

CHRIS HOWEN

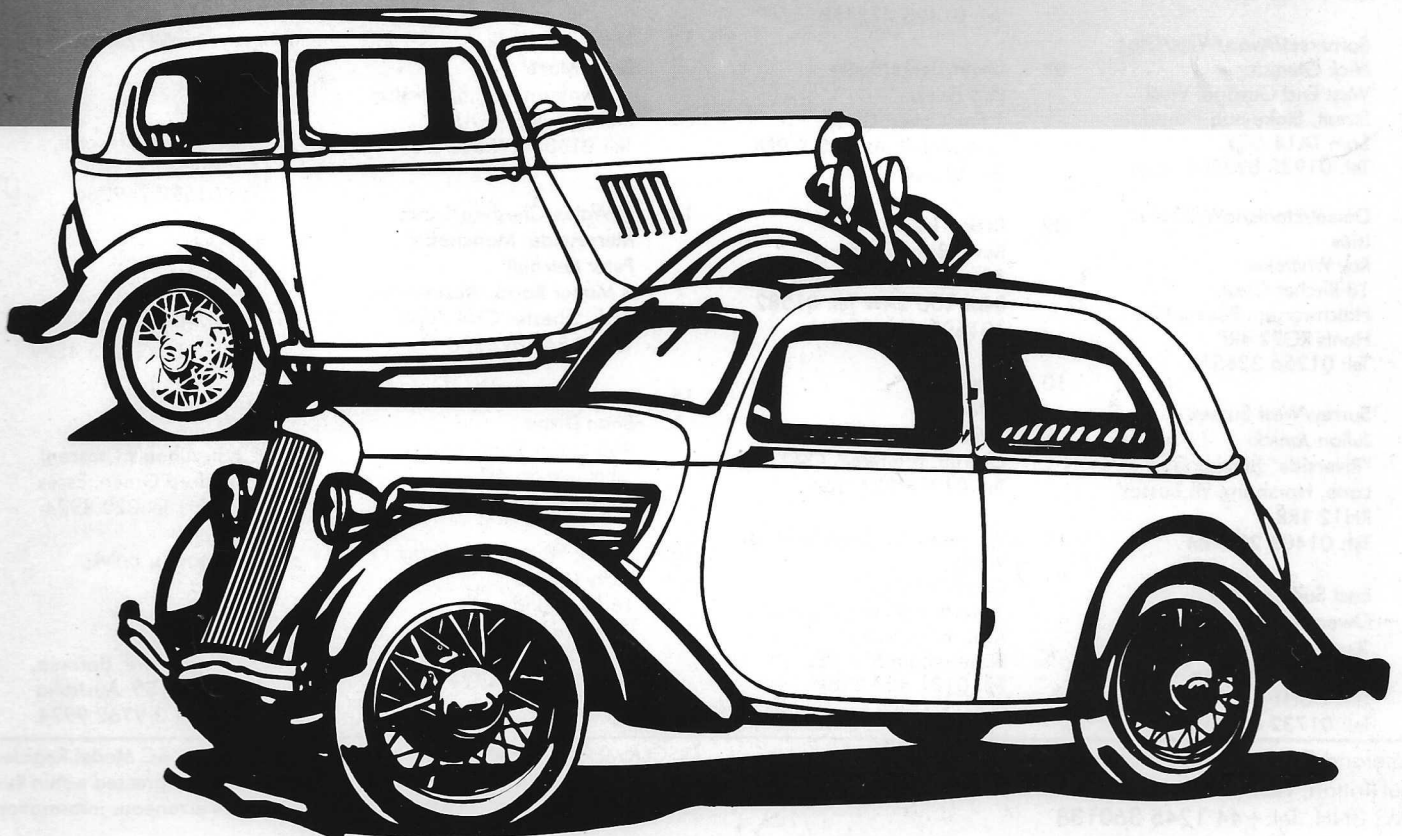
NEWSLETTER

FORD

ISSUE 128 ~ JANUARY - FEBRUARY 2001

Y & C

MODEL REGISTER



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Photograph on back cover.

A Model 'CX' Tourer being bounced up a trials hill by the two passengers in the back. From the foliage, the picture was taken, probably, in the summer of 1936. Although the Tourer version was not introduced until late January 1936, CGU 7 is a London registration from September 1935! - Photograph from the National Motor Museum Archives, Beaulieu.

Editor's Report

Welcome to 2001.

In this issue, we have the usual mix of interesting topics, thanks to your contributions; contributions from around the UK and the world. We even have one from our own George W. (apparently pronounced 'dubyer' in the States!) - George W. Pierce in California who, as you will see, adds a bit of zest to his automotive hobby. There is a little French flavour also. On the down side, we are still short of contributions from Model 'C' and 'CX' owners; their models being covered almost solely by Bill Ballard in Australia. Graham Miles provides us with some positive news on the spares front and Bob Wilkinson demonstrates his growing confidence in his computer skills with a lengthy remonstrance from the Secretary's chair. With a wide variety of topics under 'Correspondence' and elsewhere, I hope this edition provides you with some interesting reading and prompts you to send in a snippet or three.

I am hoping that the cover of the next issue will reflect your comments on the title of the magazine; the general opinion being that it is more than just a 'Newsletter'. Have an enjoyable 2001.

Sam Roberts.

Secretary's Ramblings.

May I start by wishing you all the very best in the coming year! Make this the year to finish the restoration and then to get out in the old Ford. (I'm talking to myself as well on this point!). Despite the onset of winter, the past few weeks have been fairly active on the club front. The NEC International Classic Motor Show, Club Committee and Spares Group Meetings have come and gone with all the associated effort, paperwork and communications. Most members probably are unaware of the tremendous amount of work put in by club officers behind the scenes, even when all seems shut down for winter. I am fortunate to have taken early (very early!) retirement and thus have some time which I can give to club activities (how did I manage when I was working and without the aid of a computer?). As you lie abed, with your early morning cuppa, reading this magazine, spare a thought for those officers like Graham and Kevin who give up their evenings and weekends to put together spares orders and trekking off to the post. Or to the likes of Pete Ketchell who, on his days off work, scours the Chester region for engineers to remanufacture those vital spares, and Christine, and Geoff and Sam and..... Pass me a tissue Pat, I'm going to cry!.....no, they don't need tears, just those encouraging words of thanks now and again. It can make all the difference.

Ford 107E v Morris Minor. I recently came across a comment written by a prominent car club officer, in a club magazine, which saddened me since it was somewhat unnecessarily partisan to his model at the expense of another. It ran:- ".....unfortunately for Ford (and the motoring public), the Morris Minor continued in production with a four door option..." This sounds as though the motoring public were conned into buying a less than desirable car. This is a somewhat disparaging remark regarding the Morris Minor, which not only massively outsold the Ford product in the 1950's and '60's and into the early 1970's (is this where the apparent jealousy springs from) but, more importantly, remains a firm favourite with thousands of collectors today.

Since I was a youth in the 1950s, I have driven and owned over 40 different "classic cars" (we didn't call them classics then) of all makes, all shapes and sizes from little Austin 7's to Riley RMF (2.5 litre), English and foreign. Everyone of them brought a different sort of pleasure and left some colourful memories which I treasure. As an eighteen year old, I had an Austin 7 which seemed to use a lot of petrol; well it did run out of the precious fluid quite often in remote areasbut that's not a story for this column....!

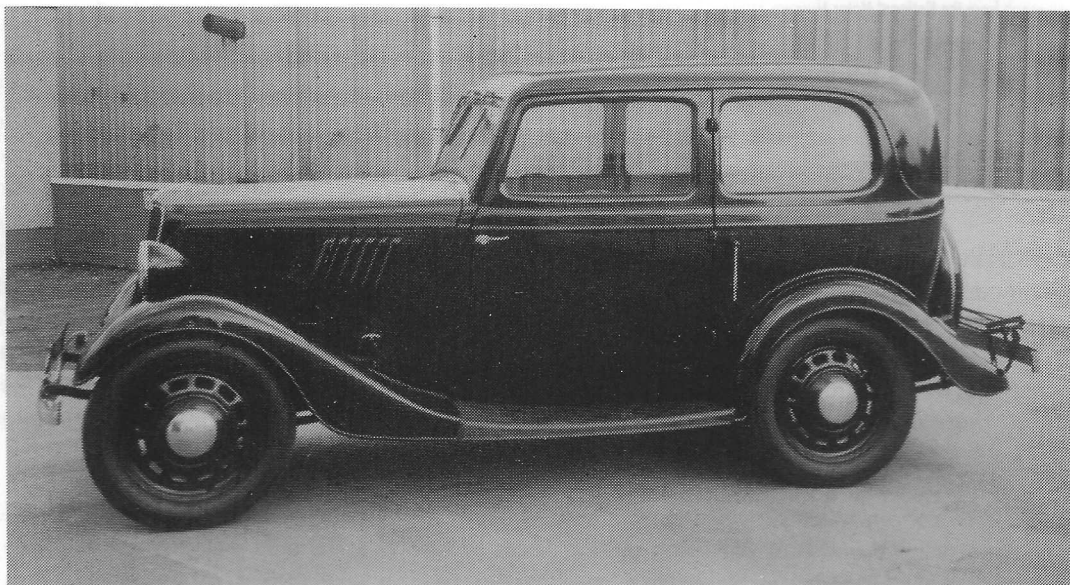
I always feel very uncomfortable when I hear particular models being "slagged off" (I don't count the above article and comment quite in that league) when the car in question is the pride and joy of an owner who is devoting much time and TLC to enjoying and preserving part of our motoring heritage. We should

all rejoice that so many of all makes have survived in numbers to add colour and variety to our interest today. You will not have read in our (editorial) columns any similarly critical comments regarding other 1930's cars. We take delight, as no doubt proud owners of other makes such as Austin, Morris, Vauxhall etc. do, in sharing the camaraderie our ownership brings. Long may it continue.

Use it. That is what our club is about. Our club began to support enthusiasts in their efforts to regularly use "our" cars. I get the impression from talking to members (and owners of other classic cars too) that many of our cars do not turn a wheel from one year to the next! ...and I am not talking about those under restoration.

I am well aware that our main roads today are far busier than was the case as recently as, say, 5 years ago and there is less tolerance shown by other motorists to slower vehicles on the highway. But, on the other hand, our cars are insured all the year round and road taxed free of charge, thanks to the Chancellor of the Exchequer. All the more reason therefore to move away from the warmth of a centrally heated house on a fine chilly winter's day, get well wrapped up and get out the old car for a short spin on some of our less busy roads. You will enjoy the trip and seeing your car will give others pleasure as well...don't forget to take your camera. The log fire will seem so much better when you return too! The other benefit is that a car run regularly seems to get over our winter more quickly when springtime calls. Go on, it's fine today get going! Use it!

Restoration. The restorer of a 1930's Jensen bodied Morris 8 Tourer contacted me, in the belief that I still owned BUA 914 the 1935 Jensen Mistral (Model Y based) seeking interior/upholstery details. This was the lovely tourer which I sold to Kevin Briggshaw some 5 years or so ago. I was able to put the caller on to not just Kevin but Doug Hickson (who's articles in recent mags. we have enjoyed) and John Barnes who both also own Mistral tourers - all incidentally on the road. This request for help highlights the need to record all aspects of a car during the restoration process. How often do we hear of restorers stripping everything in sight, discarding all the rotten bits, and then not knowing the correct pattern for upholstery say, when that part of the rebuilding begins many months (or years!) later. The immediate problem was that Kevin's Mistral was little more than a pile of bits, with not a shred of interior, when I bought it over 25 years ago. John Barnes' car was virtually the same when found by Jack, John's late father, some 20 years ago. As I write, I am unsure of how much help we have been to our enquirer, but since tourers are so rare, the finding of others to use as patterns, is more difficult than for 'Y' or 'C' saloon owners. However the restoration advice still applies: make drawings or photograph as you go.



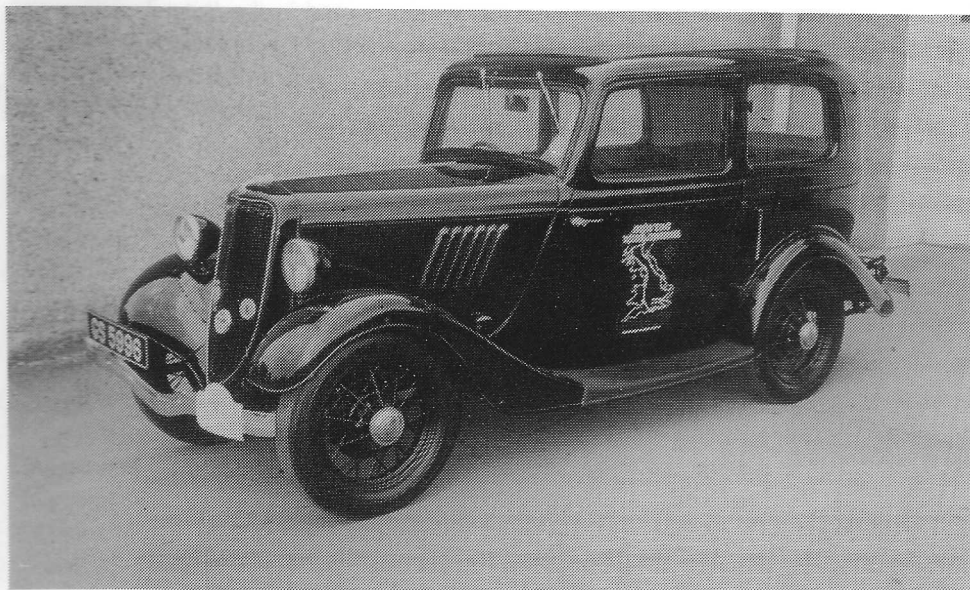
Y Reg. "But it's a Y Reg. Guv". As secretary I do get a wide range of very interesting telephone calls as you might well imagine. Being listed in classic car magazines and our club address/tel. being passed on by DVLA to enquirers requiring club authentication on registration matters, certainly adds to the variety. A recent caller sought registration and production evidence for an English Ford he was bringing in from Germany. On questioning it turned out that the car was an early 1980's Granada. "Why did you call on our club for authentication?" I asked, bemused.

"Well, it should probably be a Y reg.," came the bland reply! I gave a brief explanation of the title of our club and put the caller on the right track!

Insurance. Even the kids are covered. Insurers Footman James, who offer our club members insurance within their Historic Vehicle scheme, have widened their range for enthusiasts with an interesting option. Pre-war car owners can take advantage of their "Sons and Daughters" facility. This enables young drivers, aged 17 to 20, to drive a family-owned pre-war car and for over 21's to drive one in their own right. We are often seeking ways to encourage the next generation of enthusiasts. What better way to share our interest with our own sons and daughters. (Call Footman James on 0121 561 4196 for details, not forgetting to mention membership of the Y&C Register).

Drew Barr's Model 'Y' with 'Easiclean' wheels....."

Easy-clean wheels. Drew Barr our Scotland Coordinator sent me 2 photos of GS 5996, his immaculate Model 'Y', now wearing the correct spoked wheels. On purchase some 7/8 years ago, the car was fitted with the later styled "easy-clean" wheels to compliment the later Girling braking system also fitted. Apparently one cannot simply retro-exchange wheels without alterations to the braking system. Drew did not include the details of the conversion (I think he retained the later brakes) so I hope this inclusion jogs his memory. Actually, if the truth is told, I don't think he did it at all! His devoted father of some 80+ years probably did the real work, well he had done all the other restoration work over the years, whilst Drew brewed the tea!



