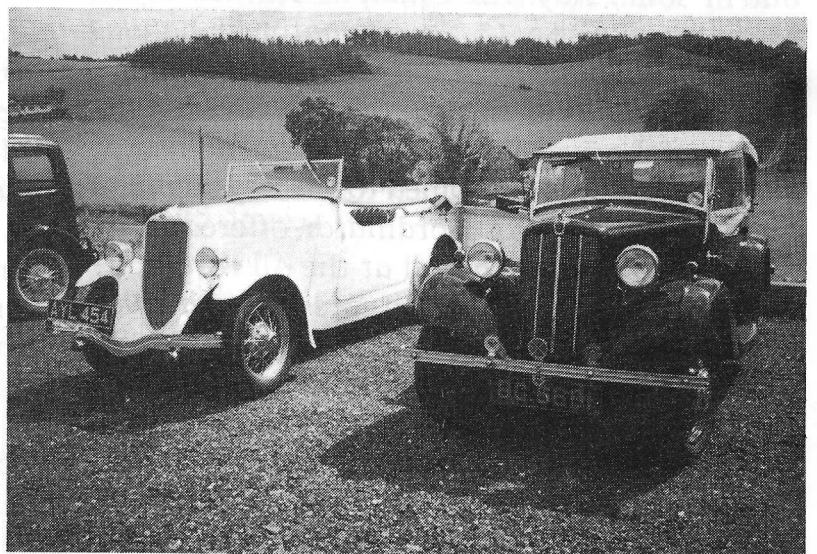
David Newman

THE MODEL Y TOURERS

Much has been written in recent issues of the magazine on the reasons why Sir Percival Perry, the Chairman of the Ford Motor Company, decided not to build a Model "Y" tourer. As David Burgess-Wise has pointed out, on a number of occasions, it was felt that the chassis was not rigid enough, without a saloon structure on it, to withstand the flexing brought about by everyday driving. I agree entirely with the argument and, as David pointed out in his letter in the last issue, at the time Sir Percival was probably smarting from the rear axle defect and didn't want to risk a second design embarrassment.

Having said that, a close look at the tourers and sports cars, which were built by the

various coachbuilders between 1932 and 1934 on the Model "Y" chassis, shows how they easily overcame the problem. Almost all the tourers have boxed in chassis, which adds strength to the U frame and injects rigidity. Why could not the Ford Motor Company have introduced this simple modification and met the great demand for these snazzy little sports cars? Morris did. I

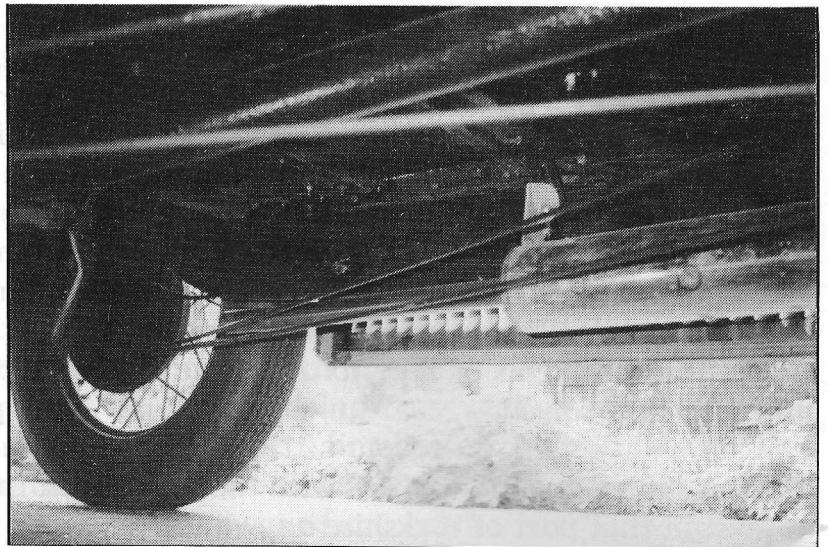


Ford 8hp Kerry and Morris 8 Tourer at Chester Vintage Enthusiasts' Club meeting - June 1995.

had a peak at the underside of a Morris 8 tourer, which was conveniently parked alongside me at the Chester Vintage Enthusiasts' Club meeting in June, to discover that its chassis was boxed.

