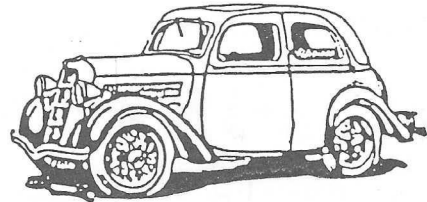
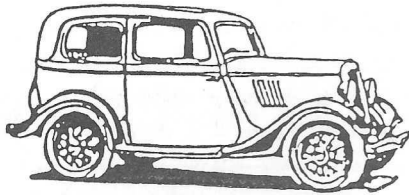


Ford

Bulletin

'Popular' and 'De Luxe' Models
TRANSVERSE TORQUE



NEWSLETTER OF THE FORD Y & C MODEL REGISTER

ISSUE 99 MARCH / APRIL 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

Did I really volunteer to help! How did Cath Devine do this job so well, all on her own? I have a great deal to live up to, I hope that I can do the job as well as Cath has. If this mag is not up to your expectations, please accept my apologies, and my assurances that I should have got to grips with the task by the time the 100th edition comes out in May/June.



There will inevitably be a few changes to 'Transverse Torque' as I settle into the editor's chair, the first of these is an effort to save space in the next issue. Because it is issue 100, I hope that more space will be dedicated to the cars, and one way to achieve this will be to miss out the order forms for spares and regalia, so PLEASE save the forms from the centre of this issue, photocopy them or keep them for future use. There will be more printed in future issues of the mag, but not every time.

Although an article was promised about the restoration of Graham Miles superb short-rad Van, it is being held over until the next issue when there will be enough space to use the accompanying photographs which show the details of the frames. A disappointment, but it is worth waiting for.

It is now time to remove the dust covers, clean the sediment from the carb bowl and recharge the battery, ready for what promises to be an extremely busy season of shows. The events diary is longer than ever, and these are only the events where there is sure to be a Register presence.

A Photograph found by Alan Ogden

The Photograph reproduced here was found on a Leeds junk stall by Alan Ogden. He has had it printed in his local paper to try to gain information about the car or the people, but little has yet come to light. Perhaps all the experts out there would like to shed some light on it.

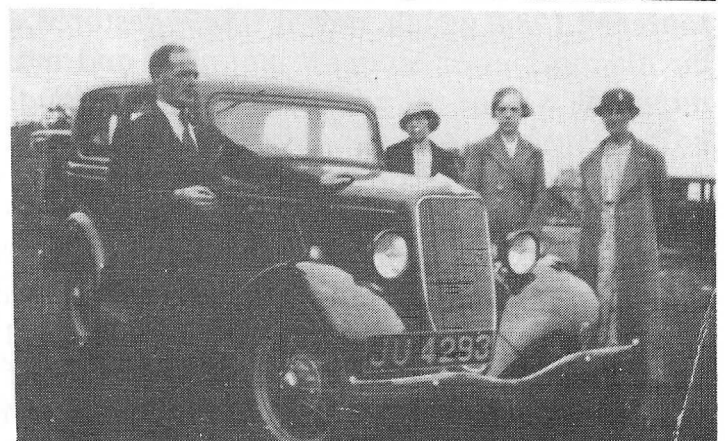
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Very good news on the spares front, Graham's report is one full of hope and success.

Finally, a reminder of the AGM on April 21st, last year it was a very pleasant day, with many of our cars to look at and talk about. Please make every effort to make this years even better. If your car can get there please bring it!

Peter Brooke



Any information about JU 4293?

CHAIRMAN'S NEWSLETTER

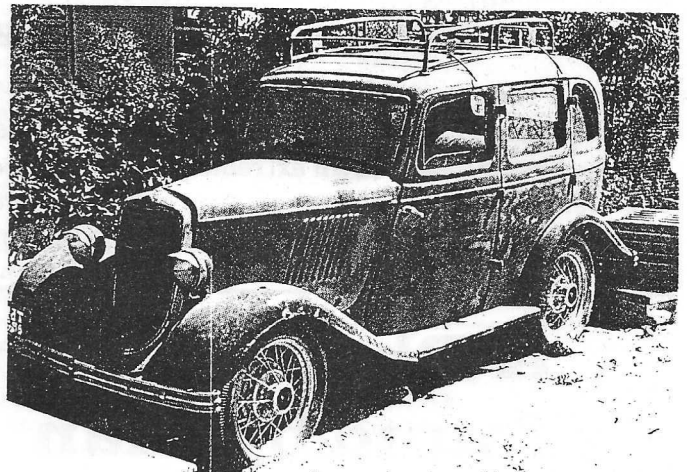
I think the most fascinating news to appear since the last issue of the magazine is the revelation that the motoring public has voted the Model "Y" Ford as one of their top twenty all time favourite cars. Coventry's Museum of British Road Transport asked for nominations and has put the top twenty on show. Needless to say the Mini, Morris Minor, Austin 7 and the more exotic Rolls Royce Silver Ghost, Aston Martin DB5 and Jaguar XK120 scored higher than the Model "Y"; but to be voted 14th greatest car of the last 100 years is something we should be pleased with. Geoff Salminen was only too pleased to loan his 1937 Tudor to the Coventry Museum of British Road Transport for the duration of the exhibition.



Why then, I hear you ask, have I sold CNN, my 1936 Tudor Model Y of 20 years standing? She has given me tremendous pleasure from the moment I bought her as a wreck in 1976. She has been across most of England and Wales, covering some 25,000 miles since restoration. The truth is that three things have happened since her restoration. Firstly, I took over as Chairman of the Y&C Register in 1987, which as you can imagine, takes up a tremendous amount of my spare time. Secondly, I bought my Model Y Kerry tourer in 1984, which, now it is fully restored, gives me all the joys of Model Y motoring and maintenance, as well as the elixir of the wind through my hair (metaphorically speaking, you understand, as I don't have much!). The final reason is that, in 1979, Jaguar introduced the most beautiful car ever built; the 4.2 litre, XJ6, Series 3. It has been the car of my dreams ever since. As retirement approaches and with not a little persuasion from Bob Wilkinson, I have taken the plunge and paid the same number of notes for a Series 3 Jaguar as I received for my Model Y from Ray Whitaker, who took great delight in towing CNN

off to West Yorkshire on a dummy axle. Unfortunately, the Jaguar is too long to go in my garage and drinks fuel, but it is great to drive. I hope CNN arrived safely. I still think she would have been better towed with the front wheels on the dummy axle, rather than the rear, but Ray told me that less damage is done to the car that way round. I haven't heard a word from him since he left Andover, so my fingers are crossed that the journey went well.

That was a bumper edition of the magazine last time round; 43 pages! We certainly cannot afford to go to those lengths for every issue. However, there are a number of ways we can include the same amount of information on fewer pages and hence incur fewer printing and postage costs. So keep the articles flowing and leave the technical bit to the Editor and our printers. I hope that you have all received the 1996 edition of the register of known surviving vehicles. I find it difficult to believe that 1996 will be as fruitful as last year for new car finds: 55 Model Ys and 12 Model Cs/CX appearing out of the woodwork is quite a catch for one year.



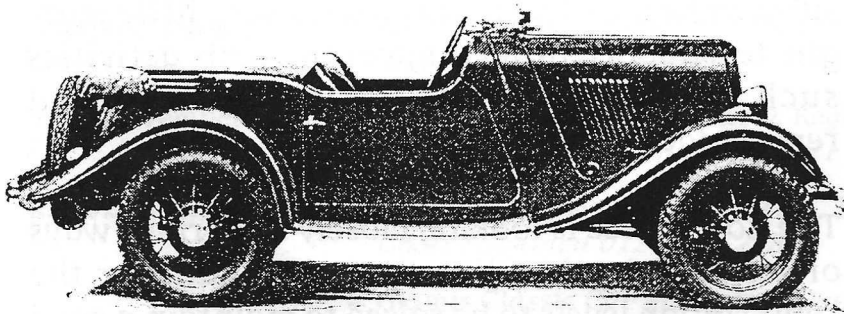
Shortrad Model Y seen at Jodhpur, India.

The motoring press has been quite active with our vehicles this time round. The February issue of *Classic Cars* reported a shortrad Model Y which has surfaced in Jodhpur, India; complete with roof rack, but requiring a complete restoration. Regrettably, I can't see it being rescued.

This was reported to me by the erstwhile Y&C spotter, Derek Ballard, the Chairman of the Small Ford Club, who has been told that he is too young to earn a visa for his emigration to Oz and, hence, will be around in this country for a few more years yet. Some of you will have seen the two page spread in *Classic Car Weekly* on Ray Cooper, the 1960's owner of my Model Y Kerry, who thoroughly enjoyed his reunion with her, courtesy of the Deputy Editor of CCW, Brian Crichton.

I've been made aware of other Model Y&C literature through various members. Kevin Briggshaw found an article on the Wilson Two-seater sports in an old copy of the *Light Car*, which is reproduced elsewhere in this issue. Unfortunately, none has survived; if any were ever sold that is! Another photograph of a Model Y tourer has appeared in the form of a Mark II Terrier (Kerry), which according to the *Autocar* of May 26th 1933, was designed by Whittingham and Mitchell Ltd. of 126 New King's Road, S.W.6, where they had a model on display. Again, regrettably, none appears to have survived.

