

CHRISTOWEN

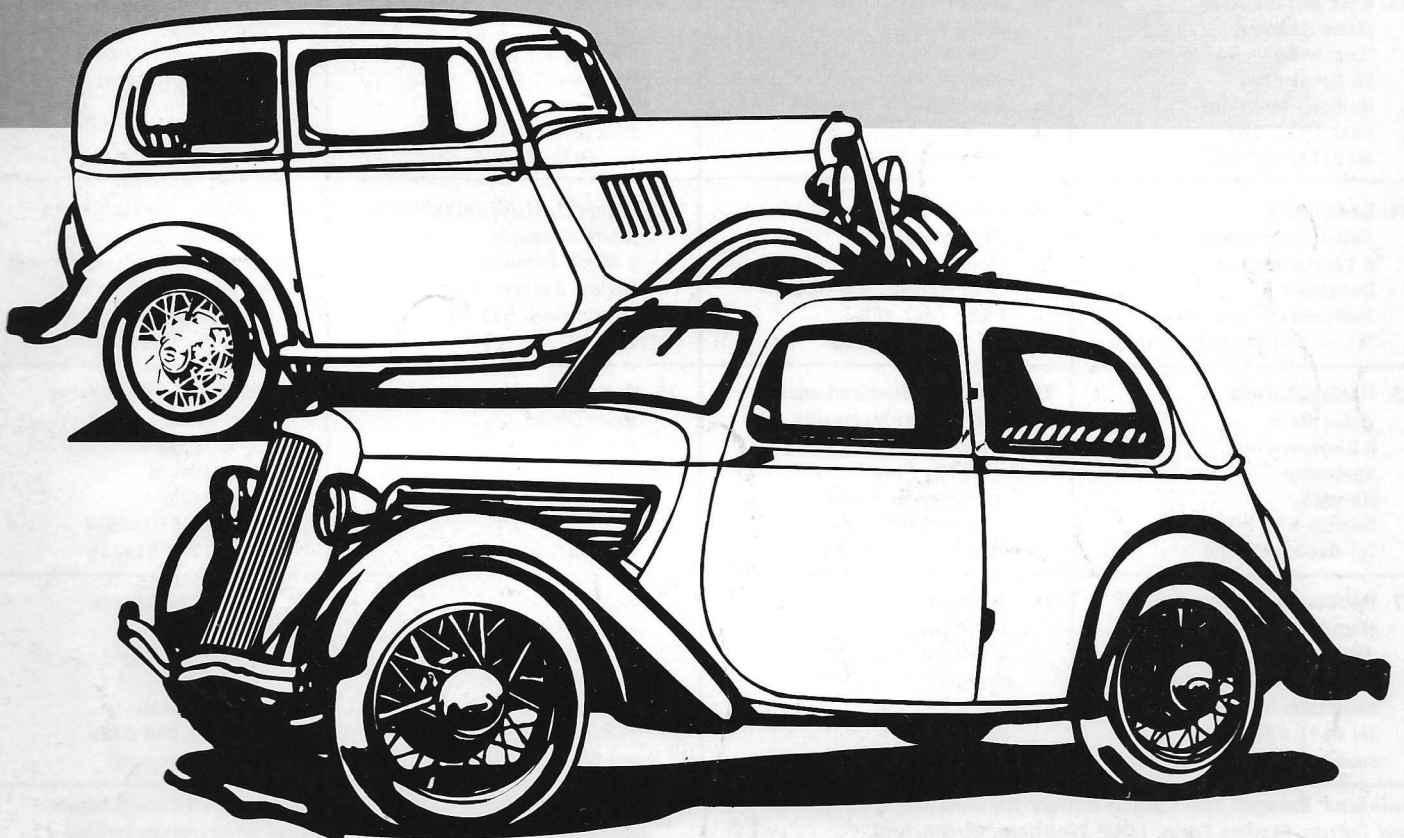
# NEWSLETTER

FORD

ISSUE 123 March / April 2000

X & Y

MODEL REGISTER



# REGISTER OFFICERS

<b>CHAIRMAN, EDITOR &amp; REGISTRAR</b>	SAM ROBERTS	16 Croye Close, Andover, Hants. SP10 3AF. Tel: 01264 365662 Fax: 01264 356045 'e-mail: <sam@samroberts.demon.co.uk>'
<b>SPARES SECRETARY</b>	GRAHAM MILES	4 York Close, Kings Langley, Herts. WD4 9HX
<b>SPARES ORDER TO:</b>	KEVIN BRIGGINSHAW	8 Lancot Avenue, Dunstable, Bedfordshire LU6 2AW. Tel: 01582 601692 (8-9pm only) 'e-mail: <Kev@brigginshaw.fsnet.co.uk>'
<b>COMMITTEE MEMBER</b>	GEOFF DEE	27 Ladycroft, Cubbington, Leamington Spa, Warwickshire CV32 7NH
<b>SECRETARY &amp; TREASURER</b>	BOB WILKINSON	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463
<b>TREASURER TO SPARES SECRETARY</b>	VACANT	
<b>TECHNICAL ADVISER</b>	DAVE NEWMAN	1 The Mount, Main Road, Ansty, Nr. Coventry, Warwickshire CV7 9HZ
<b>REGALIA OFFICER</b>	GEOFF MURRELL	76 Heydon Road, Great Chishill, Royston, Herts, SG8 8SR. Tel: 01763 838909 (7pm-9pm only)

The Ford Y&C Model Register web site is at: <http://members.pipemedia.net/ford-model-register/index.htm>

## REGIONAL CO-ORDINATORS

<b>01. Devon/Cornwall</b> <i>David Ramon</i> 16 Michigan Way Pennsylvania Exeter EX4 5EU Tel 01392 279614	<b>02. Somerset/Avon/Wilts.</b> <i>Nick Glenister</i> West End Garage West Street Stoke-sub-Hamdon Somerset TA14 6QL Tel 01935 822566 (Day)	<b>03. Dorset/Hants/IoW/Channel Isles</b> <i>Roy Whittaker</i> 18 Birches Crest Hatchwarren Basingstoke Hampshire RG22 4RP Tel 01256 326515	<b>04. Surrey/West Sussex</b> <i>Julian Janicki</i> "Riverside" Blackbridge Lane Horsham, W. Sussex RH12 1RR Tel 01403-251184
<b>05. East Sussex/Kent</b> <i>Owen Baldock</i> "Luccombe" 26 Great Elms Hadlow, Tonbridge Kent TN11 0HT Tel 01732 852491	<b>06. South Wales</b> <i>Mike Samuel</i> "The Willows" Viaduct Road Garndiffaith, Pontypool Gwent Tel 01495-773053	<b>07. Hereford/Worcs/Gloucs</b> <i>Dave Curtis</i> 3 Norbury Place Hampton Dene Hereford HR1 1UD Tel 01432-356302	<b>08. Oxon/Bucks/Berks</b> <i>Rod Evans</i> 1 Fox Covert Close Sunninghill. Ascot Berks. SL5 9PA Tel 01344-21800
<b>09. Beds/Herts.</b> <i>Kevin Briggins</i> 8 Lancot Avenue Dunstable Bedfordshire LU6 2AW Tel 01582-601692 (8-9pm)	<b>10. Essex</b> <i>Peter King</i> 7 Halstead Road High Garrett, Braintree Essex CM7 5PB Tel 01376-324195	<b>11. Salop/Staffs/W.Mids/Warcs</b> <i>Geoff Salminen</i> 2 North Pathway Carless Avenue, Harborne, Birmingham B17 9EJ Tel 0121-427-2189	<b>12. Leics/Northants/Cambs</b> <i>Roger Hanslip</i> 165 Hungate Road, Emneth Nr. Wisbech PE14 8EQ Cambridgeshire Tel: 01945 430325
<b>13. Norfolk/Suffolk</b> <i>Brian Mace</i> 5 Glenburn Ave Sprowston Norwich. Norfolk NR7 8DU Tel 01603-425558	<b>14. N.Wales/Cheshire/Lancs Manchester/Mersyside</b> <i>Peter Ketchell</i> 2 Manor Road Westminster Park Chester CH4 7QW Tel: 01244 676856	<b>15. Notts/Derby/Lincs/S.Yorks</b> <i>Brian Dixon</i> 458 Loxley Road Loxley Sheffield S6 6RS Tel: 0114 2345417	<b>16. North Yorks/West Yorks /East Yorks</b> <i>Barry Diggle</i> 16 Croftlands Idle, Bradford Yorkshire BD108RW Tel: 01274 614729
<b>17 IoM/Cumbria/Durham/T&amp;Wear N'umberland/Cleveland</b> <i>Trevor Walker</i> 4 Pauline Gardens, Denton Burn Newcastle NE15 7TD Tel 0191 274 5660 e-mail: trevor@walke12.freereserve.co.uk	<b>18. Scotland</b> <i>Drew Barr</i> 30 Weavers Crescent Kirkaldy Fife KY2 5LN Scotland Tel 01592 269266	<b>19. Ireland</b> <i>John Fitzgerald</i> 17 Kilgobbin Heights Stepaside Co. Dublin Eire Tel: 00 353 1 295 4299	<b>20. London / Middlesex</b> <i>Jim Miles</i> 27 Abbey Road Bexleyheath Kent DA7 48D Tel: 0181 298 0726 (afternoons only)

**Mainland Europe:** The Liaison Officer for Mainland Europe is:  
*Paul Tritton*, Haslers Farm, Little Waltham, Chelmsford,  
Essex CM3 3NH. Tel: +44 1245 360138

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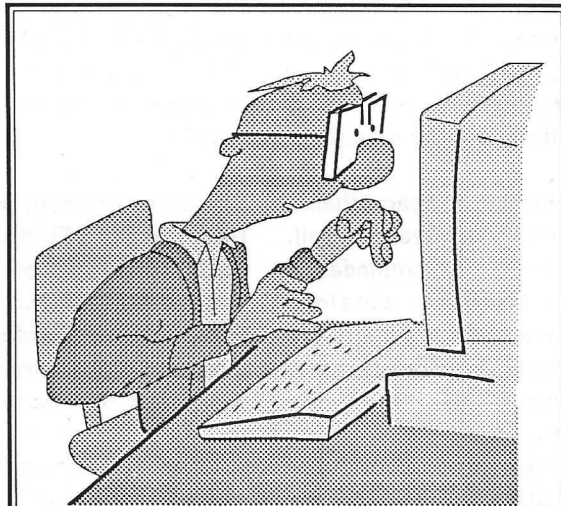
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## PHOTOGRAPH ON BACK COVER

Part of the parade of cars at the 75th Anniversary of the Ford Motor Company celebrations at Brands Hatch in 1978. Non-member M. Croxon's 1934 Tudor Model 'Y' (Y65826) leads the V8 Woody, now owned by Derek Sansom, and Doug and Bessie Hickson in their 1933 Jensen Mistral Model 'Y' (Y40483).

Thanks for all your encouraging comments on the new look magazine. I like to think it has a new Millennium look about it. This time round we have introduced a feminine touch to the contents, thanks to items sent in by members; to Rosie White for putting pen to paper and, in the case of the Wilkinson 'frame-up', to Jo Hanslip for putting her computer graphics skills to the test!

There is not as much correspondence from members as I would have liked this time round. Do keep the snippets, stories, feedback on articles and photographs coming in as it is they which make the magazine a friendly relaxed publication, rather than a dry technical manuscript. Having said that, we are grateful to our technical whiz-kids for enlightening us on the intricacies of our cars. I



## EDITOR'S REPORT

for one learn something with every article.

There are a couple of particularly important pleas in this issue. One is for your attendance at the A.G.M. and the other is to support the Children's Promise charity, for which the Register is collecting in conjunction with our main Millennium event, Convoy 2000. Please support both if you possibly can.

I have also introduced the first of a series of autobiographies on your Regional Coordinators, so that when yours is featured, you will know what gives him a buzz. Implied here is a request that you contact your Coordinator and

make him feel that there is life out there!

Enjoy your read  
 Sam Roberts

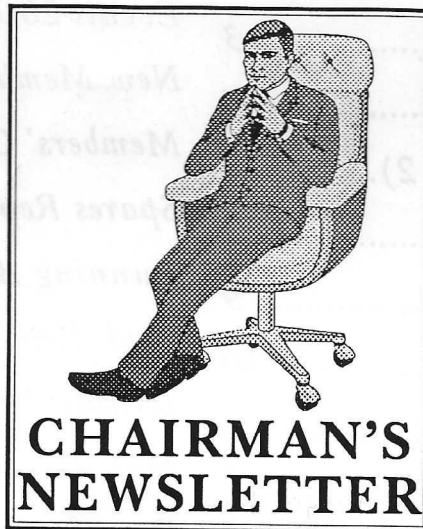
It is a pleasure to welcome on board no fewer than nine new members in this issue, bringing with them three cars which were not listed on our register of known surviving vehicles. It makes you wonder how many more cars there are out there, yet to come out of the woodwork. I have been surprised at the number of surviving 'Y's and 'C's there are in Europe, following our efforts to forge affiliations with like minded clubs around the world. As yet, I do not have the details of these cars, but hope to include them in the next issue of the register, which is planned for February next year.

In Europe, we now have affiliations with clubs in Belgium, Denmark (14 model 'Y's and 5 Model 'C's/'CX's), Germany (20 Model 'Y's and 40 model 'C's/'Eifel's) and Holland. I have yet to hear from the Obsolete Ford Club of France but French-speaking, Belgian member, Pierre Terlinden, is following that one up. Spain and Sweden do not have appropriate clubs, so members Luis Cascante and Alf Jonasson have agreed to act as our foci in these countries. Our Australian counterparts have been particularly active and I have received club magazines from Western Australia ('Enfo-mation'), South Australia ('Second Gear Chatter') and the newsletter of the 8&10 Sidevalve Club of Victoria. We also have links with New South Wales and Queensland. We have a useful e-mail link with the North Island of New Zealand club and, thanks to member Dave McKelvey, now have an address for the South Island club. We did have a member in South Africa with a Model 'Y', but all correspondence with him elicited no replies. I would be keen to hear of any appropriate old Ford club there. In the U.S.A., we have Robert W. Pare, who runs the North America English Ford Registry, but I am not clear how comprehensive that is. All in all, we have made a good start at spreading the Y&C Register message and magazine internationally. In return, I hope to report Y&C activities in these countries in future editions of the magazine.

The arrangements for Convoy 2000 are moving on apace, thanks to the efforts of Graham Miles, Bob Wilkinson and Geoff Murrell. Bob has done all the hard work on fixing the accommodation arrangements - no mean feat, and Geoff has obtained sponsorship and assistance from Texaco. We are receiving encouragement from a number of quarters. For example, those on the leg from Christchurch to Hastings will enjoy free entry to the National Motor Museum at Beaulieu, which is opening one hour earlier than normal to cater for our early arrival. We plan to be there for two and a half hours, which will give members ample opportunity to view the exhibits and sample the cafeteria. I hope that many more of you than have so far indicated will join in all or part of the Convoy as it progresses round Britain. Please note the associated Children's Promise charity appeal in this issue, which I hope you will all support.

Graham Miles' spares report in this issue gives an insight into the tremendous work that the Spares Committee is doing on our behalf. Particularly impressive is our new-found ability to provide members with a fully reconditioned, hardened valve seats, replacement engine. We must be one of only a handful of

clubs who can provide this service to our members. Although on the face of it, £1000 seems a lot to pay, it is only half of what you pay for a factory reconditioned engine for a modern car - I know, I have done it! There is an underlying warning in the report though. Cash flow could be a problem. Over the past two years, we have been fortunate; firstly with the Halifax Building Society windfalls, which boosted our funds by £2000, and this last year by the generous donation of a Model 'Y' by an ex-member, which raised £2600 for the funds. We cannot rely on these fortunate occurrences however and the Committee will be seriously looking at a subscription increase this year to help cover the cost of tooling and start-up of these projects, which are essential to the long term survival of our cars. It is not all bad news though as the sales of spares to members remains healthy.



I am happy to report that Chris Jarvis is delighted with the donated Model 'Y' (Y107356), BRR 525, which he bought through our closed auction. However, he does report some overheating with steam coming from the radiator overflow on occasions. I have suggested a good flush out of the cooling system with one of Holts solutions. He also asks the question: "Does the Model 'C' exhaust extension fit the Model 'Y' exhaust to take it over the rear axle?" I haven't followed that one up as yet. Does anyone have experience or knowledge on this?

Whilst on the engine, a member has asked Ken Arthur to manufacture an engine splash guard for him. I have loaned Ken my pair so that he has a pattern to work to. These are complex items to produce due to the many curves and lips involved. If any other member wants one, or a pair, give Ken Arthur a ring for a quote - he can be found under K.A. Developments in the 'Useful Contacts' listing on the inside back cover.

