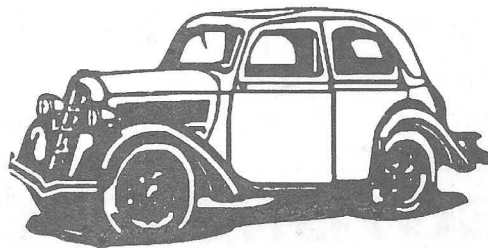
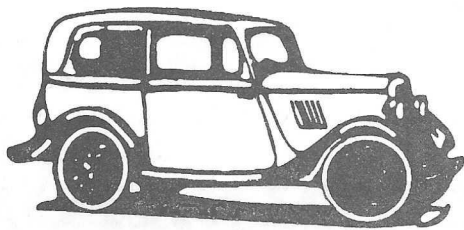


Ford

Bulletin

'Popular' and 'De Luxe' Models



TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

ISSUE 98 JAN/FEB 1996

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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.

EDITOR'S REPORT

Hope that you all had a very good Christmas, and are now ready for bringing those lovely cars out of the garages in the summer, we have quite a few events lined up around the country. It is good news this year with the road tax being abolished and Norton Insurance giving us discounts, it helps to keep the cost down. The problem of fuel evaporation prompted quite a few of you to write to us, which is good for as I have said before the Newsletter is your mag not the committees and I like to print as much as possible from you the members.



Graham's article on the Y van is informative for all of those who have a van on restoration and I am looking forward to his next article. He said that there was not a lot to report on the spares front at this time apart from that the floor screws are being dealt with and will inform us when they are available.

Kath Devine

CHAIRMAN'S NEWSLETTER

I hope you all had a super Christmas and are set for 1996, the centenary of the motor industry. To set the scene for the year, we have an article on Henry Ford's first car, the centenary of which is also celebrated this year.

Thank you to those of you who sent Christmas cards and wishes to Paula and myself. Following my comments on Tom Tomlin being in the dog house through attending too many shows last summer, I received a card illustrating a dog house with a "Sold" sign on it. I'm not sure what the implications of that are. Has he

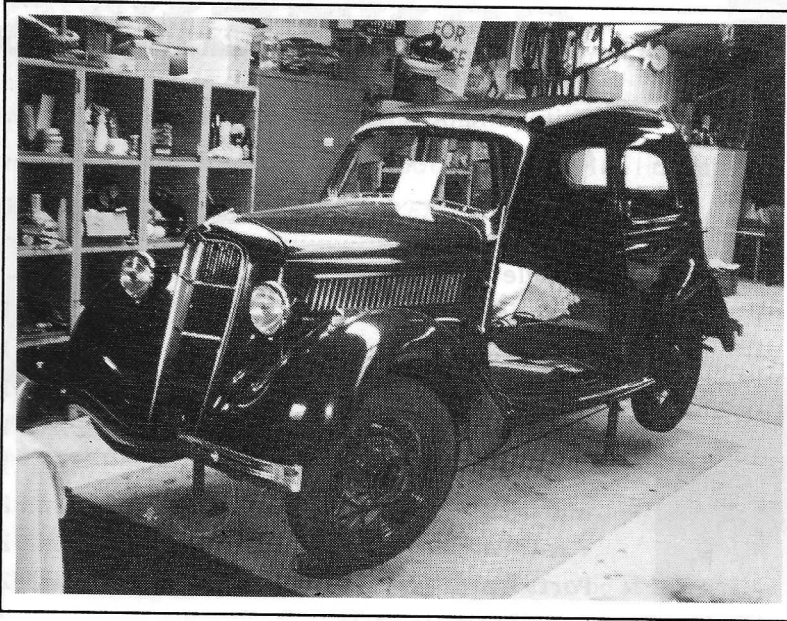
CONTENTS

Editor's Report	3
Chairman's Newsletter	3
Events	7
New Members	8
Vehicle Excise Duty	9
Technical Hints	10
Clarke & Simpson's Auction	12
The French Connection	13
A Visit To Dagenham Part 2	15
Members Cars	19
Members Letters	20
Y & C Register Parts for Sale	21
Parts Order Form	22
Regalia Order Form	23
Newsletter Insertion	24
Model C Information Required	26
Register of Small Fords	27
The National Classic Car Show	30
The Centenary of Henry Ford's First Car	32
For Sale	33
Wanted	34
National Restoration Show	35
The Ford 8HP Model	36
Notices & Useful Contacts	43

given up shows, the house, the wife or the cars? The furthest travelled greeting was from Jim Oliver in Australia, who has now retired and is contemplating putting the finishing touches to his maroon CX Fordor, Geelong bodied, saloon (Body number 20B-S1739).

Bill Ballard, the Chairman of the Small Ford Club, sent the wishes of the Club members to all members of the Ford Y&C Model Register. The card accompanied the first of three volumes of their Register of known





"Jim Oliver's Australian bodied CX"

surviving small Fords, which carries on where our's leaves off. Our register is incorporated as Volume One in their compendium of four volumes. Considering the short period of time that the Small Ford Club has been in existence, their first publication is a credit to the Club, and to Bill in particular.

There are two items in this issue of good news as far as the pound in your pocket is concerned. The first, of which I'm sure you are all aware, is the Chancellor's decision to do away with Road Tax (Vehicle Excise Duty) on cars over 25 years old. As you know, from reading the magazine over the past year, the Register has contributed to the overwhelming response to the discussion documents distributed by the DVLA on "Continuous Licensing" and "The New Arrangements for Vehicle Registration". The resulting decision has put the Government's stamp of approval on the classic car movement. The sceptics cannot believe that the Government is that generous and suspect a hidden agenda, which will restrict the use of our vehicles some time in the future! Only time will tell. One thing is for sure; if they do try to curb the use of our vehicles, there will be an even greater outcry from the old car fraternity. Bob Wilkinson has summarised the new laws and their effects on members elsewhere in this issue.

The second piece of good news is that we now have our own Ford Y&C Model Register compre-

hensive insurance scheme, which is only available to members of the Register and which undercuts the premiums of other ordinary insurance schemes. Working through Chris Wilkinson of Norton Insurance Brokers Ltd., we have negotiated a policy with a syndicate of Lloyds underwriters, which suits our cars and the average driving pattern of our members. An optional extra is a very reasonable rate for breakdown cover, nationwide. I hope that all of you resident in the UK will seriously consider changing to the Heritage Ford Y&C Model Register scheme. Not only will it save you at least the cost of your subscription to the Register each year, but the Register funds gain a pound for every member who joins the scheme or who renews on an annual basis.

The letter from Chris Wilkinson, explaining the agreed scheme, how it operates and giving some typical examples of premiums, is included elsewhere in the magazine. Don't hesitate to write off to Justin Gould to get a quote or to join up. Remember to quote your membership number. The scheme is only open to members.

Whilst on the subject of money, I was disappointed that nobody claimed the fiver for identifying the deliberate mistake in the "Introduction to the Register" flyer printed in the last issue. A gleeful Geoff Salminen and John Griffiths both pointed out the unintentional mistake, which was rather embarrassing! The unintentional mistake was that I had captioned the sketch of the Fordor CX as a Tudor. However the deliberate mistake was on the Model Y Van. Because I needed to have it facing inwards, I laterally inverted the sketch, so that it appears as if you are looking at it through a mirror. Hence, the spare wheel appears on the nearside of the vehicle. As Graham Miles explains in his article on the Model Y Van, the spare wheel was carried on the driver's door.

It was a pleasure to read in the last issue that Brian and Roger Gurney, from Spalding, have rescued the rather sorry looking van from the Lake District. I hope our van supremo, John Hampton, has come to their rescue with advice. Graham's article will also answer some of their

questions. We wish them luck with the restoration. David Newman's story of "Life with Henry" and his 1995 excursions to west Wales and the Yorkshire "Do", I hope, will spur on those members who are mid-restoration and will encourage those trepid members, who worry about long journeys, to think big in 1996. I have mentioned before, my trip to Glen Nevis from Swindon, in 1961, before motorways, with four of us up, including my fiancée, Paula; two two-man bivvies; all the sleeping and cooking paraphernalia and other things that young ladies find essential on such holidays. The roof rack on the Model Y was essential. We had a puncture going over Shap on the A6, en route to Carlisle. Apart from that, the car behaved superbly. Our cars are remarkably reliable little workhorses.



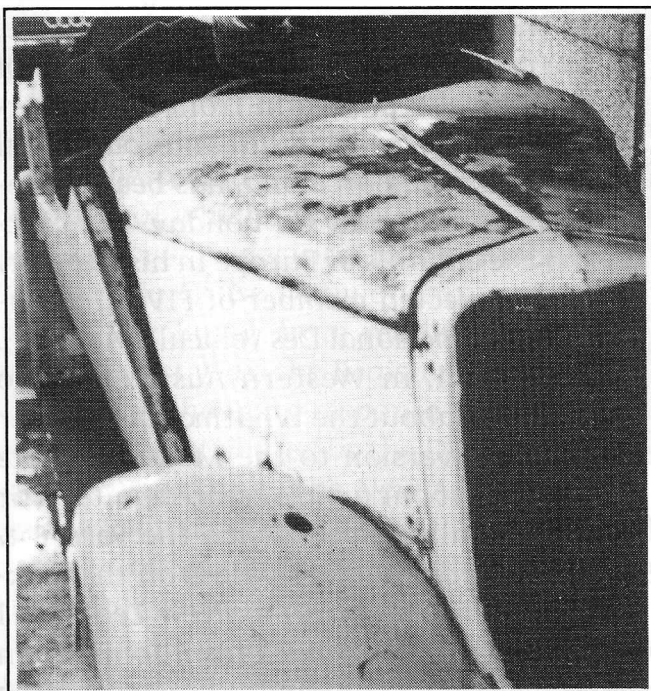
"David Newman with Henry at the 1995 AGM"

You will see elsewhere, that we are in the process of tracking down the five Model Ys, which came up for auction in Leiston, Suffolk. We also welcome aboard, John Keeble, their previous owner, who has hung on to the immaculate Model Y with the boot. More about Model Y boots in a later issue. Coincidence has raised its head once more, in that three Model Ys have turned up for sale at The Old Motor House in Whitchurch, not six miles from my home. Two we knew about and had been passed on through the dealer network, but the third is certainly interesting. It was imported from Belgium and

part exchanged for an MG. There were no documents with it and no registration plates. I was able to find the body number (135/4198), chassis number (Y4343) and the engine number (Y4343), which confirmed it as the earliest shorttrad on the register with a Burman steering box - manufactured in November 1932, one month after first production. The car is completely original, apart from new tweed cloth upholstery and headlining. It even has its original rear axle, with the one piece propshaft. Unfortunately, it has lost a tooth or three on the crown wheel, but that is being put right by Bill Jones, an ex-member of the Register.

I have jotted an article elsewhere in this issue on the other early shorttrad "find" by Bernard Martinet, in France. Other overseas news comes from George Drazinos in Athens, Greece, who bought the lovely shorttrad Fordor belonging to Jim Long of Reading, who is now the proud possessor of Bert Thomas' Model A. George informs us that his is the only Model Y in Greece. We could do with a nice photograph of the Model Y parked in front of the Parthenon, George. Luis Cascante, our Model C member in Barcelona, has been globe-trotting, not only on holiday, but visiting the capitals of Europe in his capacity as a respected member of FIVA (Federation International Des Vehicules Anciens). Geof Neill, in Western Australia, who enquired about the Whatmough cylinder head conversion to the Model Y, wrote to say that our article created quite a stir in Australia, especially in the Ford 8 & 10 Sidevalve Club of Victoria. He is on the lookout for a Model Y, probably ex-New Zealand. I have yet to have a report back from John Follon following his trip to Thailand, I hope to have a report on the "Thai Y" next time round. Finally, Michael Bell is continuing his overseas tour with the CAA, having recently moved from Philadelphia to Fairfax, Virginia. He assures us that his superb Model Y, Abbey tourer is being well cared for in store in this country and being run occasionally.

Whilst on tourers, Paula and I happened to be driving through the Wye Valley last month on a long weekend's holiday. I lost a few Brownie points by insisting on calling in to see Rob Klinkert in his Tinterne Garage to see how the restoration of his Model Y tourer is coming on. To cut a long story short, due to the river washing away the hard standing at the rear of the garage and other natural disasters, the restoration has still to commence. However, he did show me the log book for the car, which sheds light on one mystery. You will see in the register that the car (Y100245) is listed as UK 2 (UK = Unknown). The log book tells us that it was first registered in Dublin in 1936 and imported to the UK in 1954. This is why we have been unable, so far, to identify the coachbuilder, who was presumably Irish. Again, I appeal to our very silent Irish contingent to identify the coachbuilder from the photograph.



"UK 2 with its distinctive wind deflectors on the scuttle"

I must eat humble pie and apologise for misinforming you in the last issue. Neither Kevin Brigginshaw's Mistral, nor, as it turns out, did my Kerry have boxed in chassis on manufacture. This throws the issue of "why not?" back into the melting pot. The discovery that mine did not will be revealed in Classic Car

Weekly shortly and reprinted, probably in the next issue.

The star of Classic Car Weekly this month was Geoff Salminen who, with his Model Y Ford and his Morris 8 Saloon, had a full page spread surrounding a photograph of a very smart, suited, Geoff at the wheel of his Morris 8. Unfortunately, there was no mention in the article of the legal wrangle between the two companies, when Morris introduced their Model Y lookalike. Does anyone have the details of the case? The other motoring press coverage was in January's Practical Classics, which illustrated Dave Tebb's display chassis on the Register stand at the National Classic Motor Show.

Our media coverage could soon extend to the Internet. Bob Wilkinson received a letter from a couple of classic car enthusiasts at Nottingham Trent University, who plan to open a directory of old cars and supporting clubs on the world-wide Internet. I have sent them our introductory flyer. We shall see if the Register will be surfing the information super-highway!

Finally, some good news and some bad news. The good news is that we have a new Regional Coordinator for Region 12 (Leicestershire, Northamptonshire and Cambridgeshire). Geoff Murrell has volunteered his services. Even though his postal address is Hertfordshire, he lives just over the border near Royston in Cambridgeshire. Failing any other volunteer from the Region, he has kindly offered to fill the gap. The bad news is that we only managed to attract two requests for Model Y sliding roof kits. This is insufficient for a cost effective batch production run, which is a minimum of five, and the Register funds are insufficient to tie up scarce capital in carrying three spare in stock.

I wish you all safe and happy motoring in 1996. Make sure you have the key dates of Register events in your diaries. We on the Committee look forward to seeing you on the circuit, preferably with your cars.

Sam Roberts

EVENTS EVENTS EVENTS EVENTS EVENTS

At the November Committee meeting, the following events were highlighted as those at which the Y&C Register would be in attendance in 1996. Please make a note to attend in your diaries, especially the AG and the annual gathering.

3/4 February	Bristol Classic Car Show - Robin Prebble 01749 850667
7/8 April	Stoneleigh Centenary Show - Geoff Dee & Geoff Salminen 0121 427 2189
21ST APRIL	AGM AND DISPLAY, WILLOUGHBY - Sam Roberts 01264 365662
Mid-May	Chester Enthusiasts Run - John Griffiths 01244 534194
25-27 May	Enfield Pageant - Paul Tritton 01245 360138
9 June	Bristol- Bournemouth Run - See magazine for details.
9 June	Tatton Park - John Griffiths 01244 534194
15/16 JUNE	ANNUAL GATHERING MIDLANDS MOTOR MUSEUM, BRIDGENORTH, SHROPSHIRE.
7 July	Manchester -Blackpool Run John Griffiths 01244 534194
16 July	Yorkshire "Do", Eden Camp Bob Wilkinson 01405 860836
1 September	Tatton Park - John Griffiths 01244 534194
29 September	All Ford Rally, Abingdon - Rod Evans 01344 21800
17 November	Stoneleigh Restoration Show Geoff Dee & Geoff Salminen 0121 427 2189
? November	National Classic Motor Show, NEC Birmingham - Geoff Salminen 01214272189
?	Glamis Classic Car Show - Andy Barr investigating Scotland

If any other Regional Coordinators have shows they wish to advertise as Register events, please forward details to Kath Devine.

Sam Roberts

Sam and I have been in discussion concerning the inclusion of some dates for publication in the upcoming newsletter and the dates are as follows:-

21st July The Highclere Castle Classic Car Show @ Highclere Nr. Newbury. Excellent show with magnificent scenery, country house and autojumble.

2nd June South Hants Vehicle Preservation Society - Vintage Show & Autojumble at the Queen Elizabeth Country Park, Gravel Hill, Horndean. It is proposed that we have an official Y & C stand so please make every effort to attend and rival the 'Northern Do' with a reet grand 'Southern Do' (Nothing will beat the Northern Do Ed)

Finally bank holiday weekend 25/26th Aug the Breamore Classic Car show at Breamore Fording Bridge, Hants. Another fascinating location with manor house, museum and steam powered vehicles. A great way to spend a bank holiday if there is enough interest perhaps a BBQ could be arranged on Sunday evening.

I shall be co-ordinating these events for region 3 and I can be contacted on 01703-602090 eve-

nings, please contact me if I can give anymore assistance on these events.