I am grateful to the Ford Model A Club of Great Britain, and to Edwin Phelps in particular, for supplying me with a complete Allan Taylor Tractor catalogue and a Model Y



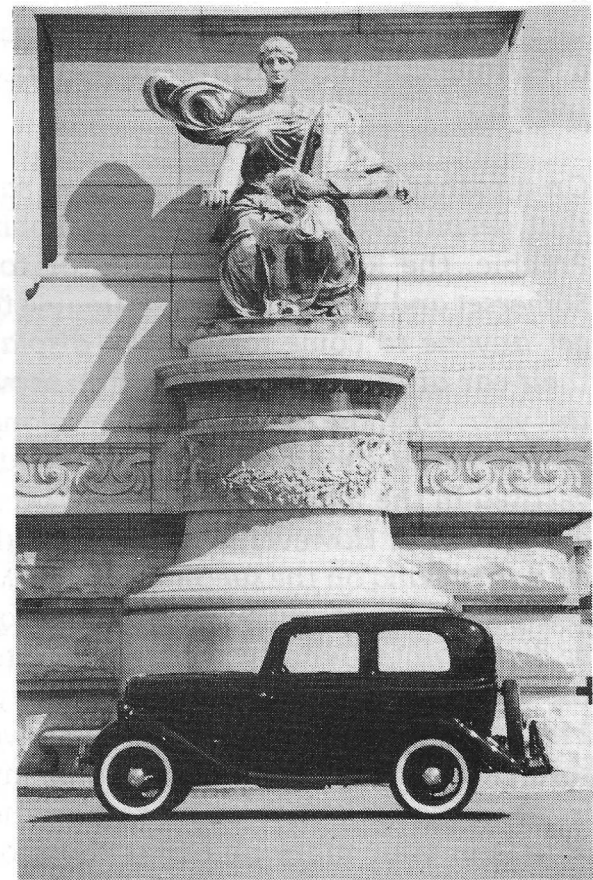
The beautiful lines of the Mark II Terrier (Kerry)

Reynolds tourer brochure. All will be revealed in later issues! Finally, Stan Bilous has obtained a catalogue of vehicles displayed in an Italian museum, one of which is a Model Y. He is chasing up the details through a Ford Sidevalve Owners' Club member resident in Italy.

I continue to search for a copy of the famous Sir Percival Perry letter, which stated that Ford were not to produce a tourer version of the Model Y. Thanks to Carlton Thisse, one of our USA members, I was given a strong lead on the disposal of the Ford archives from Brentwood, which gave me the impression that there may be some hope of finding the letter in the Beaulieu library. Having spent an

afternoon searching the Ford material in the library, I came to the conclusion that very little of the archives was sent to Beaulieu! The letter can only be in the four tons of material, reported in a recent issue, which David Burgess Wise sent to Dearborn and which spewed out of the pallets en route.

I have received a striking photograph from Pierre Terlinden in Brussels, of his 1934 Tudor longrad posing in front of what appears to be a war memorial. It has prompted me to run a competition in 1996 for the most impressive pose photograph. We have a trophy to award to the owner of the photograph which the Committee considers to be the best, so let me have your entries. The better ones will be published in the magazine.



Pierre Terlinden's entry in the "Best Pose" competition.

Pierre is also looking for a cylinder head to replace a rather badly welded one. As an ex Army man, I was amused by

TREASURER'S COMMENTS

his literal translation of "cylinder head" from the French, which is "breach". As it is the breach which prevents the explosion blowing out of the base of the barrel of a gun, it is perhaps an accurate word to use to describe its purpose; albeit with four barrels in the case of our engines!

The Committee had an enjoyable meeting at Willoughby in February, at which we reported a good deal of progress with the manufacture of spares and regalia, which will filter its way into the stock in due course. We are also grateful to Derek Sansom, the Ford Enthusiasts Clubs Liaison Officer with the Public Relations Department at Ford HQ in Brentwood, who has forwarded some new Ford bunting and flags to help brighten up the Register stands. He has also sent some Ford Motor Company leaflets for us to comment on, describing the Model Y and C/CX as well as other small Fords. They need a few amendments before they can be distributed.

On a rather sad note, I am sorry to say that, despite a good deal of effort by Robin Prebble, the Regional Coordinator for Somerset and Wiltshire, he was unable to get anyone to come forward to display their car at the Bristol Classic Car show this year. So, those of you who came along hoping to see the Register stand, as advertised in the magazine, will have been disappointed. However, we are doing all we can to build on the success of the AGM last year, so that you will definitely not be disappointed when you come along to the Willoughby Village Hall on Sunday, 21st April. It will be a super day; you have seen the attractions on the back of my letter in the mail-shot, so make sure the date is in your diary and that those of you within striking distance have your Model Ys & Cs primed for the drive to Willoughby.

See you there!
Sam Roberts.

Treasurers are usually "Boring old farts" (to misquote the England R.U. captain) so why should I be any different! (No arguments yet! Ed.)

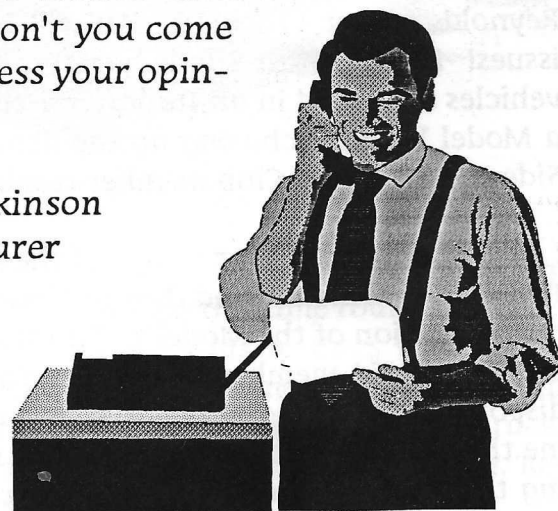
Our main financial problem during the past twelve months has been the tremendous increase in costs relating to our regular newsletter. The original printer doubled his price!

This prompted us to move to our present printer (B&P) who was able, for about the same 'new price', to produce a much better quality magazine. However recent increases in costs of raw materials, which have affected all printers, have stretched our resources to a critical level.

Currently (Feb 28th) the newsletter including postage, costs us about 85% of our income from subscriptions. Clearly this leaves very little margin to support other important club activities such as attending main shows and remanufacturing obsolete parts.

The Committee is looking closely at various ways of economising but there are clear calls for the subscription levels to be raised to maintain a good level of service to members. The AGM will consider all these issues and more, so why don't you come along and express your opinion?

Bob Wilkinson
Treasurer



EVENTS EVENTS EVENTS EVENTS EVENTS

- Easter, 7th/8th April Stoneleigh Centenary Show. Road run on Easter Sunday
Geoff Dee 01926 334780
- SUNDAY, 21st APRIL AGM, DISPLAY OF CARS AND TRADE STANDS WILLOUGHBY,
NR DAVENTRY ALL WELCOME.
- 11th/12th May Chester Carnival Weekend. *John Griffiths 01244 534194*
- 25th 27th May Enfield Pageant of Motoring Large show and Late May Bank Holsautojumble.
Register stand. *Paul Tritton 01245 360138*
- 1st/2nd June Tatton Park. Y&C stand. *John Griffiths 01244 534194*
- 8th June Airville Park, Skipton Vintage and Classic Car Show.
Contact Glyn Beresford 01756 794849
- 9th June Bristol Bournemouth Run. *Kevin Briggshaw 01582 601692*
- 15TH/16TH JUNE Y&C REGISTER ANNUAL GATHERING. (MAINLY ON THE SUNDAY). MID-
LANDS MOTOR MUSEUM, BRIDGNORTH, SHROPSHIRE.
Sam Roberts 01264 365662
- 7th July Manchester Blackpool Run. *John Griffiths 01244 534194*
- 14th July Ruthin Rally. Chester. *Peter Ketchell 01244 676856*
- SUNDAY 21ST JULY YORKSHIRE "DO", EDEN CAMP. *Bob Wilkinson 01405 860836*
- 11th August (Sunday) Ramsden Heath, Essex. "Chuff and Puff". *Paul Tritton. 01245 360138*
- 1st September Tatton Park. Y&C stand. *John Griffiths 01244 534194*
- Sunday 29th Sept All Ford Rally, Abingdon. Large show and autojumble. Register stand.
Rod Evans 01344 21800
- 17th November Stoneleigh Restoration Show. Register stand.
Geoff Dee & Geoff Salminen 0121 427 2189
- 23rd/24th November National Classic Car Show, NEC. Register stand.
Geoff Salminen 0121 427 2189
- Glamis Classic Car Show Andy Barr still investigating

Area 14 calling!

Anyone interested in the Chester Festival held over two days 11th/12th May on Chester Racecourse, "The Roodee". Overnight camping allowed. Also help and attendance required for the Tatton Park Show held on the 1st/2nd June. This is a big show, lots of cars and plenty of autojumble, camping allowed. Come on! force yourselves out! You too Tony!

The second show at Tatton this year is held on 31st Aug and 1st Sept. Cross check your dates, they were published wrongly in the last mag. Give me a ring. John Griffith. Home 01244 534194 Work 0151 347 3375.

"Yorkshire Do!" Sunday 21st July 1996

Please note the correction to the date published in the events list in the last Newsletter. The venue is EDEN CAMP, near Malton, a very different wartime theme museum with much to appeal to all the family. Camping/caravan facilities are available for those wanting to make a weekend of the event. Don't miss it! Contact me for an information pack.

Bob Wilkinson

NEW MEMBERS



Since our last Newsletter we have enrolled the following new members:

- F0331 BRIAN FLEET.
23 Barker Close, Chichester,
West Sussex. PO18 8BJ
- O-G102 HARLEY GAUSEN.
Oyakroken 9, 7300 Orkanger, Norway.
- H0134 AUSTIN HOLDER.
Ashford House, Ashford, Barnstaple,
Devon. EX31 BW
- O-P102 ALFREDO POESCH.
Av Frezre 2600, 3000 Santa Fe,
Argentina.
- O-R103 CARLOS L. RODRIGO.
c/o Ruben Garcia, Flat 2,
8 Vauxhall Bridge Road, London.
- S0433 JERRY STANDEN.
8 Lodge Hill Road, Farnham, Surrey.
GU10 3QN
- O-S105 ANTONIO GUASH SERRA.
c/o 20 Aln Court, Highthorne Est.,
Ellington, Mørpeth, Northumberland.

As usual, I ask 'old' members to make contact with new members in their area. However, since four of the above cars are not in the UK this could prove difficult on this occasion.

Bob Wilkinson

NOTES ON NEW MEMBERS

Once again not one C or CX model 'new' in this edition. The list of known 'Y's grows all the time and on this occasion 4 of our new colleagues have 'Y's outside the UK.