As if to prove the point, I looked at David Grace's Alpine sports car (see last issue) to discover that its chassis, unusually, was not boxed. There are also cracks in his body work below the doors, obviously caused by flexing of the chassis. My Kerry tourer is boxed, the Jensen Mistral tourer of Kevin Briggishaw is boxed, as is the Rally Special of Nick Pinkett.

Sam Roberts



Underside of Ford 8hp Kerry showing boxed in chassis.

VOLUNTEER WANTED

I regret to say that nobody took up my request in the last issue for a Regional Co-ordinator for Region 12, covering Northamptonshire, Leicestershire and Cambridgeshire. This is a more obvious appeal for a volunteer to look after the Y&C Register interests in these counties. The task is not an onerous one; the effort put in being very much up to the available time and the enthusiasm of the individual. The main need is for a focus for the members in the Region, especially new members, who might require advice on the Y&C Register or on their cars (local suppliers etc.). If there is a need, the other Officers of the Register may call upon the Co-ordinator to help out in some way. For example, I asked Brian Mace, the Region 13 Co-ordinator, if he was available, to attend the auction in Leiston, Suffolk to let us know the destiny and find out the details of the five Model "Y"s in the auction catalogue - expenses to be billed to the Register. Rod Evans, the Region 8 Co-ordinator, offered to act as the man on the ground at the All Ford Rally in his Region, and welcomed cars as they arrived and showed them to the stand. Bryan Dixon, Region 15, did the liaison groundwork with the National Tramways Museum for the annual gathering at Crich; and so on. If there is a member in one of the three Region 12 counties, willing to act as the focus, please let me know.

Sam Roberts

MEMBERS' CARS

GEOFF DEE'S 100 FORD "POPULAR"

The car illustrated on the back page of this issue is the Model "Y" belonging to Geoff Dee, in Leamington Spa. With a chassis number Y161570, it was probably manufactured in November 1936, the month in which I was born! It was first registered JL 4086 in Holland, Lincolnshire early in January 1937 by a local farmer, who owned it until his death in 1972.

It was then sold at the farm auction for 125, to the local Ford main agent, who went bankrupt in 1977. The car mysteriously did not appear in the sale of the assets. It had disappeared!

It reappeared in 1981, when being sold by a Mr Gibson, from Lincoln, to Mr Yarwood of Nottingham, who partially restored it from a very sad but complete state. In 1989, the car was bought by Mr Pullman of Shilton, near Coventry, who became a Y&C Register member and completed the restoration. The car took part in many local shows and events; at one time being adjudged the best car at the Register annual gathering at Stanford Hall.

Geoff Dee bought the car in September 1994 and uses it on a regular basis. JL has 99,000 miles on the clock and, although needing some attention to the mechanics, is still going well.

Sam Roberts

A VISIT TO DAGENHAM IN 1932

The Ford Motor Company ran regular, conducted tours over the huge plant at Dagenham in the 1930s, ferrying the public down the River Thames from the centre of London. The impressions of one visitor, Maurice Sampson, will be vividly described in this and the next two issues of the magazine. His original report was entitled "Dagenham Ways" and appeared in the July 8th 1932 issue of "The Autocar". Although printed just before the first production of the Model "Y", it gives a superb insight to the plant, its workings and the preparations for mass producing the "Little Fords of Europe":-

" In a period of difficulty and world-wide depression, in the face of natural obstacles, the gigantic Ford undertaking at Dagenham was conceived and brought to fruition. It is an example of heroic pluck, the rearing of this hive of industry which stands like a