Steve Young

This year I am responsible for organising all the car clubs at our local club rally. Our club is the Crash Box and Classic Car Club of Devon. The event is held in the grounds of Powderham Castle just outside of Exeter. The rally is a two day event, supports various charities, the main one being the Devon Air Ambulance, who operate from the rally field during the rally, and this year has motoring centenary as its theme.

The rally is 13/14 July and is the biggest rally in the area with around 800 exhibits, thirty plus car clubs and provides good camping facilities etc. I shall be contacting local members to try and drum up support for a club stand but what about all you other members out there, how about taking a long weekend or short break in glorious Devon. I can make the stand as big as you like, so no limit on numbers. Please give a ring or drop me a line if you would like details and I'll send them on

Dave Ramon Area 1 co-ordinator

NEW MEMBERS



Since our last publications the following new members have joined us.

- B1952 NORRIS BRADLEY
15 Greenmount Drive, Coleraine,
N. Ireland B51 3QE
- O-B105 FRANCOIS BOETS
Neervelpse Straat 6, 3370 Boutersem,
Belgium.
- K1331 JOHN KEEBLE
The Garage, Theberton, Leiston.
Suffolk IP16 4RZ
- L1201 TERRY LEE
26 Marston Rd. Leicester. LE4 9FD
- S1331 CISIRA SENEVIRATNE.
1 Dane Common, Kedington.
Haverhill. Suffolk CB9 7NU
- O-S105 ANTONIO SERRA
c/o 20 Aln Court. Highthorne Est.
Morpeth, Northumberland NE61 5LR
- W0713 GERRY WESTON
11 Loughmill Rd. The Vineyards.
Pershore, Worcs. WR10 1QB
- W1617 RAYMOND WHITAKER
Rose Croft, 4A Goose Cote Lane,
Oakworth, Keighley. W. Yorks BD22 7NG
- W1320 DAVID WEBB
18 St Augustines Gardens, Ipswich.
Suffolk IP3 8NS

Welcome to you all - don't forget to keep us informed of your restoration progress or with journeys etc. As always I ask 'old' members to make contact with our new members in their area.

Bob Wilkinson

NOTES ON NEW MEMBERS

An interesting point about this batch of new members is that despite only 8 new members, (typical of recruitment in winter months) and only 6 car owners they have brought 5 'new' cars to the Register.

Raymond Whitaker is looking for a model Y in good 'on road' condition. Raymond is no stranger to the old car scene and is not afraid of undertaking some restoration work on a Y whilst still being able to drive the car and derive some pleasure. (see wanted ad)

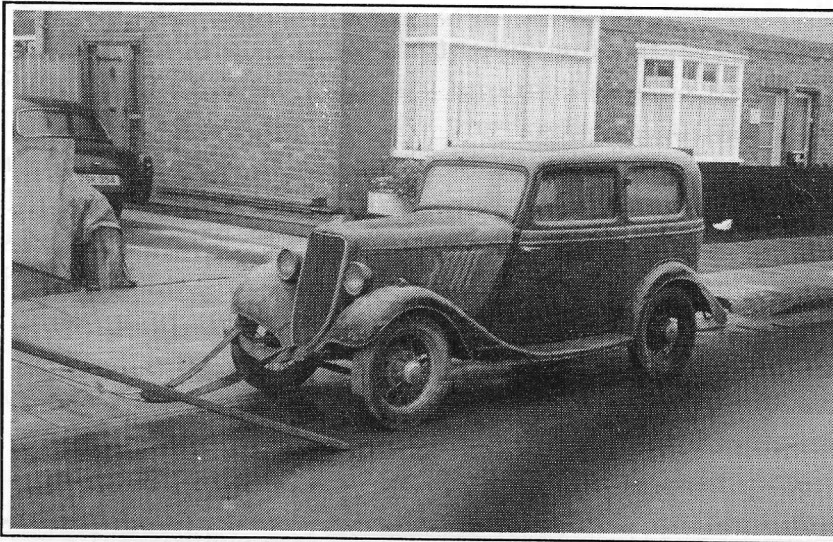
Cesira Seneviratne was frustrated by missing a model 'Y' at a recent auction and bought a 1937 Morris 8 to console himself. Being a 'bit of a Ford nut' he is anxious to sell or exchange the Morris for a model 'Y' (see ad)

A visitor to our stand at NEC in November was Norris Bradley from Coleraine. He is restoring a very early model 'Y'. His shorthead 2 door saloon IB 4242 (Y1975) was registered on 11th Aug. 1932 - the first month of production. A superb find Norris!

David Webb in Ipswich has recently bought VG 9538 the 1936 2 door model Y from ex-member John Coote, who had undertaken a good deal of restoration on the car. David has the easy(!!) task of re-assembling the parts. Francois Boets in Belgium is on the road with a 1934 model Y which he says "is in perfect condition. The car was imported into Belgium from the UK in 1987. The engine was reconditioned in 1990". Please write and let us know the history of the car in UK (with registration mark), and some photographs please Francois.

We have a growing number of members in Europe with our cars operating under different laws. It would be interesting to hear how regulations for 'old cars' compare with those in the UK. (See separate article on changes to UK regulations on Vehicle Excise Duty - Road Tax)

John Keeble in Suffolk owns DK0 301 a 4 door 1937 model Y, which is on the road. This car is of particular interest in that it has a luggage boot fitted to the rear. This is now the 3rd Y known to the Register with such a fitting. The other 2 are in Lancashire. These were obviously an after market accessory tailor made for the Y model. Do these cars carry a makers label? Has anyone seen an advert for these in an old motoring magazine? Please let us know. Meanwhile will you send a photograph of your car John?



The first visitor to our stand at the NEC was Terry Lee (he was there before I was on the Friday afternoon!) anxious to join our club and share his excitement over his recently purchased 1934 model Y ARA 116. The car is basically sound but requires complete refurbishment. Terry didn't have an old logbook but luckily found the last tax disc (1964?) with the car.

This was a valuable evidence to use with his application to Swansea DVLA to retain the origi-

nal registration mark. I was pleased to authenticate his claim as he had already found chassis and body numbers which all matched a production date at Dagenham. Terry is a collector of Automobilia and has an interest in various classic vehicles. He has given an open invitation to members who are looking for parts (all makes), or selling to contact him on 0116-276-2289

Just made it in time for this edition is Antonio Serra in Spain. His son Gurman Guasch who lives in Morpeth has sent some details of his father's 1936 model Y and will act as translator on his behalf. We must link together our Spanish members

Will all new members please keep us informed of progress and particularly the excitement (fear!) of that very first drive. Good luck to all of you By the way all model Ys this edition!

Bob Wilkinson

VEHICLE EXCISE DUTY (U.K. only)

Great news for owners of 'our cars! As our last Newsletter was at print the government decided to allow VED free of charge to all cars over 25 years of age. Being a mean Yorkshireman I used to tax my car(s) for the summer months only and then regret that I couldn't use it on those occasional fine clear winter days. No financial problem now - so long as you apply for and display your licence in the usual way.

Government proposals regarding continuous licensing, which if implemented would have

proved an administrative disaster for all, have thankfully been dropped. This decision without doubt, is due to the tremendous clamour raised by the classic car clubs (ours included) over the past year. Perhaps we had underestimated the political power we could generate. We may be called upon again in the future to be vociferous in the defence of our hobby which does much to add to the cultural heritage of our country.

For details of the new VED arrangements please see the main points printed in this issue. (Extract from form INF 27/9/95 - also from the Federation of British Historic Vehicles Clubs.)

Keepers of vehicles which are not taxed at present (including those whose tax expired at end of November) will need to obtain valid licences before

they may use their vehicles. Before an exempt licence can be issued, the registration record needs to be changed to the new "25 year" class and this is something which can be done only at a Vehicles Registration Office.

The procedure is to complete a V10 (obtainable at Post Offices which normally issue licences as well as at VROs) and to take (or send) it with the current V5, valid insurance certificate and MOT to the VRO. The exempt licence, MOT and insurance certificate will be handed over (or sent back) and a new V5 will come from DVLA showing the new registration class. Future renewals may then be undertaken at Post Offices in the normal way.

This procedure will not work if the V5 does not show a qualifying date of registration or manufacture. If this should be the case, or if the V5 cannot be produced at all, the keeper will be required to prove the age of the vehicle.

Keepers of vehicles without valid MOT or insurance need do nothing until they wish to use them again, at which time they should follow the procedure described above. There is no need to apply for a change of registration any earlier.

Bob Wilkinson

TECHNICAL HINTS

FAN BELTS

I have discovered that my local Motor Mart is no longer stocking the traditional V fan belts and has only the modern toothed versions on offer. Thanks to a tip-off by John Griffiths at the last Committee meeting, I went along to Southern Bearings Ltd, a small bearings and transmission wholesaler/retailer on one of the local industrial estates, and found the right fan belt in their industrial engine belts stock. For our cars, you should ask for a B section, 39 1/2 inch belt or a B39 for those shorttrads and pre-November 1933 longtrads with the smaller generator pulley (in fact, the B39 does also fit the larger pulley, if

your local stockist does not stock the 1/2 inch sizes, but there is not much freedom of vertical movement on your generator mounting pillar when fitted). The belt cost me 6.75, including VAT.

The problem comes when you try to fit the damned thing! The belt on my Kerry was on its last legs and had to be changed. The problem arose when I tried to get the belt from under the crankshaft pulley and starter dog, which are slap up against the front chassis cross member. I managed to get round it by removing the two bolts holding the engine to the front engine mounting bracket and jacking up the front of the engine, using a block of wood on the jack and raising it by the higher, front

end of the sump. The block of wood I used was just the right width to fit between the steering rod and the lower part of the sump. Once the starter dog was half an inch above the cross member, the new belt could be forced past the pulley.

Having changed the belt, which was still a knuckle grazing job with the radiator fins in close proximity, the actions were reversed. However, make sure that, as the jack lowers the sump, the engine doesn't miss the engine mounting bracket, which may have been moved forward by the flexing of the rubber engine mounts.

CHARGING RATE

During the summer months, a 10 amp charging rate on your ammeter is sufficient for normal running and motoring. However, if you use your car during the colder winter months, this should be increased to 12 amps, to cater for the greater drain on your battery, due to thicker oil on starting and whilst driving at lower running temperatures; shorter journeys and the possible use of your headlights.

To increase the charging rate, lift up the off-side bonnet and unscrew the clamp holding the cover over the rear of the generator. Slip the cover rearwards to expose the brushes and commuta-

tor. You may have to disconnect the cable from your voltage regulator and unscrew and remove the brass oil reservoir at the rear to do this.

Now lift up the nearside bonnet and you will see exposed, two brushes on the commutator. The one nearest to you is the "third brush". In order to increase the charging rate, you should move the third brush in the direction of rotation of the commutator i.e. towards you. Make sure you move it by the brush holder and not the carbon brush itself, which might break. A move of about a third of an inch should be sufficient to raise the rate from 10 to 12 amps.

GREASE NIPPLES

Whilst at the National Classic Motor Show, Mark Turner managed to source suitable grease nipples, using the ones off the Model Y display chassis as examples. They can be supplied by:-

A & R Sheldon
33 Bramhall Park Road, Stockport,
Cheshire SK7 3JN

The thread is a 1.8 x 28 BS Pipe and the stock numbers and prices are as follows:-

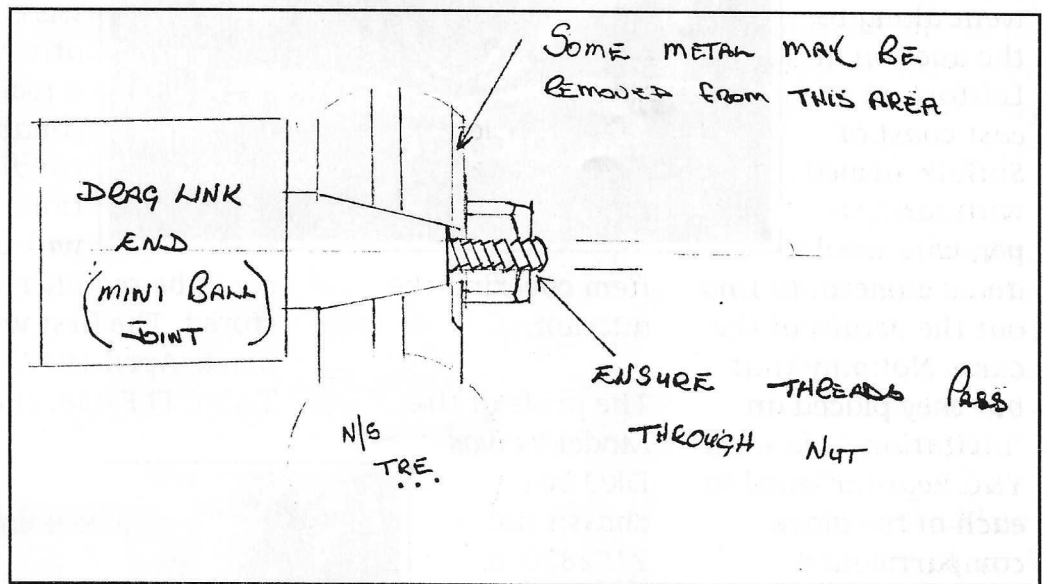
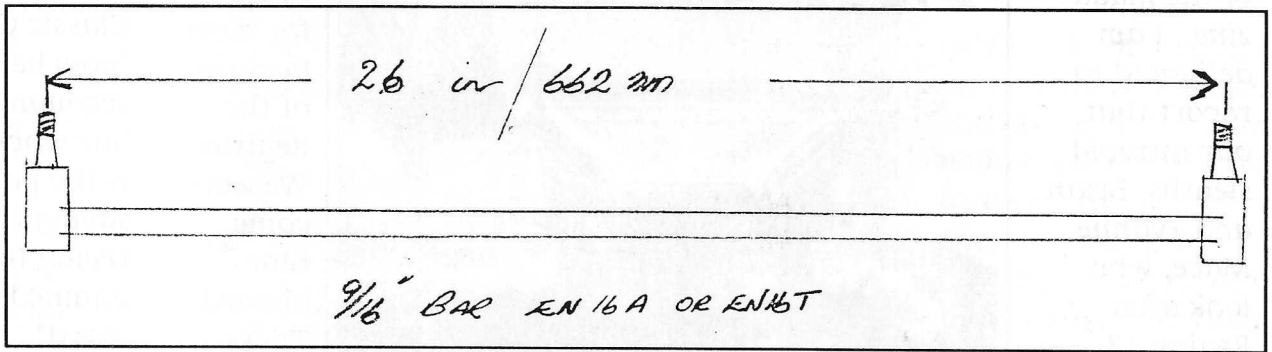
90 degrees nipple	616990	0.54 each
45 degrees nipple	616945	0.60 each
Drive in nipples for shackles	201608	0.38 each

I don't have the stock number or price for the straight threaded nipples (for the brake cluster), but I'm sure they can supply.

Sam Roberts

STEERING DRAG LINK

As replacing worn drag links becomes all but impossible using original parts, why not make your own link using modern ball joints, which will last forever. Using two mini track rod ends and 2 ft of 9/16 steel bar of an EN16T or EN16A grade, this will guard against flexing and frac-



ture. Thread bar to achieve 26 inches between ball joint centres. When fitting the drag link check that the nyloc nut does actually go fully onto the threaded section of the ball joint pin. This may not be a problem on the steering box drop arm, but at the track rod end it could be. At worst you may need to reamer out the taper or if the difference is slight remove metal from the nut side of the taper to gain that depth in the nut.

Stuck for offside track rod end? try a 100E and maybe a 105E or Cortina Mk1. A slightly larger ball joint that will fit with no problems.

Geoff Dee

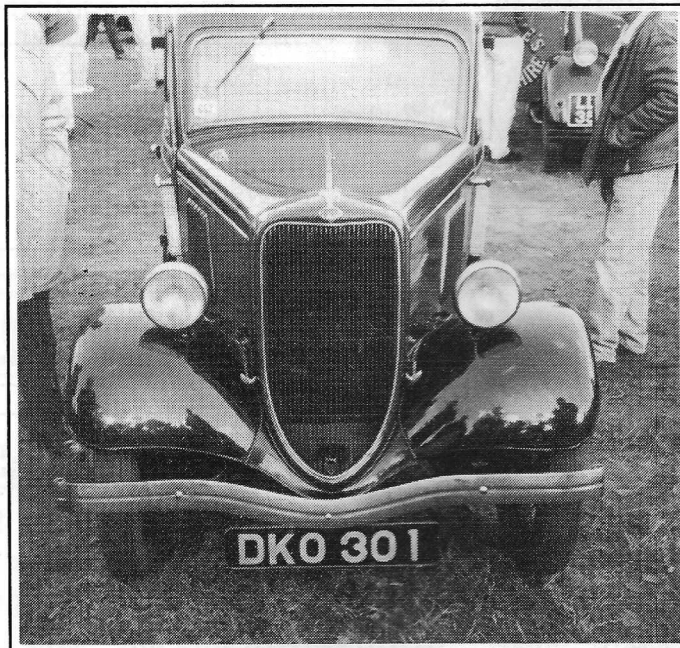
CLARKE & SIMPSON'S AUCTION

3rd/4th NOVEMBER 1995

I reported the pending auction of no less than five Model Ys in the last issue of the magazine. I am delighted to report that our intrepid sleuths, Brian and Yvonne Mace, who look after Region 13, went along to the auction at Leiston, on the east coast of Suffolk, armed with sandpaper, wire wool and a camera, to find out the details of the cars. Not only that but they placed an "Invitation to join the Y&C Register" card in each of the glove compartments!