The most distant of our new members is Alfredo Poesch in Argentina with 'our' first known car in South America. Alfredo has been extremely busy restoring his short-rad 4 door model Y which he bought ".....from an antique shop in 1987 in destroyed condition. I have mended the front wheels (axles and steering), replaced the differential and repaired the engine. I have also replaced all the woodwork in the doors and floor. I have worked silently for some 7 long and tire-some years!

I have done the work after getting advice from mechanics and going to spares shops and looking for information about the car. My purpose is to guarantee an accurate restoration and I need information about the dashboard and upholstery."

Well done Alfredo! It must be a very difficult task restoring one of our cars when there are no parts or information available. I suppose the basic knowledge of the Ford Model 'A' locally (there are still thousands in South America, many still in use!) would help.

The Service Bulletins Alfredo purchased (the nearest we have to a workshop manual) will no doubt be a considerable help. I guess this car was produced in Spain.

Carlos Rodrigo in Spain also owns a model Y (a 1933 short-rad, but still awaiting full details) and is undertaking a complete restoration. His friend Ruben Garcia works in London and is acting as 'middle man' to help with the translation of technical matters.

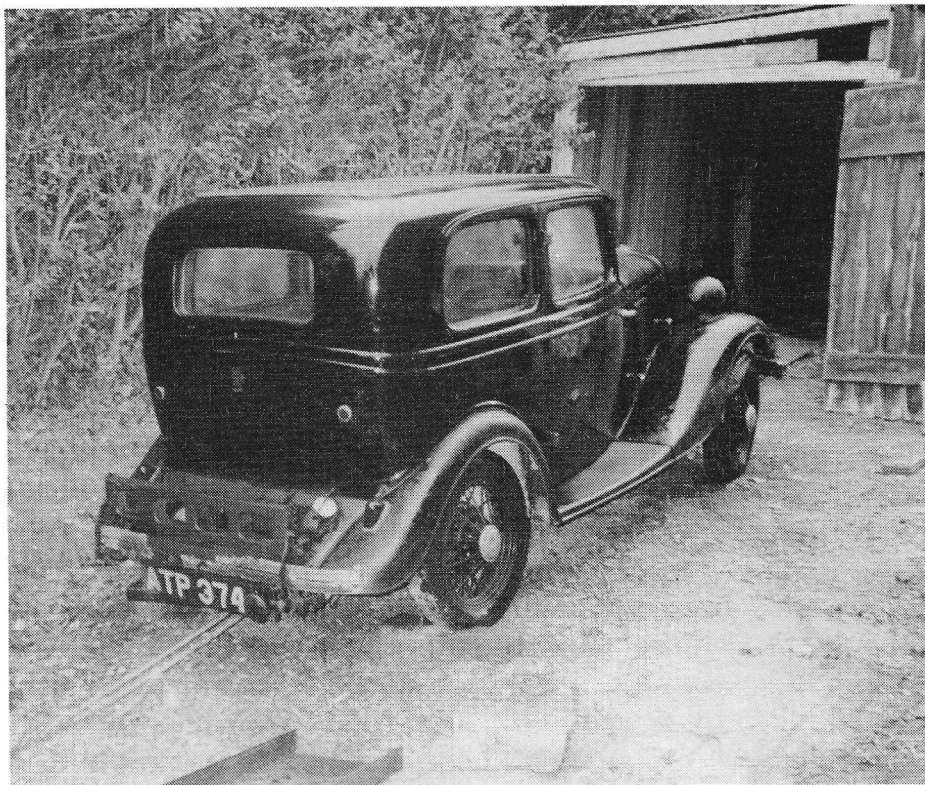
German Guasch in Northumbria is acting in a similar capacity for his father Antonio, also in Spain. Full details of the car are still awaited but it is a LHD 1936 black saloon, chassis number Y109463.

No doubt the information Sam Roberts gained from Luis Cascante about Ford Motors in Spain may be of help with the background information on these three model 'Y's.

Will you all please let us have any history of these cars.... and some photographs?

Harley Gausen in Norway is also restoring a 2 door Y saloon. A 1933 LHD chassis number Y5556. Again we know very little about the history of this car.

A model Y with much recorded history is ATP 374 supplied new in May 1937 by Portsdown Motor Co. to Ernest Fleet the uncle of Brian Fleet of Chichester. The logbook shows the car was in use up to 1941 and has covered only about 50,000 miles. Brian is undertaking restoration work to the nearside running board and wings in particular and then a general overhaul to mechanical parts leading to on the road use in the near future hopefully.



Brian Fleets 1937 Y with fitted luggage rack.

Jerry Standen in Surrey recently bought BOD 978, his 1936 2door Y saloon, at auction. ".....and was pleased to find the Y & C postcard in the glovebox. BOD came with a new MOT but on driving home I found a tendency to wander and have found play in the steering box. The engine seems to struggle and I had to use first gear (!! for a 1 in 12 (8% on new signs) hill! Otherwise the car is in great shape."

With recently aquired handbooks and Bulletins, Jerry should be able to soar up the hills in his wanderings about the countryside. He is no stranger to old cars having many years ago gone low flying in a Morgan three wheeler and made more sedate progress in a Rover P3. His wife has been practising for the 'Y' through several years ownership of a Citroen 2CV.

Austin Holder - yes he has bought a Ford. His dark blue 1937 2 door Y should be on the road by the time we all read this. One can guess that when members begin to look for windscreen wiper blades etc. that the first road trip is imminent. As we have all learned, the first 20 miles are the worst.

Good luck to you all - please keep us informed of progress and those early journeys.

Bob Wilkinson

THE MODEL Y WILSON TWO SEATER SPORTS

(Extract from The Light Car - February 17, 1933)

A striking two-seater sports body for the 8 h.p. Ford chassis has recently been introduced by Wilsons (Kingston), Ltd., 20, High Street, Kingston on Thames. As the accompanying illustration shows, quite sweeping lines have been chosen, the body having been schemed to blend with the pronounced rake of the standard radiator and wings.

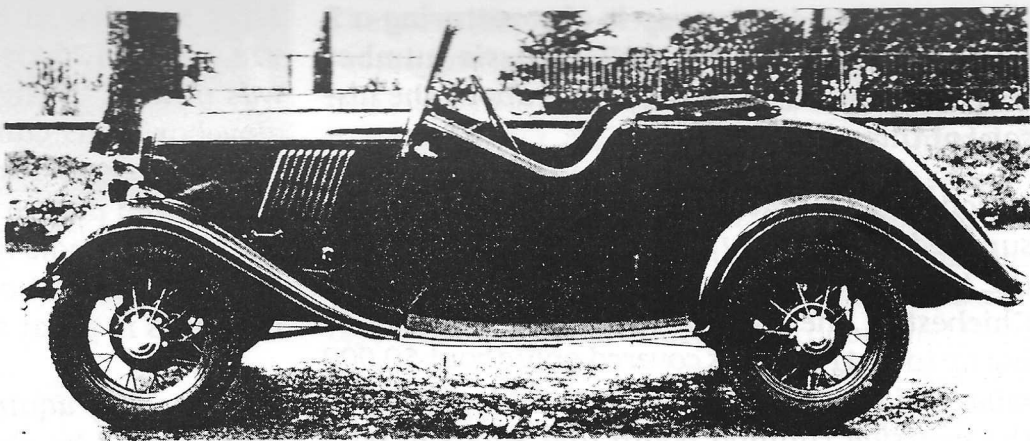
The body itself is of ash, panelled in aluminium and fitted with a cutaway door on each side. The

tail, which slopes down to the rear, is recessed at the back so that the spare wheel is partially sunk, whilst the hood is arranged to fold into a recess when not in use and is protected by a tonneau cover so that it is entirely out of sight.

Side screens are provided which fit up close to the hood and make the car entirely weather-proof; space for them is provided in the rear of the body.

The two seats are of the bucket type and have a wide range of adjustment, thus ensuring ample legroom, even for the tallest driver.

So far as equipment is concerned, the windscreen is chrome plated and fitted with safety glass, whilst a dual screen wiper is provided. There is also a driving mirror, and the floor is covered with suitable matting. Buyers are given a choice of four colour schemes, these being red, blue, green or ivory, with upholstery and trimmings to match. The price of the body alone is £60, whilst the complete car costs £160.



The Wilson Two-seater at £160

A point of interest to those who have to study maintenance costs is that the bumpers, wings, running boards, radiator and bonnet are standard Ford equipment, so that, in the event of damage, replacement is easy and inexpensive.

THE "LE MANS" MODEL CX TOURER

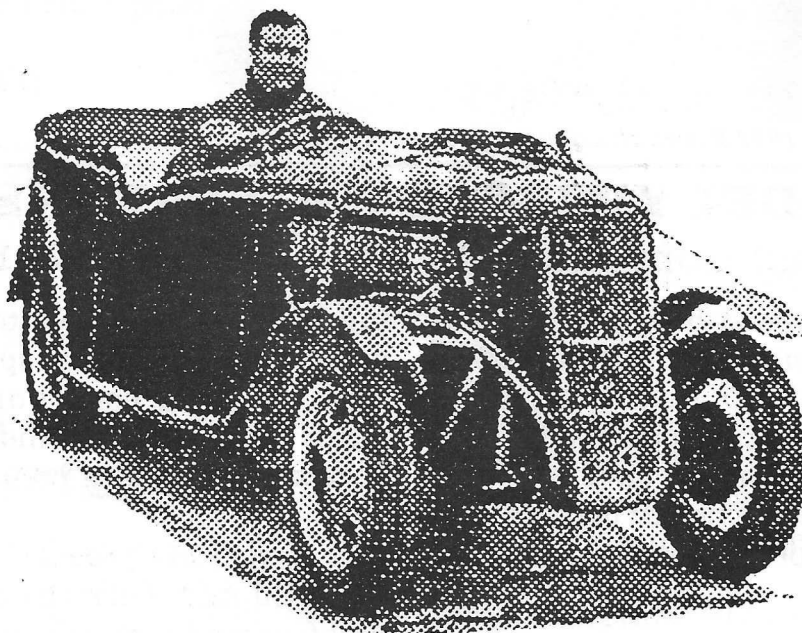
In the last issue I asked for information about the stripped down Model CX Tourer belonging to M. Bilney, which appeared in "The Autocar" of 29th May 1936, apparently being driven by a Miss Richmond, with Jack Bezzant looking on, and in the process of being prepared for Le Mans.

