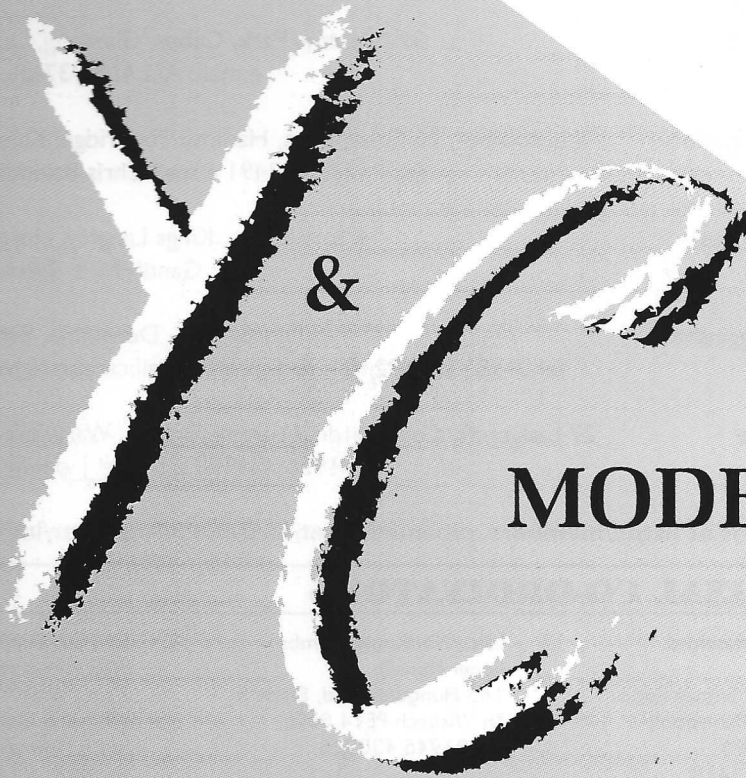


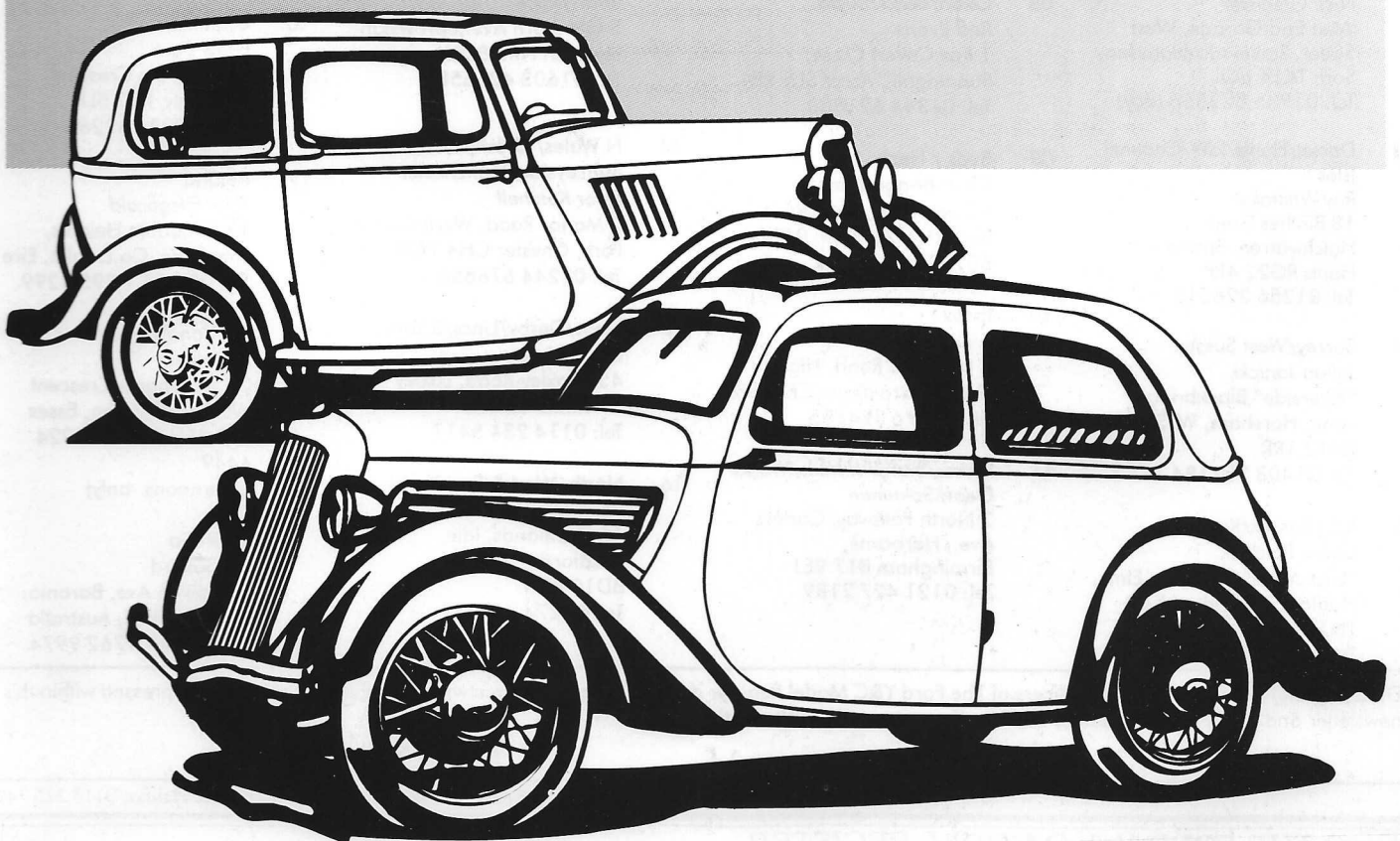
# TRANSVERSE TORQUE

FORD

ISSUE 130 ~ MAY - JUNE 2001



## MODEL REGISTER



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

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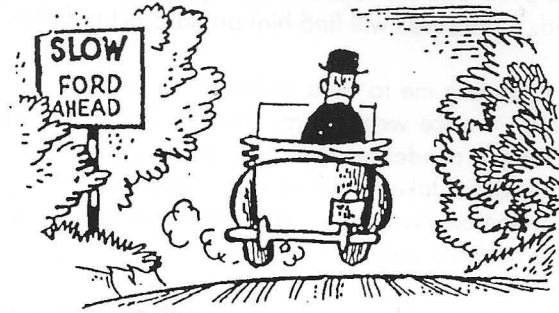
DISCLAIMER - The Editor & Club Officers of The Ford Y&C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability resulting from erroneous information printed.

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### Photograph on back cover

This time we feature Yvon Precieux's Model 'C' van with his 'country residence' in Wemyss, on the west coast of Scotland, as a back-drop. The story of this unusual vehicle is told under 'Members' Cars'. The photograph was taken as we passed through Wemyss on Convoy 2000.

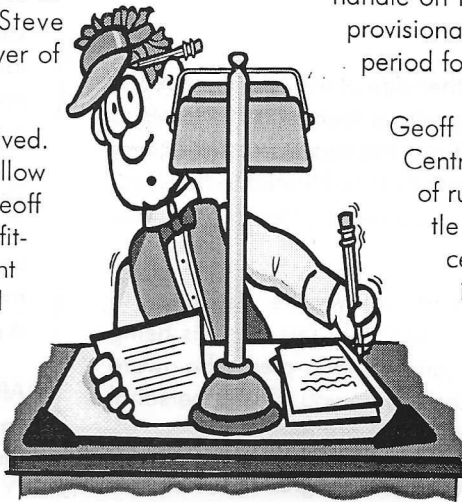


It seems strange not to be sitting down the week before the magazine is due to go to the printer to write a Chairman's Newsletter. That lot now befalls Geoff Murrell, whose first contribution in the role is included in this issue. This Editorial is now the only avenue I have for any chat and gossip! But first, matters editorial. I am grateful to those of you who have welcomed the return to the magazine title 'Transverse Torque'. I apologise for the poor quality of the shading on the cover of the last issue. The cover was designed and drawn by my daughter, Nicola, who is based near Munich, deep in the heart of BMW country. She has since had a second attempt at the shading which hopefully Steve Waldenberg, our printer, can use for the cover of this and subsequent issues.

Today, my new sleeved rear hub bearings arrived. So, once the magazine is put to bed, I will follow the simple instructions and fit same. Both Geoff Dee and Jonathan Davies comment on their fitting experiences and the resultant improvement in performance in this issue. Both submitted their contribution by e-mail. It is amazing how my postage and telephone costs have plummeted over the past year due to members and classic car organisations increasingly using the Internet to correspond. The speed of communication using this medium is also unbelievable. If you have not let us know your e-mail address, please drop Bob Wilkinson or Christine Baldock a memo.

There have been a number of successes by members using the For Sale notices in the magazine. Cars are changing hands and are going to good homes. Some advertisements never appear in print as, before the copy deadline, I have already received a 'Wanted' notice for a car and have put the applicant in touch with the next set of 'For Sale' advertisements. Incidentally, a 'For Sale' advert will only appear once. If, as the deadline for the following issue approaches, the car is not sold then, the seller may apply for the advert to be repeated.

## Editor's Report



The introduction of payment by credit card has been reflected in each of the subscription, spares and regalia forms. We hope this makes payment easier and less painful. Note that the price of the 'Bulletins' and handbooks for our cars has been reduced - these are obtainable from Bob Wilkinson.

An important article in this issue is the one on next year's 'biggy' event, Convoy 2002; the trip round Ireland. If you think it appeals (I'm sure you will) and if, at this stage, you think that you will be joining us, please submit your name a.s.p. It is important that John Fitzgerald has a good handle on the numbers involved so that he can make provisional hotel bookings over what will be a busy period for the Irish tourist industry.

Geoff Murrell informs me that the Ford Heritage Centre at Dagenham has been reduced to a pile of rubble. The future is still not clear. The battle lines are drawn between a new visitors' centre at Dagenham and an expanded British Heritage Motor Centre at Gaydon, which is now owned by Ford. There may be a compromise between the two. The 'Henry Ford Day' at Gaydon on 13th May, which looks as though it could well be a huge success with 300 Fords entered, may well swing the decision. A report on the day will appear in the next issue.

Finally, please note on the inside front cover, the re-shuffle amongst the Register Officers following the A.G.M. You will also notice that the list of 'Useful Contacts' has been expanded. We on the Committee hope to see many of you at either the Henry Ford Day at Gaydon or at the Enfield Pageant of Motoring over the late May bank holiday. In the meantime, enjoy your read of the magazine.

Sam Roberts.

## Chairmans Newsletter

If the look and content of this article are different from normal then it's no wonder. At the AGM I somehow found myself elected Chairman. I am amazed at how Sam held down nearly half the Committee posts and still found time to play squash and golf, but apparently he did. I am sure I will find him an hard act to follow.

If you are expecting me to be a carbon copy of Sam, then prepare to be disappointed. I once went on an effective writing course at Ford. The objective being to condense reports etc. so recipients could still understand them but they didn't take all day to read. After the first day I was asked if I had been on the course before, since I was writing a sentence where other people were taking a page!

I have no doubt Sam will fill out the space with his Editor's Report and Bob's Secretary's Ramblings will feature his usual feeble excuse for a joke. Talking of Bob, did any of you realise he had his 60th birthday recently? Lets face it, our cars are older than him but in better condition. Congratulations Bob - got your bus pass yet ?

Two happenings in April to highlight. The first is the resignation of Paul Tritton as our Regional Contact for members on the other side of the English Channel. It reminds me of the old story about a headline in a newspaper, 'Fog in the Channel, Europe cut off'! Paul has been finding fewer and fewer of our members calling on his services these days and with Spain becoming the second home of Model 'Y's, he regrets not learning Spanish at School (and no, neither did I, but my good lady, Eileen, did). Paul, many thanks for your efforts over the years. I trust you will remain in the fold of the Register.

The second concerns our members on the other side of the Atlantic in North America. We have been in correspondence with a member who wants to buy some spare parts. The problem is that our insurance does not cover sale of spare parts, either new or second-hand / reconditioned to that continent, or of sales of parts to members where we believe the car, or parts, will end up there.

This has brought to my attention the fact that our Website, 'Invitation to Membership and Registration' all make no mention of this. This is being corrected. Will members in both the U.S.A. and Canada please be aware of the restricted service we give to you. I can assure you it's not personal but brought about by the Insurance situation and is not negotiable.

The news that the Welsh trip has had to be cancelled is regrettable, however please make an effort to attend the Chester weekend event on 16/17th June. I see the Ford Sidevalve Owners' Club are also making this show their Annual event. It should be a good couple of days. Let's see if we can beat them in numbers with just 'Y's and 'C's !

With my Regalia Officer's hat on, I have been considering producing lapel badges with the Register logo and the member's name on, available at around £6.50 each. I'm not quite sure how I judge the interest in this. If you have any strong thoughts drop me a line (e- or snail mail) or a phone call please.

Happy motoring.

Geoff Murrell.

## SECRETARY'S REPORT.

As we are now into early summer (you can tell because the rain is a little warmer), no doubt many of you are enjoying those trips out in the old car. As we keep reminding ourselves they are there to be used and enjoyed and not to simply gather dust and become static museum pieces.

I am disappointed to once again have to cancel a club event due to lack of interest on behalf of members. In the last edition the Holland trip cancellation was announced and now I have to let you know that the Welsh trip too has fallen by the wayside. Bruce Allan had contacted hotels and worked out an itinerary through splendid scenic countryside all to no avail, but THE CHESTER EVENT IS STILL ON (see notice elsewhere). I am left wondering what members actually want. We enjoy getting involved in organising activities but get very discouraged when we get no response, more so since last year's Convoy 2000 was extremely successful and enjoyable. We get comments from members bored with attending "static in line shows" and then lack of interest is shown when more active (and not strenuous) tours are organised. I hope this means that you are all saving yourselves for Chester in June or the Tour of Ireland next year!

There are days when I wonder (along with other Committee members) if there is anyone out there and then suddenly my phone is red hot with messages from members. My moaning session is over OK? Just book up for Chester!

After moaning about poor attendance, I must say a big thank you to those members who attended the AGM in particular those with their 'Y' or 'C' models. We had a busy but enjoyable day and once again we were blessed with good weather at the splendid location of Willoughby village. Geoff Murrell is our new Chairman and I hope you will all give him good support in his clear aims to maintain the club's forward progress. We are fortunate to have Sam continuing as Editor ... despite the fact that he badgers us all to meet our copy deadlines!

I am pleased to be able to let you know of two of our members who are now able to offer their professional services with the restoration of our

cars. Roger Hanslip our Region 12 Coordinator in the East Midlands/Norfolk area (01945 430325) and Mark Crabtree in Cheshire (01260 299743) have both completed excellent restorations on 'Y' models (and others) and can both undertake bodywork and mechanical restoration and other aspects by negotiation. In addition to our old friend Tim Brandon (01449 711837), we can now cover a good area of the country.

Whilst on club services, Footman James Classic Car Insurance, who offer our club members special terms, now include additional benefits such as European travel cover for up to 35 days, free breakdown cover including Europe and Agreed Valuation (self evaluation for cars under £15,000 and over 20 years old). A "Sons and Daughters" option encourages the next generation of classic car owners too. The premiums are highly competitive and members report on good service from the company. (0121 561 6203 for classic car quotes).