The cars, which were only five of 168 vehicles up for auction, were part of the collection of the late Pat Keeble of The Garage, Theberton. The son, John, who now runs the garage, obviously did not inherit the love of these old cars from his father. The auction was well advertised, both in the classic car press (where I saw it) and

on Anglia Television. Brian also sent me a video clip of the news



item covering the auction.

The pride of the Model Ys was DKO 301, chassis no: Y152870, a green and black, road-worthy Tudor of September 1936 vintage, in immaculate condition and boasting a very neat boot, which is written up elsewhere in this issue. I understand that this car did not reach its sale price

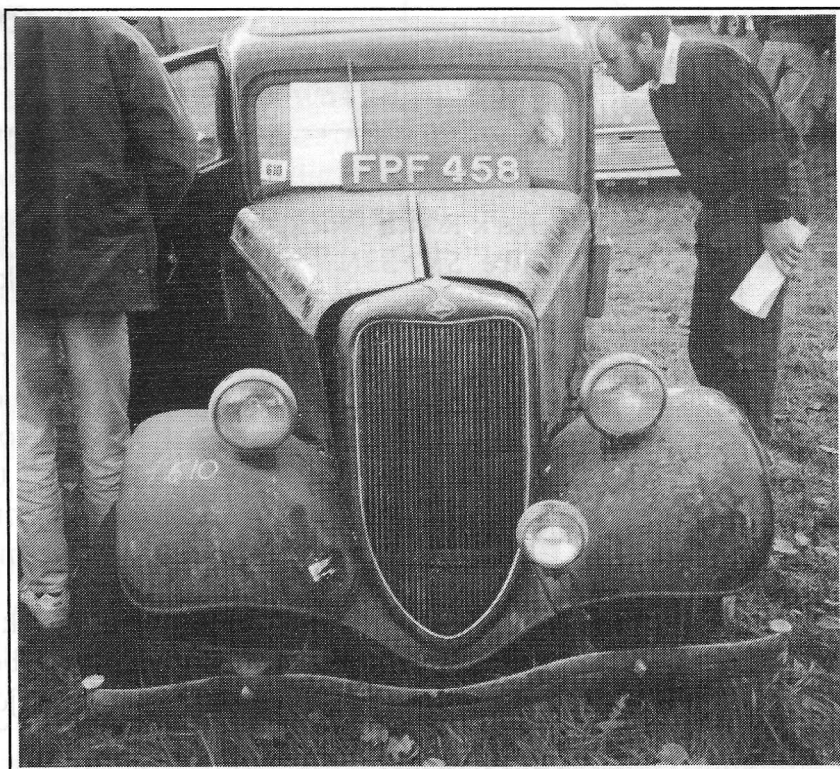
in the auction and, as a result, John Keeble has kept the car and

has applied for membership of the Register. We welcome him aboard. There were two others in a reasonable condition, which

could be readily restored. The first was a black, April 1937, Tudor, FPF 458, chas-

sis no: Y183288. This car has since turned up at David Howard Cars, near Romsey, and advertised in *Classic Car Weekly* as "now being recommissioned in our workshop", which is the polite way of saying that "we're trying to get the damned thing to start!"

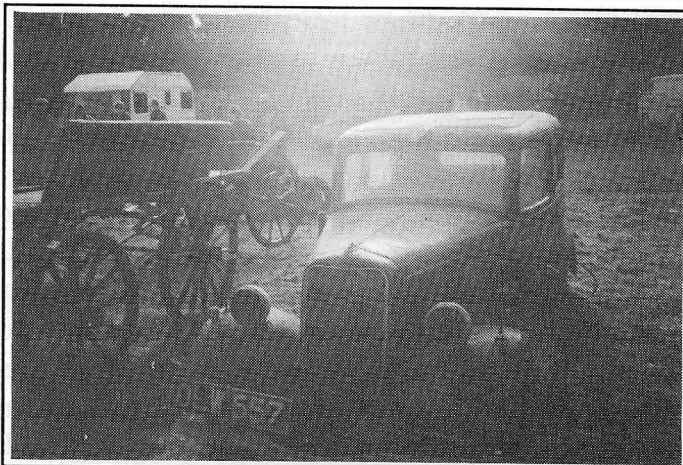
The second one, a later Tudor of February 1937, DLW 557, chassis no: Y172945, sat alongside an old farm cart, vying for the attention of the bidders. This had the remains of an aerial above the windscreen.



I wonder if it has had, in its time, one of the special Model Y radios installed in the glove compartment. I have yet to see one in the flesh. The remaining two cars were looking very sorry for themselves, but were eminently restorable in the right hands. CVB 31, chassis no: Y196947, manufactured in July 1937, and a local Ipswich car, PV 4427, chassis no: Y189727, of May/June 1937 sat alongside one another looking forlorn.

The hunt is now on to find out who bought the cars. As I stated, only one has, so far come to light. Potentially, we have five new members of the Register! If any of you are aware of the whereabouts of these cars, please let Bob Wilkinson know. My thanks to Brian and Yvonne Mace for a good bit of detective work.

Sam Roberts



I received from Sam Roberts an inquiry about the French built Y Ford but I am sorry to say that we, here, are very poor of informations about the pre-World War 2 period of Ford Asnieres.

In fact Ford became SIMCA in the sixties and as far as I know nobody take care of the Ford archives when the change take place. I fear the majority of them were threw away. French factories responsables are not interested by industrial archives, thrust my own professional experience.

Nevertheless you'll find enclosed copy of the few infos I get side but I regret nothing precise about Y French production.

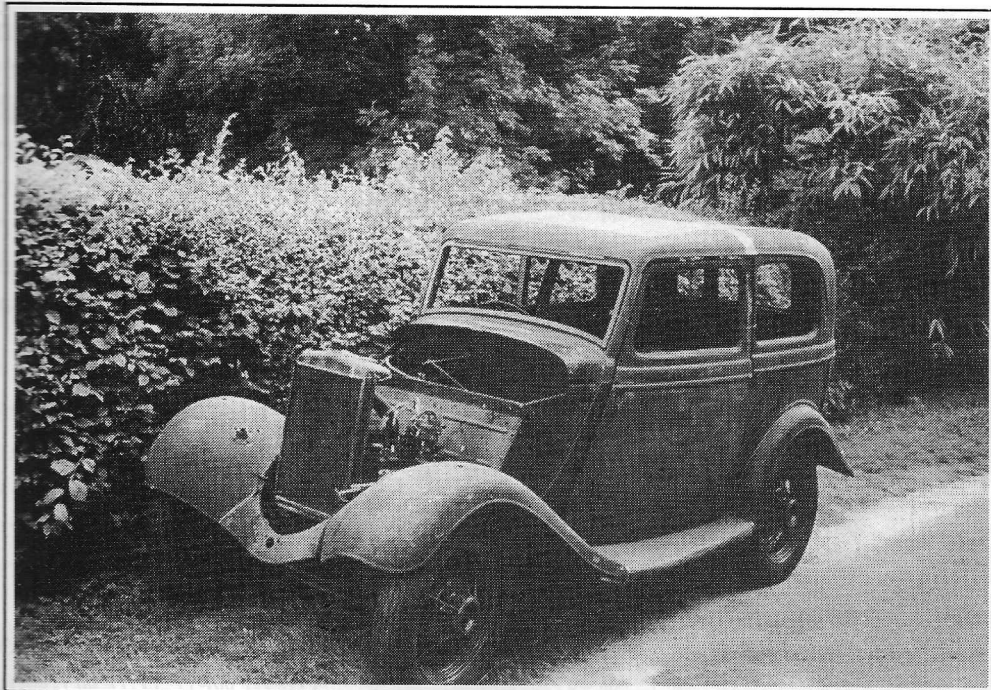
In an other hand I enclose pictures of an Y Ford NO: 126 right hand drive with the first planetary steering box: probably one of the first cars imported from England. Maybe some of your friends could be interested by as it is a very early model.

It is restorable and mechanically complete with an important body work. I could leave it at 600. It has no registration documents.

THE FRENCH CONNECTION

In my continuing quest for Model "Y" and "C" archives, I wrote to Bernard Martinet, a Register member in France, to see if he could find any archives relating to the French Model "Y"s, which were assembled at Asnieres, just outside Paris. Bob Wilkinson received the following reply (I wish my French was half as good as Bernard's English!):-

"It is always a pleasure to receive, read the Club Bulletin and that way keep in contact with the little Ford fans.



Ford
 Type Y
 No. 126
 Motor 2018

Could it be that this was the 126th Model Y to be exported to France in a "knocked down" kit form and assembled at Asnieres? I cannot think of any other reason for a Ford plate to be affixed.

As you can see from Bernard's letter, the car is for sale at only 600 and is complete and restorable. If we have an adventurous member or two, who would like to take a trailer through the Chunnel on "Le Shuttle" to collect the car and take on its restoration, please let me know and I will liaise with Bernard. If, as I believe, it is a French assembled car, it is the first that has come to our notice.

Sam Roberts

My own Y is not finished as I had problems with the specialist where it was for restoration. I had to finish it now and hope it will be ready for spring as I would run with, maybe to England.

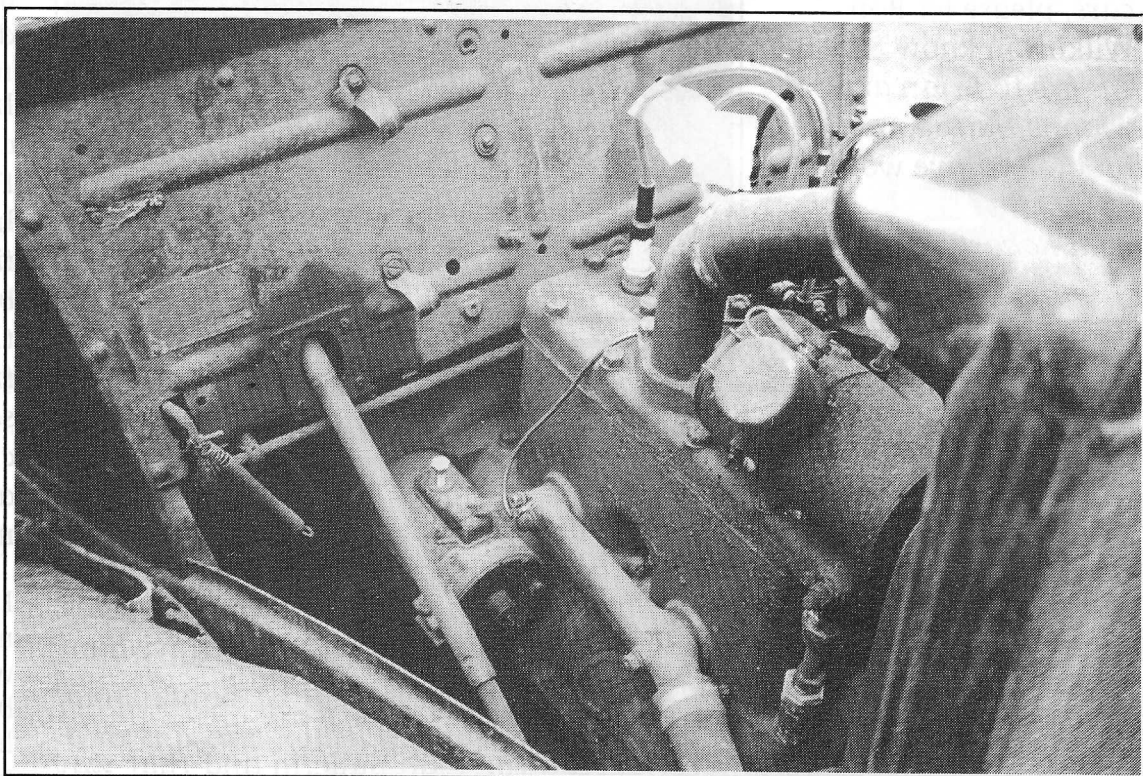
Please Bob transmit my greeting to all your surrounding Y fan."

sis number is Y 2108 and the body number 135/2017, probably built in September 1932, the month after the start of production at Dagenham.

What is interesting, is the number 126, which appears on a large brass plate on the bulkhead with a Ford logo at the top. The plate reads:-

So there we are; no French archives from Asnieres. However Bob and I were very interested in Bernard's "find" of Model Y No: 126, which, if it were correct, would be the earliest one on the register.

I wrote to Bernard for more information on the Briggs Body and chassis/engine numbers. Regrettably, it would seem that, although it is a very early car, the chas-



"Bulkhead showing brass plate below the Briggs body number."

A VISIT TO DAGENHAM IN 1932

(PART 2)

In the last issue we followed Maurice Sampson's tour of the, then, new Dagenham plant, as described in the July 8th 1932 issue of "The Autocar". In Part 1, he described the massive exterior, the largest ore yard in the country and the huge power house chimney:-

"Now we can leave these dizzy heights and escape from the colossal and impressive mechanism which deals with ore in its initial stages of manufacture. Out of the mixer, as I have said, the smelted iron has passed to the most modern electrically heated furnaces, where, with the steel ingredients added, it is brought up to the correct temperature and passed automatically in ladles to the foundry.

Foundries to most people who have seen them convey a picturesque scene reminiscent of Dante's Inferno, but the very modern foundry equipment, as exemplified at Dagenham, is to the eye almost devoid of attraction. You cannot see any leaping flames or those magnificent orange and scarlet tinges of flickering light as molten metal is poured from ladle to mould. You cannot see men hot and grimed with their laborious work directing the molten current. Everything is done automatically and nearly everything is out of sight.

The floor is clean concrete devoid of dust or sand. There is no noise, no heat, no bustle.

The moulds are filled automatically, and are then put on to an endless conveyor which brings them along to the required spot where the castings can be knocked out. On these particular spots mechanism collects the sand, takes it instantly to an under-floor conveyor, whence it is carried back to be remixed and resifted ready for a fresh mould.

The capacity of this foundry is such that the complete castings for engines, clutch parts, and gear boxes can mount to at least 1,500 a day, and here, marvel of marvels, and more evidence of profound faith in the future of the automobile industry in the Old World, is complete provision for the whole apparatus to be doubled. Indeed, work is already being carried out to this end.

The rate of progression of the casting to the time it leaves the conveyor to be knocked out of the mould coincides with the period required for settling and cooling sufficiently in the sand. One has only to examine a casting of, for instance, a Ford cylinder block to realise how perfectly this plant carries out its work. As the castings become cool enough to handle, they are placed on travelling tables which bear them off to the machine shop.

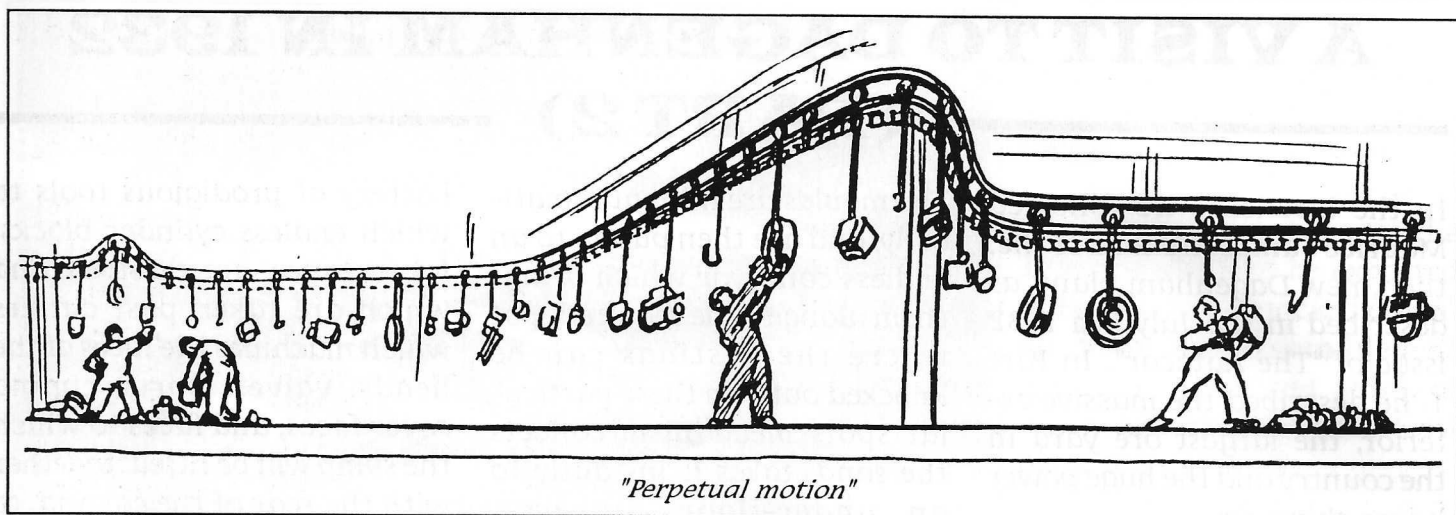
Here are batteries of the very latest tools for dealing continuously, expeditiously, and accurately with castings. There is a

battery of prodigious tools to which endless cylinder blocks, for instance, are clamped, and which are taken past cutters which machines the faces of the heads, valves, ports, timing cover faces, and faces to which the sump will be fitted, together with the rear of the casting, to permit a perfect joint for the clutch housing.

