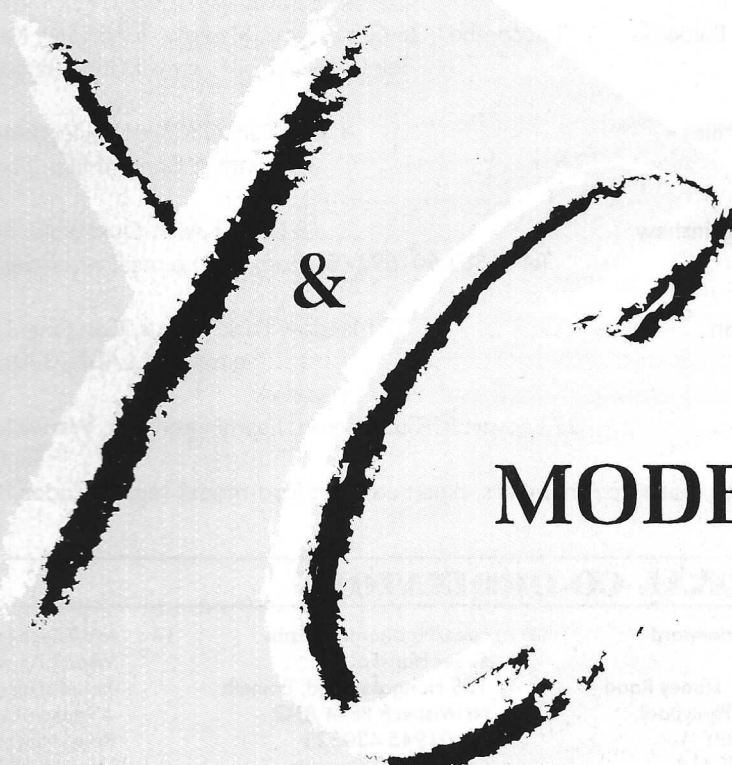


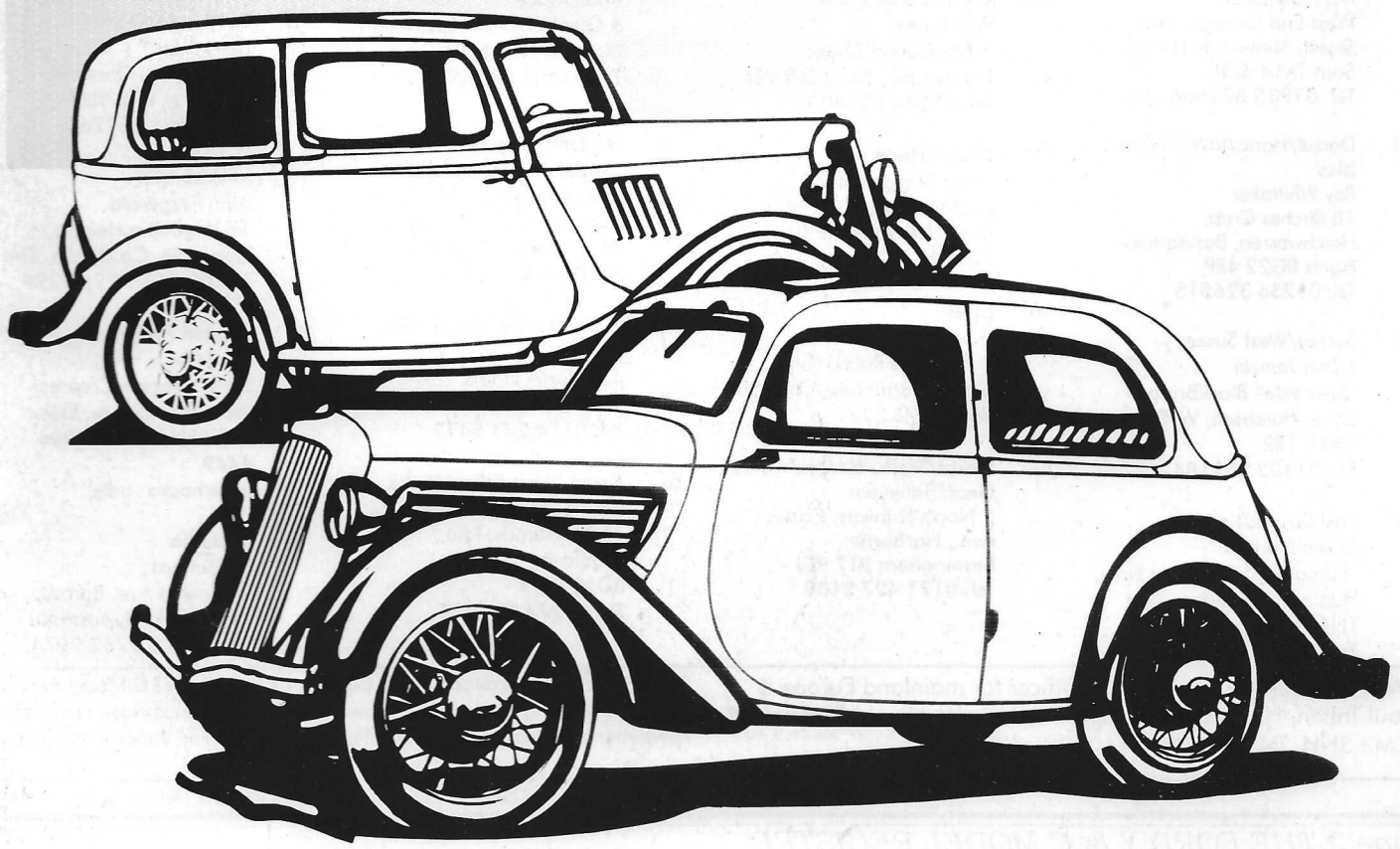
# TRANSVERSE TORQUE

FORD

ISSUE 129 ~ MARCH ~ APRIL 2001



## MODEL REGISTER



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DISCLAIMER - The Editor & Club Officers of The Ford Y&C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability resulting from erroneous information



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## Chairman's Newsletter.

This newsletter marks the end of an era - or, rather, the start of a new beginning. This will be the last Chairman's Newsletter from me as I will be standing down from the position, after fourteen years in post, at the A.G.M. on 1st April. Subject to your agreement at the A.G.M., I shall remain as Editor of the magazine and continue to build up the archives. Again, subject to your approval at the A.G.M., the Chair will be filled by Geoff Murrell, who has been doing a lot of homework canvassing opinion on the direction in which the Register should be going and how we, the Committee, can improve the service we give to you the members. He will be outlining his plans at the A.G.M. on 1st April, so please make an effort to attend and give him your support for the new beginning.

The February committee meeting was a very positive affair. On the down side, it was revealed that the turnover of spares and regalia is very slow. We do need you to purchase your spares through the club. To that end - the up side - we are committing

## Editor's Report

I hope you like the reversion to 'Transverse Torque' as the title of the magazine. A summary of comments received suggested that 'Newsletter' did not describe the publication adequately and that many of you liked the old title.

Jim Miles sent in a book of Wills "Safety First" cigarette cards saying:- "I thought maybe, you could use No. 46 to launch the newly re-titled 'Newsletter' with the caption:- "He's just received his new Y&C magazine."

Once again, I have received a healthy post bag (both e-mail and snail-mail) for which many thanks. Please keep the snippets and photographs coming in; they all help to make the magazine varied and interesting. I particularly appeal to those who have yet to contribute. You all have stories to tell! Don't worry about your handwriting or spelling - that's where the Editor earns his keep (I wish!).

In this issue, Geoff Murrell, the Chairman-elect introduces himself under the Members' Cars article. We wish him success and enjoyment in the post.

I look forward to seeing many of you at the A.G.M. What a good opportunity to bring along your draft articles and photographs! Enjoy your read.

Sam Roberts



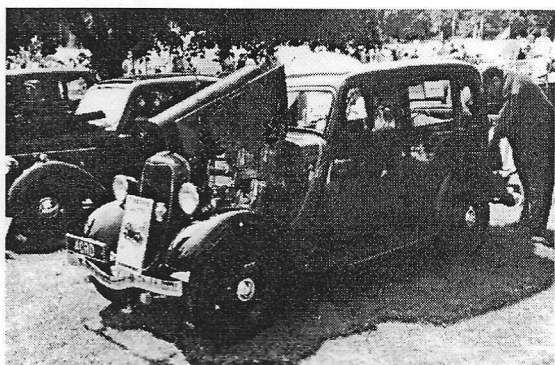
"Jim Miles' new caption:- "He's just received his new Y&C magazine."

some of the capital to setting up a credit card system of payment (for subscriptions as well). This does not come cheap for a relatively small organisation, but hopefully it will encourage more of you to buy from the Register stocks. Details of the scheme will be announced once the system is in place. It comes at a time when the spares group have at last bought in stock of sleeved rear hub bearings, which Graham Miles and Peter Ketchell detail in their article elsewhere - a most important accessory for keeping our cars on the road. Most of our cars have oval rear hub bearing housings, which normally manifest themselves in broken half shafts. By replacing the half shaft, you are treating the effect and not the cause!

The Committee has also decided to have a blitz on two literary projects, which have been bubbling along for some time: namely a workshop manual for our cars and a 'Bright Ideas' booklet. Graham Miles is heading up a team to tackle the workshop manual and Bob Wilkie will be collecting together 'bright ideas'. The 'bright ideas' can range from modern equivalent spares e.g. Morris 1100 sills to fit onto Models 'C' and 'CX', to 'tricks of the trade' e.g. to cut out a small part of the end of a ring spanner to undo the nut holding the headlamp support of the Model 'Y' without removing the cable. Any ideas that come to mind, please send in to Bob.

We have a goodly selection of events for you throughout 2001, ranging from the prestigious, 'just visit in person' shows (the International Classic Motor Show at the NEC and the Restoration Show at Stoneleigh), through the 'drive to a focal point and enjoy the other cars and autojumble' type of show (Enfield Pageant, Yeovil Festival of Transport, Kirkstall Classic, All Ford Rally etc.), to the 'get behind the wheel and drive' type of event ('Wander through Wales' and the Ruthin Rally). As Bob Wilkie has explained elsewhere in this issue, the 'Wander through Wales' event replaces the planned Holland trip as the major event of the year. Regrettably, we could not get enough takers to reduce the ferry costs to an acceptable level for the Holland trip, but Bruce Allan has come up with a spectacular few days touring the beauty spots of Wales, particularly around Snowdonia.

'The Henry Ford Day' at the Heritage Centre, Gaydon, on the 13th May, is an interesting development since the take-over of Land Rover by Ford. I for one am planning to be there in 'Kerry' and I hope that many of you will join Geoff Dee on the Register stand to show the flag. It was Mike Boydon of the Classic Capri Club who first alerted me to the event, promising that there is going to be a good turnout of Ford clubs to honour Henry.

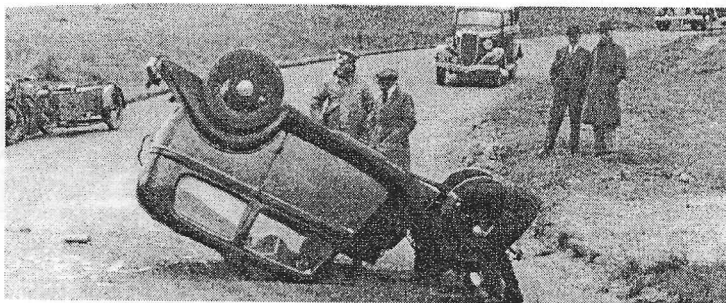


We are entering the 'Y Reg' period on new cars. Graham Rudd wrote in suggesting that we obtain 'Y 4ORD' from DVLA for one

of our cars! The mind boggles; Y 15 FAB is another thought and Y 933CCS would be a good one for the more technically minded! Which reminds me, the Model 'Y' which Ivor Bryant snapped at the Ashton Court show, near Bristol, in 1999 with the registration number 4 ORD, he now reckons was a fake and that 4 ORD was covering up its proper number. Can anyone recognise the Fordor from the photograph, or the bearded gentleman digging into the hamper on the luggage rack?

Unfortunately, the 'Y Reg' period does not extend into 2002, which will be the 70th anniversary of the launch of the Model 'Y'. We will be celebrating the occasion on Convoy 2002 which, thanks to the tireless efforts of John Fitzgerald, our Irish Regional Coordinator, is to be sponsored by Henry Ford & Son Ltd. of Cork, whose contribution to the overall history of the Ford Motor Company is significant. The plans for Convoy 2002 are well advanced and it promises to be a humdinger of an event, so make sure your diaries are blanked out for the two weeks 16th -30th June 2002.

I've had plenty of feedback from articles which appeared in the last issue, I am pleased to say. Barry Diggle provided me with a



*"Whoops! An upturned Model 'Y' on the South Downs in 1937. Photograph from the National Motor Museum, Beaulieu."*

photograph of another Model 'Y' involved in an accident. It is a photograph which I thought we had in the archives, but I couldn't find it when I was writing the article. Once again it shows the rugged structure of a Model 'Y' which has obviously rolled a couple of times, at a guess, somewhere on the South Downs in 1937. The rather new Tudor Model 'Y' in the middle ground (DKT 46) is a March 1937 registration from Kent and the 1936 model Dodge sitting at the top of the hill (DCD 6) has an August 1936 Brighton registration. Barry told me that the photograph appears in Lord Montagu's book 'The British Motorist', a copy of which we have in the Register library - so that is where I saw the photograph!

Luis Cascante comments on the radios article. "The extra cost for that accessory was almost prohibitive in Spain for an intended 'low price' car; 710 pesetas, which was about 10% of the price of the car! Do you know whether the Spanish and British accessories were the same radio? In an advertisement published in the April 1934 issue of Revista Ford, the radio's dial states 'kilocycles' in English, possibly because it was an import." I am sure that they were the same radios as they were designed specifically to fit into the Models 'Y' and 'C' glove compartments. Perhaps it was the Spanish import duty on 'luxury



goods' which made them so expensive there.

Graham Miles and Geoff Dee both responded to the 'Spark Plugs and Fireballs' article and their contributions appear elsewhere in this issue. It is good to have feedback on the magazine, so don't be backward in coming forward!



"The Convoy 2000 display board which was on show in each of the Dagenham Engine Plant canteens - with apologies for the quality of my photography!"

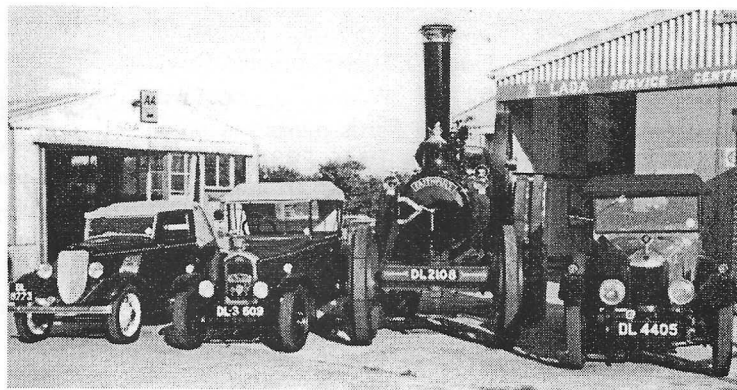
Going back to Convoy 2000; following the event, Dave Bridge, a Senior Engineer at the Engine Plant at Dagenham, put together a display board illustrating the route taken and photographs of our cars, mainly at the start at No.1 Gate. The board was then displayed in each of the canteens at the Engine Plant (which is where our cars were built). I regret that my flash photography did not do justice to the board when Geoff Murrell brought it to a committee meeting!

Dave Newman has decided to stand down at the A.G.M. as the Register's Technical Advisor. Over the past few years he has been fielding queries from members and has produced some erudite articles for the magazine. His contributions will be missed in that respect. However, he has agreed to continue to manage the Register website, which is growing in

importance as a medium through which many new members first hear of the club. I have just clicked on to the website to discover that we have now had more than 13,600

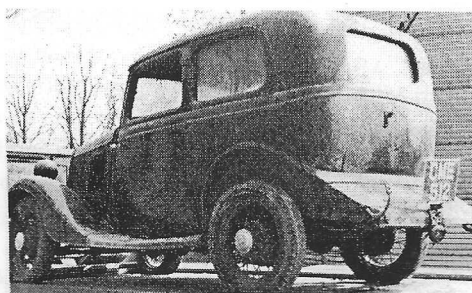
hits. Yesterday, 24th February, had the highest number of hits to date in one day (61), which emphasises the growing im-

portance of the site. Thank you Dave for your Technical Advisor support and thank you for agreeing to continue with this important aspect of the Register's profile.

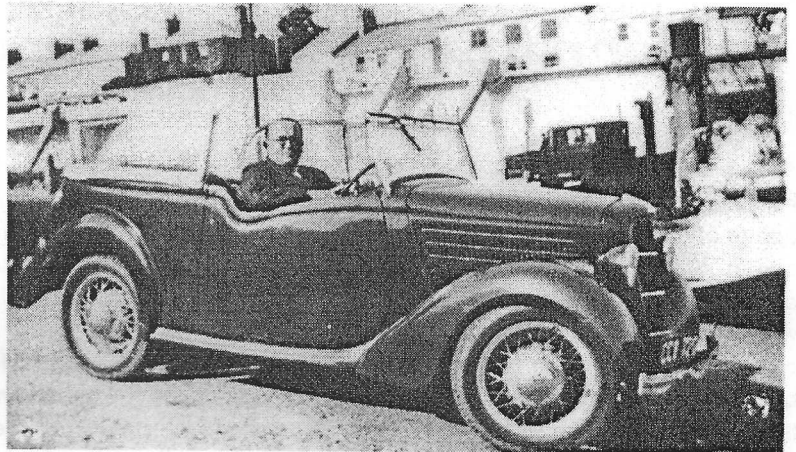


Part of Bob Stay's collection of classics; from left, 1933 Model 'Y' Caim coupé, 1923 Singer, 1909 Marshall traction engine and 1924 Bullnose Morris."

Bob Wilkie has had a turnout of his drawers and came across this super photograph of part of Bob Stay's stable of classics on the Isle of Wight, all sporting their original Isle of Wight registrations (DL). Having visited Bob's garage near Newport, I know that he has yet more vehicles in the restoration stage. What it is to have space and the right facilities literally on your doorstep!