"..... and after conversion back to spoked wheels. Note the 'extras' fitted:- slaved second windscreen wiper, trafficators, spare wheel cover and luggage rack."

Seriously Drew, we could do to have the details since we have other members' cars fitted with "easy-cleans" who may wish to follow your example. Pass on this request to your Dad!

[When I bought my Kerry, it had 'Easiclean' wheels and later 'Pop' rear axle, brakes and spring. It had been fitted with a section of straight rear chassis cross member to take the later 'Pop' straight rear spring. I had to insert a curved rear chassis cross member to take the curved rear spring of the Model 'Y'. Presumably, Drew's Model 'Y' rear axle had been modified to take the larger brake drums which fit the 'Easiclean' wheels? - Sam.]

DVLA matters. Recent new member Keith Oliver in Derby has been permitted to keep the registration DGC 631 on his Model 'Y' saloon under the V765 scheme. Keith applied with club support using MoT Certificates, several tax discs and insurance documents from the 1960s, when the car was last in regular use, as evidence in the absence of the old style logbook (RF 60). This gives an opportunity to remind members, who may need help with the recovery or retention of vehicle registration marks, to phone me (01832 734463) or better still send an SAE for an information sheet. Just another club service.....!

e-mail! I had thought that this was the cry in Yorkshire after the postman had called. But now it seems that by having had a modem fitted (without an anaesthetic) I can, by the time you read this, send and receive e-mail.....well that is just as soon as I get a supplier. How do they get the letterbox in the TV bit though? (See front cover for address).

Bob's Joke Corner.

A new priest was invited to dinner by an established vicar of a nearby parish to welcome him to the district. They got on very well and the newcomer commented on his colleague's fine young lady housekeeper and gently questioned the relationship over an after-dinner brandy. The old vicar replied that "I'm not saying that we do, nor am I saying that we don't. It is a matter for you to wonder about and come to your own conclusions".

Following the young priest's departure the housekeeper reported, with great embarrassment, that an antique silver soup ladle was missing. The old vicar waited a few days then reluctantly wrote to his new colleague saying that he "...wasn't accusing him of having taken the ladle, nor was he saying that he hadn't, but it was a matter to wonder about and come to some conclusion".

A few days later he received a reply from the young vicar in which he said, "he wasn't saying that he had taken the ladle, nor was he saying that he hadn't". However he did know for sure that his older colleague "...had not slept in his own bed for the past week!" (One of my subtle ones don't you think Sam?)

Chairman's News.

I hope that you all had an enjoyable Christmas and that none of your houses (or cars) were flooded. Thank you to those who sent cards; they were much appreciated. I managed a break of two days away from the computer and enjoyed our grand children from Singapore - and their toys and videos. I am now an expert on 'The Chicken Run'! May I wish you all the very best for 2001, the 22nd year of the Y&C Register's existence.

Whilst on the subject of Christmas cards, we are keen to have our own Register card. What we are lacking is a suitable 'Christmassy' photograph, or photographs, to go on the front of the card or cards. With the temperature dropping and snow already falling 'oop north', please get your cameras and your cars out and send in some snaps of our cars doing their thing in the snow. I would like to send a selection to Geoff Murrell, the Regalia Officer, to prepare some cards in time for next Christmas. [Afternote:- It has now snowed down here in Andover, but as I have a white car, there will not be sufficient contrast in the photograph!]

During one of my Christmas telephone calls, I discovered that the grandfather, on his mother's side, of my son-in-law's brother-in-law was Sir Patrick Hennessy. There's name dropping for you! As many of you will know, Sir Patrick succeeded Sir Rowland Smith as the Chairman of the Ford Motor Company Ltd. in 1956. Both played major parts in the story of our cars; Rowland Smith on the design, development and production and Patrick Hennessy on the purchasing side. It was Patrick Hennessy who was primarily responsible for the reduction of the price of the Model 'Y' to £100 through strict control over Ford's suppliers and the quality of their products. He must be a contender for a future article in the magazine!

We had an excellent Committee meeting in November, which demonstrated that the hard work of your elected Officers is paying off. The accounts are healthy, thanks to Bruce Allan's efforts; the Spares Subcommittee, under Graham Miles, is very active re-manufacturing critical components (with the confines of the capital available) - see Graham's spares article



"The November Committee meeting. Present, from left to right: Geoff Murrell, Geoff Dee, Christine Baldock, Graham Miles, Bob Wilkinson, (in absentia - Sam Roberts - taking photograph), Jim Miles, Owen Baldock and Bruce Allan."

in this issue, and Christine Baldock, aided by Bob Wilkinson, has done a grand job on the membership front with a healthy subscription renewal record

Chicanos (Mexican-Americans) who carry out the most amazing customising to their large gas-guzzlers. Membership of each group of Lowriders

is highly selective and to remain members, they are required to bring their cars up to the standards demanded by their particular Group. Members of 'The Low Conspiracy', one of San Jose's leading groups, are

ing the abbreviations used in the 'A to Z of Cars in the Thirties', which was the source of the article in the last issue on the Eifel Cabrio-Limousine disguised as a standard Model 'C'. Apparently, F/R means 'Front engine/Rear wheel drive' and S4/SV means 'Straight four/Side valve'. Thanks for that, John. Also our thanks to John for sending in some Y&C handbooks to add to the Register library as a result of a clear out of his collection. The tail-piece to his letter states:- "I really enjoy reading your mag which I have passed on to me." It's certainly good to know that members share their magazines and don't dispose of them into 'file 13' after reading!

Ex-member, Steve Young, who has moved on to more modern, faster and comfortable machinery, thought of us when he found a photograph of a Model 'Y' parked in Eastleigh in the 1930s. I also had a newspaper cutting from an anonymous member in Croydon, showing another Model 'Y' outside the Greyhound Restaurant in the 1930s. Other photographs and stories appear under 'Members' and 'International Correspondence'. All these snippets



for this year, although many of you had to be reminded and jogged into sending your cheques! Geoff Murrell as Chairman-elect, again aided by Bob Wilkinson, has carried out a survey to decide the way ahead for the Y&C Register and will be putting his proposals to you at the A.G.M. in April.

On that front, perhaps we should adopt the Club rules of the Californian Lowriders, made up of groups of

fined for non-attendance at meetings, for not wearing club shirts and for drinking! We'll put that to the membership at the A.G.M.!

I have had some interesting correspondence from members, ex-members and non-members. John Charlton, the Chairman of the South Cheshire Collectors' Car Club, wrote to me explain-

"1937 'Popular' Model 'Y' DOK 181 (Birmingham registration) parked in Southampton Road, Eastleigh, in the late 1930s. The view is looking up Station Hill. The large building in the centre is the Junction Hotel, a landmark until the mid-1960s. The shops on the left have long gone and have been replaced by a multi-story car park. - Photograph with thanks to Steve Young."

and period photographs add to the story of our cars (as well as making the magazine an enjoyable read), so please continue sending them in.

The archives are also benefiting from your contributions. Jim Miles has sent in some fascinating brochures, which will be photocopied and put into the archives; as has also Bill Ballard. Jim's included the



"Another 'Popular' Tudor Model 'Y' parked outside the Greyhound Restaurant in Croydon in the late 1930s. The Greyhound started life as a coaching inn and was extensively revamped in 1926 to become one of the more popular eating houses when this photograph was taken. The building was demolished in the 1950s - Photograph courtesy of an anonymous donator and the Croydon Guardian newspaper."

1140 kilometres (713 miles) [surely, this figure is much higher for 'normal' usage in UK - nearer 8000 miles!] . Historic vehicles account for 0.09% to 0.13% of total mileage of private cars on public roads. i.e. one mile for every thousand miles travelled by all cars." I'm sure the statistics will add grist to some mill or other, even if it is only to maintain the privilege we enjoy of not paying Vehicle Excise Duty.

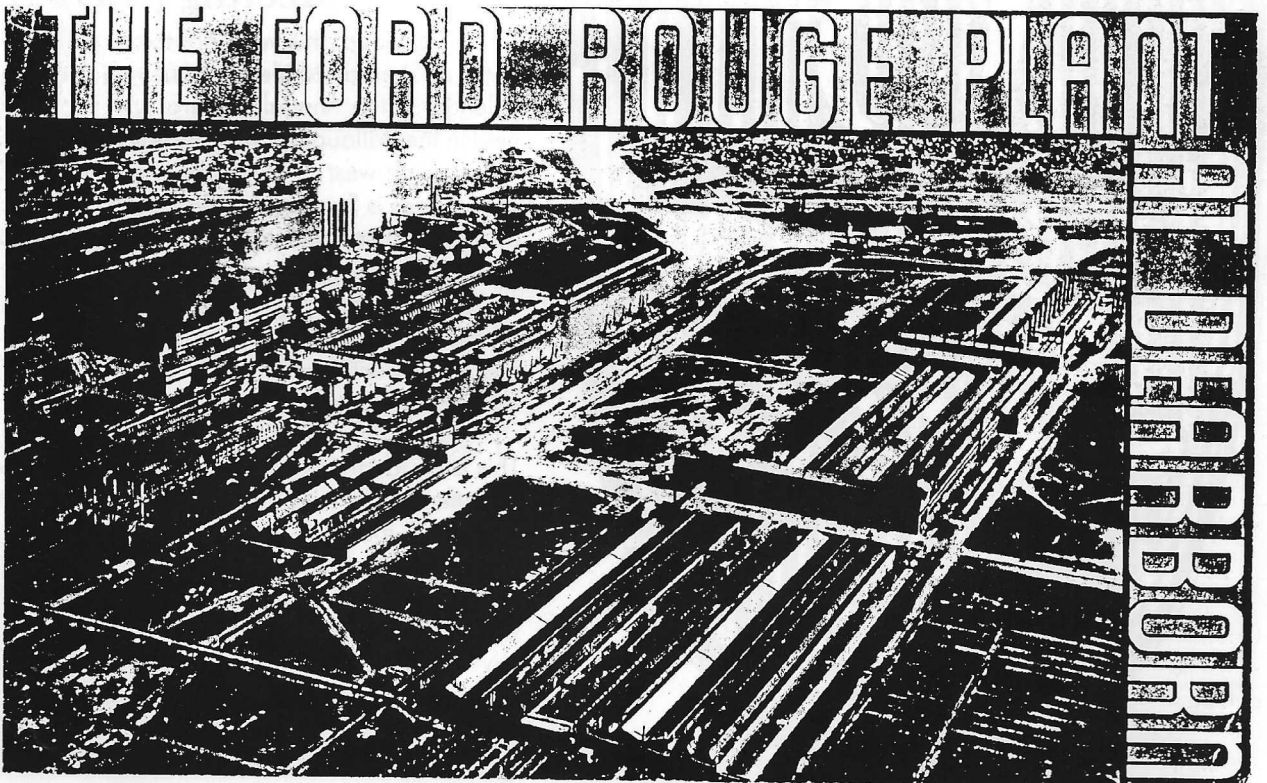
We've had a few mentions in the motoring press over the past few months. Texaco, in the October issue of their in-house newsletter 'Lubricants News', gave an illustrated half page write-up on Convoy 2000. Barry Diggle, in his Northern Side-lights article in this issue, mentions the Ford Prefect article by Jonathan Wood in the January issue of 'The Automobile', which traced its provenance from the Model 'C' and, yet to be published, Michael Ware in his 'Lost and Found' column in 'Classic and Sports Car' will be writing up the barn find of Barry Nutley, whose car appeared under 'Members' Cars' in Issue 124. Barry, who many of you will know as BBC Television's principle commentator on the British Superbike Championships, joined the Y&C Register after buying the very distressed looking Model 'Y'. Another recently joined member, Gerald Barham from Stubbington, near Fareham in Hampshire, was put onto the Y&C Register by Ron Staughton, the Curator of the vehicles and memorabilia which were housed in the Ford Heritage Centre at

'Ford Rouge Plant at Dearborn' brochure, circa 1936, in which the statistic "It will require the wool from 800,000 sheep to build a million Ford cars in 1935." is quoted! Bill's contribution included a version of the French 'Draeger' art deco brochure, which introduced the Model 'Y' to that country in 1932. He also submitted a Swedish article on '75 years of the Ford Köln plant'.

and a negligible percentage older than 1960, due probably to the scrapping of cars to aid their war effort. The conclusion of the study is that, in the countries covered (i.e. those mentioned above plus Belgium and the Czech Republic) "1.6% of all private cars in use are historic vehicles (1967 or older). The average mileage of

"The cover of the Rouge Plant brochure sent in by Jim Miles."

The International Historic Vehicle Organisation (IHVO) has recently concluded a study of the classic car movement which, although limited in scope to a handful of European countries, revealed that only 0.4% of registered cars in the UK were built before 1960 - only 3.3% were built before 1980. Norway, Sweden and Finland have approximately 10% built before 1980, whereas Germany has only 1.3%



such collector vehicles in 1996 was 800 kilometres (500 miles). Expected 'normal' mileage was

Dagenham. Ron tells me that the fate of his collection has still to be decided. He has them housed around the Dagenham plant for safe

keeping and fears that the collection may be split between the still to be built Visitors' Centre at Dagenham and the now Ford owned Heritage Centre at Gaydon. If that were to happen, it would be a great loss for Dagenham with its Ford roots and a great shame for Gaydon with its BMC/British Leyland roots. Let's hope that the Dagenham management see sense and give some support and priority to their heritage.

Finally, with this issue, I have included a flyer on my book 'Ford Model 'Y' - Henry's Car for Europe', which is to be published at the end of April. Veloce Publishing have agreed to subsidise the postage and packing for orders received before 1st May, which will save about £2.00 on the cost for UK residents and about £4.00 for those living outside Europe. I hope that the write-up in the flyer portrays how comprehensive the book is, not only on the story of the Model 'Y', but also on the history of the Ford Motor Company outside the U.S.A., as it relates to the manufacture and assembly of the Model 'Y' world-wide.



"The famous 'Draeger' Model 'Y' radiator grille, which adorned the cover of publicity material in both France and Spain in 1932, with thanks to Bill Ballard."

Book review

'The Fords in My Past'

by Harold L. Brooke

Another book published by the Society of Automotive Engineers (SAE) in the States. Harold Brooke was an apprentice at the Henry Ford Trade School, joining the company in 1929 and spent most of his career in the Ford Engineering Laboratory in Dearborn. As such, he had first hand experience of Henry, Edsel and Henry II. He regarded Henry Snr. as his mentor. Although neither the Model 'Y' nor the Model 'C' cars are mentioned, Brooke did work under Lawrence Sheldrick, the chief engineer for the Model 'Y' and alongside Eugene 'Bob' Gregorie, its body designer.

This is not so much an historical account of the products of the Ford Motor Company, but rather an insight into the range of products and the personalities involved, especially the three Fords. Brooke himself was very involved in most aspects of the Product engineering Branch, but was particularly involved in the development of the 1939 9N tractor, which was the forerunner of tractors with the hydraulically controlled plough attached to the rear of the tractor - another Henry Ford 'first'. During the Second World War he helped in the design of the Jeep and the M3, M4 and Sherman tanks before returning to tractor development. He remained chief engineer of tractor engineering for almost 20 years, when he left the Ford Motor company to join John Deere in 1959.

To avid Ford readers, there is very little new information in this book, but it is still a must as it looks at the top management and the Company from an inside perspective.

ISBN 0-7680-0599-X. Price \$35.00.

EVENTS - Annual General Meeting (A.G.M.)