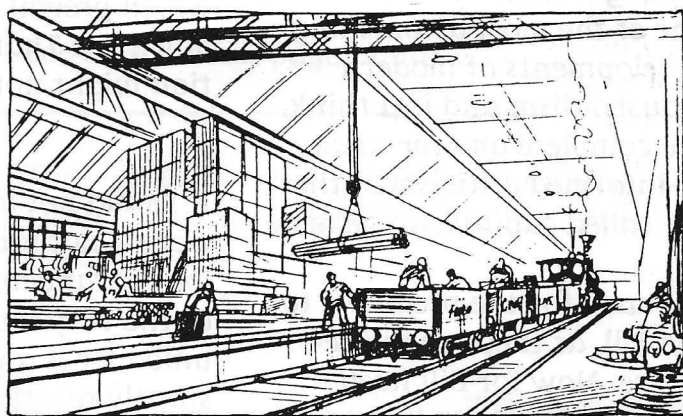
lighthouse of hope in a storm-tossed sea of industry. It lifts the beckoning hand of faith in a time when many men are losing courage. It was not built in a period of boom when goods almost sold themselves; it was erected in a time of depression, its purpose and mission being to create international trade.

Dagenham is designed with the intention of supplanting Detroit in so far as the supply of manufactured parts to the Ford European assembly plants is concerned. The potential output of Dagenham at the moment is between 1000 and 1500 vehicles a day. In a word, this great undertaking presents England with a magnificent addition to export revenue.

Perhaps the most striking feature about this vast London Ford development is not so much the plant itself but the prodigious faith in the future of the industry in the Old World held by the

motor manufacturing Colossus of America. Pause for a moment to consider what has been done without worrying about what will be, or may be, accomplished.

Some three years ago Dagenham was a depressing and unpromising piece of apparently waste land. There were few dwellers thereon, and a few industries alone were situated along the River Thames frontage.



All change.

It would appear to the shortsighted person about as unlikely a spot to develop into a gigantic industrial scheme as might well be imagined. Yet Henry Ford saw it and visualised its potentialities.

Today the Ford industrial estate embraces 600 acres lying within twelve miles of Charing Cross, and situated on the north back of the Thames. It abuts the London, Tilbury and Southend main lines. The L.M.S. railway passes right through the estate, and, today, situated on and adjacent to the Ford estate there are a score or so of large and important manufacturing concerns quite independent of the motor manufacturing plant.

The Ford organisation has equipped the estate with roads,

railway sidings, sewers, electric plants for the supply of light, power and heat, installed gas mains, provided a water supply, and built a jetty nearly 2000 ft. long and capable of berthing ships up to 10000 tons displacement,

the largest jetty, in fact, in the Thames. Power houses, blast furnaces, coke ovens and wells have been developed by the Ford Company, not only for its own supply but for the needs of present or future tenants requiring coke, pig-iron coaltar, benzole, ammonium sulphate, naphthalene, or blast furnace slag.

The Ford jetty is available for the use of tenants on the estate. Round about the Ford enterprise has sprung up one of the biggest housing developments in England, while a Labour Exchange adjoins the estate, the L.G.O.C. runs services of buses to and from it, and all the important Joint Stock banks offer every facility.

Thus, out of a marsh has sprung a civilisation. This is one of the most astonishing developments of modern industrialism and is, I think, the complete answer to any ill-informed criticism of the so-called capitalistic system.

So much for the preamble to the Bill, as they say in the House. Now for Bill itself - over 5,000,000 sterling to date!

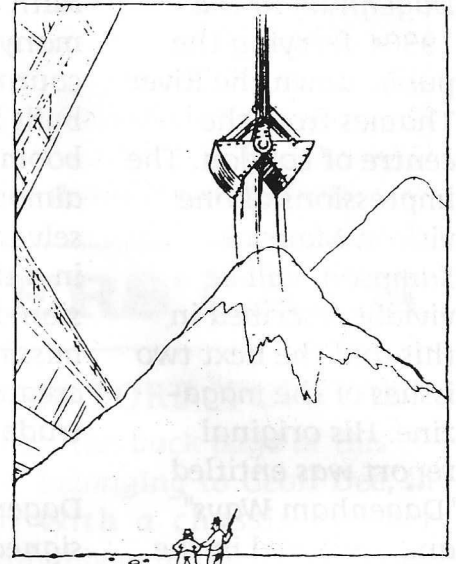
As I went through the entrance hall to the offices of the Ford Motor Co. I saw one of the original Ford vehicles, a forerunner of Model T, and made, I think, in 1905. If that car could speak!