"Robert Salter's 1935 Tudor in a sorry state."



- "William 'Buller' Redvers Garfield Hawke, who owned and operated a fleet of lorries contracted to carry bulk clay to Charlestown harbour for shipping. He is seen at the wheel of his Cornwall registered (CCV 720), late 1936 Model 'CX' tourer.

Wilkie also included this photograph of Robert Salter's 1935 Tudor Model 'Y' (Y92083), presumably when he first bought it. It would be interesting to hear how the restoration is proceeding (with photograph

and your Briggs body number please Robert!)

Shayne Power on South Island, New Zealand reports that he has saved a Model 'Y' (Y182974) from the hands of a hot-rodder and Trevor Walker, in Newcastle told me of two

cars advertised in Classic Motoring Monthly, which have been followed up. One, Phil Lomax's, appears in this issue's For Sale column.

I am aware that there has been little mention of our Model 'C's and 'CX's in this newsletter. I include a photograph from an illustrated booklet on the history of Charlestown, which boasts a small commercial harbour to the west of Fowey, in Cornwall, loaned to me by Geoff Murrell.

Finally, John Fitzgerald reports that there was no Model 'Y' book leaflet enclosed with his copy of the last issue of the magazine. If other members were also bereft of a copy, or would like additional copies of the leaflet, please let me know.

Thank you all for making my spell as Chairman an enjoyable one.

Sam Roberts.



## Secretary's ramblings.

As I write this on a sunny but cold day in February there are signs already that Spring and Summer are just around the corner. We can move away from the armchair by the fireside and look forward to journeys long and short in the old Ford. The Club Committee has been busy planning events around the country for the months ahead and hope you will make the effort all worthwhile. There will be opportunities to meet up with old friends and new and to give pleasure to members of the public by having your car on show. By the way, don't worry if your car's paintwork is not shiny or the chrome is past its best; we encourage our members to use their cars without them feeling uncomfortable about not having a concours show winning car. We even let Sam come along too!

Sadly the Holland Trip advertised in the last mag. has had to be cancelled since we didn't get enough members to sign up thus making the ferry discounts beyond our reach and the consequent price too high. I know that Rob Bolland and family are disappointed since they were planning to join in the fun in their homeland. We shall try again another year. However we have planned 'A Welsh Wander' as a replacement in June, culminating at the Chester Festival of Transport, where we had intended to have a Club stand in any case. You will still need to polish up on a foreign language but you won't need to exchange any money at the border! The advantage of this event is that you can start and join in at any point. We do need as many cars as possible for the Chester Festival, which is a splendid and varied show. Sunday is the main day but we are organising our own activities for those who attend on the Saturday. See the main details of this event elsewhere in this edition. Contact me for an application form and come and join us!

Nick Glenister has agreed to organise a club stand at the splendid and colourful Yeovil Show (see 'Events 2001' list) and puts out a call to all members

in the south to contact him for entry. Overnight camping may be possible for those attending on two days. Give Nick a call on 01935 822566..

A few matters arise out of the last edition of the magazine. Ron Kendall (new member) phoned to tell me that he has been able to negotiate for the original registration number for his Model 'Y'. BWW 952 is back where it has always been. I was able to help with an insurance valuation on his car and this acts as a reminder to all members who may not be aware of this Club service. Dave Durrant's mention (page 21) of oil filters on post-war upright Fords made me recall that the 1946 E93A Prefect I owned in 1959-60 didn't have one fitted and methinks they were only standard on export models as too were air cleaners.

I was pleased to see that Craig Toomey is happy with the overhaul of his shock absorbers. I recall Ken Devine (a former club editor) being less than satisfied with the same company some years ago. Craig didn't say which type (pear-shaped or lever arm) or whether the shock absorbers are actually fitted and in use on his car. If they are proving satisfactory in use then it is good to know that the company has improved its service.

I had a smile at the lovely photo (page 15) of George Pierce with the "36C Models". It made me wonder at the caption consequences of Ford having produced the C model for another year into 1938. Unless the suspension and steering qualities of the car had improved then the 38C would have been a difficult model to

handle (I will probably get an ear bashing for that!).

Graham's Spares Report (page 26 last issue) certainly shows where club money is being invested; into projects to ensure that our cars are in good order for the road. Several thousand pounds have been poured into easily fitted (no machining required) rear hub bearing kits to ensure that your MoT inspector does not have to give you the benefit of the doubt as many of our cars are bound to have serious wear at this point, as Graham pointed out. At £150 per axle set, that is much cheaper than repairing damage caused by a wheel coming adrift. Wearing my Treasurer's hat, I hope these kits sell well as we need to recoup the capital!

In the same Spares Report, I noted Graham's concern over the chemical action of unleaded fuel on the petrol pump diaphragm. Does the use of one of the FBHVC tested lead replacement additives reduce this problem or do we have to replace the pump diaphragm on a regular basis? Does anyone out there have experience to comment on this? That magazine page alone does indicate the kinds of projects that Graham's Spares Group are developing. We can only imagine how much time and effort goes into their work and be grateful! By the way he looks well in the photo too considering all his workload! (He doesn't look that bonnie in the flesh I can assure you!).

We are always encouraging our members to use their cars and the Gaydon Heritage Centre, Warwickshire, (John Macartney 01926 645071), is organising various countryside runs :-

22nd. April Primrose Run, 95 miles around Cotswolds

24th. June Elgar Run, 140 miles, Malvern Hills, Severn & Wye Valleys.

26th. August, Three counties Trundle, 82 miles, Oxford/Gloucesters/Warwick.

22nd. Oct, Autumn Leaf Run Cotswolds, 125 miles.

Also at the time of writing we are looking into displaying our cars at Gaydon on the Henry Ford Day (May 13th). see the events list.

Geoff Dee reports a sighting, from wartime footage on TV, of a very unusual 'CX' ambulance whilst watching a London blitz scene in a repeat of the series 'World at War'. The only similar vehicle known to us is Ivan Precieux's 1935 Model 'C' van which took part in the Scottish section of Convoy 2000. I wonder if Ivan's van first saw service in this form. (Incidentally Geoff, you haven't time to be watching TV. You've a new job as Club Technical Adviser to be getting on with!)

A Ford 8 was recently seen by a neighbour in the Channel 4 series, on the '1940's House' (or is it the '1940's Family'?). Did anyone see this car?

# Doug Hickson down Memory Lane

## - Part 4

"School days are the happiest days of your life"

The days spent at the Ford Service School were not necessarily the happiest, but it was a very pleasant period and I made a lot of friends. I also learnt a lot. It is said that the best way to learn is to teach. (It is also said that "Those who can, do. Those who can't, teach.")

The School management were a bit stuffy about us using other makes of car. They didn't mind too much when I used a bike with a Cyclemaster to get to work, but were not too keen on me using a 1933 Alvis Firefly tourer. They were not even placated when I welded a 100E roof on, (may I be forgiven!) in the interest of lowering the insurance premium. I then relented and bought a Model 7Y, on which I spent months reworking a crashed 103E Popular body, into which I transferred all of the mechanical components. I finished this just before I got a company car, when I sold it to my brother, who promptly wrote it off again!

Courses at the school were usually of a week's duration and covered groups of components for various models, such as engines, transmissions, electrics etc., or complete models when a new version was introduced, such as the new Anglia and Prefect or Consul and Zephyr. Occasionally there would be courses for specialised groups, such as the Church Missionary Society, where we attempted to teach in one week basic maintenance and breakdown procedures that they might need when in remote foreign parts. In the evenings I sometimes taught car maintenance

at the local college. This proved to be quite challenging, as one was forced to re-think many of the simple facts that had always been taken for granted.

During this time the new Ford Trader truck was introduced. Being semi-forward control, it required a special procedure to remove the engine. A team was formed so that we could demonstrate how easy this was at the White City, where the new truck was launched. After extensive practising, we managed to get the time down to about 8 minutes; starting with the engine running, to engine out, back and running again. Some time was spent with the Mobile Service school in Scotland, Wales and Cornwall. This consisted of a purpose built 7V truck, which carried all the teaching aids to enable a school to be set up in a local dealer's premises. It was used by all the other dealers in the area.

The next move up the career ladder and indeed, the ultimate ambition at the time, was to be "on the road" as a Service Rep. This would bring the "perk" of having a brand new company car and also living in the provinces. It had the disadvantage that people only wanted to see you when they had problems. My next move, when it came, overcame this latter problem and indeed was much more interesting. I joined the Industrial Engine Sales Department.

This department had been set up in 1938 to dispose of surplus engines. Some of these went to Morgan for their F3 three wheeler (see article in Issue 118), some for agricultural tractors and many V8s were used to power Bren Gun carriers, as auxiliary power in Motor Torpedo Boats and to power Coles cranes during the war. The V8 30 was known as 1PU (for Power Unit), the 10 hp was 3PU and the 8 hp was 4PU. By late '59 when I joined, things had changed considerably from the time before the war, when engines sold had been surplus to requirements. They were now made to order, but could only be had as they came off the line. If certain components were not wanted, the customer discarded them. Gradually, more flexibility was added by offering special components, such as sumps, manifolds, flywheels etc. The big increase in sales had occurred when Ford made their first diesel, for use in the New Major Tractor in 1951.

Since connecting to the Internet my e-mail skills have flourished. What a wonderful invention! (It saves a lot on postage too, otherwise I wouldn't be involved!). Why didn't you tell me about this sooner Sam? Keep the letters coming folks but note my e-mail address correction at the front of the mag. Incidentally we will be asking for members e-mail addresses, at subs. renewal, to speed up communications.

Treasurer points. From March (the end of the Club financial year), I am handing over all the Treasurer's role to Bruce Allan, who kindly volunteered to look after the spares section finances last year. As a retired bank manager, Bruce will be on familiar ground and it will save me a lot of time adding up all those subs. on my fingers too. Incidentally the Committee has decided to look into setting up credit card payment facilities so Bruce will be telling us about all that soon.

By the way, for those who think that the legendary (but false) rumours of Yorkshiremen being tight with money, I should inform you that Bruce is a Lancastrian. They are not noted for throwing money about either! Thanks Bruce for lightening the load.

Anyway enough rambling from me. See you all at the AGM.

Bob Wilkinson .

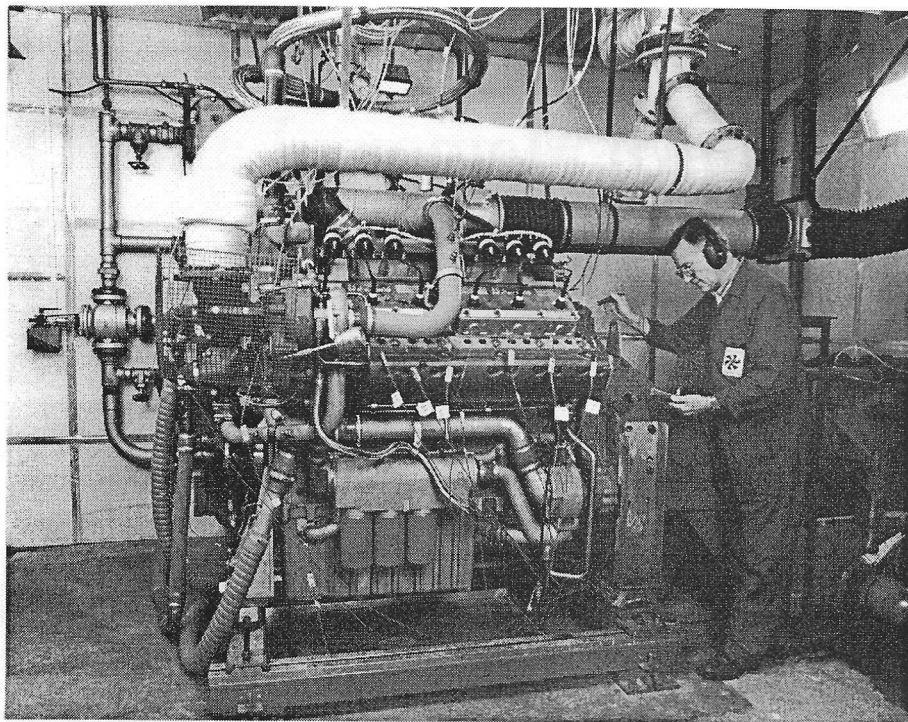
Secretary & ex- Treasurer!

## Bob's joke corner

*A chap came into a bar and ordered 3 whiskies and then sat alone and drank them. He repeated this on two more evenings, arousing the curiosity of the barman. "Well you see, I have two brothers, one in Canada and the other in Australia and each evening on our travels we all drink to each other's health".*

*The next evening the chap came into the bar but only ordered 2 whiskies and as usual sat alone and drank them. Before he departed the barman, showing some concern, asked the chap if all was well with his family. " Oh yes," he replied reassuringly. " My brother in Canada is fine and my other brother in Australia is very well. I have drunk to their health as usual but I've given up the booze you see."*





"A six cylinder diesel engine in 'power-pack' form being checked out on the test bed." Major tractor in 1951.

The engines became very popular not only because of their price, due to large scale production, but because there were also almost identical petrol versions, which could be converted to run on Low Pressure (LP) Gas. This made them very popular for use in fork lift trucks. The later truck versions gave an increase in speed and power with more usable components. The addition of a 6 cylinder version, as used in the Trader, extended the range. The engines were so popular that, in their heyday in the early 1970s, more diesel engines were being made for industrial use than were being used in Ford trucks!

The increase in the range of car based engines, starting with the 105E, then extending to the full Kent range 4 cylinder and the Essex V4 and V6 engines, meant that Ford engines were very much in demand. This was also helped by the range of other components which were available, such as gearboxes, rear axles and front suspension units; in fact almost any part that was available as a spare was available to manufacturers. This was of course very popular with car builders.

Bob Temple, who was the Domestic Manager of Industrial Unit Sales when I joined, had worked for the Department before the war. He had been in the Navy during the war and had rejoined the Department later. We had a lot in common as he was also interested in steam engines, photography and old cars. There were three sales engineers to cover the whole of the UK and units were sold direct or through Main Dealers. I had been a little wary of taking on the job of Sales Engineer, not being too sure about the "sales" aspect, but it transpired that, as long as you knew the technical side, the sales looked after themselves.

One of the things which made the job so interesting was the variety of applications. As well as knowing your own product, you were expected to be familiar with your customers' machines also. As these covered everything from concrete mixers to generators and marine engines to special cars, it was rather a challenge. I also met

some very interesting people, as you can imagine, when you realise that customers included Morgan, Reliant, Gilbern and Turner cars, as well as Coventry Climax, Fairy Marine, JCB and many more.

Things went along very happily for the next five years. There was a good range to sell. The engines were very competitively

priced and the name Ford usually ensured an entry into a firm. However, the success in selling engines brought problems to Ford, who were not geared up to handle the needs of a large number of small and varied customers. They therefore had a change of policy and decided to sell their units through a small number of specialised Industrial Product Dealers. This meant another change in direction in my career, as I joined Rugby Autocar Co Ltd. in Coventry.



"Ford Trader trucks outside the Rugby Autocar Co Ltd. in 1965, when Doug joined the company."

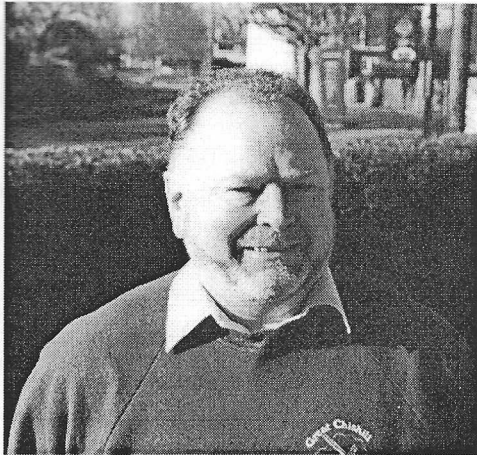
Perhaps next time (one more time please Sam!) I can bring you up to date on the work done on gas fuelled engines and the problems encountered; not the least of which was valve recession. In the meantime I must be off to do some last minute Christmas shopping - in a gas fuelled Ford of course!



## Members and their cars.

Geoff Murrell, Regalia Officer and Chairman-elect.

My involvement with our cars can be traced back to the move of house from Billericay in Essex, to Great Chishill in South Cambridgeshire. Just how you may wonder. Well, at Billericay the house was a 1960's semi that needed little maintenance and consequently we had some free time at weekends. My interests lie with transport from times gone by.



of fellow fools who actually appreciated these blasts from the past for what they were; pieces

of history. I must be one of the few born in the 1940's who's father / grandfather / uncle didn't own one. I eventually got it started on all four and took it for a drive - ye Gods, why didn't it stop, steer or handle? Eventually all manner of mal-adjustments were sorted out and a car that could be trusted resulted. I still considered a drive from home to

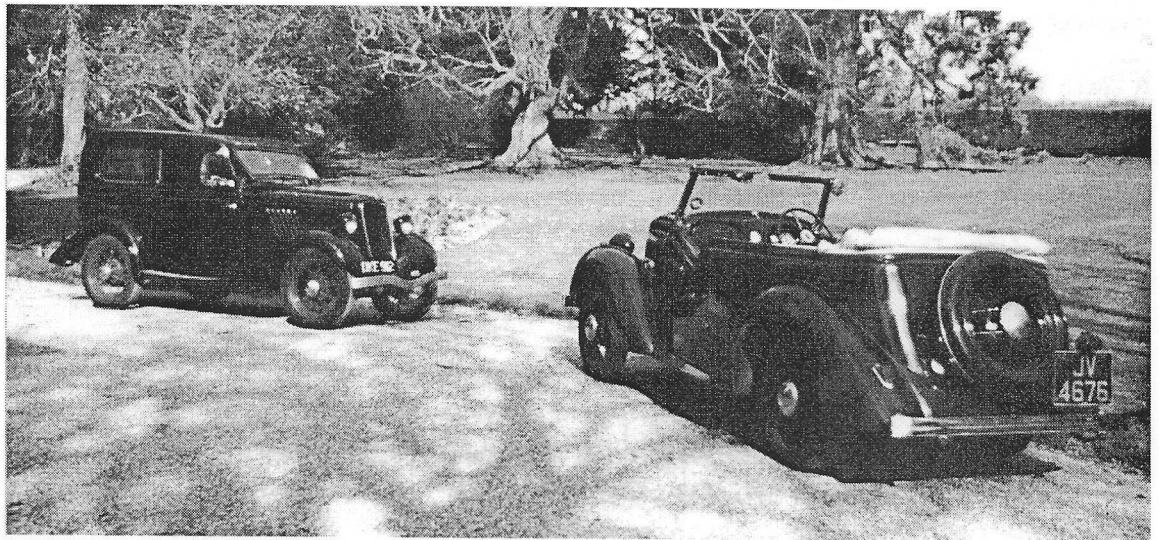
Willoughby for the AGM an endurance trial, but have kept the car taxed and tested to this day.