Having decided, this year, not to attend the Bristol Classic Car Show at Shepton Mallet, the first major event on the Register's calendar is the Annual General Meeting. As usual, it is to be held in the Willoughby Village Hall (Willoughby is about 4 miles to the north-west of Daventry, just off the A45). The date for your diaries is Sunday, 1st April 2001. As is tradition, there will be a Committee meeting in the morning, finishing at 12 noon. Members are asked to gather from 12 o'clock onwards so that we can enjoy meeting each other, as well as absorbing the camaraderie which is normally associated with these gatherings. The A.G.M. will start at 2 p.m. and probably continue for about an hour and a half.

This is an ideal way for new members and members who have not attended an A.G.M. before, to see what makes the Register tick and to meet the Committee members. Those who can are asked to bring their 'Y's and 'C's/'CX's so that members can compare notes. We shall be running the spares autojumble stall, so bring along any spare spares from our cars which you have in the garage, put a reasonable price on them and hopefully other members will purchase (10% commission to Register funds). We hope also that Tony Butterfield will bring his stall of 'Y' and 'C' goodies. The complete range of regalia will also be available for you to look over and buy.

Please make an effort to attend this event as it launches the motoring season.

Bill Ballard and those 'CX's Down Under.

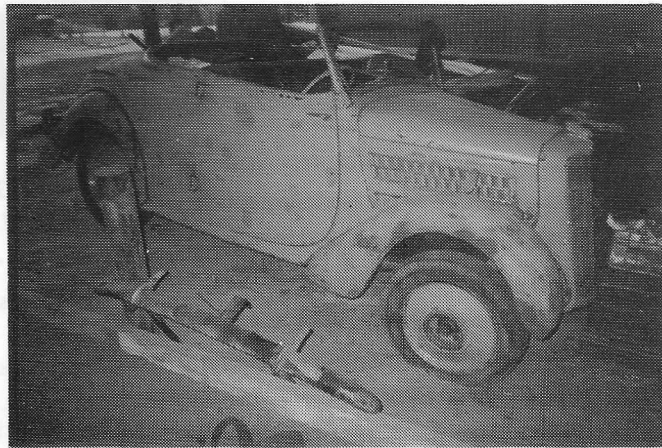
Part 3.

In the first two parts of this series, I dealt with the first sixteen (yes, sixteen) Model 'CX's I came across since I arrived in Australia; now I shall deal with the remainder.

In early June 2000, Wayne Lodge rang to tell me that another member of the Victoria Side Valve Club, Lawrence Xerri, had just returned from a holiday in Tasmania, and had had a ride in a blue and black Model 'CX' Coupe which we didn't know about! This, the eighth 'CX' coupe we knew of at the time, belonged to Andrew Hall of Spreyton, a small township in northern Tasmania, about 120 kms from Launceston. And how's this for coincidence - Tim Grant, who owned one of the other Model 'CX' Coupes we knew about (20B C140), as well as a unique Model 'C' Roadster (20 R30), just happens to live in Spreyton, and didn't know Andrew! I have since been in regular contact with Tim, who has informed me that his Model 'CX' Coupe has been sacrificed to put his Model 'C' Roadster back on the road, and that we should now consider the coupe as dead and buried. So we're back down to seven coupes in existence.

You could be sure that within a few days of me collecting the Model 'CX' Roadster on 8 July (see Part II, Issue 127), another would come out of the woodwork! Wayne Brown rang to tell me that had heard from Peter Izzard, owner of a 1936 Model 'Y' Roadster we had been chasing up for some time to see what had happened to it. We had always doubted the parentage of this car, as Model 'Y's had been phased out in Australia by 1935. However, from the way Peter described the car to Wayne, it was obvious that it was a 1936 Model 'CX' Roadster, like my latest acquisition, and this was confirmed when we visited Peter to view his car at his new home in Tonimbuk on 15 July. The beige car (body number 20B R243) was bought new by his late father Len Izzard, who rallied the car extensively and fitted it with a number of period accessories, such as wheel spats and additional dashboard instruments (but no anti-roll bar!) and replaced some parts damaged in rallying

accidents with those from other cars. For example, the steering wheel was from a 1930s Ford V8 and the front and back bumpers were from a later Ford Prefect. Peter intends to restore the beige car back to its original condition.



"Peter Izzard's modified Model 'CX' Roadster (20B R243) - ex-rally car of his father. - Photograph: Bill Ballard."

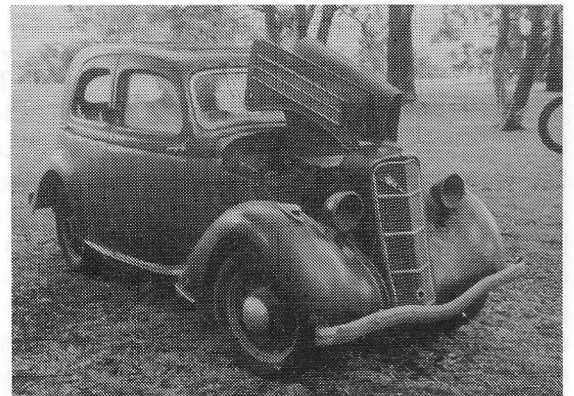
Prior to my purchase of 20B S511 from Wayne Lodge in late July, John De Vries and I had been searching for a donor car to provide the parts we would need to restore our newly-acquired 'CX's (see Part II). One option we had considered was to offer to buy Andy Robinson's Model 'CX' sedan, located nearby in Ferntree Gully. This car was to be customised, but after certain preliminary work had been carried out, and various parts (engine, gearbox, etc.) sold as surplus to requirements, the project was abandoned, and we felt that the shell and chassis might yield some useful parts for our cars. When approached, Andy told us the car actually belongs to his estranged wife, and he would have to get her permission to sell it! Needless to say, the matter has not been pursued, and the car still resides in a shed in Andy's backyard, to the best of my knowledge!

On 13 July I received a reply to my 1998 letter from my old buddy Denis Johnson in Toodyay, Western Australia (they have better things to do than write letters out there, it seems!).

Denis confirmed that he still owns a 1936 Model 'CX' Coupe (20B C109, illustrated on page 7 of Issue 108) and a slightly later, 1936 Model 'CX' Sedan (20B S1525). I have asked him to send me up-to-date photos of his cars, as mine pre-date our meeting in 1997 (with a bit of luck, I may get these sometime between now and 2003!).

Three days later (and the day after visiting Peter Izzard), you can imagine my surprise when, at the Victoria Side Valve Club's AGM, Jim Oliver, the club's Historian and past President, produces this picture of a

Model 'CX' Sedan (20B S2002), black with green wheels, that we didn't know about, and expressed a desire to sell it for \$750 (£300)! After waiting a week or so for Jim to remove the car from the drive of his son's home in Sunbury to his own home in Kyneton, John De Vries and I made one of those on the spur of the moment decisions to go and view it on 27 July. We also took the opportunity to view Jim's vast collection of Sidevalves, which included the wreck of a 1935 Model 'C' Sedan (20 S235) and his current restoration project, a beautiful port wine red 1936 Model 'CX' Sedan (20B S1739), a picture of which appeared in Issue 125. John subsequently purchased both 20

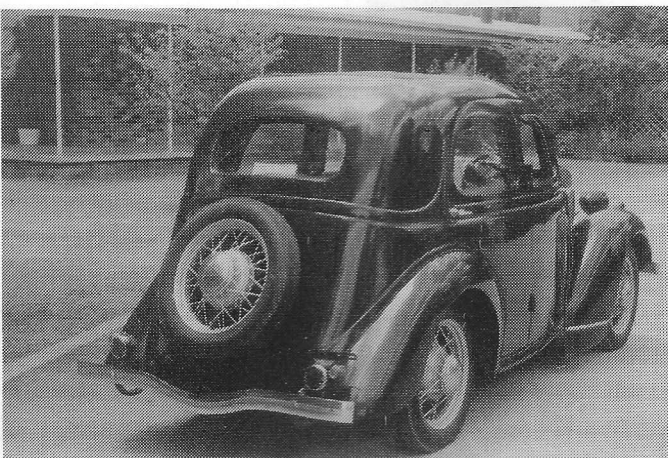


"The ex-Jim Oliver Model 'CX' Sedan (20B S2002) now owned by John De Vries. Photograph: Bill Ballard."

S235 and 20B S2002, and the former was collected on 10 November last and delivered to his home in Boronia, there to be temporarily stabled with his Kialla coupe (see Part II of this trilogy, Issue 127).

The 25th and 26th Model 'CX's I have come across since arriving in Australia were as a result of an advert I placed in the August edition of "Just World Cars" magazine, published in mid-July. First to answer my appeal was Chris Smith of Tieri, central Queensland, who owns a 1936 Model 'CX' Sedan painted chocolate brown with black wheels and fawn upholstery. He was wishing to sell this fully-restored car for \$4,500 (£1800).

Next came Peter McQuie of Parkes, central New South Wales, who rang and told me he wished to sell his navy blue 1936 Model 'CX' Sedan (20B S1813), which was unregistered and (at the time) on display in a motor museum in Parkes. From the photographs he sent me, the car looked very nice and was a bargain at \$3,000 (£1,200)! The only faults I could find with it were that it had a double-grooved front bumper at the rear (eat your heart out, Peter Baggott!), had no spare wheel



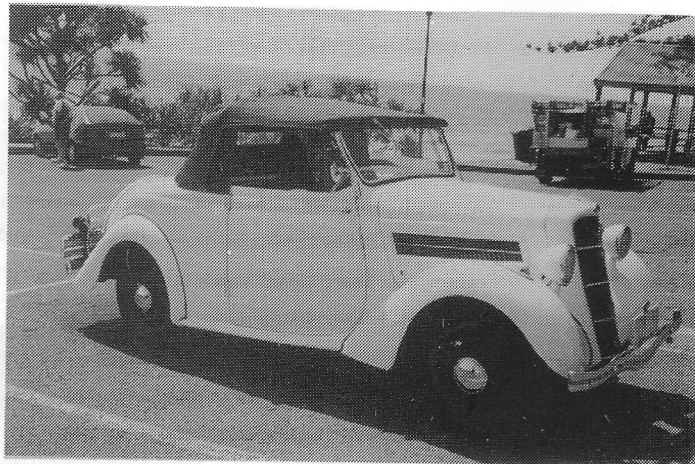
"The ex-McQuie Model 'CX' Sedan (20B S1813) with the double grooved front bumper on the rear, now owned by Tim Johnson in Tasmania. Photograph: Peter McQuie."

cover and a nearside door handle was being used on the offside rear door - minor details to correct at that price!

In one of those peculiar quirks of fate, on 3 August I received an e-mail from my Tasmanian friend Tim Johnson, asking if I knew of any pre-War Sidevalves for sale. I told him about the Parkes car, and to cut a long story short, he subsequently bought it! Arrangements were made with Peter to trailer it down to a house in the quaintly-named hamlet of Kangaroo Grounds, to the north of Melbourne, from where Tim and I were to collect it on 25 August. Now firmly ensconced in Tasmania, this car has been receiving much attention of late from Tim, who has rubbed down the exterior paintwork with 1200 wet & dry (to get rid of over-spray), T-cutted it and polished it up to a shine again. He has fitted a new exhaust and sought the

advice of a professional leather restorer regarding the upholstery. At the time of writing (mid-November), he had still to arrange for the correct, but broken, rear bumper (which came with the car) repaired and rechromed, and to obtain a Tasmanian registration mark for the car.

In late August another e-mail from Tasmania, this time from Tim Grant, was



"Maurice Graham's Model 'CX' Coupe in Queensland (TEN 36) beautifully rebuilt using the bulkhead from a Model 'CX' panel van (20B PD200). Photograph: Maurice Graham."

to reveal that another Model 'CX' Roadster (the fifth) existed on the Gold Coast in Queensland. This was a white and red specimen owned by Maurie Graham of Burleigh Heads, with the appropriate Queensland registration TEN-36. Maurie had used parts from several vehicles to restore his car 16 years ago, as evidenced by the body number (20B-PD200), which signifies that at least the bulkhead came from an Aussie-built Model 'CX' 5cwt. panel van (a type presently unknown in preservation)! Maurie's beautiful car is the only stock Model 'CX' roadster I know of which is on the road at present (Mick Cooper's bright red car in Western Australia, also illustrated on page 7 of Issue 108, has been hot rodded).

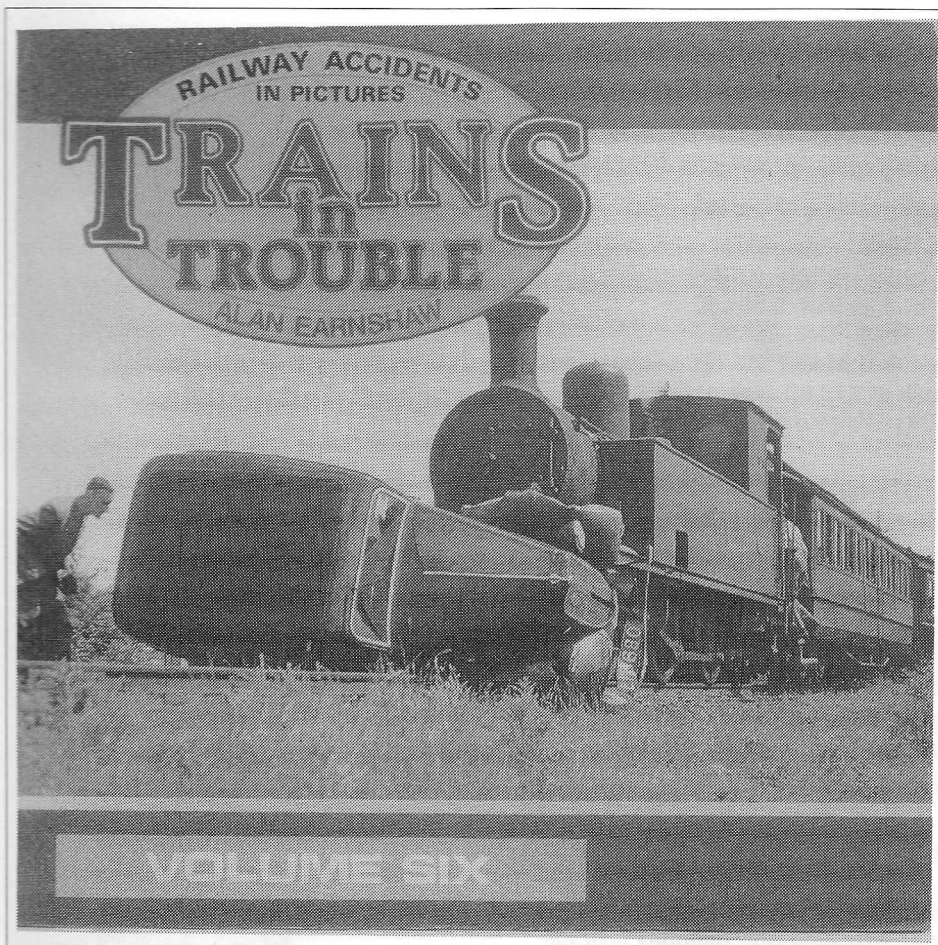
I was telling Alan Stevens, the Dai Woodham of the Sidevalve world Down Under, about this find when he pointed out the existence of yet another Model 'CX' Roadster (the sixth we now know of!) owned by John McKenzie in Mellool, near Swan Hill in Victoria. I subsequently contacted John, who has owned his brick red 1936 car for some 30 years. Having been given it by a friend in return for a favour, he passed it on to his brother, who simply adored it and drove it for many years until his untimely death in a motor cycle accident. Shortly after the car was returned to John, it suffered from a broken back axle, and has lain under sheets of corrugated iron in his backyard ever since! However, John has now been given the incentive to restore his rare car, and I was due to meet him at Birdwood on 8 October, but whilst I saw his vintage Indian motor cycle there, I couldn't find him - he was apparently looking for me!