Feedback on the last issue was almost instantaneous from Brian Gurney following the Model 'CX' photo on page 11. Just as I was reaching for the Register of Surviving Vehicles, Brian 'phoned in great delight. Sam writes more of this under 'Members' correspondence'. Trevor Walker in Newcastle wondered if Geoff Dee's sighting of a Model 'CX' ambulance on TV was in fact a V8 Model 48. This has a very similar shaped body but on a larger scale and was apparently produced with commercial bodywork. Did anyone else see this? I also had two suggestions for the Bright Ideas Booklet. One is useful the other is not physically possible without an anaesthetic but keep your ideas coming!

Whilst completing the V765 paperwork to support new member Bruce Bebbington's application to DVLA to retain his registration number, I noticed on a 1968 MoT Certificate for his car that there was no space provided for the vehicle speed/mileage recording. When was this introduced? Can anyone out there provide the answer? All of which acts as a reminder that members with registration questions should get in touch with me. Just another Club service you lucky people!

Enjoy your summer. See you at Chester.

Bob Wilkinson.

### Bob's Joke Corner.

Old Mrs Jones' husband died, so she put an entry in the obituaries of the local newspaper: "Fred's dead. Funeral Thursday".

The editor noting the very brief entry and thinking she was short of cash, told her she could add a few words free of charge. The text came back:

"Fred's dead. Funeral Thursday. Ford Escort for sale".

(Thanks to Roy Cleaves for sending in that one. I know Sam you're thinking it's better than mine!).

## MINUTES OF ANNUAL GENERAL MEETING.

APRIL 1st. 2001.

### WILLOUGHBY VILLAGE HALL.

Members present : Bruce Allan, John Argent, Kevan Ashcroft, Christine Baldock, Derek Birch, Richard Bonson, Tony Brasher, Neil Bray, Kevin Briggins, Tony Butterfield, Adrian Chettle, Ken Clarke, Roger Corti, Bryan Dixon, David Grace, John Griffiths, Doug Hickson, Steven Hollowell, Tony Hurst, John Keenan, Ron Kendall, Pete Ketchell, Peter King, Tim Maddocks, Graham Miles, Jim Miles, Geoff Murrell, Norman Purdy, Sam Roberts, Geoff Salminen, Mike Samuel, Jim Sharpe, Jack Smith, Bob Wilkinson, (38 members plus family and friends. On display, 10 "Y" Models & 2 "C" Models).

Apologies : Tim Brandon, John Fitzgerald, Brian & Roger Gurney, Roger Hanslip, Reg Hunt, Julian Janicki, Dave Jarman, Paul Tritton, Trevor Walker.

1. Minutes of AGM April 2000 accepted as true record.

2. Officers Reports:

i) Chairman. Sam Roberts reported on a successful year. Membership remains constant at around 400 which represents 40% ownership of known surviving vehicles with more coming to light regularly particularly in Australia & Spain. The highly successful Convoy 2002 was the main event of the year and involved 20% of our membership and raised a commendable £8k for charity. Sam thanked the organising group, Graham Miles, Geoff Murrell and Bob Wilkinson and eagerly looked forward to Convoy 2002 of Ireland which John Fitzgerald is planning. Outdoor events at Enfield and All Ford Rally were rain affected whilst the club flag flew high indoors at NEC, Stoneleigh and Bristol with mixed support from membership. The increased subscriptions increased the limited budget available for the ongoing remanufacturing programme undertaken by the Spares Sub-committee, with the much needed sleeved rear axle bearing kit as their latest success. The Club website page is of increasing importance and plans are in hand to update the site contents. Postage costs are being reduced by Officers' use of e-mail. On retiring from office after 14 enjoyable years, Sam thanked the Committee for their dedication and members for their enthusiasm and cheerful support.

ii) Secretary. Bob Wilkinson reported on a very active club year with events such as Convoy 2000 maintaining a high profile for the club as well as generating much administration and correspondence, but thanks were due to Christine Baldock for taking on the role of Membership Officer as this reduced the workload. A questionnaire re: club services, sent to the 40 lapsed members, proved a fruitless task since only 8 replied. We can assume some satisfaction with club services, but the Committee is continually monitoring this issue. The magazine continues as a high quality publication thanks to Sam as Editor and members contributions. The club website has now had 4,100 hits and plans are being made to improve the scope and usage of the site in the coming year. We await response from DVLA regarding continuation as authenticators for the

V765 registration scheme. Convoy 2000 did much to convince our members that our vehicles are still the basis for an active hobby. Our membership of FBHVC, which monitors UK and European legislation, continues as it is important that the status of our cars is not reduced to that of museum pieces. Bob thanked the Committee for their work and encouraged members old and new to be active within the club and to take pride in belonging to a thriving organisation.

iii) Treasurer: Bob Wilkinson and Bruce Allan presented the audited Annual Accounts (main club & spares) showing deposits at 1st March 2001 as £11,985.84 but pointed out that bills of £6k were due from the remanufacturing programme. The club magazine costs approx. 60% of annual subscriptions leaving only limited amounts for spares priorities next year. The Accounts were accepted and the Meeting approved that the services of Angela Ashton be sought again as auditor for the forthcoming year. Bruce announced that the club was now geared to accept payment by credit and debit card for all sales and subscriptions.

iv) Regalia : Geoff Murrell reported that stocks were healthy and hoped to encourage sales to members.

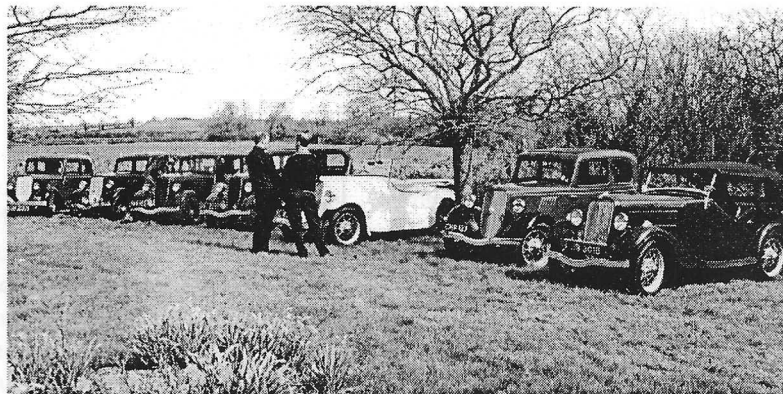
v) Membership Officer : Christine Baldock. Currently 397 members on roll. Payments for the coming year could be made by credit card but Chris hoped more would pay by standing order. The process of application from the website would be streamlined in line with the increased usage noted recently.

vi) Spares Officer: Graham Miles announced that club remanufactured items, track rod ends and long rad badge mounts, were now available along with the recently announced rear wheel bearing replacement kits, but pistons for post-war 8hp engines were in short supply in connec-

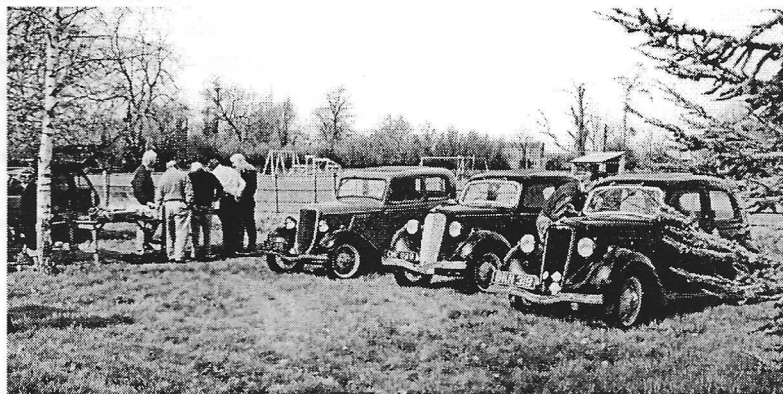
tion with the club engine exchange service. Members were encouraged to return items for reconditioning. eg. universal joints, brake shoes, etc. as supplies were drying up. The Spares Sub-group would be looking at priorities over the coming year but with a limited budget. Graham was confident that our cars, well prepared, were quite capable of higher mileage events as Convoy 2000 had shown. Tony Butterfield was thanked for attending with his spares stall.

3. Election of Officers: The following were elected:-

Chairman Geoff Murrell. Vice Chairman Sam Roberts. Secretary Bob Wilkinson. Treasurer Bruce Allan. Membership Officer Christine Baldock. Spares Officer Graham Miles. Regalia Officer Geoff Murrell. Editor & Archivist Sam Roberts. Vehicle Registrar Sam Roberts. Technical Adviser Geoff Dee. Regional Representative TBA.



*"The line-up of Model 'Y's on the lawn of Willoughby Village Hall. Geoff Salminen and Kevan Ashcroft discuss how the tree should be pruned! Doug Hickson's Jensen bodied 'Mistral' sits alongside Ken Clarke's Tudor."*



*"Tony Butterfield did some brisk trade on his parts stall, in front of Tony Brasher's 1934 electric blue Model 'Y' Tudor and Neil Bray and John Keenan's Model 'C's."*

4. "The Way Forward" . . Geoff Murrell. Geoff welcomed discussion on issues he

had been asked to identify as important in the future development of the running of the Club. During individual consultation with Committee and Regional Coordinators, 5 recurring themes had emerged. Attention to each has already begun:-

i) Finance: The need to amalgamate main club and spares account with formal annual audit.

ii) Regions: The need for some rationalisation due to disparate size/numbers and effectiveness. Post of one Regional Representative on Committee proposed to maintain close contact/co-ordination.

iii) Public Face of Club: Widen scope of and to update website.

iv) Welcome new members: Awareness and attitude change necessary to attract younger and less experienced members. Update 'Welcome to New Member' information pack.

v) Committee: Introduce 3 year tenure of office as norm but with re-election possible. Officers to log procedures for ease of entry for replacement of officer.

The over-riding message is for the club to continue being active and promoting the enjoyment of membership.

5. AOB.

i) Presentations: Sam Roberts was presented with a decanter (and bottle!) and made a Life Member for outstanding contribution to the development of the club as Chairman from 1987-2001. Flowers were presented for Paula Roberts.

Graham Miles, having been a Life Member for some 5 years, was presented with his long overdue certificate.

ii) Wales & Chester Event.

iii) Convoy 2002 - Ireland details were given and entries invited.

The Chairman thanked all for attending, particularly those having brought cars for display.

Bob Wilkinson. Club Secretary.  
03.04.01

The above minutes give a flavour of the formal proceedings, which gave the members present an overview of our achievements over the past year and a look into the future. It was good to see new members in attendance, plus some of the longer serving members who were attending for the first time - especially those who had enjoyed Convoy 2000 and were coming back for more.

Prior to the formal part of the day, which started at 2 pm, members had the opportunity to mingle and look over the cars which had been driven to the event and parked up on the lawn of the village hall. Fortunately, the weather was fine, allowing close inspections of undersides as well as engine compartments and interiors. Tony Butterfield was on hand with his stall of parts, which always tempts me to buy something - this year it was a three start steering box nut. Geoff Dee, our new Technical Adviser, manned the 'bring and buy' stall which, this year, contained more literature on our cars than usual. I was surprised to see the advertisement for the Model 'C' as an extract from the Illustrated London News, which I had found printed on cardboard as a poster and bought only the day before at an antique fair in Salisbury!

"The Model 'C' advertisement which announced the reduction in road tax from £10 to £7 10s from 1st January 1935 for 10 hp vehicles, following the 1934 Finance Act (budget). Note that production of the Model 'C' commenced on 10th September 1934"

Inside the village hall, the kitchen was busy providing cups of tea and coffee; Kath Samuel having done her stint in the morning serving the Committee members whilst in session. Husband, Mike, had set up the regalia stall and was dispensing goodies. Geoff Murrell had managed to borrow the Convoy 2000 display stand once more from the Ford Motor Company to show members how our event had been received at Dagenham (see photograph in the last issue) and next year's major event, Convoy 2002, was fully described on a map of Ireland.

There was plenty to see and do. The banter and camaraderie was up to its usual high standard and all those I spoke to seemed to be enjoying themselves - and that is what it is all about really!

Sam Roberts.

## Caveat Vendor (Seller Beware)

Owners wishing to sell their classic car will usually have to consider doing so privately, due to the small number of dealers and the nature of the market. This often works well, but can sometimes be a source of enormous frustration.

Placing an advert for a car for sale is a bit like going fishing. No matter how attractive the bait, you have to sit and wait patiently. If there are no fish around you won't catch anything and, even if they are there, just like fish, potential buyers can be fickle things. I have placed small ads. for many cars, boats, motorbikes, caravans etc. and frequently have had my hopes raised, only to be cruelly frustrated by "interested" buyers who failed to materialise. This has shown me the hard way how to judge who is likely to be a genuine potential buyer and the following points may be of some value.

Anyone seriously considering investing several thousand pounds will have a fairly clear idea of what they want and will have done some homework before calling. Questions like "How fast will it go?" or, "What insurance group is it?" or even, "How big is it?" are fairly good clues that the caller is unlikely to be serious about the purchase of your 1933 Model 'Y'. Such people just want a chat and are treated politely, but I do not prolong the conversation unnecessarily. Similarly I don't think that I have ever sold anything when a wife called on behalf of her husband, saying that he would call later. Even if he does, invariably nothing comes of it. What subtle psychology is at work here? When hopes of a sale are raised by an enthusiastic caller who says all the right things and wishes to come and look, I am still wary. Arranging a visit, I ask them for the exact time they are coming. In this way I avoid waiting all day for someone who

From January 1, 1935,  
**NEW DE LUXE FORD**  
 Carries Only £7. 10s. Annual Tax



Single-Entrance Saloon ... £135      Double-Entrance Saloon ... £145

**DEALERS EVERYWHERE**

**PRICES AT WORKS**

The low tax is one more reason, actually the least, why you must consider it! On first-cost, insurance, fuel, oil, and tyre-bills, the making-good of late year and year-appearance, comfort, it is unsurpassed. When you come to examine it in detail, to try it on the most arduous route you know.

**THERE IS NO COMPARISON!**

If it cost twice as much, and had infinitely less of eye-appeal, it would still win on elbow, head and leg room, on luggage accommodation, weather-proofness on the hand, draught-free ventilation on the other.

In design, material, workmanship and performance it is easily a year and £50 ahead of its price-class—the crowning product of an experience unique in the history of automobilism!

And like every other Ford Product it is backed by Ford Facilities with fixed, low charges for every replacement or repair. Let us send you De Luxe Ford literature, and the address of your nearest dealer, who will demonstrate this fine car, and quote the best delivery-date practicable.

FORD MOTOR COMPANY LIMITED, WORKS, DAGENHAM, ESSEX. ESTD. 1903. LONDON, ENGLAND.

decided that he couldn't afford it two minutes after putting the phone down!

I am suspicious of the "buyer" who is totally lacking in criticism or who asks no awkward questions, but nods enthusiastically at every step. A genuine buyer usually doesn't want to appear too keen, hoping to keep the price down. Also, anyone who does come to view and is seriously considering buying will want to discuss money there and then. You are very unlikely to see again someone who hasn't got around to clarifying the price before going away to "think about it". I was once selling a campervan and the man asked if his wife could try driving it. I reluctantly agreed and she promptly revved up the engine, only for her foot to slip off the clutch. The van violently stalled with a gut wrenching jerk. Apparently she had never attempted to drive anything that big before. I was fortunate the transmission was still intact and immediately decided that I would only let the most serious of buyers ever drive another of my vehicles (and even then only with proof that they were insured).