While standing as an exhibit at Dagenham, it is the forerunner of the millions of its

descendants and the cause of the biggest manufacturing triumph in a highly specialised and commercialised world. Really, to appreciate Dagenham, and by Dagenham in this instance I mean the Ford plant, approach ought to be made from the River Thames, and a landing made at the jetty. Towering above the jetty are two immense electrically operated cranes for loading and unloading shiploads of material. I do not propose to attempt to describe these cranes, but as an indication of their capacity for work they can deal with 600 tons of material each hour, and each grab is arranged to lift 10 tons at one bite. They look precariously perched on the giddy heights of the steel runway, and one's first feeling is that in the strong winds which prevail frequently down the Thames their position might not be too safe.

It would not be safe, indeed, were it not for a most ingenious arrangement. Mounted at the very top of each unloader is a wind vane constantly rotating at speeds dictated by the wind. When the wind reaches a velocity in excess of 35 m.p.h., there might be a risk of the unloaders becoming unbalanced, so the wind vanes on attaining a velocity set up by a 35 m.p.h. wind automatically switch off the current operating the unloaders, and switch on another current which operates powerful electric brakes very similar to

those used on tramcars. These anchor the whole mechanism tightly to its rails, and render it immovable. Automatically, as the velocity of the wind falls below the danger spot, the unloaders become free once more to carry on with their work.



Awe! Fifty thousand tons of it.

Just inland of the unloaders lies what I understand to be the largest ore yard in the country. It has a capacity of 300,000 tons of metal. Into this vast concrete-lined pit, supported by an enormous number of great 75ft steel and concrete piles, the grabs pour the ore at the rate of 600 tons per hour. Over this ore yard is a travelling 360 ton crane with a 190ft. span, which in turn lifts the ore to the furnaces lying adjacent. These furnaces are capable of producing 500 tons of pig every twenty-four hours, and if this is not enough to make one gasp, the plant has been deliberately designed so that the furnaces can be doubled or even trebled if necessity arises. Needless to say, in

these difficult days this plant is not called upon to work to capacity, but the faith of Mr. Henry Ford in a not too distant trade revival can be visualised by seeing what he has already done without straining the mind to imagine what he has eventually in view.

From the blast furnaces the molten pig is carried in huge overhead ladles, each containing 70 tons, to a colossal mixer - a machine at present unique in Great Britain. This vast cauldron, which, incidentally, is being duplicated at the moment, contains hundreds of tons of molten pig. The cauldron oscillates to keep its contents properly mixed, and the pig, as and when required by the foundries, is taken out in other ladles and passed overhead to the furnaces before the foundry is reached, where it is mixed with the necessary steel ingredients and reheated before it is used for casting such parts as cylinder blocks, clutch housings, and gear boxes.

On their way to the oscillating mixer the ladles have passed the power house. The summit of the chimney of the power house stands 240 ft. above the ground, yet, except when close against it, so vast is the size of the surround-

ing plant, this huge circular chimney, weighing 800 tons, hardly appears big at all. A feature of the chimney is the safety external ladder, which consists of the usual rungs driven into the brickwork and surrounded by a sort of cage made of larger rungs. If, therefore, a workman engaged on his dizzy task of inspecting the chimney become giddy or fainted, he would fall not to the ground but against the outer safety rungs, and would be thus saved from certain death. To stand at the base of the chimney and look up the ladder is sufficient to make the ordinary visitor feel swimmingly giddy. What it must be to look down it I will leave to imagination. The weight of the chimney is carried on staggered piles. Indeed, the whole factory is carried in this way, some twenty-two thousand concrete piles, varying from 40ft. to 75ft. in length, having been driven in before a single floor was laid. The floor is covered with over eight million wood blocks."