And talking of Birdwood, the latest Model 'CX' to be discovered is a black 1935 sedan registered 238-955, owned by Bruce Thiele of Willunga, South Australia, which took part on the bay to Birdwood Run on 8 October, but I didn't see it! It was photographed for me by my friend Gordon Cowley (see Issue 127). I have since spoken to Bruce, who bought his car for A\$50 thirty years ago, and did some restoration work on it then, but has hardly touched it since!

Assuming no others have popped up in the meantime (and there's those in Western Australia I've previously seen and know of as 'possibles', like Giulio Tagliaferri's lovely sedan, and there's at least another two in Victoria I'm aware of, but I'm discounting them here because I haven't actually

continued page 12

Accidents with Model 'Y's



Model Y impaled on the cowcatcher of 3' gauge Cavan & Leitrim 4-4-0T No.3L, hauling a train near Agigna, Ireland, June 1953

Dave Durrant sent me the details of his accident last year in which he says:- "As you mentioned in a previous issue, my long rad was written off a while ago - July 1999 - in a hefty side-swipe which even in retrospect I could not have avoided in view of the imbecilic driving of the other driver. It appears very necessary in these circumstances (multiple roll-overs) to maintain a good hold on the steering wheel. Fortunately, I had the offside window down so the glass broke inside the door. Most of the other glass broke but fortunately it missed me. So I ended up with a lozenged body-shell and the only undamaged panel was the bonnet. Engine and gearbox were undamaged but two wheels were severely damaged, along with the rear axle and torque tube. The chassis was a little bent at the rear but repairable. I was also irritated to find that the Panhard rod which I had made and fitted to the front axle a few years ago was also damaged. I was at one time considering rebuilding the long rad as a minimalist 'special'. However, Jack Smith of Grimsby needed a number of the of the surviving parts and I

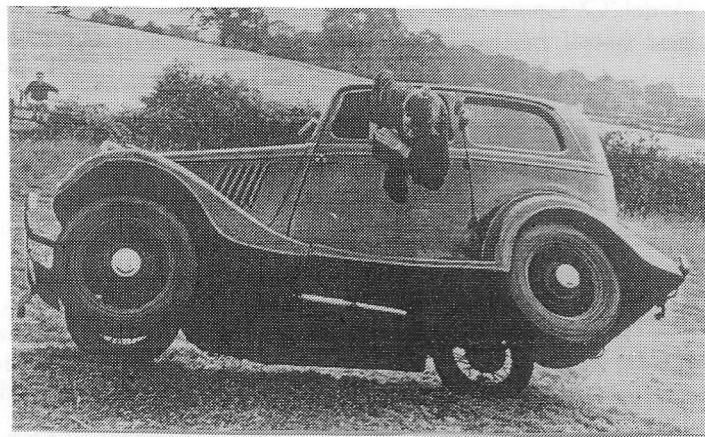
believe his 'Y' is now on the road. He now has most of the remains of VFF 573."

His comments prompted me to think back over the past twenty years. The only other major accident to a member's car, as far as I can recall, was to Malcolm Fraser-Cook's Model 'Y' which was partially run over by a juggernaut whilst he was parked on the hard standing at the edge of a motorway. His car was repaired and survives. I am not aware of any accidents involving Models 'C'/'CX'. One thing in favour of our cars is that, should the unthinkable happen, they are remarkably sturdy cars with a good solid chassis underneath.

I've only seen two 'period' pictures of Model 'Y's in accidents and no Model 'Cs'/'CX's. There is the lovely picture of some lads apparently trying to turn a Model 'Y' over on a rally; the sort of mad caper we did before the 'classic car' preservation movement started. Despite the transverse springing, it is not easy to do, although they did achieve it! The second photograph, which Bill Ballard sent me, is on the cover of 'Trains in Trouble - Volume 6'. Jim Miles lent me a copy of this book two years ago and I wrote to the publisher for permission to reprint the photograph in the magazine. They did not acknowledge my letter.



"A little later on the same rally!"



"Jim Luckes inspecting the exhaust of Nick Clarke's Model 'Y' whilst passing over Corley."

★ **MODEL 'Y' & MODEL 'C'/'CX' PUBLICATIONS** ★
(Reprinted by kind permission of the Ford Motor Company Ltd.)

Service Bulletins:

The nearest we have to workshop manuals. Reprints of the technical and service manuals sent regularly to Ford agents.

Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7
(Sept. 1932 - Aug. 1934)

Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-
Vol. 3 No. 8 to Vol. 7 No. 6
(Sept. 1934 - Dec. 1938)

Model 'Y' owners need Parts I & II; Model 'C'/'CX' owners Part II. Service Bulletins are available at £12.50 each plus £1.50 postage in UK, or £5.00 postage outside UK.

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Book: Model "Y" 8 H.P. (June 1933 Edition)
(Covers 'Short-Rad' models 1932/33)

Instruction Book: The "Popular" (June 1934 Edition)
(Covers 'Long-Rad' models)

Illustrated Parts List: "Popular" (July 1937 Edition)
(Covers all Model 'Y's 1932 - 37)

Model 'C' & 'CX'

Instruction Book: The "De Luxe" (June 1935 Edition)

Each of the above is available to members at £10.00 (UK);
£11.00 (Europe) and £12.00 (Elsewhere): includes postage.

Please make £GB cheques or International Money Order payable to 'Ford Y&C Model Register' and send with order to:-

Bob Wilkinson, Rose House, 9 Brambleside, Thrapston, Northants, NN14 4PY, UK.
Available to members only.

cont'd from page 10

seen them or heard from their owners since November 1999), that brings the total up to 29; I doubt if I saw twenty Model 'CX's in the U.K. all the time that I lived there!!

I leave you with one final observation: with no less than five Model 'CX's currently resident within its boundaries (my Roadster, Wayne Brown's Phaeton; John De Vries's Coupe; Garry Yule's Sedan and Andy Robinson's Ex-Sedan), with possibly a sixth on the way (John De Vries hankers after Alan Stevens' Roadster Utility), you can see why we're claiming that Knox City (of which Boronia and Ferntree Gully form administrative districts) is 'The 'CX' Capital of the World'!!

For Sale

Private:-

Model 'Y' 1936, Tudor, (Y148706), Black with red wheels/trim, DKE 912. Good road-worthy condition with MoT. Rear axle overhauled this year. Purchase of Model 'CX' forces sale. £2500.

Geoff Murrell. Tel: 01763 838909 (Royston - Cambridgeshire/Essex/Herts border.)

1936 Model "Y" Tudor (Y129296) HV 6020. Vineyard green and black. 38,000 miles from new. One lady owner for the first 51 years. All original including engine - except black wings repainted. A rare example of a very original car in very nice condition. £3200.

Tony Hurst. Tel: 01435 873432 (E.Sussex)

1937 Model "Y" Tudor (Y183847) with original registration AJU 409. Beige with

chocolate wings and tan interior. Excellent condition with recent MOT. Carefully maintained and drives very well. £2995.

Jonathan Davies. Tel: 01803 406013 (South Devon)

1935 Model 'C' Fordor (C14848). CLG 693. Engine rebored to 60 thou with hardened valve seats. Stainless steel exhaust, flashing indicators, new tyres, king pins, steering nut and carpets. Attention needed to upholstery. Car can be seen in Skopos Motor Museum, Batley. £3000 o.n.o. Eddie Parkin. Tel: 01924 442432 (Batley, West Yorkshire)

Wanted

Later single inlet 8 hp cylinderblock (timing chain type). Ron Kendall Tel: 01827 714584 (Atherstone, Warwickshire)

Liquid for Fuel Gauge

For those of you with hydrostatic fuel gauges, phials of replacement liquid, sufficient for one gauge, can be obtained from Saturn Industries. The price is £4.00 per phial, plus £2.00 postage, packing and insurance (UK). Please send your orders to:-

Saturn Industries

10 - 14 Newland Street, Coleford Royal Forest of Dean Gloucestershire GL16 8AN

Telephone:-

01594 834321

Fax:- 01594 835456

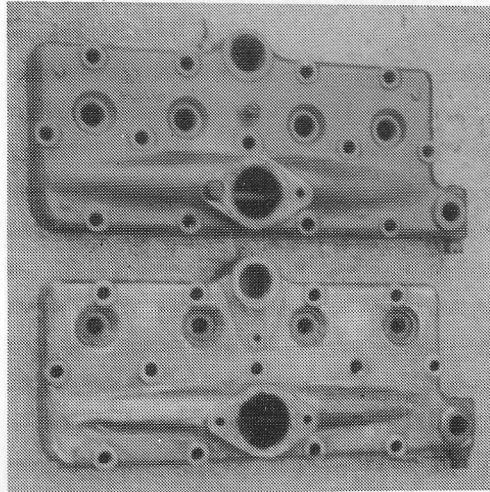
Spark plugs and fireballs.

Bill Ballard sent me a couple of photographs from Oz and describes his discovery that the 18mm spark plug holes on the early heart-shaped combustion chamber are closer to the centre line of the cylinder head than the later 14mm plug holes and yet use the same cylinder head gasket. I must say that I had not noticed that before, even though I have a heart shaped combustion chamber head, with 18mm spark plugs, on my Model 'Y' Kerry.

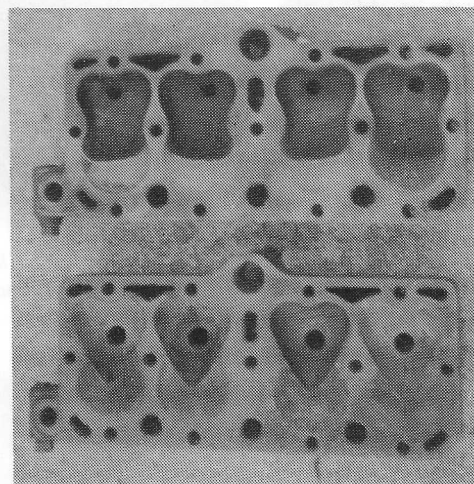
Bill also comments that neither the figure '19' nor the letter 'Y' appears cast into the heads.

What I noticed about the two photographs was the locations of the spark plug holes in relation to the inlet valves and cylinders. On the heart shaped head, the plugs are central to the 'heart' of the combustion chamber and, as can be seen from the outline of the cylinders, would appear to squirt the fireball through the narrowing tail of the heart in a downwards direction onto the top of the piston, which is just past TDC. However, the inlet valve is not on the centre line of the heart and so the fireball would not develop evenly within the heart (perhaps causing unburned fuel to enter the cylinder and hence late combustion?). On the later head, the plugs are offset from the centre lines of the chambers, closer to the inlet valves, thereby causing a better fireball to develop.

That's my theory anyway. Am I talking Coddswallop? Do we have an expert who can explain a better reason for the different spark plug locations on these two heads. - Sam Roberts



"The early, centrally located 18mm spark plug cylinder head and the later, offset 14mm spark plug head."



"The early heart-shaped combustion chamber with central plugs and the later head with plugs above inlet valves."

Tool Kits

Robert Spinks e-mailed me asking for the 'Popular' and 'De Luxe' tool kits to be reproduced as many members do not possess copies of Issues 13 and 14 of the magazine! Here is a combined listing - there is one of each item in the kit:-

20E - 17005	Tool Bag	Y - 17036 (Popular)	Crank (starting) & wheel nut wrench
AB - 17015	Wrench (7/16 x 1/2" Hex. open end)	20E - 17035 (De Luxe)	Brace (Wheel nut)
AB - 17016	Wrench (9/16 x 5/8" Hex. open end)	YE - 17052	Pump (Tyre) Assembly
20E - 17017 (De Luxe)	Wrench (Spark Plug, Cyl. Head & Spring Clip Nut)	YE - 17080	Jack Assembly
20E - 17017 - B (Popular)	Box Spanner (Spark Plug, Cyl. Head & Spring clip Nut)	YE - 17081	Handle (Jack)
AB - 17019	Iron (Tyre)	40 - 17125 (De Luxe)	Gun (lubricating) Assembly
AB - 17020	Driver (Screw)	ABE - 17125 (Popular)	Gun (lubricating) Assembly
20E - 17021	Wrench (Monkey)	Y - 110372	Gauge (Feeler)
AB - 17025	Pliers	Y - 110355 (De Luxe)	Box Spanner 9/16" x 1/2"
20E - 17036 (De Luxe)	Crank (Starting)	Y - 110355 (Popular)	Wrench
		Y - 110361	Bar (Tommy)

Removal of the Rear Axle.

The article in the last issue relating to the removal of the UJ or Gear Box, has promoted a member to question; "Is it necessary to remove the Brake Rod Cluster, and consequently the front floor boards in order to remove the Rear Axle?"

Well, "No" is the answer. People seem to relate the Rear Axle and the Torque Tube as parts joined at the hip. They are not, as the Rear Axle can be separated from the Torque Tube by the four bolts forward of the Pinion Housing. It is then possible to withdraw the axle, leaving the Torque Tube still in place behind the Gear Box. However, problems may arise with the refitting and consequent need to re-engage the Prop shaft and UJ.

So lets make a start:-

Slacken the rear wheel nuts off a quarter of a turn.

Raise the rear axle, so that the tyres are 7 inches or so off the ground.

Axle stands as before under the chassis, to rear of door line.

Lower Axle until the chassis and stands make contact, still with 5 inches

below tyres.

Remove Speedometer drive assembly from Torque Tube.

With the heaviest grease you can find, fill the UJ housing via nipple.

Remove the four bolts, two per side, locating radius rods to axle. Tap clear of axle.

This will release Shock Absorber linkage (Shock Absorbers themselves on short rad models).

Remove rear Clevis Pins from brake rods.

Cut Wire Lock, and remove Four bolts (Torque Tube to Axle Casing.)

With Spring Spreader, spread rear spring and remove Shackles.

With the aid of Trolley Jack, begin to draw axle rearwards.

When road wheels contact wheel arch, remove wheels.

Continue to draw axle back, lowering as necessary.

Support rear of Torque Tube.

Reverse the procedure to refit. However, at final point of engagement, a second person is needed to help to rotate brake drums. This will cause Prop Shaft to rotate and aid engagement of UJ.

N B by removing the Speedo drive, the disengagement of the gears from the Prop Shaft will allow the shaft to pass unhindered.

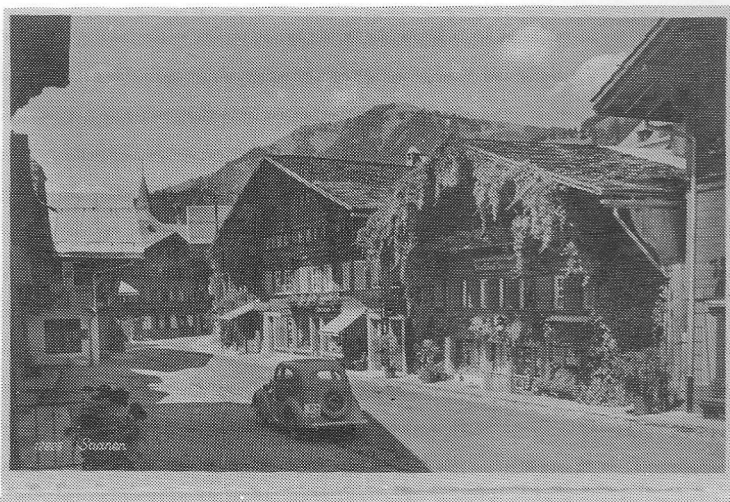
Graham Miles.