Finally the Internet is an excellent way of quickly sending lots of information and photos about possible purchases. It is very satisfying, within minutes of an initial phone call, to have all the vital details sent to you. However, our friend the dreamer is also to be found here. What would be your reaction to the following message?:-

"Thankyou for the paperwork on the car, i think its very nice,as i work away all week i cannotget to veiw untill sunday, as long as its not sold i dont see any problems,i look forward to being the new owner for a long time to come. if you could e-mail me and let me know if you have received this i would be pleased, i will contact you asap, thanks for your time."

Needless to say he was never heard from again!

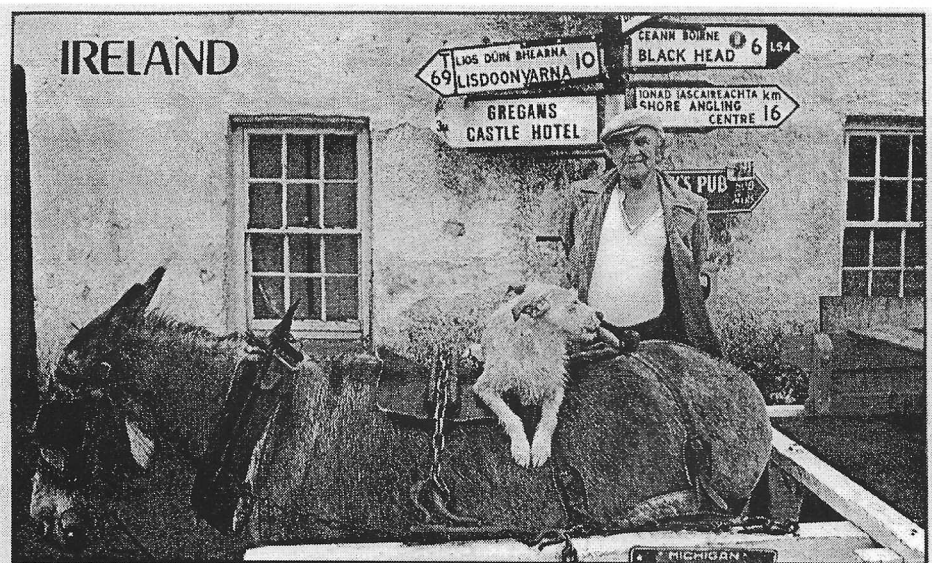
**Jonathan Davies**

## Convoy 2002 - the die is cast

Ireland, 17 -28 June 2002

Thanks to tremendous work by John Fitzgerald, ably assisted by Gavan McKenna, we have gained the fullest co-operation of Edwin J. Nolan, until very recently the Chairman and Managing Director of Henry Ford & Son Ltd, the Ford Motor Company's company in Ireland (both the Republic of Ireland and Northern Ireland). Strong links have also been established with Esso Petro-

the holiday, Party A travels from Holyhead on Monday 17th June and departs Dun Laoghaire for Holyhead on Thursday, 27th June; Party B travels from Fishguard on Tuesday 18th June and returns on Friday 28th June. This leaves ample time within a two weeks period for travel to and from the UK ports.



### LIFE IN THE FAST LANE!

leum, the Irish Veteran and Vintage Car Club and John's company, Mitsubishi Electric. As a result of generous sponsorship, we are able to subsidise significantly, the cost of the event. So much so that, for members bringing their cars from the UK, instead of paying the normal £270 return fare, we will ask you for only £100 for you, your car and one passenger. In addition, the initial reception in Wexford and the Last Supper will be heavily subsidised and there will be receptions and lunches along the way, paid for by Henry Ford & Son Ltd. and Ford dealers. Esso have agreed to supply fuel vouchers and replacement oil for the trip. With Bed & Breakfast charges of £25 per night on average, can you afford not to come?!

The route is idyllic. You have a choice of travelling from Holyhead to Dun Laoghaire (Nr. Dublin) - Party A, or from Fishguard to Rosslare - Party B. Unless you wish to extend

Having enjoyed the sights of Dublin en route, Party A meets up with Party B in Wexford during the evening of Tuesday, 18th June, where we have a welcome reception hosted by member and Ford dealer, John Boland. The following day we overnight in Cork City and move on to Ballinascorthy, the home of William Ford, Henry's father, before he emigrated to the U.S.A. Here we have a high profile day with much media attention. We are hosted by Henry Ford & Son Ltd. and the Ballinascorthy Community and we hope that Edwin Nolan will be addressing us and other Irish Car Clubs on the history of the Ford Motor Company and Henry in particular. It is hoped that in attendance will also be the new Chairman and Managing Director of Henry Ford & Son Ltd., Eddie Murphy, and the Customer Support Services Division manager, Denis McSweeney. That evening, a dinner is planned at



Rosscarbery. Up to this point you would have had the opportunity to visit the Waterford Crystal factory, visited the Titanic and Lusitania exhibitions at Cobh (from where the Titanic sailed on its fateful maiden voyage), toured Cork City and kissed the Blarney Stone!

We then spend a couple of days in the most beautiful part of Ireland, in Kerry, where we overnight at member, Kate McConnon's hotel in the centre of the scenic coastal and lake drive known as the Ring of Kerry. Then on northwards, over the River Shannon estuary, via the ferry at Tarbert, into beautiful County Clare and on to Galway, arriving in time to enjoy traditional Irish hospitality, courtesy of the local Ford dealer who is a classic car enthusiast. The 'happy hour' will include traditional Irish music and dancing, leaving time to see the sun go down on Galway Bay (that's a good title for a song!). Onto Sligo and another warm reception by the local Ford dealer. Further sights we will have seen on route are the Museum of Irish Transport at Killarny, the beautiful Cliffs of Moher and Yeats' birthplace.

We cross over into Ulster at Strabane and spend a night in Derry before driving onto the Giant's Causeway and the famous Bushmills whiskey distillery. A short drive from there to Ballymena! The last day for the combined group takes us through Belfast to Bettystown, where we will have the Last Supper, which I am sure will be as enjoyable, if not more-so, than that at Hastings on Convoy 2000. The dinner will give us the opportunity to say 'thank you' to the senior management of our generous sponsors, Henry Ford & Son Ltd., Esso Petroleum and Mitsubishi Electric, as well as the IVCC and the RIAC.

The following day, Party A departs from Dun Laoghaire for Holyhead and Party B enjoys Dublin before heading south to overnight at Enniscorthy and departing from Rosslare the following day.

The total mileage for the trip on the Emerald Isle is roughly 900 miles, which is about half the distance we travelled on Convoy 2000 so, subject to members carrying out the necessary preparatory work, the cars are more than capable of completing the trip without mishap. A back-up vehicle and trailer is being investigated.

Best of all though is the camaraderie between members and friends taking part and the fascinating people we shall meet en route. It will be a great opportunity for our Irish members to join in the whole or part of the trip and to meet up with their UK colleagues. We look forward to seeing them and their cars.

To give John Fitzgerald some idea of numbers who are planning to go on Convoy 2002 at this stage, please write, telephone, fax or e-mail me before the end of June 2001 (Sam Roberts Tel: 01264 365662; Fax 01264 356045; e-mail, sam@samroberts.demon.co.uk). John needs to know numbers well in advance as hotels and guest houses do get booked up early. I am delighted to report that 15 cars have already entered provisionally at the A.G.M.! It will be a journey to remember.

Sam Roberts.

### 'When Irish eyes are smiling!'

The following was sent to me as an actual advertisement in an Irish Newspaper..!

"For Sale.  
1985 Blue Volkswagen Golf only 15km. Only first gear and reverse used.  
Never driven hard. Original tyres. Original brakes. Original fuel and oil. Only 1 driver. Owner wishing to sell due to employment lay-off. Photo Attached."

See next page for photograph.

## Northern sidelights

I could not agree more with Graham Miles' piece about the need for a proper workshop manual for our Models 'Y' & 'C'. Personally, I obtain much of my technical information from a rather battered copy of the *Pitman's Motorists Library* volume on the small Fords by Staton Abbey, which, quite frankly, is of very limited value in covering anything over and above routine maintenance operations. In erstwhile days, (like forty years ago!), there was a sort of received wisdom concerning the sometimes dark art of Ford sidevalve repair and overhaul, in the sense that there was always somebody in the next street who would know, have the right tool etc. Now, of course, one even has to point out to the garage mechanic that it has "unconventional" gear positioning before leaving for MOT etc! I must admit, however, that my local garage, (established in 1924 and still family run) is very old-car friendly and actually maintain a small fleet of early '30's Buick wedding hire cars, so even the youngest apprentice is *au fait* with a three-speed gearbox!

I sincerely hope that suitably qualified members will take up Graham's suggestion.

At the time of writing, (late April), I am still awaiting enquiries regarding the Kirkstall Classic Car Show on July 14. I have the entry forms and a telephone call will have one on its way (01274 614729). There will still be time to enter by the time you read this.

The next edition of *The Automobile*, due out on May 21, is doing a Buyer's Guide on the sidevalve Fords. Actually, they did a similar thing under the guise of *Notes for Newcomers*, way back in December 1983, and specifically on the Model 'Y', written by Graham Miles and John Guy.

That's just about all for now, but before signing off, a welcome to Keith Pugh from Pontefract who joined us recently in Region 16. All the best with your restoration of JL 1909.

Barry Diggle (Region 16 Co-Ordinator)

## Lincolnshire dealer



Tony Butterfield gave me this photograph at the A.G.M. It shows a Ford dealer on his forecourt, probably in Lincolnshire in 1939. Included in his display are five new Model Ys (AFW 645 -650, registered in Lindsey, Lincolnshire in April 1939) and two second-hand Model 'Y's, one of which, JL 2886, was registered in Holland, Lincolnshire in February 1936. Steve Waldenberg, our printer, informs me that Lincolnshire was divided into three regions. Holland, around Boston, Kesteven (inland) and Lindsay around Grimsby, which explains the registration letters.

Tony also handed me the following invoice, dated June 9th 1939, from the Liverpool Radiator Company:-

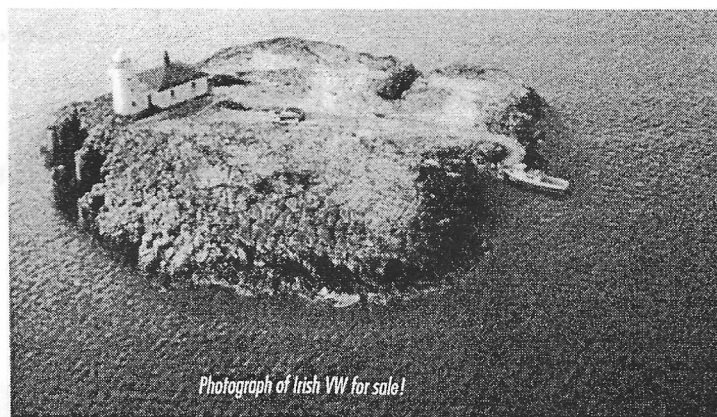
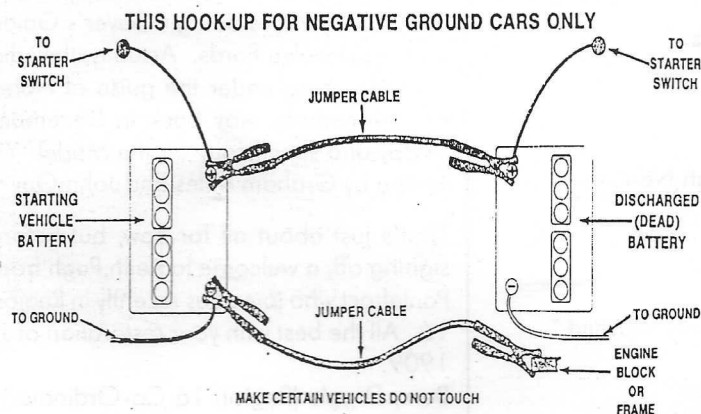
To:- Reconditioning Y type Ford radiator, taking case apart & fitting asunder, retinning tube plates & tube ends, resoldering all tube joints, retinning case parts & rebuilding the radiator, degreasing tubes & supplying and fitting new overflow.

Total	£1 14 9
Less 25%	8 8
	£1 6 1

## Jump starting

I am grateful to 'Uncle Isidor' (Isidor Nieuwlandt) of the Ancient Ford Club of Belgium for this 'Technical Tip' for a safe jump start of our negatively earthed cars:-

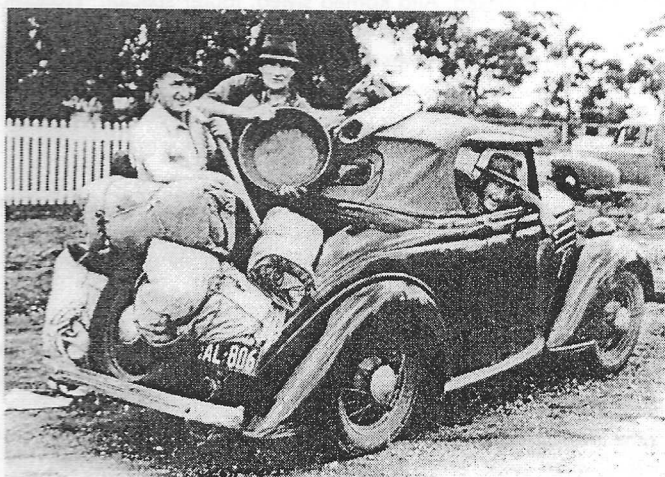
1. Always start by connecting the red jump lead to the positive terminal of the flat battery.
2. Connect the other end to the positive terminal of the good battery (making sure that it is of the same voltage)
3. Connect one end of the black jump lead to the negative terminal of the good battery.
4. Connect the other end of the black jump lead to a solid metal component at least 30cms (12 inches) from the flat battery, e.g. chassis, engine block etc., leaving the negative terminal of the flat battery connected to earth. Do not connect to the negative terminal of the flat battery, for if the space above the battery plates is filled with hydrogen gas, there could well be an explosion.



# The Ford 8&10 Sidevalve Clubs of Australia National Rally.

This biennial event was recently hosted by the Ford 8 & 10 hp Side Valve Club of Victoria Inc. and by way of an experiment, was held in two parts for the first time. For those with the time to spare and the will to drive their little Fords anywhere, the Preamble Rally (26 February - 2 March) was a pleasant jaunt through the countryside of northern central Victoria visiting places of interest en route, and stopping overnight at Castlemaine, Echuca, Shepparton and Nagambie. The main rally, the Goldfields Gathering (2 March - 5 March), so-called because it was based in Bendigo, capital of the goldfields region of Victoria, visited attractions within a 30kms radius of the city, with a grand dinner and awards ceremony on the Sunday evening.

Deemed a huge success by all those who attended, the whole event attracted a total of exactly 60 Sidevalves, although some vehicles did not participate in both parts. As one of the lucky



"Gold prospectors in Victoria off to do some panning in the late 1930s in a heavily laden Model 'CX' Roadster. Photograph courtesy Ford 8 & 10 Side Valve Club of Victoria Inc."

participants on the Preamble Rally, I can honestly say we had a fabulous time and had wonderful weather, even if it was a tad warm on one or two days! I'm glad to say that the hot weather did not cause any serious vaporisation problems with the cars, and just made their drivers appreciate the efforts of the organisers who laid on timely refreshment stops in places of interest or natural beauty. Twenty Sidevalves participated, including Wayne & Ted Lodge's 1936 Model 'CX' sedan (20B-S693, CH-4892), nicknamed the "Yellow Peril" because of its outrageous colour, which led the convoy on most days.