Alan Ogden took up the challenge. Although he could not tell the tale, he knows a man who can! Martin Flower, from Yarm in Cleveland, told Alan the following:-

"Firstly, M.K.H.

Bilney's CX Tourer was prepared by Jack Bezzant to be co-driven by Miss Joan Richmond in the 1936 Le Mans. Well, there was no 1936 Le Mans;

widespread strikes in France knocked that one on the head. The car may have run in other long distance events that year, but I have no details as yet.



M.K.H. Bilney at the wheel of the stripped down CX tourer.

Bezzant was an ex-works Aston Martin mechanic, driver and service manager.

He left in 1933 to run a garage in Povey Cross, where Malcolm Campbell once lived. The Bezzant - Bilney link may be that Bilney was a friend of Aston racer Jock St. John Horsfall, who recommended a suitable mechanic.

Bilney and Joan Richmond co-drove the former's 1991cc AC in the July '37, Donington 12 hour sports car race. She made a false start but was well up in her class (2nd) when M.K.H. took over. At Holly Wood he collided with S.H. Robinson's 1087cc Riley and he and the

AC were crushed against a wall with fatal results. There is a Fred Nevin drawing of the accident on page 1151 of "The Motor" of 27th July 1937....."

"The C's sporting zenith had to be its entry in the 1937 Le Mans 24-hour. It finished 14th overall, beating 34 rivals and was second in class."

Although the CX Tourer did not run in the Le Mans in 1936, our very knowledgeable Model C/ CX expert, Yvon Precieux, reported in the Classic Car Weekly of October 12 1994:-

It would be interesting to know whether it was the Bilney/Richmond partnership which achieved the Le Mans success before the fatal Donington race.



Norton Insurance Brokers

Regency House, 97-107 Hagley Road,
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A VISIT TO DAGENHAM IN 1932

(PART 3)

This is the final part of Maurice Sampson's report on his visit to Dagenham as described in the July 8th 1932 is of "The Autocar". Having described the huge Ford plant and assembly lines in the last two issues, he now takes us on a fascinating tour of the two main component companies:-

"Now we are going to leave the Ford plant proper and go and look at two adjacent plants on the products of which much depends. These are the Kelsey-Hayes Wheel Company, Ltd., where they make wheels for all Ford vehicles, and Briggs Bodies, Ltd., where the Ford coachwork is made.

It should be emphasised that both these plants are owned and operated as independent units, and their relation to the Ford organisation is purely that of suppliers. Indeed, both firms are ready to supply wheels or bodies to anyone engaged in the automobile industry. On the principle that chassis cannot run without wheels, but can without a proper

body, let us take the Kelser-Hayes plant first. I am fain to confess that I was, and have for a long time been, anxious to visit this factory, because I wanted very much to see with my own eyes just how the special Ford welded wire-spoked wheel was made. For some years this has been a Ford speciality. It possesses the obvious attributes of neatness and good looks and the equal attraction that it is very easy to clean. It is also, I am told, an exceptionally strong wheel laterally, which means, in effect, that you can clout a Ford car good and hard against a kerb without breaking a spoke or distorting the wheel from true alignment.

The process of its manufacture appears very simple, but the special tools cost many thousands of pounds, and involved, originally, an enormous outlay in experiment. Essentially, what is required is a rim of exact truth. It must be really and truly round. To ensure this the rim passes through several

special machines, the most important, perhaps, being an expander, followed by a compressor. I can only liken these tools to gigantic hat-stretching machines. The rim, having undergone these processes, and got past the gauges of the viewers, is laid, with its hub, in the tool which welds the spokes. This is a jig like a big plate with a hollow centre and grooves arranged exactly where the spokes lie in relation to the hub and the rim.

Once that the spokes are laid in the jig nothing else is needed but to press a button, whereupon the electric welder descends on the spoke ends lying under it. There comes a sharp crackle and a flash, and a spoke is welded to hub and rim. The jig revolves a few degrees, and the next spoke is in place. Another crackle and flash, and another spoke is in a permanent place. In a few minutes a wheel is finished, save for final cleaning and

enamelling. It all sounds very ordinary, but the actual tool is a delight to watch in its quick accuracy of operation.

Perhaps the most interesting thing, technically, produced by Kelsey-Hayes is the latest type of Ford integral pressed hub centre and brake drum.

It is a magnificent piece of work, rendered possible only by the outlay of a tremendous lot of money and skill and the use of perfect steel and tools which are uncanny in their accuracy.

When a car is built, as is the Ford, for world wide use, and the parts are produced so that they can be despatched, as is the case at Dagenham to widely spaced plants in Europe, absolute accu-



Four and a spare.

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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:-LR.	£ 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 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 pipe-stainless	£ 68-60 each
Y exhaust, stainless. Carriage included	£ 59-50 each
Engine top water outlet (head to hose)	£ 9-50 each
Hoses, straight t. Top 9.5"x1.75" bottom 8"x1.25"	£ 3-00 each
Moulded Top hose - suit post Y head	£ 7-00 each
Moulded Bottom hose - suit post Y engine	£ 7-00 each
Engine pistons, 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	£ 5-00 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
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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
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ELECTRICAL

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Battery fixing bolts	£ 2-30 pair
Battery lug bolts	£ 0-50 each
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Early distributor caps	£ 3-25 each
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Spark plugs - not L10 but equivalent (ie. same as)	Set of 4 £ 13-00 x 4
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Y Front side lamps (orders taken)	

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With steel mounting brackets. Adaptable for SR	
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Floor board screws Set of 40	£ 4-00
Late LR Y four door hinge centre bolts with spring + tag	£ 1-20 each
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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
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Oil can transfers. Black only	£ 3-70 each
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Wheel nuts C each	£ 0-65 each
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LR Wing nearside front genuie Ford new old stock	£135-00 each

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DESCRIPTION	SIZE	QUANTITY	PRICE	TOTAL
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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 _____

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PLEASE MAKE CHEQUES PAYABLE TO FORD Y & C MODEL REGISTER
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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)

racy is essential. Not near accuracy, but accuracy "tout court".

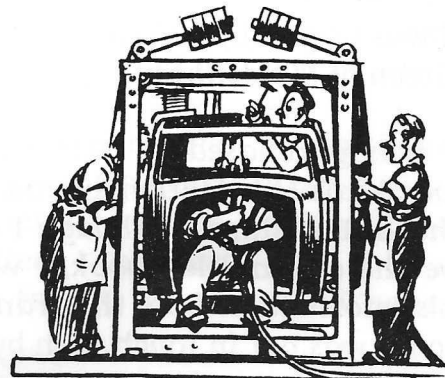
We must not let ourselves view Dagenham as just the home of the British Ford. It is the birthplace of Ford cars and trucks emerging continually from assembly plants in Helsingford, Stockholm, Copenhagen, Rotterdam, Antwerp, Paris, Cologne, Barcelona, Istanbul; also from the distributing depots at Malmo, Lisbon, Alexandria, Bologna, and Bucharest. The wheels I saw being made may find their way to any of these plants. They must fit the hubs they meet there, and hubs must fit the chassis exactly. They must not require a touch of a file. They must just fit. Indeed, it is the fact that the greater the production of a car the greater the accuracy required in the making of the components.

I have indicated only briefly the Kelsey Hayes activities. To go fully into all the processes would require an article. The mere fashioning of the Ford wheel spokes is an art in itself and requires tools costing many thousands of pounds.

Now let us step across the road and have a look at the Briggs Bodies plant, wherein all the coachwork for Ford cars in Great Britain and all except the upholstery and trimmings for Ford cars in the European plants I have mentioned are made. And if any other car manufacturer reads these lines and would like Briggs bodies for his chassis, he can be accommodated, for, like Kelsey-Hayes, Briggs Bodies, Ltd., are at Dagenham to make bodies for anyone who is willing to trade with them.

The Ford bodies are what is called the composite type. That is to say, the frame is of ash and the panelling of steel. The frames are built up in jigs and the panels then attached. The resultant body is so strong that a saloon can be rolled completely over with no fear of the body collapsing. One might almost say the bodies are unnecessarily robust. Probably a lighter gauge steel could be used with perfect safety and a good deal of weight thereby saved. But no risks are taken, and as delivered to the public the Ford saloon is almost an unbendable and unbreakable structure.

Pressings are not very big. The system is to press a number of sheets, each comparatively small, and weld them together. This saves time and expense in die making and results in a body actually stronger than would be the case if larger sheets were used. The strongest points in a steel body are at the welds. After the welding has been carried out the joints are ground and buffed, and neither sight nor touch will reveal where the weld was made.



Briggs' big jigs.

The welding is done in jig tools which cost five thousand pounds apiece. The pieces to be joined are slipped into the jig and held down by pneumatic pressure. The current is turned on, showers of sparks flash around, the job is done. One such apparatus can fix up the rear and half sides of a saloon at the rate of fifty an hour.

The steel panelling, by the time it has been buffed and chemically cleaned, looks like burnished silver. As the bodies take shape, and as the wings and bonnet panels are completed, they are hung on conveyors and pass through the spraying and drying tunnels; at length, having received their final coats of cellulose, they are taken in hand by the trimmers and upholsterers. Constant exodus of panels and doors and other pressings are being packed for export

to one or other of the Ford European plants. All the steel used is British. Indeed these Dagenham developments have been one of the ripest plums plucked for many a long time by our steel makers. In

the construction of the Ford works alone some twenty-nine thousand tons of British steel have been used. More still will be needed, if the Ford belief in revival in world trade is not unfounded.

What of the future? With the restrictions and tariffs and quotas under which half the world is labouring, with the uncertainties

in currency values and the not exactly settled condition of Europe in view, the cynic or the pessimist, looking at Dagenham, might well wonder if Mr. Ford's faith in the ultimate good sense of humanity has not been rather stretched.