Having got involved in the Register, Eileen and I found our hands being raised at an AGM when Sam asked for a volunteer to stuff and stick mailing shot material into envelopes. At

So, with the Stour Valley Steam Railway just a short drive away from Billericay, Eileen (my wife) and I joined up and started by looking after the gardens and ended up becoming Stationmasters on open days. This went on until we needed to move to somewhere with an annex for my father. We looked further and further afield from Essex, since house prices locally were out of our range. We ended up here in Cambridgeshire (between Saffron Walden in Essex and Royston in Hertfordshire) in 1985. Here we were too far from the Stour Valley to continue our involvement with the railway and we also now had a 200 plus years old property and large garden to maintain.

In the early 1990's a colleague at work bought an Austin Healey 100/6 and, just like Toad in 'Wind in the Willows', I got the bug and started looking around for something. Having worked at Ford since I left school (don't ask when) and ending up in the Ford Customer Service Division, it seemed logical to go for the home product, on the basis I had a ready pool of dealer contacts to consult when things went wrong. An advert in 'The Automobile' drew my attention. It was for a Ford Model 'Y' (DKE 912) and the seller was a Mr Steptoe. Who could resist taking a look? I looked and bought!

My need for a shoulder to cry on led me to the Y&C Register, where I found a ready pool



"Geoff Murrell's Model 'Y' (now sold) and his Model 'CX' tourer."

the time I was also Chairman of the local Village Hall and ran the Village Sweatshirt Stall at Fetes etc. So, when the post of Register Regalia Officer became vacant, yet again the same hand was found to be held high. I must tie it down sometime!

At various shows, the sight of a Model 'CX' Tourer took my eye and yet again the Toad of Toad Hall effect took over and fairly soon a

car appeared in the 'For Sale' section of the magazine. At the time I was heavily involved in the Ford Escort plant at Halewood and the car was located near Chester. Lady Fortune waved her hand and during the next trip north I took a look. Again I liked what I saw and eventually the car became mine. This car, JV 4676, needed a fair degree of mechanical repair, including an engine overhaul by Tim Brandon, the Register's Reconditioning guru since, even with the hood down, the engine blow-by fumes made me cough. However, Eileen and I coaxed it round the UK on Convoy 2000. This trip was the subject of an article in the magazine (See 'Well, what's gone wrong today then?' - Issue 126). I am delighted to say that a new member to the Register and ex-fellow employee at Ford has recently bought the Model 'Y'.

His name is Jim Sharpe from Chelmsford. What of the future? My work with Ford continues; now dealing with the Ford Focus plant in Germany at Saarlouis, where I co-ordinate the progression of customer complaints with the engineering community on any European built Focus. My habit of being in the wrong place when jobs are being handed out continued and seems to have resulted in me filling the post of Vice Chairman of the Y&C Register and now Chairman-elect.

My introductory task has been to consult the Committee and Regional Co-ordinators and develop a 'Way ahead' proposal document for the Register as it enters it's third decade. This document will be presented at this year's AGM for members' consideration. Please come along and have your say about the Register's future. After all, it's your Club.

## Events 2001

- 1 April A.G.M. Willoughby Village Hall  
Bob Wilkinson
- 13 May 'Henry Ford Day' - Gaydon  
Geoff Dee 01926 334780
- 26/28 May Enfield Pageant  
Jim Miles 02089 244449 (Tel: Afternoon only)
- 9-15 June 'Wander through Wales'  
Bob Wilkinson 01832 734463
- 16/17 June Chester Festival of Transport  
Bob Wilkinson 01832 734463
- 14 July Kirkstall Classic Car Show (Leeds)  
Barry Diggle 01274 614729
- 11/12 August\* Yeovil Festival of Transport  
Nick Glenister 01935 822566 (Tel: Daytime only)
- 23 September Ruthin Rally (Chester area)  
Peter Ketchell 01244 676856
- 30 September All Ford Rally - Abingdon  
Rod Evans 01344 621800  
(Entries through Bob Tredwell 01235 530720)
- 2/4 November Stoneleigh Restoration Show  
Geoff Dee 01926 334780
- 10/11 November International Classic Motor Show (NEC)  
Geoff Salminen 0121 427 2189

\* Note: At least six cars are required on the Register stand to support the Yeovil Festival of Transport. Would those within driving distance of Yeovil who wish to take part, please telephone Nick Glenister a.s.p. - daytime only.

### A Welsh Wander

In view of the fact that the trip to Holland has been cancelled on cost grounds we have decided to arrange a trip to the Principality of Wales, a part of the British Isles not visited by the Register officially before. The trip will be of one week's duration, although participants will be able to join or leave at any point. The conclusion of the trip will be a visit to The Chester Festival of Transport where the Register will have a Stand.

The schedule is:-

Saturday, 9th June: Meet in Brecon area. Overnight in Brecon Area.

Sunday, 10th June: Visit Rhondda Valley, The Gower Peninsula or Cardiff.

Stay in Brecon Area - distance up to 120 miles.

Monday, 11th June, Journey to Aberystwyth via Llandovery and the Devil's Bridge with visits including Rheidol Railway and/or Llyernor Silver Mines. Overnight in Aberystwyth - distance 80 miles.

Tuesday, 12th June: Journey to Llanrwst or Betws y Coed via Machynlleth, Dolgellau and Blaneau Ffestiniog and over Crimea Pass.

Possible visits on route include Llechwedd Slate Caverns or Ffestiniog Railway. Overnight in Llanrwst Area - distance 90 miles.

Wednesday, 13th June: Round trip to include a visit to Snowdon via Llanberris Pass, Snowdon Mountain Railway, Llanberris Lakeside Railway or Dinorwic Hydro Power Scheme. Return route via Caernarfon Beddgelert and Nant Gwynant Pass. Stay in Llanrwst Area - distance 70 miles.

Thursday, 14th June: Round trip to The Great Orme Llandudno via toll road, Conway or Caernarfon Castle and over Menai Bridge to Anglesey return via Bethesda and Nant Ffrancon Pass. Stay in Llanrwst Area - distance 70 miles.

Friday, 15th June: Journey to Chester via Llangollen to visit Llangollen Motor Museum and Canal. Continue up the Horse shoe Pass to arrive in Chester for a varied afternoon visit. Overnight in Chester - distance 70 miles.

Saturday, 16th June: Chester Festival of Transport or visits. Stay in Chester. Sunday, 17th June: Chester Festival of Transport.

The above itinerary is flexible in that there are many other places to visit along the way. Please contact Bob Wilkinson (01832 734463) for a booking form for the whole or part of the week or for The Chester Festival only.

In the first instance we need to know numbers so that hotel accommodation can be arranged. Probable costs for the event are approx. £25.00 per person per night B & B.

CLOSING DATE FOR BOOKINGS IS SATURDAY 14TH APRIL 2001 .

Bruce Allan.

### Leaded Petrol - A Plea from Bayford Trust.

#### SUPPORT REQUIRED! HELP US TO HELP YOU!

Following the Chancellor's pre-budget speech in November, we know that the cost of 'petrol' will drop in March as more sites switch to Ultra Low Sulphur Products. Despite this welcomed reduction, we feel that it is unfair that the classic car user has been ignored in this area. Since its re-introduction, Leaded Four Star has been blended from Ultra Low Sulphur Petrol! This should therefore make the product eligible for the same reduction in duty! The government however has refused to recognise this and have remained insistent that the current duty structure for Leaded Four Star stays unchanged. In reality this means that the end user will be paying an additional 7p per litre in duty this spring.

Bayford Thrust currently has a network of over 160 sites retailing Leaded Four Star with more sites coming on board weekly. By keeping leaded four star alive, we are keeping Britain's motoring heritage alive! Classic cars need lead to achieve optimum performance and protect their valve seats. There is no real substitute and certainly no other product within the market place to the BS4040 British standard.

So, help us stop the government pricing our treasured vehicles off the road! Support us by either writing to your local MP or by logging onto the forum and registering your protest at the brand new HYPERLINK site:-  
"http://www.leadpetrol.co.uk"

Thank you in advance for your support.



# Correspondence from Members

## A Chance Encounter

Julian Janicki has come up trumps again. This time by pure chance, proving that it always pays to ask the simple question. He writes, "Just a chance conversation with a neighbour of mine about where he was going that particular morning revealed that he was going to Littlehampton, in West Sussex, to clear the belongings of his recently passed away aunt. I happened to mention to him to look out for any photos of old cars, which he duly did and came back with the two enclosed. If I hadn't asked him, they would have certainly gone into the skip - what a sad loss that would have been."



"Mother and son, in school uniform, standing by short rod Tudor Model 'Y', probably in the mid '30s. AKM 298, registered in Kent in June 1933. Note the makeshift luggage rack bolted under the vinyl roof, which would not have enhanced the waterproofing!"



"Two ladies visiting mother in an early 1937, London registered Fordor Model 'CX'. This is certainly a 'De Luxe' model, with an external radio aerial and additional side lights on the edges of the roof (I don't think flashing indicators had been invented at this time!)"

## Belated Greetings

Graham Rudd e-mails from Beccles, Suffolk:- "Just a few lines to wish you a Happy Christmas and a good New Year. Well done to all concerned in the production of the Register Newsletter. I had been meaning to drop you a line earlier in the year but, like everything else, it's finding the time (yes - a poor excuse I know). Margaret and myself enjoyed our short journey and meeting everyone at Costessey, Norwich, on the "Convoy". The only bad news is that I will have to get my doors repainted, as the paint plucked off when removing the door transfers! Seasons Greetings

P.S. (dated 19.1.01)

I've just had notification that this message had not been delivered for 30 days! It seems I had typed in the incorrect e-mail address (missed out a "sam" from the samwich of names, you demon!). Hope it arrives this time."

## The Russian Connection

Having read on the Model 'Y' book flyer of the scaling up of the Model 'Y' to become the 1933/34 American V8 Model 40, that font of European automotive knowledge, Paul Tritton, writes:- "I believe the Model 40 dies were sold to Russia and it re-appeared - with a slightly different grille - as the Zim or a Zis government car in the late 1930s."

## The Donated Model 'Y'

Chris Jarvis, from Hove in Sussex, who bought the Model 'Y', BRR 525 (Y107356), which was generously donated to the Y&C Register by a grateful ex-member, writes:- "I read the latest Newsletter, Issue 128, with the normal great interest and wish to convey my personal thanks to all involved in its production. I noted that member, Dave Durrant, has responded to your note in Issue 126 about the 'Y' exhaust extension. I have since contacted Christine Baldock. She tells me that Bob Wilkie has given the pipe in question a good home. Apparently, Graham Miles is going to use it as a pattern to try to get some produced for the club, which is great news. I will definitely order one for BRR 525! Whilst on the subject, I thought I would take the car for a little spin last Sunday as it was a bright day. She started quite easily after all the recent chilly weather, but she just wouldn't pull in the upper rev range, so much that I couldn't get into top even on a slight gradient. On my return home, I whipped out the plugs - they were OK. I took off the air filter and found that the foam element was slightly blackened, so I ran it without it in - the engine response was worse, with a flat spot just above tick-over unless the choke was pulled out. The funny part is, it was OK when I rested up the car a few months ago!? I have now refitted the filter as it was, but I know that our cars didn't have an air filter originally. I've been consulting Dr. Ford's words (Issue 127) re. the condenser/distributor points and will investigate further once the weather warms further."



I have reproduced and enclosed a series of photocopied pages of a little book which I believe to be a Ford showroom brochure, following on from the article regarding the French promotional literature. Also enclosed is a photograph which I found when clearing my beloved Mother and Father's bungalow when my Dad died in 1993. The picture shows Mum and Dad standing next to a Fordor 'Y' of unknown age on Seaford (Sussex) sea-front in about 1947. When I first saw the picture, I was immediately struck by the looks of the car, and I can say the photo is what interested me in the Model 'Y' - I just had to find out more about them and eventually own one! The first Ford I can remember was Dad's 1950 registered 'sit up and beg' Anglia, KCD 804, which he had from new up until 1958. I would dearly love to find that car, or even buy the registration as you can imagine. I wrote to DVLA, but as I don't have much information other than we lived in Newhaven and apparently the car was sold at auction in Tunbridge Wells, all they could tell me was it is not currently registered.

Anyway, I'm optimistic about BRR 525 running well again when I get the chance to spend some time with her and I shall hopefully be using her more than last year. The local MoT station I used was most impressed and even asked if I would leave it outside the workshops for a day. No chance! I'm possessive about my ol' gal."

Thanks for that Chris. Can any bright spark help Chris with possible solutions to BRR's lack of performance? The brochure

which Chris kindly sent in was the 'Ford Popular' sales brochure of February 1935, showing the eight horses on the cover.

### Model 'CX' News

Ken Sleight, from Doncaster (of Doncaster Rovers fame. I still support them- Sam) has responded to my plea for input from the 'silent' Model 'C'/'CX' membership. He faxes:- "In answer to your request for info on 'C' and 'CX's. Here's an update on my ex-Bob Wilkinson, 1936 Model 'CX' (C37463). When Bob sold me the car, he told me of a vibration at about 40 m.p.h. The cause of this proved to be very hard to find. After a partial engine re-build, I thought a very slack timing chain might have been the culprit. Wrong! It wasn't. Better look at the flywheel and clutch. Sure enough, the bearing in the flywheel had worked its way almost out, allowing excess play on the gearbox shaft.

At a recent MoT, it was found that one of the back brakes wasn't doing much good. It only needed adjusting to solve the problem. For a Ford, the brakes had always seemed good, so I hadn't noticed the deterioration. Just to put icing on the cake, I've had the bumpers and door handles re-chromed. The car is now looking and running a treat.

'Betsy', as she is known, had an outing on 27th December to a Christmas 'Crank-Up'. This took place on a farm near Selby, where £600 was raised for heart and cancer charities. It was a lovely cold sunny day and very enjoyable. I hope to see many of you in the coming season."

### Praise indeed.

I do not normally print these welcome letters which we, as committee members, are delighted to receive from you. However, as this is my last edition with both Chairman and Editor hats on, in this instance it gives me much pleasure:-

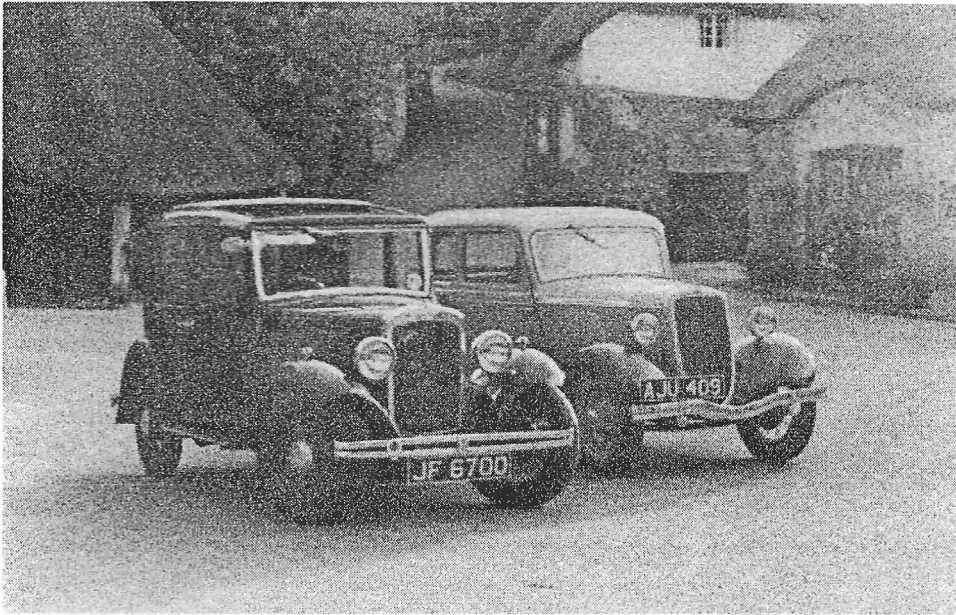
Roy Cleaves writes from Somerset:- "Dear Sam, Just to let you know that I have recently purchased Model 'C', BHU 609, from Mr. D. Hancock and to update the register with its body number, which is 366/2556. I'm about to start the restoration but it will take some time as I am at the moment working on a 107E, 1959.

I went to the Bristol Classic Car Show at Shepton Mallet on Saturday with Derek Hoare. He reminded me that it was ten years ago we saw you when we took our Model 'Y's to the Bristol Show. I can't

believe how the time goes. I would like to thank you and all our



"Chris Jarvis' Mother and Father, Betty and Basil, pose in front of their shortrad Fordor Model 'Y' at Seaford in 1947."



*"Late summer scene in Cockington village, Devon. An Austin 10, chromed radiator, from about 1934 is parked next to a 1937 registered Model 'Y' Tudor. Both cars registered in Leicestershire. On holiday together perhaps and photographed by a proud owner. Date, late 1930s?"*

### Not what it seems

Jonathan Davies e-mailed the photograph and caption showing an Austin 10 and a Model 'Y'.

Look again. There is a clue that this charming scene is not quite as old as it looks. The Tudor has flashing indicators under the bumper. Date in fact September 2000!

### Shock absorber oil

Jonathan also reports that on the Morris 8 Website (lots of useful info addresses etc.), someone said that the correct oil for shock absorber filling is Silkolene SAE 20 heavy fork oil from a motorcycle dealer. It sounds correct! I suspect that they have the same shockers. Can anyone confirm this is the correct oil?