Forty-five Sidevalves turned up for a photo shoot at

the Bendigo Livestock Exchange premises on the Saturday morning. Vehicles came from all over Australia, except Northern Territory and Western Australia, although Chris Newman (driving Wayne Brown's 1934 Model 'Y' Tudor) was there to represent the latter state. His explanation for the non-appearance of other club members from W.A. was a real tale of woe! Apart from the aforementioned Model 'Y' and Model 'CX', two more 'Y's and four more 'CX's were booked to appear at the event, but only three of these were to actually turn up. These were Wayne Lodge's electric blue, black & cream 1936 Model 'Y' Tudor (Y121438, CH-4282), Wayne Brown's 1935 Model 'CX' tourer (20 BP 2, CH-5875, making its debut) and Garry Yule's black 1936 Model 'CX' sedan (20B-S972, CH-0761). So we had to be content with a line-up of these three Model CX's (nevertheless, believed to be an Australian record) at Hartland's Eucalyptus Distillery, 9kms west of Huntly, our third port of call on the Saturday morning. The absentees were Greg Rice (who didn't finish the restoration of his 1933 Model 'Y' sedan, 19-S486, in time); John Penhall (whose green Model 'CX' sedan, 20B-S2077, blew its engine up the week before the rally) and Rick Bushell's Model 'CX' coupe, 20B-C67 (Rick unfortunately lost his job just before the rally).

After the initial photo shoot and before visiting Hartland's, we all drove the short distance to Alan Stevens' home for morning refreshments and to view his extensive collection of unrestored Sidevalves, which included the remains of a 1936 Model 'CX' roadster utility with the body number 20B - 23LD (please note, Sam!). Lunch was partaken in the grounds of the Bendigo Pottery, and in the afternoon, there was a trip on the famous "Bendigo Talking Trams", with three preserved trams required to carry our party. In the evening we made our own way to the clubroom of the Veteran, Vintage & Classic Car Club of Bendigo for a BBQ dinner.



"The three Model 'CX's in attendance; from left, Wayne Lodge's 1936 'Yellow Peril' (20B S693), Wayne Brown's recently restored 1935 'Phaeton' (20B P2) and Gary Yule's 1936 'Sedan' (20B S972). Photograph Bill Ballard"

On the Sunday morning there was a road run which included an optional "Observation Rally" (treasure hunt to you and I) which terminated at Keith & Joy White's residence in Castlemaine, where refreshments were served and participants allowed to inspect their well-presented shedfulls of motoring memorabilia. The size of the premises can be gauged by the fact that there were about 50 cars parked in the woodland at the back of the house! Then it was off to Maldon and the foot of Mt. Tarrengower for a picnic lunch, during which participants and their spouses were given judging forms and asked to nominate their favourites in seven different categories.

The grand dinner on Sunday evening is always an entertaining affair and a fitting finale to the rally. The money raised offsets administrative costs and was passed to a representative of the Ford 8 & 10 Side Valve Club of South Australia, who are to host the next rally in the Barossa Valley area of S.A. in 2003. After the dinner, there was the presentation of awards to winners in the concours and period dress competitions (the latter held in conjunction with the dinner) and the thanksgiving speeches. Some of the results in the concours competition were more of a "people's choice" and quite unexpected, like Chris Newman winning the pre-war class with Wayne Brown's Model 'Y'. Many of us felt Wayne should have had a special award for his efforts in getting his Model 'CX' Phaeton (tourer) to the event - but that's another story! Perhaps the best-deserved award was the long distance trophy, which went to Terry Keene from Brisbane, Queensland, who drove his very tidy cream 1950 A493A Prefect coupe 'ute' all the way there and back (2,180 miles travelled, 70 gallons of fuel used at a cost of \$316, averaging 33mpg southwards, with a 2-blade fan fitted, and 29mpg northwards with a 4-blade fan!!). Joint winners of the "car of the show" award were Andrew Cameron from Mt. Gambier, S.A., in his green 1950 A494A Anglia coupe utility and Tim Johnson from Newstead, Tasmania in his maroon 1949 A494A Anglia tourer; both cars also won their respective classes.

The rally concluded with an optional "breakfast by the lake" in the centre of Bendigo early on the Monday morning, where we were able to bid farewell to our inter-state friends before making our own five hour cruise home to S.E. Melbourne.

Having now attended three "Nationals", Sandra & I have well and truly "got the bug" and will be putting our names forward for the next one in S.A.! I'll probably be more conservative and take one car next time - hopefully it will be my 1936 Model 'CX' roadster! Our grateful thanks go to the organising committee for their hard graft in running the show this year.

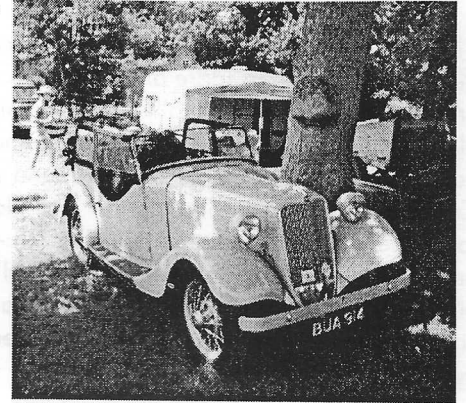
**Bill Ballard.**

## For Sale

1936 Model 'CX' Fordor saloon (C48620), CYN 423, Grey, part restored with two spare engines. Reason for sale: loss of garage. Offers invited. John Gardham, Tel: 01977 647807 (Pontefract, Yorks.)

1935 Model 'Y' Mistral, Jensen bodied tourer (Y107081), BUA 914. One of only three surviving. Light blue. In nice condition.

Taxed and MoT. £7500. (Photograph)  
Kevin Briggshaw Tel: 01582 601692 (Dunstable, Bedfordshire)



1933 Model 'Y' short rad Tudor (Y43243) AMM 858. Black. Clean and tidy. Runs well. Taxed and MoT until end of May. Old log book. £2,500 o.n.o. Roger Foster  
Tel: 01353 740067 (Ely, Cambridgeshire)

1937 Model 'Y' based, Alfa Romeo styled, tourer special. Professionally rebuilt. Two-tone blue and silver. (Y163998) - EPJ 149, old log book and V5. Fewer than 1000 miles since completion. See 'Members' Letters' for description and photo. Must sell due to house move - offers invited.  
Gilbert Dickson Tel: 01483 566128 (Guildford, Surrey)

1933 early long rad Model 'Y' Tudor, BSL 253 (Y40858). Green and Black. A good runner in original condition £3000 o.n.o.  
Steve Holland Tel: 01252 542836 (Aldershot, Hampshire)

1937 Model Y Tudor. Black, FPG 39 (Y191448) s/steel exhaust, reconditioned engine, recently renewed wiring, new bumpers, oil can, luggage rack. Excellent interior - professionally re-trimmed, bodywork good, runs well, current MOT, spares to last forever including original engine. Original instruction book, log book and Service Bulletin reprints. Owned since 1988 so reluctant sale. £2600 ono.  
Tel: Mark Slack 01332 521728 (Derby)

1935 Model 'Y' four door in very good order. (Y98283) RN4163. Owned 30 yrs. Sale due to poor health. £2,500.  
Tel: Tom Turner, 01257 241970 (Chorley, Lancashire)

1937 Model 'Y' Tudor (Y191711) FPG 447 'Delilah', black, green upholstery. Restored 1986 laid up 1996 (SORN declared). Complete down to original oil can, part photographic history. Some work required to return to road. £1650.  
Tony Smith. Tel: 01978 351914 (Wrexham, N. Wales).

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

1937 Model 'Y' Tudor (Y183847). AJU 409. Beige with chocolate wings and lovely tan interior. Subject to a lot of care and attention,

Continued on page 13

## Events 2001

- 13 May 'Henry Ford Day' - Gaydon  
Geoff Dee 01926 334780
- 26/28 May Enfield Pageant of Motoring  
Kevin Briggins (Tel:01582 601692 8-9pm only)
- 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)
- 27 August Lavenham Rare Breeds Motor Show (Sudbury, Suffolk)  
Brian Mace 01603 425558
- 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.

## CHESTER FESTIVAL OF TRANSPORT

Saturday/Sunday June 16 / 17

This is our main event this year and we hope to attract as many members, and cars of course, as possible. The organisers will not allow cars onto the club stand unless they are officially listed, so book your place on the Club Stand now to enable us to obtain a good space allocation at this excellent event. Parking space is available for those members bringing trailers and there are camping and caravanning facilities on site. The Chester Festival of Transport, held on the Racecourse is a comprehensive two-day show (main day is Sunday) with parades and lots for the whole family.

Contact Bob Wilkinson (01832 734463)

for more details and entry form.

Do it now!

**Don't miss this event!**

## FBHVC Conference

My last extraneous duty as Chairman was to represent the Y&C Register at the FBHVC Conference at the Gaydon Heritage Centre on Sunday, 11 March 2001. Surprisingly, despite a reported 40 odd Ford enthusiasts clubs in the UK, the Y&C Register was the only Ford club represented, which made life rather lonely and boring for me outside the auditorium!

The presentations were good, many of them being reminiscent in nature: Stuart Turner on rallying in the early days of the sport, the elderly Lord Strathcarron on cars he owned, Barry Wier on his hair-raising round-the-world in 80 days trip in his wife's Aston Martin DB7, David Burgess-Wise on the history of the Brooklands race track and Tony Clinton on the history of the Enfield and District Veteran Vehicle Society and Trust (EDVVT) Whiteways Museum. Two presentations were of particular importance; those from each of the Brussels (EU) and Westminster (UK legislation) monitors and lobbyists.

On the European front, the pleasing outcome from the so-called End of Life Directive was reiterated. Basically, our cars, and future classics have been saved. No longer are de-registered cars automatically 'waste' and doomed to the scrap-yards. De-registration does not mean Destruction. Other issues in the pipeline and under discussion include the use of headlamps for all driving, standardised speed limits across the EU (100 kph has been suggested as the maximum! - but Germany will not have that with their unlimited speed autobahns), no bull bars on the front of vehicles, standardised blood/alcohol limits across the EU (0.5 mg/litre suggested) and on board vehicle diagnosis equipment (can you imagine that fitted to our cars - there cannot be retrospective legislation on this!).

In the UK Parliament, the Health and Safety Executive continue their fight against asbestos, having admitted that when they drew up the original scheme, 'we didn't think about motor cars!' The 'green lobby' want even lower emissions from all vehicles. Note that our vehicles, when properly tuned, have exceedingly low carbon dioxide emissions.

On a political note, which I try to avoid, it was announced that the Shadow Transport Minister, Bernard Jenkins, has said that, when the Conservatives are re-elected, he will re-introduce the rolling 25 year exemption on road tax for historic vehicle registration. There's hope for your MG yet Bob - but not a lot!

The FBHVC is continuing to monitor the chemical composition of the lead additives which they recommended following their trial and are rather critical of the petrol companies who do not wish to divulge the chemical composition of their Lead Replacement Petrol (LRP) or their Low Sulphur Petrol (LSP). Arising from the discussion on unleaded fuels, it appears that, not only do engines run hotter on unleaded fuels (which has been noted in this magazine), but that unleaded fuel deteriorates much quicker than leaded fuel - a point worth bearing in mind when our cars are left unused for any length of time.

The conference ended with a statement that the Gaydon Heritage Trust has another 17 years lease on their large purpose-built building. Under Ford's new ownership, it is the intention of the Trust to collect and display all British made cars. This is some ambitious programme!

Sam Roberts.

Continued from page 12

including rear wheel bearing replacement. It runs beautifully. Taxed and MOT. £2995. Could possibly help with delivery.

Jonathan Davies Tel: 01803 406013 (Torquay, Devon).

E-mail: jddavies@eurobell.co.uk (for photos etc.)

Model Y Van - Spares or brave restoration.

G Downs, 01395 264113 - Exmouth, Devon.

Pressed steel luggage rack (not Ford but fits) with brackets fitted. In good condition.

£75 o.n.o. Tel: 01282 774768 (Lancashire)

### Exchange

1935 Model 'C' Tudor (C12397), BAU 946.Black. With present owner for 20 years. Some work needed. Will exchange for WW II Jeep, Dodge Weapons Carrier or Tilly. Owner does not wish to sell for cash. Paul Bainbridge Tel: 07899 033993 (Basford, Nottinghamshire)

E-mail: GJOE@eggconnect.net

### Wanted

Door handles (exterior), pair for short rad Model "Y".

David Kent Tel: 01799 540105. (Saffron Walden, Essex)

# International news

## Spain

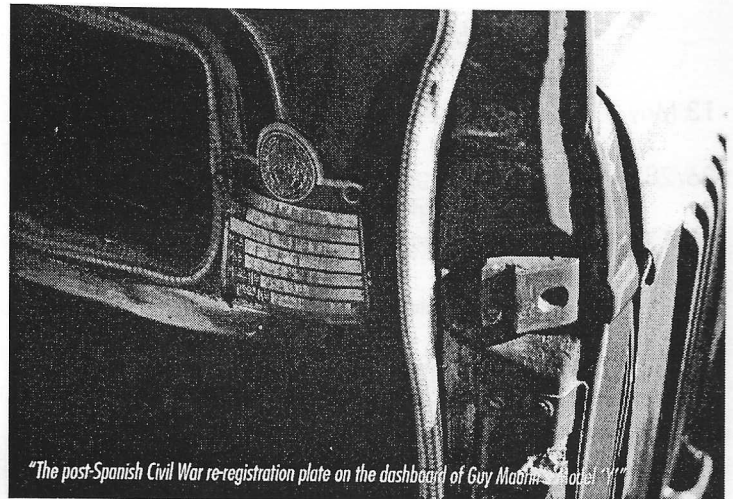
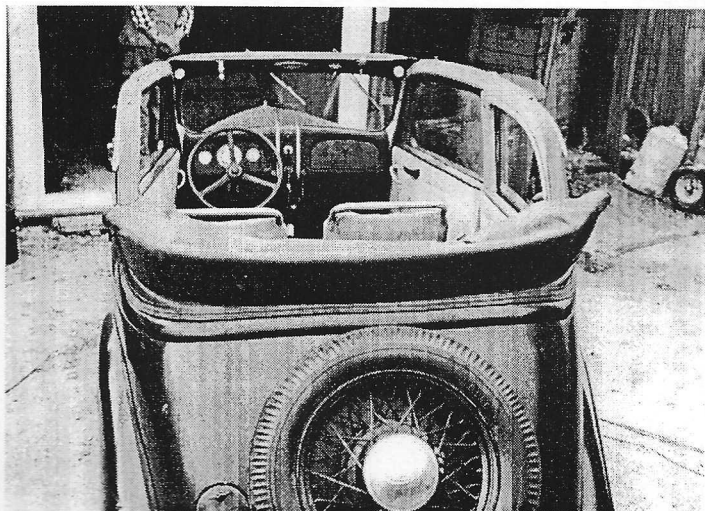
The story of the post-Spanish Civil War re-registration of all vehicles continues to bring fresh evidence to light. Guy Maurin, who owns a LHD Model 'Y' on Majorca, has sent in photographs of the re-registration plate on his vehicle, which is screwed to the off-side (right hand side) of his dashboard, rather than on the bulkhead above the tool box (see photograph of Miguel Barras' car, page 16, Issue 129). The plate on Guy's car reads:-

- D GMUNTANERPIZA
- Dlio PALMA; BALMES 19
- Marca FORD
- Mla SG 1396
- Motor 93404
- Bastidor SG.CH.048

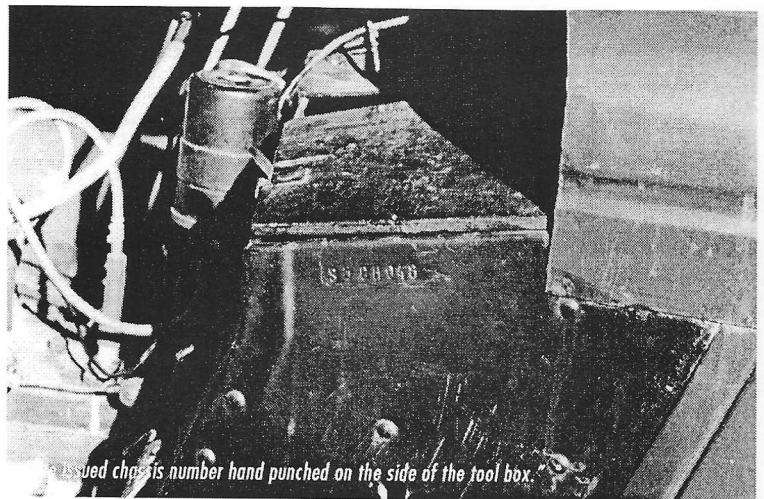
This tells us the name and address of the owner in 1940, after the Civil War, the make, registration number (SG = Segovia Province), the engine number and the newly issued chassis number (SG; Segovia, CH; chassis, 048; number 48). Interestingly, the new chassis number is also hand punched on the side of the tool box. This practice was presumably only for cars with the registration plate on the dashboard.