But countries will not go on forever engaged in living by taking in their own washing, and in paying sums beyond the understanding of normal men for services rendered to a previous generation.

The world, in fact, will return to normal, and a normal world has shown in the past that it

can consume a good many hundreds of thousands of Ford products annually without effort.

So far as Europe is concerned, Mr. Ford is anxious that England shall be the supplier of his goods. It is a compliment to us, and I venture to think it a tribute to his foresight in that he has so estimated our national potentialities as a manufacturing nation.

That is why I feel that, vast as is Dagenham today, and obscure as is the industrial outlook in Europe, those gaps left for enlargements of the plant

set down by old Father Thames will not be vacant for very many years.

In the meantime everyone who has an opportunity to do so should visit Dagenham and see for himself what the Ford Company has done to date. Visitors are welcome; most of them will come away re-echoing unconsciously the words of the Queen of Sheba:

"And behold! The one half of the greatness ...was not told to me, for thou exceedest the fame that I heard".

MEMBERS' CARS

Frank Croucher's Model CX Tourer - CYL 392

CYL 392 was originally owned by a Mrs Evelyn Green of Maidenhead.

The car was purchased in 1936 from Stevensons Auto's Ltd., Station Approach, Maidenhead, Berkshire. Although I do not have the original log book, I was given this information from the grandson, whom I was put in touch with by a Ford Y&C Register member, from Reading, at Stanford Hall about 4 years ago (I can't remember his name).

The grandson then told me that his father was alive, he being 74, and would like to see the car again. The father lived in a village near Bridport, Dorset, so we arranged to meet him. Kevin Briggins, myself, families and cars set off to Dorset for a few days. We met Mr John Green, the original owner's son the following day. Obviously, when he saw the car it was very emotional, bringing back memories of years ago as a child being driven around by his mother. The accidents they had had in the car etc., even to this day the passenger door does not fit properly because it came open one

day in 1936 and hit a lamp post! It was never repaired properly. He remembered the times they went to Italy, Switzerland, France etc. for holidays in the car, the car being hoisted in nets onto the ships. He told about the car's history. The car spent a lot of its life with Mrs Green around Lyme Regis and Bridport during the war, until late 1950s, when the car was laid up in their garage. There it stayed until 1972, where it was used as steps to climb into the loft in the garage.

When we left the house that afternoon, John Green gave me the original jack and handle, which he had kept from the car. The last he saw of CYL was it being towed away for scrap in 1972. Obviously, someone else had different ideas! 12 years lapsed during which I cannot find any owners. Jeff Jackson, from Knebworth, was the owner who restored the car in 1984, but hardly used it. I bought the car in 1991 and have done a few of the jobs needed to get it through the M.O.T. and have been using it ever since.

Frank Croucher, Stevenage

CYL 392 is shown on the back cover of the magazine, as photographed by Liam Tomlinson at the 1995 Annual Gathering of the Ford Y&C Model Register at the Crich National Tramways Museum.

THE "THAI Y" SOLUTION

The story so far:-In January 1995, Phil Beasley of the Castrol Thailand Technology Centre wrote to Ken Devine asking for judging points on our Fords, as there was a car show being held in Bangkok.

Judging points were faxed to Phil, who replied that the show had taken place and a Model Y had won the "vintage" section. Photographs were sent, which showed the car to be a two tone grey Fordor longrad.

As a result of announcing the find in the Register magazine, Geoff Murrell remembered seeing the car photographed in "The Automobile" in May 1989 with other cars in the "Bangkok Concours". The car was shown as a 1935 Ford and owned by "Mr Siripng Buranaphan".

What was intriguing was the origin of the car. Was it a Dagenham "knocked down" export assembled in Singapore; a UK car exported by its owner, or an Australian manufactured body on a Dagenham chassis.

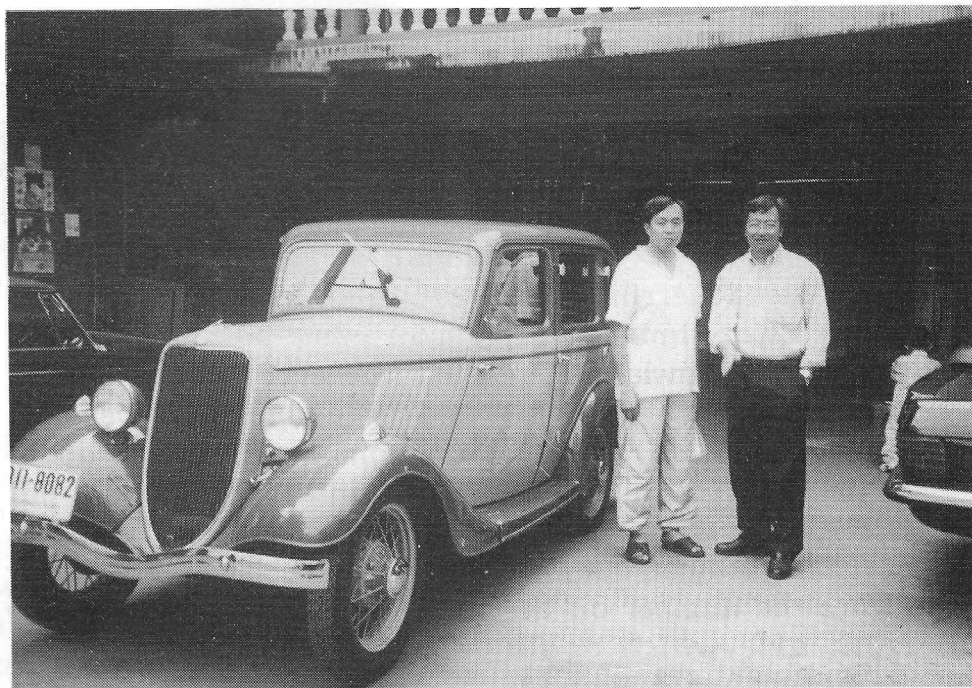
In November 1995, member John Follon and his Thai wife, Somchit, from Jersey, visited Thailand and offered to find out more about the "Thai Y" as it was now affectionately known. The following letter was received in January 1996 from our roving reporter, John:-

"11th January, Bangkok.

9.13 am. We left the Don Muang Airport area and drove into Bangkok in order to keep my appointment with Khun Siripong, the Managing Director of Castrol Thailand Ltd. which we had for a 12.30 lunch-time meeting at the Asia Hotel lobby. Khun Siripong told me that he would be carrying a copy of "Classic Car" and I responded by saying that I would be carrying the Y Model Register magazine. It was reminiscent of the old spy films that I watched back in the 40's. Anyhow, after 2hrs 40mins we arrived at the hotel, which left us with some time for a snack before 12.30 pm. Khun Siripong arrived on time. We introduced ourselves and then had a nice lunch and chatted. I was not allowed to pay for the meal.

Siripong said that I had come a long way to see the car and that was enough. We then set off in his Mercedes '78 and some 20 mins later arrived at our destination which is slap bang in the middle of Bangkok. I was then introduced to the present owner of the "Y", Mr Khun Thwat Kumutpongpanich. The car was on "Jacks" but in no time at all it was in a viewing position. There were plenty of willing hands available to help out. The battery was disconnected, but everything seemed to be in order. Now I'm not too sure myself if the car is of English origin, but I hope that all the info I enclose will enable you to reach a decision.

So here follows the story, as told to me by Khun Siripong. The car originally belonged to a British Gent, who sold it to a doctor, who it seems was related to or



Mr Khun Thwat Kumutpongpanich (left), the present owner, with Mr Khun Siripong Buranaphan, who restored the "Thai Y".

knew Khun Siripong. The car at this time had green paintwork with brown upholstery. Anyhow, Siripong became its owner and carried out the work which has remained to this day. As he couldn't give the car the attention he wished for he sold it quite cheaply to his friend ie. the present owner. That really is all that is known about the car. So I then set about getting a photographic record of the "Y". My wife, Somchit, took all the still photos, whilst I endeavoured to capture it with my "Camcorder". Hopefully when I return to UK I will be able to make a copy of the film which I will pass on to you. The still photographs you should receive with this letter.

Now the following is everything that I was able to gather from the car:

1. Body No located on the n/s front of seat floorboard area = 4/6711
2. The engine no which is on the o/s of the engine block - central = Y178918.
3. Ignition key is MRN 5
4. The speedometer is in kilometers. It has never been out of the car and was made by Cooper Stewart of London.
5. Amid great merriment or was it astonishment from the "Thais" I crawled underneath the front of the vehicle; lay on my side (dressed by the way in creamy white clothes). This is not expected of the Englishman but I did locate the number on the front axle which again might help you ie. Ford-19-3010 8W.

The hub caps are original they tell me, but I'm not too sure myself. They seem to be too perfect! The electrical system is converted to 12 volts. This is a necessity in Thailand because the 6v lighting is no use here and the batteries are very difficult to get hold of. You may notice that all the door hinges have been chromed at a cost of 100 baht per item (roughly £2.50 per item). On the rear wing you may notice reflectors. They were on the car when it came into Khun Siripong's possession.

There was no sign whatsoever of a chassis number. I searched everywhere. The colour of the car is two shades of grey. There really isn't any need for the Thais to be members of the Register, because anything they need they can make at a lot less than we could supply. An example of their work was the radiator cap. It is a fine piece of machining.

I asked them whether there are any other Ys or Cs in Thailand. The answer seems to be a definite "No". Since arriving here on the 12th Nov '95 I have driven from Bangkok to the far northern point Nong Kadi and have driven south and west covering quite a few thousand "K" looking whenever I was able to for old cars and so far I have found only one Morris Minor abandoned in a bit of a state but restorable. I've seen thousands of wrecked vehicles. They litter the roads; but nothing with any age.