Here are at least five faces being trued up at once, and surely it is a very wonderful testimony to the skill of metal mixers and founders that so soon after leaving the mould metal can stand this drastic treatment.

One of the secrets of rapid and successful component production in a modern factory is to time the sequence of operations to coincide with those coming behind and those going in front. In other words, the foundrymen must supply the machine shop with the rough-casting, and the machine shop must deal with and forward the faced-up casting to the drilling machines waiting for them, so that no one is unduly hurried and no one kept waiting.

This synchronisation of operation is the real marvel of mass production, because actually cars are being completed at almost exactly the same speed as a casting is being made, and all the subsidiaries, such as wheels, electrical apparatus, bodies, radiator making, and the hundred and one other jobs connected with a car, are being car-



ried out independently at some point remote from the smelting of the iron, and must all proceed to their final destination at an even rate of flow if large-scale production is to go on economically and smoothly.

In these Dagenham works the operation clock never seems to vary, and one can dart about from point to point in the works and find this regular and, to the eye, uneventful flow proceeding as though the whole process of making a motor car was about as simple as cooking a three-course meal.

Now, having seen our castings safely disposed of, let us have a look at the progress of the "doings" to go inside them.

Into the engine casting must be fitted crankshaft, camshaft, con-rods, pistons, and timing gears; the clutch must be put into its casing and gears into the box, and the trinity then bolted together.

Crankshaft and camshaft grinding follow usual practice, but it may interest you to know that the two multi-gear hobbors cost a trifle of five thousand pounds apiece. Into the capacious jaws of these behemoths are fixed the blank gearshafts with their appropriate wheels not yet having cut their teeth. Almost incredibly quickly these great Cleveland machines begin to cut and form the teeth. The mechanism of the cutters revolves, and by the time the shaft has performed one revolution or lap of the course, about twenty feet, it is a complete and perfectly formed gearshaft. It is taken off and passed to the near-by viewer, who gauges it for correctness of pitch and overall dimensions, and it is whisked off to be fitted into its box.

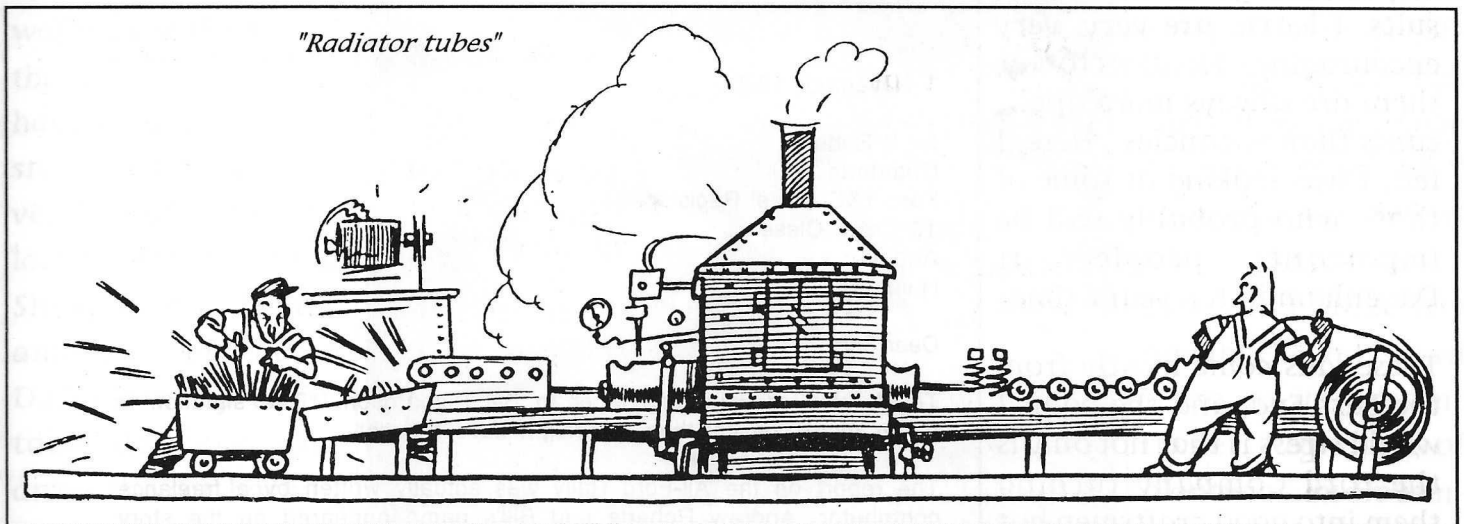
There is one detail in which the Ford engine is, so far as I am aware, unique. The half-time wheel in the timing gear is made of bakelite. Bakelite starts life as a fine powder, and the casing of ignition coils and the neat little gearing on the top of a steering wheel for finger-tip control of the lamps and ignition are well-known examples of bakelite construction. The powder is heated up and die-cast in a mould. It may be coloured to choice. The Ford half-time wheel is coloured yellow and the blank is diecast and then machined up as regards its final shape, and has its teeth cut on an ordinary gear-cutting machine.

Bakelite seems an unusual material from which to make gear wheels, but it possesses the qualities of great toughness and silent running, and I was assured that if any part of the engine may be said to "last for ever" it is this half-time gear wheel.

All around us are other huge and small tools remorselessly weaving each its own particular part. Two of the most interesting are the radiator tube-making machine and the automatic welding apparatus. On the latter is carried out the welding of axle tubes and radius rod ends and edges, and the speed this machine works at is one of the wonders of Dagenham. The part is slipped in, the current switched on, a magnificent blaze of sparks spouts out like a super Catherine-wheel on Guy Fawkes' night, and in a twinkling a job which would take hours by hand is done, and perfectly, too. With hand welding a good deal of skill is required not to burn the metal; this uncanny implement is never guilty of such misdemeanour.

To the ordinary motor car user a radiator looks rather a box of tricks, especially if seen in part-section. When you see the Ford radiator maker at work the thing looks ridiculously easy. The tool consists of a series of rollers over which brass strips are passed, and in their passage through the rollers are folded as easily as a piece of paper into an oval tube, and, most clever of all, have their edges lapped tightly together. At the appropriate moment a knife cuts a length off the seemingly endless tube, and these cut-off pieces, each the height of a radiator, pour out into a huge box, to be neatly stacked and used as required after passing through a tinning bath.

The end plates are soldered on, and in a few minutes the radiator is complete and placed in its stainless iron shell. So quickly can this outfit function that three or four men can keep up easily with demand.



Now I am going to ask you to leave the shops and take a walk down Ford Road to see two other rather remarkable plants, but on our way let us have a look at some other matters of interest.

First of all, as we near the end of the thousand-foot-long shops we can stop a moment and look up. The windows are the attraction. All the metal framework was supplied by Hope's of Birmingham, and the special point about these windows is that they are opened and closed electrically. There are, in all, fourteen acres of glass in the Ford factory, and each seven tons weight of window is opened and closed by its own electric motor. All that is needed is to press a button, and seven tons of window begin, quite rapidly, to open. Another button causes the windows to

stay put at the required position, and a third button, when pressed, closes them.

Now look up right to the roof. The huge acreage of glass needs frequent cleaning, and to this end scientific factory design is called in. Running up and down under the roof of each bay is a cat walk, and the rail of the cat walk is a water pipe. At frequent intervals are attachments for a sprayer, so that a man going the rounds can, with a minimum of labour and in the least possible time, spray the glass in the roof. The result is that the Ford is the best-lighted factory I have ever seen, and the most scientifically ventilated.

Two other points to which I wish to draw attention lie at this entrance to the factory. The first is the "Facilities" department. This is a small shop wherein a sort of super service expert is devel-

oped. As soon as a new Ford model appears, one or two examples are taken here, and the professors in charge take them all to pieces, and get out the correct procedure to be followed by service stations in dealing with the model.

As, after years of one model, the Ford Company has been rather prolific of late in getting out new ones - witness the 8 h.p., the A and AF, and the new V8 - "Facilities" has its hands full. It is here, also, where they deal with any little derangement of a newly delivered car. Suppose your Ford dealer has left the factory with a new car and halfway down Ford Road it stalls - mind you, I said "suppose"! - the dealer takes it to "Facilities"; it is a bright, cheerful department with a detached, aloof, and almost cloistered calm.

Next door is another educational department. If "Facilities" represents the university education part of the works, this one may be called the preparatory school. Here the Ford Company trains boys. There are fifty youngsters from the age of fifteen undergoing instruction at a time. They have a thorough machine tool and drawing office training, under firm, wise, and kindly direction. They can go on to specialise in administrative or other work. They pay no premium; on the contrary, they are paid sixpence

an hour from the moment they join, this rising as they progress. They can leave if they want to; if unsuitable or slack or uninterested, they can be dismissed. The boys are mostly from humble homes. Ford is giving them a great opportunity to make good, and the results, I learn, are very, very encouraging. Needless to say, there are always more applicants than vacancies. Here, I felt, I was looking at some of those who probably will be important people at Dagenham in ten years' time.

These lads come mostly from the East End, and the point I would stress is that not only is the Ford Company turning them into good craftsmen but is instilling into them the virtues and profits accruing from becoming good citizens.

While on the matter of the human side of the enterprise, I would like to mention one other little matter. There are excellent shower-baths and splendid hot and cold washing arrangements and lock-up cubicles for the operatives. Everything possible is done to make every man take a pride in himself as well as in his work. It is common knowledge that wage rates are high here.

There is no work on Saturdays or Sundays, but operatives can earn a very liberal wage on five days a week. Working hours are from 8 a.m. to 12 noon and from 12.30 p.m. to 4.30 p.m. A canteen provides excellent meals at very low prices, and mid-day meals are brought round on large dinner wagons to suitable spots up and down the works. Everything possible is done to make work as little laborious as possible. Healthy employees mean good work."

CLASSIC CAR WEEKLY

Bushfield House, Orton Centre,
Peterborough PE2 5UW
Tel: 01733 237111 Fax: 01733 239527

1 November 1995

Mr S Roberts
Chairman
Ford Y&C Model Register
16 Croye Close
Andover
Hants SP10 3AF

Dear Sam

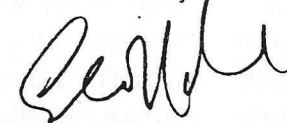
Thank you for your kind letter to Bill Richardson. The situation is rather more comical than you might have thought.

The report on the All-Ford Rally was actually written by a freelance contributor, Andrew Roberts and Bill's name appeared on the story as a result of a mistake by a freelance casual sub-editor! Unfortunately, because of the speed at which we put our news pages together, this wasn't spotted on press day. In short, we are all guilty!

As someone who travelled thousands of miles in a four-door Model C in the late Fifties I should have been aware of the correct designation.

Anyway thanks for your continued interest in Classic Car Weekly. Don't hesitate to ask if you think there's any way in which we can help the Register.

Yours sincerely



GEOFF BROWNE
Editor

I thought you might like to see the response to my letter, published in the last issue, complaining about "Y Types" and "C Types" in CCW's report on the All Ford Rally.

MEMBERS' CARS

Reg Hunt's Model Y shortrad - CG 2698

This car, featured on the back cover, is the earliest known Model Y on the road. With a chassis number, Y982 and a Briggs Body number, 135/968, the car came off the Dagenham production line within a month of production com-

mencing. You will notice that there is no guttering along the sides of the roof, just a lip to redirect the rain-water over the top of the doors. The car also has the early epicyclic steering box. In November of 1932, the local garage owner in Shedfield, near Southampton, went up to Dagenham by train, took delivery and drove the car back to Shedfield, where it had

been ordered by Arthur Fletcher. The

car was registered on the 3rd November and after a few lessons by the dealer, Arthur "was on his own to enjoy the pleasures of motoring. Wages in those days were: unskilled; 35 shillings a week and skilled; 3, but petrol was 1s 3d; a brand called Regent. There was also Pratts, Readline and Shell. The journeys made from 1932 to

1960 were many, only interrupted from 1939 to 1942 by the Second World War, when civilian cars were immobilised."

With 153,922 miles on the clock, Arthur took CG off the



"The two oldest Model Ys on the road at Abingdon - 1987"

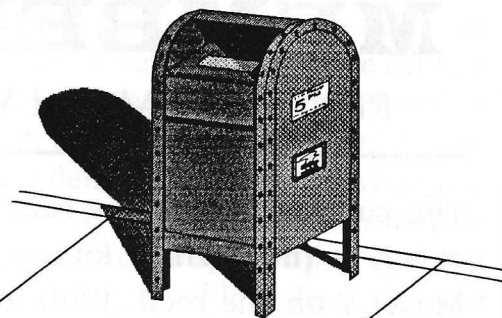
road in 1960 and stored it in an old stable. There it stayed until 1986, when he and a friend decided to restore it. With the help of the Y&C Register for spares, re-registering it with the DVLA and obtaining insurance (Arthur was 79 at this stage) and some major strengthening to the chassis, the car passed its MOT and made its first public

appearance at the All Ford Rally, in Abingdon, in 1987 - quite a drive for a 79 years old in a just restored old car! Purely by coincidence, Arthur parked CG alongside the second oldest known Model Y on the road, the beautiful Abbey tourer, YY 7475, then belonging to Eve Chapman, but now in the ownership of Michael Bell.

Regrettably, Arthur died in August, 1992, aged 84. In his will he expressed the wish "that the two Y Model Fords should be offered for purchase at current market value to members of the Y club" - he also owned OW 2570. Peter Ketchell initially bought CG and passed it on to its present owner, Reg Hunt, of Nantwich, in November 1992. Reg has steadily improved the condition of CG, with-

out destroying the originality of the car and has driven it many miles, attending many rallies. The photograph on the rear cover was taken by Liam Tomlinson at the annual gathering in 1995 at the Crich National Tramways Museum.

MEMBERS LETTERS



I thoroughly enjoyed your article in the Aug/Sept 95 issue of the Transverse Torque on Starvation by Evaporation. It brought back memories of a couple of summer trips we took here in Las Vegas. I couldn't figure why I would be running along just fine, and then Betsy would spit and sputter and die. My first thought was bad gas (petrol) because I have to run on unleaded. But, this problem only occurred during the summer months. I then decided it was an evaporation problem and commenced to query some of the other members in the Model A Club I belong to. Surprisingly enough I got the same suggestions you had in the 'WILKY WAY'. I tried wrapping the fuel line between the pump and carb with aluminum foil also. I still had the problem. I would have to fill the carburettor bowl with gas to get it started again. For some reason, I still don't know why. I took off the top of the fuel pump and found it to be bone dry. The fuel was vaporizing before it got to the pump. I had to reroute the fuel line away from the exhaust pipe. I did this by running a rubber fuel line from the tank, up the drivers side of the chassis, in front of the radiator, and into the fuel pump. This seems to have solved my problem. I must admit I opt for number 7 in your list when it is too hot.

I did get a chuckle when you mentioned other countries that get hotter than the UK. Don't leave out the few here in the colonies. Our temperature here in Las Vegas can get anywhere between 110-120F (38-48C) in the summer, and our summers last from May to Sept.

Once again I really enjoyed the article. We plan on coming over for the All Ford Rally in 1996. Hope to see you all then. May God watch over you as you motor your way through life.

Dick & Kathie Sterett (Las Vegas USA)

THOUGHTS OF VAPOUR & HOT AIR.

I read with interest the articles on fuel vaporisation in recent 'Transverse Torque' editions - there has of course also been mention of this subject in the FSOC 'Sidevalve News' - and the Chairman's Newsletter request for articles. Sam Roberts' sentiment that 'some ways of overcoming the effects of overheating did not address the cause' is one with which I concur. At the risk of getting up some peoples noses with dogma, I reckon that under most circumstances the problem should not occur, and that many of

the remedies tend to treat the symptoms and not the underlying disease.

As the problem is I suspect probably more prevalent in the later vehicles, I will refer to other models as well. I'm sure that there are many of us, such as myself, who are lucky enough to have more than one. My model Y ownership only goes back eleven years or so, but mainly summer motoring, and particularly on the hotter days. I have never ever suffered vaporisation in the 'Y' even in traffic, or in the 2 or 3 summers ago, when some companies produced slightly too volatile petrol which caused trouble to a number of vaporisation-prone older vehicles. This is not to say however that I have never experienced the bane of vaporisation in sidevalve Ford! It seems that in some instances there is a multifactorial origin and this can be confusing, with several minor synergistic faults. As such, a number of items must be investigated, logically and NOT IN ISOLATION. So perhaps I can suggest some solutions (without guarantees!)