Our cars have been portrayed in the media again. Following Dave Minnett's TV documentary appearance in 'Longitude' over the New Year, he now tells me that the car appears, parked up, in the film 'The End of the Affair', which is currently a box office favourite. Paula has yet to take me to see that! Committee member Geoff Murrell kept very quiet about the appearance of his Model 'CX' Tourer in December's 'Classic & Sports Car' magazine. It was in one of those rather meaningless comparative write-ups between a Model 'Y', a 'Model 'CX' Tourer, a Prefect E493A, a Popular 103E and an Anglia 100E; written by one 'Bruce Baker', which I suspect is a pseudonym for a well known motoring correspondent who is contracted to another magazine and doesn't wish his cover to be blown! Fortunately, Dennis Little let me know about the photo shoot and the article. Dennis is the owner of the Model 'Y', which he has recently painstakingly restored in a beautiful Orient blue with Tacoma cream wheels. Dennis, you will recall, offered his car as the 'pilot' for the fitment of the Register produced sliding roofs. Regrettably, his was not a total success and we learnt a number of lessons from his, which were applied to the subsequent ones. After a recent return visit to the upholsterers, I hope that he now has the solution



"The cars which took part in the 'Classic & Sports Car' comparative survey. Dennis Little's 1934 Model 'Y' on the left and Geoff Murrell's 1936 'CX' Tourer on the right."



"Dennis Little's beautifully restored 1934 Tudor. Hey Dennis, I've just noticed that your headlamp rims need chroming!"

to his problems. I am very grateful to Dennis for his perseverance and understanding on this matter, about which I have had a guilty conscience since we embarked on the exercise.

We can expect an article from Michael Ware in his 'Lost & Found' column in 'Classic & Sports Car' on Malcolm Meech's Model 'CX', BAH 77, which was reported on in Issue 121 as being recovered by the Army in Liphook, near Petersfield. Michael, who is also the Director of the National Motor Museum Trust, saw the article and wrote to Malcolm, via the Register, for details.

One project I have started is related to the Model 'Y' 1933 '72 Hours Dependability Tests' of September 1933, which were

described in Issue 118. It was these tests which gave Graham Miles the inspiration for Convoy 2000. According to the 'Ford Times', 193 Ford dealers entered cars for the gruelling trial. What I am trying to do is build up a list of which dealers entered which numbered cars. For example, the Dagenham Motors entrant illustrated in the article, was No. 94. Here I need members' assistance. If any of you have photographs of the trial, other than those which appeared in the 'Ford Times', showing cars taking part, please let me know. Trevor Walker, in Newcastle came up with a beaut. His local Ford agent, Jennings Ford, recently published an advertisement in the local rag for the Ford Ka. The photograph of the Ka was superimposed on a black and white photograph of their entry in the Dependability Test (No. 39). Trevor is trying to obtain a copy of the original photograph. So far I have only identified 12 dealers and their numbers, so there is a long way to go. Incidentally, Cork's entry from C.A.B. Motors was No. 204, so the figure of 193 entrants seems to have referred to those on mainland Britain only. In Issue 118, appeared the picture of the Brighton entrant (No.3) departing from outside the Ford agent 'Midgley Ltd.' With the help of Derek Micklewright, I have been trying to trace 'Midgeley's' without success. By chance, Jim Miles lent me some 'Ford Times' for photocopying for the Register library. One had a sticker on it showing that it was sold by Hartley & Midgeley Ltd. of Preston Road, Brighton and Kingsway, Hove. So there we are Derek, riddle solved!

We are grateful, once again, to Brian Monger, who has supplied the Register with a few reams of headed paper for free. It is this sort of generosity for which we are very grateful and which keeps expenses down. The Register library continues to grow and a list of the books held is included in this issue. We are grateful to our Florida/Michigan member, Carlton Thisse, for putting us on to the latest addition, Henry Dominguez' excellent book "Edsel Ford & E.T. Gregorie", which is only obtainable in the States. I have written it up elsewhere.

We once again have a full house of Regional Coordinators with Roger Hanslip joining their ranks in Region 12. It is apparent

that some regions are more active than others, not so much due to the degree of enthusiasm of the Coordinator, but more due to the participation, or lack of participation, of the members in the region. So often we have heard of Coordinators writing to their members and receiving nil responses. Please give your Coordinators some support. It is soul destroying to get zilch response to your efforts. I'm delighted to hear that John Fitzgerald is trying to get the Irish members fired up; that Roy Whittaker has a monthly pub meeting on the cards and is producing a Region 3 news-sheet called 'Recall' and that Peter Ketchell is resurrecting the once vibrant Region 14. Barry Diggle continues to try to engender some regional enthusiasm across the Pennines in Yorkshire, as his 'Northern Sidelights' articles suggest. It is the local shows, rallies and gatherings which enable members to keep in touch with each other, so support those events promoted by your Regional Coordinator - some are listed in the 'Events' column elsewhere in this issue. Whilst on Regional Coordinators, we wish Bryan Dixon of Region 15 a speedy recovery from his spinal problem.

Jim Miles is once again organising the Y&C Register stand at the Enfield Pageant of Motoring over the late May Bank Holiday (27-29 May). This is always a good show, with plenty of pre-war cars and a massive autojumble. We need to put on a good show ourselves and I do encourage all those in the London/Essex and Provinces to make the effort to bring your cars along to the stand - especially on the Monday, when our stand has been pretty bare in the past (I plan to be there on the Monday in Kerry). You will need to have an entry pass which can be obtained from the Enfield and District Veteran Vehicle Trust (EDVVT) Tel: 02083 671898. Before then, however, we do have the A.G.M. on Sunday, 9th April. This is possibly the most important event on our annual calendar. The venue is deliberately in a central location to allow North to meet South and East to meet West. They are always good fun with plenty of bonhomie! Please make the effort to come, with your Model 'Y' or 'C/CX' if possible.



*"Wayne Brown is a member of the committee of the 8&10 Ford Sidevalve Club of Victoria, Australia. This is his imported maroon Tudor (Geelong assembled cars were all Fordors), complete with classic car number plate (and twin groove Model 'CX' bumper!)."*

For those of you contemplating a visit to, or who will be residing in Australia during February/March next year, I have been asked to announce firstly the 'Super Southern Swap' meet in Ballarat, with over 2000 stalls, from 23rd to 25th February; followed by the Preamble Rally, which starts in Castlemaine on Monday the 26th February and ends in Bendigo, Victoria, on the eve of the "Goldfields Gathering", which is the Ford 8&10hp Sidevalve National Rally, held between 2nd and 4th March 2001. As this is a biennial event (the last one was held last year in Griffith, New South Wales), it unfortunately does not coincide with the 75th anniversary of Ford Australia, which is this year. Each of the Australian clubs seem to be doing its own thing to celebrate this occasion.

Closer to home, the Spares Committee is still on the look-out for a permanent long term dry and secure store for the Register's 'heavy metal' i.e. axles, gearboxes etc. which do not turn over at all at present as spares but, in the longer term, will be a valuable resource. If anyone has access to such a store, please contact Graham Miles or Bob Wilkinson. There is also a growing shortage of used king pins and brake shoes which can be reworked and held in stock as serviceable spares. These are the sort of things which members keep in drawers, on shelves or under benches in their garage or workshop. Please dig them out and either bring them along to the A.G.M. or send them to Graham Miles. Let's face it, they are no use to you!

We would also like to build up a register of 'Y' and 'C' special tools, held in the Regions by members, so that Regional Coordinators can steer their members in the right direction when one is needed. For example, I have a spring spreader, a Ford valve guide remover and a splined spigot from a gear box which I use to align the clutch plates before putting the engine back in. Now that Bob Wilkinson is computer literate, he has offered to build up the register in Excel. Please let him know what you have.

It is with deep regret that I have to announce the death of John Mawhinney in Carrick Fergus, Co. Antrim. John was a keen supporter of the Y&C Register and helped out local members. His is a sad loss, especially to his widow, Gloria, to whom we extend our sympathy, but also to the Register.

We will soon be witnessing the end of the Ford Heritage Centre as we know it. A distraught Ron Staughton rang me to say that it is to be demolished within the next few months. He has spent many years building it up to the showcase it now is, with little financial backing from his masters, and is now left to find homes for the vehicles and bits until a successor is built - if there is to be such a thing, that is. It is such a shame that the Ford Motor Company has this terrible blind spot when it comes to preserving its heritage. I have discovered this when carrying out research for my book on the Model 'Y'. There are no documentary archives in England and the photographic library is very poorly stocked as far as pre-war material is concerned. No wonder nobody has written a book on the Model 'Y' before now! I am delighted to say that I have completed the book and it is on its way to a publisher. Hopefully, more about that in the next issue.

Sam Roberts

Don't you just love those old boys you meet at rallies and events, who sidle up to you, pat the car on the bonnet and then tell you at great length about their first car. How they did their courting in it and about how the axle went on the way back from Clacton. I hope you just love it because I am about to do the same thing. The difference is that in this case you can skip it if you wish and get on to something more interesting.

My first interest as a boy of about ten was in chemistry. This came about when I borrowed a book from the school library called "The Young Chemist". This was a marvellous book, which told amongst other things how to make gunpowder, hydrogen, chlorine gas and ice cream. Thus I became a hero of the classroom and also a minor entrepreneur. In a wartime, with shortages of ordinary goods, I was able to supply simple fireworks based on gunpowder, jazzed up with iron filings and copper or iron sulphate for a bit of added colour. My strange white beetles, worms, moths etc. had even the teachers mystified. These were made by putting insects into the container of chlorine, which not only dispatched them, but also bleached them white. I was stopped from making chlorine indoors after I knocked a collecting jar over. I never realised until later that chlorine was one of the deadly gasses used in the First World War. My efforts at making ice cream, though popular, sometimes suffered when the salt and ice mixture used for freezing slopped into the custard mixture. The ice was sometimes gathered from puddles or ponds and could have presented a health hazard, but I think we were a bit less sensitive to germs then.

It is difficult to remember just when and how I became passionate about cars. We had no family car before the war, but we did occasionally hire a car to make the trip from Rustington in Sussex to Weymouth, as well as frequent illegal trips with my father in his Post Office engineer's van. This was one of those Morris Minor vans with a glass panel over the windscreen which enabled the driver to keep an eye on the overhead lines as he went along. Reading the "Autocar", particularly the "Talking of Sports Cars" articles which appeared in the wartime issues, also fuelled my enthusiasm.

It was when I started to work for F. English Ltd. of Bournemouth, who were main Ford dealers, that things really took off. When I started in 1945, there was very little private motoring. Work was being carried out on WOT 2 (15 cwt.) and WOT 3 (30 cwt.) Ford army trucks. About that time, impressed vehicles were also being overhauled. These were private vehicles which had been commandeered for war work. To say that they were being overhauled is an overstatement. As there were very few spares available, it was really a case of make do and mend. It was not unusual to find track rod ends wired on to the steering arm to stop them falling out, whilst bald tyres, providing the canvas did not show through, were quite legal.

For the first few years, we were expected to fetch and carry for our fitter, clean all the parts and clean and put away his tools at the end of the day. I was very fortunate in having a fitter who told me in detail what he was doing and how to do it correctly. A situation that did not happen with all fitters.

## THE DOUG HICKSON STORY ~ PART 2 ~

Things were much simpler in those far off days, with basically only four types of vehicle to deal with. The 8/10 hp, Models 'A' and 'A/F' and 'B' and 'B/F', V8 30 and the less popular 22 hp version, and Fordson tractors. We were taught at this stage

how to identify the various versions of the 8 and 10 hp engines as, at the time, reconditioned engines, which we did in house, would only be exchanged like for like. Thus we were taught to look for the square headed bolts recessed into the side of the block to indicate

white metallised main bearings, the flat timing cover on engines with gear driven camshafts and the recess on the near side of the block together with the recessed V under the distributor clamp to show it was a 10 hp engine. We were told the differences between the 8 hp carburettor (19mm choke, deep flanged cap) and 10 hp (22mm choke and shallow cap).

As an apprentice, I had the opportunity to work in the various departments of the firm, including the engine reconditioning shop, stores and reception. We also spent time in the electrical and panel beating sections. Because of the shortage of steel just after the war, many vans came from the factory as rolling chassis, and so there was a body building shop which made van estate bodies for these. We were fortunate in being able to have day release to attend technical college, but we also had to attend evening classes three nights a week in our own time.

I remember these days at work as being happy and carefree. This was helped a great deal by me being very keen on the job. The top priority was to drive everything and anything at every opportunity. We taught ourselves to drive. The fact that we were too young to have a driving licence did not seem to worry anyone unduly. A favourite occupation was driving the Model 'BB' breakdown truck, affectionately known as 'Gooby'. This truck was later replaced with a swish vehicle, which was based on an ex-London Fire Brigade 7V fire engine which had an extended cab.

Another part of the fleet was a Model 'Y' Tug. This was used to tow disabled vehicles around the premises. I got the impression that it was not a very practical vehicle and was only there because no one else had a use for it. How did we view the Model 'Y's and 'C's in those days? Whilst there were certainly some very nice examples about, (after all, some had less than three years use and had been lovingly laid up during the war), the majority had been well used and were suffering from a lack of spares. They seemed to go better than the later 7Y and 7Ws, but of course stopping was a different matter! I seem to recall that the back of the driver's seat was often broken and that you were struggling to see over the dash. Possibly this was because I was small. The favourite vehicles to drive were the V8s with their terrific acceleration, although the low geared steering made things a bit hairy accelerating out of a side road.

Eventually, new cars became available and also new spares, which made things easier for repairs. Perhaps I can tell you about these later.

And so began a long association with Fords, which has lasted to this day - I must get out to the garage and fix those tail lights!

Doug Hickson

# BRISTOL CLASSIC CAR SHOW

It has taken some time to dawn on me that your average car show of today no longer attracts the pre-war enthusiasts. This was amply borne out by this year's Bristol Classic Car Show at Shepton Mallet. Its a few years since I have been able to attend this show as it normally coincides with my week of madness on the ski slopes. This year, I threw myself around in the snow a week earlier, so was able to give Nick Glenister some support on the Sunday. I took Paula with me, promising her a trip to the Clarke's Shoe Factory Outlet at Street for a bit of 'retail therapy' in the afternoon (well worth a visit).

The show was well attended by Jo Public but they were all swarming around the mass of alloy wheels, spoilers and turbos, which were there in abundance. Apart from Nick's lonely Model 'Y', a few Morris's and a couple of Standards, there was very little pre-war stuff on display. I can see now why we do not see the Model T and Model 'A' fraternity at these shows any longer. Perhaps its time that we joined them and expended our energies in more enjoyable pursuits.

Nick has been giving us warning signals that this is the case for some years now and it is to his credit that he has continued to fly the Register flag at this show year after year. Even Ivor Bryant deserted him this year, leaving his Model 'C' at home. He did however give Nick some moral support from the neighbouring Ford Sidevalve Owners' Club stand. Well done also to those members who, in some instances, travelled long distances to give support. Visitors to the stand included Dave Curtis from Hereford, Jonathan Davies from Torquay, Barry Vincent from Rickmansworth, Peter Williams from Crediton and Phil Wookey from Bristol on the Saturday and David Lovering from Bournemouth, Mike Merry from Plymouth and myself on the Sunday. Special thanks go to Jonathan Davies who helped man the stand and relieve Nick's boredom on the Saturday.



"A lonely Nick Glenister at the Bristol show, with his August 1937 Tudor (Y197692) - almost the youngest on the register. An uninterested Paula waits for her shopping break in the background!"

Nick is looking to the Yeovil Festival of Transport as an alternative show for his and neighbouring regions in future, that still being geared to pre as well as post-war metal. However, the organisers will only allocate us a slot if we can produce six cars on display! The Yeovil show is moving its venue to the Haynes Motor Museum at Sparkford, which should make it more attractive. With a goodly smattering of members in the Bristol, South Wales, Devon and Dorset regions, six cars should not be beyond the bounds of the possible!

Sam Roberts

## CHILDREN'S PROMISE CHARITY

A full description of the work of this charity appeared in the last edition and several members, in addition to convoy 2000 entrants, have sent cheques already in support of our appeal for this worthwhile cause, highlighted in this special year. We hope that all members will do what they can to support this initiative, and to this end an Official Sponsorship Form is enclosed with your club magazine for your use. We suggest various means of giving support:-

- 1) a simple collection from friends, workmates and neighbours
- 2) an organised local event (a road run?) with sponsorship
- 3) simply sending a personal cheque to the club
- 4) anything else (legal!) to raise money in the spirit of the charity

Please give your support, but remember to use the form and send in cheques, to Bob Wilkinson, made payable to the "Ford Y&C Model Register" and write "Children's Promise" on the reverse side. If you fill up one side of the form, there is always the other side!

Make your plans now before you forget. Thank you in anticipation of you playing your part in our initiative. There can be no better cause than children, who are the future.

Bob Wilkinson



Rosie White sends this fascinating report of her journey, with husband Mike, to Portugal.

"Until now, my only recollection of a Model 'Y' was of a little old car with wire wheels and seized brakes on a brave trip out with my brother; probably back in 1962. He recalls the registration number of that one as being GV 5053 - purchased for £25 and sold for £6.

In 1995, Mike and I 'retired' to Portugal, having been involved here since 1987. Many trips have been experienced to and from the UK - coaches, ferries, planes, Reliant Robins and, for Mike, the 'odd motorcycle trips' - on one occasion the motorcycle was powered by a Citroën Ami engine.