Post Cards

We are grateful to Fred van Leeuwen in Holland and Bill Ballard in Australia for sending in these post cards depicting our vehicles:-



"An early 1936, Middlesex registered, longrad Model 'Y' with a 'foreign' straight front bumper sits by the fountain in Crawley, Sussex. The post card was sent to Belgium in 1963. - Fred van Leeuwen."



"A Swiss registered L.H.D. Tudor Model 'C' drives through Saanen in the Swiss Alps with only one rear light under the number plate. The car was probably assembled at the Ford plant in Antwerp, Belgium, which included Switzerland in its franchise dependency. - Fred van Leeuwen."



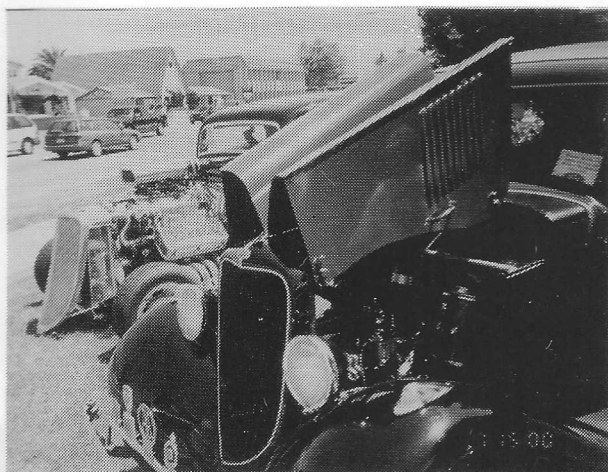
"A Model 'CX' and a Model 'Y', in front of a February 1938 registered 7Y or 7W, parked by the loos under the clock tower in Leatherhead, Surrey. - Bill Ballard."



"An unusual one this:- what appears to be an imported Dagenham Motors Model 'Y' tourer on the sea-front at St. Kilda, Victoria, Australia. - Bill Ballard."

International News.

George W. Pierce has been out and about again at shows in California in his Model 'Y', AMG 448. "I also did an all English show with a 100 mile rally. AMG never missed a lick." says he.



"AMG shows a little less engine than the hot-rodded Model 40."



"George W. 'customising' two 36C models"

Another export to Greece.

Out of the blue, I had an e-mail from 'Ypsilon books' in Athens, asking me for the dimensions of the Model 'Y'. I duly obliged (in ft/mtrs and lbs/kgms) and thought no more of it. I recently received a further e-mail from Thanassis Charmanis, the Chairman of Ypsilon Books, telling me that his Model 'Y' (ex-Tony Clark from Ashford - Y162282) is on board ship and due in Athens in four days' time. I have asked him whether the fact that his company is called Ypsilon (Greek for 'Y') influenced him in his choice of a Model 'Y'! I have introduced

Thanassis to the Y&C Register and put him in touch with ex-member George Drazinos, who also exported a Model 'Y' (Y15532) to Athens a few years back. Unfortunately, George's English was not too hot, which is why, I suspect, he let his membership lapse.

South Africa.

Member John Morrish, who works in the Institute of the Motor Industry, received a letter from Wessel Appel in Pretoria, South Africa. Wessel said that he had recently bought a Model 'C' and wrote to the Institute asking for any information on the car. Apart from it being a 1934 Fordor Sedan (saloon), he gave no more details.

John faxed the letter to me and I have e-mailed Wessel with a brief story of the Model 'C' and asked him for more information for our register of surviving vehicles. He has sent me a photograph and the Briggs body number, which identify the car as a May 1936 Model 'CX'. As I explained to him, the car would have been shipped from Dagenham to the Ford plant at Port Elizabeth in a crated 'Knocked Down' state, where it would have been assembled and sent

to the distributor who ordered it. I also told him that orders from Port Elizabeth would have been sent to Ford Canada (Windsor, Ontario), who held the Ford franchise for the British Empire. Ford Canada then placed the order on Ford

England, who held the franchise for Great Britain and Europe and controlled the output from Dagenham.

Although I introduced Wessel to the Y&C Register, I doubt whether we will gain another member as the exchange rate with the rand makes membership very expensive. I have tried to forge an alliance between the Y&C Register and the Early Ford Car Club of South Africa, but their committee decided that it was too expensive even to send us their magazine!

Another Spanish find.

We received an Internet vehicle registration from Fernando Fernández, who hails from Ciudad Real, about 100 miles to the south of Madrid. He has a pretty dilapidated van which was converted from a Model 'Y' saloon (possibly a Fordor) in 1957. His father bought the vehicle and started to restore it, but gave up in 1967, since when it has been languishing in a garage. Fernando is about to tackle its restoration. The ex-car has a chassis number Y30855, which dates its manufacture at Dagenham in July 1933. It would have been shipped to Ford Ibérica in Barcelona and assembled there. The date of first registration in Spain is given as 30 November 1933. I am delighted to report that he has since joined the Y&C Register as a member.

Boletin Modelo 'Y'

Whilst in Spain, Luis Cascante visited the Autoretro 2000 show in Barcelona and, whilst rummaging through the autojumble, came across an original copy



"Wessel Appel's 1936 Model 'CX' with, unfortunately, a 1934 registration!"

of the Spanish Vol.1, No.2, Boletin Modelo 'Y'. It is identical in content to Vol.1 No.2 of the English Model 'Y' Bulletin but, of course, written in Spanish. Interestingly, the date of publication is one month behind the English version, presumably to allow time for translation, i.e. the English version was dated October, 1932, whereas the Spanish version is dated 'Noviembre, 1932'. The pages in the Spanish version also restart at 'Pág. 1' for each issue, unlike the English version with the pages numbered consecutively throughout each Volume. A photocopy of Luis' find is now in the Register's 'Spanish archives'.

... and from New Zealand

David McKelvey sent Christmas greetings on a card with photographs of two of his Model 'Y's, 'Bonnie', his 1937 Tudor (Y194731) and 'Chitty Chitty', his 1934 Fordor (Y55985), which looks as though its restoration will soon be complete. Dave's third Model 'Y' is one of the earliest on the register, Y490, a



September 1932 Shortrad Tudor, affectionately known as 'Clyde'.
 "Dave McKelvey flies the Y&C Register flag, and two Union Jacks, on South Island, New Zealand. This is 'Bonnie', stable mates of 'Clyde' and 'Chitty Chitty'."

Une "Eegrec" (The French pronunciation of "Y")

You may have noticed under the 'For Sale' adverts in the last issue, one written in French. Thereby hangs a tale, which I shall leave Jonathan Davies to tell:-

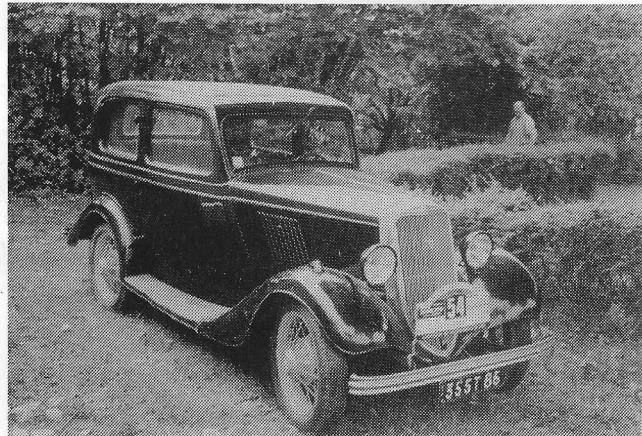
"Whilst on a trip to France recently, I bought a copy of the French classic car magazine 'La Vie de L'Auto'. This comes out weekly and is full of news of rallies, auctions etc. It also has an extensive small ads section and, as pre-war classics tend to be cheaper in France, this can be interesting. Perusing the Ford section, I was very surprised to find the enclosed advert (the one in the last issue): a genuine Model "Y" for sale in deepest France, with all its registration documents!

On returning home, I sent the ad to Sam Roberts who was so keen to find out more that he actually called the number immediately. Perhaps, luckily, there was no reply as he subsequently told me that his school-boy French would not extend to 'Front bulkhead battery housing' (the location of the Asnières plate). He had been counting on the owner being able to speak English. As a French teacher, I had little excuse for not helping out. So, after a thorough briefing from Sam about what exactly to ask for, it was with some trepidation that I dialled the Poitiers number. The "Y" owner turned out to be a charming gentleman who was flattered by the interest shown in his car.

M. Claude Rossard is only the second owner and had known the man who had bought it new. He has had it for about 30 years and, in that time, it has needed very little beyond regular maintenance. A new set of pistons and a replacement crown wheel and pinion were the only major repairs. These had been sourced in France by his local garage a long time ago. He had no idea that any sort of owners' club existed and thought that any further spares would have to be specially made. The car is Left Hand Drive, in good condition and on the road, being used for rallies locally. It is a black long rad Tudor with Tacoma yellow. The upholstery is brown cloth and original. He says that it has the normal 933cc engine wheels and grille. From the details he found on the French identity plate attached to the battery box, it has been possible to reach the following conclusions:- Engine number: 22287. French chassis number: 3088."

Thanks for your help, Jonathan, as you rightly gathered from my practice with you over the 'phone, my French is about as intelligible as my Hindi! The engine number Y22287 dates the car at April 1933 from Dagenham. It was the 3088th car to be assembled at Asnières.

"M. Claude Rossard's 'Eegrec' in France. Note that in April 1933, Dagenham were still sending straight short rad bumpers for assembly in Asnières and continued to do so until March 1934."



Western Australia

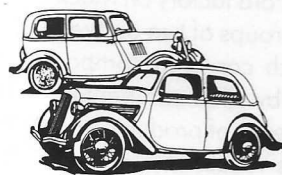
Chris Newman e-mails:-
 "Herewith

a photo of Denis Johnson's newly licensed 'CX' sedan. He wanted to use this as a runabout to nip to the shops 10 k's away and so 'fixed it up' to make it legal! As he says supermarket car parks hold no fears for him now." The car appears to be completely original, especially the paintwork, which is showing signs of its age.

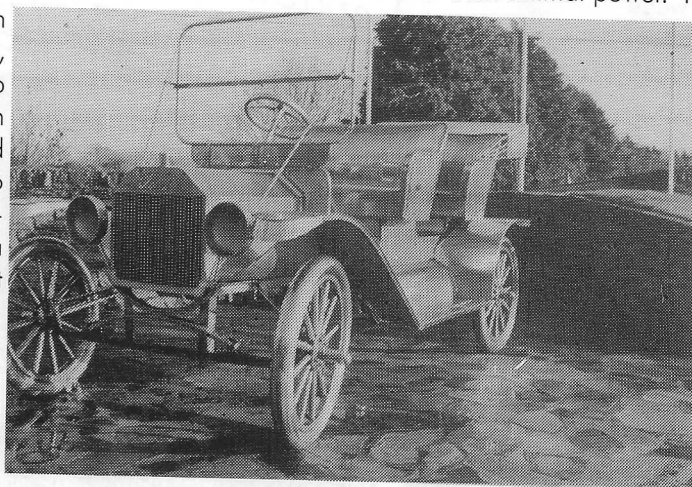


"Denis Johnson nips down to the supermarket in his Geelong bodied 1936 Model 'CX' Sedan (C54255 - Body No. 20B S1525)."

Ireland sequel - Henry Ford.



Following Phil Denson's report on his trip to Ireland in the last issue and his invitation by the landlord of the Henry Ford Tavern to attend the unveiling of a Model 'T' monument in Henry Ford's father's home, Ballinascorthy, I have received details and photographs of the monument from both John Fitzgerald, our Irish Coordinator and Derek Mart from Enniskeane in County Cork, about nine miles from Ballinascorthy. Derek was at the ceremony and reports:- "The Ford Weekend was most enjoyable with an interesting selection of cars, ranging from a Model 'T' right up to early 1970s cars. Included in the line-up was one Model 'Y' and a Model 'C'." (Do we know who owns these two cars?) The stainless steel monument was a Ballinascorthy Millennium Project and was unveiled by Edwin J. Nolan, the Chairman and Managing Director of Ford Ireland, on 3rd September 2000. For those Ford dynasty buffs amongst you, I thought you might be interested in the write-up in the brochure which accompanied the unveiling:-

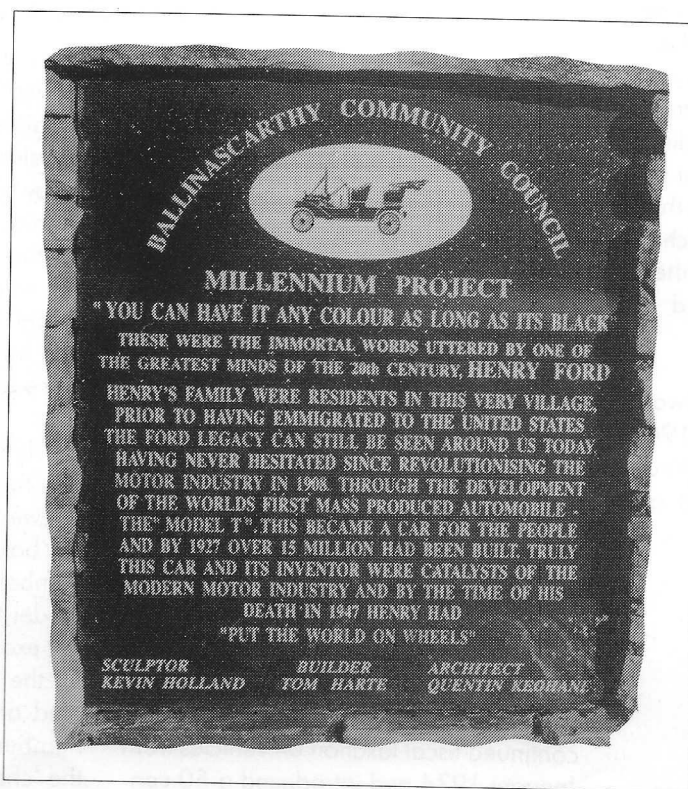


"The Ballinascorthy Model 'T' monument photographed by John Fitzgerald"

"A Brief History of Henry Ford.

In the 1820s, William Ford, father of Henry Ford, was the son of a tenant farmer on the Madame estate at Ballinascorthy, Clonakilty. This now forms part of the Lisselan Estate. William Ford together with his family left Ireland in 1847. Having worked for several years on the railways, William took a job on a farm near Dearborn. His employer was Patrick Ahern, a native of Fair Lane, Cork City, who had emigrated in 1825. Ahern had married a Margaret McGinn and they had adopted a child called Mary Litogot. William and Mary met and married and settled on their own farm near Dearborn where Henry was born on the 30th of July 1863. Thus Henry

Ford's father was a Cork Man and his Mother's Foster Parents were also from Cork; a fact of which he was quite proud. As Henry grew up on his father's farm he became to loathe the unnecessary drudgery of farm life. Henry wrote later "My earliest recollection was that, considering the results, there was too much work on the place." A fall from a horse in 1872 inspired him to attempt to develop some more reliable form of prime-mover than animal power. In 1879, sixteen year old Henry left home for Detroit to work as an apprentice machinist, although he did occasionally return to help on the farm. He remained an apprentice for three years and then returned to Dearborn. During the next few years, Henry divided his time between operating and repairing steam engines and finding occasional work in a Dearborn factory. He overhauled his father's farm implements, as well as lending a reluctant hand with other farm work. Upon his marriage to Clara Bryant in 1888, Henry supported himself and his wife by running a sawmill.



"..... and the memorial tablet to Henry Ford's achievements."