Having described the external, breathtaking features of the plant, in the next issue we will follow Maurice along the assembly lines.

See over for full page photo.....

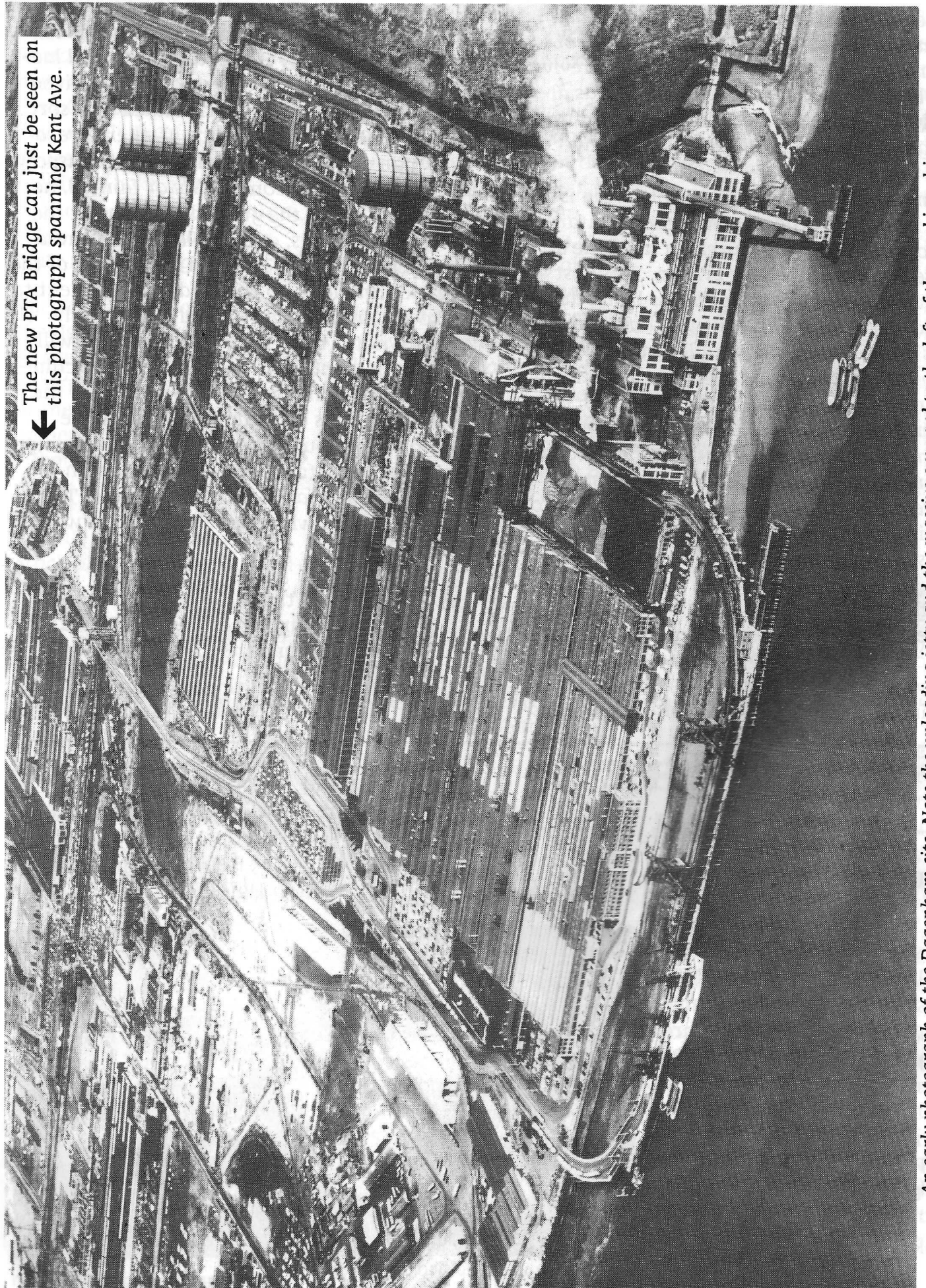
OUR OTHER CARS

The photograph shows Tony Hutchinson's 1935 4 door model Y alongside his smart looking 1941 (RHD) STUDEBAKER COMMANDO. This clearly shows how car design had changed over approx. 10 years through the 1930's. The STUDEBAKER is very similar to the Ford V8 of 1939-40 sometimes referred to as the Parrot Nose model - this being the first production Ford to be fitted with hydraulic brakes.

Tony is seeking a good C/CX model in exchange for the STUDEBAKER (see advert section).

Bob Wilkinson





The new PTA Bridge can just be seen on this photograph spanning Kent Ave.



An early photograph of the Dagenham site. Note the unloading jetty and the massive ore yard to the left of the smoking chimneys. The Ford neon sign was the largest in Europe.

FOR SALE

- 1) 1935 Model C saloon, C15007, in fairly good condition. 1937 Model Y Tudor saloon, Y171399, under restoration. Abandoned projects. Open to offers.
Des Hancock Tel 01179- 662211 Bristol.
- 1) Model Y Tudor saloon, Y64584. Restoration almost complete. 1450. Model Y Tudor saloon, Y50927. Restorable 550
Nicholas Hall. Tel. 01384-561122. Cradley Heath.
- 1) 1936 Model Y Tudor saloon. Black. 80,000 miles only. Laid up since 1967. Complete. Log book. 2500 ono. Also Mini Innocenti 90SL, 3 door hatch. ex Mike Karlake collection. Excellent condition. 16000 miles 2000 ono.
Charlie Cassar. Tel. 01237-472042 Devon.
- 1) 1933 Model Y Shortrad Tudor saloon. Y29359. Abandoned body-off restoration project, due to bereavement. Body on chassis. Car 90% complete 900.
Tel. Sandra 01403-732545 New Forest, Hampshire.
- 1) 1936 Model Y Tudor. Y128457. Good home wanted for a full restoration project. Car complete less wooden flooring. Offers
Richard Rowland. Tel 01703-474121 Southampton.
- 1) 1934 Model Y Basic restoration. Work done - Chassis, engine, steering, electrics, upholstery etc. Ready for reassembly. Offers around £950 ono
Tony Griffiths 0171-511-3180 eves.