Surprised I should not have been, to find ourselves suddenly involved in the 'Monday Motor club' here on the Algarve, where a group of men initially, but gradually infiltrated by 'the women', get together once a month to discuss old cars, engines etc., etc.

Gradually, out of the woodwork has appeared two Lomax kit cars, two MGAs, two Austin Sevens, an AC Cobra replica and a 1928 Ford Model A.

Mike had not been back to the UK for almost three years, but for some time I had had to endure many evenings of car magazines, looking, looking, looking for his dream car - well maybe the affordable one - for despite 'the Algarve and retirement', we actually are not retired and do

not own a villa in the sun, but rather some old buildings that we are renovating up in the mountains where we live a life of self-sufficiency as far as possible.

So it came to pass - UK single flights in and hopefully ferry tickets back - well he was hoping that's how it would be. A list of possibles was supplied by Bob Wilkinson, after some Internet access, and we were away - oh!s and ah!s, if only etc. - until eventually, after a trip from one side of England to the other, she joined the family:- a beautiful black 1935 Model 'Y' Tudor. First trip out with the Master and all went well. She behaved impeccably.

Then we decided to take her out to show friends and family before the big trip back to Portugal. She behaved badly! Problems with the carburettor brought back memories of our Commer Caravanette through France, Spain and Portugal some years ago. My heart sank. Eventually, we got her home and up went the bonnet. Nothing that couldn't be sorted - ever optimistic my old man! Six hundred and fifty miles in front of us, including two mountain ranges - this

was truly one time when I wished I could hop on a plane.

Dauntlessly the minor problems were solved and suddenly we were on the ferry and away. The crossing was good. On arrival at Santander the sun was shining, Mike was smiling and we were off. Up, up and up we went; snow on the mountains; second gear - will

we make it? Taking it easy, no doubt about it. Five hours later and one hundred and eighty miles, all was going well, but it's time to stop as the light is beginning to fade. I now fear it's important to get in before dark due to the incredibly

poor headlights - stop, there's a place. Mike goes off to make some enquiries. We both speak Portuguese and the Spanish will often understand it. Back he came laughing. He had asked for a bed for the night. "For the night?" the girls had said, "You need a hostel/hotel down the road. This is a 'club'". — a brothel I'm told! "The girls were cracking." he said; eyes popping out of his head!

Onwards we went. Five hotels later and only just able to follow the nearside white line on the road, we found a bed. The car was parked up, under cover. All our luggage inside and on the back carrier was

to stay there but me, ever security conscious, said "What about the doors? There's no locks, no anything - will I ever sleep?" I did!

The next day, up bright and early, ready to roll. The car's checked - all's well. Top up the oil again and off we set once more. The scenery in Spain at this time of year was exquisite and I wouldn't have missed it for the world and this lovely little car chugging away. How could I have ever doubted her; or Himself either for that matter? An excellent day, very economical on fuel, if not on oil. She just purred away for around

ten hours, stopping of course as and when we needed.

Many people acknowledged us and overtook us; some as many as three times - the tale of the tortoise and the hare was true to form.

By evening, we stopped in Portugal, having driven three hundred miles that day - cracked it really. We'll be home next day, all being well - and it was. A good night's sleep - never mind the unlocked doors - and we were up and off again, under a blue, blue sky and sun. Yet again, oil for breakfast and this time some water, but she was still sounding good. And so it was. We rolled down our road at three p.m. on the third day, completing another one hundred and seventy miles without mishap; other than a moment just up the road when we stopped at a local café to show her off and she wouldn't start again - out with the starting handle, Mike's moment of glory gone!

Since then, we've had one trip out to meet the other club members and today she's been found a nice shady spot away from the sun - whilst Himself builds the garage. Life will never be the same again and we're both delighted.

## TO PORTUGAL IN A MODEL 'Y'



"Himself, Mike White, somewhere in Spain on the run to Portugal."

Many thanks to Bob Wilkinson and Nick Glenister for their help and knowledge and also Paddy McCaffrey and his wife who prayed for our safe journey home - it worked!

Our Ford Model 'Y' Tudor, 1935, CGF 922, was purchased from Paddy McCaffrey in October 1999 and we joined the Y&C Register at that time. However, we haven't had a mention in the new members' list YET!!

Rosie White

Thanks for this Rosie. I should have a word with Himself and get him to have the reflectors in your headlamps re-silvered (nickel-silver). You'll be surprised at the difference it makes. I'm surprised you cannot lock the car - there should be a latch on the inside of the off-side door and the ignition key should fit the barrel lock incorporated into the outside near-side door handle. Rest assured, our Secretary has been suitably admonished for failing to list you as new members - hopefully corrected in this issue!

Have you ever stood in your local motor spares shop and surveyed the range of motor oil available? It will probably range from about £2.99 for a can of budget 20-50 oil, to about £24.00 for a can of fully synthetic stick it in your twin turbo'd pocket-rocket super oil. So how do you know what's what? In days gone by choice was often a personal preference, my Father was a Castrol man, where as the chap next door swore by Duckhams, nowadays things are rather more complicated and the use of the wrong oil can be expensive.

All mechanical equipment and machinery must be lubricated to ensure smooth running, low friction, and minimum wear. Pictorial records showing the use of lubricants date back as far as 1650 BC and residue from chariot axle hubs suggest the use of animal fats as grease to keep the wheels turning sweetly. Indeed until relatively recently animal fats were the main source of lubricants. Early steam engines relied on the water contained in the steam, and tallow, to reduce friction.

The development of modern lubricants using a petroleum base, originated again with steam engines, as higher temperatures of steam rendered the old animal fats inadequate, and further developments took place hand in hand with the invention and development of the internal combustion engine. As the speed and power of the internal combustion engine increased, so better oils had to be developed to cope. Very early on, an oil would be described as light, medium or heavy, but this did very little to describe the actual properties of the different brands. The first attempts to classify oils into different categories was made in 1911 when the Society of Automotive Engineers (SAE) established a system which graded oils based on their viscosity (i.e. how thick they were at a given temperature). This classification was revised in 1923 and again in 1933. Multi-viscosity grades became part of the

classification in 1955. It is this SAE grade which we look for when we go to buy oil, SAE 30 for use in the winter and SAE 40 in the summer. Multi-grade oils came about during the early 1950's with the development of viscosity modifiers. This involves dissolving polymetric materials into low viscosity or thin oils,

## OIL, A SLIPPERY SOLUTION

which thicken the oil more at high temperatures than at low temperatures, so you end up with an oil, 20-50 for example, which acts like a 20 grade oil in low temperatures, and like a 50 grade oil at high temperatures.

As oil technology advanced, and chemical additives began to be added to the oil, a classification based on viscosity alone was not good enough, so the American Petroleum Institute (API) set up the API grading system. The grades start with SA for petrol engines and CA for diesel engines and go on SB and CB etc. The 'S' always means for petrol, and the 'C' for diesel. As new developments are made in oil a new letter is given to the oil classification, current top grade oils are SJ for petrol engines.

However, oil of the latest specification is fine for the latest engines, with their tighter tolerances, higher quality surface finishes and modern materials. For optimum performance in older engines it is advisable to select an oil whose technology is equal to that which was current at the time the engine was built. Roughly speaking SA and SB oils are pre 1964, SC 1964, SD 1968, SE 1972, SF 1980, SG 1989, SH 1994 and SJ 1996. With engines like the Ford 8 and 10 there is an added complication in so far as the lubrication system has no oil filter. Modern oils are designed to keep any

solid particles they pick up held in suspension within the oil, until the oil filter removes them, engines like ours need an oil which allows any solids to settle out and form a sludge in the bottom of the sump, out of harms way. An oil which keeps the solid particles suspended, allows them to be continuously pumped around the engine which eventually must cause increased wear. This problem is also becoming serious with motor cycles which have no filter in the system, and you will now see separate motor cycle oils advertised.

How does all this affect our cars? Well with the cost of re-metalling white metal bearings becoming somewhat expensive, we should all look after our engines to the highest standard. A straight mono-grade oil specially formulated for classic cars should be used with an API classification of not later than SD. Viscosity SAE 30 for winter use changing to SAE 40 for summer use. Quite a few of the big oil companies are now marketing a suitable 'classic' oil. The engine oil should be changed every 1000 miles, or even every 500-600 miles as the sump only holds approximately 1/2 a gallon which works out at about £6 or £7 an oil change. The sump should be cleaned out every so often, about every 5000 miles, and also the gauze filter on the pump should be cleaned. Obviously the cleaner the oil can be kept, then the longer the life of the engine.

At one time external oil filters were advertised as a bolt on extra and if any one has information about these, and where they were plumbed into I would like to know.

I hope this helps sort out the problem of which oil to use and thanks to Morris Oils of Shrewsbury whose technical information helped in the preparation of this article.

David Newman

Technical Advisor

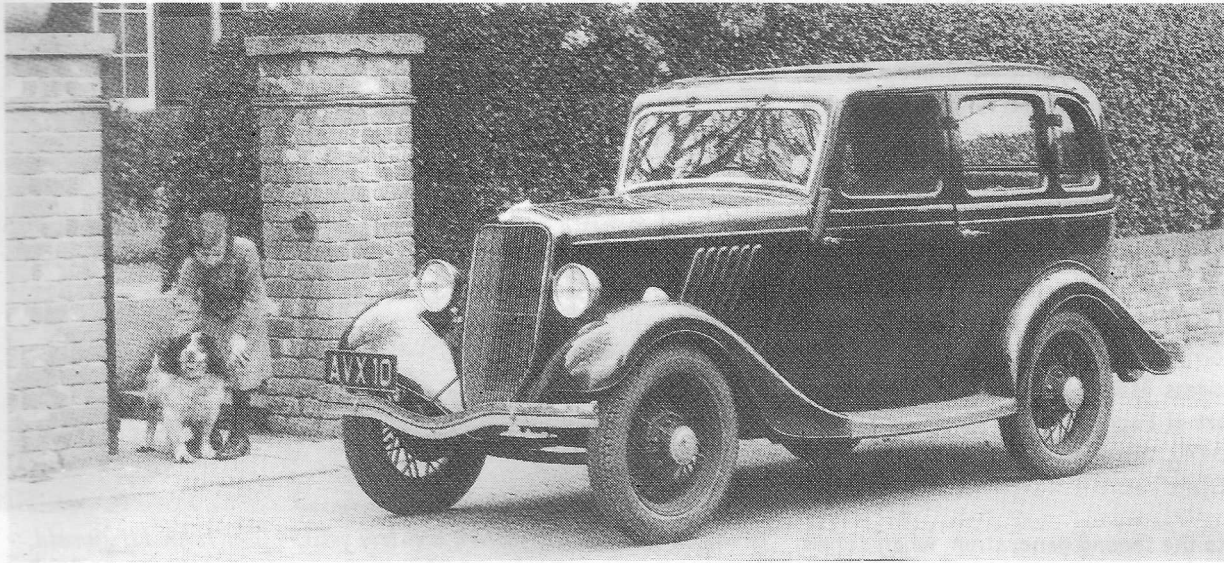
Peter King alerted me to an article in the January issue of 'Yours' - the monthly magazine 'for the young at heart'. Headed by one of the Ford promotional photographs of the 1934 De Luxe Fordor, AVX 10, (more about which in a later issue), the article is written by one Frank Hardcastle and describes the occasion of his driving test in 1954 - well before the days of the MoT.

I am grateful to 'Yours' magazine for giving permission for the article to be reproduced here and to Frank Hardcastle, who confirmed to me that it was indeed a 1935 Tudor Ford Model 'Y' (Popular) in which he took his test; a car which had obviously seen better days and which bore very little resemblance, conditionwise, to the car illustrated. Frank writes:-

## That Driving Test

added. I tensed up and gripped the steering wheel. His sudden blow came more in desperation than choice. A passing carthorse had reared up in front of us. I panicked, of course. What else could I have done? Neither I nor my car had been exposed to cavalry charges. There was nothing in the Highway Code about what to do when confronted with flying hooves. Unfortunately, my examiner did not get his required emergency stop. It turned out to be a more casual, meandering, tentative state of inertia. "Why is this vehicle out of speed?" he asked. "Your blow to the dashboard knocked it out of gear," I said. What was he thinking about?

A man of his calibre should have known better. In a car like mine, you couldn't go hammering it with your fist and expect everything to function as before.



*"AVX 10, the car used by Ford to promote their 1934 Fordor De Luxe Model 'Y'."*

"I couldn't believe it. I had actually passed my driving test! But that was almost half a century ago in the dark days before seat-belts, air bags and dual controls - and when a test examiner was required to be as brave as a passenger in a stunt car.

Anyone who passed his driving test in a clapped-out banger on the rain-soaked cobblestones of Stratford, East London, should have been given a medal for valour in the face of the enemy. On wet roads, my car's brakes would actually make me go faster instead of slowing me down. In hot sunshine, they would tighten up and stop me from going at all.

Many cars in those pre-MOT days were rust-ridden wrecks, not fit for the open road. (And remember, it was the driver being tested, not his car.) Car rust was an unbridled plague. It wasn't satisfied with ravaging your boot and the bottom of your doors, it even invaded your upholstery. You could easily tell a car that was in an advanced stage of decay. It shed clouds of red dust on going over bumps and showed loose ends of its passenger's clothing sticking out through the floor.

My three-point turn didn't go at all well - it was more like a seven point shuffle. "Now I want you to do an emergency stop," said my examiner. I got the feeling that this one could give me problems. The only 'emergency stop' I had experienced as a learner driver was conking out on a level-crossing. And you can't suffer more of an emergency than that. "I will strike the dashboard with my hand when I wish you to stop suddenly," he

"Would you please back round into that side turning, keeping the vehicle close to the kerb?" he asked. "I'll try," I said. "If you don't mind holding the gear stick in reverse on the way". "Just pull up and stop your engine," he wavered, bracing his feet against the floor. I did my best to oblige. Pulling up was relatively easy. So, too, was

switching off the ignition. But getting the engine to actually stop was another matter. Even though I had cut the power supply from my engine, it still simulated some form of life, suffering what is termed as 'pre-ignition'.

My examiner tried suggesting I brush up on one or two problem areas but he soon gave up. He couldn't be heard above the noise of my blowing exhaust. "I'm pleased to tell you that you have passed your driving test." He was pleased all right. He had reason to be. He'd come through it all without even a scratch. He could now go home, albeit after throwing his full weight at the car door. The poor man had suffered, but I felt a little guilt. I was certain that I was well and truly roadworthy. It was my car that posed the real problem. With county officials on board, it tended to behave like an irresponsible half-wit.

On realising the power I now had as an experienced young man of the Queen's Highway, I got out of my car to do what I had been craving to do for months. I took hold of my rear L-plate and tore it from its moorings. It left the car in a cloud of dust, as did a section of the bumper.

Young drivers of today, take heed. I had achieved the impossible. I had passed my driving test at the first attempt in a heap of junk on wheels. What a driver I must have been to do that!"

Frank Hardcastle.

It is not often that you hear of a car staying in the same family for four generations, that, however, is exactly what is happening to one lucky 1937 Model Y Ford family saloon. The particular car in question belongs to the family of our newly appointed regional co-ordinator for the island of Ireland, John Fitzgerald. Bought in 1937 by John's maternal grandfather, John Humphreys, the car has been kept in the hands of successive generations of the family.

Humphreys owned the longest established independent bakery in Limerick, and he purchased the £120 saloon car from Limerick Motor Works, so that his wife could drive their daughter, John's mother, to school. The bakery also bore the distinction of owning the first Model T bread van in Limerick, and Humphreys, himself, drove a Model A. It may, therefore, be assumed that he was a true fan of the Ford Motor Company!

This affection for Ford cars was obviously passed on to his grandson, on their many Sunday drives together around the counties of Clare and Limerick in the Model Y. Indeed, one of the fondest memories that John has of his grandfather, relates to a particular day-trip, when having spent the morning polishing the car together, they saw the famous actress Maureen O'Hara disembarking at the Limerick port of Foynes from a Pan Am Yankee Clipper (Boeing B314), which was being piloted by her husband, Charlie Blair.

The car passed on to the second generation, when John's mother inherited the car, on the basis that it in turn be passed on to her eldest son. The family moved from Limerick to Dublin in 1963 and sometime after, the Model Y Ford followed. The upheaval was caused by the promotion of John's father, Jim Fitzgerald to a position as an Inspector with Friends Provident insurance company in Dublin.

In 1968 Jim began restoring his wife's inherited car, and so began a lifelong involvement with vintage cars and particularly with the Model Y. He joined the Irish Veteran and Vintage Car Club in 1969, and was at the centre of affairs, right up to his untimely death last year, at which point he was still a Board member.



"A young John with his father, Jim Fitzgerald, waiting to board the ferry to Le Mans in 1970."