In 1891, he became an engineer with the Edison Illuminating Company in Detroit. The event signified a conscious decision on his part to dedicate his life to industrial pursuits. His promotion to Chief Engineer in 1893 gave him enough time and money to devote attention to his personal experiments on internal combustion engines. These experiments culminated in 1896 with the completion of his own self-propelled vehicle, the Quadricycle. The Quadricycle which had four wire wheels that looked like heavy bicycle wheels, was steered with a tiller like a boat, and had only two forward speeds and no reverse. After two unsuccessful attempts to establish a company to manufacture automobiles, the Ford Motor Company was incorporated in 1903 with Henry Ford as vice-president and chief engineer. The infant company produced only a

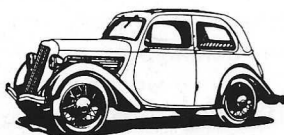
French Model 'Y's

few cars a day at the Ford factory on Mack Avenue in Detroit. Groups of two or three men worked on each car from components made to order by other companies. Henry realised his dream of producing an automobile that was reasonably priced, reliable, and efficient with the introduction of the Model T in 1908. In 1913 his company was the first to use the assembly line to build cars, allowing him to sell the Model T for a sum which put cars within reach of the middle class. 15 million Model Ts had been sold by the time the car was finally retired in 1927. Henry Ford passed his wealth on to his employees; in 1914 he raised the minimum wage to \$5 a day, and he started a profit sharing plan.

In 1917 the Company of Henry Ford & Son Limited was officially incorporated and the registered office of the Company became the famous address 'Marina, Cork'. By September that year the Company had its first full board of directors and it was in 1919 that production commenced.

In 1926 Henry Ford gave his reasons for opening the factory in Cork "We chose Ireland for a plant because we wanted to start Ireland along the road to industry. There was, it was true, some personal sentiment in it. My ancestors came from near Cork, and that city, with its wonderful harbour, has an abundance of fine industrial sites. Cork has for many years been a city of casual labour and extreme poverty. There are breweries and distilleries, but no real industry. The best that a man could hope for was a two or three days a week on the docks, for which he would receive sixty shillings, or fifteen dollars, for the hardest kind of stevedoring."

Henry Ford, "The Man who put the world on wheels", died on the 7th April 1947. The Ford motor company still continues to be a market leader in Ireland and throughout the world today."



This issue has a French flavour about it, so I thought a brief résumé of the French Model 'Y' scene might be of interest. The French assembly plant was established at Asnières, on the west bank of the River Seine in the north-west outskirts of Paris, in 1925. There it imported Model 'T's in a 'Knocked Down' (KD) state in crates and assembled them; until the demise of the Model 'T' in 1927. The delayed intro

However, during the vital first year of Model 'Y' assembly, Ford were able to make inroads into the market dominance of Citroën and Peugeot.

The launch of the Model 'Y' at the October 1932 Paris Salon was accompanied by a special 16th edition of 'La Revue Ford' (the French equivalent to 'The Ford Times'), which was designed by the fa



"The six prancing horses (6CV), the inspiration of Draeger. Extracted from 'La Revue Ford', 16th Edition."

duction of the Model 'A' and its high price and taxation classification meant that only 9,343 Model 'A's were assembled at Asnières in 1931. The Model 'Y', as elsewhere in Europe, was the saviour of the Ford Motor Company. Whereas the fiscal horse power rating of the Model 'A' was 17 CV, with its cylinder bore of 98.5mm, the rating of the Model 'Y' (56.6mm bore) was only 5CV. In fact, to make it appear more equal in performance to the new 8CV Citroën, the Model 'Y' was introduced as 6CV.

In explanation; the Cheval Vapeur (CV) - literally translated meaning 'horse power' - was calculated for tax purposes by a formula not dissimilar to that used in Great Britain, although the stroke dimension was also included - unlike Great Britain. As it turned out, the French Government discontinued fiscal taxation on vehicles from January 1934 and introduced a 50 centimes per litre tax on fuel instead.

amous French art deco artist, Draeger. The publication not only introduced the radiator grille (illustrated in the Chairman's Newsletter), which was subsequently copied by Ford Ibérica in Spain ('Es un 8 HP') but also introduced the prancing horses. For the 6 CV, there were only six horses but, when they appeared on the English Model 'Y' and 'Popular' sales brochures, they had been increased to eight i.e. 8 horse power.

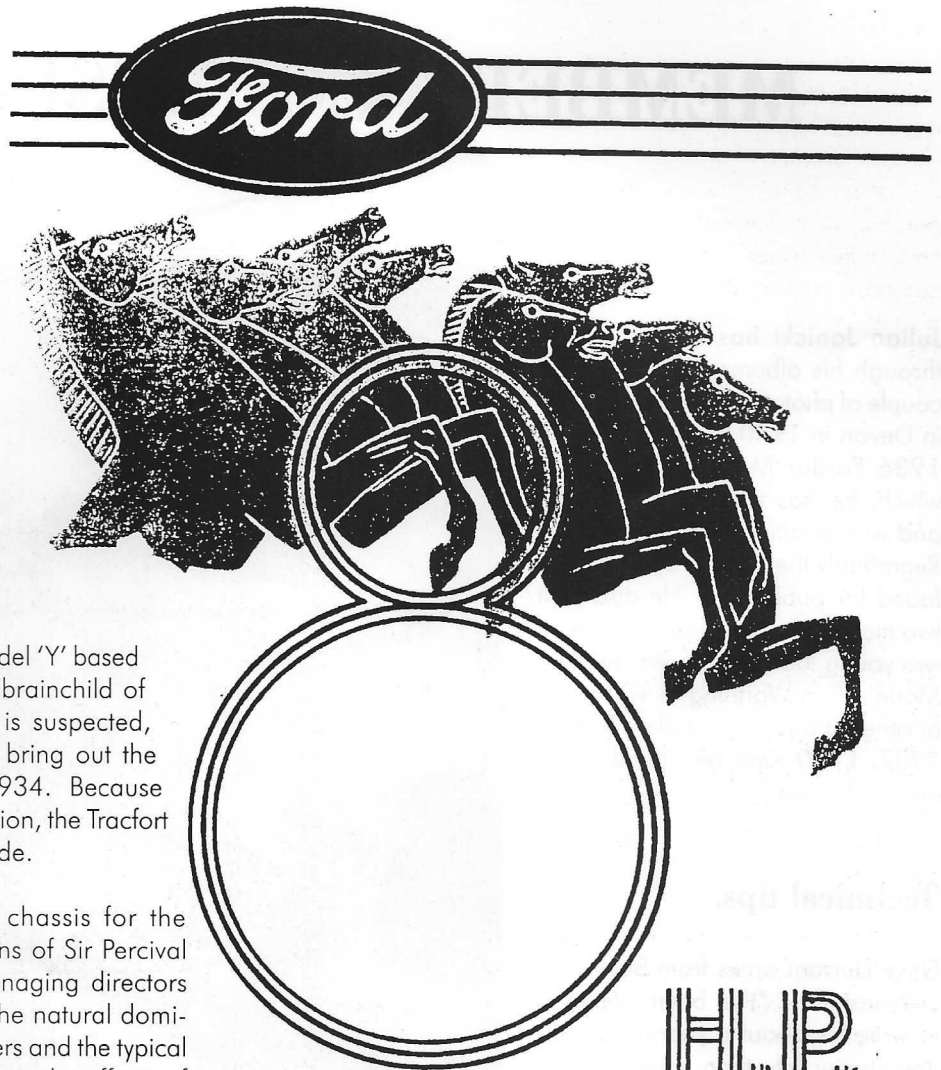
The left hand drive Asnières assembled cars have a brass plate, 7.5cm x 4.5cm, screwed to the bulkhead under the battery box. On this was stamped the engine number and the batch number of that model to proceed off the assembly line. For example, the illustrated brass plate is off the 2,578th Model 'Y' to be assembled at Asnières, which had an engine number Y19819 (we now refer to this as the 'chassis number' as it was also hand-stamped on the chassis opposite the

starter motor).

There were a number of coachbuilders in France, who built some pretty bodies onto the Model 'Y' chassis. The most prolific was Kelsch with six different styles: a two-seater coupé, a Tudor four-seater 'Coach' saloon, a two-seater Roadster, a two-seater soft top cabriolet, a two-seater 'Commerciale' saloon similar to the Jennings conversion in England, with rear opening panels for loading and unloading, and a van. SICAL (Société Industrielle de Carrosserie Automobile de Lavallois) built both a two seater fixed head and a drop head coupé with a large boot at the rear. Another French coachbuilder, Duval, is suspected of building an attractive roadster body on the Model 'Y' chassis.

Perhaps the most adventurous of the French Model 'Y' based cars was the front wheel drive 'Tracfort', the brainchild of Luis Carle, a director of Ford S.A.F. who, it is suspected, cribbed the idea from Citroën, who were to bring out the famous, to be ubiquitous, Traction Avant in 1934. Because Luis Carle could not raise the capital for production, the Tracfort was stillborn and only 20 prototypes were made.

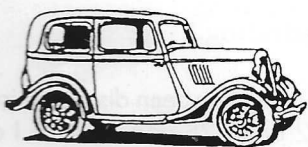
The total output from Asnières, including chassis for the coachbuilders, fell far short of the expectations of Sir Percival Perry in London, to whom the European managing directors reported. The shortfall was due, not only to the natural dominance of the leading French motor manufacturers and the typical French preference for things French, but more to the effects of the Great Depression following the Wall Street stock market crash of October 1929 and the general anti-American and hence anti-Ford feeling in France due to America's insistence on France paying them hefty reparations for 'coming to the rescue of the Allies' in the First World War.



H.I.P.

"The, now eight, prancing horses as they appeared on the English 8 hp promotional literature."

Sam Roberts.



"The Asnières brass plate from Bernard Martinet's short rod"

MEMBERS' CORRESPONDENCE

Julian Janicki has been digging through his albums and sent me a couple of photographs which he took in Devon in 1970 of a nice looking 1936 Fordor Model 'Y', BDV 60 which, he was told, had been sold and was awaiting export to France. Regrettably the photographs are too faded for publishing. He also sent two nice period photographs; one of two young ladies being stalked by a Model 'Y' in Worthing in 1938 and another of a young couple with their 1937, £100 Kent registered Tudor during the war.

Technical tips.

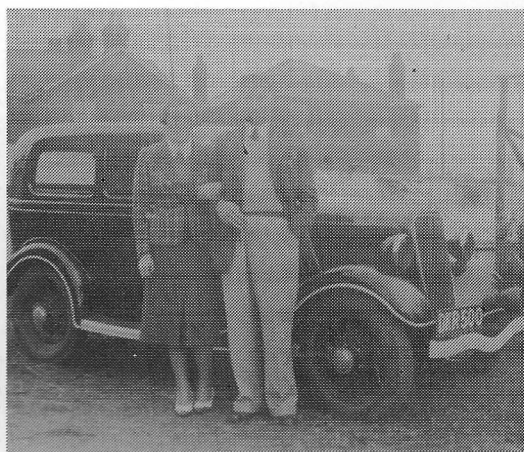
Dave Durrant writes from Boston, in Lincolnshire:- "I've been intending to write for about a year now. Perhaps better late than never, but I'm rather more enthusiastic to be in my workshop in the evenings than writing. I would like to offer some observations on various topics in the magazine over the past year or so.

Gearbox problems.

Jumping out of second gear was a potential fault with the 'Y' gearbox and its derivatives until 1959. As has been written, there are several causes. Obviously breakages, such as those in Bill Baxman's article, have to be rectified. I have come across failure of the output shaft bearing retaining clip (part no. E15-GA-1), which allows rear movement and consequent loss of second gear and also, occasionally, reverse gear. This failure is usually accompanied by damage to the groove in the shaft and therefore more difficulty in proper repair. One heinous bodge which, of course, I would never do on a 'Y!', is to reposition the shaft and then locate it by a judicious blob of weld (electrically applied) immediately adjacent to and in front of the rear



"Don't look behind you Doris, there's a Model 'Y' following us!"



"A proud couple with their 1937 Model 'Y' during the war. Note the 'Black-out' paint on the bumpers, running board edges and wings, as well as the blacked out headlamp lenses."

bearing. This of course can be done with the gearbox in situ and only the selector housing removed. Care must be taken to ensure that there is no undue restriction of movement rearwards of the first/reverse gear, although some restriction is inevitable. with care it is possible to detect a gearbox boded in this way as the gear lever does not move quite as far forward into the reverse position as it should. Functionally however this bodge does work well, but I don't think I would like to do a subsequent dismantle. [Note: At this point, I must say that the Y&C Register does not condone bodes -Ed]

Cumulative wear resulting in excessive mainshaft end-float may cause unreliable second gear function. If wear in the synchro area is not excessive, it may be possible to move the output shaft forwards into the first motion shaft. This is accomplished by adding more oil baffles (part no. Y7080) between the rear mainshaft bearing and the retaining clip. Made up shims will do just as well. I would recommend taking out all discernible float between first and last motion shafts. the gear-

box might whine a little for a while as I found when I did this in my E83W back in 1969 but it's still OK now, many thousands of miles later. at the time these gearbox parts were still just available. The cost of a few baffles was 1/6d if I remember correctly.

Valve grinding.

Valve grinding has been discussed in Issues 122 and 125 and perhaps I can add some tips. I have found that if the valve and seats are more than very slightly pitted, it seems in the long term quicker to dress the latter with an appropriately angled seat cutting stone. furthermore, I have on several occasions found significant valve head ovality or mild distortion.

This can be rectified by lightly but precisely skimming the face of the valve, having set the valve face accurately on a 4-jaw chuck in a lathe. I haven't attempted this with a 3-jaw chuck as I'm certain it would not be accurate enough. Note though that if after skimming, the valve periphery approaches a knife edge, it is beyond redemption and must be replaced. After these procedures, valve lapping is quicker and consequently more enjoyable. At this stage keep an eye on the clearance of the tappet. If this clearance has disappeared, the tappet block can be removed and lapping in can continue. the process can be speeded up by the use of one of those electric drill attachments which convert rotary to reciprocating motion. I've had one for over 20 years and I presume they are still available. I'd also recommend the use of engineer's blue to ensure good circumferential seating. A 'dummy valve guide' makes still easier work, but I imagine they are as rare as hen's teeth now and I haven't noticed one for sale for years.

Oil filters and pressure gauges.

As Dave Newman writes in Issue 123, the external oil filter was advertised as a bolt-on extra. I may be wrong, but I think they were also a regular fitting to the small sidevalve models from 1947 to 1953. they were of the bypass type and mounted on the off-side of the cylinder head or on the off-side of the engine bearer. On the E83W, because of the intrusion of the footwell, it always was fixed to the engine bearer. The oil supply was taken from the orifice on the left side of the block, immediately below the lower left bolt of the valve chest cover. This is where an oil pressure gauge take-off can be fitted. the thread of this plug is, I think, 1/8th BSP. the supply to the filter must have a restriction in it which I believe was 1/16th inch bore in order to avoid loss of oil pressure to the engine bearings. The return was through a specially drilled bolt/connector which replaced the standard bolt in the top of the cover over the left side of the camshaft gear. The orifice was approximately 1/8th inch diameter. If an oil pressure gauge is fitted, a T piece has to be inserted into the system on the engine side of the inlet restriction. Alternatively, a 100E valve chest cover can be fitted, which contains a ready drilled take-off

with the same thread in addition to provision for a crank case breather. When fitting one of these a longer top centre bolt is required. I was told a number of years ago that the 100E part, being more rigid, was less likely to suffer internal gasket failure and consequent severe loss of oil pressure, but to date I have not had this failure and its consequence under any circumstances. I have in the past drilled and tapped an oil pressure take-off into the oilway of an E93A type valve chest cover. I have some reservations about this as the metal is rather thin, but I did it on a 10 hp E93A unit some years ago and there has so far been no trouble over a few thousand miles.