- 1) 1937 Model Y Tudor. Partially rebuilt. requires finishing. i.e. Wings, interior, loom, roof. Original registration. Documents, history £1100.
Robin Prebble. 01749-850667 Somerset.
- 1) 1936 Ford 10 CX 4 door saloon. Part restored (best offer) Will exchange for Ford Y.
Jim Gardham. Pontefract. 01977-647807
- 1) 1937 Model Y For restoration + many extras. Offers
Jack Ord York. 01904-782769
- 1) 1937 Model y Showroom condition, restored to originality. Black/red interior. 34000 miles. Original engine. Taxed & Tested. guaranteed Insurance Value £5000 Yours for £3950. Mike Gent 01142-360150
- 1) 1936 2 door Model Y, in good order and used regularly. No carpet. £3450 ono.
Crispin Hodges 01643-704629 eves Somerset.
- 1) Exchange for C/CX 1941 Studebaker Commando MOT T&T in regular use
Tel: 0181-540-1662 A.R. Hutchison.
- 1) For Long rad Y Pair new rear wings, pair running boards
Bob Wilkinson 01405-860836
- 1) CX 2 door saloon in sound running order LHD, Bill Werman, 5630 Las Lomas St. Long Beach, Cal. 90815. USA. Best offer (Bob Wilkinson has some details of this car)
- 2) 1936 Model Y - Y128457 2 door for restoration. £700. ono.
Richard, Southampton Tel 01489-784554
- 2) 1937 2 door Y. Original unrestored good condition. Known history 39,000 certified miles. Original documents, showroom stored for 23 years.
M Gorton 01392-873754
- 3) 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
- 3) 1939 Model 7Y Tudor 27000 genuine miles. All documented. Exceptional original condition will sell with new MOT. £2950
Keith Morgan 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) Parts for Model Y Headlamp Complete good condition £20.. Spoked wheel and tyre £35. Generator £10. Ignition arm lightning switches £15. Vacuum Wiper motors £15. Prices exclude postage & packing
Jim Fraser. Kirkcaldy, Fife 01592-773010
- 3) 1933 Model Y Blue/black wings. New clutch, stainless steel exhaust, very good condition £3750 ono.
Tel: 0181-504-7086
- 3) 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
- 3) Number on retention ADM 182 £1200 o.n.o.
Phone Kevin Devine 0161-626-1256
- 2) 2 Model C wheels
Tony Aldworthy Tel 01202-741305
- 2) Y & C mechanical spares new & used. Ring for details/wants etc.,
Eric Butcher 01924-376999