Basic matters must be checked first. 1- I would recommend verifying the ignition timing, and ensuring that the spark plugs are of the correct heat

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?)	£ 5-50 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 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 included)	£ 60-25 each
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	NO STOCK AT PRESENT
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	£ 19-25
Door stop buffers	£ 2-30 each
C Front Axle beam stop rubber (Metal on request)	£ 7-75 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	SUPPLY SUSPENDED
Y under bonnet kit	£ 10-00
Steering joint dust cover	£ 1-20 each
Engine mount - exchange	£ 5-90 each

ELECTRICAL

Headlamp lenses late curved diamond (RE-PRO)	£ 12-00 each
Headlamp lenses. Both intermediate model type (flat)	£ 10-50 each
Headlamp Magnaflex Bars (diamond shape)	£ 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	SUPPLY SUSPENDED
LR Model Rear bumpers chromed	£ 105-00 each
Bumper bar bolts (oval shape)	£ 9-50 pair
Bumper bar end caps chromed LR/ SR	£ 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)	ON ORDER
With steel mounting brackets. Adaptable for SR	
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
LR Wings nearside front genuine Ford new old stock	£ 135-00 pair

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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 -

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)

range. If so, is the insulator the correct colour? (Observe the right procedure in turning off the engine. The idling mixture is a little richer than running at higher speeds. NB. This test is not reliable with a number of other engines and more modern units.)

2- Make sure there is no unduly lean carburation. A quick grovel underneath to observe the colour inside the exhaust pipe after a good run may be useful. Whilst underneath, check that the fuel pipe is well clear of the exhaust. (More of this later.) Matters here include tightness of manifold to block, carburettor to manifold, wiper motor tube tightness and integrity and indeed the hot-spot area or even with distortion of the carburettor body affecting the fit of the float bowl, Are the main and compensating jets of the correct size? Owners have been known to experiment with smaller jets in the cause of (false) economy. If in doubt use a 'colourtune'.

3- Make sure the cooling system is in good order. A choked radiator is never a satisfactory thing but I would maintain that if everything else is in order vaporisation should be unlikely, and boiling more likely. I recall seriously overheating a 1955 103E (total water loss!) in 1968 or so without any hint of fuel starvation. I also remember travelling 80 miles or so from London to Ipswich in my E83W in 1977, grossly overloaded inside and on the roof rack, and towing a loaded to-axle box trailer. Everywhere that wasn't level or downhill required second gear, and the radiator (quite silted but they're big on the E83W) simmered gently for some of the way, but no vaporisation. Whilst on the subject of the cooling system the block can collect a substantial amount of silt particularly on the single inlet types and on one engine I've seen (not a Y) I think it likely that it was responsible for a substantial crack due to local overheating. This allowed coolant to leak not only to the exterior but also directly into the sump. A somewhat undesirable state of affairs.

4- The fan belt should be satisfactory. Later vehicles had the advantage of a smaller dynamo pulley (and some slightly larger fans) I don't doubt that under extreme conditions a 4 bladed

export type fan is an advantage, although noisier. A 4 bladed fan can of course be constructed easily from two standard parts. I cannot remember if I had one of these fitted when I drove a E493A entirely uneventfully through London to Shropshire one Friday afternoon on one of the hottest days of the year in 1976. A day or two later I drove it up one of those large hills in that part of the country, in the company of a fairly new Allegro which boiled profusely. The Prefect however did not, nor did it vaporise. Incidentally that car had been bought earlier that year for 25, but if I remember correctly I'd put a re-cored radiator in it before the summer.

5- On later cars, check that the exhaust manifold clamp is tight and not blowing hot gases onto the fuel pump.

6- Check that the fuel pipe is routed as it should be and as clear of the exhaust as it can reasonably be. On some it can be rather close, and runs particularly near the downpipe on the E83W. I think on this model re-routing can be an advantage. I have seen a non-standard silencer mounted to near the chassis and fuel line, a dismounted or distorted fuel line coming to near the exhaust, and on later cars broken or incomplete systems allowing the fuel line to be heated, all with predictable results, and with reduction or cessation of vaporisation with appropriate remedy.

7- At this stage carry out a rough check of fuel pump function by disconnecting the pipe from the carburettor and operating the hand priming lever. Make sure that the operating lever is off the camshaft eccentric before doing this. If petrol does not flow freely check and remedy as necessary, the filter screen and clear the rest of the system by blowing air back into the tank, If matters are still unsatisfactory the pump should be removed and repaired as necessary. There are manufacturers figures for the degree of suck and pump it should deliver, it really should be up to scratch. If however the pump seems satisfactory, because of accessibility problems I suggest proceeding as follows.

8- Check the fuel line and pump carefully for leaks. It is possible for the pump to appear to be working satisfactorily despite a small leak in the system, which may be very difficult to spot, particularly on the 'suck' side of the system. I would recommend disconnecting the pipe from the fuel tank and carburettor and expelling the fuel. Apply diluted washing-up liquid over ALL joints and flexibles, and then lightly pressurise the system with air from the tank end. Any leaks will become apparent. I've found that small fuel pump leaks can be detected this way, which were just not obvious, particularly around the filter cover edge and even around the central fixing screw. Sorting this area out can make all the difference. Also look carefully at the area of joint of the periphery of the diaphragm. Don't forget careful examination of the flexible part of the fuel line near the pump, this can become ever so slightly but significantly porous. I have a suspicion that a small leak or leaks are often the culprit.

9- Lastly and probably least, check the venting of the petrol filler cap. Now I've never known

this to be a problem on the Fords, but I did on an old Jaguar a number of years ago, which was as you can imagine diagnostically thoroughly obscure and functionally quite reminiscent of old Ford motoring.

10- Finally, if all this fails and my pontifications are felt to be so much hot air, there is exhaust lagging and pump shielding (which is more relevant to later than 'our' models)

I won't go into the various 'add-on' means of encouraging additional heat loss from the under-bonnet fuel system, nor the fitting of an electric pump, etc! But the best method of a quick return to pump function is in my experience to pour some cool water liberally over the pump. It is certainly quicker than plodding through procedures 1 to 10... and knowing how awkward sorting out vaporisation can be, it has in the past preserved mobility until circumstances permit proper investigation.

David Durrant

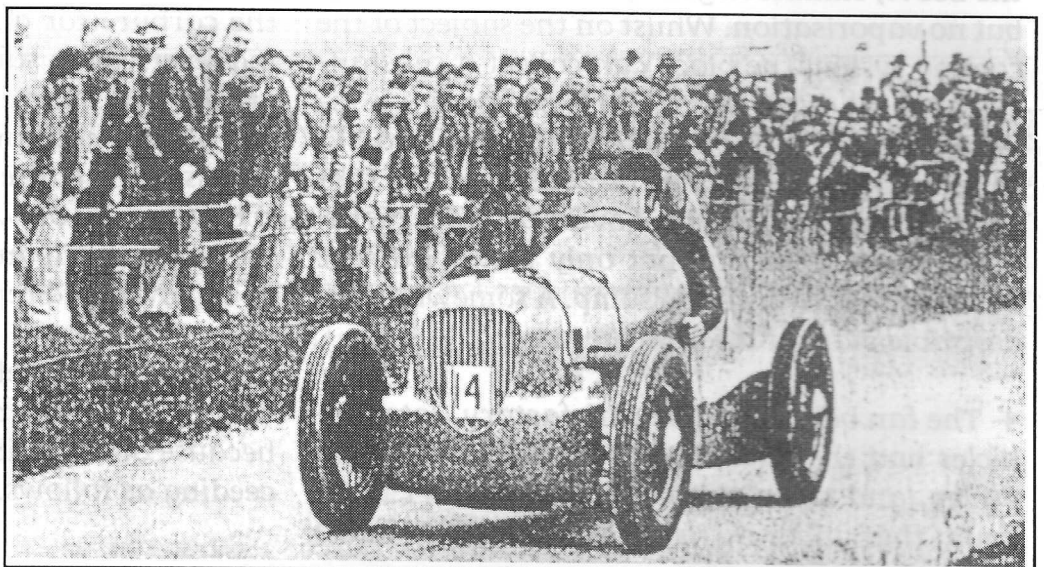
(Congratulations on the mag)

MODEL C INFORMATION REQUIRED

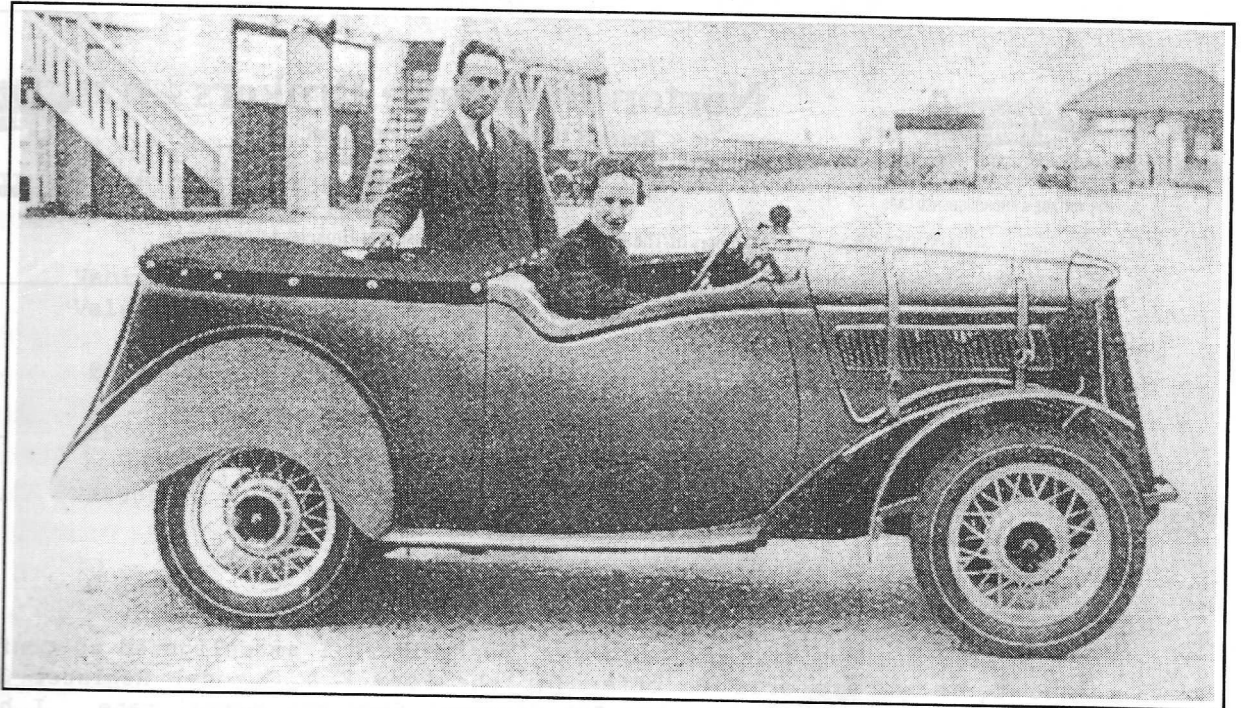
I am grateful to Tony Russell of Reigate, an "aficionado" of the later Fords and strong supporter of the Register's efforts to build up the history of the Model Ys & Cs. He has had the privilege of sifting through the archives of the late Cyril Posthumous, the pen name of a renowned motoring journalist, who died recently.

He has forwarded the following two photographs to me. The first, whose source is unknown, shows J. Eason-Gibson at the wheel of a Zoller supercharged

Ford "Ten" at the Lewes speed trials in Sussex in June 1936. His left hand is either hanging on for grim death or, more likely, is either on an external gear lever or hand brake, as there does not seem to be much room for internal controls. Questions: Does any member have any information on this particular Model C special and can anyone forward any information, diagrams etc. about the Zoller supercharger?



The second photograph appeared in the 29th May 1936 edition of *The Autocar* and shows a Miss Richmond at the wheel of M. Bilney's Model CX Tourer, which was being prepared for Le Mans. Jack Bezzant, who was a mechanic with



Aston Martin at Povey Cross and who was probably responsible for the preparation of the CX tourer for Le Mans, is standing behind the car, which looks as though it is about to go through its paces at Brooklands. Jack Bezzant also produced very attractive rallying Model Y tourers, none of which is known to have survived. You will note that both front and rear wings have been removed from the CX Tourer and replaced

by, probably, aluminium "mud guards". Even the chrome on the bonnet grilles and the hubcaps have been removed in the interest of keeping the weight down. I like the "go-faster" leather straps over the bonnet! Questions: Does anyone know how this car fared at Le Mans? Who was M. Bilney and, more interestingly, Miss Richmond?

Sam Roberts

Thanks to some hard work by Bill Ballard of the Small Ford Club, the second volume of the register of surviving Small Fords has been published. Bill eventually hopes to expand the series to four volumes as follows:-

- Volume 1 Models Y&C 1932-1937 Published by The Ford Y&C Model Register.
- Volume 2 "Upright" Models 1937-1944 Published by The Small Ford Club
- Volume 3 "Upright" Models 1945-1959 To be published by The Small Ford Club
- Volume 4 100E,300E & 107E 1953-1962 To be published by The Small Ford Club

The first (1995) edition of Volume 2, which covers the known surviving 7W "Ten"; 7Y "Eight"; E83 Commercials; E93A and E03A Prefects; E04A Anglias and E94A Roadsters costs 2.50 per volume, plus 50p postage. Please send your remittance to:-

The Regalia Officer

The Small Ford Club, 113 Woodland Gardens, Isleworth, Middlesex TW7 6LU

Note:- Volume 1 is distributed free to members of the Ford Y&C Model Register annually; usually in February. Non-members, not on our complimentary distribution list, can obtain copies of the Y&C Model register from Bob Wilkinson at 2.50 plus 50p postage per copy.

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Mr S J Roberts
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Andover
Hampshire
SP10 3AF

Date: 22/12/1995

Dear Mr Roberts

HERITAGE FORD Y & C MODEL REGISTER INSURANCE SCHEME

After further negotiations with our Underwriters I am delighted to confirm that the terms we are able to offer for the Ford Y & C Model Register Insurance Scheme amount to an effective 50% discount from our normal rate. I have been able to convince the Underwriters, Ibex Motor Policies @ Lloyds, one of the most respected Lloyds Syndicates, that the Register cars represent a much lower risk than many newer or racier models, and what a perfectly splendid lot of drivers your members really are! They are, aren't they?

Our standard policy automatically includes a full Breakdown and Recovery Scheme anywhere in the UK - Heritage Classic Rescueline, on a Freephone number. We can now offer your members a premium of only £78.32 including Heritage Classic Rescueline for any Model Y or C value up to £5000 for 3000 miles per year. Excluding the Heritage Classic Rescueline the premium would be £65.87. All premiums include Legal Expenses cover and Insurance Premium tax.

The policy will automatically include a salvage clause - you would never lose the salvage if your car is written off. Unlimited windscreen cover is included and the policy carries a £100 excess.

We offer particularly attractive terms for more than one car sharing the same limited mileage, and now we have all benefited from the Chancellor's largesse - free road tax, this is very relevant to a second car normally laid-up. It can be insured on the same policy at no greater cost than laid-up insurance and share the mileage if required. I give below a number of examples of premium costs.

I confirm that we will make a financial contribution to Register funds each year for every policy. These special rates will only be available to Register members and the success of the scheme will obviously depend on support from your membership.

The Heritage Ford Y & C Model Register Insurance Scheme will be administered by Justin Gould who will be pleased to answer any queries or confirm individual quotations, but I or any other member of the Classic Car Department are always available. To qualify for these special terms your members will be required to quote their membership number.

Best wishes to you and your members for 1996.

Yours sincerely

C J E Wilkinson ACII ABIIBA

FORD Y & C MODEL REGISTER SCHEME

HERITAGE FORD Y & C MODEL REGISTER INSURANCE SCHEMEMILEAGE LIMITED TO 3000 PER ANNUM

	Vehicle Value	Premium Including Legal Expenses Cover	Premium Including Heritage Classic Rescueline
1.	£3000	£65.87	£78.32
2.	£5000	£65.87	£78.32
3.	£8000	£81.25	£93.70
4.	£7000) 2 + £3000) Cars		
Total	£10000	£95.48	£113.70
5.	£5000) 2 + £3000) Cars		
Total	£8000	£86.25	£104.70
6.	£3000) 2 + £3000) Cars		
Total	£6000	£78.05	£96.50

MILEAGE LIMITED TO 5000 MILES PER ANNUM

1.	£3000	£85.35	£90.63
2.	£5000	£98.68	£111.13
3.	£8000	£118.15	£130.60
4.	£7000) 2 + £3000) Cars		
Total	£10000	£136.48	£154.93
5.	£5000) 2 + £3000) Cars		
Total	£8000	£123.15	£141.60
6.	£3000) 2 + £3000) Cars		
Total	£6000	£109.83	£128.28

THE NATIONAL CLASSIC CAR SHOW NEC BIRMINGHAM - 11th/12th NOVEMBER 1995

Our most prestigious show yet and we were runners-up in the best stand award for clubs with between 250 and 750 members! Congratulations go to Geoff Salminen, aided by Geoff Dee, for designing and preparing the stand. 100 car clubs took part in this growing exhibition, which filled both Halls 1 and 2 of the massive NEC complex.