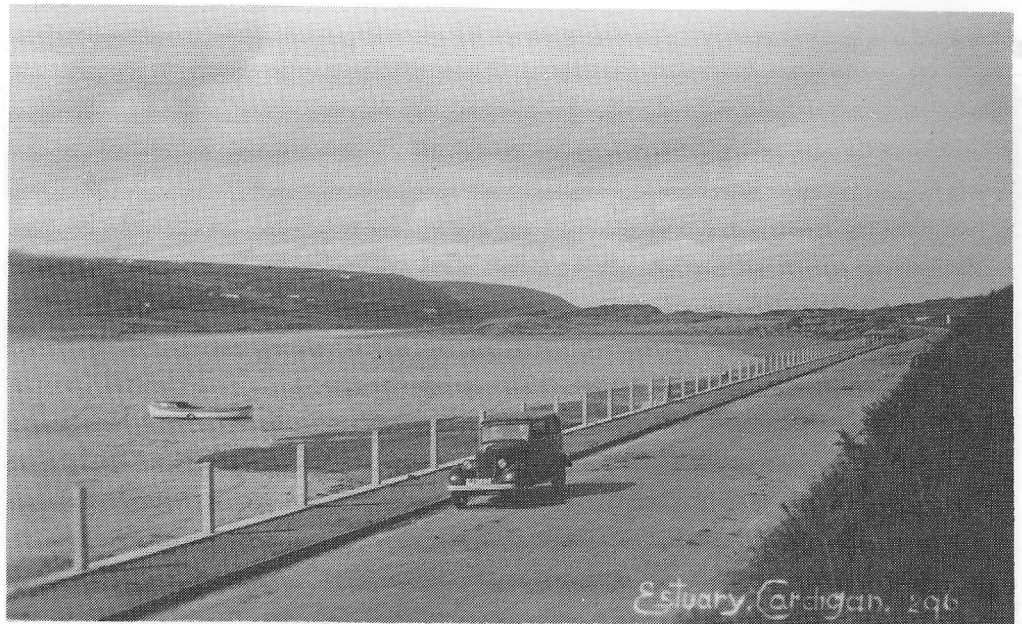
Incidentally, I gave my Y&C mag to the owner of the "Y". so I am going to be that particular copy short, so if the register happens to have a spare I would appreciate another one. (I can't remember the number but it is the one with the Thai Y picture)"

Conclusion. Based on John's findings, I believe we have a Dagenham built car; Briggs body number 164/6711 and chassis number Y178918 ie. the car still has its original engine. These numbers fit together perfectly on the register and date the car at March 1937, rather than 1935, which is what Mr Siripong believes. The only oddball piece of evidence is the Cooper Stewart speedometer being in kilometers. Even if the car was assembled in Singapore, I would not expect the speedo to be metric. Perhaps we have a sleuth amongst the membership who can suggest a possible reason? In the meantime, our thanks go to John and Somchit Follon for taking time out of their holiday to help solve the mystery. I'm sure they enjoyed doing the detective work!

Sam Roberts

A Photo and note from Trevor Walker:

Perhaps members in the Cardigan area might like to recreate the picture with their car to show how the scene looks now. EJ 3685 isn't in the list of surviving vehicles, but maybe someone knows something about it.



OVERHEATING AND PETROL EVAPORATION PROBLEMS

To add another dimension to the recent Newsletter discussion on this topic, I refer to the photograph I took recently of the engine in 1934 two door Y, Y82633 belonging to Richard Cunningham who joined us in late 1995.

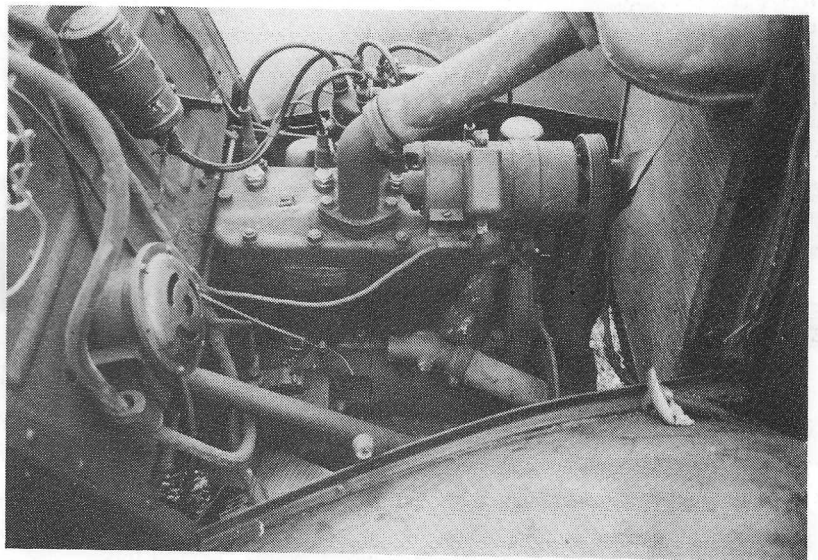
I draw your attention to the photograph of the water inlet manifold which returns the water from the radiator to the side of the engine block. Hopefully you will be able to see the shortened manifold which should extend a further 15cms (Bob is now showing off, he really meant 6ins! Ed.) to meet with the second water inlet hole cast and machined in the block. This second hole has been blocked by a core plug and the rear end of the manifold has been welded up.

Clearly the arrangement (probably altered because the original manifold broke at the rear connection) will reduce the flow of coolant in the whole system and particularly to the area around cylinders 3 and 4. The car as yet is not on the road but I guess it would seriously affect

under bonnet temperatures and very likely lead to petrol evaporation/starvation problems.

This is not included to criticise Richards car, but simply to illustrate how solving one problem may produce another. I have a manifold in original condition waiting for you Richard.

Bob Wilkinson



14 CLASSIC CAR WEEKLY/JANUARY 17 1996

CAR FOR SALE? PHONE MONDAY, SELL WEDNESDAY! 01733-238855

■ THE 420-strong Ford Model Y and C Register was formed in 1979. Membership secretary is Bob Wilkinson, Castle Farm, Main Street, Pollington, Goole, Humberside DN14 0DJ. Tel: 01405-860836.

Writing in a recent Register *Bulletin* Bob reports: "Although of American design, the Model Y took the British market by storm. For the first 14 months, until October 1933, the attractive short radiator (shortrad) body styling was manufactured at Briggs Body Company Ltd, co-located with the Ford Motor Company at Dagenham.

"Thereafter the styling changed to the longrad, with its familiar dip in the front bumper. By gradually simplifying the body design and improving efficiency at Dagenham, Ford was able to reduce the price of the two-door Popular to a record low of £100 the world's cheapest four-seater saloon.

Survivors

"As a result 200,000 Model Ys came off the production line, of which we have about 700 known survivors on the register.

"Because the chassis was too flexible it was decided not to produce a Model Y soft top. However a number of Ford agents had sports cars and tourers made to their own specification."

Although Sam Roberts has done extensive research on these Y specials, he has not been able to establish how many Kerry tourers were sold by Perry's. He estimates 40-50; Ray Cooper always thought it was about 100. The Register knows of five survivors, but only two are roadworthy.



Happiness is Y-shaped for Ray Cooper, reunited with a long-lost love.

We fixed up a Christmas treat for man and metal to be reunited after many years apart and we're filling up even now as we think about it. Our reporter with

handkerchief and Box

Brownie at the ready is

BRIAN CRICHTON

RAY RIDES AGAIN

YOU have heard of Gary Cooper, of course. And if you love Vauxhalls you will no doubt have heard of Ray Cooper. He's assistant vehicle restorer to Bernard Ridgley at Vauxhall Heritage Centre. The pair are the finest

double act since Morecambe and Wise!

A former aircraft fitter, Ray joined Vauxhall at Luton in 1964. Ray, son of a Great Yarmouth, Norfolk, policeman, was running a 1934 Ford Model Y Kerry tourer at the

time, which he had for 11 years, until 1970. He sold it to his brother, who only kept it a year.

A quarter of a century rolled by. Ray assumed that the four-seat Ford he had learned to drive in, passed his test in and in which he

courted Shirley, his first wife, had joined the car choir invisible.

Then by pure chance last year he discovered the Ford he had cherished, modified and consigned to the distant past was alive and well and one of only two examples on the road.

Editor Geoff Browne thought it would be a great idea if Ray and car could be reunited for a drive before Christmas.

And so here we are, on our way from Ray's Luton home to Andover, Hants, hoping threatening snow will not spoil the occasion.

Modifications

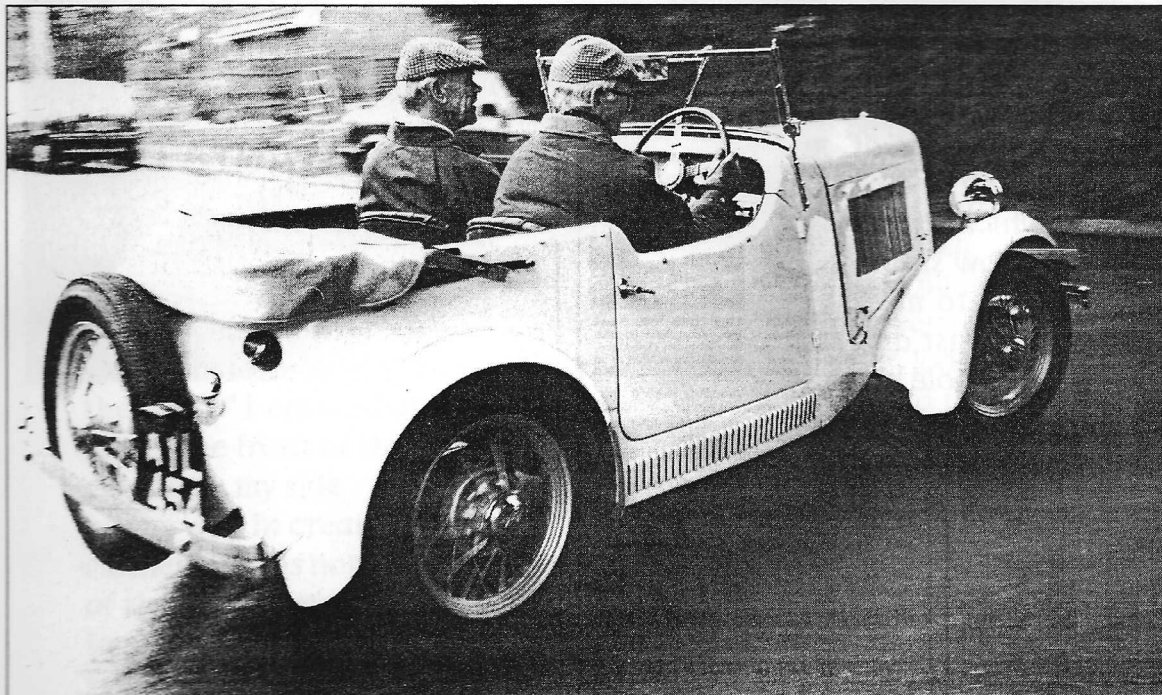
The Ford has lived in Andover since 1986, when owner Sam Roberts, chairman of the Ford Model Y and C Register, acquired it.