As soon as Jim had restored some life into the Model Y, he was anxious to put the car back on the road, and so in 1970 he entered it in the historic Normandy Ferries Dublin to Le-Mans Veteran and Vintage Car Rally. Accompanied by his eldest son, the 17 year old John as navigator, Jim competed along with 34 other IVVCC members' cars, in the largest IVVCC rally ever held outside Ireland. It is interesting to note that amongst

these other competitors was no less than one certain James Boland, who just happens to be a long-standing member of the Y&C Register in Ireland.

## MEMBERS' CARS

### A true family Ford saloon



"Young Ross and his father, a thirty years older John Fitzgerald, who are entering 'Convoy 2000' in the fully restored TI 3205."

Our famous 1937 Model Y was reported by the Irish Independent newspaper to have won Class 4 of the rally competition, no doubt due to John's fine navigational skills. In 1972, Jim took great pride in returning with the Model Y, to attend a rally at Adare Manor, in his native Limerick. The car made a number of appearances following that, most notably in the St Patrick's Day parade in Dublin, at the 100-year celebration of Wheels in Ireland, and it was the lead car during the opening of the East Link bridge over the river Liffey. Unfortunately the car was then laid up for a period of time until John began restoration work during the 1990's.

## A call to Irish members

John has recently been appointed as the Irish regional co-ordinator for the Y&C Register, and to celebrate this fact he has decided to compete in the forthcoming 'Convoy 2000', sponsored by Texaco and Ford. Echoing his own fathers footsteps of 30 years earlier, John's 16 year old son Ross will act as navigator, thereby maintaining the link with the fourth generation of the family. Another important objective of participating in the rally is to raise awareness of and interest in the Y&C Register in Ireland. Aiding this objective is the fact that Alex Pedlow from Lurgan will also be representing Ireland.

Since his appointment as Regional Coordinator, John has been busy contacting current and inactive members



"TI 3205 (Y166731) under restoration in the 1990's by John Fitzgerald."

of the Y&C Register in Ireland, with the aim of increasing the active membership from 35 to 45 over the coming year. In fact, John would welcome any suggestions or offers of help from fellow members towards attaining this goal. Indeed, John is currently in the process of writing to many IVVCC affiliated clubs around the country.

In spite of all this activity and his busy position as a Sales Manager with Mitsubishi Electric in Ireland, John has found

time to continue the restoration of his Model Y, and his father was delighted to see it near completion prior to his death.

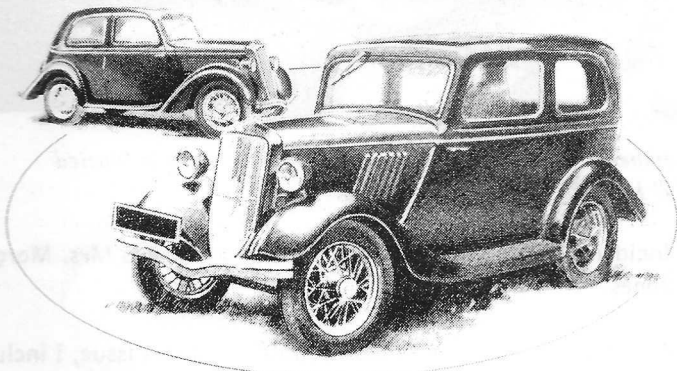
Not content with participating in one rally this year, John is also at the preliminary stage of organising and securing sponsorship for a Y&C/ IVVCC Rally of Ireland for the spring of 2002. The idea was first mooted by Sam Roberts and Bob Wilkinson, both of whom have been of great help to John in his 'honeymoon' period. This rally would be a great achievement for the Irish branch of the Y&C Register, and anybody wishing to volunteer or assist with the organisation of the event should contact John, the co-ordinator.

As part of efforts to raise the profile of the Irish Y&C Register, within Ireland, the 1937 Model Y will attend a number of rallies during the year. These will include the IVVCC Spring Rally, the Western Veteran & Vintage Motor Club Summer Run in July, and finally the IVVCC Powerscourt Run in August.

The Powerscourt Run has tremendous significance to the family, as it was initiated by Jim back in May 1977. Since his death, the family have donated the Jim Fitzgerald Cup to be presented annually at the rally, and this years winner was John Geoghan.

The year 2000 is shaping up to be a busy one for this Model Y Ford, and if John's plans are anything to go by it should also be a good year for the Irish Y&C Register. So come on all you Irish Y&C owners - the Irish Register needs You!

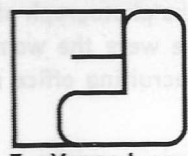
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THE MARKET LEADER

## A.G.M.

Sunday 9th April 2000

### Willoughby Village Hall

(4 miles N.W. of Daventry off A45)

**Come and meet the faces you read about in the magazine. Recently joined members and first timers particularly welcome.**

**Gather from 12 noon. A.G.M. starts at 2.00pm. Finish planned for 3.30pm. Come and air your views on the running of the Register and maybe volunteer your services?**

**Members encouraged to bring cars.**

**Bring unwanted spares for sale on Jean's stall. Tony Butterfield will be present with his Y&C spares stall.**

**Regalia abounds and you can also pay your subs for 2000/2001 - yippee!**

**We look forward to seeing you there.**

# IT'S WAR AGAIN - THIS TIME WITH THE LADIES

Derek Micklewright sent me a copy of the 10 July 1940's issue of 'The Bystander', a weekly magazine which was printed by the Illustrated London News press. He had come across it at a Millennium exhibition in his village of Charlwood, on the Surrey/Sussex border. This particular issue of the magazine contained a lengthy, illustrated article on Charlwood village and how it prepared itself for the expected invasion, following the retreat of the remnants of the British Expeditionary Force from the beaches of Dunkirk earlier in the year. Old boys armed with shot guns became Local Defence Volunteers; the women folk gathered in someone's kitchen to knit balaclava's and gloves for the LDV.

However, it was not because of that article that Derek had sent it to me. A few pages on there was an article headed "Are You Being Served?" describing the Brighton, Cooden and Eastbourne Mobile Canteens. As the article explains:- "Brighton is the centre for the administration of the many mobile canteens in the Southern Region of the Y.M.C.A. (Sussex, Hampshire, Dorset, the Isle of Wight and, formerly, the Channel Isles [These had now been occupied by Germany]). These mobile canteens serve the distant A.-A. [anti-aircraft] and searchlight units, and cover up to 100 miles every day....Vans went out all through the blizzards of last winter with hot drinks and comforts."

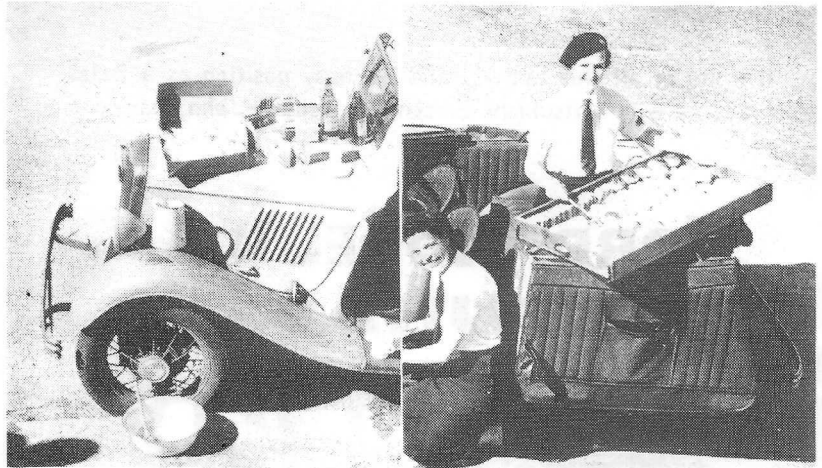
The article was accompanied by a series of pictures of various ladies with their mobile canteens and goodies for the menfolk. Two are of particular interest. The first shows a Model 'Y' van kitted out as a canteen. Note the letter box on the back door. All canteens collected mail for posting on their rounds. Note also that this van had its spare wheel on the nearside door, which dates it as a post- October 1936 model. Prior to then, the spare wheel was carried on the driver's off-side door. The London registration, ELR 266, was issued in December 1937, which is just after the cessation of production of the Model 'Y'



"The Cooden Beach mobile canteen utilises a late 1937 Model 'Y' van."

van (30th November 1937), making this probably one of the last off the line. The lady in the middle holding the tray was Rosemary Powell, the then Sussex lady golf champion. She is assisted by the sisters Virginia, Sara and Daphne Mason. The van was donated to the Y.M.C.A. by a Mrs. Staveacre.

The second picture unfortunately spreads across the join in the page and is hence incomplete. It shows a shortrad Model 'Y' 4-seater tourer which was loaned to the Eastbourne branch of the Women's Transport Service and is deployed as a canteen. Unfortunately, Mrs. Watts' tray of buns covers up the shape of the back end, so it is difficult to determine which coachbuilder built the body. I suspect it is a Dagenham Motors car bodied by E.D. Abbott Ltd. of Wrecclesham, near Farnham in Surrey. The tell-tale vertically pleated upholstery leads me to that conclusion. Perhaps Andrew Carter near Cambridge, who has the only known surviving D.M. 4-seater can comment.



"Two members of the Women's Transport Service in a loaned Model 'Y' tourer cum mobile canteen."

Incidentally, making tea on the running board is Mrs. Morgan Jones.

As we are into wartime mobile canteens in this issue, I include a photograph from the Ford collection, showing Queen Elizabeth visiting a N.A.A.F.I. depot during the war. The van on this occasion is a pre-October 1936 model. The rear doors have ventilation louvres, which dates the van after June 1933. Note the letter box to the rear of the spare wheel and the blackout markings on the rear wing. I suspect that the tall lanky driver had problems with her knees under the steering wheel!

Finally, to give the ladies a fair airing, I return to Derek Micklewright's 'The Bystander' in which the photograph of the various ladies uniforms appeared. These were the women's services which were represented in the recruiting office near Harrods in London in 1940.



"H.M. Queen Elizabeth inspects a Model 'Y' N.A.A.F.I. van during the war."



"The staff of the recruiting office near Harrods in 1940. From left Women's Land Army, Women's Voluntary Services, St. John's Ambulance Brigade, Women's Royal Emergency Naval Service, Red Cross, Auxiliary Territorial Service, Civil Nursing Reserve, Women's Auxiliary Air Force and the Mechanised Transport Corps."

## CONVOY 2000 UPDATE

**ONLY 100 DAYS TO GO!**

Plans for this event are progressing well and we are all looking forward to the start on 11th. June with great excitement. As I write this, we have 100 days remaining to complete all those jobs on the cars and to finalise all the arrangements to ensure we have a thoroughly enjoyable journey. (New readers need to be aware that ConvoY 2000 is a drive around mainland England/Scotland/Wales, a journey of 2000 miles, in our Y's and C's to celebrate.....YES, celebrate, the Millennium). The event also replicates a Ford sponsored series of journeys organised by dealers keen to publicise the reliability of the recently new Model 'Y' in September 1933. We hope ours is equally successful in the 7th. decade of the model.

We have over 20 cars doing the whole trip (including 2 from Holland) and 6 for several overnight stops (2 from Ireland), and then an additional 12 cars covering day sections near home. The entry list is still open for anyone wishing to join for the whole or part of the journey, but latecomers will now have to book their own accommodation from a list of hotels provided. Alternatively, you may wish to join for a day section in your home territory. In either case please contact me (Bob Wilkinson on 01832 734463) for full information. All accommodation is now reserved and the final details are being put together to make the route as interesting as possible. All entrants are seeking sponsorship for the Children's Promise Charity and you can contribute by pledging money to support an individual member or the whole group. (See separate article and sponsorship form enclosed with this issue).

We certainly intend to enjoy the event.....why not join us? You may regret missing it!

Bob Wilkinson.

### Annual General Meeting - Sunday, 9th April 2000.

**Venue - Willoughby Village Hall, Willoughby (4 miles N.W. Daventry, off the A45)**

All members are invited to come along to the A.G.M. where you can have your say on how the club should be run. The Committee meets in the morning (10.30 a.m.), but from about noon onwards, the hall becomes alive with members from far and wide. Tony Butterfield brings his wide range of spares and members can bring spares to be sold on the club stand manned by volunteers. The meetings are not boring, stuffy occasions but an opportunity to have a social day out in pleasant surroundings and to see a good display of cars - so why not bring yours? The main meeting starts at 2 p.m., usually after a lunch at the pub next door. We do run the meeting on more formal lines but everyone is encouraged to contribute to the proceedings. Why not come along? If you do have a particular point you would like to raise under Any Other Business, please let me know so that an informed response can be given.

Bob Wilkinson

## NORTHERN SIDELIGHTS

My other old car is...a 1938 Austin Big Seven, bought for £70 as a student hack in the halcyon days of 1970. Despite its name it was designed and conceived as a direct response to those true eight horse power cars emerging from Dagenham and Cowley which were, in market terms, a real threat to Herbert Austin's much out dated, but nonetheless, legendary Seven. Introduced in July 1937, the Big Seven overlaps by a matter of weeks with Model Y, but really competed with the 7Y in the dealers' showrooms of the late thirties.

So what helped to make up the customer's mind when faced with the Ford/Austin publicity? There was, more so than today, marque loyalty, but of course it was also the price of things. The Austin was listed at £160, Model Y at £100 and the 7Y came in at £115, (£5470, £3420 & £3930 respectively by 2000 inflation adjusted prices!). This, in itself, was a clear factor, but what did you get for the extra? There are the obvious differences; a four-speed box, sliding head, chromium-plated windscreen surround, headlamps and sidelamps, full leather upholstery, generous instrumentation and, what luxury, an electric windscreen wiper. On the other hand, the Ford's were carpeted, whilst the Austin came with moulded-rubber carpets, (mine still has the original). The Austin is pulled by 900cc's (7.99 h.p.), whilst the Ford makes a full 8 h.p. with its 933cc. Suspension and braking are similar, though the Austin has a full Girling system and quarter elliptics at the rear, (making axle removal pretty straight forward - I know because I've done it, several times!).

On the road today, there is actually little difference in terms of performance. The Ford is probably the more willing because of its extra fractional horse power, but the Austin's extra gear can be very useful. The Austin is perhaps more genteel in its starting habits and the longevity of mechanical components, but the excellence of Ford design was always, I feel, at the forefront, at least it seems that way through modern eyes, though the notional customer in 1937 may have perceived it differently.

## The Register library

The library has been built up over the past few years and now possesses a comprehensive listing of books relevant to our cars. We also have a growing collection of Autocar, Motor, Light Car, Ford Times and Practical Motorist, covering the period 1932 - 1937, as well as handbooks, brochures (mainly colour photocopies) and archive material. The list of books held is below. Members may borrow a book for a two month period at no cost, although a donation to club funds would be appreciated, if only to cover the cost of postage. After two months, a levy of £2.00 per month, or part month, will be charged.

Please make requests to borrow a book, or to view the archives, to Sam Roberts.

### Books:

Title	Author
1. "Ford"	Booton Herdon
2. "Ford"	Robert Lacey
3. "Henry Ford - The Motorman"	Barbara Stoney
4. "The Ford Dynasty"	James Brough
5. "Henry" (Henry Ford II)	Walter Hayes
6. "My Life and Work"	Henry Ford
7. "Moving Forward"	Henry Ford
8. "Today and Tomorrow"	Henry Ford
9. "Henry Ford"	William Simonds
10. "The History of Ford in Australia"	Norm Darwin P/L
11. "American Business Abroad - Ford on Six Continents"	Mira Wilkins & Frank Ernest Hill
12. "Automotive Giants of America"	Forbes & Foster
13. "The Triumph of an Idea - The story of Henry Ford"	Ralph H. Graves
14. "The Legend of Henry Ford"	Keith Sward
15. "The Fords - An American Epic"	Peter Collier & David Horowitz.
16. "The Secret Life of Henry Ford"	John Côté Dahlinger
17. "The Motor Industry of Great Britain - 1933"	SMM&T
18. "Ford Cars of the 1930's"	Unique Motoring Books
19. "Henry's Lieutenants."	Ford R. Bryan
20. "Young Henry Ford"	Sydney Olson
21. "Automobile and Culture"	Gerald Silk
22. "The Automobile Man - The story of Henry Ford"	John Rowland
23. "Henry Ford"	Roger Burlingame
24. "The Wild Wheel - The World of Henry Ford"	Garet Garrett
25. "My Forty Years with Ford"	Charles E. Sorensen
26. "We Never Called Him Henry"	Harold Bennett
27. "Mr. Ford - What have you done? Henry Ford's Views on Economics"	Edward Keller
28. "The British Motorist"	Lord Montagu of Beaulieu
29. "Ford Popular & the Small Sidevalves"	Dave Turner
30. "Tin Lizzie"	Philip Van Doren Stern
31. "Henry Ford & Ford"	Michael Pollard
32. "The Model T Ford"	Jonathan Wood
33. "Ford in the Thirties" (Photocopy)	Paul R. Woudenberg
34. "Edsel Ford & E.T. Gregorie"	Henry Dominguez

Enough of the comparative studies, a word now about some forthcoming local events in and around Region 16. The 'First Roses Run' from Bradford to Lancaster, (Williamson Park) via the Trough of Bowland, takes place on 23 July. This is complemented by the '13th Bradford to Morecambe Run' on 17 September. Entry forms for both these events are available from Gerry Watson, 50 Raeburn Drive, Bradford, BD6 2LN. On the 4 June the first 'Hot Air Balloon and Car Festival' takes place at Nostell Priory, near Wakefield - entry forms from the same

gentleman. Sunday, August 6th sees the 'Kirklees Historic Vehicle Parade' and the contact for this is:- EPTG, 23 George Street, Lindley, Huddersfield, HD3 3LY.