"A proud Geoff Salminen on the regalia stand, with the award."

Of the four exhibits we had on the Register stand, by far the most popular with the punters was the cut-away display chassis belonging to Dave Tebb (display chassis no: CC/SMD 17). The cut-away chassis were prepared by the apprentices at Dagenham as an exercise during their four year apprenticeship. After completion, the chassis were donated by the Ford Motor Company to technical colleges, mainly in London, for instructional purposes

in their science departments. The origin of Dave Tebb's was unknown, as he came across it, about ten years ago at an autojumble, where a dealer was selling the non cut-away parts as spares! Dave realised what he had stumbled across; rescued it and restored it back to its late 1935 ex-apprentice specification. However, out of the NEC show, may come the name of the technical college to which it was donated. One visitor recognised the chassis as the one at his school in Bradford, which is only a stone's throw away

from where Dave Tebb attended the autojumble. The visitor remembers one of the masters at the school trailing the chassis up from London. He is going to try to trace the master and find out from which school he obtained it.

The theme of this year's National Classic Motor Show was "100"; 1995 being the centenary of the motor car in England. As our contribution, we

displayed Geoff Salminen's beautifully restored 100, 1937, Ford Model "Y" black Tudor (which, by then, had been tagged "The Popular"). This appeared on the back cover of Issue 96 of the magazine. Parked on grass-green carpeting, it was separated by an attractive pot-plant from the two-tone grey 1936 Fordor Model CX saloon, ex Dave Curtis, and now owned by Mike Yarm of the Windmill Collection, a classic car dealership in Birmingham. Mike gave us a fright a few days before the show by announcing that he had sold it to an Irish-

man, who wanted to ship it immediately to the Emerald Isle! Dave Curtis was immediately contacted and agreed to provide his Model CX Tourer for the show - thanks Dave. However, fortunately for us, but less fortunate for Mike Yarm, the Irishman pulled out of the deal, so we reverted to the original plan.

The final exhibit was my 1934 Model Y Kerry Tourer, which I drove the 120 miles up from Andover on the Friday; the last 30 miles on the M40/M42 in pouring rain - not nice! Mark Turner, who owns the other roadworthy Kerry, was grateful; spending the whole of the Saturday taking bits off my Kerry and the display chassis, to find equivalents on the autojumble stands. Who says we don't help our members! The NEC finished on a high as far as I was concerned. Some of you will remember that, early in 1995, I reported that Neil Loran, a member who works for a Vauxhall agent, was attending a course at Luton and strayed into the Vauxhall Heritage Centre and tripped over one of the restorers, by the name of Ray Cooper. In true Y&C

Register style, they started talking Model Ys. The following day, when Neil took in his photographs, Ray Cooper recognised my Kerry (at Stanford Hall in the photograph) as the one he used to own in the '60s. Bear in mind that I had no clue as to the history of the Kerry, having bought it as a wreck from a couple of lads in north London in 1986. Ray knew its history from new and at the NEC, whilst visiting to collect a Vauxhall Heritage Centre veteran, came over to the Register stand and, not only looked longingly over the Kerry, but wrote out the history of it for me! I have since been contacted by Classic Car Weekly to do a reunion article with Ray Cooper. Watch this space!



From left to right: Geoff Salminen, Bob Wilkinson, Geoff Dee, Sam Roberts and Peter Brooke on "the stand with the straw hats"

Back to the start of the show, we signed up our first new member, Terry Lee, on the stroke of opening time on the Saturday. The stand team of "The Two Geoffs", Bob Wilkinson and myself, joined later by Peter Brooke; smartly turned out in grey flannels, Y&C sweatshirts and Panama hats, kept the visitors engaged as they reminisced on by-gone days, when they owned Ys and Cs. there was a continuous stream of members, ex-members, owners of new cars to the register and enthusiastic visitors from all over the country, who kept us busy over the two days. The awards ceremony was held after closing time on the Saturday in one of the function suites. Not only did we win the Classic Car magazine trophy for the stand, but Footman-James donated a bottle of red and a bottle of white to each club taking part! The white kept Bob, Peter and myself in high spirits in Bob's camper on the North Lorry Car Park that evening! Shirley, Bob's wife, was presented with the red for her brilliant menus and instructions to Bob, which kept the inner men satisfied. It's a good job "The Two Geoffs" don't drink!



Visitors to the stand included:-

- | | |
|---------------------------------|--------------------------------|
| Philip Albers - ex member | Tom Price - member, S. Wales |
| Andrew Barr - member, Scotland | John Pullman - ex member |
| Derek Birch - member | Tim Spray - ex member |
| Norris Bradley - new member, NI | Liam Tomlinson - member |
| Alan Flintoff - member | Dave Turner - author |
| Ivan Ford - ex member, NI | Mark Turner - member |
| Doug Hickson - member | Barry Vincent - new member |
| Bert Hopkins - member | Barry Whitworth - member |
| Terry Lee - new member | Tom Wilson - potential member |
| Jim Norman - Chairman FSVOC | Shirley Wood - Secretary FSVOC |
| Tony Parker - member | Mike Yarm - member |

Sam Roberts

1996 - THE CENTENARY OF HENRY FORD'S FIRST CAR

It was Christmas Eve, 1893. Henry finally had his first engine ready to run. It looked something like a toy cannon mounted on a board. The cylinder was a piece of gas pipe a repairman had left behind. Henry had made a plug for one end, drilled a hole and squeezed in the end of a piece of wire, which was to make and break contact with another end of wire in the hand made piston, so that a spark would jump the gap and ignite the mixture of air and gasoline.

water pipe. Clara, who had been in the middle of preparing the Christmas dinner, was given the can of gasoline. She was used to his eccentricities. Henry spun the flywheel and she let a few drops trickle in, but nothing happened. On the second attempt, the engine started. Flames shot out of the end and the house was filled with a terrible noise. You can just imagine the din in such a confined space; remember, no siffler! It ran for about a minute before Henry waved Clara away

comparison to bicycles and horsedrawn buggies, a self powered vehicle was a sophisticated machine, which required some major design considerations. Eventually, one night in the spring of 1896, he completed what he called a quadricycle, which looked like a box on four oversized bicycle wheels. It had a two cylinder engine; two speeds forward; no reverse and no brakes. Henry sat on the buggy seat and steered with a tiller. His first problem was that it was too big to get out of the

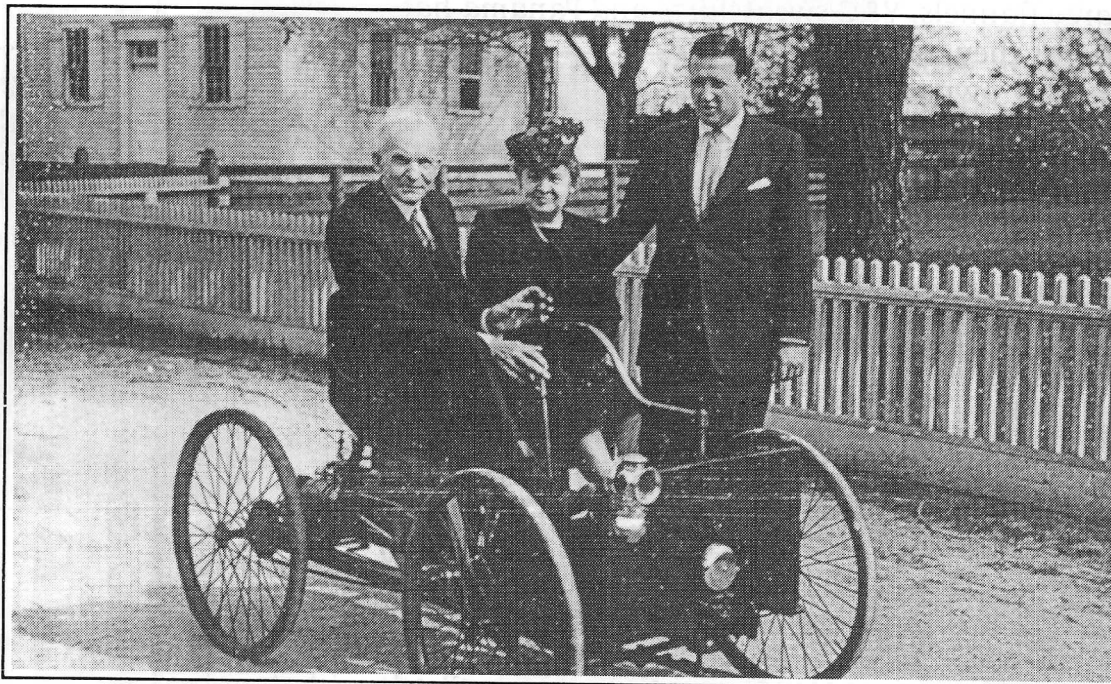
toolshed door and he had to knock down some of the wall to get it out. He started the engine by spinning the flywheel, clambered aboard and drove down the rainy, deserted streets making more noise than speed. Rude and crude though it was, he later sold it for \$200 and it ran for a number of years. Meanwhile, he was building another one!

I was told the following rhyme by a 92 year old gentleman last month. He had obviously

remembered it from his youth:

There was a little man.
His name was Henry Ford.
He had a bit of rubber
and a little bit of board;
a little drop of petrol
in an old tin can.
He put them all together
and the darned thing ran.

Sam Roberts

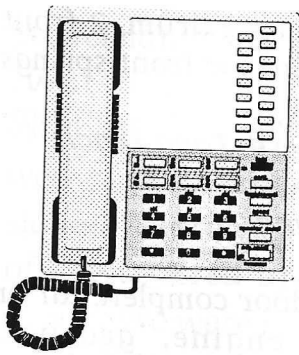


"Henry Ford II stands with his grandparents, Henry and Clara Ford, seated in Henry's first car, the Quadricycle, at Greenfield Village in Dearborn, in 1946."

The only way to get gasoline into the firing end of the cylinder was for someone else to dribble it in through a hole, which he had drilled through the top. Clara, his wife, was the only one who could help, so he took the gadget into the house and set it up on the kitchen sink. He attached the cylinder wire to the live kitchen light and grounded the earth wire to the

with the gasoline can and the engine stopped. It says much for Clara, who bravely stood there, holding the gasoline can, rather than dropping it in fright when the engine roared into life.

The next step was a bigger and better engine and a vehicle in which to mount it. He worked on both for two and a half years or more. Even in the 1890s, in



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Bob Wilkinson 01405-860836
- 1) 1934 Model Y Tudor. Engine extensively rebuilt, new clutch, chassis overhauled, body refitted, wings and panels repaired but not fitted. Many new parts incl. brakes/track rod ends/wiring loom/ wheel bearings etc. Needs finishing and re-spraying. 2200 o.n.o.
Tel 01488-684230
- 3) 1936 Model Y Chassis and complete with front/rear axles, gear box, steering box. All shot blased & primered, one coat of undercoat. In very good condition. No body parts (see 1995 register). Also one enamel rad badge maroon, and one Fordson van badge, dark blue, one badge mount (to chrome), one long rad front grille, (repairable) One gear box tunnel, also front & gearbox & rear cross members plus brake & clutch pedal assy + hand and foot brake assy all shot blasted & in primer. Door locking handles and window winder handles, 2 door lock trims (tabs to solder on). One fuel tank in VGC. Complete engine for the Y model chassis if needed. Many other used mechanical spares for model Y. Coils, Carbs, petrol pumps etc. Model Y road wheels shot blasted & in primer, one steering wheel model Y. Serious offers invited for any of the above items, By letter in the first instance please.
G Watson, Stone House, Drumburgh, Carlisle, Cumbria. CA5 5DW
- 2) 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.
- 2) Model Y Tudor saloon, Y64584. Restoration almost complete. 1450. Model Y Tudor saloon, Y50927. Restorable 550 Nicholas Hall.
Tel. 01384-561122. Cradley Heath.
- 2) 1936 Model Y Tudor saloon. Black. 80,000 miles only. Laid up since 1967. Complete. Log book. 2500 ono. (or exchange WHY) Also Mini Innocenti 90SL, 3 door hatch. ex Mike Karlake collection. Excellent condition. 16000 miles 2000 ono.
*Charlie Cassar.
Tel. 01237-472042 Devon.*
- 2) 1933 Model Y Shortrad Tudor saloon. Y29359. Abandoned body-off restoration project, due to be-reavement. Body on chassis. Car 90% complete 900.
*Tel. Sandra 01403-732545
New Forest, Hampshire.*
- 2) 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.
- 2) 1934 Model Y Basic restoration. Work done - Chassis, engine, steering, electrics, upholstery etc. Ready for reassembly. Offers around £950 ono
*Tony Griffiths
Tel: 0171-511-3180eves.*
- 2) 1937 Model Y Tudor. Partially rebuilt. requires finishing. i.e. Wings, interior, loom, roof. Original registration. Documents, history £1100.
Robin Prebble. 01749-850667 Somerset.
- 2) 1936 Ford 10 CX 4 door saloon. Part restored (best offer) Will exchange for Ford Y.
*Jim Gardham. Pontefract.
01977-647807*

- 2) 1937 Model Y For restoration + many extras. Offers
Jack Ord York. 01904-782769
- 1) 1 set of 20 model Y wheel nuts Chromed 40. 1 Sprine Spreader for lead sprines 35 prices to include postage
Mike Gent 01142-360150
- 2) 1936 2 door Model Y, in good order and used regularly. No carpet. £3450 ono.
Crispin Hodges 01643-704629 eves Somerset.
- 2) Exchange for C/CX 1941 Studebaker Com-mando MOT T&T in regular use 0181-540-1662
A.R. Hutchison.
- 2) CX2 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)
- 3) 1936 Model Y - Y128457 2 door for restora-tion. £700. ono. Richard, Southampton
Tel 01489-784554
- 3) 1937 2 door Y. Original unrestored good con-dition. Known history 39,000 certified miles. Original documents, showroom stored for 23 years.
M Gorton 01392-873754
- 3) Y and C models various handbooks, spares cata-logue etc. Club stock. Price £5-00 to £12-00
Contact Bob Wilkinson 01405-860836
- 3) 2 Model C wheels
Tony aldworthy Tel 01202-741305
- 1) 1936 Model Y left rear brake drum, 2 front perch bolts (left and right) for front springs and a spring spreader.
*Bill Elwell, 743 Euclid Ave 4, Long Beach, California USA 90804
Tel (310) 438-8427 evenings.*
- 1) Your old model C/CX 4 door complete car or body. With/without engine, gearbox, backaxle. or abandoned project or running chassis. Good home waiting. Will pick up in 7 days. Cash buyer. Instant decision.
Tom Tom Tomlin. 01304 820651
- 2) LR Model Y Front bumper and number plate bracket.
Richard Cunningham 01302-820681
- 2) For 1936 Model Y Oval Oil Can bracket, Spare wheel cover, Headlamp, rims, glasses. Reflec-tors & diamonds including bulb holders, wheel trim centres.
Mike Meadows Suffolk 01473-624650.
- 3) 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)
- 3) For 1937 Model Y L.R. front number plate bracket.
Tony Parker. Stockport 0161-456-6351
- 3) For 1933 S.R. Model Y - Dashboard Screws, Clamp bracket for choke cable (fits on bulk-head), Starter cable/button, battery lead ca-ble support, trim around locking button (driv-ers door) sunvisor? spare wheel bracket.
John Kirby. Leeds. 0113-2823318.

WANTED

- 1) Model Y in good condition (new member)
Raymond Whittaker 01535-663490 Yorkshire
- 1) Model Y in good on road condition - exchange for 1937 Morris 8 in good condition.
*C.B. Seneviratne 01440-705580
(new member)*

DEADLINE FOR
NEXT ISSUE
31-DECEMBER-95

Stoneleigh is a popular venue for motoring events and the Restoration Show is now well established for clubs to show themselves as well as auto-jumble stalls and the professional restorers. This year the show used all of the covered area, giving more room all round. We were given the choice of having a smaller but heated stand in the 'new' hall and, after freezing for the last five years, it was taken.

Having taken a smaller area which only allowed room for two cars, these were Geoff Salminen's 1936 Y plus my own 1936 Y. We were asked to show our cars and demonstrate restoration/repair work. Our intention was to strip and service brakes - well we did manage to remove one wheel. We had a long busy day with members and interested people tell-

ing of their fun and mishaps with these old motors. One old friend helped out on the stand, a non-member, Geoff Bethel plus my son Richard. Thanks for helping and giving Geoff and myself time to check out other stands and making it an enjoyable day.

Geoff Dee
(They should rename it the Geoff Show.
ED)

**NATIONAL
RESTORATION SHOW,
STONELEIGH
15th OCTOBER 1995**



One of the most attractive vehicles on the Ford Y & C register is the Model Y van. Fully restored and signwritten in period livery, it oozes nostalgia and brings back memories of the little work horse, which was the backbone of the retail trade in the 1930's. Regrettably only a few have survived, many having expired through sheer hard work and inevitable replacement programmes.

Although 30,795 were recorded as having been produced at Dagenham the register is only able to record 21 vans, some of which may not be a thoroughbred product. The Post War years saw an unprecedented demand for vans and many vehicles were rebodied or converted from saloon cars. Ironically Germany suffered the worst in this practice and many surviving vehicles were lost.