## Book Review.

"Henry Ford: A Hearthside Perspective." by Donn P. Werling

As the title suggests, this book looks at Henry Ford the man, rather than Henry Ford, the head of the Ford Motor Company. Although touching on his automotive achievements, the book concentrates on Henry's personality and his activities outside the world of motor cars; in particular, his experiments with soybeans and gum fibre, his love of the countryside and wildlife and his tremendous preservation work in the Edison Institute (The Henry Ford Museum) and Greenfield Village, the mills and inns he restored and the promotion of the fiddle and country dancing. The story of Fair Lane, the Ford's residence in Dearborn, as well as the power house and their other homes is vividly described as is Henry's work with schools, colleges, churches and the poor in the rural areas of America. This is an angle which few people have looked at Henry Ford. The book has been deeply researched and is lavishly illustrated with unusual personal, family and architectural photographs from the Henry Ford Museum archives. If you are an admirer of Henry Ford the man, then this is a must for you.

Published by the Society of Automotive Engineers Inc. ISBN 0-7680-0456-X

Committee Members for all the hard work you put into making our Register such a fantastic success and am looking forward to reading your book."

...and more praise (let's have a trumpet blow!)

Geoff Murrell asked a new member how he found his enrolment into the Y&C Register, to which came back the following response:-

"If my experience is typical, the process for welcoming prospective new members to the Register is excellent. I had a response from Bob within a day or two of you talking to him and the pack from Christine provided all the information to answer what queries I had. You know from our discussions that I have read the magazines from issue 122 to date. I can relate easily to a lot of the technical bits having serviced the Model 'Y' and 'C' about 45 years ago when I was in the Trade School. I took your advice and contacted Footman James to insure the car and their service was professional and comprehensive.

All in all a good start to my membership of the Register."

## The International Ford History Project

In addition to being the present Manager of the North American English & European Ford Registry (see 'International News' in this issue), Michael MacSems is also the founder of The International Ford History Project (IFHP), an initiative to promote fellowship and the international free flow of information among those interested in the development of the Ford Motor Company and its products. The IFHP has no legal relationship with the Company itself.

Michael, who is based in Olympia, Washington State in the U.S.A., also edits the IFHP magazine 'The Universal Car', the February 2001 issue of which now resides in the Y&C Register archives.

Over the past two years, we in the Y&C Register have forged affiliations with many like-minded international clubs and hence are already fulfilling the aims of the IFHP by exchanging magazines and information on our cars.

For individuals who wish to receive copies of 'The Universal Car' (four issues per year), the subscription rate is US \$14.00 (US \$10.00 in the U.S.A.). Michael can be contacted at P.O. Box 11415, Olympia, WA 98508, U.S.A. or e-mail IFHP@aol.com

We wish him continued success.

## For Sale

1936 Model 'Y' Tudor (Y128648), black. ADK 976 with V5. Complete and 70% restored. New wiring harness & stainless steel exhaust. Seats re-upholstered. Small amount of work required to complete. Change of interest & need of garage space forces sale. £2200 ovno. John Slocombe. Tel: 01924 895698 (West Yorkshire)

1935 Model 'Y' Tudor (Y100124), black. JY 5856 with old log book and V5. Complete and original. Some restoration needed, mainly internally. Spares for a lifetime. Car £1600, spares £400 or both £1750. Will consider part exchange for a classic motor bike. Phil Lomax. Tel: 01454 772261 (Winterbourne, Bristol)

1936 Model 'Y' Fordor (Y154317), black. JG8039 with full documentation. Has been in store for ten years with only engine turned. Complete and requiring only a little effort to make it roadworthy. Bargain at £1500. Contact through Sid Shepperd. Tel: 01243 572222 (West Sussex coast)

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. £2000 o.n.o. Eddie Parkin. Tel: 01924 446214 (Batley, West Yorkshire)

1937 Model 'Y' Tudor (Y182969), CNY 360. Red/black, retrimmed, stainless steel exhaust, luggage rack, oil can, MoT'd and ready to go. £2950. Richard Stockman. Tel. 02392 483858 (Havant, Hampshire)

1934 Model 'Y' Tudor (Y83668). JU 5342. Maroon/black. Everything restored over 14 years ownership by active club member. Converted to shell bearings and unleaded. In very good condition. MoT. Reluctant sale. £3,500 ono. Ron Topping. Newcastle. Tel: 0191 273 4326. (Office hours)

## Parts for sale

Crown wheel & pinion, diff, & half-shafts, and later 8hp. axle. Also 100E engine and gearbox (marine conversion). Tel: 01507 607004. (Louth, Lincs.)

## Wanted

Luggage rack for Model 'Y'. Not too fussed about design, but Ford one preferred. Ron Kendall. Tel: 01827 714584 (Atherstone, Warwickshire)

Interior handles for 1936 Model 'Y' 2 door model. Mark Crabtree. Tel: 01260 299743 (Cheshire)

DEADLINE FOR COPY FOR  
ISSUE 130 - 28 APRIL 2001

## URGENT - LUGGAGE RACKS

Ron Kendall, in Warwickshire, has found a blacksmith and agricultural engineer who is prepared to manufacture Model 'Y' luggage racks using the drawings we hold in the Register archives. Although they look to be a simple construction, they are in fact quite complex with many parts. The cost of manufacturing one luggage rack is £300. He will make two for £400 (£200 each) and three for £525 (£175 each). Obviously, the larger the order we can get together, the cheaper will be the final product, although I doubt that he will go below £150 each.

I need to know how many orders there would be from members so that Ron can negotiate a minimum price. Please let me know, before 7th April 2001, whether you would be interested in ordering a luggage rack at £175 cost price.

Sam Roberts

## Global Warming.

David Burgess-Wise summed up your Editor's thoughts on the subject in one of his weekly 'A Good Idea at the Time' articles in the motoring supplement of the Saturday 'Daily Telegraph': - "If you believe the simplistic wailings of professional (or Royal) doomsayers, floods and high winds are a recent phenomenon caused by modern traffic. But, quite apart from the fact that motor vehicles contribute only half of one per cent of Britain's total output of carbon dioxide (the gas held chiefly responsible for global warming), severe weather has occurred throughout motoring history. On Wednesday (8th November), the Brooklands Museum was flooded to a depth of three feet, mirroring a situation in the 1920s. Indeed, the weather 73 years ago was remarkably similar to that of the past couple of weeks. In early November 1927 Britain was swept by autumn gales which brought down trees. Snow fell in the Peak District, rivers flooded and a dam in the Lake District was washed away ....."

David followed up this article the following week with another ecological one in which he reports: - "It has been estimated that at the end of the last century, as many people died as a result of disease caused by 'emissions' from horse-drawn transport as are killed today in motor vehicle accidents (green fundamentalists please take note). So when electrical engineer Walter



Bersey inaugurated his London Electric Cab Company on August 19, 1897, The Daily Telegraph declared: 'The new cabs will be undoubtedly a vast improvement from every point of view, as compared with those drawn by the insanitary horse. There is no animal more subject to disease, and his presence on the wooden pavements of the City is responsible for most of the disease germs which every breeze sweeps up in myriads from the filth sodden streets.' "



## News of New Members

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

|        |                     |  |
|--------|---------------------|--|
| O-B105 | Miguel Barras       | C/ Casanovas 70,<br>L'Hospitalet de Llobregat, Spain E08901          |
| B1162  | Joe Berry           | 4 Briar Close, Lillington,<br>Leamington Spa, Warwickshire, CV32 7RE |
| H1243  | Dr Steven Hollowell | 6 Nene Rise, Cogenhoe,<br>Northampton, NN7 1NT                       |
| J0413  | Barry Jarlett       | "The Nook", 23 Spinney Hill,<br>Addlestone, Surrey, KT15 1AF         |
| O-K101 | Chilton Korkie      | 15 Elm Avenue, Worcester,<br>South Africa 6850                       |
| M1547  | Paul Margetson      | 6 The Sandlands, Midway,<br>Swadlincote, Derbyshire, DE11 7PY        |
| O-P102 | Josep Pladellorens  | Ranibla d' Egaia 323 203c,<br>Terrasa, Spain 08224                   |
| P1633  | Keith Pugh          | 34 Beacon Drive, Upton,<br>Pontefract, West Yorkshire, WF9 1EF       |
| S1039  | Jim Sharpe          | Rous Chase, Galleywood,<br>Chelmsford, Essex, CM2 8QF                |
| S1740  | John Stanners       | Baroda, Shields Road,<br>Hepscott, Morpeth, Northumberland, NE61 6LQ |

### NOTES ON NEW MEMBERS

This issue has somewhat of an International flavour with new members in Spain and South Africa. However, let me begin with good old Blighty!

Recently, we seem to have had a lot of new members who have owned their vehicles in excess of 30 years. The latest is Paul Margetson with BTV 694, a 1936 'Y' 2-door saloon. Paul is about to embark on a complete interior refurbishment together with rebuilding the engine and finishing the bodywork.

Joe Berry has had his 1936 Model 'Y' saloon since 1989 when he found it rotted away in a pig sty in Castle Bromwich! I am happy to report that Joe's 'Y' is now in an "on the road" condition.

Jim Sharpe is now the proud new owner of the DKE 912 (ex Geoff Murrell) again a 1936 Model 'Y' saloon! Another proud new owner is John Stanners with the beautifully restored RD 7970,

the 1936 Model 'CX' tourer which ex-member Dave Curtis parted with last year.

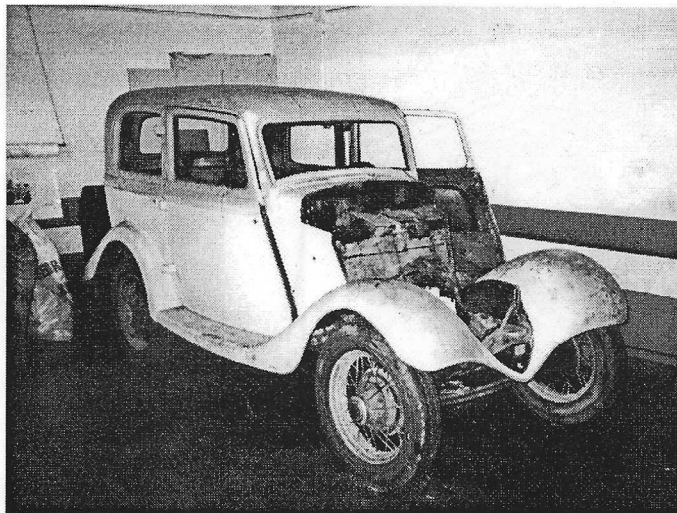
Barry Jarlett's 1936 Model 'Y' saloon, VSJ 797, is also on the road having started out its life with the registration ABM 617.

Steven Hollowell has only had his 1936 Model 'Y' saloon, WV 4938 (ex David Toogood), since last December. It requires a re-spray and a new interior. Steven is fortunate that he has a long list of previous owners going back to 19 May 1936.

Keith Pugh is about to embark on a full restoration of a vehicle that was previously unknown to the register. JL 1909, a 1935 Model 'Y' saloon, was found in many bits in an old garage.

Yet two more Model 'Y' saloons have surfaced in Spain! Josep Pladellorens' 1935 Barcelona assembled, Bilbao registered 'Y', B1- 12558, has been with his father since 1962. It is "on the road" but requires new tyres.

Miguel Barras has a Barcelona (Ford Ibérica) assembled and registered Model 'Y', B-57846. The vehicle is fitted with a period boot, similar to the original Ford Ibérica accessory. Miguel is now undertaking a full restoration of the vehicle and it's boot! (See picture). Luis Cascante (our man in Spain) is to be congratulated for his continual detective work where "our cars" are concerned!



"Miguel Barras' Ford Ibérica assembled Tudor. The outline of the Ford boot can be seen to the rear. Note the Spanish re-registration plate above the tool box."

The final new member in this issue is Chilton Korkie in south Africa. Chilton's vehicle, a Model 'C' tourer, was a total "basket case" 20 years ago. It had the front end of one car and the rear of another. A South African M.O.T and registration should see him on the road soon.

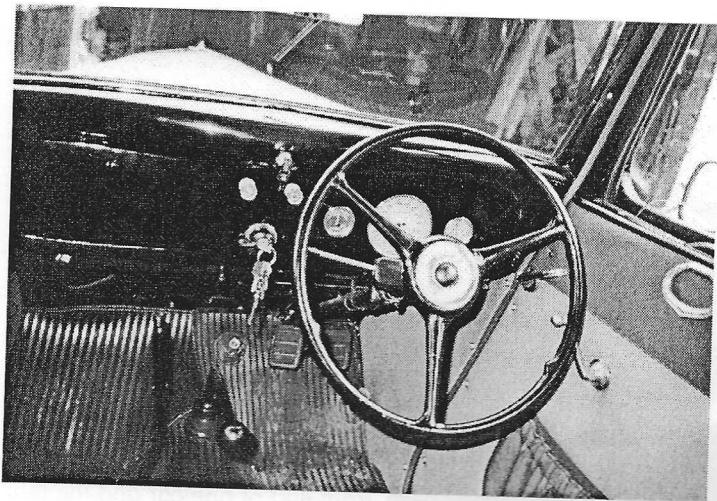
Welcome to you all! As ever, it would be appreciated if "old" members would make contact with the "new" if they are within striking distance.

**Christine Baldock**  
Membership Officer

## International News

### Spain

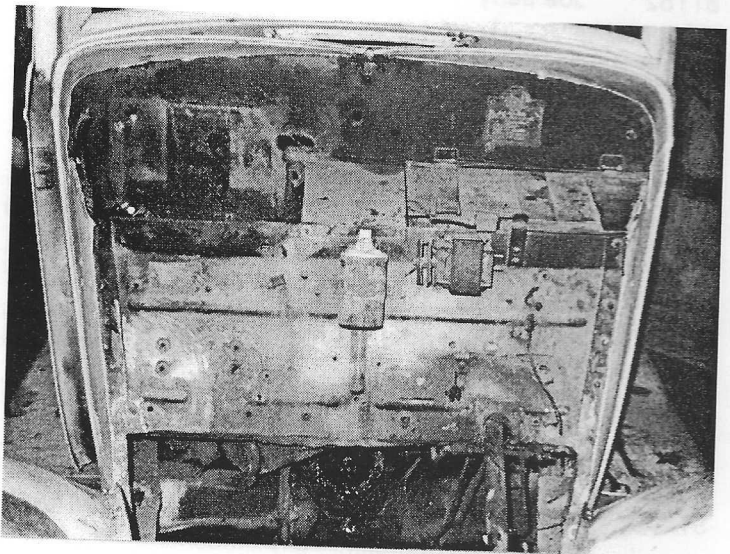
Luis Cascante, our Spanish sleuth, has a nose for Model 'Y's. He has found two more! He writes;- "During the Christmas holidays, I saw in Martorelles (a little town about 20 kms from Barcelona) a 4-door, Right Hand Drive Model 'Y'. It has been well restored and was registered C-5694 in La Coruña in 1941. It has a chassis number Y189531, which dates its manufacture at June 1937. This confirms that it was not assembled at Ford Ibérica, the assembly of cars in Barcelona being practically stopped during the Spanish Civil War. Fewer than 1000 vehicles, both cars and lorries for military use, were assembled during the war - all of them Left Hand Drive. The history of this Model 'Y' must be fascinating as the car must have been assembled at Dagenham (RHD), but how did it arrive in Spain? The official plate above the tool box was missing, so I don't know whether it was re-registered after the war, as the date of registration (1937) suggests that it should have been. There is no sign of a Briggs body number plate on the left floor panel, nor screw holes. The speedometer scale is in kms/hr. the present owner, Francisco Milà, acquired the car in the 1950s and has no knowledge of its previous history.



"The dashboard of the RHD Model 'Y', C-5694, found near Barcelona. Note Km/hr speedometer and only two knobs, labelled 'S' and 'D' (presumably starter and choke)."

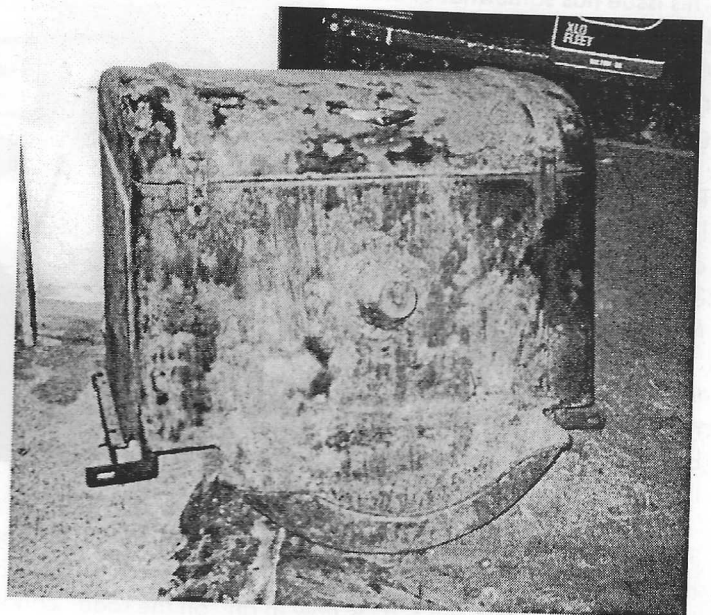
The other Model 'Y' is a Left Hand Drive, longrad, 2-door, registered in Barcelona in mid-1934 (B-57846). The chassis number is Y65841 and again there is no sign of a Briggs body number having been fitted. The official plate on the bulkhead above the tool box states that the owner was José Caba Valls. The original Ford Ibérica plate on the battery box is missing, but its outline and screw holes are visible. the car is fitted with a nice period boot, very similar to the original Ford Ibérica accessory (see Issue 120). On a small plate on the top of the boot is the name of the manufacturer, José Oriola Maletas Metálicas

(José Oriola metallic boots). I am expecting the owner, Miguel Barras, to join the Y&C Register in the next few days.



"The bulkhead of Y65841 showing the official post-Spanish Civil War re-registration plate above the tool box and the outline of the Ford Ibérica plate on the front of the battery box."