## Australia - but not Australia!

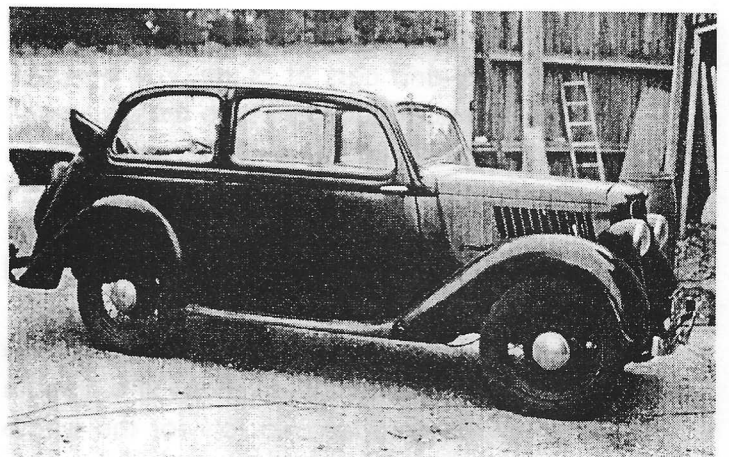
Recently, an envelope was dropped through the letter box of Jim Oliver, the Historian of the Ford 8 & 10 Side Valve Club of Victoria, in Australia. There was no accompanying letter or clue as to who had delivered it. Inside were four colour photographs of a black 1935 or 1936, Köln (Cologne) built 5/34 PS Ford Eifel cabrio-limousine, similar to the one we featured in Issue 127. Apparently, left-hand drive cars have only just been allowed to be imported into Australia, so the photographs were probably taken in Germany. This is born out by the number plate, which is of European style and appears to read A-7273. I



*"The post-Spanish Civil War re-registration plate on the dashboard of Guy Maurin's Model 'Y'."*



*"New chassis number hand punched on the side of the tool box."*



*"The mystery Ford 'Eifel' cabrio-limousine, possibly registered A-7273, which lurks somewhere in Europe - but where?"*

believe this to be the Augsburg, Bavaria registration letter. Apart from tatty upholstery and trim (which looks original), the car looks to be in very good condition. In sending the photograph in Issue 127, Jonathan Davies asked whether any of these cars survive. The answer now is obviously 'yes', but where is it?

*"Rear view of the 'Eifel' cabrio-limousine. Note the two hood securing points above the windscreen, the glove compartment flap, the 'smoker's companion' for the passenger, the Ford logo on the hub cap and the concealed, lockable petrol filler cap."*



*"A typical seat design with handrails on Köln manufactured cars. The passenger seat rocks forward to gain access to the rear. It is presumed that the driver's seat has adjustable leg room. Photographs courtesy Jim Oliver."*

### New Zealand

Bill Ballard, in Australia, strikes in New Zealand, where the Model 'Y's and 'C's/'CX's were imported direct from Dagenham (including Briggs bodies) and assembled at Lower Hutt, outside Wellington. He e-mails:-



*"Stephen Huckle's Model 'C' in New Zealand. With a chassis number C03805, it is the second oldest known Tudor and the oldest Tudor with a fixed roof."*

"I don't know about me concentrating on Australian 'Y's, 'C's and 'CX's.... I seem to have hit a little gold mine with New Zealand through seeing their clubs' newsletters in our club's library! And of course their cars have Briggs bodies, so I have to be "up" on those as well as Aussie bodies...!!

And talking of N.Z., I've heard from Stephen Huckle in N.Z. tonight. He has confirmed that his 2-door Model 'C' has chassis number "03805" (note, no "C" prefix, unless the first "0" is in fact a "C") and Briggs body number "365/363". It is also registered "WT 4857". According to my reckoning, this makes it an early 1935 car (not a 1934 car, as Stephen held it out to be). I also make it the 2nd oldest Model 'C' 2-door and oldest 2-door with fixed roof!

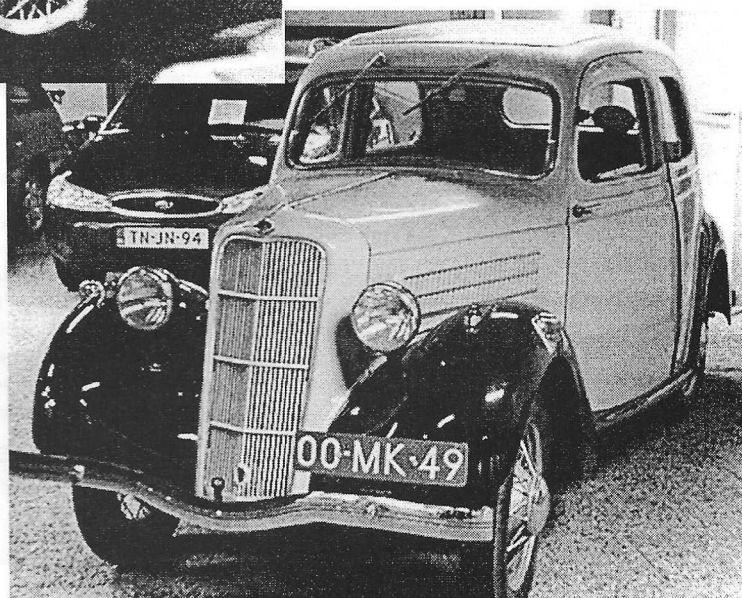
Stephen's picture of his car, which I'm forwarding to you with this e-mail, shows it to be maroon, black and cream (a colour scheme illustrated in a March 1935 sales brochure in my collection).

### Holland

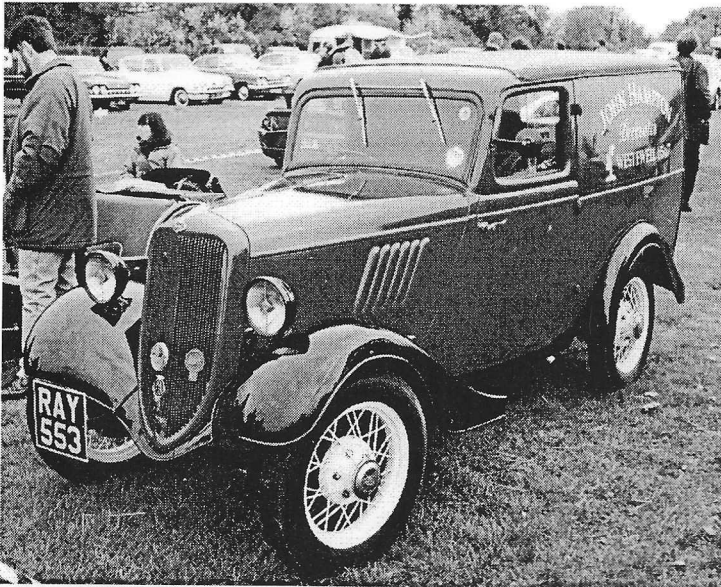
Reint Jan van Lochem, from Neede, in Holland, is the owner of a smart looking Cordoba tan and black, left-hand-drive Model 'CX' (C62789), with a Briggs body number 465/11728, which tells us that it is a Model 'CX' Tudor with a fixed roof. Being left-hand-drive, the car would have been manufactured and assembled at Dagenham for the British market and exported on transfer of ownership to Holland. Dutch Model 'C's and 'CX's were assembled as right-hand-drive cars at the Ford assembly plant on the waterfront in Amsterdam, solely for the Dutch market.

Rob Bolland, one of our Dutch members, showed Reint his copy of the List of Surviving Vehicles, which prompted Reint to e-mail the Y&C Register. He knew very little about Model 'C's and 'CX's, so we were able to educate him from square one on their history. We hope that he will be joining us as a member so that he may learn more.

*"Reint Jan van Lochem's Model 'CX' Tudor in his garage showroom in Holland. Coincidentally, the day after this photograph was e-mailed to me, I received an e-mail from Bill Ballard in Australia with the same photograph attached - its a small world!"*



## The illusive John Hampton!



*"John Hampton's 1934 van boasting his own livery and a Y&C Register radiator grille badge. Note, no bumpers or running boards and black headlamps. The spare wheel is carried on the driver's door."*

On Easter Bank Holiday Monday I invariably take my Model 'Y' 'Kerry' sports tourer along to the Andover Vintage Club Spring Vehicle Meet at Wyke Down. Those of you with good memories will recall that last year I came across John Hampton's immaculate green 1935 Model 'Y' van, Y118988 (photograph - issue 124), but could not find John at the show. The van was subsequently put up for sale by John in Issue 126 - was it sold?

I arrived at the show ground this year to find John's equally immaculate 1934 red van on site (Y78119), wearing John's own livery "John Hampton, Decorator, West Ewell 6567". Again there was no sign of John. I looked everywhere;



*"The Briggs body number on John Hampton's van (128/3962) at the nearside of the top of the step into the loading bay."*

I sat in my car for a good hour in case he might see me and come over - all to no avail.

Fortunately, John had left his passenger door open, so I was able to photograph the Briggs body number at the top of the step up to the loading bay, just inside the door (128/3962). It is most unusual for surviving vans to have their Briggs body number still intact as, due to the heavy usage of these little work-horses, many had their loading bays re-floored and the body number tag was discarded with the old flooring.

One success I did have at the show was the purchase of a pristine copy of the original 1932 Model 'Y' Instruction Book. Next year, I must contact John before the show and arrange to meet up! Perhaps, next year, he will bring his third Model 'Y' van, Y105997, which we have shown as being under restoration for a number of years now.

### Spares Report

Hub Bearings Kits. These kits are now being dispatched to those members who ordered them. We had an initial delay in dispatch, brought about by the manufacturers wanting to fine tune one of the dimensions. However, we should now be able to meet orders in a reasonable time while stocks of the initial batch of fifty sets last. Apologies for the delay that some members experienced. Incidentally when ordering them it is not necessary to order replacement outer hub seals, as the kit comes complete with a replacement seals. We have taken the opportunity when designing the kit of extending the inner sleeve to cover the area where the original seal came into contact with the casing for, believe it or not, the casing does actually wear where the rubber contacts the steel. A member has reported that he fitted the kit in an hour per side. So it can be done, but I'd rather he had taken 24 hours for the complete job. It is very desirable that the recommended 'Lock-tight' is given time to cure before the weight of the car is put on the bearing kit. He also reported a marked improvement in rear braking performance.

Reproduction Track Rod Ends. When ordering these, please state whether or not your car is a Model 'Y' or 'C'/'CX' and Right or Left Hand Drive, as I need to know prior to dispatch to suit the members car. In other words European members are not left out on this one. Incidentally they were incorrectly priced in the last magazine. The reproduction male type are £48 the pair.

Now the moans! Not a single member has seen fit to send me a used Universal Joint or engine Front Pulley. I need to build up a stock of 50 pulleys for, with them, I anticipate a near 100% recovery rate, whereas with the U.J.s I'm expecting a 20% rejection due to excessive wear. So guys its up to you!

We have obtained a batch of wiper blades. They're not the correct type, but at a pound a piece you can afford to play with them.

In the last Bulletin Ron Kendall put forward to the idea of Rear Luggage Carriers. He was looking for support to arrange for a batch to be produced at £150. To date I don't think there has been enough support to proceed any further. Fifteen or more years ago the spares side did produce them, initially sent out as an assembled item, which I assembled. Then when I got fed up with the lack of thanks, I sent them out as a kit, consisting of about 20 parts if I remember correctly. They are not uniquely the work of a blacksmith, as precise drillings are needed in the end frame brackets, the cross rods need turning on a lathe to produce a shoulder, and the method of closure is an engineer's job. So what support would there be if once again we make these kits? I'd expect the cost to be in the region £90 posted unassembled, or £120 assembled. However these are only guess figures.

The other item that two or three members have given voice to is that of an Air Cleaner for the engine intake. This would considerably extend the life of the engine. What sort of take up would there be on this one? I'll buy three to start the ball rolling.

Graham Miles

PS. Since the last magazine I had a failure on my PC and lost everything that was in hand. That included all e-mails. So, if you were one of those in touch with me on a certain subject, that's why correspondence ceased.



## Members' cars

In Issue 101 of the magazine, we featured one of the first public appearances of Yvon Precieux's Model 'C' van at the 1996 Enfield Pageant of Motoring, following its lengthy restoration. Now we all know that the Ford Motor Company in Dagenham did not produce a van on the 10 hp Model 'C' or 'CX' chassis. The only Ford produced vans on these chassis were built in Geelong, Victoria, for the Australian market. So, with Yvon's van, we should expect an interesting story.

*"Model 'C' van as found by Yvon Precieux in Crowborough, Sussex, in 1980, showing the body and tail gates resulting from Mr. Bede's conversion from a builder's truck."*



The vehicle started life in April 1935 (C09560) as a Fordor Model 'C' saloon (unfortunately, its Briggs body number has long-since disappeared - on these very early Model 'C's, the brass tag with the number was located in front of the passenger seat). The car was registered CKE 188 in Kent, shortly after manufacture.

It obviously had a hard life during the war, as it was converted from a saloon car to a truck; one presumes by a builder from a letter which Yvon received in 1980 from a previous owner in East Sussex, B.J. Bede. The letter reads:- "I am very surprised that this vehicle is still around. It must be one of the first models made. I bought it with a broken down body (truck) which had grey wings and a black cab. It probably was a builder's truck as it had cement and ballast on the rotting floor. This was not long after the war. You couldn't buy a car or van easily because there were so few about. This one was a wreck and cost £85, which was a lot of money in those days. I stripped it down to the chassis and rebuilt it. I put a new crown wheel and pinion and bearings in the back axle. I also renewed same in the gear box; renewed all steering bearings, stub axles and brakes. With the help of a friend, who built the body, I put a tail gate on which, when finished, cost £256. I had the vehicle in use for about 7 or 8 years. I had



one new engine for a start; then another Ford 10 engine for about another 20 thousand miles. When this ..... Unfortunately the second sheet of the letter has been lost, but Yvon says that it mentions that Mr. Bede bolted angle iron to the chassis rails to strengthen them.