Exhaust pipe extension

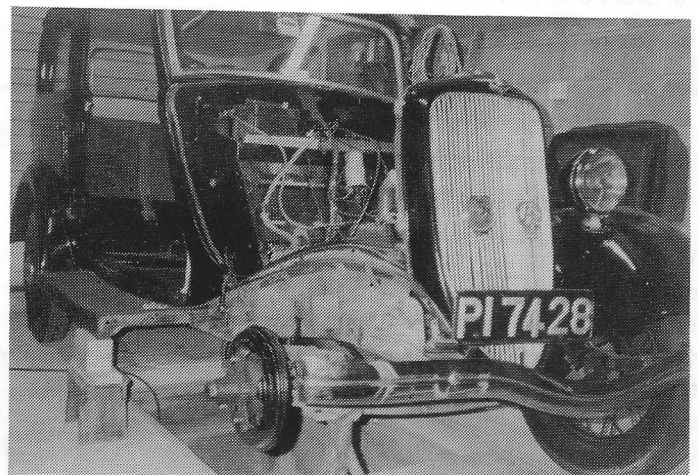
Finally, I see mentioned in Issue 126 about an exhaust pipe extension to the rear of the Model 'Y'. when I purchased my short rad, it still had such an extension, which I am 95% certain was a minimally modified E494A/103E part. I still have this piece of mild steel pipe, which I think is still well serviceable and which is available for collection, free, to a good home.

Dave Durrant

An Irish restoration

Derek Mart reports from County Cork:- "My car is still in the process of restoration. I've repaired and replaced many of the floor parts and I'm now rebuilding the engine. Thankfully, I have finished all the dirty work of stripping, cleaning and repainting. I'm now regrinding and getting the valve clearances correct; they were all too big. I will be fitting new pistons as the engine has just been rebored. Some work has also been done on the crankshaft and bearings. I have enclosed a photograph from which you can see that some welding repairs were needed on the chassis and the floorpan."

"Derek Mart's 1936 County Cork registered Model 'Y' (Y122954) under restoration."



Shock absorbers

Further to his letter in the last issue, Craig Toomey lists the following prices for shock absorber overhaul through Stevson Motors (Tel: 0121 472 1702):-

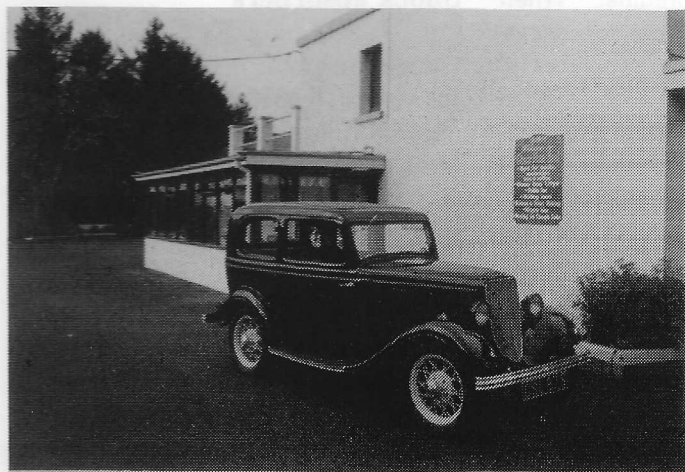
- To recondition shock absorber £45
- To supply a reconditioned exchange shock absorber £55
- To rebush both shock absorber links£16 each.

To these prices needs to be added VAT and carriage. As Craig says:- "It seems to me that the prices are quite reasonable for an excellent and professional service and I would recommend them to the club."

Kerry capers.

Kate McConnon from County Kerry writes to "Dear Club Members. After many phone calls and rejections, I am pleased to report that my red 'Y' Tudor, 'The Glencar', is now insured and travelling the laneways of County Kerry, Ireland. We had a bit of trouble at first with the start-up. Our fisheries manager here at the Glencar House Hotel charged the battery and the wonderful little engine purred to life. The sound reminded me of my father's old Model T truck that he drove in the early 1950s in Minnesota.

So far, we have all taken great pleasure in driving the Ford 'Y' even though we have found the steering to be quite an adventure. Stopping requires strong leg muscles as I have to nearly stand on the



"A smiling Kate in her immaculate looking maroon and black, June 1933 short rad Tudor Model 'Y' (Y27704) outside the Glencar House Hotel in County Kerry."

brake pedal. The top speed on the quarter mile avenue leading to our hotel was clocked at 28 miles per hour!! In between frequent rain and wind storms this winter, the car has been taken out of the garage for quick spins and 'photo ops'. Our first parade for the 2001 season will hopefully be in Killarny on St. Patrick's Day, followed by the Kerry Veteran and Vintage Car Club's annual Ring of Kerry rally. My husband, Karl, and I are looking forward to these events. We also hope to host stopovers for the local car club outings. Indeed, we are all excited about participating in the Convoy 2002 Irish Rally, currently being organised by John Fitzgerald. In closing, all the best for the New Year."

[The telephone number of the Glencar House Hotel is 00 353 66 976 0102 for members who are looking to County Kerry for a holiday this year - Sam]

A Welsh Rare Bit.

Ford Sidevalve Owners' Club member, Diccon Roberts, appealed in the December issue of 'Sidevalve News' for knowledge of the survival of JC 1497, his father's Model 'Y'. I e-mailed him to tell him that we did not have the car listed on our register of survivors and informed him that the car would be a late 1933 model registered in Caernarvonshire. He promptly e-mailed me the following information:-

"Thanks for your info on the car. I am attaching a photo, which shows my Father, Dr Jack Roberts, together with the car. I do not know if he had the car from new, but he had it throughout the 2nd World War and sold it in 1947 to a local garage owner called "Will Sam Jones" in Llanystumdwy in Caernarvonshire, where David Lloyd-George lived and is buried. He part-exchanged it for a black 1946 Popular, on which I later learnt to drive. Interestingly, with Lloyd-George's daughter Megan on board the Model 'Y', my Father had a head-on crash with another car when, completely dazzled by oncoming lights, he had used a street light as an aiming point - only to realise too late that the light came from an oncoming car! On another occasion, with me on board, he spied an errant wheel overtaking him, only to realise a few minutes later, in a cloud of sparks, that it was his own back wheel!

I was in contact with "Will Sam" over the years and he always remembered the registration number (not so many people had cars in those days!). On our last meeting (in the '90s), "Will Sam" produced the original bonnet emblem, which he must have replaced pre-1947, for me to keep as a memento"

The photograph shows JC 1497 to be a long rad Fordor De Luxe; the tell-tale signs being the twin wipers, the 'rustless steel' headlamp rims and sidelight covers, chromed windscreen and trafficators. Having a late 1933 registration, the car will have been one of the first 1934 De Luxe models off the production line.



"Dr. Jack Roberts with his late 1933 Fordor De Luxe Model 'Y' muffled for winter driving."

HOLLAND 2001.

We are proposing a short trip (long weekend really) to Holland during early July 2001. We would travel, driving our Models 'Y' and 'C', by ferry from Harwich to The Hook of Holland on Thursday 5th returning on Tuesday 10th July, with the five nights being booked in one or two locations depending on the finalised itinerary. Whilst over there we hope to be able to meet up with some of our Dutch or Belgian members and friends. At the time of writing, an organising group is looking at places of interest for all the family to visit and hotel accommodation for the group. As you read this in the New Year more details will be available, so phone or write (address inside front cover) to me for more details.....but hurry because places will be quickly taken. After the success of Convoy 2000, the mountains of Holland should prove less of a challenge, but be just as enjoyable!

Bob Wilkinson. (01832 734463)

Northern Sidelights.

The Autumn season has been very quiet from a Ford perspective. A combination of too many students to look after, and, inevitably, the strange weather, have meant few visits to the garage. Like most, I have been pre-occupied with keeping the rain out and outdoor activities have been limited to carrying out emergency roof repairs to the motor house. The Ford is in the dry bit, but the Austin seems to have copped for the drips! Anyway, all is now well in that department, and, the next few days should see a mid-winter crank up of both cars.

Richard Levett, the new member from Harrogate, dropped me a line to say that he hopes to make a good start on the refurbishment of his Model Y in the New Year. We wish him luck and offer him our support with the project.

The January, 2001 edition of *The Automobile* has a good small Ford flavour to it. Jonathan Wood's article on the development of the 10HP Ford makes worthy reading - accurate too, since Sam Roberts and the Ford Y&C Register are mentioned in the acknowledgements. Moreover, the Finds and Discoveries section reports the discovery of a rare 1940 Ford Prefect Tourer in Saudi Arabia.

Non-motoring events often produce interesting motoring finds. At the last Bookfair in Leeds, I unearthed at a very modest price, a genuine Ford Models 'A' and 'AF' instruction book, undated, but bearing the Trafford Park, Manchester, address. There was also a similar thing for Model T which I did not buy.

We look forward to the 2001 season, and, hopefully better weather. As mentioned in my last column, (Issue 127), is there any interest in attaching ourselves to the Harewood Steam Event in August, and, making it something of a Yorkshire Gathering?

Best Wishes for the New Year.

Barry Diggle,
Region 16.

Members' Cars

We go overseas again for this car; although not far - to Holland, and it did spend some of the summer in the UK on Convoy 2000. The car is the Model 'Y' which has been owned by Rob and Ans Bolland since 1986, when he travelled to Denmark to buy it from a dealer there. When he bought it, it was complete but almost a 'basket case' lot - "rather like Meccano", according to Rob. It took him four years to rebuild it, since when he and Ans have completed the 1994, 1500 kms Holland tour; the 1997, Belgium, Ardennes run; the 1998, Y&C Register Ypres battlefield tour, and this year, Convoy 2000 (see photograph on back cover, issue 126). Last year, 1999, to celebrate 75 years of the Ford Motor Company in Holland, the car was put on show in the Rosmalen Auto Museum.

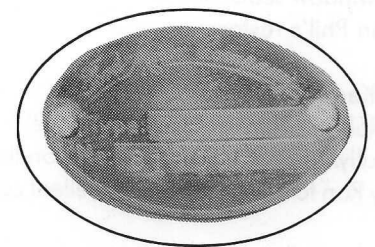
The car appears to have a rather sinister history. When Rob bought it, it was grey in colour. On stripping the outer coat of paint, he discovered that it was German army green underneath which, in turn, was painted over black. Not only that, but it had what appears to be a German army number painted on the inside of the left-hand door panel (WHE 342). The original windscreen also had a hole in it, which the dealer said was maybe a bullet hole from the war, entering through the rear window! In all probability, it had been commandeered by the German army when they occupied Denmark in 1940.

The car was built in Dagenham in January 1936 (chassis number Y120995) and shipped to Copenhagen, 'Knocked Down', in crates with its body parts (165/29937). At the Ford plant in Copenhagen it was assembled, using some locally produced material for trim, upholstery etc. There was still a heavy duty on 'Built Up' cars being imported to European countries following the Great Depression of 1930 to 1934 and part of the agreement on importing 'parts' to make up cars was to allow the receiving country to supply locally made accessories and trim.

Copenhagen was one of the major Ford assembly plants in Europe. Following Sir Percival Perry's '1928 Plan', it supplied Ford cars, trucks and tractors not only to Denmark, but to Norway, Latvia, Lithuania, Iceland, the Faroe Islands and Poland. The Model 'Y' was known and marketed as the Ford Junior throughout Scandinavia and the Copenhagen assembled vehicles carried an oval brass plaque above the tool box on which was hand-stamped with the 'Type:' of vehicle and its 'No:'



"Rob's car in the early stages of restoration. The bullet hole can be seen in the windscreen."



"The oval brass plaque on Copenhagen assembled cars. This particular one is on Rob's friend, Maurice Mey's Model 'Y' (Y81906)."

New Members and their News.

B0361 Gerald Barham
38 Puffin Crescent, Stubbington, Fareham, Hampshire,
PO14 3LG

O-F103 Fernando Fernández
Urb.El Molino 6, 13004 Ciudad Real, Spain

F1624 Roy Fisher
13 Sowood Avenue, Ossett, Wakefield, WF5 ODD

F1423 Gordon Forshaw
Bridges Farm, Harwood Road, Tottington, Lancashire, BL8 3PY

F0822 Phil Francis
12 Moor Avenue, Witney, Oxfordshire, OX8 5LJ

K1116 Ron Kendall
84 Croft Road, Atherstone, Warwickshire, CV9 1HG

S1538 Richard Smith
5 Gladstone Street, Kirkby-in-Ashfield, Nottingham, NG17 7HS

I have pleasure in welcoming the above seven new members to the Y&C Register, who have joined since the last issue of the magazine was published.

I begin with Richard Smith who, following his visit to the club stand at the NEC back in November, is looking to purchase a good condition on the road Model 'Y'. Roy Fisher joins us with his 1934 long rad Model 'Y', which he found in Pickering, North Yorkshire and is busily restoring. Roy will hopefully be able to let us know the chassis number as he continues with the restoration.

Phil Francis' 1936 Model 'Y', CWL 848 (previously owned by the late Colin Dallimore) is on the road but still requires some work. The body has been resprayed but has some surface rust. New window seals, headlining and floor boards are on Phil's restoration agenda too!

Ron Kendall has purchased his 1937 Model 'Y', RSL 146 (previously BWW 952) from Rod McCully. A little work is required on the radiator by Ron to this otherwise "excellent condition" car.

Of the three new members I am yet to mention, they all have one thing in common in that they bring with them three Model 'Y's that that were previously unknown to the Register. Two of the three have owned their

vehicles for thirty or more years and found the Register details through the growing medium of the Internet.

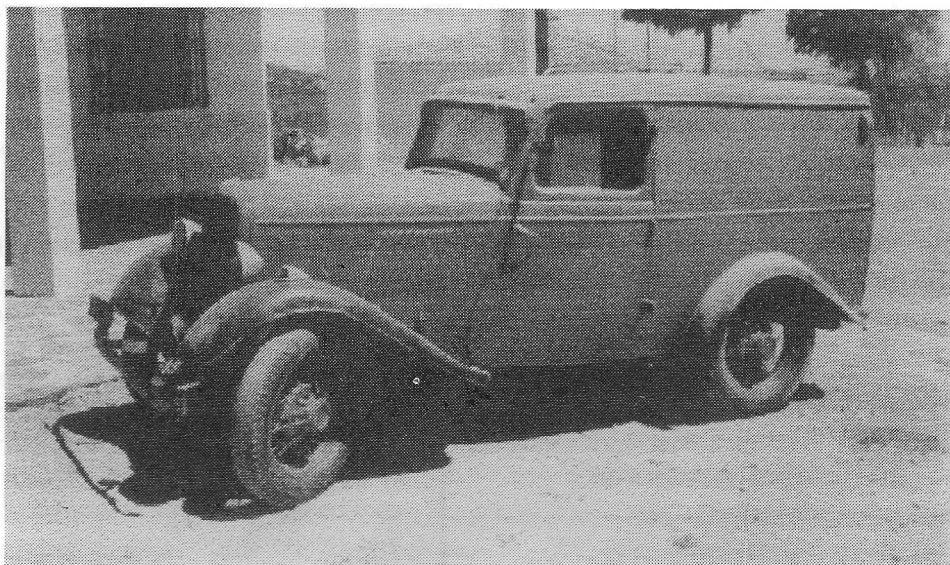
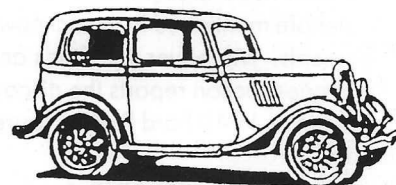
I begin with Gordon Forshaw who, not content with the intention of restoring one Model 'Y', decided he wanted another as well. BRR 69 is a 1935 long rad Fordor, which was purchased by Roy in 1970. He last had it on the road in 1972 and since then it has been dry stored. Following restoration of BRR 69, Roy intends to start on GMC 517, a 1937 long rad Model 'Y' (previously owned by R Saunders) which he rescued from the scrap man in the summer of 1999. It was last on the road in 1994 and is all intact, excepting that the engine has been stripped.