Production commenced in 1932, records record only 11 vans produced that year, whereas a peak of 8,855 is recorded in 1936. The last being produced in November 1937.

Soon after announcement the Ford 5cwt van proved to be both practical and appealing to trade's people, mainly due to it's low operating costs. Road Fund Tax was in the lowest bracket with the 8HP engine, the initial cost of 115 was attractive, (this cost later fell to 100) Motor Transport road tested and reported 40 MPG over a 30-mile route, laden with 6 cwt of sand and a passenger, the van climbed a 1 in 6 without the need for bottom gear, a 1 in 7 in top gear, but a certain amount of knocking was reported.

The exact date of initial manufacture is thought to be 14/11/1932, it is believed that the first prototypes were produced in September 1932 and naturally at that date were based on the early Short Radiator (S.R.) chassis. They used the standard Bulkhead, Wings, Bonnet and the Roof area above the front Windscreen, and consequently the standard screen itself. These early examples were fitted with only a single front door to the Near Side (N/S), it is probably that this door was that of a Two-Door car, the Four door versions was yet to be produced. The driver being obliged to slide across the front floor area from the N/S - there was no passenger seat in its original form! At this time vans were fitted as standard with Running Boards. A Front Bumper was fitted to the S.R. versions of the van, but S.R. only. The rear of the van was never fitted with a bumper.

With the commencement of full production some changes were rapidly introduced. (Considered to be February 1933) The single front door was replaced by a pair, now using the style of door as used by a four door car, as production of the Four Door Saloons had been introduced. This automatically led to the use of the ball type hinge, at that time used exclusively on Four door cars. Running Boards were dispensed with, a short rubber Splash Guard was fitted to the rear of the front wing. This was later to be increased in depth with the introduction of the L.R. version.

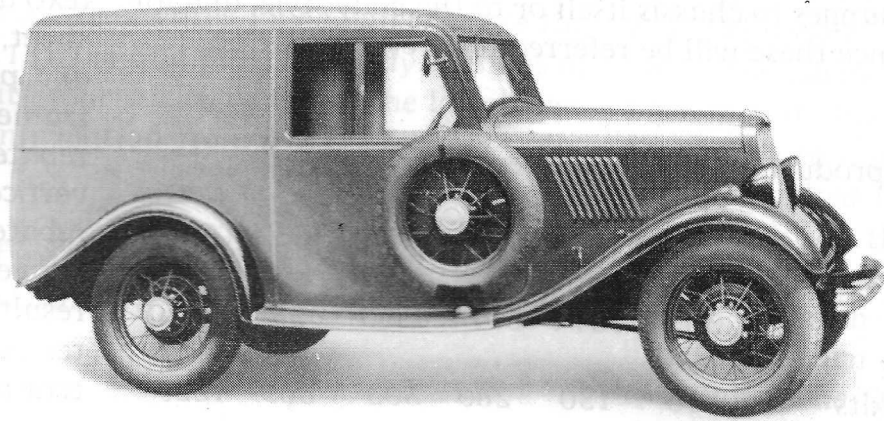
A Dressing Panel was introduced to the chassis side frame member, located between the front and rear wings. (A similar panel was fitted across the rear of the body below its line, and carried the number Plate and single Rear Lamp, this probably existed on the prototype version.)

The Spare Wheel at this time was fitted to the O/S door / "A" pillar area (see prototype photo), and later to the door itself. In October 1936 the spare wheel was to be repositioned to the N/S front door.

The use of the early S.R. model set the design of the door Exterior Handle, this being the type with the stepped pyramid edge. As a consequence of which the general shape was copied to the Rear Door Handle, thus setting the design of exterior door handles for the entire production run.

Extract from the October 1932 Ford Commercial Vehicle Sales Brochure.

The FORD 5-Cwt. Van



Illustrated on the 5-cwt. 90 ins. chassis

EQUIPMENT

Electrical lighting and starting, speedometer, front bumpers, four-wheel brakes, independent hand brake, petrol gauge, spare wheel and tyre, safety-glass windscreen, automatic windscreen-wiper, driving mirror, and tool-kit.

PRICE

On 5-cwt. 90 ins. chassis,

£115

at Works

PUT INTO PRODUCTION to meet the demand for a van to carry the lighter of parcels, and for use in areas where overall dimensions have important bearing upon ability to travel with the minimum of hindrance through dense traffic, the new Ford 5-cwt. van constitutes an entirely new departure, of direct appeal to buyers in an enormous number and considerable variety of trades.

The body-space available is surprising, and the convenience and substance of the bodywork are thoroughly up to Ford standards.

See pages 19 and 24 for Chassis and Bodywork Dimensions

Rear vision was by means of the single O/S Exterior Mirror, (Door mounted) direction indicators weren't fitted, and with a Sliding Window being the standard design to the front doors, (or area of same at first on single door entry) and with only the rear portion sliding, the front being fixed. All of which made for very difficult rear vision and a near impossibility to give hand direction signals. Once again the design was set for the production run, although as we will see in later text, rear door windows were to be introduced, but whether this meant an interior rear vision mirror I'm not sure.

Early May 1933 saw the introduction of the Grip Type hand-brake. It is thought that the following numbers of vans were produced:-

BRIGGS MODEL TYPE	PRODUCTION DATES		BATCH QUANTITIES
SR 121	14/11/32	07/06/33	1402
126	12/06/33	22/11/33	1632
LR 128	22/11/33	05/11/37	26572

The various changes that occurred from now on did so either as production changes to chassis itself or to the body style, and for ease of reference these will be referred to as either type i.e. 121/126/128

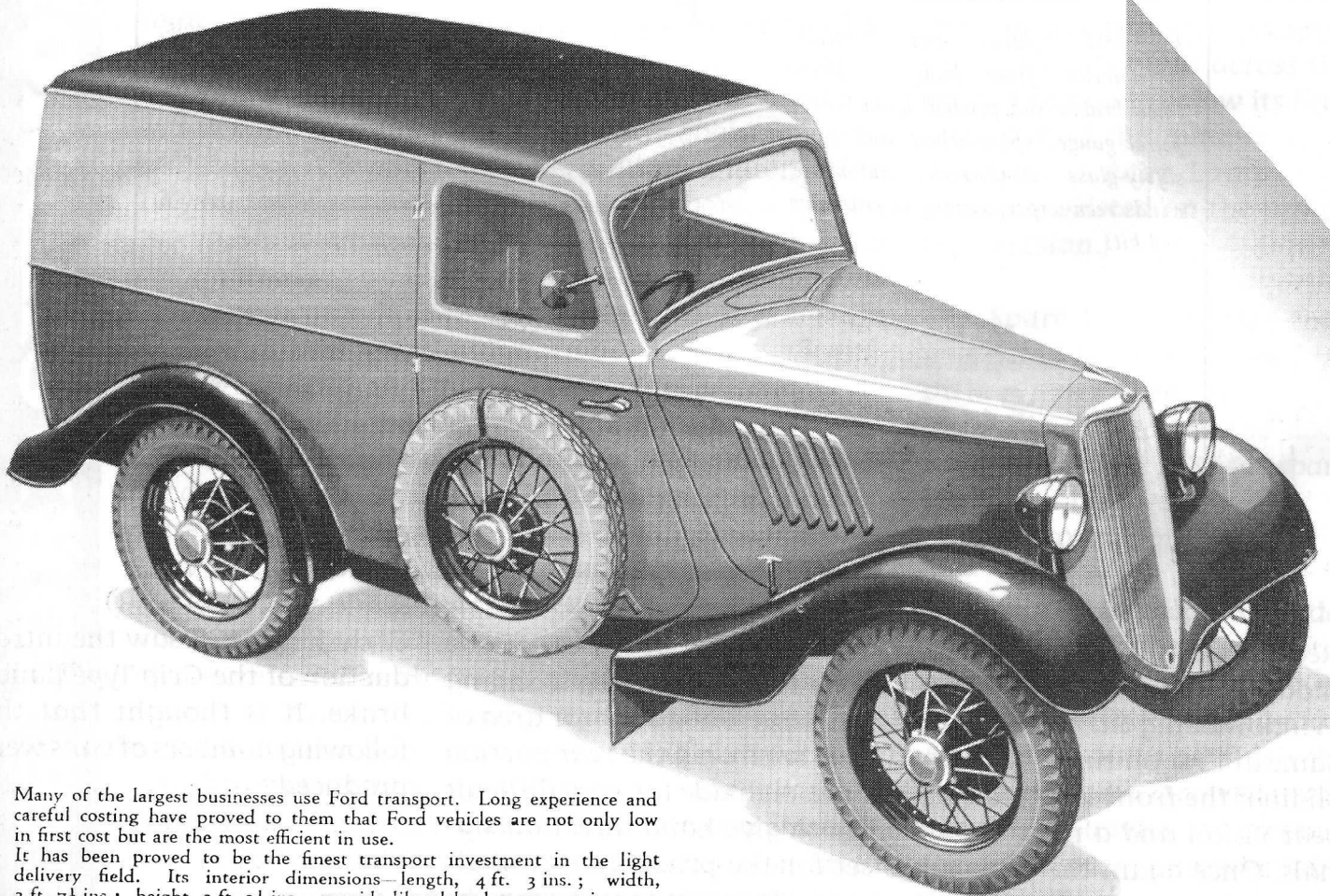
Approximate production quantities were as follows:-

	1932	1933	1934	1935	1936	1937	TOTAL
Built up	11	3571	5374	5974	8355	6285	29570
Knock down kits		10	130	280	500	305	1225

As far as I am aware the types 121/126 bodies were fitted to the SR chassis, although car production on SR chassis had ceased on cars in September 1933. Type 121 differed from the later bodies in as much as the rear doors were quite plain, with only the han-

dle to break the panel. The doors themselves are framed in a hard wood timber with a central timber running through at a horizontal position in line with the swage lane (See later text) and panelled in mild steel sheet, with the edges turned and pinned to the frame. The frame is quite plain without rebates, except for the central vertical closure. The only other rebate to be found on the top frame of the body itself, as a result of which draft and water ingress is common via the rear doors.

Type 126 doors were fitted with a small louvred panel to the top area of their doors. Type 128 had a rectangle window to this



Many of the largest businesses use Ford transport. Long experience and careful costing have proved to them that Ford vehicles are not only low in first cost but are the most efficient in use. It has been proved to be the finest transport investment in the light delivery field. Its interior dimensions—length, 4 ft. 3 ins.; width, 3 ft. 7½ ins.; height, 3 ft. 3½ ins.—provide liberal load space, yet in every detail, first cost, fuel cost, upkeep cost, it is amazingly economical. Moreover, it is the *sturdiest* van of its type.

EXTRACT FROM THE APRIL 1936 FORDSON 5cwt VAN SALES BROCHURE.

upper area, only now more to the centre, however on some models an oval window was fitted. (The exact information as to the windows on the rear doors is rather sketchy, and any information from the members on this aspect would be appreciated.)

At a stage of production the quantity of roof sticks in the rear of the roof changed, that is to say the area immediately above the van floor area. The type 121/126 and probably early versions of 128 (1934) were fitted with four sticks, where as the latter type 128 had only three. (Confirmation from owners on this point please)

General specification and Construction

The body is of a hardwood timber framed construction and steel panelled

The principal dimensions in the rear of the van body are

INTERNAL - Floor Length 4' 3" x Width 3' 7.5" Height 3' 3.5"

REAR APERTURE - Width 3' 6.5" x Height 3.0.5"

CUBIC CAPACITY - 50 cu. ft. (Room enough for three dead Chinamen)

OVERALL - Length 11' 8" x Width 4' 6" x Height 5' 5"

The front doors are hung on the "B" pillar as is normal on 'Y' models and are opened to the front. This pillar is mounted to the chassis via an 14swg angled sheet metal bracket, which is held to the pillar by two counter-sunk coach bolts. (If you've just purchased your van, you will need to check this area as they become very rotten.)

On the front face of the pillar, at floor level is rebated and screwed into it the floor main front support board. It is at this point that the floor area is set above the height of the front floor by a 6" or so upstand. At the upper side of which is let in the floor level timber frame, which returns rearward to meet the foremost wheel arch timber. At the top of this pillar it joins the rear and front cant rails, also the central roof cross over roof stick frame. The three timbers are joined together via a three faced gusset bracket, which is held in place via domed wood screws, again formed from 14swg sheet steel.

The rear doors are hung on to the "C" pillar via two coach hinges. Rear security by means of a single lockable twist handle, fitted with a locking bar to the inside, of double action design to floor and roof frame. (All models) The pillar is braced and screwed to the roof cant rail via another rather complicated three way bracket, which here ties in the rear frame top member of the rear

aperture; again fabricated from 14swg sheet.

The lower end of the "C" pillar is gusseted to the rear floor cross member via a boomerang shaped bracket and four coach bolts. The whole of the assembly is mounted to the chassis on a heavy duty support bracket, which is bolted to the rear of the chassis via the holes normally used to mount the rear bumper dumb irons. This bracket in turn mounts onto the rear of the floor frame by the use of coach bolts. The rear most wheel arch timber is jointed in at this point, which is a heavily shaped piece of timber and forms not only the rear of the wheel arch but the body side here at floor level.

The side framing consists of two equally spaced shaped uprights, the top of which are rebated into the roof cant rail. The lower end of which rebates into both front and rear wheel arch timbers respectively, with a third and central piece let into them to complete the wheel arch at this point. The rear wing is coach bolted through the wheel arch. In line with the swage line which runs through the bonnet/ A pillar/ front door is a rail, rebated into both "B/ C" pillars and the two upright members.

It is to this rail that the lower exterior panel is pinned, both here and below the body line, under face of the wheel arches, and to both "B/C" pillars. The upper panel is now pinned in

place, on all four edges, the lower edge being on the inside over the top of the lower panel pinning. This is achieved as a result of a rolled edge to the panel, which also creates a swage line to match the front. The edges on "B/C" pillars are dressed with soft half round aluminium capping, again pinned in place.

The roof is formed by the use of nine timber slats running fore and aft. These are pinned to the previously mentioned roof sticks and the rear frame. A member is secured to the front Ford roof panel, and another mid-way between this and the main frame roof stock set between the "B" pillars is another narrow roof stick. These two members are rebated at their ends into the front cant rails. With this front, the rear main frame members and six or five roof sticks, the roof is supported.

Weather proofing is provided by a single sheet of canvas stretched across the assembly, which is tacked to the rear frame and side cant rails, at which point the tacks are overlaid by a "J" moulding to form guttering to the sides and rear. The front edge is tacked to the front cross member and covered by a half round aluminium moulding.

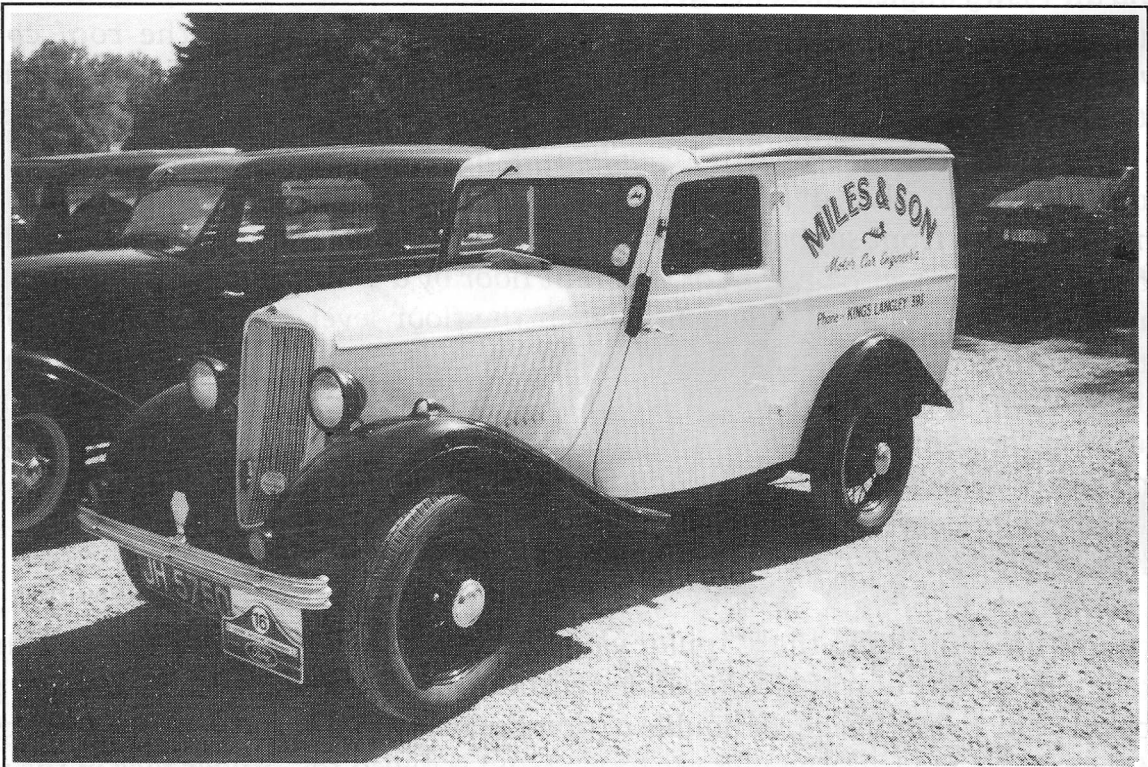
The van body floor is supported by timbers each side, jointed front and rear to the main cross members, and screwed or pinned to the wheel arch. In addition two cross bearers support the underside, these are bracketed direct to the chassis frame arch, and screwed to the side timbers. T & G boards make up the floor.