WANTED

- 1) LR Model Y Front bumper and number plate bracket.
Richard Cunningham 01302-820681
- 1) For 1936 Model Y Oval Oil Can bracket, Spare wheel cover, Headlamp, rims, glasses. Reflectors & diamonds including bulb holders, wheel trim centres.
Mike Meadows Suffolk 01473-624650.
- 2) 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)
- 2) For 1937 Model Y L.R. front number plate bracket.
Tony Parker. Stockport 0161-456-6351
- 2) For 1933 S.R. Model Y - Dashboard Screws, Clamp bracket for choke cable (fits on bulkhead), Starter cable/button, battery lead ca-

ble support, trim around locking button (drivers door) sunvisor? spare wheel bracket.
John Kirby. Leeds. 0113-2823318.

- 3) Model C or CX 4 door complete car or body with or without engine, gearbox WHY up to £300
Tom Tomlin Dover 01304-820651
- 3) For 1933 Model Y SR Badge mount for front grill, and drivers door handle complete
D Pittock Stowmarket Suffolk 01449-767113
- 3) Model Y van for restoration
Jim Forbes 01463-792479

**DEADLINE FOR NEXT ISSUE
31-DECEMBER-95**

SPARES REPORT

Well at least I'm able to report some progress this month on the subject of reproduction, after two years the first of the Head lamp Rims are with me. I'm very pleased with the standard and have passed one over to Peter Ketchell for his opinion on them.