Due to a busy and hectic life as a civil servant, Yvon had little time to devote to the restoration of CKE. It therefore took him more than a few years to complete the project. One of the first things he did was to replace the original early Model 'C' starter motor which, according to Yvon, was a Model 'Y' starter

*CKE during restoration; lacking many of the extras.*

motor accommodated in a smaller, Model 'Y' sized flanged aperture at the rear of the engine. This did not have the 'oomph' necessary to turn over the larger cylinders of the 10 h.p. engine efficiently (I have searched the early parts lists of the Model 'C', but cannot find evidence that this was ever documented).

The van body was retained and the bodywork restored to the specification chosen by Mr. Bede after the war. Eventually, Yvon managed to gather together all the necessary bits and had them refurbished where it was needed. It was 1996 when he decided to unveil the recreated van and it was a pleasure to see it at Enfield that year in its dark blue colour with black box body and wings. Yvon's latest project is the refurbishment of a dilapidated castle-looking lodge near Wemyss, on the west coast of Scotland, near Greenock. The

van has travelled many times from his employment base in London to Wemyss, it being Yvon's only means of transport. On Convoy 2000, we were delighted that Yvon, Christine and van could join us at Edinburgh and complete the Scottish loop of the trip with us, their journey ending at the Wemyss lodge. The photograph on the back cover of this issue was taken as we bade farewell to them before heading ever southwards.



*The rear view of the refurbished CKE at Enfield in 1996, showing the tail gates as originally designed by Mr. Bede.*

## Members' correspondence

### A well travelled 'CX' Tourer

Trevor Walker spotted a plea in *Classic Motor Monthly* from Katrina Beaton, who lives in the highlands of Scotland. She was trying to trace her father's old car, "a 1935 Ford 10 De Luxe convertible, registration number ST 8776." In the previous register of surviving vehicles, the car was listed as owned by member Roger Booth, whom I contacted. Roger had bought the car in January 1998 from member Leonard Morrison in Inverness, who had had it since September 1983. Roger had sold it on to member Eamon O'Donnell, whose address is Co. Mayo in Ireland.

I e-mailed Katrina to tell her that I was hot on the heels of her father's car, little knowing how difficult it was going to be to contact Eamon in Ireland to obtain his permission for me to give Katrina his address. After two months of telephoning Ireland, I eventually caught up with Eamon in Cork, on his mobile. Anyway, to cut a long story short, Katrina has now spoken with Eamon, who is in the middle of restoring the car and who hopes to join us on Convoy 2002. Katrina and her father are hoping to meet up with us on the Convoy, and the car, at the same time.

Katrina's father, Charles Cameron had been given the car by his father-in-law, Hugh MacDonald, in 1958. Hugh MacDonald had bought the car from a William Rose. All three lived in Moy, a little village to the south-east of Inverness, through which we passed on Convoy 2000. Affectionately known as the 'fordie', she was put to good use in the highland winter by opening the doors and using her as a snow plough!

### Carburettor problems with modern fuels.

Ken Clarke sent in the following helpful tip:-

"I have been having some trouble with my Model 'Y' of late and have been try-

ing out various remedies. The symptoms were very hesitant running on light throttle openings at about 30 mph. I tried changing the carburettor for a spare that I had but it was no better. I tried altering the timing; still no better. I changed the manifold and gasket, thinking that I might have an air leak as the plugs were looking very white; still no good.

I sat back and thought about what was happening. It only started with this new fangled [smells like mothballs] petrol. Anyway, I played about with changing carb jet sizes with a 10 HP carb and eventually came up with a No. 75 compensator jet from the 10HP carb. What a transformation!!! The performance is much much better. It pulls up hills and accelerates much better. The fuel consumption doesn't seem to have deteriorated at all.

I thought it might be worth putting this in the next magazine in case anybody else is having the same problem. I hope to get to the A.G.M all being well. Will see you there no doubt. I hope this takes less time to read than its taken to write as its my first attempt at letter writing on my computer!!"

### What a coincidence!

Under 'Chance Encounter' in Members' Correspondence in the last issue, we told you how Julian Janicki, by pure chance, came across a couple of photographs of our cars, which his neighbour found when clearing out his late aunt's house. Seeing the photograph of the Model 'CX', DXA

656, in the magazine, Brian and Roger Gurney's eyes lit up. For it is none other than their Model 'CX' which they have restored! They write:-

"We were so amazed to see the old photo sent in by Julian Janicki of our 'CX' Fordor that we had to go outside and check our car to make sure we hadn't made a mistake. The coincidence is truly remarkable. In the photo can be seen the radio aerial and the two roof lights, though these items were not on the car when we bought it. I can remember having to fill in the holes in the body.

We bought the car in 1993, the previous owner being Y&C member Don Malin. We understood that the chassis was in the process of being strengthened for hill climbing. I have a photo of it at a car rally in 1993 in an unrestored condition (it could have been Stanford Hall. I think Bob Wilkinson drove it?)

The old log book we have goes back to 1951. The first entry is 'Reginald Charles Randell of 41 Tulse Mere Road, SE 27'. In 1959, he moved to 1 Flaxman Avenue, Chichester, Sussex. I wonder if he is related to the people in the photo. It would be nice to find out the car's past history."

I remember the car quite clearly at the early Stanford Hall gatherings. Don Malin would trailer it there and it would sit, looking very tired and unloved throughout the



The Fordor 'CX' (C60436) fully restored and owned by Brian and Roger Gurney near Spalding, in Lincolnshire

proceedings! Following my comments about the roof mounted side lights in the last issue, Geoff Murrell suggested that they were fitted as parking lights, in a position where they could be readily seen by bus drivers.

Julian, could we complete the circle for Brian and Roger please. Would you ask your neighbour whether his late aunt was a Randell and whether she was in the photograph?

### Mystery snap



*Where is this photograph taken and who are the elderly couple?*

Ex-member, Jim Oliver from Victoria, Australia, sent in this photograph, which he was given, of an elderly couple out for a drive on a hot summer's day, I suspect in the 1930s (note the open air vents on both BPG and the short rad alongside). BPG 859 (registered in Surrey in June 1934) is a 1934 four door (Fordor) De Luxe Model 'Y'. The twin wipers, chromed wind-screen surround and trafficators can clearly be seen. For the detectives amongst you, where is the photograph taken and can anyone identify the owners? The pub in the background appears to be called the Luggar Inn.

### Ford Facilities School

In past issues of the magazine, we have covered the Boys Trade School, the Ford Scholarship Scheme and latterly, in Issue 126, Doug Hickson recalled the Ford Service School. On the front page of the March 2001 newsletter of the Ford 8 & 10 Side Valve Club of Victoria, Australia, is a photograph of the cover of 'The Autocar' dated January 2, 1948, which depicts a sketch of a mechanic under the bonnet of a Ford Prefect. The service manager is walking into the garage, accompanied by, obviously, the lady owner of the car, saying "He's been to the Ford Facilities School and now he's a true Ford mechanic - which means that he is specially trained to tackle any Ford problem that comes along - cutting out the delays and bringing the Dagenham high standards of precision engineering to your job."

Question: Did the Ford Facilities School exist as a separate entity to the Ford Service School before the war, or was this simply a renaming of the Ford Services School?

### Air filter adapter

In the Ford Spares Parts List, E493A-9627 .... Adapter (Air cleaner to Carburettor) is shown as being suitable for our cars. So if you wish to fit a Ford air filter, Bobby Gales may be able to help you with this part. He e-mails:-

"A while ago I managed to purchase the above part at a car-boot sale in amongst a box of bits and immediately realised what it was for. My neighbour is the Production Manager at a local casting factory and he has made a copy blank before machining. It only needs drilling in the three positions and the bore needs skimming out to size. He can make any number of these as required but batching would be preferable, the cost to me would be £12.50 + VAT and then there would need to be some machining costs, but if you want to put an air filter on your car you need this bit to go on the top of the carburettor. Would any member requiring this part please contact me - Tel: 01473 823103."

### For Sale - a beautiful Model 'Y' based tourer

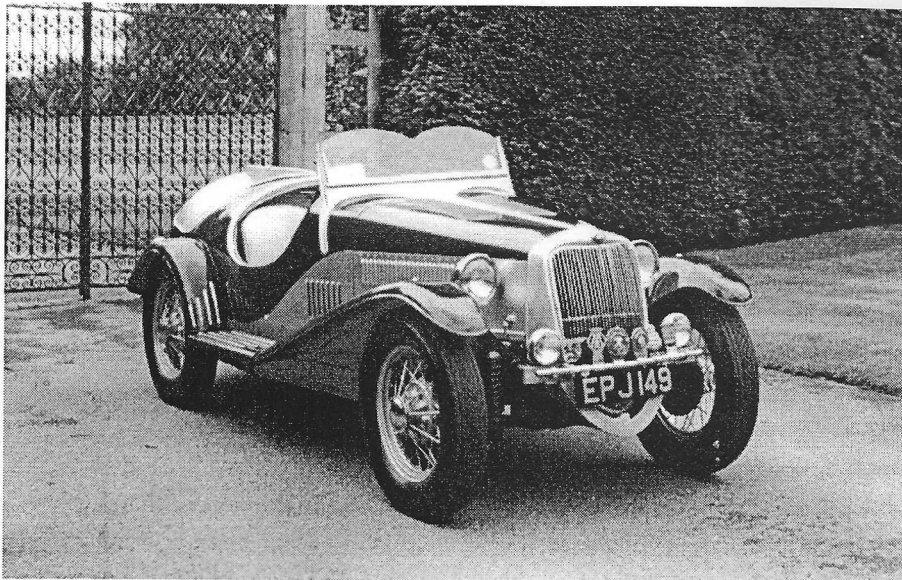
Gilbert Dickson, in Guildford, Surrey, tells the story of an eye-catching Model 'Y' based tourer which, regrettably, he has to sell:-

"I came across the car, or what there was of it at the time, pushed up in the corner of a workshop, covered by a fair amount of dust. "What have we here?", I thought to myself as I assessed what lay before me. It comprised of a chassis (Y163998 - ex 1937 Tudor) which had been stripped down, cleaned, primed and powder coated in black. The front and rear axles, torque tube etc. had been similarly treated. I asked who had done the work and was told that it had been a mature, experienced mechanic who, as it happens, had worked for me a long time beforehand. I then knew that it would have been done properly, as that was the only way the mechanic knew how to things. The Mechanic, "Dick", had also rebuilt the engine and had checked the gearbox and differential, replacing parts where necessary (new bearings, oil seals, the lot). I had the car completely re-wired by a "Ford Owner" automotive electrician.

The car had the beginnings of an aluminium body with a sort of "beetle back" and panels up to the scuttle. I thought that this needed to be changed somewhat. As I have built several "Zagato" type bodies on pre-war Alfa Romeos, I decided to modify what was there and to create a similar style/shape on this little car. I had some wings which I had made for a 1500cc Alfa, which were no longer required, so I modified those, made a louvered bonnet, put a door on the passenger side and altered the back to take a saddle petrol tank. I also made an interesting "Touring" valance for the rear to make it more interesting. It gives the car a distinctly "Italian" appearance. All of this was done in the workshop of Vincente (who then owned the car), as I had by that time exchanged with him most of my body building machinery (wheeling machine, wheels, fly press, rollers, hammers, dolly bags and numerous tools etc.) for the car, when I first saw it.

There were some parts missing, such as headlamps and instruments, which I obtained from Julian Janicki, the Surrey Y&C Register Regional Coordinator. I also discussed the project with Bob Wilkinson. When the car was finished, I had it upholstered, having modified the original seats. It was painted by Vincente in a "two tone" blue and silver. I set out the paint shapes, and Vincente sprayed it. There actually was a "two tone" Gran Sport Alfa of about 1932, painted in a similar style and similar colours. I fitted larger tyres, which is possibly a mistake, as it doesn't look "Ford". I tried some spring damper units on the front, but I think they need to be changed. I have a spare split front axle (Ballamy), which I had intended to fit, but have not done so. As the car has a lighter body, I removed a couple of spring leaves, front and rear. The car runs beautifully, and I have covered fewer than a thousand miles in it since the restoration. It is a stunning looking little car which I really like, but unfortunately I am moving house and will not have the necessary garage or workshop space to look after it any more - alas, the car has to go. A great amount of time and money have gone into the car, however it will be sold to the best offer, providing it is enough!

I hope that this information and the photo do the car justice. If you are interested in buying the car, please call me, Gilbert Dickson, on 01483 566128 (Guildford, Surrey), or fax me: 01483 567358, or e-mail: gildickson@microactiv.net.



### Rear wheel bearing success story

Jonathan Davies e-mails from Torquay:-

"Last year when I refurbished the rear braking system I was shocked to see the state of the axle bearing surfaces, with the undersides having completely lost their shiny case-hardening and the rest scored by worn bearings at some time in the past. At the time it seemed as if there was little to be done about it which didn't involve enormous cost and effort, and it took some of the pleasure away from driving the car, knowing that the bearings were in such a poor state. I was one of the first to order the replacement sleeved bearings when they became available and have just fitted them.

They are beautifully engineered and are a high quality, thoroughly professional package, coming with clear instructions. Removal of the hub shouldn't be a problem but taking off the circlip gave me 20 minutes of frustration before I found a chisel that could be pushed behind the pointed end to prise it out. The old oil seal is quite a substantial metal ring with originally a thick leather pad (although on mine one of these had worn away to almost nothing). They were a bit awkward to remove and

needed to be tapped from behind using a curved drift. They had obviously been there for a very long time. With the seals gone the actual bearings just slid out. That was the hardest part over with and the rest was simply cleaning and degreasing and following the instructions. The new parts fitted perfectly, and it was particularly satisfying to replace the worn leather seals with their very efficient modern rubber replacements.

With everything reassembled, the first impression was that the brake drum could be turned evenly with the shoes regularly brushing the inside rather than the "hard spot" "soft spot" feel of a drum not centred. The brakes must be working properly! On the road the car is definitely quieter, the grumbling from the rear end has gone, which is not surprising when you compare the modern bearings with their crude pre-war ancestors, which I suspect were noisy even when new. The brakes are also better, especially the hand brake. I am also now more confident to go on a longer journey without worrying about oil getting onto the brakeshoes or, even worse, breaking halfshafts and losing wheels!

A very satisfying job that took no more than an hour per side; that was not particularly difficult and has a big effect on the driving pleasure to be got from the car."

### New members

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

B0863 Bruce Bebbington  
Grasmere, Off Chinnor Road, Thame  
Oxfordshire, OX9 3LP

C1742 Jim Collins  
6 Brenkley Court, Seaton Burn,  
Newcastle-upon-Tyne, NE13 6DR

O-G103 Hans-Joachim Glaue  
Hundsteinweg 28, Berlin  
Germany, D - 12107

O-H101 Alan Heuston  
2929 Quailwood, Houston, Texas,  
77014 - 2407, U.S.A.

H1344 Mick Hicks  
23 St Mary's Road, Long Stratton,  
Norfolk, NR15 2TT

K1017 David Kent  
The Outspan Farm, Wendens Ambo,  
Saffron Walden, Essex, CB11 4JL

L1823 Ian Lewis  
Tenandry, Killiecrankie, Pitlochry,  
Perthshire, Scotland, PH16 5LH

M1148 Tim Maddocks  
118 Tower Road, Four Oaks, Sutton  
Coldfield, West Midlands, B75 5EG

S0441 Mike Sargeant  
114 Felpham Road, Bognor Regis,  
West Sussex, PO22 7PP

## New members' news

In this issue we welcome nine new members who bring with them no less than three new vehicles to the register! However, I begin with Mick Hicks who is looking to purchase an on the road Model 'Y' or 'C'/'CX'. Hopefully Mick will soon be experiencing the delight of motoring 1930's style on the roads of Norfolk. [Afternote: Mick has since bought Roy Mann's excellent Tudor (Y27954)]. Jim Collins is now the new owner of JV 5342, the 1934 long rad, which until recently belonged to member Ron Topping for some 13 years. The engine has just been overhauled and Jim is looking to do some general tidying up together with possibly re-chroming the bumpers.