I hope to attend most of these events and look forward to meeting some of you there.

Lastly, I note from this month's Practical Classics magazine that four star is now going to be available at selected outlets through the Bayford Thrust organisation!

Barry Diggle



# DOCTOR FORD CONTINUES HIS LOOK AT ELECTRICS

In the last issue I said I would look in more detail at some of the items encountered thus far in our exploration of the circuits. You may recall that I had a rather poor opinion of the Ammeter that Ford Motor Co. fitted to our cars, and for that matter to all their subsequent 6 volt cars as far as I am aware. For, to the best of my knowledge, having established our design, production remained more or less unchanged until the demise of the 6-volt Ford.

Let us just refresh our memory of what it is asked to do. When you turn 'on' the ignition, electricity flows from the battery to the primer winding of the coil, and the instrument records a discharge flow, say 3 amps. When the engine starts, the dynamo produces a current, of say 8 amps, so 8 minus 3 = 5. Accordingly, the instrument records 5 amps as a charge rate, for the current flow is now reversed back into the battery. So it continues - as you accelerate the car, the engine speed increases and so does the efficiency of the dynamo to, let's say, an output of 12 amps, which will record a charge rate in our example of 9 amps. However it's a dark night; accordingly you turn on the head lamps. As Mr McAwber would say! "abject poverty". For now the demand is greater than the output, with the lights demanding say 10 amps, this will mean a 1 amp discharge. The instrument will record the situation.

The design of the Ammeter makes several demands on its designer if it is to function accurately. It must be housed in a non ferrous environment, in order that the electrical fields present with in it are not influenced by possible external fields that may result from the presence of a steel casing. As with all instruments, various designs have evolved over the years. Obviously in test laboratories and aircraft one would expect to find the most sophisticated of designs, but companies such as Joseph Lucas designed and fitted far superior instruments than dear old Ford, where cost was everything. Even back in the 'thirties, Lucas were housing their instruments in moulded Bakelite or similar materials, while Ford used a pressed brass housing. On the face of it, Ford went overboard with the use of such an expensive material as 'Brass'. However, at that time, it was a lot cheaper than the costly business of moulding. Brass as a material has a major disadvantage, it will very efficiently conduct electricity, where as Bakelite or the like will not.

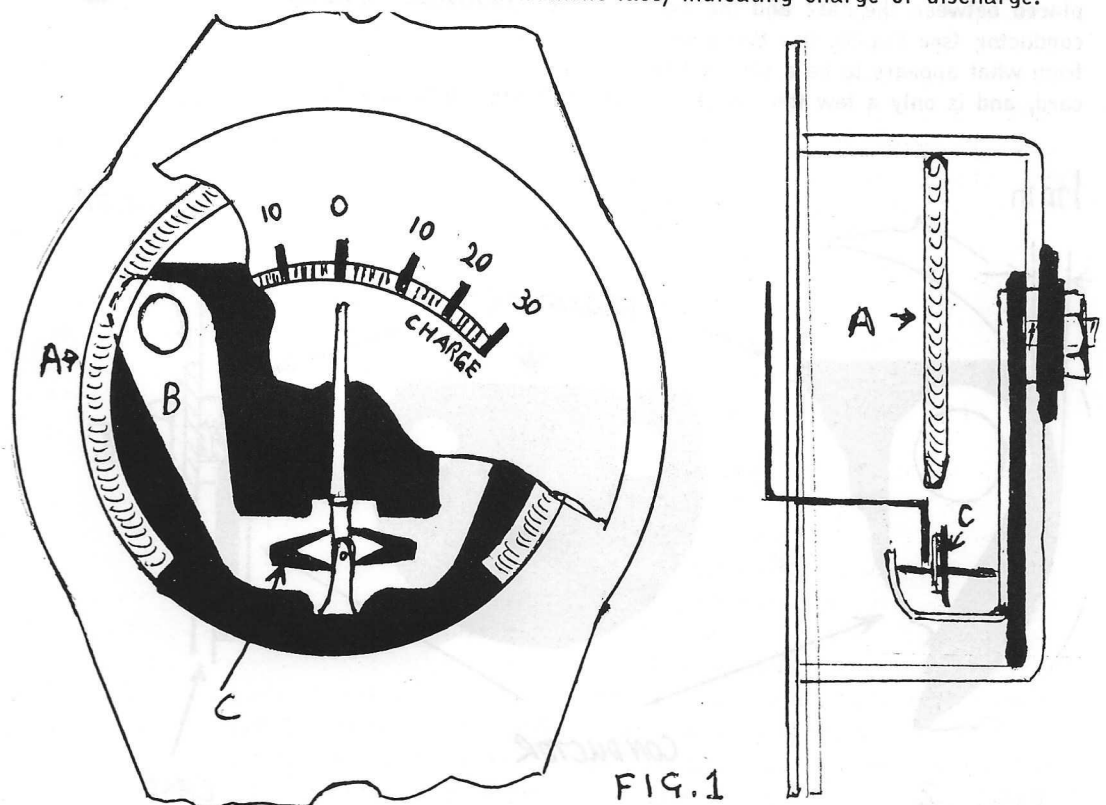
So how does it work. There's no easy way of explaining that as one has to see certain aspects of its operation in the mind's eye. It all comes back to the effects of a magnetic

field, which forms around a steel permeate magnet and a cable or conductor when electricity passes through it. This is quite invisible, but is never the less present. It is on this basis that so many items on a DC current based vehicle function.

Firstly it is necessary to remember that the Ammeter is located in line with the cable run, just like an in-line connector. It is not across the cable run with one side going to earth (or chassis if you prefer), as would be the case with a volt meter, or fuel gauge. It is present to measure, and thus indicate to activity in a particular circuit. In our case it is positioned to measure the activity to and from the battery.

Now to the instrument, it consists of the following main parts:-

- 1) A permanently present control magnet, normally of horse shoe shape in design (made from steel),
- 2) An electrically-energised deflecting field, (which forms a secondary field when current flows through the instrument, this is not a permanent strength field, as it depends on the quantity of current flowing, hence its field strength has a varying magnet effect.) This conductor is made of a non ferrous material, normally brass. Thus it is not a permanent magnet.
- 3) An armature, which consists of a piece of steel strip mounted on a pair of pivots, which is inserted directly between the north and south ends of the fixed horse shoe control magnet, (as a consequence it intersperses the field of the permanent, or control magnet.) It is to this armature or pivot assembly that the scale indication needle is mounted.
- 4) A non-magnetic case.
- 5) An instrument face, indicating charge or discharge.



"The Ammeter (Fig. 1):- 'A' represents the control Magnet, 'B' - the electrically energised Magnet / Conductor and 'C' - the armature,

The horse shoe shaped control magnet supplies a constant field in which the armature is orientated centrally when no current is passed. Under this condition the pointer rests at 'Zero'. As current flows through the conductor, an electrically energised field is thus produced, (which is set at right angles to the fixed field.) This secondary field, within the instrument, influences the permanent or fixed field. Depending on its strength, and direction of the current flow, (i.e. charge or discharge), the field strength thus produced, has a greater or lesser influence on the fixed field (produced by the control magnet) deflecting the pivoting armature accordingly. Thus the pointer needle is moved. Got it? Good, see the diagram.

So what have I against the instrument? Well, to start with, I think it a misrepresentation of the noun to call it an instrument; its accuracy and design being so very poor. It can at best only be considered as an indicator. The main safety problem with it lies in its poor level of insulation. We accept that the main 'A' line cables need to be well insulated but, when it came to this instrument, Ford really were in the business of cutting costs.

At the point where the terminal bolts pass through the casing, (see Fig. 2), the main electrical magnet conductor (item B, Fig 1), to which they connect, is only 1mm from the side of the case (remember that this case is pressed in brass, and is an excellent conductor of electricity). The hole in the casing having a greater clearance to its side than 1mm, it will thus allow the conductor to come into contact with the casing, should it move. The area of the hole beside the terminal bolt is simply an air void. It gets worse, (if that's possible). All this is positioned by the holes punched into the insulating gasket placed between the case and the main conductor, (see Fig 3), this being made from what appears to be a sort of hard card, and is only a few thou thick. In "The Brake Light Switch."

many cases it perished long ago, permitting the stamped location holes to disintegrate.

Now consider the fact that both the gasket and the case are round, thus it will allow the whole internal assembly to twist in either direction, as no set location is present to anchor the gasket, thus allowing the terminal bolts where they pass through the casing to make contact with it. He presto! An alternative way to create short circuit. The only way to stop all these disasters from happening is to ensure that the inner lock nut on the terminals remains tight (see Fig. 4). It is for this reason that I do not recommend disturbing these terminals with supplies for ancillary items. Obviously I've painted a poor picture, but this disastrous design, can and does cause catastrophic results. Now for a question. Would you take the trouble to modify your instrument, if the 'Y&C Register Spares Section produced an up-grade insulation kit?

Okay enough on Ammeters, lets take a look at the Brake Light Switch. To the best of my memory, these switches are somewhat unique on motor cars, for if the external 'hold off' spring fails, or the clamp on the brake rod comes loose, then they will 'fail

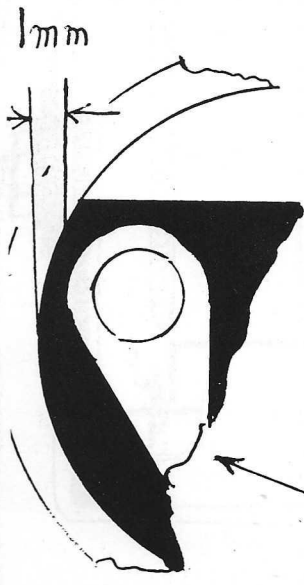
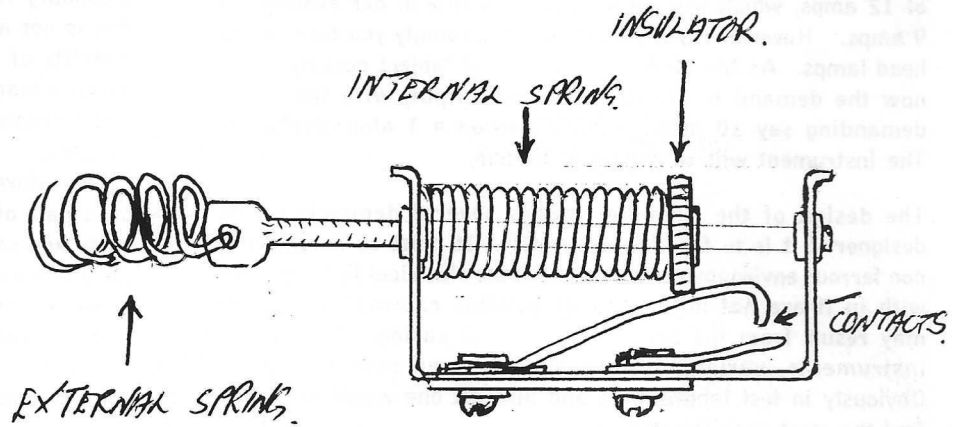


FIG. 2

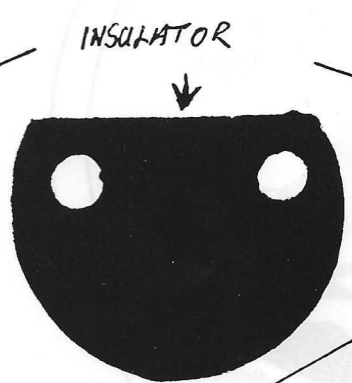


FIG. 3

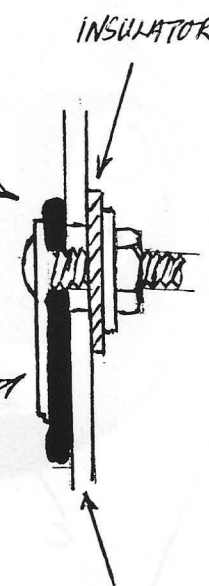


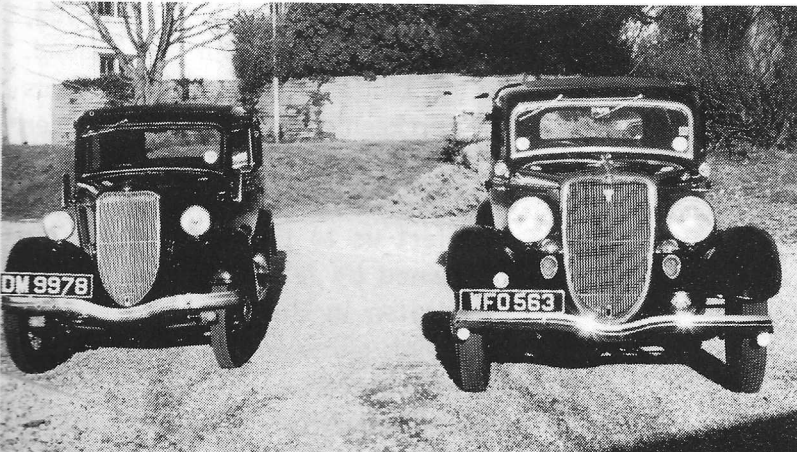
FIG. 4

safe', i.e. switch the light on. This is fine, but should it fail, or simply go out of adjustment, the Brake Lights will come on, (and this could happen when the car is switched off in the garage) and the battery will go completely flat. Another problem that they have is that they fill with water, causing them to simply rust up solid with internal spring becoming useless..

Once the brake is operated, the front rod is drawn rearward, applying the O/S/F brake. This allows the external hold off spring to slacken, at which time the internal spring of the switch takes over and closes the contacts.

In the next edition I'll consider the Horn and the Ignition/ Lighting switch.

It is quite unbelievable. It is difficult to think of two subjects more diverse or obscure: Model 'Y' running boards and the 1933/34 Ford V8 Model 40. Yet the two of them came together in my hum-drum life twice in one week! I was putting the final touches to my book on the Model 'Y' and needed a photograph of the Model 'Y' sitting alongside a Model 40 because, as many of you are aware, the American Ford Model 40 is a scaled up version of the Model 'Y'. Through member Dave Minnett, who is also a member of the Early Ford V8 Club of America (Group 127 - the British branch), I tracked down Brian Baxter in Boston, Lincolnshire, who owns two Model 40s. A quick phone call ascertained that he was willing to take part in a photo shoot. I next searched through our membership to find the nearest on-the-road Model 'Y' owner to Boston. I rang Dave Durrant, who lives in Boston, only to be informed, sadly, that his Model 'Y' had received a direct hit from a lady driver last summer and is a write-off. The next closest member is Noel Page near Kings Lynn. By sheer coincidence I had happened upon his article on the restoration of his running boards (see elsewhere in this issue) only a couple of days before. Noel came up trumps and said he would arrange a photo shoot with Brian, which he duly did. The shoot happened the following weekend.



"Noel Page's Model 'Y' and Brian Baxter's Model 40 at the shoot."

Not three days later, I received an e-mail from Chris Newman in Perth, Western Australia, part of which said:-

"Was in Melbourne last week (Note: 2000 miles from Perth!) with a day to spare so caught up with Bill Ballard. He is as happy as a car restorer searching through a pile of rusting parts! In his usual organising way, he had an afternoon with some of the Victorian members sorted out. A good day too. (Note: This refers to members of the 8&10 Sidevalve Club of Victoria, with whom the Y&C Register is affiliated)

## COINCIDENCE

Met up with Wayne Brown and had a ride in his 'Y' and took lots of detail photos of what I need to find out what goes where. I was

surprised to find that the running board has a curve in it. Mine appears to be straight. Is that possible? Mind you mine have so many bumps in them they were probably U shaped at one stage! I am about to have a set pressed up so I need to know where to hit them if they need curving!

Wayne also has a big sister to the 'Y' in the shed. I was surprised to learn that this was a scaled up version of the 'Y'. I always thought the 'Y' was a scaled down version of the American Ford sedan."

Isn't that weird? First, Noel Page with a running board restoration and a photo shoot with a Model 40 and then, not three days later, Chris Newman asking about running board restoration and the Model 40! I have told Chris to wait a couple of weeks for this issue of the magazine to learn about the restoration of his running boards and sent him this reply on the Model 40:-

"Bob Gregorie styled the body of the shortrad Model 'Y' in haste (then known as the Model 19) towards the end of 1931. In slower time, he improved on the styling over the next eight months to produce the body of the longrad. Edsel Ford liked the longrad design so much that he commissioned Clare Kramer, a body specialist working for Jo Galamb, to scale the body up from the 90 inch wheel base of the Model 19 to the 112 inch wheel base of the V8. The result was the 1933/34 Model 40 V8 which you saw in Wayne's barn. Some say it was the most beautiful of the V8s."