(below) "The detachable boot from Y65841"



### U.S.A.

English Fords in North America by Michael MacSems

I am very pleased that the Ford Model Y & C Model Register has



asked to exchange newsletters with the North American English & European Ford Registry (NAEFR). Sam Roberts puts together a great newsletter (we exchange with several clubs and the "Newsletter" is one of the best). Sam has asked me to let the Model Y & C members know about the early EnFo scene on this side of the pond. The history of English Fords on this continent officially begins in 1948 with the introduction of the then current Anglia, Prefect and Thames vans. Various English Fords, including the Zephyr, Consul and Capri were sold here through selected Ford and Lincoln-Mercury dealerships until 1970 (to 1973 in Canada). During those years Ford only managed to sell approximately 250,000 English cars and light trucks in the U.S. (Canadian figures unavailable).

Due to the relatively low sales, these cars are mostly forgotten here. The more popular models include the upright Anglias which have always had a strong following among the drag racing set. The Mk I & II Cortina GT's also have a cult following here, with many in use as vintage race cars. The North American English Ford Registry was formed in 1992 by Bob Pare in order to assist in the preservation and enjoyment of all in English Fords. In 1998 German Fords were welcomed into the Registry (cars like the Capri and Fiesta did well here in the 1970s). As readers of this magazine may have already noted, all of these cars were built well after the last Model 'CX' left Dagenham (actually the 1967 Cortina was marketed here as the "Model C"). However a handful of these cars have always resided in this country. In his book "Edsel Ford and E.T. Gregorie," Henry Dominguez writes, "The Ford designer E.T. Gregorie owned a Model 'Y' Tudor, a W7 Touring car (built for Edsel Ford) and a 1939 Taunus up until 1945." The touring car is still known to exist. Other cars have been imported over the years as well. The late Harold LeMay's 2,000 plus car collection includes a Model 'Y'. In the 1980s Hayden Shepley set out to create a registry for these pre-war Fords, known as the 'Foreign Ford Fancier'. That registry has now been incorporated into NAEFR's "Survival Count" and it appears that at least 15 Model 'Y' and 'C' cars can be accounted for.

If any North Americans reading this own any pre-war English Ford or know of any that we can include in our registry please contact us at:-

NAEFR  
P.O. Box 11415  
Olympia, WA 98508  
USA

*"A Model 'Y' in Pennsylvania in 1998. The owner of this beige car is unknown. We suspect that it is Y80377 - ex AAD 640."*

### Germany

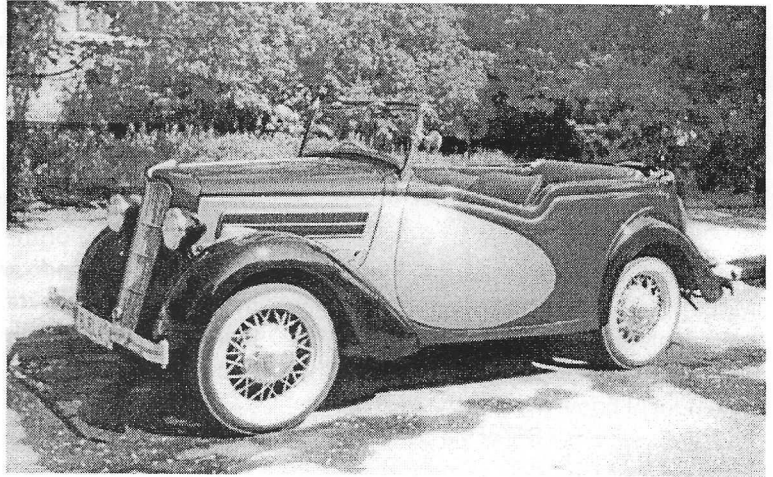
Non-member Hans-Joachim Glaue writes from Berlin:-

"Dear Mr. Roberts, I hope you had have beautiful vacations and you are now back relaxed. As I

mentioned recently by phone I have a problem with my Ford Ten CX Tourer de Luxe. The technical inspection service in Germany named TÜV criticized the steering free travel by the car. I have called Mr Düster, a member of the German Oldtimer-Club Alt-Ford-Freunde (AFF) Old Ford Friends, too about the steering free travel (or steering play). He explained me there is no way to reduce it but our TÜV can't believe this. Would you are so kind to tell me please how can I eliminate it or where can I get a good and inexpensive steering gear?

Otherwise where can I get a certification to confirm that this steering free travel is absolut regular for this typ? You asked me to send you some Fotos; enclosed you will find a few. I am owner of a BMW AM 4 from 1932, too. Do you know someone who are interested to buy this Typ? I am looking forward to hearing from you at your earliest convenience regarding my problem. Please excuse my bad grammer."

*"Hans-Joachim Glaue's beautiful maroon and grey RHD 'CX' Tourer (C37174), originally registered CXB 689 in London in March 1936 and exported to Germany at a later date."*



I have invited Hans-Joachim to join the Register. He assures me that there is no play in the steering linkages. I have told him that a maximum of two inches (5.08 cms) play at the steering wheel rim, to the left and right, is acceptable on our cars, i.e. 4 inches

overall. Looking at the Parts List, I note that the 'CX' Tourer has a different part number for the steering column to the saloon (CE-3503-A for the RHD Tourer and CE-3503-C for the RHD saloon. It would seem that the difference is in the steering column support bracket and in the steering gear box end plate. Why the latter, I am not sure. Does the horn wire pass through the centre of the steering gear box on both the saloon and the Tourer?

### Spain again!

I faxed Luis Cascante to ask him to find out the post-Spanish Civil War re-registration chassis number of new member Miguel Barras'



Modelo 8 (Model 'Y') and the Briggs body numbers on that and other recent Spanish 'finds'. He replies:-

"Miguel's car was not re-registered, - not all cars were requisitioned during the civil war. His official plate seems to be the 1934 one and the chassis number stated is the original Ford number (Y65841).

On the Right Hand Drive 4 Door, I couldn't see the official plate, as the bulkhead was trimmed with something like plastic Rexine during its restoration.

About the Briggs body numbers; all the Spanish assembled long rads I have seen have neither the Briggs plate nor the tell-tale screw holes (Francisco Mateu, Miguel Barras, and my own Model 'Y'). On the other hand, all the short rads I've seen have the Briggs plate (Sils Museum, Vicenç Folgado). Sometime ago I sent to you a photograph of the cross member of my Model 'Y' without either the plate or the screw holes.

With the introduction of the longrad., Motor Ibérica incorporated some locally manufactured parts to obtain tariff reductions and to save foreign currency, - the minimum of home manufacture for reduction purposes was 10% of the car's weight. So, as with the Models 'A' and 'B', some parts of the body were made in Spain. Because of this, perhaps the Briggs plate was not fitted, the body being not complete when it left Briggs in Dagenham. For example, the Motor Ibérica cars were trimmed in Spain with wool cloth. It is interesting to note that, in 1934, Motor Ibérica declared that the 77% of a Spanish assembled Ford was of home origin! I think that was an exaggerated ratio for publicity purposes.

I've been in contact with Fernando Fernández. I sent to him a photocopy of the Spanish shortrad handbook, together with a photocopy of the Graham Miles article on vans (Issue 98). From the photographs Fernando sent me by e-mail, I'm convinced that this vehicle was originally a Dagenham van. The body is identical to the Ford van, with the exception of the unique back door, and the location of spare wheel; both have been modified. The body must be original, otherwise the

conversion would be very crude. In Spain lots of saloons were converted to vans during the forties and the fifties, always in a very rough manner. The logbook states that the first document of the complete vehicle was a 'customs certificate', instead of the usual 'certificate of manufacture'. That means that the van arrived from abroad. The book also states that the vehicle was modified in 1956 to a '2-4 seats convertible van' (furgoneta convertible 2-4 asientos). As the original van was fitted with only 2 seats, the modification was the fitting of two removable extra seats. Fernando has also confirmed the absence of holes and Briggs plate on the cross member between the floor panels under the nearside carpet. I also sent to him a photograph of the tag fitted to the Sils Museum's shortrad Model Y, to be sure that he looked in the right place. The absence of the Briggs plate in Fernando's shortrad confirms that originally the vehicle was not a saloon. Unfortunately, the correct place for the Briggs plate in the van, i.e. on the nearside of the step up to the loading platform - has been heavily modified. Fernando will be sending me more photographs of the van. To my knowledge, is the only Model 'Y' van in Spain."

### Australia

#### Assembly plants.

I am learning to live with the many slapped wrists I receive from Bill Ballard, the Wizard of Oz, and can generally give as good as I get! However, he does have a point over the Ford plants which assembled our cars in Australia. I am guilty of reporting all Australian bodied cars as being Geelong assembled. This is not correct. Rolling chassis were exported from Dagenham to assembly plants at Geelong (Victoria), Sydney (New South Wales), Brisbane (Queensland) and Freemantle (West-

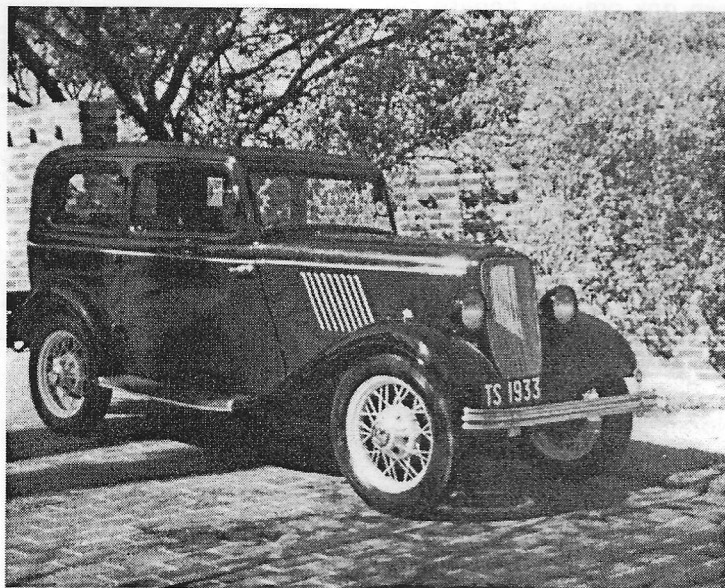
ern Australia). According to the Ford Canada archives, the quantities were as follows:- Model 'Y':- 1933; Geelong 167, Freemantle 228; 1934; Geelong 336. Model 'C':- 1935; a total of 1752 - probably the majority to Geelong. 1936; Geelong 840, Sydney 456, Brisbane 132, Freemantle 978. 1937; Geelong 805, Brisbane 198, Freemantle 190, Sydney 460 (The majority of the 1937 totals will have been 7W chassis as the Model 'CX' was withdrawn from production in March of that year.)

Other than Geelong, the plants were purely assembly plants. The discrete Australian bodies were all manufactured in Geelong and would have been shipped around the coast to each of Sydney, Brisbane and Freemantle; the railway gauges not being standard across the different states at this time. Unfortunately, there is no visible evidence on the cars to indicate at which assembly plant they originated.

### South Africa

Bob Wilkinson has turned out a photograph of Clive Middleton's immaculate short rad in the Transvaal (Y10220).

*"Clive Middleton's 1933 short rad Model 'Y' in the Transvaal."*





## Northern Sidelights

At last Spring is on the horizon and one can but hope that the forthcoming season will bring with it somewhat drier weather than last year.

News is also coming in of events for 2001. The splendid Kirkstall Classic Car Show which we attended last year, is to be held this year on Saturday 14 July in the grounds of the historic Kirkstall Abbey, near Leeds. Sponsored by Steve Waldenberg of Club Print Services, the printer of this magazine, it is held to raise money for the Motor Neurone Disease Association and Kirkstall Village Community Association. Steve has promised the Y&C Register a prime spot on the Rally field should we arrive in good time! I have entry forms for this event. A phone call, (01274 614729), will ensure that you are sent a form by first class post.

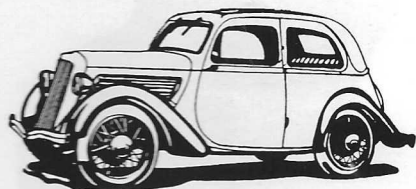
Ken Sleight has advised me of an event at Cusworth Hall, near Doncaster, on Sunday 20 May. This is in conjunction with the Doncaster Traditional Car Club, and again I am acting as agent for entry forms. One other rally which has been brought to my notice is the Kirklees and Huddersfield 2001 Transport Rally at Greenhead Park, Huddersfield, on 12 August. This, I think, replaces the Kirklees Historic Vehicle Parade which I have attended for at least ten years. It is described as "an all-new transport Rally with a brand new management team". Entry forms are available from, Mr G. Morson, 4 West Street, Lindley, Huddersfield, HD3 3JT. I am sure that there will be plenty more events to mention in my column next time.

Eddie Parkin rang to say that he has acquired another restoration project in the form of a BSA Scout, and I am looking forward to a trip out to see this rare motor car in the not too distant future. By the way, Eddie's Model 'C' is still for sale, but please note the change of details in the 'For Sale' column. Nearer to home, it took an ex-pat Yorkshireman, (Bob Wilkie) to tell me that Polar, (the erstwhile W. Parkinson Ltd) have moved from the traditional site on Manningham Lane, Bradford, to join the other big dealerships on Canal Road. Shows how much this out of towners knows about the big city! I can still remember a new front nearside wing for a Model 'Y' being obtained from them as late as 1960.

That's just about all for now. I hope to see as many of you as possible over the coming season.

Barry Diggle

Region 16.



## The need for a

## 'WORKSHOP MANUAL'

It has long been a personal desire to collaborate with a group of members in writing and illustrating a workshop manual to cover the servicing, general repair and overhaul of our 'Y' & 'C' cars. For, believe it not, one has never been produced. The nearest you get to it are period and post period publications by publishers such as Pitman, Ellison Hawks etc. These publications tried to cover both our models as well as later models and, although interesting, were frankly rather poorly written. They ended up covering very little in depth.

So how do I see the way forward? No one person knows all there is to know about these cars, but we have amongst our membership a vast amount of experience which needs pulling together and coordinating. Most of the members with this experience are elderly and cannot access a typewriter or use a computer, but they can 'proof read' the work of younger, less experienced members, many of whom do have the ability to use a PC.

What I would like is for members who feel they have a part to play to contact me. I'm looking for experienced people with a Motor Trade background to come forward. Enthusiasm on this occasion will not be enough! Once we have that team, as with any team, we can sort out the various abilities contained within the group. This is one task where grey hair (or the lack of) is a definite benefit!

Graham Miles.

### Historic Vehicle Research Institute

Whilst at the NEC, I attended the launch of the Historic Vehicle Research Institute, which is to 'promote and protect the heritage, knowledge and skills that design, made, sold and repaired historic vehicles. With millions of historic vehicles in the world and nearly one million historic vehicles in the UK, many thousands of jobs, businesses, museums and archives are dependent upon this valuable heritage.'

It was stated that the turnover on historic vehicles and associated activities in the UK is £1.6 billion per year, with £300 million being earned in exports. Some 2500 people are employed in supporting historic vehicles. It is therefore important that there is a good understanding of the historic vehicle movement, so that its future can be assured.

'The HVRI will become an internationally acknowledged institute for research and scholarly excellence in the pursuit of understanding of the social, cultural, economic, psychological, political, informational and technological contexts of historic vehicles and the communities of interest that surround them.'

Many research projects will be undertaken to establish the database necessary to draw any conclusions. Car clubs will have their part to play and we are likely to be sent questionnaires to contribute to that database.

Details of HRVI can be found on <[www.classic-vehicles.com](http://www.classic-vehicles.com)>.

HRVI has already established partnerships with FIVA, FBHVC, the French and Italian federations, Beaulieu and Gaydon. It is being driven from the University of Brighton in conjunction with the University of Central England. There are four patrons; Lord Montagu, Sr Francesco Guasti who is the President of FIVA, Sir Ray Tindle and Phil Hill, the ex-racing driver.

We wish it success in its work.

Sam Roberts

# The Mind Project is completed.

In Issue 121, we reported on the grant which Mind, the mental health charity, awarded from its Millennium Award Scheme to three residents of Advance Housing and Support Ltd., based in Aylesbury. The three, Ricky Clear, Jimmy Johnson and Andy Vardy, wanted to restore a 'vintage' car as a Millennium project and chose a Model 'Y'. As Ricky said at the time, "From the photographs, the car looks pretty good, but when you get close up you can see what needs doing. The interior will need replacing and the bodywork is speckled."

I am delighted to report that, with some help initially from member, Roy Hocking, and assistance from The Historic Car Company in Aylesbury, the project was completed in time for various ceremonies towards the end of the Millennium year. Member Ricky Cleary reports:- "In August we went to the Mind Millennium Awards ceremony at the Café Royal in London. We had a lunch, with free wine and all that. There were about 200 award winners there, and our project was one of eight award winners chosen to show displays of our work. Princess Alexandra was there, talking to people in the exhibition about Mind. Then the exhibition organiser said that the Princess wanted to talk to us. I didn't exactly freak out but I thought they might want me to go up on the stage. But she talked to us at the stand. It wasn't a big deal; it was really easy talking to her. I even managed to make her blush - she was asking how was it done and did we use blueprints and plans, and I said, "No, it was all done by common sense." Her bodyguards were laughing at her - so she blushed.

Lots of people from Mind said they thought about turning our application down, that the project might not work, but they ended up by admitting that it was one of the best ideas and projects. Everyone was saying it was a great achievement.

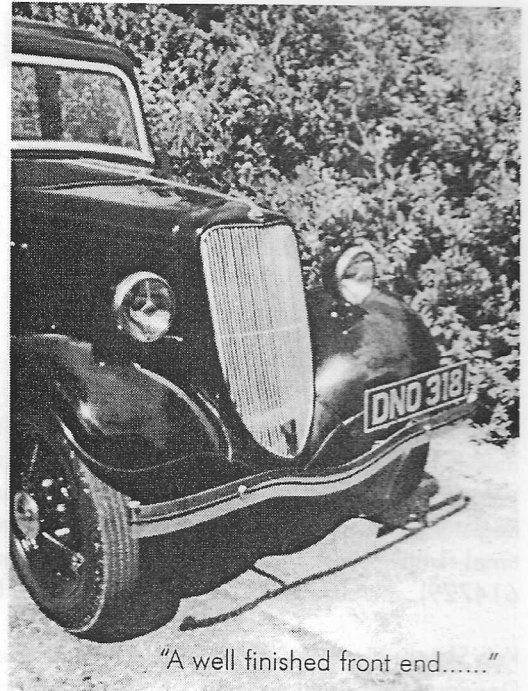


"Princess Alexandra talking to the restoration team; from the left, Andy Vardy, Jimmy Johnson and Ricky Cleary."

and put it back together again. I treated the project like a job - going into the workshop every day, but I got a great feeling out of working on the car.