At Andover Ray and Sam get chatting about the Model Y and Sam tells of the research and travelling required to establish original specification to restore the car.

Ray had carried out several modifications during the Sixties and "buggered it up" as Sam says — there being much warmth and latent humour in his admonition.

Later Ray, 56, calls the Ford a Y-type and gets a lecture on the Y-type being an MG, not a Ford. Sam, who also owns a Model Y saloon, likes it correct and has done enough research on Y specials to write a book.

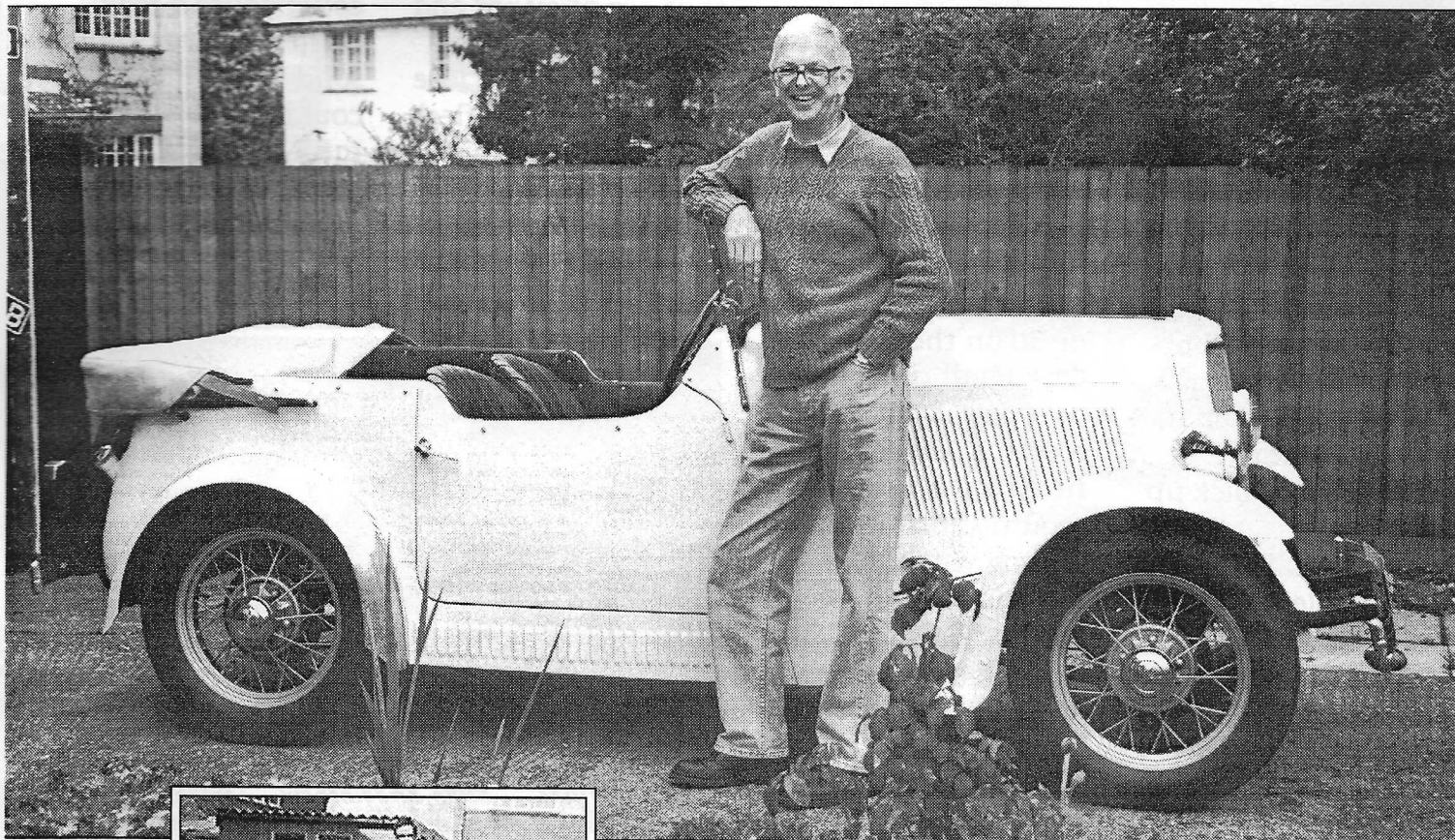
Out into the garage and Ray is whisked back to the Sixties — not only by the sight of the Ford, but by the sight of his now redundant



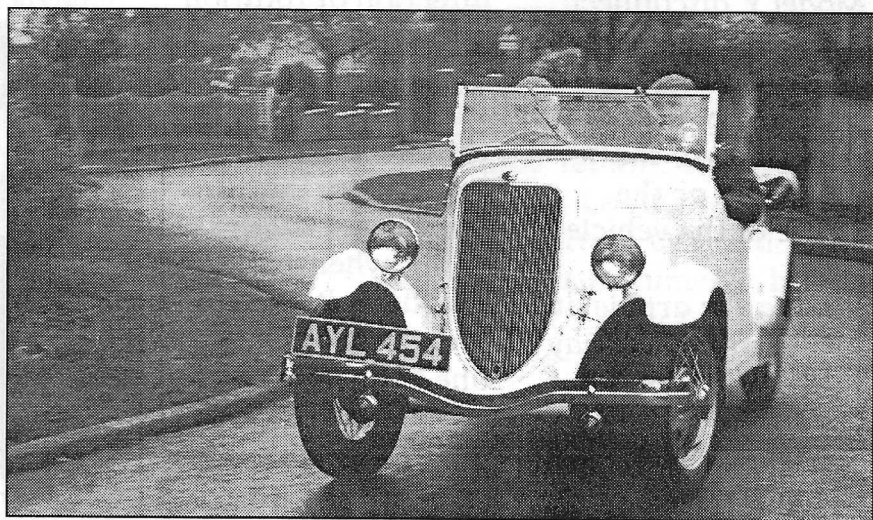
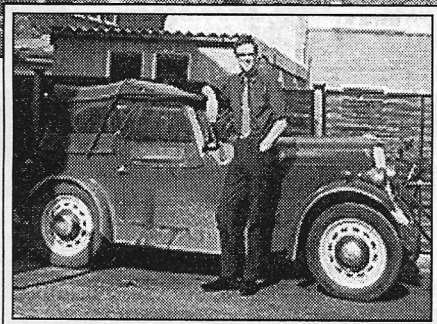
Delight on a December day as Ray Cooper takes owner Sam Roberts for a memory-stirring spin.

CAR FOR SALE? PHONE MONDAY, SELL WEDNESDAY! 01733-238855

JANUARY 17 1996/CLASSIC CAR WEEKLY 15



Thirty years compressed into two pictures. Ray Cooper in 1995 (above) and in 1965 (right), when the 1934 Ford was in its original black.



Back to original specification, including wire wheels, the Kerry tourer gives Ray and Sam a merry and magic ride.

tuning parts at the back of the garage.

Sam, who made the day possible, offers Ray the wheel and off they go. The moist and chill air is full of nostalgia and a hint of snow as the Ford merrily motors away.

I follow and watch the three-speed ivory tourer cut a dash through Andover town and dance over the Hampshire hills on its way to a pub on the banks of the River Test.

The little four-seat Ford, with its impressive grille cleaving the air, hits a genuine 50mph at the bottom of a dip as Ray's memory is stirred by the nature of the steering, the way the transverse leaf suspension front and rear reacts to the bumps and the gentle acceleration from the thermo-syphon-cooled engine.

Advice

And it's back down memory lane — pictures racing through Ray's mind of youthful years, a trip to the Isle of Wight, working on the car in digs, writing to Perry's for advice on fitting Popular axles, parting company with the Ford when number one son came into the world.

"Brilliant," said Ray, who later

confesses that most of the time the car was in his ownership he drove it with the hood up.

What were his modifications to the Kerry tourer, bodied by Perry's of North Finchley, London?

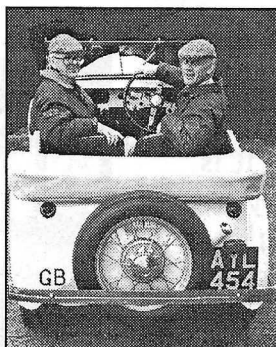
When he took it off the road for maintenance and renovation work to replace rotten timber, he boxed the chassis to make it more rigid and fitted axles and Easiclean wheels from the later Popular.

The Popular rear axle afforded a higher final drive ratio (lower numerically) to suit tuning modifications and give an unrestrained 50mph cruising speed.

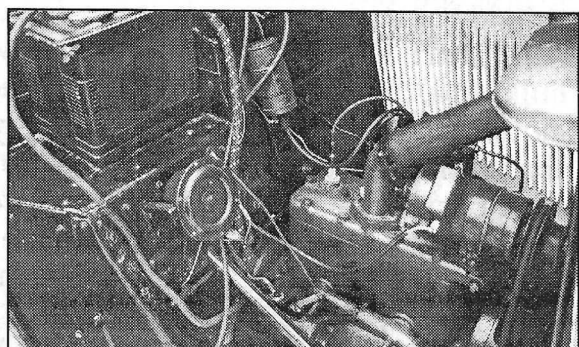
Tuning involved replacing the 8hp 933cc engine with the later 10hp 1172cc unit, fitting the 8hp head to increase compression and fitting an Aquaplane manifold, allowing twin SU carburetors.