It's not been too easy to put into print all this detail, and no attempt to describe the type of joints used has been made. If however any member wishes to photograph my van he/she is welcome to do so. I still have my original timber patterns to copy from.

I hope this passage will be of use to the members in general..

Next Bulletin the restoration of JH 5750

Graham Miles



Classic Car Shows '96

Greenwood's Exhibitions CLASSIC CAR SHOWS ALL FEATURE:

- Professional support from our sponsors: Practical Classics, Classic Car Weekly, Popular Classics, Footman James and Autoglym.
- Clubs - regional/national meetings and gatherings at our events are very welcome, plus Club Prizes.
- Private Entries - All pre-1979 vehicles welcome, to include: Pre/Post War Saloons, Sports, American, Commercial, Military, Classic Motorcycles plus Kit, Custom, Replica etc. - ALL FREE OF CHARGE IF PRE-BOOKED - cut off date for pre-booking now TWO WEEKS prior to each event - Just fill in this form and we will send passes to you (Greenwood's Exhibitions reserve the right to refuse applications should the amount of entries received exceed the amount of space available).
- Individual commemorative rally plaques for all pre-booked vehicles on display (including CLUB and PRIVATELY OWNED vehicles).
- Cars for Sale Section - Just turn up in your classic for sale and pay the normal admission price for the occupants of your car - pre-booking not applicable.
- AUTOGLYM Concours for those with a competitive streak - prizes for the winners!
- Autojumble plots - No increase in prices for the last four years - £15/day for 5m front x 7m depth (= 16.5ft x 23ft)
- Trade Stands - Only £50/day for 6m x 6m no increase in prices - £25/table/day
- Craft/Trade Marquees at Luton Hoo, Penshurst & Knebworth - no increase in prices - £25/table/day
- Commentary - our wit and the commentator - do you know more about your car than he does?
- Children's Entertainments.
- Hot/Cold Refreshments available on site.
- Disabled Parking - Do you have a disabled parking sticker? - go to the exhibitor entrance
- Camping - overnight camping is available at some venues, however you must apply in writing.

May 5 & 6 - THE LUTON HOO CLASSIC CAR SHOW, Luton, Beds.

The imposing, distinctive French style design of Luton Hoo House set in 4,000 acres of beautiful parkland provides a stunning backdrop for this established event, which, since its conception in 1990, has become increasingly popular over the Bank Holiday weekend. The gardens, designed by Capability Brown and the house (home of the renowned Warbler Collection and used in many films incl. "Four Weddings and a Funeral"; "Empire of The Sun"; etc.) can be visited - by separate admission. Over 1,300 classics and 11,000 visitors in 1995 - plus over 100 Trade and Autojumble plots.

May 28 & 29 - "CLASSICS + BALLOONS". The Penshurst Place Classic Car Show, Penshurst, Tonbridge, Kent

The beautiful manor house of Penshurst Place is the home of the De Lisle family. The gardens are amongst the oldest in private ownership in Britain, being of the same age as the original building - earliest records dating back to 1346. The event is held in view of the house, in beautiful lakeside grounds. There is a free venture playground. House and gardens can be visited by separate admission. The fifth Penshurst event will see the reintroduction of the hot air balloons that ideally complement the classics at this established and extremely popular Bank Holiday event. Over 800 pre-booked classics in 1995.

July 21 - THE HIGHCLERE CASTLE CLASSIC CAR SHOW, Highclere, Newbury, Berks

Highclere Castle is considered the finest creation of Sir Charles Barry, the architect of the Houses of Parliament. The peaceful parkland and beautiful gardens have existed for seven centuries. Their most recent architect, Capability Brown, planned the magnificent park (separate reduced admission to house & gardens). In 1995 this extremely popular one-day event hosted over 1,000 classics and 5,000 visitors plus large autojumble.

NEW FOR 1996 - August 25 & 26 - THE BREAMORE CLASSIC CAR SHOW, Breamore, Fordingbridge, Hants.

The delightful and unspoilt Elizabethan manor house and parkland with its Saxon church, and Tudor village has changed little over the past 400 years and is often used as an international film set. It is the ideal setting for our Hampshire event. Life in Breamore can be relived in the Countryside Museum which also boasts one of the finest collections of steam powered farm machinery, tractors etc. The CARRIAGE MUSEUM contains a small but fine collection of horse-drawn vehicles and fire fighting equipment (separate, reduced admission to house & museums). Breamore replaces our Broadlands event which in 1995 hosted over 970 classics and 6,000 visitors.

August 25 & 26 - KNEBWORTH '96 - THE CLASSIC CAR SHOW, Knebworth Park, Stevenage, Herts.

The 500 year old Knebworth House was transformed 150 years ago by the romantic Victorian novelist, Edward Bulwer-Lytton into a spectacular high gothic fantasy. The house, dominating the 250 acres of parkland, where one can see herds of Red and Sika Deer, creates the ideal backdrop for this renowned event. Visit the large adventure playground and formal gardens at no extra charge (reduced admission to house). The venue has a long standing history of classic car events. The Knebworth Classic Car Show, which had over 2,000 classic cars, 200 Autojumble stands and over 13,000 visitors in 1995 is without doubt a favourite for classic car enthusiasts from all over the country on the August Bank Holiday weekend.

OTHER EVENTS ORGANISED BY GREENWOOD'S EXHIBITIONS IN 1996.....
PHONE NOW AND FULL DETAILS WILL BE SENT TO YOU - 01296 631181/632040
THE LONDON CLASSIC MOTOR SHOW - ALEXANDRA PALACE, Wood Green, London, N22 - SATURDAY & SUNDAY 16 & 17 MARCH 1996.

"The Enthusiasts' Show '97" - For full colour brochure or to order advance tickets ring 01296 631181
THE 6th LONDON TO BRIGHTON CLASSIC CAR RUN - SUNDAY 9 JUNE 1996
Participants - ring today for separate entry form. Autojumblers & Traders - use this form.

Greenwood's Exhibitions

Please Complete:

Name: Co/Club Name:
Address:
Post Code: Tel:

I and the Club/Company I represent agree to abide by the Rules and Regulations governing these events.

I/We wish to attend the following event(s) - if you wish to attend more than four events please attach a separate sheet:-
1. 2.
3. 4.

Signed:
Please note that the passes you order will be sent, together with an information sheet, in one mailing - no reminders or further correspondence will be sent to you. Please keep these passes safely and make a note of the show dates in your diaries. Duplicates cost money. Greenwood's Exhibitions do NOT want to have to start charging an administration fee. Help us to help you!

PLEASE COMPLETE BOX(ES) BELOW

1 PRIVATE ENTRY AND CONCOURS

Vehicles may be entered into ONE of the following sections. Passes that you order allow free entry to the event for all the occupants of the classic vehicle but are only valid when attached to a qualifying classic vehicle - admission at the normal rate will be charged if this is not adhered to. All pre-booked classics on display will qualify for a free brass rally plaque. Advertising cars for sale in these sections is NOT allowed (see section 3). Pre 1979 includes all those vehicles registered in this country prior to 1 August 1979.

A	Pre 1940 Vintage, Veteran & Classic Vehicles	B	Post 1940 - Pre 1950 Classic Vehicles
C	Post 1950 - Pre 1960 Classic Saloons	D	Post 1960 - Pre 1970 Classic Saloons
E	1970 - 1979 Classic Saloons	F	Pre 1979 Sports or Convertible Vehicles
G	American Vehicles	H	Kit, Custom or Replicas
I	Pre 1979 Motorcycles	J	Pre 1979 Commercial & Military Vehicles

Section: Make of Vehicle: Model:
Year: Reg No: Type of Body:

AUTOGLYM CONCOURS All vehicles in concours condition on site at the time their section is judged will automatically be entered for the AUTOGLYM concours. For a two day event this takes place on the second day. The winners of each section will be presented with a trophy at 4-30 pm. (The judges decision is final and no correspondence will be entered into).

2 CLUB DISPLAYS

Clubs may book sites at any of our outside classic car shows for a minimum of 3 vehicles (no maximum - subject to space available). Why not arrange a regional/national meeting or gathering at our events. Use this form to order your passes - minimum 2 weeks notice please. Passes that you order allow free entry to the event for all the occupants of a pre - 1979 vehicle but are only valid when attached to that vehicle on arrival at the venue - admission at the normal rate will be charged if this is not adhered to. Please let us know if you do not use them all. Gaps on the show field boasting your club's name does nothing for the show and can upset your visiting members. If you are in any doubt please ring or write to the organisers. All pre-booked classics on display will qualify for a free brass rally plaque. Advertising cars for sale on club sites is NOT allowed (see section 3). Clubs may sell club regalia or memorabilia but the sale of automobiles etc is NOT allowed (see section 5). Pre 1979 includes all those vehicles registered in this country prior to 1 August 1979.

CLUB NAME: No of vehicles attending:

3 CARS FOR SALE

Private individuals or classic car traders may offer their pre 1979 vehicles in the classics for sale section. There is no pre-booking for this section and all we ask is that you pay the normal admission price for all occupants of the car on each day you wish to attend on arrival at the exhibitors' entrance.

GREENWOOD'S EXHIBITIONS - PO Box 49, Aylesbury, Bucks. HP22 5FF.
Tel: (01296) 631181/632040 Fax: (01296) 630394.

1995 BUDGET

In his Budget speech the Chancellor of the Exchequer announced changes affecting the rates of Vehicle Excise Duty (VED) for certain vehicles. This leaflet (INF27/95) explains what the changes are and how they will be implemented. The changes have legal effect from 29 November 1995.

1. VEHICLE EXCISE DUTY RATE INCREASES

Private/Light Goods	£140.00	Special trailer duty (4,000 to 12,000kgs)	£140.00
		(over 12,000kgs)	£390.00
Trade Licences - (other than Bicycles & Tricycles)	£140.00	HGV Trailer supplement (4,000 to 12,000kgs)	£140.00
		(over 12,000 kgs)	£390.00

2. NEW EXEMPT TAXATION CLASS - 25 YEAR

All Private/Light Goods vehicles, motorcycles and tricycles will now be exempt from VED if the vehicle is more than 25 years old. Vehicles licensing in the new class will continue to be subject to the requirement to license annually, display a VED disc and produce a valid MOT and certificate of insurance.

2.1 When does my vehicles qualify ?

At 25 years of age. This is calculated from the end of the year in which a vehicle is first registered ie, from 31 December. The year of manufacture is however taken into account if the vehicle is used, for example, abroad before first registration in the United Kingdom. The relevant date is shown on the Vehicle Registration Document.

For example, vehicles registered in 1969 or earlier are now exempt. From 1 January 1996, vehicles registered in 1970 will become exempt (see table below). Advance notification of entitlement to exemption will be endorsed on V11 licence reminders.

First Reg'd / or used	Qualifying Date
1969 or earlier	29 November 1995
1970	1 January 1996
1971	1 January 1997
1972	1 January 1998

2.2 Refund of Vehicle Excise Duty?

You are not required to surrender your current disc to apply for a refund. Instead, DVLA will send you an automated refund form (V14/AR) and will repay the outstanding VED after you return it. Refunds of VED are calculated on the number of complete months remaining on the licence following the vehicles 25th anniversary as outlined previously. Existing licences should be displayed until they expire. Prior to this date DVLA will send you a vehicle licence reminder form in order that you may obtain a "Nil" tax disc for display on the vehicle. Future licensing in the '25 year' class, will take place at Motor Vehicle Licensing Post Offices.

If your vehicle qualifies, and you have not received a refund letter from DVLA before the end of January 1996, you should contact your nearest Vehicle Registration Office and apply for a refund on form V14. You should also take out a new licence in the "25 year" taxation class.

3. OTHER NEW TAX CLASSES

3.1 Private HGV

A new class "Private/HGV" has been introduced for Heavy Goods Vehicles used unladen, privately or, for driver training purposes. The annual duty is a flat rate of £150 irrespective of weight or wheelplan. No Trailer Supplements are applicable.

Vehicle Excise licences for goods vehicles over 3,500kgs currently licensed in the PLG class will remain valid until they expire, after which time a licence must be taken out in the new tax class or, the appropriate HGV class if the vehicle is being used laden in the course of a trade or business. DVLA will be issuing licence renewal reminders showing the new tax class and VED payable.

If you consider that the new Private HGV class does not apply ie, your vehicle weight is 3,500kgs or less, you must re-licence at one of the Department's Vehicle Registration Offices (VROs) and produce evidence of vehicle weight. For further information, you should consult your local VRO.

Change of Use - If the vehicle's use is to change ie, vehicle is to be used laden for commercial purposes, the "Private HGV" class does not apply. You must discard the V11 licence reminder and re-licence in the appropriate HGV class (using form V85) at one of the Department's VROs.

Laden goods vehicles used in connection with a trade or business will continue to pay full HGV rates.

Advance tickets coupon - THE LONDON CLASSIC MOTOR SHOW, ALEXANDRA PALACE, 16/17 MARCH 1996
(Each ticket admits one person for one day only - no re-admittance) All coupons should reach us by 2 March 1996 please

Please send me

..... adult tickets £5 each (£1 reduction)

..... OAP tickets £4 each (£1 reduction)

..... child tickets £2 each

I enclose my cheque for £..... (payable to Greenwood's Exhibitions)

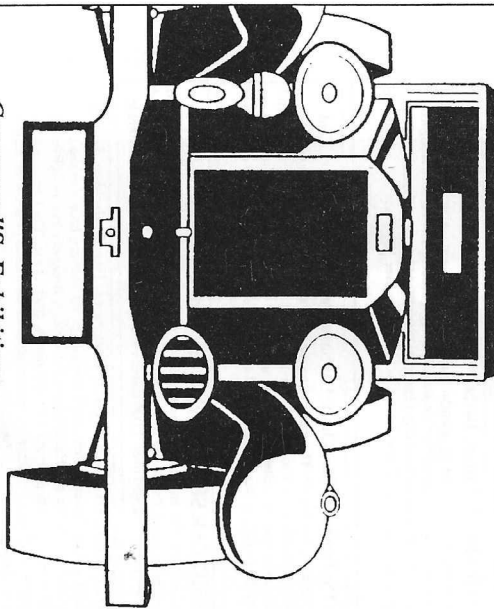
or please debit my Visa/Access Card No.

Exp date: Signed:

POST TODAY (photocopies or letters also acceptable) to: GREENWOOD'S EXHIBITIONS, PO BOX 49, AYLESBURY, BUCKS HP22 5FF

AVOID THAT QUEUE!!! SAVE MONEY!!!

Greenwood's Exhibitions,
PO Box 49, Aylesbury, Bucks, HP22 5FF
General & booking enquiries
01296 631181/632040 Fax: 01296 630394



16 & 17 MARCH 1996
Saturday & Sunday 10am - 6pm

CLASSIC CAR WEEKEND

THE LONDON CLASSIC MOTOR SHOW

ALEXANDRA PALACE

Alexandra Palace Way, Wood Green, London N22 4AY

THE 1996 LONDON CLASSIC MOTOR SHOW takes place at Alexandra Palace on Saturday & Sunday, 16 & 17 March 1996. The magnificent Alexandra Palace, scene of the original classic car shows in the 70s, is widely recognised as the ideal setting for these cherished vintage, veteran, classic & prestige vehicles.

THIS IS "THE ENTHUSIAST'S SHOW" which, in addition, encourages money to change hands and orders to be placed. THE AIMS OF THE EVENT are three fold: to supply a platform for associated businesses from all over the UK to promote their products and services; to provide enjoyment for the exhibitors and visitors; and to provide value for money for everyone.

THE 1995 EVENT was brought back to Alexandra Palace in a blaze of publicity by Greenwood's Exhibitions who organised the Palace's highly popular events from 1988-1991. 20,000 enthusiasts and visitors flocked from all over the country to see some of the best classic vehicle displays ever at an indoor classic motor show. There was something for everyone, enthusiasm bubbled and traders reported excellent results.

THE 1996 LONDON CLASSIC MOTOR SHOW will be EVEN BETTER. Hundreds of gleaming vintage, veteran, classic & prestige vehicles, Autoglym Concours, club displays, special features, practical demonstrations, lots of vehicles & goods etc to buy & browse.... PLUS a few surprises !!

THE EVENT WILL ALSO BE CELEBRATING THE CENTENARY OF THE BRITISH MOTOR INDUSTRY.

POPULAR CLASSICS

VETERAN LEADERS

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 0PY
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, Dudley
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| | 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
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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
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Tel 01692-406343 |
| TYRES, TUBES AND RIM TAPES | Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford Herts. WD1
4LW (Callers by appointment only)
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Tel 01629-640227 |
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| | 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-
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