Tim Maddocks is embarking on a full restoration of RSL 522, a 1936 Model 'Y' previously owned by M. McLaughlin. Not content with just one 'Y', Tim has purchased another! Mike Sargeant is aiming to do some body trim & engine work on JG 8039 (previously owned by Peter Parham) which is a 1936 four door (Fordor) long rad. Mike's 'Y' has an interesting history in that it was used on RAF airfields from 1937-44 camouflaged blue and brown and kept by the first owner to 1989. Mike is only the car's third owner.

Alan Heuston in Texas joins us with AOF 448. This 1934 long rad Fordor Model 'Y' which was shipped out to the U.S.A.

in October 1972 for the princely sum of £135. It passed through various owners until finding a home with Alan in September 1982. Alan is now setting about restoring the car together with its sliding roof. Members will recall an article in issue 129 "The Mind Project is Completed" on DNO 31. This 1936 long rad Model 'Y' was restored as part of a Millennium Project by three residents of the Advance Housing & Support Ltd, based in Aylesbury, following a grant by MIND the mental health charity. DNO 31 now has a new owner, Bruce Bebbington. Bruce plans to service the car and do some small repairs.

Of our three previously unknown vehicles, I begin with AFJ 898, a 1935 Model 'Y' owned by Ian Lewis which was purchased new by his parents. It was laid up over the war years, as many were, and Ian bought it in 1962. Ian has recently installed a new engine and gearbox and plans to renew the interior trim. It's a shame that Ian wasn't a member in June last year as he would have seen Convoy 2000 trundle through Pitlochry, doing a slight detour to visit the local distillery to partake of a dram or three!

David Kent has the second previously unknown vehicle, JJ 9010, a 1933 short rad which has been with David since 1956. He has maintained it since then, despite severe rusting of the radiator grille and spare wheel tray. David has a restoration deadline of August this year when he has a wedding car assignment. Please let us have an article David with photographs for a future issue of the mag.

The last, but by no means least, previously unknown vehicle, has been owned by Hans-Joachim Glaue of Berlin since 1986. B-EL-4 (previously CXB 689) is a right hand drive 1936 Model 'CX' tourer which was exported to the Netherlands in 1975 and beautifully restored by Hans' father. A photograph of Hans - Joachim's 'CX' appeared under 'International News' in the last issue of the magazine (129).

As ever, please may I ask "old" members to make contact with the "new" if they are within striking distance.

Christine Baldock

## ANNUAL SUBSCRIPTIONS 2001 -2002 DUE NOW!

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*Looking forward to hearing from you!*

*Christine Baldock*

*Membership Officer*

# Streamlining.

October 10, 1934]

PUNCH, or The London Charivari

409

The Model 'Y' was the first mass-produced 'streamlined' car in Europe. Its effect on the British motor industry in particular, was significant as it rapidly ate into the market shares of Morris, Austin, Hillman, Singer etc., each of whom soon followed suit with their own 'streamlined' designs. Prior to the advent of the Model 'Y', all family saloons were 'upright' with a rectangular box at the front in which was housed the engine and a larger rectangular box at the back in which sat the driver and passengers; the Austin 7 and the Morris Minor of the late 1920s and early 1930s were prime examples which were replaced by the 'streamlined' Morris 8 of 1934 (virtually a straight body design copy of the Model 'Y') and the Austin Ruby.



"THEY'RE THE DILLWATER TWINS. THEY'VE GONE ALL STREAM-LINE."

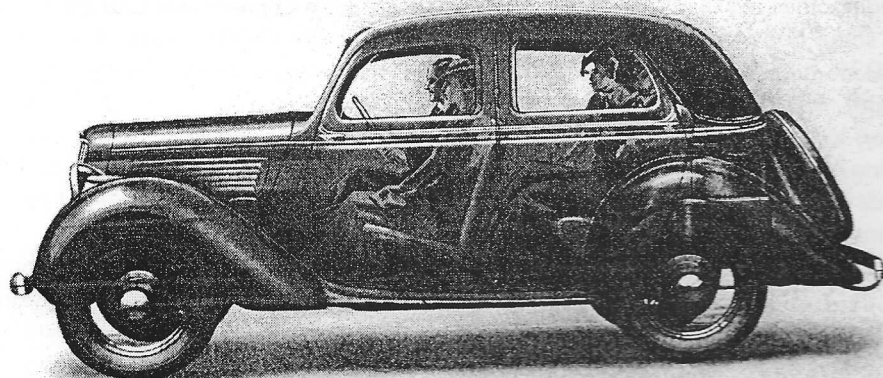
The late 1920s and the early 1930s was an exciting period. Following the hardships of the Great War and the depression of the early '20s, the quality of life on both sides of the Atlantic began to improve year on year. In the field of design, the huge 1925 Exposition Internationale des Arts Décoratifs et Industriels Modernes in Paris, caused a sensation and led to a demand, across the board, for every-day items to look more exciting and to have a bit of flair in their design. 'Streamlined' was one of the 'in' words. The title of the Paris exhibition was abbreviated to 'Art Deco' in the 1960s and is now a generic term for that exciting period in the history of design. The demand for original art deco objects remains high even today and I must admit, the styling of most is very attractive.

The automobile industry was awakened from its traditional slumbers as a result of this demand for flair from the public. Punters now looked for style when they bought their new car. It was the final nail in the coffin of Henry's Model T, which was no longer produced after 1927. As a result, the automobile design industry was born; design having been in the domain of the coachbuilder up to that point. Famous designers such as Harley J. Earl (General Motors), Amos Northup (Murray Corporation of America) and Ralph Roberts (Briggs) were employed by the major motor manufacturers to transform their new cars into visual delights. Following close behind, under the eye of the design-conscious Edsel Ford, was Eugene T. (Bob) Gregorie, who was to have a major impact on the design of Ford and Lincoln cars over the next 15 years. However, as a 23 years old, Bob Gregorie's first total body design was what was to become the Model 'Y' 'Baby Ford'; a rush job to save the fortunes of Ford in Europe where they could not sell the large engined Model 'A'.

As late as 1934, the word 'streamline' was still a talking point as this Punch cartoon illustrates.

'Streamlining' and 'airflow' was originally conceived in the design of boat hulls. Travel through the air, rather than water, spread the principles to airship and aircraft design and thence to the speed record cars of the 1920s, a decade which culminated in Henry Seagrave's 'streamlined' Golden Arrow breaking the world land speed record in 1929.

The De Luxe Model 'Y' was replaced in 1934 by the Model 'C', a scaled down version of the Model 48 which was designed by Phil Wright at Briggs in the U.S.A. According to the promotional literature, one of its main attributes was its 'streamlining' ('super-streamlined' in one advertisement!) which permitted wider seats and more elbow room due to its rounded body design. Unfortunately, this also gave rise to it being called the 'Barrel Ford'. Regrettably, the early encouraging sales level could not be maintained (even after being spruced up to the Model 'CX') and the design was replaced early, in March 1937, by the English designed Model 7W. Sam Roberts.



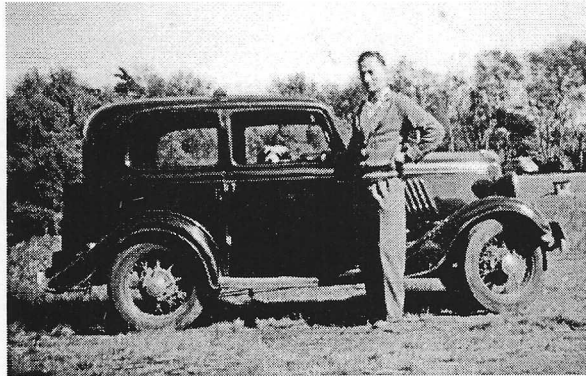
A French art deco artist's impression of a 6CV Model 'Y'. Note the 'streamlines' and 'airflow' lines.

## “Not so Very Good”

For those of us who were driving Model 'Y's in the pre-MoT 1950s, the following tale will strike a familiar chord. Brian Mace sent me a cutting from the Norwich Evening News in which one Doreen Willings tells of her first car - 'Very Good'.

“When my late husband and I bought our first car in 1956 for £50, it was 20 years old but, nevertheless, a still gleaming black Ford 8. With its registration number VG 8891, it soon gained the name 'Very Good' - not altogether in keeping with its performance we soon discovered.

With a road fund licence of £7 10s and insurance cover at £7 0s 9d, the world became our oyster and, for the first time, we became motorists in our own right. Certain modifications had been carried out to 'Very Good' by the previous owner, the most notable being the replacement of the 'arm' type traffic indicators by the new flashing variety. These remarkable objects, like slightly smaller versions of belisha beacons, or giant horns, were attached to the roof of all places. The countryside was certainly well illuminated as we passed! The bodywork was near perfect, the interior left much to be desired and the internals under the bonnet were temperamental to say the least. We could generally cruise at around 25 mph without



too much discomfort or problems - much more and shuddering protest was soon registered. Probably as well, since with its block braking system, quite a bit of physical pressure was needed. Certainly no synchronised gear change - amid much grating and grinding it was 'double-clutch' or 'through-the-gate' as it was known, every time.

*Snap of 'Very Good' 8891 in happier days with Doreen's late husband and dog.*

Less than a smooth road surface could be quite hazardous. Undue humps and bumps seemed to act as triggers for the doors to fly open but, by the means of a strong length of rope intertwined with wire and securely fastened across the front, we soon got over this. It became common practice to 'fasten our belt' before setting off. Rain drifted through most of the windows, as well as splashing up through the floorboards. The one and only wiper seemed to have an aversion to work, grinding to a halt when too much was expected, whereupon whichever one of us was lounging in the passenger seat would have to brave the elements to get it going again - the driver had to stay put to keep the engine running. In winter we drained the engine every night to prevent freezing. Next morning it was refilled, plugs removed, warmed and replaced, and only then would my husband crank away with the starting handle, hoping 'Very Good' would justify its name and splutter into life. The spare wheel of the 1936 Ford 8 was attached to its rear end so there was no boot. Dogs, luggage and anyone brave enough to share a journey with us overflowed on to the back seat. However, we did have some very happy picnics sitting on the running board.

We kept 'Very Good' with all its faults for nearly four years, selling it for £20 and buying a 1939 Morris 8 Series E - that's another story. Cars have come and gone, but the early ones were characters - remembered with affection. Motoring was always an adventure - every journey an unknown quantity! I learned to drive at Guntons Motor School in Timberhill, Norwich, in a Ford Popular which was more sophisticated than 'Very Good'. If anyone knows the whereabouts of VG 8891, I would be interested, although I would prefer not to know its present value.”

Subsequent to writing the above, Brian Mace has traced Doreen Willings, who was thrilled to hear that her car was being featured in our magazine (I will send her a copy). Brian told her that the car is not known to us and she agrees with our presumption that it has 'gone to that scrapheap in the sky'! She sent some photographs of the car and kindly donated £20 to the Register funds.

## Doctor Ford Turns Corners.

In previous magazines I've been looking over aspects of the electrical system. I think I've covered most circuits, but if a member would like me to cover or revisit any particular aspect, please let me know.

I would now like to consider the Trafficators, and their modern equivalent; Flashing Direction Indicators. The 'Ford Model 'A' Club of Great Britain' evidently had the same thoughts, and recently published an article on the same subject. We sought and gained permission to crib some information from them to support this article, for which I am grateful.

### Trafficators.

In Richmond Park, during one night in March 1929 apparently, the RAC held tests of both indicators and headlight dipping systems. The tests were held at the behest of the Minister of Transport, who witnessed a total of 159 systems being demonstrated. The purpose of the tests was to lay down standards and requirements. In 1933, as a direct result of knowledge gained, the Ministry set out their recommendations based on the various devices that had been demonstrated. The fitting of Trafficators was still not to become mandatory until 1st January 1936. However with effect from 1st October 1933, any system fitted had to be of an approved design.

The Trafficator had first been designed in Germany, where fitting had been Law since 1930. This gave the Germans a considerable edge in design. A leading German manufacturer A. H. Hunt was represented in Britain at the H.A.H. Works, Tunstall Road, Croydon. They first exhibited in Britain in October 1930 at the Olympia Motor Show, and continued to do so for the next few years. This action may have led to the Ford Motor Company becoming one of their major customers, as fitting was made standard initially to certain Model 'A's in the UK.

An enormous variety of Trafficator designs were made by various manufactures over a period of 25 years or so, but they all follow the same basic design. This is a pivoted arm, illuminated orange, which elevates to a horizontal position as a direct result of a steel plunger being drawn into a coil. The arm is connected to the top of this plunger via a sliding linkage. The coil once energised becomes an electro-magnet, which in turn draws the steel plunger into its centre. It is this action which elevates the arm to the horizontal position. It really is as simple as that.

SKETCHES A, B AND C.

The sketches are of the working of a late a Tex unit. Sketch 'A' shows the unit in the switched off position. Note that the pin on the arm is held against a shoulder on the plunger, thus preventing the arm being raised until the solenoid is energised and the plunger starts its downward travel. The plunger is held in this up position by the spring loaded paw that follows the cam on the arm.

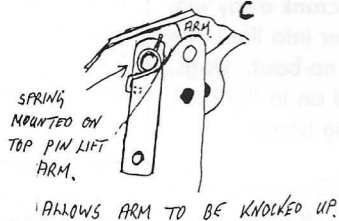
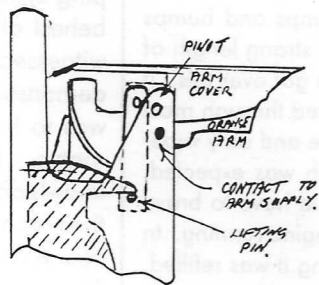
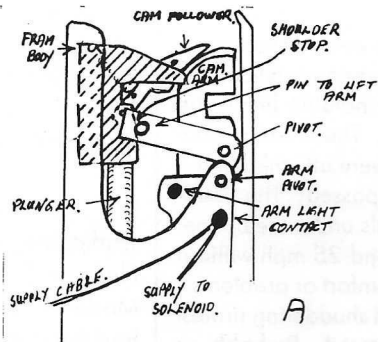
Sketch 'B'. As the plunger is drawn into the solenoid (once energised) this shoulder is passed. The arm, as it begins to pivot to its upright position, causes the pin to become off centre. It is at this point that the arm pin comes into contact with the upper part of the plunger mechanism which, as it continues to travel down, causes the arm to raise.

Sketch 'C'. In this Tex model the horizontal arm is protected to some degree against alighting passengers brushing against it with their bodies (a common cause of arm damage). The pin mounting bracket is spring loaded, which will allow the arm to be raised manually by 10 degrees or so.

In this late model, illumination power supply to the arm is made in this fully horizontal position by means of a side contact. On early designs a very fine wire received its supply from the same source as did the trafficator coil. This then ran a separate supply to the arm bulbs. The problem with this method was that the wire fractures due to the tight bend at the end of the arm. This latter design is far more dependable, but unfortunately it did not

make an appearance until long after our 'Y' and 'C' models ceased production.