The upright Popular brakes were also an improvement over the originals.

Would Ray treat himself to another Model Y should one come along? Well, he already has a Minor Traveller in his garage awaiting attention. But he couldn't help mentioning to his wife Elizabeth that Sam knows of a Y just waiting for a knight in restoration armour to come along.



Ray Cooper (left) and retired colonel Sam Roberts all set to roll back the years.



Simplicity is a sidevalve Ford. This tourer is only one of two roadworthy Kerry examples in use in this country. The 933cc unit gives 23bhp at 4000rpm.

Here's a letter from Jeff Cole our Model Y Technical Advisor:

There are a few comments I would like to offer regarding the information in the last issue (No 98 Jan/Feb 96). These are from a safety point of view, firstly I do not wish to prevent members from contributing articles to the Bulletin, far from it, but two points I would like to pick up on.

The article on Charging Rate, now before any adjustments, or replacements are attempted on the electrical equipment or wiring on the Model Y, disconnect the positive terminal on the battery, this is the terminal that is connected to the bodywork or the frame of the vehicle.

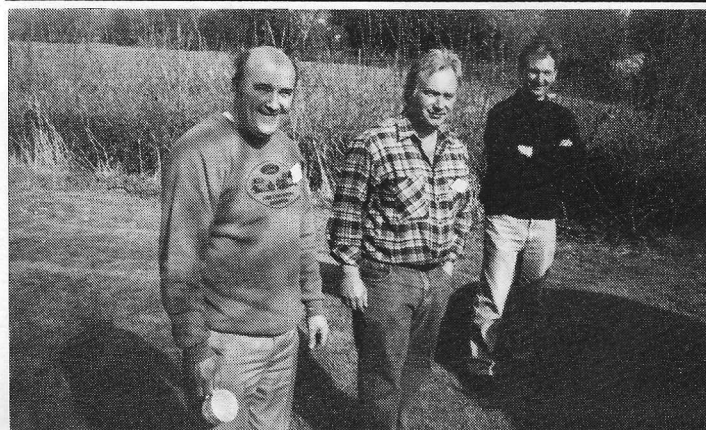
During the article, it was stated, "you may have to disconnect the cable from your voltage regulator" etc. If when this cable is disconnected, it should touch any metal part, engine, bulkhead, or starter motor metal work, you immediately have a short circuit, whereby the full 6 volts is applied across the wiring. This could burn out your loom and Ammeter, or the very least, if this wire

you have removed touches the metal-work briefly, you could bend the Ammeter needle very badly, as you would be passing many, many more amps than the indicated 20 or 30 on the meter. One small point, while on this subject, the Model Y 32-37 was fitted with a cut-out, mounted on the dynamo, which is an electrical relay, not a voltage regulator. The voltage regulation is performed by moving the thinnest of the three brushes in the dynamo, either in the direction of rotation to increase the charging rate, or the opposite way to decrease the charge.

The second safety point, when adjusting the fan belt tension, always leave at least one eighth of an inch of the dynamo spigot protruding through below the cylinder head. If the correct belt tension cannot be maintained with at least this amount of protrusion, replace the belt, also if it is found necessary to jack up the engine to give sufficient clearance around the crankshaft pulley, you will find it easier to remove the two bolts

that are at either end of the engine front bearer, you won't lose so much knuckle flesh on the radiator fins, also if your hoses are hard with age, drain the radiator and remove them as you

could cause a leak. Hard rubber is very solid stuff and it could break the radiator tank necks, or at least fracture the soldered pipes with this straining pressure.



Members at the 1995 AGM.

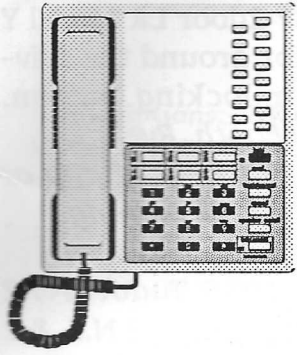
John Griffiths Clwyd, North Wales	Kevin Briggins Luton, Bedfordshire	Frank Croucher Stevenage Hertfordshire
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Valerie Leach holding court from the seat of the youngest Model C on the register. Basingstoke Rotary Club Show 1995.



Crich: Annual Register gathering June 1995 National Tramways Museum.



FOR SALE

2) 1937 Morris 8 in good condition or exchange for Model Y in similar condition (new member)
C.B. Seneviratne 01440-705580

2) L.R. Model Y running board L/H (no rubber) N.S. front wing.

Bob Wilkinson 01405-860836

2) 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 respraying.
£2200 o.n.o.

Tel 01488-684230

1) 1935 2door Model Y. MOT. Green/Black. Excellent runner, drives well. Some spares. £2950 ono.

Terry Mortiboy 01254_678953

3) 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.

3) Model Y Tudor saloon, Y64584. Restoration almost complete. £1450. Model Y Tudor saloon, Y50927. Restorable £550

Nicholas Hall. Tel. 01384-561122. Cradley Heath.

3) 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.

3) 1933 Model Y Shortrad Tudor saloon. Y29359. Abandoned body-off restoration project, due to bereavement. Body on chassis. Car 90% complete £900.

Tel. Sandra 01403-732545 New Forest, Hampshire.

3) 1934 Model Y Basic restoration. Work done - Chassis, engine, steering, electrics, upholstery etc. Ready for reassembly. Offers around £950 ono

Tony Griffiths 0171-511-3180 eves.



1) May 1937, Tudor Model Y. Priced at £3450, but will take a "substantial" reduction from Y & C members.

*Holmfirth Classics, Huddersfield.
Tel. 01484 689431*

3) 1937 Model Y Tudor. Partially rebuilt. requires finishing. i.e. Wings, interior, loom, roof. Original registration. Documents, history £1100. *Robin Prebble.*

01749-850667 Somerset.

1) 1934 Model Y Tudor saloon Y71672. Black, Green trim. Reg. CG 8491 Restored several years ago but still in very good condition. £3500 ono.

Daphne Godwin Bradford on Avon Wilts.

Tel. 01225 723618

3) 1936 Ford 10 CX 4 door saloon. Part restored (best offer) Will exchange for Ford Y. *Jim Gardham.*

Pontefract. 01977-647807

- 3) 1937 Model Y For restoration + many extras. Offers
Jack Ord York. 01904-782769
- 1) 1936 Model Y Tudor Black/Green Reg. CTV 201 Log book, very reluctant sale - offers.
A. Wilkinson. Northwich. 01606 42311 day or 01606 77040 evening.
- 2) 1 set of 20 model Y wheel nuts Chromed £40. 1 Spring Spreader £35 prices to include postage
Mike Gent 01142-360150
- 3) 1936 2 door Model Y, in good order and used regularly. No carpet. £3450 ono.
Crispin Hodges 01643-704629 eves Somerset.
- 3) Exchange for C/CX 1941 Studebaker Commando MOT T&T in regular use
Tel: 0181-540-1662 A.R. Hutchison.
- 3) CX 2 door saloon in sound running order LHD,
Bill Werman, 5630 Las Lomas St. Long Beach, Cal. 90815. USA. Best offer (Bob Wilkinson has some details of this car)
- 1) 1936 Ford Y 2door. DHK 499 Green/Black, used and rallied for last 10 years. Very nice condition. Ill health reason for sale. Loads of spares inc. 2 engines, mech and body spares. Will be sold with 12 months MOT. £3,250 ono.
Alan Higham Preston Tel. 01772 854538 day or 01772 311126 evening.
- 1) Model Y reconditioned engine and gearbox £395ono
Tel: 01706 845331
- 1) For 1937 2door LR Model Y - Trim for around the drivers door locking button.
Rodney Booth. Rye. Tel. 01797 223334 day or 01797 222177 evening.
- 1) For LR 1936 Tudor Y : 2 headlamp lenses, 2 N.S. & 2 O.S. top and middle door hinge plates that screw to body, 6 hinge bolts, nuts, balls and springs, pork pie rear lamp, 2 front shock absorbers and a fuel gauge.
Chris Jarvis Tel. 01273 559274
- 2) 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 Tomlin. 01304 820651
- 3) LR Model Y Front bumper and number plate bracket.
Richard Cunningham Tel: 01302-820681
- 3) For 1936 Model Y Oval Oil Can bracket, Spare wheel cover, Headlamp, rims, glasses. Reflectors & diamonds including bulb holders, wheel trim centres.
Mike Meadows Suffolk 01473-624650.

WANTED

- 2) Model Y in good on road condition - exchange for 1937 Morris 8 in good condition.
C.B. Seneviratne 01440-705580 (new member)
- 1) Wanted for 1933 short-rad Model Y Radiator Grille; Drivers Seat; Petrol Filler Cap; Windscreen Frame; Speedometer; Ammeter; Petrol Gauge;
Carlos Rodrigo (Spain) Please contact Bob Wilkinson 01405 860836
- 2) 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.

DEADLINE FOR
NEXT ISSUE
30th-APRIL-1996

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.

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Tel 01373-827746 or 01225-766669 (eve) |
| | Metal Magic, The Mews, Brickhouse Hill Rd. ~Eversley. Hants
RG27 OPY
Tel Works 01734-731631 Home 01276-32079 |
| BORING, WHITE METALLING, BEARINGS, PISTONS etc | Ron Topping, Northern Rebore Services, 54-56 Elswick.. Newcastle-upon-Tyne
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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 01778-347347 |
| | Paul Beck, Vintage Supplies, Folgate Rd, North Walsham, Norfolk
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| | Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA
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| | Mr Gary Miller, Shepherd's Grove Service Station, Stanton Bury St
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Tel/Fax 01359 50347 |
| | Mr Julian Janicki. Riverside, Blackbridge Lane, Horsham, West Sus-
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