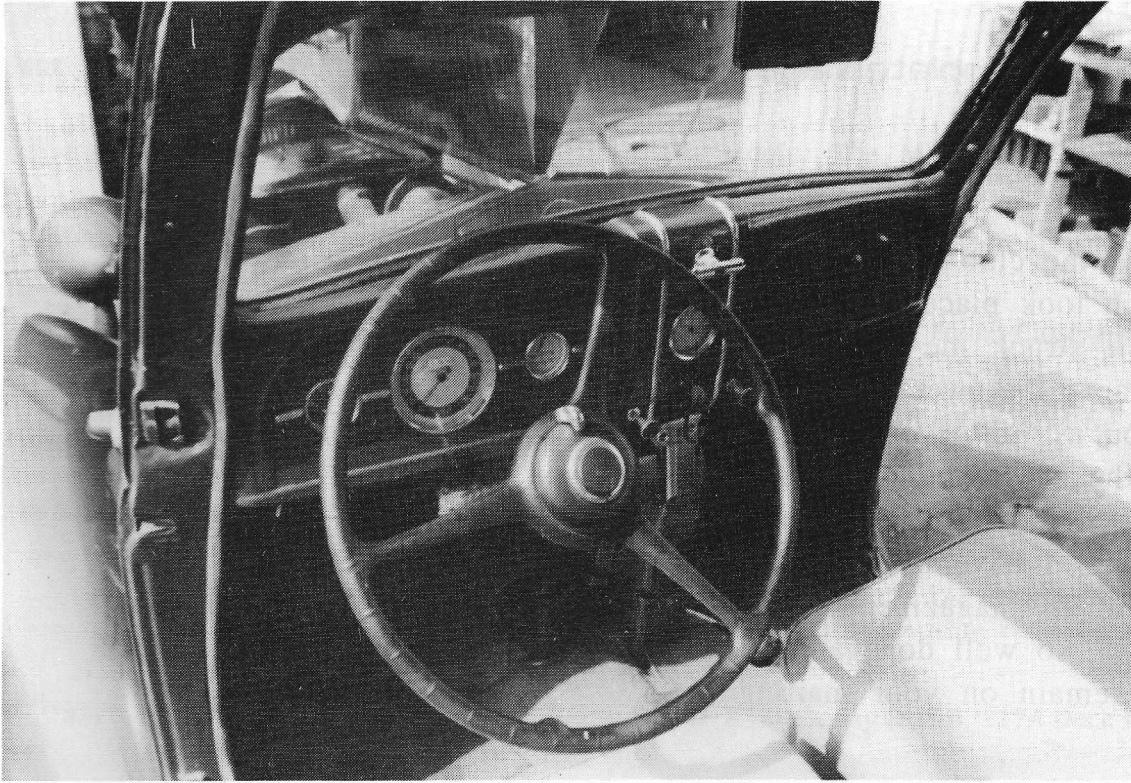
We are holding one of our meetings on the spares front at the end of November at which time we will need to make some decisions on various subjects. One is the lack of Floor screws, remember if still looking for 7/32 second Whitworth Counter sunk screws, an inch or so long. If we don't find them soon we will go metric, and sell them in sets of say 50 with a thread tap to suit. The other problem is lack of progress on running boards. A decision to be made is on the subject of the Sliding Roof Kits, but at a stocked delivered price of about 400, I have to wonder how many takers we will get.

Anyway more to say in next Newsletter after the meeting on the 26th.

Graham Miles

OUR CARS IN U.S.A.

We have knowledge of about 10 of "our" cars in the States, mostly of English production having been shipped over the Atlantic by enthusiastic members. Carlton Thisse is the league leader with 3 cars, 2 Y models plus the 1936 CX saloon (ex ADM 182) bought from Kevin Devine this summer.



At that time we could have said with total confidence that Carlton would never see another CX over there despite the many miles he drives each year. How wrong can you be! Coincidental with the safe arrival "back home" of his new CX news arrived of a left hand drive CX in California. Bill Workman contacted me to advertise his green 1936 2 door CX saloon (see ad section). The car seems to be in very sound condition as is complete with heater (yes in California!) and a complete original tool kit. How many of our cars over here can claim such originality.

Bill as yet has not replied to my letter seeking full details of his CX for the Register.

Bob Wilkinson



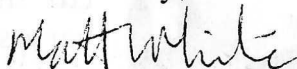
CLASSIC CARS

The Complete Magazine for the Enthusiast

Dear Kath Devine

Having judged the club magazines for the 1995 Classic Cars Club Awards, which took place on November 11-12, at the NEC in Birmingham it struck me that there were many good magazines and only five awards that were given out. To redress this imbalance I am writing to you as Editor of Transverse Torque to congratulate you for getting into the shortlist. The quality of work on magazines improves all the time and your effort is appreciated by both myself and undoubtedly by your readers. I have by no means written to *every* club that didn't win a prize for its magazine, but just the few who have made a good effort. You did, so well done and perhaps you will win in 1996. Please make sure I remain on your mailing list.


Yours sincerely,



Matt White

King's Reach Tower, Stamford Street, London SE1 9LS. Telephone: 0171-261 5858 Fax 0171-261 6731

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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. 20A Fore Street, Westbury, Wiltshire BA13 3AX Tel 01373-827746 or 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, Folgate Rd, North Walsham, Norfolk NR28 0AJ Tel 01692-406343
- TYRES, TUBES AND RIM TAPES** Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford Herts. WD1 4LW (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 Sussex. RH12 1RR Tel 01403 251184

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