Gerald Barham owns AME 8, a 1933 short rad Model 'Y', which was previously owned by a Mr Scutt, who purchased it from Appleton's scrap yard Fareham in 1968. All areas of the vehicle need attention and so Gerald will soon be busy with his new project.

Last, but by no means least, I welcome Fernando Fernández. Fernando's vehicle (see picture) started out its life in 1933 as a short rad Fordor Model 'Y' saloon, until it was converted to a van in June 1956. His father bought the van in 1967 and it has remained unused since then. Fernando plans to restore the van but it needs a new carburettor and an electrical overhaul.

Welcome to you all! As ever, it would I am sure be most appreciated by these "new" members if "old" local members made contact in their respective areas.

Christine Baldock
Membership Officer



"Fernando Fernández' Model 'Y' van, which he believes was converted from a short rad Fordor saloon in 1956, basking in the Spanish sun."

The International Classic Motor Show

NEC Birmingham, 4/5/November 2000.

This is the most prestigious event at which the Y&C Register shows the classic car movement and Jo Public what we are about. The hapless task of laying on the show each year falls to Geoff Salminen, ably assisted by Geoff Dee (the 'Two Geoff's'). This year, they designed a stand which, in its simplicity, amply demonstrated the simplicity of our cars. They had managed to scrounge some rather nice carpet and with Geoff Salminen's pot plants, the setting was superb. The theme of the show was 'Fireworks' so, discretely located at one end of the stand, was a rather forlorn looking 'Guy' atop a ready-to-be-lit bonfire!



Three cars were on display. John Keenan showed his immaculate early black Model 'C' Tudor; Roger Hanslip, his beautiful blue and black 1934 Fordor Model 'Y' and, as a backcloth, was Geoff Salminen's £100 black 'Popular'. Thanks are due to John and Roger, who travelled from Hastings and Colchester respectively to show their cars. It was a pretty miserable and wet journey back for them on the Sunday evening!

John and Mary Keenan helped on the stand throughout the show. I helped on the Saturday and on the Sunday, the 'Two Geoff's' were ably assisted by three big guns; Bob Wilkinson, Geoff Murrell and Peter Ketchell, as well as Roger Hanslip. By all accounts they all enjoyed themselves.

There was a steady stream of visitors to the stand. Many ex-Model 'Y' owners (XY men!) who ranted on about the poor brakes, steering and suspension, but ended up by saying they were superb cars! It was also a pleasure to welcome past and present members and friends, including:- Philip Albers, Dave and Cher Curtis, Drew Bar and Dad from Kirkcaldy, John and Lillian Fitzgerald from Dublin, Derek Birch on both days, Adrian and Julie Chapman ('The Bristols'), Marc Lawrence and son, Roger Corti, Barry Godfrey, Dave Hall, Neil Bray and son, Alistair, Tony Parker and Noel Page (accompanying Roger Hanslip).

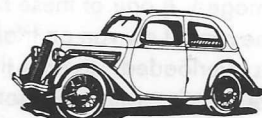
Our stand sat between the 'Model 'A' Club of Great Britain' and the 'Early Ford V8 Club of America' stands, making an interesting stretch of pre-war Ford displays (plus the odd V8 Pilot).

"Geoff Dee explains the virtues of the Model 'C' (John and Mary Keenan's), whilst Geoff Salminen chats up another punter. Roger Hanslip's Fordor and Geoff Salminen's Tudor Model 'Y's make up the other vehicles on the stand."

I did feel for Geoff Salminen, who is seriously thinking of joining us on Convoy 2002. He was worried about his tyres on the event. To me they looked perfectly OK, with bags of tread and no cracking in the walls. I had hoped that I had assured him. On the Monday morning after the show, I had a plaintive 'phone call from Geoff, who said that in the dark and hissing rain en route home, laden with props from the stand, he had suffered a blow-out in his rear tyre! Fortunately, t'other Geoff was following behind and came to his assistance. Geoff, after all your efforts, that's the last thing you deserved!

Sam Roberts.

PS. A subsequent letter from John Keenan said:- "We had a six hour, very wet trip home, with several floods to creep through. Even though the engine compartment was soaked (the car was trailered back) the car started first time on the key to drive into the garage. What a motor!"



Spares Report

First the positive news - Track Rod Ends. As I have reported in past, the dependability on Autojumbles for parts for our cars is finished. Nothing illustrates this more than the lack of the replacement male designed Track Rod Ends to suit our cars. This design replaced the original female design in 1939, although the very original design had already been superseded in 1938. The need to redesign this vital part was found necessary following the failure of the male designed Track Rod itself.

Although I still have limited stocks of the female ends, they, like the male type, are also virtually unobtainable and, once these are sold, members will be obliged to convert to the replacement male design. We have now had a quantity of 50 pairs of male ends remanufactured and these are now in stock. They appear in the parts listing of this Newsletter for the first time, priced at £48 a pair posted and packed, with VAT absorbed by the Register.

Rear Hub Bearing Replacement Kits. The kits that we've had manufactured are a direct replacement item to the original Hub Bearing and can be fitted over the worn axle casings as they incorporate their own case hardened sleeves and come complete with a built-in seal. This kit will replace the original hub bearing and carries a modern slimmer bearing consisting of 23 rollers compared to the original 12. By virtue of the increased number of contact surfaces, the weight carried by each individual roller in the bearing assembly will dissipate the weight over a greater contact area and consequently reduce wear. Add to this the use of modern materials and grease, we have gone a long way to virtually eliminating wear in this vital area. The fitting of this kit is a virtual MUST to each and every vehicle. It will eliminate Rear Hub play, which is not only a MOT necessity, but it will also give the rear brakes a chance of working correctly. However, by far the most important aspect is that it will allow the Half Shaft to do its prime job of transmitting the Torque. At present they are also acting as Stub Axles in an attempt to hold the Rear Wheels vertical when cornering, which is causing many to fracture and fail, generally speaking just inboard of the Hub. When this happens, the car not only stops, but the rear wheel can fall off and generally does! (Resulting in Body damage.) A pair of these hub kits are now fitted to the rear of my van on trial, a van which regular gets overloaded. To date they are performing with out hitch. Although not in stock as yet, I'm taking orders. Accordingly, they

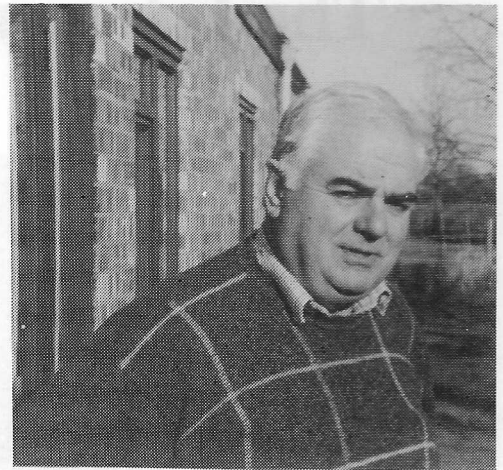
too for the first time appear in this parts list priced at £150 a pair, again inclusive of postage and packing with VAT absorbed.

Reconditioned Engines. I now have three engines in stock, thanks to Tim Brandon's efforts. These are late single water inlet engines and consist of one 8 HP and two 10 HP. As explained in the previous Newsletter, one of the 10 Horse Power units only needed to be partly rebuilt and as a consequence it is offered at £500, whereas the other two full rebuilds will go out at £1000, as with previous engines. At present we are able to offer these units at this price while my stocks of components at old 'stand in' prices last. For full details of exchange arrangements, contact me, Graham Miles.

Carburettors. We had considered stocking reconditioned Carburettors, but decided against doing so; principally on the bases that it would tie up unnecessary capital. Plus the complications of the various patterns over the years, then double the stock needs by adding 8 & 10 HP, and that's a lot of capital invested in stock. Instead, I'm in touch with a local company in St. Albans who do nothing but Carburettor work. I'll have more information on this for the next newsletter. In the meantime, if you need your Carb. reconditioned, contact me - budget price £90.

Whilst in this area, I was hoping to obtain Fuel Pump overhaul kits, but here I have met a large 'but'. I'm told that unleaded fuel is adversely affecting the rubber used in the diaphragm. This makes me wonder about pumps under our bonnets now! I'll let you know more when I know more. If, in the meantime, any of you hear anything on this aspect, please let me hear from you.

Radiator Badge Mounts. Something of a break through here, as I'm in touch with a company who have



"Spares Secretary and Y&C Register founder; Graham Miles, alias Doctor Ford."

quoted some very realistic prices to supply not only these items, but all the door handles as well. As soon as Christmas is over, I've agreed to send patterns in the post to them. I intend concentrating on the Long Rad. 'Y' at first and follow it by the 'C' and Short Rad 'Y'. Hopefully more info. for the next newsletter. In the meantime, I'm still looking for the top of an old 'C' grille in order to check fitting. Can anybody supply? I only want the actual top, not a complete grille, so part of a rusty one will do.

Steering Boxes. The decision was made at our last Spares Meeting to offer this as a service to members, by reconditioning your existing steering box. This idea is still in its early days as a number of parts still need to be produced. If you are interested in this service, contact me; Graham Miles.

Running Boards. For the present I'm out of stock of these in fibreglass and I will have to suspend supply for the present. However let me have your orders for these, as I expect them back in stock by February.

Universal Joints and Engine Pulleys. Please remember that I'm trying to set up a service to recondition these items. (See previous newsletter). So I need all old ones that you have. With 400 members, nobody is going to tell me that some of you don't have used/worn out ones. I need them to try and get the service set up, so please get them in the post to me, its your cars I'm trying to keep on the road.

Well that's about it this time around. Just keep the orders coming in, we need to keep the turn over up.

Graham Miles.

Car radios

The first car radio built especially for installation in cars was the Philco 'Transitone', manufactured by the Philadelphia Storage Battery Company in America. These were available from 1927 and by the time a British version came on the market in 1932, 100,000 were in use in the United States. The installation consisted of a five valve superheterodyne ('superhet') set, complete with the new automatic volume control (AVC), housed in a large wooden cabinet under the dashboard in front of the passenger, with the loud speaker and tone control above the accelerator and driver's legs. The tuning dial and volume control knobs were attached to the steering column and the whole set was powered by a 135 volt HT battery, which on larger cars was bolted beneath the flooring. It cost £34. 13s. 0d.

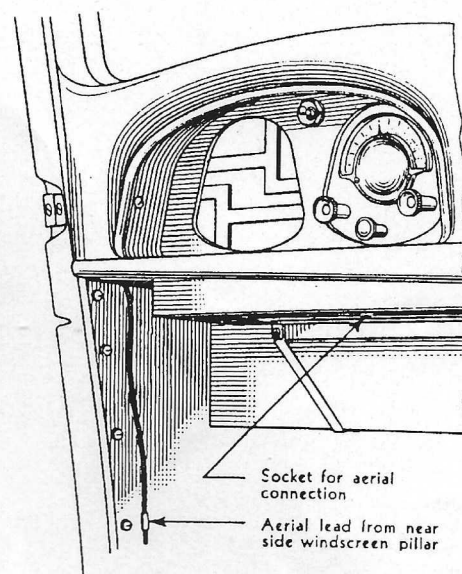
By 1934, radio technology had advanced to the stage that a set the size of a car's glove compartment had been developed. Most of the December, 1934 issue of the 'Ford Bulletin 'Popular' and 'De Luxe' Models' is devoted to describing the set which could be supplied and fitted into Model 'Y's and Model 'C's. It was manufactured by Messrs. Lissen Limited, Lissenium Works, Angel Road, Edmonton in North London. The article also describes the maintenance and simple fault finding procedures. Drivers, or passengers, could tune in to either the medium wave or the long wave bands. A high tension battery was housed beneath the driver's seat. When being fitted, your friendly Ford agent would install an aerial in the roof of your car, the green aerial lead running down the nearside windscreen pillar and connected to the set below the glove compartment. The radio and its installation cost only £10 if you ordered it with your new car. Retrospective fitting of an aerial cost 'a small extra charge'.

The 1935 Ford Motor Exhibition catalogue describes the radio:- "The approved car radio specially selected by Ford engineers for fitting to Ford cars is a de luxe appointment that adds its own note of luxury and refinement to their handsome interiors. Distinctive models are available for the Ford V8 and for the De-Luxe and Popular cars. The performance of approved Ford radio is outstanding. The set comprises a super-selective chassis with an electro dynamic speaker, and it gives a standard of entertainment at least equal to that of sets designed for use in the home. Its excellent tonal quality is particularly noteworthy. Other features are a high degree of selectivity, more conditions, and exceptional freedom from interference.

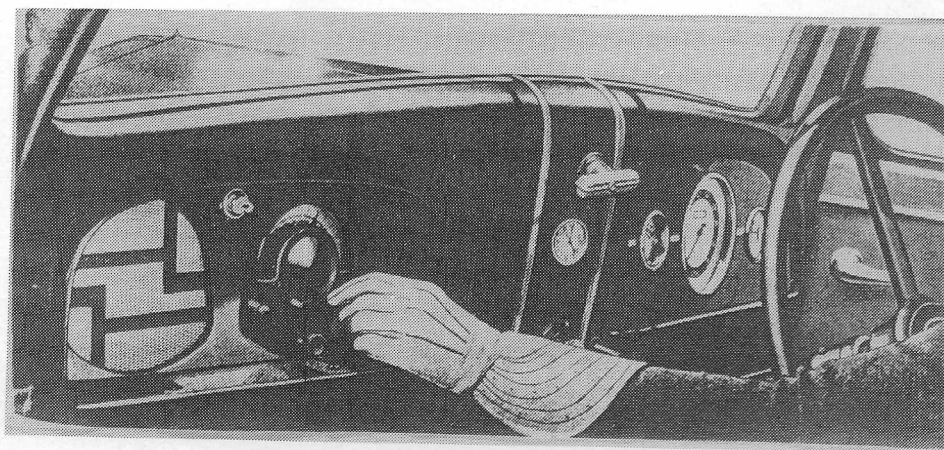
The set is simple to operate, the single tuning knob and on-and-off switch being mounted on the panel within easy reach of either the driver or the front passenger. The entire installation is thoroughly dependable. Little maintenance attention is necessary and it will give good service as long as the car itself. Everyone will admire and enjoy Ford car radio - during tours and pleasure runs, at picnics, on those homeward runs after visiting friends or the theatre. When you drive alone radio provides perfect companionship. News, music, debates, drama, sport - all are available to help dispel the monotony of long, lonely runs...."

The question I ask myself is; 'If they were that good, why has none survived in members' cars?' I have not even seen, knowingly, one of our cars fitted with an aerial. Is there anyone out there with a car with an original Ford fitted aerial or radio?

Sam Roberts



"Lissen radio fitted into Model 'Y' glove compartment with aerial not connected."



"Fashion conscious lady driver tunes her Lissen radio whilst driving her Model 'C'. Note the art deco speaker."