Sam Roberts

## IT'S A MODEL 'Y'

Readers of "The Automobile" will have seen our Chairman go into print to correct the Editor, no less, who had the audacity to refer to one of our cars as a "Y-Type". Regulars to this column and all meetings Y&C will have witnessed the correction made on numerous occasions by our Chairman. The only Y-Type in the classic car scene is the post-war MG saloon, which was phased out in 1953 with the introduction of the MG Magnette model (a name they had used for a 1930's model). 'C's and 'CX's are also correctly referred to as "Models", rather than C-Types (Jaguars!), so be warned! On a humorous note, I recall from my younger years a friend who used to impress the young ladies at dances by offering them a lift home in an "E-Type". Only outside did they discover, to their obvious disappointment, a rather battered 1946 Morris 8. I

had an Austin 7 in those days, so had to rely on my natural good looks charm and modesty. Those were the days!

Bob Wilkinson

I obviously wasn't as good looking as Bob as I failed at dances. I recall asking a pretty young girl to dance in the Oxford Ballroom in Reading. In those days, it was always a live band which played each number for about four minutes. After about three, I asked the young lady where she worked. She said she worked in Boots. "Oh!", says I, "Have you got weak ankles?" She slapped my face and stormed off! No sense of humour those Reading girls.

Sam Roberts

## LRP. A WARNING

Several recent correspondents to classic car journals have commented on bad experiences with the use of Lead Replacement Petrol (LRP). It appears that instances of very irregular running, poor starting and generally unacceptable performance are not uncommon as experienced by users of classic cars. These reports refer to the cause as sticking valves and poor carburation as a direct result of using LRP. "Practical Classics" magazine campaigned successfully for the testing of lead additives (see last issue for list of acceptable products) and is now pressing for leaded petrol to be made available according to the 5% of total sales quota. Petrol stations stocking leaded petrol in this scheme will be few and far between, but there may be one near you. A list of the Bayford Thrust garages which will be supplying Futura Petroleum to the leaded BS 4040 standard in 2000 is as follows:-

Bideford, Devon;	Barn Cross Garage, Little Torrington.
Billericay, Essex;	Chestnut garage, Crays Hill.
Clevedon, Somerset;	BWOC garage, Kenn Clevedon.
Dursley, Gloucestershire;	Berkely Heath Motors
Eaglescliffe, Cleveland;	Bayford Thrust Eaglescliffe (JET).
Elland, West Yorkshire;	Thrust Elland (THRUST).
Exeter, Devon;	Connect Garages Ltd.
Flaxton, North Yorkshire;	Thrust Coastways (THRUST).
Glastonbury, Somerset;	Torview Garage, Edgarley.
Harewood, West Yorkshire;	Thrust Harewood (THRUST).
Hessenford, Cornwall;	Hessenford Garage, Nr. Looe.
Honiton, Devon;	Stopgate Service Station, Yarcombe.
Leeds, West Yorkshire;	Thrust Burley Road.
Lympsham, Somerset;	BWOC (Lympsham) Ltd.
Malmsbury, Wiltshire;	Grays of Sherston, Sherston.
Newton Aycliffe, Co. Durham;	Bayforth Trust Newton Aycliffe (JET).
Ponsanooth, Cornwall;	Imperial Motors, Pellyn Cross.
St. Columb, Cornwall;	Vincent's Tractors & Penhole.
ShIPLEY, West Yorkshire;	Thrust ShIPLEY (THRUST), Charlestown.
Stockton-on-Tees, Cleveland;	Bayford Thrust Stockton (JET).
Sunderland, Tyne & Wear;	Thrust Ryhope (JET).
Torquay, Devon;	Watcombe Service Station.
Wellington, Somerset;	Piccadilly Service Station, Chelston.
Yeovil, Somerset;	Camel Cross Motors.

List taken from the IHVO's February 2000 Newsletter. Other garages will be listed as they become known. See also [www.come.to/Motordata](http://www.come.to/Motordata) on Internet.

Meanwhile, a tale of woe ..... A classic car owner casually mentioned that he had played safe and put an approved lead additive in with a tankful of LRP. I had to inform him that the chemicals used in LRP and the additive were different and totally incompatible! Carburettor and valve problems and possible blockages of the whole system were likely consequences. He decided to cut his losses and drain out all the fuel. What a waste - and he was a Yorkshireman too - that hurt him in his wallet! Be warned; use only approved additives with unleaded petrol and do not mix additives, nor mix additives with LRP.

Bob Wilkinson.

## OBITUARY

### JOHN MAWHINNEY

It is with deep regret that I have to inform you of the sudden death of John Mawhinney, who died in his sleep on 24th January 2000, aged 67. Although he had suffered a heavy bout of 'flu over the Christmas period, he was almost back to full strength and tinkering in his workshop only the day before.

John has been a member of the Register since the early 1990's when he bought his ex-New Zealand Model 'Y' through the Belfast Telegraph newspaper. John had been a butcher all his life based in Greenisland, Carrick Fergus, County Antrim in Northern Ireland. He will best be remembered by us as a keen supporter of the Register and as a regular correspondent to the magazine. He was the first to alert us to the Byford Special owned by fellow member Brian Mullen in Ballymoney. It was John's photograph of the Special which was featured in the Chairman's Newsletter as recently as Issue 121 of the magazine. In the 'Members' Correspondence' columns of the same issue was John's last submission, complete with a photograph of him enjoying his Model 'Y'.

Our hearts go out to Gloria, his widow, who has suffered a terrible and unexpected tragedy. John Fitzgerald, the Regional Coordinator for Ireland, Bob Wilkinson and I have each written to Gloria expressing the deepest condolences of all members of the Ford Y&C Model Register at her sudden loss.

Sam Roberts

# My Story - Roger Hanslip - Regional Coordinator



"Roger Hanslip, the new Regional Coordinator for Region 12."

Having been interested in anything mechanical and old, I suppose it was inevitable I would find myself involved in the vintage rally scene. I started with a vintage tractor which my grandfather bought new in 1947. I rallied the Kendall tractor for ten or twelve years but, in later years, my wife, Jo, said she would quite like a vintage car, so I started restoring an Austin 7 for a couple of years until we had a running rolling chassis.

About this time, Jo was getting impatient when she saw a picture and advertisement for an Austin Ascot at the Woburn rally. We decided that, as we were due to go on holiday on the Isle of Wight, we would have a look at it on the way home. Whilst holidaying we bought several classic car magazines and scoured the pages, marking various cars that we liked the look of. The evenings were spent in the local phone box making arrangements to see these cars on our way home at the end of the week. BT's profits certainly went up that week!

We did manage to find a rally on the Isle of Wight and, lo and behold, I introduced Jo to the Model 'Y' - she wasn't that enamoured with that particular model, but quite liked the shape. I think she really liked the look of the Ascot that we were planning to see on the way back. Well the weekend finally came; I think we must be the only ones who can go away on holiday and wish the time away - I am sure that if we did not have to take up the

ferry booking, we would have toured the mainland instead!

On our list of viewing were 2 Model 'Y's, 1 Ascot and a Morris 8. The first car we saw was our 1934 Fordor 'Y'. She looked lovely. We were interviewed as possible owners for it. A buyer had been there before us but was going to customise it with a

V8 engine, so they would not sell it to someone who was not going to look after it. Next we looked at a Fordor shortrad in black, it ran and drove well and looked in better condition than the first one, but somehow lacked something. So on to the Ascot, the car that started it all, but it was a restoration job, not for us at this point. I started to plan our route to the next car, but I sensed Jo's heart suddenly was not in it. I asked her what was up? "Have you had enough, do you want to get home?" "No" she said, "I know which one I want"

I knew which one as well without being told. We cancelled the Morris Eight and went home. We had said that we would not make any decision until we had seen them all. But it was love at first sight I am afraid. One week later we went with a car, trailer and collected Amy (BTA 828), as well as a box full of spares, a suitcase full of books, Y & C and Side valve magazines and some trophies.

Since buying the Model 'Y' we decided that we didn't want a smaller car than the 'Y', so we sold the Austin 7 and bought a big brother for Amy, a Model 'A' which is nearly finished. This has been a ground up restoration with nearly 3 years work.

I have now finished up as Regional Coordinator for Region 12 (Leicestershire, Northamptonshire and Cambridgeshire). I am also director for Anglia Vintage Machinery Enthusiasts Club Ltd (AVMEC), on the Committee for the Fenland Vintage Country Show on August Bank Holiday and Car steward to boot! Jo is editor of the magazine, co-publicity officer for the show and programme editor. All non paying of course, so you can see what sort of weak-willed, gullible people we are.

Roger Hanslip  
*'Salt of the earth' is closer to the mark, Roger.*

## FOR SALE

1937 Model 'Y' Tudor (Y195298), Black, MoT, good condition. Also a virtually complete 1936 Model 'Y' suitable for spares (Y128877), plus spare grille, wheel & good tyre, new L/H running board, starter, cyl. head and various other spares. Very reluctant sale. £3000 the lot.  
*No offers. Don Smith*  
*Tel: 01545 580665 (S. Wales)*

Original Ford rear bumper for longrad Model 'Y', less end caps.  
Excellent condition. Re-chromed.  
Only £35.  
*Jim Long*  
*Tel: 01189 722347 (Reading.)*

3 x Model 'Y' wheels, shot blasted and primed - £65: 10 h.p. engine - £65: Gear box - £45  
*Ray Stevens*  
*Tel: 01483 232521 (Guildford)*

1936 Model 'Y' Tudor, maroon & black (Y135662), BER 502 fully restored and in very good condition, MOT, £3750 o.n.o.  
*Chris Williams*  
*Tel: 01745 813014*  
*(Rhyl, North Wales)*

# THE JERSEY JENNINGS

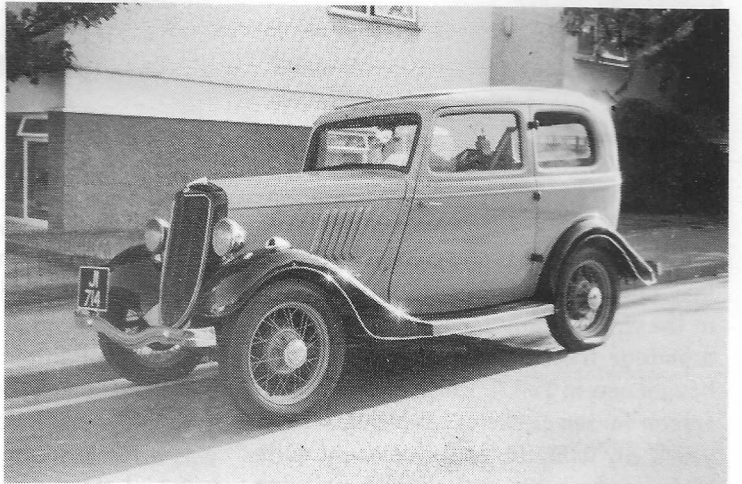
A few months back, a delighted John Follon rang me from Jersey to say that he had driven his Model 'Y', with the Jennings 'back door' conversion, the six miles from his old home in St. Brelade to the new Follon abode in St. Helier. As this was the first time that the car had motored under its own steam since 1960, this was a red letter day in its history. Mind you, it was not in concours condition! The car had no lights, as John has still to acquire some headlamp rims, no floor boards and no piping around the doors. Fortunately, there is no requirement for a car resident in Jersey to have the equivalent of an MoT test, unless the Police pull you over and demand one. But when you have to move house - needs must! John bought a rear axle through the 'spares for sale' adverts in the Register magazine. It cost him more to ship it over to Jersey than he paid for it! As he discovered, without a spring spreader, and with only a screw jack and wedges of wood, fitting the rear axle is no fun and rather dangerous - not recommended. I've been there, in my early Model 'Y' days, survived and have now purchased a spring spreader!

John's Model 'Y', which was converted to a 'hatchback' by the removal of the rear panel and its replacement with a side hinged door, has been under restoration for some time. There is no rear seat, but rather a loading platform under which sits the spare wheel. The original conversion was carried out by J.H. Jennings & Son Ltd., who were prolific coachbuilders in the 1930's in Sandbach in Cheshire. As has been reported in previous issues, the car was then exported to the Sudan, where it was the daily transport of Mr. Shand-Kidd, a cotton plantation owner. He eventually retired from the life of an 'ex-pat' and settled on the island of Jersey, which is why the car happens to be there.

As can be seen from the recent photographs, the car is now almost back to its original glory. John is being ably assisted in



*"The rear view of John Follon's Model 'Y' showing the Jennings rear door conversion."*



*"John's September 1936 Model 'Y' nearing completion. I hope the superfluous sidelights have been fitted as direction indicators: sidelights ceased in production in June 1934."*

the restoration by John Z. Miller, an Anglia owner of Ford Sidevalve Owners' Club fame, to whom we are grateful for the photographs.

## EVENTS 2000 ~ EVENTS 2000

The following are events at which there will be a Y&C Register presence:-

9 Apr	A.G.M.	Willoughby	
13/14 May	Chester Festival of Transport	Chester	Peter Ketchell
27-29 May	Enfield Pageant	Enfield, Middlesex	Jim Miles
3/4 June	Centenary of Motoring	Lotus Cars, Norwich	Brian Mace
3/4 June	Tatton Park	Knutsford	Peter Ketchell
11-24 Jun	Convoy 2000	England & Scotland	Bob Wilkinson
8 July	B&P* Classic Car Show	Kirkstall, Yorkshire	B&P*
8/9 July	Car Show & display	E.Kirkby Airfield	Gary Matthews
19/20 Aug	Tatton Park	Knutsford	Peter Ketchell
26 -28 Aug	Fenland Vintage Show	Floods Ferry, March	Roger Hanslip
2/3 Sep	Trafford Centre	Manchester	Peter Ketchell
24 Sep	All Ford Rally	Abingdon Airfield	Sam Roberts
28/29 Oct	Stoneleigh Restoration Show	Stoneleigh	Geoff Dee
4/5 Nov	Int. Classic Motor Show	NEC Birmingham	Geoff Salminen

Note:- B&P = Butterworth & Pilkington, our magazine printers. The Kirstall event is organised by them with proceeds going to charity.

# NEW MEMBERS

Firstly an apology for omitting from our last edition :-

**0-W101 Mike & Rosie White**

Cabeça de Aguiá CCI 990, 8550 Monchique,  
Algarve, Portugal.

The following have joined since our last magazine was published:-

**C1326 Robert Clubb**

76 Swanfield, Long Melford, Sudbury,  
Suffolk. CO10 9EX

**D0519 John Dominey**

94 Park Crescent, Erith, Kent. DA8 3DZ

**K1114 Jurek Kamrowski**

6 Hawkins Close, Edgbaston, Birmingham. B5 7NW

**M0233 Mark Maybee**

Bramble Cottage, Rhodyate, Blagdon,  
Nr. Bristol. BS40 6TP

**M0324 Tim MacFarlane**

1 Fernhill Road, Cove, Farnborough, Hampshire.  
GU14 9SD

**N1101 Barry Nutley**

The Orchard House, Chesterton, Bridgnorth,  
Shropshire. WV15 5NX

**P0309 Victor Park**

46 Park Farm Ave., Fareham, Hampshire. PO15 6LH

**S1429 Bob Shelley**

Pen-Y-Fron, Derwen, Corwen, N. Wales. LL21 9SL

**S1332 Graham Seary**

7 Belgrave Ave., Hunstanton, Norfolk. PE36 6DQ

Welcome to you all! As always I ask "old" members to contact new members in their area.

Bob Wilkinson.



"Bob Wilkinson attracts some younger members.  
Photograph thanks to Jo Hanslip"

# NOTES ON NEW MEMBERS

Mike and Rosie White arrived in England from Portugal, after calling me to assist in their search for a Model 'Y'. They seemed quite sane at first, allowing for the obvious that anyone really wanting a Model 'Y'.....; well anyway my opinion changed a couple of weeks later when they 'phoned from home in the Portuguese Algarve saying that they had bought a 'Y' and had driven it back home!. No disrespect is intended towards Paddy McCaffrey, our member in Kent who sold the car, but how many people would buy a 60 year old car and set off immediately on a 700 mile journey! The fact that they made it without incident is tribute to the previous owner and the reliability of the car of course. Their adventure appears elsewhere in this issue. Well done!

Tim MacFarlane is on the road with his recently purchased (from ex-member Ian Newton) late 1933, and early longrad Model 'Y'. The car, still with it's original engine, was first registered as VE 9388 (now BSL 253), and was fitted with a sliding roof as indicated by the 167 prefixed body number.

Victor Park, in Hampshire, is the only other new member with an "on the road car" having bought the superb blue and black 1935 'Y' model, CTW 426, from member Malcolm Fraser-Cook during last year. No doubt Victor is looking forward to the summer to be out and about.