There's still a few things I want to improve - there's a problem getting it started so I have to use another battery to jump-start it. The paint on one of the back wheels has flaked a bit. On the way home from Milton Keynes, some school kids threw some eggs at the car, and some egg-shell took some paint off the front wing. So I want to touch that up. Then I want to sell it and start again. I want to buy a Flying Standard, a two-seater sports car with a soft top. I'd also like to do some research on my family tree. And I've got an idea for a book - if I could get another grant!"

I am particularly grateful to Mary Dewar, the Advance Team Leader in Aylesbury, for overseeing the project and providing me with the above material and photographs. The lads did well and seem to have benefited greatly from the experience. Our congratulations go to all three. Please note that DNO 318 (Y131576 - late March 1936) has now been sold back to the dealer, Malcolm Elder, from whence it came.



"A well finished front end....."



..... and rear."

Then we took the car to the Advance Annual Meeting in Leicester (the group got held up in a petrol shortage blockade on the M1 and were stuck there for five hours.) The week after, we took it to the open day at the Advance Milton Keynes offices. I took some of the staff for a ride.

Mind awarded us a grant of £7000, all of which has been spent on the car. We literally took the thing to bits





## Spare Parts and Safety

Models 'Y' & 'C', although unfamiliar in styling to the later Dagenham designed Fords, still share a number of component parts, the majority not surprisingly being applicable to the 1937 - 1939 models 7Y and 7W. The later Fords, especially the post-war Anglias and Populars, are not to be sneezed at, as many have become a ready source of supply for engines, especially where difficulty is encountered in obtaining the earlier cam geared power unit. It is for this reason that a reconnoitre in these areas often provides parts which are more difficult to find, especially where vehicles are 'for spares only'. Your Parts Lists provide the information you need.

If you are looking for a pre-war engine for your Model 'Y' or 'C'/'CX', some of the early 7Ys and 7Ws made use of this type of unit before the next engine development, which had internal main bearing bolts. This later cam gear engine is so similar and uses the same ancillary parts, such as the wide cylinder head and dynamo as on the later 'Y' and 'C'/'CX', that it worth considering.

Major parts applicable from the pre-war 7Y and 7W are:- the Armstrong pear-shaped shock absorbers, engine parts and the Model 'C'/'CX' gearbox. Ford cunningly used a special brake cable clamp to utilise the handbrake bolt holes on the 'C'/'CX' gearbox for the new, and far more efficient and effective Girling brake system. Model 'C'/'CX' gearboxes can be seen on models up to and including the 1940 E04A and E93A. Note also, that the Model 'C'/'CX' gearbox can be fitted on a Model 'Y', but not the other way round. The instrument panel on the standard 7Y and van also incorporated the Model 'CX' speedometer, the later Models 'Y' and 'C'/'CX' ammeter and electric fuel gauge and had Model 'C' handles on the doors. The 7Y and 7W models also shared wheel nuts, front

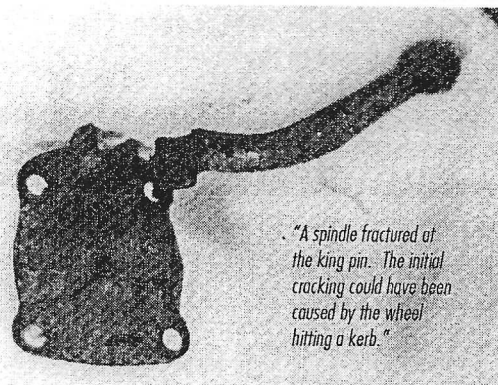
bearings, Model 'C'/'CX' perch bolts, drag link bushes, brake pedal pads, clevis pins, radiators, front leaf springs from Nos 2 to 8, universal joints, carburettors, starter motors and chassis parts, such as the front cross member with starter crank. Even the front bumper of the Model 'CX' was incorporated on to the 7W although, in its 7W guise, the ends were more open and did not house end caps. With regard to steering parts, the front axle spindles were used on both the 7Y and 7W from the Model 'C'/'CX' unit until approximately spring 1938, when the familiar cranked spindle was standardised



"Fractured king pin, probably due to lack of greasing, causing wear through the case hardened surface."

for the later 7Ys and 7Ws and all later Fords.

With safety paramount in the use of our Fords, please take heed of mechanical parts which you may inadvertently be using. The Ford Motor Company constantly reviewed and improved the mechanics for the better. Those of us who drive old vehicles should have some capacity to maintain a pre-war vehicle in a road-worthy condition. The majority of components on Models 'Y' and 'C'/'CX' were over-engineered but, with vehicles over 60 years old, some mechanical parts may be nearing the end of their lives. I do realise that originality plays a part, but we can still stay within the correct speci-



"A spindle fractured at the king pin. The initial cracking could have been caused by the wheel hitting a kerb."

fication without compromising safety by ensuring that early parts are regularly checked and changed when play starts to take hold. The more maintenance that is done to your vehicle, the more knowledge you will gain of the component parts. For example, it is well worthwhile going for the splined taper steering gearbox than the earlier plain taper and key. Any play on the plain taper box at the key area is dangerous, bearing in mind that originally machine pressure was exerted to ensure that the drop arm was properly secured. Should the key shear, you will be left with no steering. From an exterior point of view, the steering boxes from the 7Y and 7W are exactly the same as those on the Model 'Y' and Model 'C'/'CX'. However, internally, the rocker shaft is splined and hence provides a better safety margin. If you change the shaft, you will have to change the drop arm also to match it.

The same applies to the early Model 'Y' track rod, which is dangerous due to the hollow tube being tapped with a screw thread on the outside. In time, this weakens the hollow tube at the point where the track rod end is clamped to the track rod - time does the rest. It is better to use the later externally threaded solid track rod and TRE. Note that on the Model 'Y' and 'C'/'CX' TREs (YE - 3289-D), the drag link connection is at the top, whereas, on later models, it is underneath.

I'm sorry to go on but, ideally, all pre-war and post-war wheel spindles should be crack tested (because of the time they have been in service) and checked for trueness (refer to the front wheel spindle gauge in the Bulletin - Vol 4. No. 9).

To illustrate what can happen to king pins and spindles, see the illustrations. These components were supplied by two joint Ford Sidevalve Owners' Club and Y&C Register members. Please be wary

Yvon Precieux.

## Spark plugs and fireballs - the sequel.

I received two responses to my request for 'expert' comments on my theory of the off-set spark plugs in the last issue of the magazine. Graham Miles proffered the following:-

"May I start by correcting a statement or two? The cylinder head gaskets like the heads and blocks are not all the same. The early 8hp cylinder head, gasket and cylinder block is narrower. (Incidentally, they are fitted with 18 mm Champion 7X spark plugs. Although Bert Thomas always maintained some late narrow block heads were fitted with 14mm plugs, I've personally never seen one, but I quote Bert. Although deceased some ten years, his words of wisdom still come to mind).

The need to widen the block came about as a direct result of the introduction of the 10hp 'C' de luxe model in 1934. Initially, in September 1934, both the early 8hp and the new 10hp were in production alongside each other. However, by a date late in 1934, the early narrow block was phased out in favour of one common block design, adapted to carry 8hp bore and pistons. The early narrow head gasket carried the part number 'Y-6051'. The late 1934 8hp gasket had the part number 'YE-6051-B', whereas the 10hp engine gasket used part number 'YE-6051-A' (replaced by 7W-6051-A). This run over in production accounts for the strange fact that the B and A suffixes are in reverse order.

The code '19E' appears on the wide 8hp heads (post-late 1934) and, as far as I am aware, is only found on that engine. The early narrow block and the 10hp heads have the word 'Ford' cast on them. From what I can see looking at the heads in the photo, only one is an 8hp (the early one), whereas the one with the off-set plugs would seem to be a 10hp, which would account for why the '19' is not in the casting.

The combustion process starts, as we know with the plug sparking and igniting the fuel/air mixture just prior to TDC. The 'flame spread', and the consequent pressure rise is extremely rapid as it expands within the combustion chamber and then the cylinder as it pushes/follows the piston down. Engine design as with most things tends to leapfrog from one manufacturer to the other, as new knowledge is gained (witness the recent multi-valve designs - and we thought we knew it all.). Most engines of that period tended to set their plugs more central to the pistons but clearly, as knowledge was gained, manufacturers began to design heads with combustion chambers resembling ours. Who came first, Ford or the other manufacturers is lost in history. However the interesting thing is that in spite of these improvements the BHP quoted on both 8hp engines remained unchanged.

Incidentally, the very early narrow block engines were not fitted with a timing pin in the front cover. The approved method of

timing the engine was to mount a clock gauge directly over a piston via a spark plug hole. Something that could only be achieved on the early engine.

So to conclude I must agree that a very large amount of 'Coddswallop' was quoted in that article! Who said that?"

Geoff Dee loaned me a copy of "Old Motor", dated July/August 1972, in which there is a lengthy article by Bill Firth on the L-Head engine or 'side-valve' as we know it. An extract reads:- "The engines with camshafts in the crankcase were often T-head, with the inlet ports on one side and the exhaust ports on the other. This posed the problem that if the spark plug was on the inlet side, the vapour over the hot exhaust valve detonated, and if the plug was on the exhaust side it was surrounded by residual exhaust gas at low throttle openings and so the engine misfired at idling. Hence the T-head engine often had ignition systems on both sides, commonly magneto and accumulator. But it would be a mistake to suppose that the dual ignition was intended to promote rapid combustion. On the contrary, rapid combustion was not desired, because when the engine was running at low speeds, rapid combustion gave a sensation of roughness, it hammered the engine to pieces. The tendency was, in fact, for the side-valve engine to have excessively fast combustion because the compression stroke squished the air out of the cylinder into the space above the valves creating intense turbulence. The designer was trapped between too rapid combustion if the spark plug was in the centre of the space above the valves, and detonation of the gas between the exhaust valves and the uncooled valve caps if the plug was anywhere else. But then the Gordian knot was slashed when Henry Ford dared to run a mechanical joint right through the combustion chamber and there came upon the scene the flat-head, an L-head engine with the head detachable and the cylinders integral with the crank case. Now the designer could resolve his problems. First of all, the valve access caps which had required a flat uncooled surface immediately above the valves were eliminated. Secondly, any part of the surface of the combustion chamber could be machined, so that volumes and clearances which were critical could be accurately reproduced in every cylinder. .... The turbulent engine has the spark plug closely over the exhaust valve, but the anti-turbulent engine has the plug at the very end of the chamber for a slow gradual rise in pressure."

So, there we have it. I'm still not sure why, but we have a turbulent engine by design as the spark plugs are off-set towards the exhaust valves (and not the inlet valves as I stated in the original article - so there was an element of Coddswallop there which even Graham did not pick up!). Incidentally, further on in the L-head article it states:- "But on an ohc engine, if a valve spring breaks, disaster follows. With the side-valve engine, a broken valve spring cuts down the power, but does not lead to any bent valves or shattered pistons. Similarly, the side-valve engine simply cannot be damaged by over-speeding. Thus the side-valve design is unrivalled for engines which have to run unattended or under remote control, as in driving pumps or generating sets."

"Coddswallop"



# A.G.M. - Willoughby Village Hall -

## Sunday, 1st April 2001

This is no leg pull! April Fools' Day is the day of the Annual General Meeting, to be held in the Willoughby Village Hall. Willoughby village is approximately four miles north-west of Daventry just off the A45 and not far from the junction of the M1 and the M6 - a convenient central location for UK members.

The Committee will be meeting in the morning; clearing their business by mid-day, so that they can mingle with and chat to the members. From 12 o'clock to 2 p.m. there will be a variety of activities in and around the hall. Members within driving distance (80 miles?) are encouraged to bring and display their cars. The display is particularly rewarding for those who are in the process of a restoration project. Tony Butterfield will be present with his stall of useful spares for our cars and we shall once again run our own 'bring and buy' stall. So if you have parts of our cars lying around in your garage, workshop or attic which are just sitting there, now is the time to dispose of them. Put an attractive price on them and sell them through the stall. The Register will add a small commission to boost the funds and hopefully other members will gleefully walk away with them. Inside the hall there will be the full range of regalia on sale.

The meeting itself starts at 2 p.m. and normally lasts for one and a half hours. It is a particularly important meeting this time round as the Chairman-elect, Geoff Murrell, will be outlining his strategy for the future of the club, having canvassed the opinions of the Committee and Regional Coordinators - but what do you, the ordinary member want? Come along and have your say, meet the names you read about in the magazine and generally enjoy the banter and camaraderie that is A.G.M. day.

Although there is a pub next door and a transport cafe at the end of the road, you are advised to bring your own lunch so that you do not miss out on the fun!

**STOP PRESS:- Rear hub kits will be available for sale 'over the counter' at the A.G.M. and you will be able to pay for these and next year's subscriptions by credit card.**

## The Rally Scene.

Jonathan Davies

I once read an article that described rallies as "A boring day sitting next to your car in a field". I thought at the time that this must be true, but outings last summer have caused me to change my opinion somewhat.

For a car that was once extremely common there are not that many "Y"s about in the Southwest and in six rallies I have seen only one other (and never a "C"). What has surprised me is that the £100 Ford is obviously quite a popular vehicle with the visitors. Upon arrival we park up and immediately people approach the car. Expensive Rolls-Royces are given hardly a glance; exotic Alphas are passed by and Bugattis ignored as they hurry to reminisce about a car that they have all had some personal involvement with. A constant stream of visitors keeps us entertained with comments and anecdotes. They fall into a number of categories:

The Nostalgic: "My Dad had one and he used to let me go into the garage and start it before we went out" (and upon hearing it start up) "Ah, that sound takes me back fifty years!"

From an old lady: "We did our courting in one of these before the war- the back seat is bigger than it looks!"

Another old lady: "Please take a photo of me with it, I drove one in the war and loved it. I'd forgotten what they looked like, and I shall put the picture on my mantelpiece."

A retired officer: "I had one and used to drive it regularly from Torquay to Portsmouth when I was in the Navy. In the end I decided I wanted a sports car but couldn't afford one, so I cut the roof off the Y to make it into a tourer". (He was hazy about the exact details of this interesting operation, and I didn't like to ask if it ever reached Portsmouth again!).

The Not so Nostalgic: "In the fifties I sent my wife down to Plymouth car auction with £20 to buy a car to take us, our four kids and our luggage over to Ireland

to visit her family. I was b\*\*\*\*\* furious when she came back with one of these. What a load of c\*\*\*, far too small and gutless with it. I sent her straight back and luckily she resold it at a profit and came away with a Morris Ten- a lovely car!

The Ex Mechanic: (You get quite a few of these who invariably reach through the window while talking and feel how much play there is in the steering).

"We always changed the clutch by removing the engine until a new chap arrived and said that he could do it quicker by taking down the back axle. No one believed him but he kept on about it until the boss arranged a race to see which way was faster. He won easily by over half an hour, and from then on we were told to do it his way- mind you the customers continued to be charged at the same rate!"

"I've got a garage full of unused spares for one of these." (Invariably leaves without leaving an address or phone number, saying he'll call back later.)

The Ford fanatic: "Your choke cable inner is the wrong diameter, and I'm not sure that the knob on the rear screen blind is the correct style..."

The Confused: "Oh look dear- a Standard 9 just like we used to have!"

"Er... actually it's a Ford "Y". "Yes, yes, a delightful little car, same colour as the one we had too. I traded it in for a Vanguard. Come along Doris we don't want to miss the sheep shearing display."

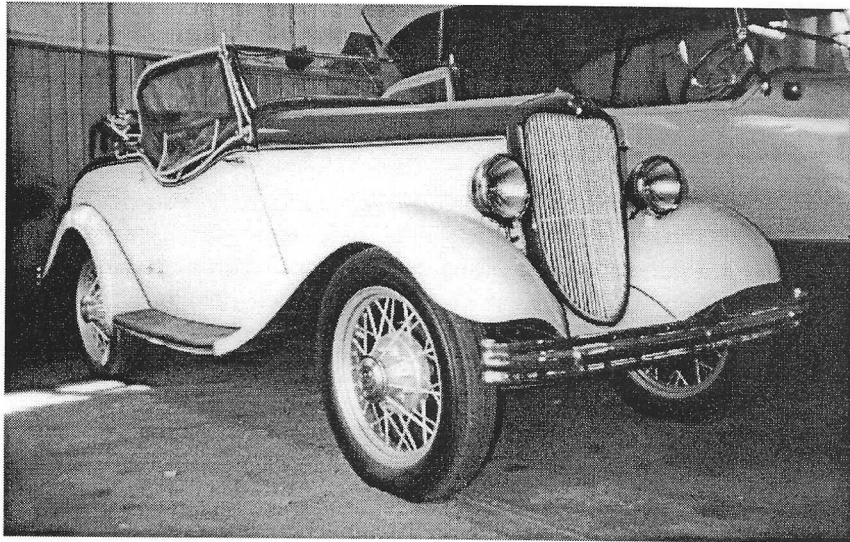
The Young: "Great! - A Ford just like the one that Bonny and Clyde used to drive. Can I look under the bonnet to see the V8 motor?"

There are many others in the same vein. I look around me at the owners of far more expensive and exotic cars that have spent the day almost ignored by the majority of visitors. We in the meantime get accosted by yet another moist eyed granny who wants to tell us about the time in 1939 when her young man ran out of petrol while taking her home in a "Y"...

I must confess that I have yet to be bored when attending a rally in a Ford "Y"!

## On the trail of Model 'Y's Down Under

If I have been tripping over Model 'CX's for fun since I came here to Australia in November 1999, then it is a different story with regard to Model 'Y's. Ask the average Australian car enthusiast if they have seen a Model 'Y' and they wouldn't know what you were talking about! My good friend Tim Johnson tells me that, until recently, the registration authorities in Tasmania thought a Model 'Y' was actually



what you and I would call a Model 'CX', for that was how they had recorded the only one such vehicle that had existed on the island in recent times! That was until Tim bought his 1936 Model 'CX' Sedan and told them what it was, and explained what a Model 'Y' should really look like!