Complete 'Y' restorations are in store for Jurek Kamrowski and Robert Clubb. Jurek has experience of restoration work on NSU cars and will probably find life easier with his 'Y' model due to parts availability. He joined to find a Model 'Y' and within a week or so had bought the 1933 shortrad from ex-member Jon Hutton. The car was chosen because it needed a full rebuild, so Jurek will not be seeing much of this summer. Robert's 1937 model, CFJ 566, was also bought from an ex-member, John Watson, and work is already in hand.

Bob Shelley first saw BBJ 95 in a shed in Shropshire after following up a newspaper advert. He bought the car, which was owned originally by a Mrs. Hilda Lee of Station Road in Geldeston, Norfolk (anyone recall the car?) and is presently rebuilding the engine and will later need some club stock "shiny bits".

It is always good to welcome "new" cars to the club and we have three in this issue. Graham Seary in Hunstanton has the restoration of ABY 142 well in hand with rear wings, electrics and upholstery currently attracting attention. Graham took over the restoration of this 1934 Model 'Y' from a previous owner, who apparently wrote about the car in the journal of another Ford club some 15 years ago. Hopefully progress will now be more speedy, otherwise I may have gone a little grey before seeing Graham's pride and joy completed!

Barry Nutley visited a local auction of farm implements and came away with a genuine "barn find" 1936 Model 'Y', UD 7893, in need of a great deal of love and attention. As a reward, the car's engine did decide to burst into life again after a little coaxing for the first

time since being used in 1954! The former owner was a well known character in the Bridgnorth area and we hope to give a more full history in a future edition.

John Dominey has also come into ownership of the third Model 'Y' which is new to us. The car has not run for around thirty years apparently, and John will supply more information when he brings the car home from Devon to jostle his 1939 Rover for garage space.

One of the most unusual variants of the Model 'Y' is the 3 wheeled commercial tug used for hauling heavy loads, at low speed , over short distances. Mark Maybee, in Somerset, now owns one of the three known survivors, bought recently from ex-member John White in Exmouth. This tug, registered CHU 458, had originally been used by BAC at Filton aerodrome near Bristol and is in need of complete restoration. This is just the sort of vehicle to interest Mark and so the work should commence fairly soon.

Please keep us informed on progress with all your restorations and indeed those all important journeys.

Bob Wilkinson.

*"The Model 'Y' Tug now owned by Mark Maybee in Somerset."*



## Members' Correspondence

We start with **Ken Sleight**, from Doncaster, who writes to thank Luis Cascante for the information he provided in Issue 122 on the solid steel roofs on the Model 'Y', but goes on to pose another question:-

"In the early 1950's I owned an old Ford 8Y. I don't remember what year it was, but it was an early one. It had solid steel wheels, a bit like some Citroens and Armstrong Siddeleys of the same era. Were they made by a specialist firm as an early clean option, or were they off another car, which just happened to fit? I would like to know if anyone has seen anything like it and can shed light on the subject."

I am delighted at the number of communications (letters, e-mails, faxes and 'phone calls) I have received expressing satisfaction with the new magazine cover. There was only one adverse comment about the change from 'Bulletin' to 'Newsletter', the former being preferred. My own comment is that 'Bulletin' infers short, to the point articles, whereas 'Newsletter' implies a more relaxed style of presentation.

On the question raised on the location of "Fred Nott's" bakery fleet, which was photographed in the last issue, **Craig Toomey**, in Banbury, writes:-

"About 25 years ago, I bought a Moskevitch van from a local baker, which had the front seat removed. This area was used for the expensive cream cakes and wedding cakes etc. Although

wages were a pittance in the thirties, I would think it unlikely that the slave masters would have indulged their delivery personnel with a 'porter', for what was light delivery work. Could it not be more likely that the second crew members are the drivers of the vehicles behind and that they are posing in the photo for symmetry and to give all the employees equal status in the photo. (The front seat area could therefore be used for goods and therefore earn more money for the bakery magnate.)

(The Muskovitch was a most peculiar vehicle. It sounded like an electric 'turbine' of a Blackpool tram, and the heater was as hot as an electric heat gun, sounding like a missile taking off. The gear box had external adjusters on the selectors and gear shafts and, if I remember correctly, the engine was aluminium with a twin choke Webber carb as standard. Most disconcerting was the lack of self-centring steering, requiring you to 'take off' everything you 'put on' when cornering etc.

Possibly the worst thing about the car was the inability to clean out all the breadcrumbs and sugar from all the nooks and crannies, making it a very fast take-away for any wasps and bees around. This, along with the ridicule I endured, meant it had to go!!)

Finally, I would like to compliment both you and all the contributors on an interesting and informative magazine. The new cover is ideal."

**Geoff Murrell** eventually solved the riddle of the location of Fred Nott's fleet by producing a copy of Nick Baldwin's booklet: "Old Delivery Vans" - Shire album number 187. On page 21 there is another photograph, illustrated here, of the fleet of Fred's delivery vans with a caption saying that they were in 'the garden city of Letchworth'. I checked our membership list and





"Another shot of Fred Nott's fleet of bakery and confectionery vans in Letchworth in the 1930's."

we actually have a member living in Letchworth, who failed to recognise the name or location.

**John Keenan** has been restoring his Model 'C' for nigh on ten years now. It must have been five years ago that I went down to Hastings with a draughtsman friend to draw the remains of his sliding roof. It is incidentally the third oldest known surviving Model 'C' (chassis number C00647). He writes:-

"In the section 'Y&C Parts for sale', Speedograph Richfield's telephone number is not correct. Their number is 0115 926 4235. Also, the length of the speedo cable in my Model 'C' is seven feet. The replacement cable ,choke and starter cable came to £65. Very reasonable I thought.

Thank you for the very useful contact. My 'pride and joy' may be up and running by the end of this month."

We have changed the telephone number in this issue - thanks for that John. However, both Graham Miles and I question the seven foot length of speedo cable in the 'C'/CX'. It would need to be routed once round the engine to take up that length! Can any Model 'C' owner give the correct length of the speedo cable (Ivor Bryant, Dave Curtis, Paul Bainbridge?). Graham thinks it is 5ft 1 inch, i.e. 7 inches shorter than the 'Y' cable.

**Ivor Bryant** e-mailed to say that John Keenan had been down to see him in Somerset "to see how to put his C back together, having taken it apart some time ago, with the intention of taking it on Convoy 2000. I wish him well."

**Trevor Walker** in Newcastle suggests that if any member finds any pictures of Model 'Y's or 'C's on the Internet, perhaps they could let the Editor know so that I can print the Website address. Good thinking Trevor. Over to you, members.

A hint to all members comes from **John Follon** in Jersey. A paragraph in his letter reads:- "As I am normally the last member to pay my subs - I thought it a good idea if, this year, I became the first to pay, so I therefore include my cheque for 2000/2001" Don't let it be you to be last this year, dear reader!

A chuffed **Dave Curtis** wrote from Hereford:- "Took the tourer ('CX') to a VSCC meeting on January 1st; was parked between two Rolls Royces - but I won a bottle of wine - not them!" He goes on to say; "Before you sell that bumper of the Model 'Y' on the rear cover of the last Bulletin to Peter Baggott, take another

look - its a 7W one - wrong ends!" Well spotted Dave - Baggott beware.

Having just forged a partnership with the Ford 8&10 Sidevalve Club of South Australia, I asked their President, **David Urry**, to keep his eyes skinned for any archive material relating to our cars from the Ford Geelong plant at the forthcoming 75th Anniversary of Ford in Australia celebrations. **Gay Hay**, their Treasurer e-mailed back:- "We have received your copy of the Y&C Register Newsletter. Excellent magazine. I envy you. You said you couldn't get any information from Ford Geelong about your vehicles. We can't get anything from them about any 8 or 10hp vehicles. The only way I gather information is from other people or what I get at swapmeets, and only rarely do you come home with anything. It makes things hard a bit, but it gives me satisfaction when I actually get something about the cars. I will of course keep my eye out for anything on your vehicles.

I have checked out our web page for the link to your club and it is excellent."

Keep the correspondence coming in.

## SPARES REPORT

A spares meeting has been called for the 12th March, which I've no doubt will be before you read this passage. The main purpose of the meeting will be to review the situation regarding all the various projects that we have in hand. As things stand, if they all materialise at once, the club would be bankrupt! Not really an inviting prospect! Thus we need to take a close look at the timing to ensure cash flow is maintained.

### New projects

Paul Beck is organising the supply and reproduction of all three styles of Radiator Badge Mounts. As this is the initial batch, it will mean that these will have to carry the total cost of tooling, so no profit this time around. The situation is the same with Model 'Y' Exhaust Manifolds, which he also has in hand. Here the investment costs are considerable. A minimum batch of 50 has had to be ordered, as the various manufacturers will only 'set up' machine tools for a reasonable quantity.

We have also ordered 400 original style King Pin Bushes, 500 various thickness King Pin Thrust Washers, and thirty used King Pins are being reconditioned. We also need to order King Pin shims, if a manufacturer can be found.

Within the next few days, the first two rebuilt engines will be completed. The costs incurred with these two particular engines has not been as high as at first anticipated. When the final costing has not been added up, I'm expecting to be able to offer these engines at a £1,000 each, plus carriage if necessary. Please let me remind you that if you want to receive the replacement engine prior to returning your old one, a surcharge of £200 will be made. It is your responsibility to return the used engine to Tim Brandon (see Spare Parts listing) in a clean condition, and it has to be of the Post War design, then the £200 will be refunded in full. Both Tim and I have used our personal stocks of such

items as Split Valve Guides and Cam Followers, to complete these engines, so until the club replacements are produced we won't be able to offer further units. Having said that we are still looking for an additional 10hp engine. This second unit should allow us to keep a reconditioned unit in stock of both horse powers. Note that these replacement engines are fitted with hardened valve seats.

40 Adjustable Cam Followers have been ordered to test out the idea. Once proven, a larger batch will be ordered. In this area of the engine, Valve Springs are ordered. Also the progress on Split Valve Guides will need to be reported on.

In order to progress the idea of reconditioned Steering Boxes, various bushes have been ordered. Their progress will need to be checked on.

Each of the above items, with the exception of the badge mounts, will be necessary to keep member cars on the road.

## On-going projects

These are not forgotten. Since Dave Jarman lost his contacts for the production of the Shock Absorber mounting brackets, I've had to seek new suppliers for these and the linkage parts. I'm concerned that this will only lead to increased costs, which I'm already facing with the units themselves. This is because my supplier has been obliged to increased his 'surcharge' to me, as I don't have old shock absorbers to hand back. These unit kits are complex and costly to put together, and I'm constantly aware of the relatively high cost of these kits. In addition I want to cover the models that, as yet, we haven't catered for.

The Rear Hub Kit is not forgotten. Probably out of all the items listed, it is the most important for us to crack as just about every car needs them; I know my van desperately does. If you think you don't, try a simple test. Jack up the rear of your car, support the axle casing on a pair of axle stands, ideally the type that uses a pin to adjust its height. Disconnect the rear brake rods and slacken off the brake adjustment on the back plate. Place something like a hard-backed book below the rear tyre, shim up the space with thin sheets of card, say parts of a corn flakes box. Next, place a jack below the hub cap, and raise the wheel and hub assembly until the stand pin has the pressure released. Now see how many additional shims of Corn Flakes box you can insert. The answer should be none. You win the jack-pot if you get three in, I'll guarantee at least one - all of which is excessive wear on hub assembly, which should be an MOT failure.

As well as the items listed above we are considering the reproduction of such items rear shackles.

With all these parts being produced, the cash in hand will be easily spent. So at present I'll listen to requests but make no promises of commitment.

Graham Miles

# RUNNING BOARD RESTORATION

At the last Committee meeting, Jo Hanslip gave me a magazine of the Anglia Vintage Machinery Enthusiasts Club with details of the 4th Annual Fenland Vintage Country Show, at which Roger Hanslip is proposing a Register gathering over the late August Bank Holiday (see Events listing). It wasn't until I got back home and flipped through the magazine that I espied the following article by Noel Page on his Model 'Y' running board restoration. A quick call to Noel confirmed that he was going to submit it to our magazine anyway! Thanks Noel for this useful addition to our growing list of parts restoration. Noel writes:-

"I bought my Model 'Y' Ford Tudor about three years ago. the bodywork and wings were in quite good order but the running boards were looking rather tired and had a sinking feeling. Roger (Hanslip?) said we could make them!!!

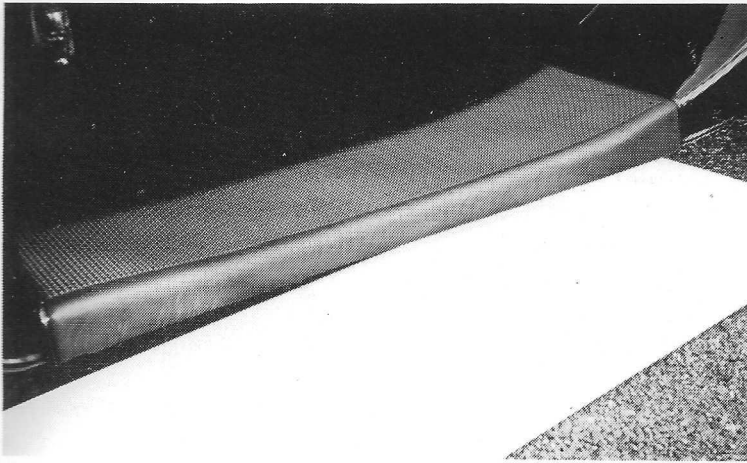
After an inspection under each, we (the Royal We), decided that it was not an impossible task. Measurements of critical dimensions were taken and the thickness of the material used was guessed/measured as being 18 gauge. A suitable piece of plate was obtained from a local fabricator, Tam Engineering, and a serious measure up of all bends and curves taken and templates made up from hardboard. the main edge that had a bolted connection to the chassis had a turned down 90° bend. It was decided to weld this on after bending the more complex outer edge. This edge was a rolled form with about 1 1/2" downstand. Also the running board had a dip from front to back.



*"Timber formers used to make metal work with completed metal in primer in foreground."*

To form the main shape, profile timbers were cut and the plate sandwiched between two and bolted to hold the shape whilst the edge was hammered to shape (rubber hammers of various sizes). With the plate to general shape and securely clamped, Roger to the rescue to do the welding (Gas Mark 4!!). Removal from clamps and turn down back and front ends for bolting to lower ends of front and rear wings, corners welded up. Stand back and admire your handiwork!

The original running boards had a moulded rubber matting with a pyramid pattern on the tread part and a smooth edge to



*"The front of the running board showing the sanded off pyramids to all edges."*

the vertical outer edge. After much time spent in sending for a supply of suitable pyramid rubber, a source came to light in Norfolk at Paul Beck Vintage Supplies, North Walsham (now moved to Happisburgh - see 'Useful Contacts'). The rubber was cut to the overall size of the running board, including an allowance to trim down on all edges. Having decided on the outline shape, we needed to remove the pyramids from the border all round. To do this the rubber was placed on a stout flat plywood sheet and a metal guide clamped on the line of smoothing needed. A 4" angle grinder with sanding discs and some careful work achieved a satisfactory finish.

Before the rubber was bonded with contact adhesive, the metal running board was offered up to the chassis to mark out the fixing holes together with the back and front edges for connection to the wings. Two brackets, again from 18 gauge

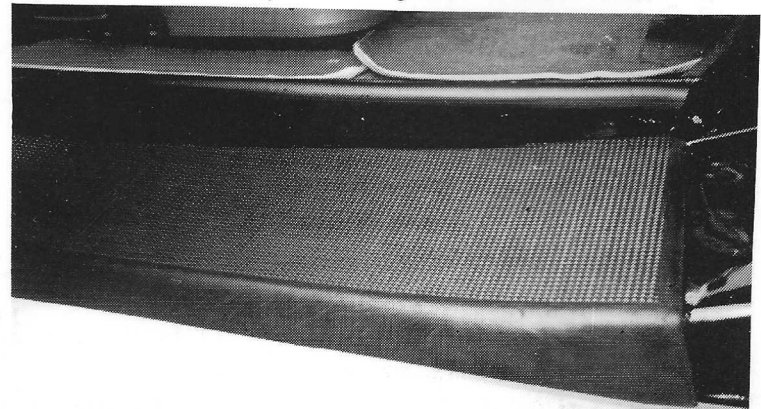
metal were formed and tack welded to the underside.

Now with everything fitting nicely, after a few minor adjustments, a coat of red oxide was applied all over with two coats of chassis black underneath. It only remained to bolt the running board on, paint the bolts and seal at the chassis edge: good for another 60 years.

At the time of writing, only the offside running board has been fitted. The second one is ready for its final fitting when time allows before the start of the rally season. (Where have we heard that one before!!!)

Noel Page

Not wishing to deprive Paul Beck of custom, the correct pyramid rubber matting (small pyramids) can be obtained through the Register - see the spares listing under 'Rubber Parts'.