*"Lyndon Hardman's Roadster (Y53916) in his private museum in Armidale, New South Wales - photograph courtesy Wayne Brown."*

Despite being offered in six different forms - there were Sedan (4-door saloon), Phaeton (4-door, 4-seater tourer), "3-window" Coupe, Roadster (2-seater tourer with optional dickey seat for two more passengers outside the hood), Panel Delivery Van and Roadster Utility versions - the Model 'Y' was not a good seller in Australia and had been withdrawn from the Ford range by the end of 1934. You will probably notice the absence of the 'Tudor' (2-door saloon) in the above list: it was never sold new in Australia and all examples found in the country to date have been imported in recent times, mostly from New Zealand. All versions are now very rare in preservation in Australia.

I am perhaps fortunate that two active members of the Ford 8 & 10 hp Side Valve Club of Victoria (a bit of a mouthful that, so hereinafter referred to as the Victoria SV Club) own and run Model 'Y' Tudors and these were the first of the marque I came across. There's Wayne Brown and his 1934 maroon, black and cream example (body number 165/16265), and Wayne Lodge and his 1936 electric blue, black and cream one (165/30159). Both cars have been featured in the magazine and were to be seen regularly on club runs in those early days - that is before Wayne Brown decided to concentrate on restoring his rare 1935 Model 'CX' Phaeton/tourer and the engine of Wayne Lodge's car blew up on him last October!

Looking through Wayne Brown's albums on 9th January, I spotted a photograph of a rather nice-looking brown and cream Roadster belonging to Lyndon Hardman, director of a Toyota

dealership (formerly a Ford Main Dealer) in Armidale, New South Wales. The beautifully maintained 1934 car is kept in his private museum. Wayne subsequently traced Lyndon's address and corresponded with him and we learnt that it had a chassis number Y53916 and a body number 19 R72.

I had to wait until a trip to Sydney in February 2000 before I saw my next three Model 'Y's and I have my good friend Phil Handel to thank for taking me to see them. First there was Reg Duck's rare 1933 blue Roadster (19 R46), one of only five known to exist, which for a number of years had sat forlornly at the back of his workshop, awaiting its turn for restoration. Then, just a few streets away from Phil's house in Beacon Hill, lives Barry Hurren, who owns a restored 1934 blue and black longrad Sedan (19 S71) and also an earlier shortrad Sedan in 1001 pieces in the garage beneath his house, and was wanting to dispose of them both. I believe the longrad, which is currently unregistered, is the only Model 'Y' to have been driven in Sydney in recent years - it just goes to show how rare they are here!

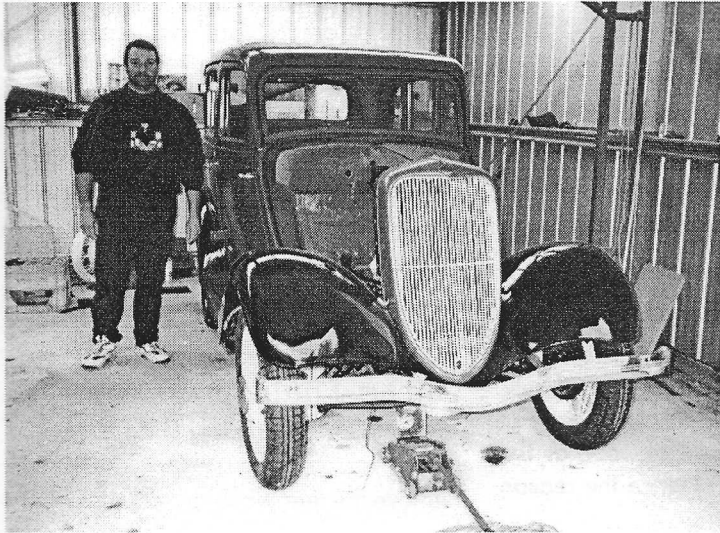
Looking through Phil's many photograph albums, I was to learn of the existence of another Model 'Y' Sedan. It was a maroon and black shortrad with the Queensland registration 01R-001, which belonged to the late Harry Capes when it was photographed. Phil had no idea of its present location, but kindly gave me the photograph and, when I showed it to Wayne Brown on my return to Melbourne, he instantly recognised it as the 1933 car (19 S18) now belonging to Mike Kirkpatrick and kept at his father's place at Woori Yallock.

Shortly after my holiday in Sydney, I was to renew my acquaintance with Chris Newman from Maida Vale, a suburb of Perth, and long-suffering Editor of the Classic English Ford Club of Western Australia. Chris was to update me on the restoration of his unusual 1933 Model 'Y' tourer (chassis number Y27472). He tells me that its body number appears to read '19 141' with no letter code to signify its body type. Chris has recently succumbed to 'Sidevalve Disease' and bought himself another, roadworthy car. As the model 'Y' restoration is proving to be a rather long, drawn-out affair, and he was getting fed up of driv-



ing a 'modern' to club events (or hitching a lift in his son Michael's A493A Prefect Ute), he's bought himself a very nice, bright red 1951 A494A Anglia tourer, and is no doubt getting used to the feel of the wind rustling through his hair - what's left of it!

The ninth Model 'Y' I came across was a 1933 blue and black, Australian bodied, longrad Sedan (19 S486) being restored by Greg Rice in Junortoun, a suburb of Bendigo in Victoria, where the ford side Valve National Rally (The 'Goldfields Gathering') was to be held in March 2001. Greg had bought his car some time ago from well-known Sidevalver and former President of the Victoria SV Club, Jim Oliver, and was hoping to have it finished in time for the rally.



"Greg Rice with his Australian bodied 1933 Fordor (body no: 19 S486) under restoration near Bendigo, Victoria (axle stands?) - photographed by Bill Ballard."

At the Bendigo Swap Meet on 18th November, I was to be introduced to Grant Murray, a former member of the Victoria SV Club who lives in Geelong and owns a 1933 Sedan (19 S404) and a 1934 Roadster (19 R117). I have yet to arrange to see these cars, which both need restoring and have not seen the road for many years. Grant was telling Wayne Brown and I that he was constantly having problems with thieves breaking into his garage and stealing parts off his cars. Luckily the parts concerned (mainly grilles and some panels) had been recovered by the police. It is not as if the thieves would get very far selling these parts, as the enthusiast fraternity here would soon know where they came from!

The October issue of 'Just World Cars' magazine contained an advertisement for a 1934 Model 'Y' Tudor that had been fitted with a 100E engine (number 100E6015D - according to the advert). The vendor lived in Tamworth, New South Wales, a town famous for its annual country and western music festival, but which was devastated by floods just before Christmas 2000. The grey and black car, presumed to originate from New Zealand, was to escape before the rains came and was purchased by Peter Stacey, who took it to his home in Tasmania. Peter has wasted no time in registering the car (and it now bears the Tasmanian Club Permit registration VC-1408) and has since shown the local folk what a Model 'Y' really looks like! Tim Johnson

tells me that the mechanical conversion has been done very tastefully and the car runs extremely well with the later engine. Unless you were a died-in-the-wool enthusiast, he says that you would not be able to tell that it was not the original engine!



"Peter Stacey shows Tasmania what a Model 'Y' looks like! - photograph Tim Johnson."

During the course of my stop-over with the Cameron family in Mt. Gambia in South Australia, on the way back from the Bay to Birdwood Run in October 2000, Andrew was to inform me of a Model 'Y' "Tourer" owned by his former G.P., Dr. John Shepherd in Jamestown, S.A. The car had been bought by his grandparents and had been secreted away in storage for many years. Obtaining further details of this car has proved quite difficult.

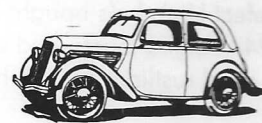
Andrew also showed me some old copies of 'Restored Cars' magazine, one of which revealed the existence of a 1933 model 'Y' Sedan with original engine number Y25383 in Mt. Gambia some 20 years ago. the car had belonged to Neil Kipping, a retired police sergeant. I set Andrew onto the trail of this car and he has recently informed me that Neil sold the car to a guy who thought he was going to 'make a fast buck' on it, but instead 'got his fingers severely burnt' and, rather than sell the car at a loss, put it in storage, where it has remained ever since.

The latest model 'Y' I've come across shouldn't have been a new discovery because the present custodian, Neil Phillips, who lives in the exotically-named locality of Colonel Light Gardens in south Australia, was once a member of the Y&C Register. Apparently, neither Bob Wilkie nor Sam could get Neil to reveal what he owned whilst he was in the club! I got to hear about Neil's car through talking to John Howard of the South Australian SV Club. It is said to be a cream, 1932 Sedan, which was bought by his father and has remained in his family ever since. Unfortunately, neither Neil nor his brother-in-law have had the time to spare to restore the car, which is regarded as a family heirloom and will never be sold - if Neil has anything to do with it!

So there we are! I've either seen at first hand or talked to the owners of 15 Model 'Y's since I came out here and am aware of another 12 'Down Under'. but so many of them are either in private museums or hidden away in storage, untouched for years. With only four specimens in regular use (if you include Greg Rice's, which should be on the road by the time you read this) - three of them here in Victoria and the other in Tasmania - you can understand why the Australian public do not know what a model 'Y' looks like!

**Bill Ballard.**

# The Rear Hub replacement kit and why YOU need it!



The hub design used on our cars is called 'The three quarter-floating design', a design that has limitations. The main problem is that the half shaft is expected to transmit the driving torque, retain the hub assembly in place and resist the bending moment due to side thrusts when cornering. This rather crude design is our main problem, to which is added the design fault of the bearing running directly on the axle casing its self, without an inner sleeve. We have estimated that more than 80% of our vehicles have dangerous levels of wear at this point.

In order to check the amount of wear on the rear hub of your car. Jack up the rear of the car, place an axle stand under the axle casing at the outer end and lower the car onto it. Remove the wheel, slacken off the brake adjuster and remove the clevis pin from the brake rod at this point in order to ensure that the brake shoes are completely clear of the drum. Support a lever on blocks, and try levering the hub upwards. It should not rise, but in practice it will. The amount of lift directly indicates the amount of wear present in the hub. Virtually 100% of this wear will be found to be to the under side of the axle casing.

Naturally the outer periphery of the bearing rotates fully every time the wheel turns through 360 degrees, and the 12 rollers that make up the bearing will rotate freely, while the casing remains fixed, the lower face of which supports the entire weight of the rear end of the vehicle. Needless to say it sustains a high level of wear, as the contact length with the roller is a matter of thousands of an inch. Hence the reason that the casing wears at such an alarming rate.

Incidentally this movement in the hub will also cause damage to the two hub seals present in the assembly at this point and will allow the rear axle oil to flow freely onto the brake shoes, thus creating a further problem.

Whilst it is possible to run your vehicle with worn hub assemblies, it is far from safe. The rear brakes will not operate efficiently, and the shoes will wear unequally as they are no longer mounted central to the axle line and they will, as we have said, become immersed in oil. The side of the shoes will rub against the side of the drums on cornering and eventually wear through the drum and cause separation. The movement in the hub as the vehicle turns corners will cause the half shaft to set up fractures and eventually fail, (a direct result of the shaft attempting to stabilise the situation,) and when it fails, the wheel comes off!

You can of course ignore all this very suspect aspect of the car at your own risk. However should the vehicle become involved in fatal or serious accident, the Police authorities may impound all vehicles involved. In order to avoid this situation the

So you think you were speeding .....

Trevor Walker sent in this item from 'The Berwickshire Gazette' of November 11th 1998:-

"A report has revealed that two traffic patrol officers from North Berwick were involved in an unusual incident whilst checking for speeding motorists on the A1 road between Oldhamstocks and Grantshouse. Last May, they were using a hand-held radar device to trap unwary motorists on the Edinburgh to London trunk road. One of the unnamed officers used the device to check the speed of an approaching vehicle, and was surprised to find that his target had registered a speed in excess of 300 miles per hour. The £5000 machine then seized up and could not be reset by the bemused PCs. The radar had in fact latched on to a NATO Tornado aircraft in the North Sea, which was taking part in a simulated low-flying exercise over the Borders and Southern Scotland. Following a complaint by Sir William Sutherland, Chief Constable of the Lothian & Borders Police Force to the RAF liaison office, it was revealed that the officers had a lucky escape - the tactical computer on board the aircraft not only detected and jammed the "hostile" radar equipment, but had automatically armed a Sidewinder air-to-ground missile ready to neutralise the perceived threat. Luckily the Dutch pilot was alerted to the missile status and was able to override the automatic protection system before the missile launched. The Police have so far declined to comment, although it is understood that officers will be advised to point their radar guns inland in future."

Register, on your behalf, has invested in affordable rear wheel bearing replacement kits. By fitting these kits it alleviates the necessity to replace the axle casing, or strip it out and send it to a specialist to have it rebuilt. Simply fit the kits, which have been developed as a result of considerable research and investment. They consist of: -

A hardened inner sleeve, which fits over the existing worn bearing surface.

A hardened outer sleeve with a 23 roller bearing, which fits into the hub of the brake drum

A replacement oil seal, which will run on the new sleeve.

## In brief fitting procedure is as follows: -

Remove the rear brake drums/hub assembly.

Remove old bearing and seal.

Thoroughly clean both hub and axle casing.

Fit inner sleeve to rear axle casing.

Fit bearing assembly to hub.

Replace the rear drum/hub assembly.

Very precise and detailed instructions will be issued with each kit supplied.

Complete your Parts Order Form now.  
Price: £150 per pair, plus £3.00 handling charge

Peter Ketchell / Graham Miles



# Come the Revolution.

Two photographs have come my way recently, both illustrating Model 'Y's in the thick of revolutionary activities. Firstly, Brian Mace loaned me a fascinating book of 1930's photographs from the Hutton Getty Picture Collection, which included one of the Irish fascist politician, Owen O'Duffy, addressing a rally of the Blue Shirts in 1934 in Bandon, near Cork, whilst standing on the nearside wing of a Model 'Y'. I presume that the Blue Shirts were the Irish equivalent to the extreme right wing fascist Black Shirts, led by Sir Oswald Mosely in England, but stand to be corrected on that point.



*"Owen O'Duffy addresses his Blue Shirts from the wing of a Model 'Y' in 1934 in Bandon, near Cork. Note the worried driver biting his nails!"*

The second photograph, sent in by Luis Cascante, is an extract from the Bishop of La Seu d'Urgell's diocesan magazine, showing a picture of the Town Hall in Lérida, at the start of the Spanish Civil War in July 1936. The Town Hall had been taken over by the anarchists and was being used as the seat of the terrible and sinister 'Investigation Committee' and 'Popular Court'. The long rad Model 'Y' in the foreground had probably been requisitioned by the anarchist brigades. As an aside, Luis mentions that the Bishop of La Seu d'Urgell is one of Andorra's two co-princes; the other being the President of the French Republic. I presume that this all dates back to the time when Catalonia was a provinces of France.



*"A Model 'Y' requisitioned by the anarchists stands outside the commandeered Lérida Town Hall at the start of the Spanish Civil War in July 1936."*

# A Tale of Two Breakdowns

Due to the very wet autumn, our Model 'Y' had very little use; although it was started regularly in the garage. The battery was getting increasingly tired and so I decided to increase the charge rate by moving the third brush in the dynamo. Pushing it round to the limit gave a very healthy charge rate of about 20 amps at full speed and, as it had stopped raining for almost 10 minutes, a quick run around the block was planned. All was well for about 2 miles and then we stopped to do some shopping. The car would not restart and eventually the battery was completely flat. A tow home was organised and, after charging the battery, it was decided that the fault lay with the condenser. This was replaced (although it was only a year old and had done about 600 miles) and all was well once again. Why had it failed? I suspected the high charge rate; it was rather a coincidence that it broke down so shortly after being altered.

The car now starts briskly and runs much better and I am slowly getting back some of the confidence that I previously had in it; although I suspect that in fact both of the above problems were really my own fault - the battery should have been replaced a long time ago.

Could a too high charge rate affect the condenser?

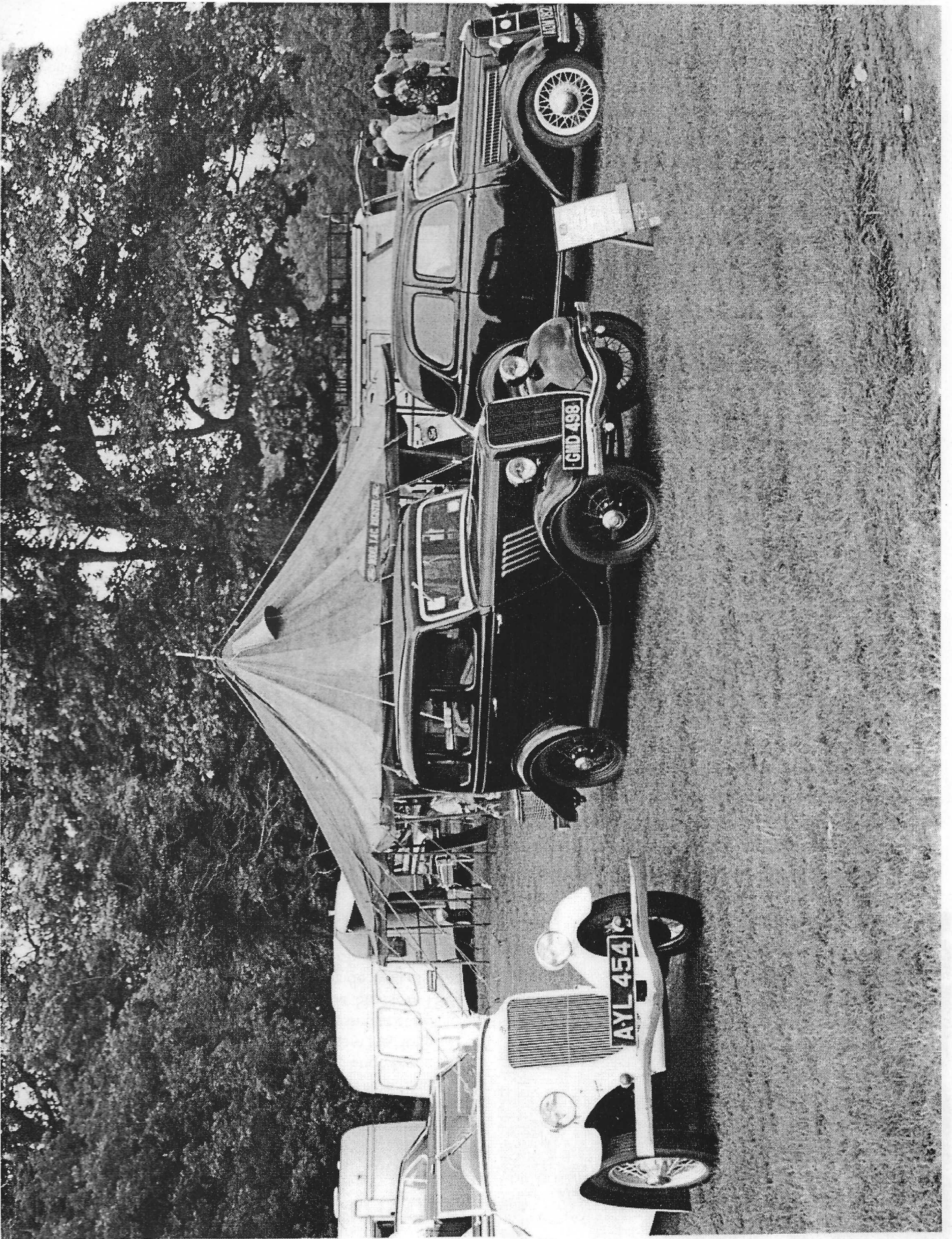
**Jonathan Davies.**

The charge rate was reset to a more reasonable level, but the MGB size battery was finding life increasingly difficult until the car would only start when pushed. On the day before New Years Eve (a rare sunny day), I foolishly offered to give a friend a ride around town and, after a bump start, we were off. Again, all was well for about 2 miles and then the engine stalled at the traffic lights at a very busy cross-roads. No way was it going to start again and extricating it from the ensuing 100-car snarl up was enough to make me wish that I had never heard of a Ford 'Y'. My friend was highly amused by the whole business. Another tow home, worrying the whole time about bending the front axle. This time it was clear that a new battery was the only answer. A local battery specialist was able to offer another MGB model or, for about £10 more, a bigger battery designed originally for a 6 volt Volkswagen Beetle. This is a DETA 07715 made in Germany and is designated 77ah @ 20h.