*"The finished article showing the different contours along the length of the running board."*

## BOOK REPORT

### "Edsel Ford and E.T. Gregorie" by Henry Dominguez

At long last, Eugene 'Bob' Gregorie has been persuaded to tell of his time at the Ford Motor Company and his close relationship with Edsel. Although aged over 90 and having retired from Ford and automotive design in 1946, his recollections on each of the famous Ford models he styled are crystal clear. His first job at the age of 23 was the styling of the Model 'Y' in late 1931, a rushed job (the shortgrad) which he improved upon over the following year (the longrad). So impressed was Edsel with the longrad design that he commissioned Clare Kramer, a body designer working under Jo Galamb, to scale it up from its 90 inch wheelbase to 112 inches. The result was the 1933/34 Model 40, perhaps the most beautiful of all the Ford V8s.

The mutual respect which Edsel and Gregorie held for each other is clearly described in the book; how Edsel protected Gregorie and his design department from the 'old school' of senior managers who did not appreciate the influence of good design on sales; from old Henry himself, through the fiery Charles Sorensen, to the old design hand, 'Mr. Model T', Jo Galamb. Edsel's battles with his father to be given a freer

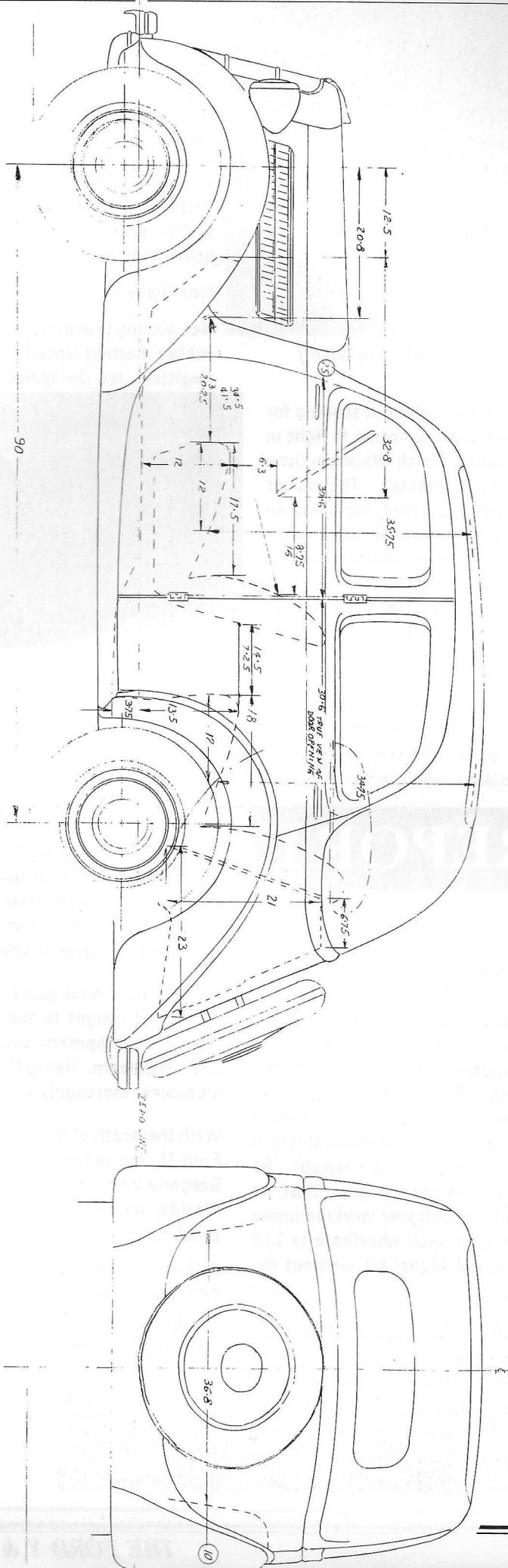
rein on design; to have longer and lower chassis and how, by devious routes (even turning to Jensen Brothers in England), the Lincoln 'Continental' was born and developed are all described. The styling of the Mercury, Zephyr and other pre and post-war Fords is covered in great detail.

The 320 page book gives a descriptive and exceptionally well illustrated insight to the clay modelling techniques used in design development and identifies the key members of Gregorie's team. Henry Dominguez, the author, has researched his subject thoroughly and has an easy reading style of writing.

With the death of Edsel in 1943 and the new broom of Henry Ford II, the politics within the company were too much for Gregorie who, at the age of 38, left the company to settle in Florida, where he devoted the rest of his life to his first love; yacht design and the sea.

Although not cheap (\$57.75 including postage - approximately £37.00), the book is a must for serious students of 1930's and 1940's American Fords. Copies can be obtained through the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0001, U.S.A. Tel: 00 1 724 776 4970; Fax: 00 1 724 776 0790 or e-mail: <publications@sae.org>. Credit card purchases are accepted over the phone.

Sam Roberts



We are grateful to Dave Ball and David Gustard for the original photocopy of the Ford technical drawing of the Model 'CX'. Regrettably, the photocopy was too poor for reproduction. It has been copied for the Y&C Register by technical draughtsman, Rudi Baksa in Munich, Germany.

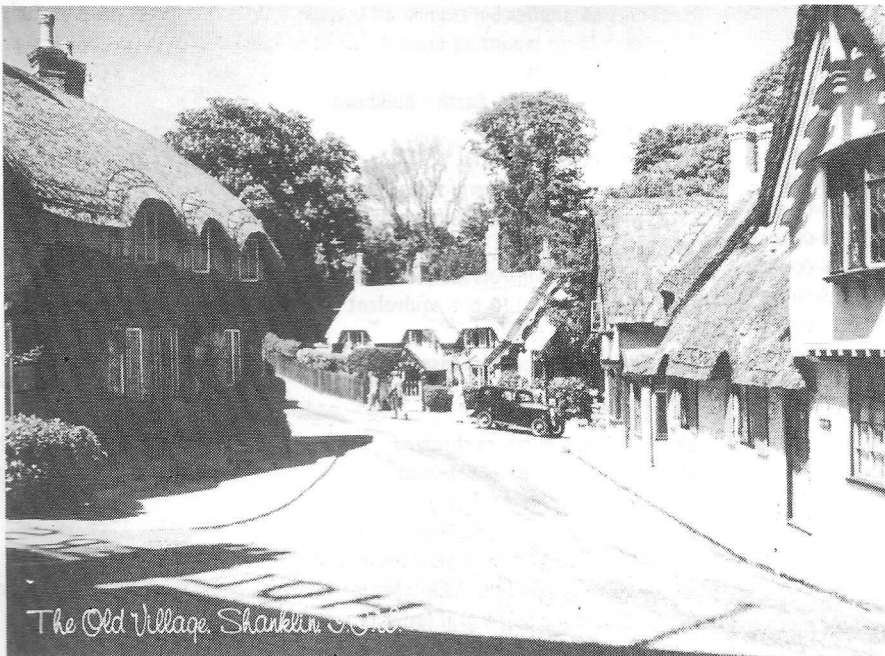


*"A 1936, Perthshire registered Model 'CX' is parked up after the war in Perth High Street. Note the absence of litter!"*

PRH 29

HIGH STREET LOOKING WEST, PERTH

A TUCK CARD



*"Unmistakably a Tudor Model 'Y' parked in the picturesque village of Shanklin on the Isle of Wight."*

## MORE POSTCARDS

We are once again grateful to Bill Ballard for the loan of these postcards. The one of Perth High Street, he discovered in Melbourne, Australia.

The Old Village, Shanklin, I. of W.



*"Another indistinguishable Tudor Model 'Y' sitting in the car park of the Mouteagle Hotel in Shanklin between a Standard 'Flying Nine' and a 1938 Ford Prefect".*

## Y & C REGISTER PARTS FOR SALE

Y & C REGISTER PARTS FOR SALE PLEASE NOTE ORDERING PROCEDURE Use the Club order form. Complete listing items required & price in column provided. U.K. prices include Postage & Packing. Eire & Europe Postage will be invoiced according to additional 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 beyond Europe. (Please enclose S.A.E. in order that invoice and notice of dispatch may be notified.) Sheet metalwork supplied direct by K.A. Developments - see inside back cover. If a required item is not listed, please submit S.A.E. with request.

### MECHANICAL-SUSPENSION, BRAKES & STEERING PRICE

Clevis pins (20 thou oversize) with split pins: - S.R./C.	£6-00 set
Clevis pins (20 thou oversize) with split pins:-L.R.	£8-00 set
Front shackles (pattern part)	£7-00 each
Rear shackles (pattern part)	£5-00 each
Bushes for shackles, State front or rear	£2-00 each
Rear hub seals (large - outer) Y1175	£3-50 each
Y&C king pins (Dependent of level of kit) - exchange	P.O.A.
Relined Front brake drums- exchange in clean condition	£40-00 each
Rear brake rod support bracket for LR. Y. with double holes	£31-00 each
YE2502B Front brake rod support (mounts on A-frame to rod)	£6-50 each
Front road springs Y&C (Not Ford) (Rear, used on application)	£33-00 each
Track rod ends with two dust covers male or female design	£28-00 pair
Drag Links 'Y' & 'C' state L/R hand drive	£37-00 each
Front brake lever return spring Y2096 RH or Y2097 LH	£4-00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£4-00 each
LR and C 48/2050 Brake operating wedge	£13-00 each
SR/LR/C Y2084 Front brake lever	£13-00 each
Brake operating shaft (Top King Pin) RH Y2076 LH 2077	£25.00 each
LR - C Rear operating shaft RH CE2231 LH CE2230	£25.00 each
SR Rear brake cam shaft Y2231 RH or o/s Y2232 LH or n/s	£13-00 each
SR Y2230 Rear brake cam	£13-00 each
SR Y2050 Front brake operating wedge	£16-00 each
Exchange brake shoes, rollers removed send old first - set of 4	£35-50 set
Brake shoe pull off springs SR/early Y double roller - set of 6	£13-00 set
Shock Absorber Kit S.R. & L.R. front } Temporarily out of stock	£113.00 pair
Late L.R. Rear } - contact Graham Miles	£98-00 pair

### MECHANICAL - ENGINE & TRANSMISSION

Exchange/reconditioned post-war 8+10hp engines with hardened valve seats	
Tel: Tim Brandon 01449 711837 for details	£1000.00
Y973 7 Accelerator return spring (on cross rod or accel. rod assy)	£4-00 each
Gaskets - Head set 8 or 10hp (state which)	£20.00 set
Gaskets - Sump set (state with or without timing chain)	£20.00 set
Gaskets - Various - price on application	
C exhaust, with tail pipe-stainless	£80-00 each
Y exhaust, stainless. Carriage included	£75.00 each
Engine top water outlet (head to hose)	£13-50 each
Hoses, straight. Top 9.5" x 1.75" bottom 8" x 1.25"	£4-00 each
Moulded Top hose - suit post Y head	£8-00 each
Moulded Bottom hose - suit post Y engine	£8-00 each
Engine pistons and rings. Various types stocked	£ P.O.A.
Various piston rings held send pattern & S.A.E.	
Post-war engine valves - send pattern exhaust or inlet	£12-00 each
Pre War engine valves - send pattern	
Flexible fuel pipe - pump to feed	£3-00 each
Fuel Pump - exchange (allow 21 days)	£20-00 each
Clutch plate centre - exchange	£26-00 each
Clutch pressure plates - exchange	£46-50 each
Clutch release bearings (pre-packed)	£10-00 each
Y24052 Cylinder head stud and nut	£2-00 each
Universal joint - complete assembly - exchange	£20-00 each
Gearbox, 1 hold large number of parts send list of requirements	
Fan belts (state 3in or 4in pulley)	£11.00 each

### RUBBER PARTS

Front radius ball	£5-00 each
Brake & clutch pedals - exchange (send old one first)	£6-00 each
non-exchange	£7-50 each
Gear box mounts	£23-00 each

Door stop buffers - 'Y'	£3-00 each
C Front Axle beam stop rubber (Metal on request)	£9-00 each
Running Board Pyramid Matting	£36-00 pair
SR side lights - base mats	£5-00 each
LR rear brake rod support rubbers	£4-00 each
Y under bonnet kit	£11-50 kit
Steering joint dust cover	£2-00 each
Engine mount - exchange	£15.00 pair
Engine mount - non-exchange	£30.00 pair

### ELECTRICAL

Headlamp lenses late curved diamond (RE-PRO)	£14-00 each
Headlamp lenses, used flat diamond/round centres	£12-00 each
Headlamp Magnaflex Bars (diamond shape)	£10-50 each
Rear Wing Lamp mounting bracket - finished black	£35-00 each
Battery fixing bolts	£3-00 pair
Braided Battery Lead - Earth - Bulkhead	£6-00 each
Pair Battery lug bolts	£0-75 pair
Headlamp bulbs (24 watts)	£4-00 each
Bulbs various (if rear lamp, state straight or offset pin)	£2-00 each
Late type distributor points (not early type)	£5-00 each
Late type rotor arms	£4-00 each
Dynamo cut out controls (no mounting bracket)	£10-00 each
Spark plugs - not L10 but equivalent Set of 4	£12-00 set
Ends for HT Leads (6)	£ 2-00 set
Y front side lamp acrylic lenses	£4-00 each

### FITTINGS - BODY

LR Model Front bumpers chromed	£142.00 each
LR Model Rear bumpers chromed	£114.00 each
Bumper bar bolts (oval shape)	£10-50 pair
Bumper bar end caps chromed LR and SR	£7-00 pair
Running boards, for LR. Y Moulded matting with-	£90-00 each
Steel mounting brackets. Adaptable for SR	£170-00 pair
SR. Front valance below grill (external part only - fibre glass)	£21-00 each
Floor board screws Set of 40	£11-00 set
Late LR Y four door hinge centre bolts with spring + tag	£1-50 each
Brass balls, door hinge	£1-50 each
Y fixed timber roof stock kits in hard wood	£83-00 each
Striker wedges - female, pillar mounted Y&C types	£10-00 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£15-00 each
Hub caps - for model "Y"	£14-00 each
Oil cans	£14-00 each
Oil can transfers. Black only	£5-00 each
Oil can brackets	£13-00 each
Wheel nuts Y set of 20	£35-00 set
Wheel nuts Y individual	£2-00 each
Wheel nuts C	£1-00 each
Bifurcated Rivets 1.6mm (Set of 25)	£1-00 each
Vacuum Wiper Motor	£26-00 each

### SPEEDO CABLES

SpeedoGraph Richfield Ltd.

Rolleston Drive, Arnold, Notts. NG5 7JR

Tel 0115 926 4235 - Prices on application.

Apply direct - 5' 8" long (Y) or - 5' 1" (C)

Supplier of Front wheel bearing - Timken 07098/8205

03062/03162 Bearing Services Ltd (Yellow Pages)

# NOTICES

Club year runs from 1st June to 31st May. Subscriptions:- UK and Eire £20, overseas £25, 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 Secretary.

## USEFUL CONTACTS

### BADGE RE-ENAMELLING

**Pamela & David Enamels**

1 New Street, Chumleigh, Devon EX18 7DB  
Tel 01769 581122

### 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 Rebore Services**

54-56 Elswick.. Newcastle-upon-Tyne. Tel 0191-2734326

### CARPETS, UPHOLSTERY

**Family Repair Service,**

Beales Close, Andover Hants SP10 1HT. Tel 01264-323144

### CHASSIS RESTORATION/EXCHANGE FORD PARTS AND CLASSIC OILS

**Dave Tebb**

Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet. Leeds LS25 6HQ  
Tel 01937-557410

### INSURANCE

**Footman James / Y & C Register Insurance Scheme**

Very competitive preferential rates for members only.  
From £58.80 per policy for cars valued up to £7500.  
Fully comprehensive with unlimited mileage  
Full breakdown rescue service in UK and Europe  
Tel: 0121 561 4196 with membership no:

### MECHANICAL, OVERHAUL AND RESTORATION

**Mr T. J. Brandon,**

5 The Street, Stonham Aspel, Stowmarket Suffolk IP14 6AG  
Tel 01449-711837

### TRIM, FITTINGS, RUBBER & ACCESSORIES

**Paul Beck, Vintage Supplies,**

Crosswinds, Happisburgh, Norwich, Norfolk NR12 0RX.  
Tel 01692 650455

**Woolies (I&C WoolstenholmesLtd)**

off Blenheim Way Northfields Industrial Estate,  
Market Deeping, Nr. Peterborough PE6 8LD. Tel 01778-347347

### TYRES, TUBES AND RIM TAPES

**Tony Etheridge**

118 Oaklands Avenue, Oxhey, Watford Herts. WD1 4LW  
(Callers by appointment only). Tel 01923-231699

**Longstone Garage**

Great Longstone, Bakewell, Derbyshire DE4 1TA. Tel 01629-640227

### SEAT SPRING UNITS (ready for trimming)

**The Bristol Upholstery Spring Co. Ltd.**

79A Grove Rd, Fishponds. Bristol BS16 2BP  
Tel 01179 583995

### STOCKIST, EARLY FORD PARTS

**Mr Tony Butterfield**

2 Cockers Lane, Leyland Lancs. PR5 3SU  
(Can supply Gaskets) Tel 01772-424032

**Mr Julian Janicki.**

Riverside, Blackbridge Lane, Horsham, West Sussex. RH12 1RR  
Tel 01403 251184

*Advertising rates: Apply to Chairman Members - no charge:  
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