*"The immaculate interior of Jonathan Davies' Tudor Model 'Y' (Y183847)."*





One to stir the memory cells! Part of the Stanford Hall line-up at the Register's annual gathering in 1991. From left, Sam's Model 'Y' Kerry on its first outing post restoration, Jean and Reg Hunt's 1936 Model 'Y' Ford and Ken Devine's 1936 Model 'CX' Ford (now in Waco, Texas with ex-member Paul Meyer).



# Y&C REGISTER PARTS FOR SALE

PLEASE NOTE ORDERING PROCEDURE: Use the Club order form. List items required & prices in columns provided. UK prices include Postage & Packing. Eire & Europe postage will be invoiced according to additional costs. You are requested to enclose your cheque for payment made payable to "FORD Y&C MODEL SPARES SECTION." Please enclose S.A.E. in order that invoice and notice of dispatch may be notified. NOTE: EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT. The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y & C Model Register reserves the right to change prices from those quoted without prior notice. Prices quoted are not negotiable. It is regretted that we are unable to supply beyond Europe. Sheet metalwork can be supplied direct by K.A. Developments - see 'Useful Contacts'. If a required item is not listed, please submit S.A.E. with request - we may well have it in stock.

## MECHANICAL-SUSPENSION, BRAKES & STEERING ..... PRICE

|   |             |
|---|-------------|
| Clevis pins (20 thou oversize) with split pins:- S.R./ C .....                                | £6.00 set   |
| Clevis pins (20 thou oversize) with split pins:- L.R. ....                                    | £8.00 set   |
| Front shackles (pattern part) .....   | £7.00 each  |
| Rear shackles (pattern part) .....  | £5.00 each  |
| Bushes for shackles - state front or rear .....   | £2.00 each  |
| Rear hub seals (large outer) Y1175 .....  | £3.50 each  |
| Y&C king pins (dependent on level of kit) - exchange .....                                    | P.O.A.      |
| Relined front brake drums - exchange in clean condition .....                                 | £40.00 each |
| Rear brake rod support bracket for LR 'Y' with double holes .....                             | £31.00 each |
| Front brake rod support, YE2502B. Mounts on A-frame to rod .....                              | £6.50 each  |
| Front road springs Y&C (not Ford). (Rear, used on application) .....                          | £33.00 each |
| Track rod ends with dust covers - male or female design .....                                 | £28.00 pair |
| Drag link 'Y' - state L/R.H.D. ....   | £37.00 each |
| Front brake lever return spring, Y2096 RH or 2097 LH .....                                    | £4.00 each  |
| Rear brake cam shaft lever spring Y2220 RH or Y2221 LH .....                                  | £4.00 each  |
| Brake operating wedge, LR and C 48/2050 .....   | £13.00 each |
| Front brake lever, SR/LR/C Y2084 .....  | £13.00 each |
| Brake operating shaft (top king pin) RH Y2076, LH Y2077 .....                                 | £25.00 each |
| Rear operating shaft, LR/C. RH CE2231, LH CE2230 .....  | £25.00 each |
| Rear brake cam shaft SR. RH or o/s Y2231, LH or n/s Y2232 .....                               | £13.00 each |
| Rear brake cam, SR Y2230 .....  | £13.00 each |
| Exchange brake shoes, rollers removed. Send old first - set of 4 .....                        | £35.50 set  |
| Brake shoe pull off springs Lr post '33, C/CX, set 4 .....                                    | £13.00 set  |
| Shock absorber kit, SR & LR front & LR rear. Temporarily out of stock - Contact Graham Miles. |             |

## MECHANICAL - ENGINE & TRANSMISSION

|   |                     |
|---|---------------------|
| Recond/Exch Single water inlet engines, 8 & 10hp (contact G Miles) .....  | £1000.00            |
| Accelerator return spring Y9737 (on accelerator rod assembly) .....       | £4.00 each          |
| Gaskets - Head set, 8 hp .....  | £25.00 set          |
| Gaskets - Head set, 10 hp .....   | £20.00 set          |
| Gaskets - sump set (state with or without timing chain) .....             | £20.00 set          |
| Exhaust C, with tail pipe - stainless .....                               | £80.00 each         |
| Exhaust Y, stainless .....  | £75.00 each         |
| Engine top water outlet (head to hose) .....                              | £13.50 each         |
| Hoses, straight. Top 9.5" x 1.75", bottom 8" x 1.25" .....                | £4.00 each          |
| Moulded top hose - suit post 'Y' head .....                               | £8.00 each          |
| Moulded bottom hose - suit post 'Y' engine .....                          | £8.00 each          |
| Piston rings, various held - mainly pre-war. send pattern and S.A.E. .... | P.O.A.              |
| Valves, post-war, exhaust or inlet - send pattern .....                   | £12.00 each         |
| Valves, pre-war, exhaust or inlet - send pattern .....                    | £8.00 each          |
| Valve springs (Pt no. 6513) .....   | £10.00 set          |
| Flexible fuel pipe - pump to feed .....                                   | £33.00 each         |
| Fuel pump - exchange (allow 21 days) .....                                | £20.00 each         |
| Carburettor, for recond. (send direct to G. Miles) .....                  | £90.00 budget + p&p |
| Clutch plate centre - exchange .....                                      | £26.00 each         |
| Clutch pressure plate - exchange .....                                    | £46.50 each         |
| Clutch release bearings (pre-packed) .....                                | £10.00 each         |
| Cylinder head stud & nut, Y24052 .....                                    | £2.00 each          |
| Gearbox: Large number of parts held. Send list of requirements. ....      | P.O.A.              |
| Fan belts - state 3" or 4" pulley .....                                   | £11.00 each         |

## RUBBER PARTS ..... PRICE

|   |             |
|---|-------------|
| Door stop buffers - 'Y' .....                             | £3.00 each  |
| Front axle beam stop rubber, 'C' (Metal on request) ..... | £9.00 each  |
| Running board pyramid matting (flat sheets) .....         | £36.00 pair |
| Side lights - base mats, SR .....                         | £5.00 each  |
| Rear brake rod support rubbers, LR .....                  | £4.00 each  |
| Under bonnet kit, 'Y' .....                               | £11.50 kit  |
| Steering joint dust cover .....                           | £2.00 each  |
| Engine mount - exchange .....                             | £15.00 pair |
| Engine mount- non-exchange .....                          | £30.00 pair |

## ELECTRICAL

|  |             |
|--|-------------|
| Headlamp lenses late curved diamond (Reproduction) .....         | £14.00 each |
| Headlamp lenses, used, flat diamond/round centers .....          | £12.00 each |
| Headlamp Magniflect bars (diamond shape) .....                   | £10.50 each |
| Rear wing lamp mounting bracket - finished black .....           | £35.00 each |
| Battery fixing bolts .....                                       | £3.00 pair  |
| Battery Lead - Braided. Earth - bulkhead .....                   | £6.00 each  |
| Battery lug bolts, pair .....                                    | £0.75 each  |
| Headlamp bulbs (wattage not stated) .....                        | £4.00 each  |
| Bulbs various (if rear lamp, state straight or offset pin) ..... | £4.00 each  |
| Distributor points (not early type) .....                        | £5.00 each  |
| Rotor arms (late type) .....                                     | £4.00 each  |
| Dynamo cut out controls (no mounting bracket) .....              | £10.00 each |
| Spark plugs - not L10 but equivalent. Set of 4 .....             | £12.00 set  |
| HT Lead cap ends (6) .....                                       | £2.00 set   |
| Side lamp acrylic lenses, 'Y' front .....                        | £4.00 each  |

## FITTINGS - BODY

|   |                             |
|---|-----------------------------|
| Bumpers, LR Model 'Y' front, chromed .....                        | £142.00 each                |
| Bumpers, LR Model 'Y' rear, chromed .....                         | £114.00 each                |
| Bumper bar bolts (oval shape) .....                               | No stock                    |
| Bumper bar end caps chromed, LR and SR .....                      | £7.00 pair                  |
| Bumper bar dome bolts .....                                       | £5.50 each                  |
| Running boards, for LR. Y Moulded matting style with- steel ..... |                             |
| mounting brackets. Adaptable for SR .....                         | £90.00 each or £170.00 pair |
| Valance below grill SR, (external part only - fibre glass) .....  | £21.00 each                 |
| Floor board screws, set of 40 .....                               | £11.00 set                  |
| Late LR Y four-door hinge centre bolts with spring + tag .....    | £1.50 each                  |
| Brass balls, door hinge .....                                     | £1.50 each                  |
| Roof stick kits in hard wood, Model 'Y' fixed roof .....          | £83.00 each                 |
| Striker wedges - female, pillar mounted Y&C types .....           | £10.00 pair                 |
| Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR .....  | £15.00 each                 |
| Hub caps - Model "Y" .....  | £14.00 each                 |
| Oil cans .....  | £14.00 each                 |
| Oil can transfers. Black only .....                               | £5.00 each                  |
| Oil can brackets .....  | £13.00 each                 |
| Wheel nuts, 'Y' set of 20 .....                                   | £35.00 set                  |
| Wheel nuts, 'Y' individual .....                                  | £2.00 each                  |
| Wheel nuts, 'C' .....   | £1.00 each                  |
| Vacuum Wiper Motor .....  | £26.00 each                 |
| Spare Wheel strap (Mod Y) .....                                   | £21.00 each                 |





## Regalia Order Form

Send completed form with cheque to -

Please PRINT your name and address

Geoff Murrell  
76 Heydon Rd  
Gt Chishill  
Royston, Herts.  
SG8 8SR

|            |
|------------|
|            |
|            |
|            |
|            |
| Post Code  |
| Phone no - |

| Item  | Colour   | Size  | Price £     | Quantity   | Total price    |
|---|--|---|-------------|--|----------------|
| <b>Clothing</b>   |  |   |             |  |                |
| Sweatshirt, long sleeve, small logo   | Orient Blue  | S,M,L,XL  | 23.00       |  |                |
| Sport shirt, short sleeve, small logo   | Orient Blue  | XL  | 20.00       |  |                |
| Note, at an extra cost of £3 the above can be personalised with your name.  |  | Please state name required                                |             | Add £3 per item                                    |                |
| Sweatshirt, long sleeve. Large logo*  | Electric Blue  | ) Limited stock<br>) please check first                   | 5.00        |  |                |
| T Shirt, large logo*  | Electric Blue  | ) prior to ordering                                       | 4.00        |  |                |
| Hi-Vis Vest with Register logo on back panel  | Day-Glo Yellow   | XL  | 15.00       |  |                |
| Peaked cap, embroidered logo.   | Blue with white logo   |   | 7.00        |  |                |
| <b>Car accessories</b>  |  |   |             |  |                |
| Register car badge  | Bar mounted  | Gold  | 8.25        |  |                |
|   | Grill mounted  | Blue  | 8.25        |  |                |
| Tax disc holder   | Blue with white logo   |   | 1.00        |  |                |
| Key fobs, leather.  | Blue with white logo   |   | 2.00        |  |                |
| Key case  | Blue   |   | 2.00        |  |                |
| <b>Miscellaneous</b>  |  |   |             |  |                |
| Post Card featuring Y Fordor, Y Van, CX Tudor and CX Tourer   |  | 4 cards for   | 1.00        |  |                |
| Umbrella, with Register motif   |  |   | 12.00       |  |                |
| Lapel badge   |  |   | 1.50        |  |                |
| Leather Coasters, set of 4.   |  |   | 3.50        |  |                |
| Earthenware mug   |  |   | 3.50        |  |                |
| Tea Towel   |  |   | 3.50        |  |                |
| Greeting card (no text message) featuring any model listed below<br>Y Tudor / Y Fordor / Y Van / C Tudor / C Fordor / CX Tourer | Please state number of each card reqd                              | Per card  | 1.00        |  |                |
| <b>Models ( O gauge) -</b>  |  |   |             |  |                |
| Y Model Fordor Longrad  | Vineyard Green or Orient Blue (both with Black wings) or all Black | Currently out of production, please check before ordering | 52.00       | Please state colour                                |                |
| Y Model Tudor Longrad - on plinth   | Vineyard Green (with Black wings) or all Black                     |   | 54.00       | Please state colour                                |                |
| Y Model Van Longrad - in Millennium livery  | Orient Blue with Black wings                                       |   | 25.00       |  |                |
| <b>Rear window stickers</b>   |  |   |             |  |                |
| 'My other car is a <b>ford</b> Model Y'   | Blue text on white ground  |   | 2.50        |  |                |
| 'My other car is a <b>ford</b> Model C X'   | Blue text on white ground  |   | 2.50        |  |                |
| Note, the X can be cut off for C Model owners   |  |   |             |  |                |
| <b>A3 Colour reproduction posters</b>   |  |   |             |  |                |
| 1932 Y Model Tudor (prototype)  |  |   | 3.25        |  |                |
| 1933 Y Model Tudor (short rad)  |  |   | 3.25        |  |                |
| 1934 C Model Tudor  |  |   | 3.25        |  |                |
| <b>Please make cheques (UK) / International Money Orders (Overseas) in £ / GBP payable to Ford Y &amp; C Model Register</b>     |  |   | UK Overseas | post & packing<br>post & packing<br>Total enclosed | £3.00<br>£6.00 |

## USEFUL CONTACTS

### **Badge Re-enamelling.**

#### **Pamela and David Enamels**

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

### **Body Restoration, Panel Repair & Manufacture.**

#### **Ken Arthur, K.A. Developments**

20A Fore Street, Westbury, Wilts, BA13 3AX  
Tel: 01373 827746 or 01225 766669 (evening)

### **Boring, White Metallurgy, Bearings, Pistons, etc.**

#### **Ron Topping, Northern Rebores Service**

54 - 56 Elswick Road, Newcastle-upon-Tyne,  
NE4 6JH Tel: 0191 273 4326

### **Mechanical Overhaul and Restoration.**

#### **Tim Brandon**

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

### **Chassis Restoration, Classic Oils, Exchange Ford Parts. Windscreens.**

#### **Dave Tebb**

Little Fenton Lodge, Little Fenton, Sherburn-  
in-Emlay, Leeds, LS25 6HQ Tel: 01937 557410

### **Trim, Fittings, Rubber and Accessories, Small Ford Spares.**

#### **Paul Beck, Vintage Supplies Limited,**

Crosswinds, Happisburg, Norfolk, NR12 0RX  
Tel: 01692 650455 Fax: 01692 651451

[www.smallfordspares.co.uk](http://www.smallfordspares.co.uk) e-mail: [info@smallfordspares.co.uk](mailto:info@smallfordspares.co.uk)

### **Stockists Early Ford Parts**

#### **Tony Butterfield (Can supply gaskets)**

2 Cockers Lane, Leyland, Lancs, PR5 3SU  
Tel: 01772 424032

#### **Julian Janicki**

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

### **Carpets, Upholstery.**

#### **Geoff Foss, Family Repair Service,**

Beales Close, Andover, Hants, SP10 1HT  
Tel: 01264 323144

### **Seat Springs (ready for Trimming).**

#### **The Bristol Upholstery Spring Co.**

79A Grove Road, Fishponds, Bristol,  
BS16 2BP Tel: 01179 583995

### **Tyres, Tubes and Rim Tapes.**

#### **Tony Etheridge (callers by appointment only)**

Oxhey Hall, 118 Oaklands Avenue, Oxhey, Watford,  
Herts, WD19 4LW Tel: 01923 231699

#### **Longstone Garage**

Great Longstone, Bakewell, Derbyshire,  
DE4 1TA Tel: 01629 640227

### **Insurance.**

#### **Y&C Register Insurance Scheme -**

#### **Footman James**

Very competitive preferential rates for members only.  
From £58.80 per policy for cars valued up to £7500.  
Fully comprehensive with unlimited mileage. Full  
breakdown and rescue service in UK and Europe.  
Tel: 0121 561 4196 with membership number.

### **Speedo Cables.**

#### **SpeedoGraph Richfield Ltd.**

Rolleston Drive, Arnold, Notts, NG5 7JR  
Tel: 0115 926 4235

(Note: Model 'Y' 5' 8" long; Model 'C' 5' 1")