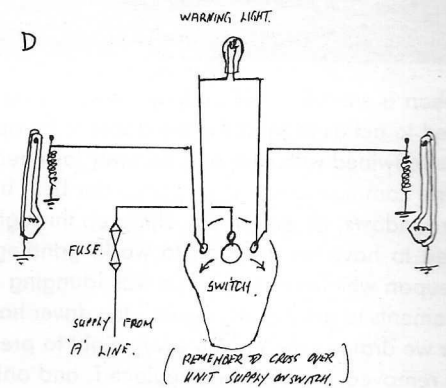
Models 'C' and 'CX' had trafficators fitted as standard. I think these units were made by Tex and were mounted internally in the 'B' door pillar. The 1934 Fordor De Luxe (introduced at the same time as the long rad models in October 1933) was the only Model 'Y' to have external trafficators fitted as standard, but you could have them fitted on the short rad and other 'Intermediate' models as a Ford optional extra. These were 'Hunt' units. Genuine Ford units have the word FORD in its usual script form on the inside of the plastic window, which illuminates the word when lit. These Trafficators were mounted in an external steel box and fitted to the 'A' pillar, (the pillar adjacent to the front bulkhead), at a position over the body swage line. Later long rad models had a Tex Trafficator, again mounted in a steel box, this time on the 'B' pillar. This was an optional extra until changed by the Road Traffic Act in January 1936. The change demanded the fitting of trafficator to all newly registered vehicles.



Trafficator Circuit

SKETCH D

The circuit as you can see is simple, but please ensure that the earth return of the unit is sound. (It may even be necessary to run a bonding cable from the unit to the bulkhead). I have added a warning light, should you want one. This is wired across the cables on the rear of the switch, as illustrated. The resistance in the warning bulb will prevent the other Trafficator from elevating. It will simply complete the circuit via its solenoid winding. The switches used are generally speaking of the lever design. This means the supply cables to the units are at opposite sides on the back of the switch. As with other ancillary equipment, I would recommend that the supply to the circuit is taken from the 'A' line connection on the back of the ignition switch (the ammeter connection). The addition of a fuse in the circuit would be advisable.



So what can go wrong? The main problem is likely to be our old enemy, voltage drop! In asking our 6-volt supply to energise this solenoid sufficiently to pull in the plunger and lift the arm, we are expecting a lot from this rather limited voltage. Hence they will often only function when the vehicle is being driven and the higher dynamo voltage is on line. It is essential that all connections are 100% sound. Dirt is the next problem, which is often present on the plunger as a result of lubrication.

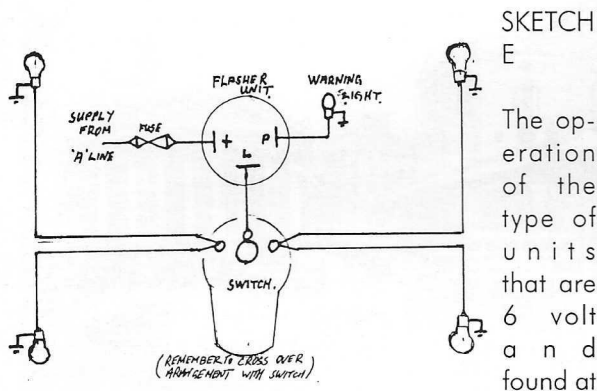


Therefore try to limit lubrication to the linkage at the top of the plunger.

### Flashing Direction Indicators

I'll start with the circuit, which you will see is basically the same as with Trafficators. The main difference is that the 'Flasher unit' is placed in the supply to the switch. Therefore when the switch is turned to supply the lights, the supply becomes intermittent as the unit begins to function. The warning light is fed direct from the unit. Obviously cables are run to the front and rear to supply the appropriate lights and an additional one to the outside of front wing if fitted.

#### Flasher Circuit



The operation of the type of units that are 6 volt and found at autojumble sales are of an early design. These early units operated in one of two ways, both of which really came back to a type of bi-metallic operation. As the current flows through the unit it is conducted through a bi-metallic strip en route to a pair of points. As it flows, it causes one side of the strip to overheat, as a direct result of a slight resistance designed into the strip. This heating causes the strip to distort, and in so doing it separates or breaks the points. The lights go out, the strip then cools, the points close, and the operation is repeated. The other early system simply used a wire, which acted like the bi-metallic strip, as it had a degree of resistance built in which, as with the other design, caused it to over heat. As a consequence it expanded in length. Tension in the mounting of the points caused them to separate. Again, once the points are open, the wire cools, which allows the points to close; and so the sequence is repeated.

If a direction light fails, operation of the flashing unit speeds up, as does the warning light, which draws your attention to its failure. This is bought about by the reduced current flow, with one of the main lights out. With this reduced flow the heating aspect is reduced, and the whole operation cools much quicker, thus the points are closed more frequently.

## Service Bulletins

The Wizard has come up trumps again! Hard on the heels of the Spanish "Boletin Modelo 'Y'" find by Luis Cascante at an autojumble (Autoretro 2000) in Barcelona; reported under International News in Issue 128, comes an even more interesting find by Bill Ballard at an autojumble (the Bendigo Swap Meet) in Victoria, Australia. At the Swap Meet, Bill came across three issues of the Ford Service Bulletin, published by Ford Motor Company of Australia Pty., Ltd., Geelong, Victoria. He paid the handsome price of only \$5 each (£4.00 the lot). Bill comments that he thought he was merely buying copies of originals (as in the bound volumes of Ford Motor Company Bulletins we sell through the Y&C Register), but when he came to study them, they were completely different. As he would appear to have only the second volume of the English Ford Bulletins i.e. 'The 'Popular' and 'De-Luxe', 'Eight' and 'Ten' Bulletin', his comparison between the two showed the Australian ones to be far more comprehensive.

He sent me the three original Bulletins, which have been photocopied for the Y&C archives and returned to Bill. Each is totally devoted to the Model 'Y' (Vol. 6 No.1 dated 5th March 1934, Vol.7 No.2 dated 4th March 1935 and Vol.7 No. 3 dated 15th March 1935). Bearing in mind that these Bulletins were issued to Ford dealers to acquaint them with the workings and changes to the cars, it may be surprising that Vol.6 No.1 starts with Lubrication and Maintenance, followed by the Engine Oiling System, the Electrical System and the Brakes, i.e. the basics which were covered in Vol.1 Nos.1 and 2 of the English 'Model 'Y' Bulletin' dated September and October 1932. The explanation is twofold. Firstly, Vol. 1 of the Australian series of Ford Service Bulletins would have started with the Model T. When the Model 'A' came along in 1927, followed by the Model 'B' and the V8 Model 40 in 1932, Bulletins dealing with only one of the models would have been issued. So, Volumes 1 to 5 were all pre-Model 'Y'. Secondly, for some reason, the Model 'Y' was not launched in Australia until July 1933, eleven months after its introduction in Europe. Vol. 6 No.1 was probably the first of the Australian bulletins to be devoted to the Model 'Y'. Being eleven months behind the Ford England bulletins, there were eleven months worth of 'Model 'Y' Bulletins' information to catch up on. Hence the larger, and apparently more comprehensive Australian Service Bulletins. In fact, some of the articles are shorter than their English counterparts, although they are, word for word, the same.

It would be interesting to find an index of the Australian Ford Service Bulletins to establish how many were devoted to the Model 'Y' and, more importantly, because of their popularity, how many were devoted to the Models 'C' and 'CX'. If any member has copies of other Ford Australia Model 'Y' or Models 'C'/'CX' Service Bulletins or an index, 'ye are to declare it' so that we can build up a complete set for the archives.

#### A word from our new Technical Advisor - Geoff Dee

See what happens - you hesitate when Bob Wilkinson asks you a question; the job's yours and all of you there put your hands up at the A.G.M. to support the proposal. So I am your new Technical Advisor. You've only got yourselves to blame!

Hopefully by now you'll have cleared off the winter dust and blown out the cobwebs (from the car that is) without too many problems, but if you do have a problem, please write, e-mail or 'phone. Your problem may be similar to other members', so by answering questions in the magazine it may help others.

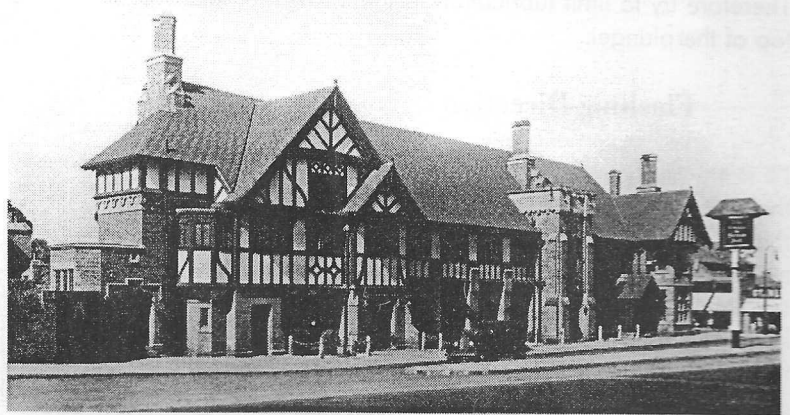
I have now fitted the new Y&C Register rear wheel bearing kit to my Model 'Y' and can fully recommend it. Having recently re-lined the brakes, it was noticeable that the rear brakes dragged when the vehicle was on the floor but not when jacked up, i.e. the brake drums were out of line due to the worn bearings and axle case. This has now been eliminated and brakes improved as everything is now in the correct position. I am hoping for not too many problems,

Agony Uncle Geoff!!

## Post Cards

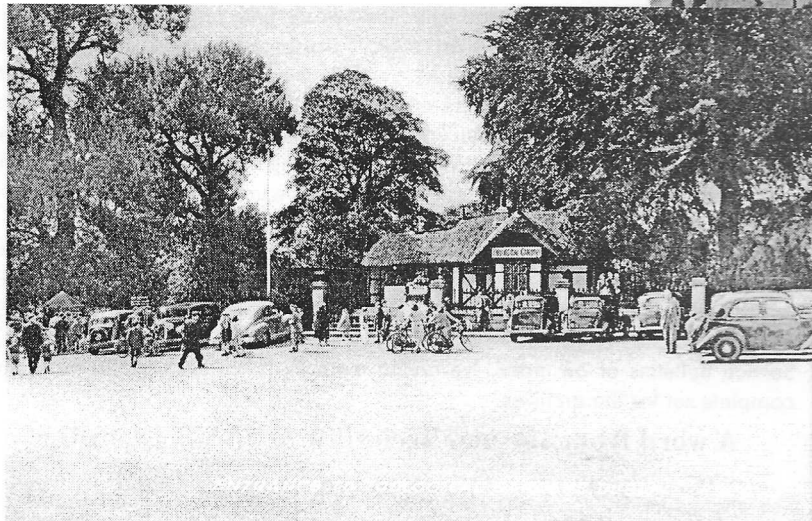
We are grateful to Bill Ballard for finding these post cards depicting our vehicles.

A solitary short rad Model 'Y' parked outside the Coach and Horses Inn in Moreton, just outside Birkenhead, which was then in Cheshire but is now part of the Merseyside metropolis.



Coach & Horses Inn, Moreton, Cheshire

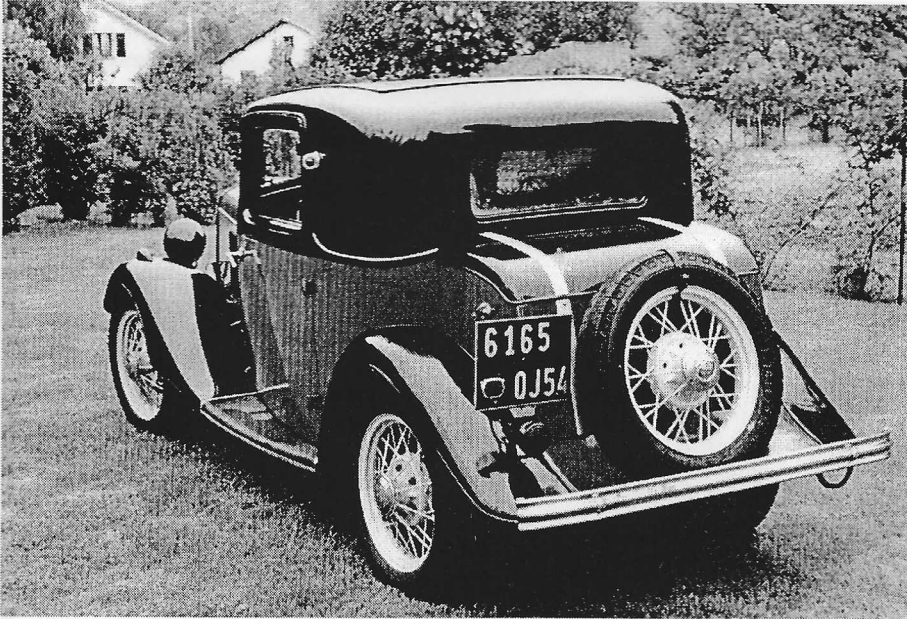
A Model 'Y' van scurrying along Princes Street in London, with the Bank of England on its left.



A Fordor 'CX' parked outside Dublin Zoo.

Three of our cars parked in O'Connell Street, Sligo; a 1937 Model 'CX' on a visit to Ireland from Hertfordshire, a Model 'Y' and, facing us, another 'CX'.





The Club Obsolète Ford France sent me this photograph of a 1935 SICAL bodied two-seater coupé Model 'Y', which is for sale by Bernard Mathieu in Bayon. The coachbuilders, Société Industrielle de Carrosserie Automobile de Lavallois (SICAL), were situated in the Levallois-Perret (Seine) district of north-west Paris, just across the River Seine from the Ford assembly plant at Asnières. They produced both hard top and soft top coupé bodies for the Model 'Y'. Until now, the only survivor that we knew of was the coupé belonging to Jasmine Borgeson, the widow of the late Griffith Borgeson. Griffith estimated that only 25 were made. I wrote to Bernard Mathieu asking him for the details of the car. He tells me that the engine/chassis number is Y35314 and the Asnières production number is 3395. This makes the car one of the last short rads to be made at Dagenham, in September 1933 although, it would appear that the SICAL body was not put on the rolling chassis at Asnières until 1935 according to the documentation in Bernard's possession. I have Bernard's address if anyone is interested in buying the car.

**\* MODEL Y & MODEL 'C'/'CX PUBLICATIONS \***

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**Service Bulletins:**

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

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

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

Model 'Y' owners need Parts I & II; Model 'C'/'CX' owners Part II.

Service Bulletins are available at £8.50 each plus £1.50 postage in UK, £2.00 Europe & £5.00 rest of the world.

Handbooks:

Reprints of the original handbooks issued with new vehicles.

**Model Y**

Instruction Books:

Model "Y" 8 H.P. Covers 'Short-Rad' models 1932/33

The "Popular" Covers 'Long-Rad' models 1933/37

Illustrated Parts List: The "Popular" Covers all Model 'Y's 1932 - 37)

Model 'C' & 'CX'

Instruction Book: The "De Luxe" (June 1936 Edition)

Each of the above is available to members at £10.00 (UK); £11.00 (Europe) and £12.00 (Elsewhere): price includes postage. Please write order clearly & send with payment details as below:-

\*Cheque (GB only) made payable to 'Ford Y&C Model Register' or,

\*Credit/Debit card type (Visa/ Mastercharge/Delta etc.) .....

Card number .....Amount .....

Name on card ..... Valid from .....

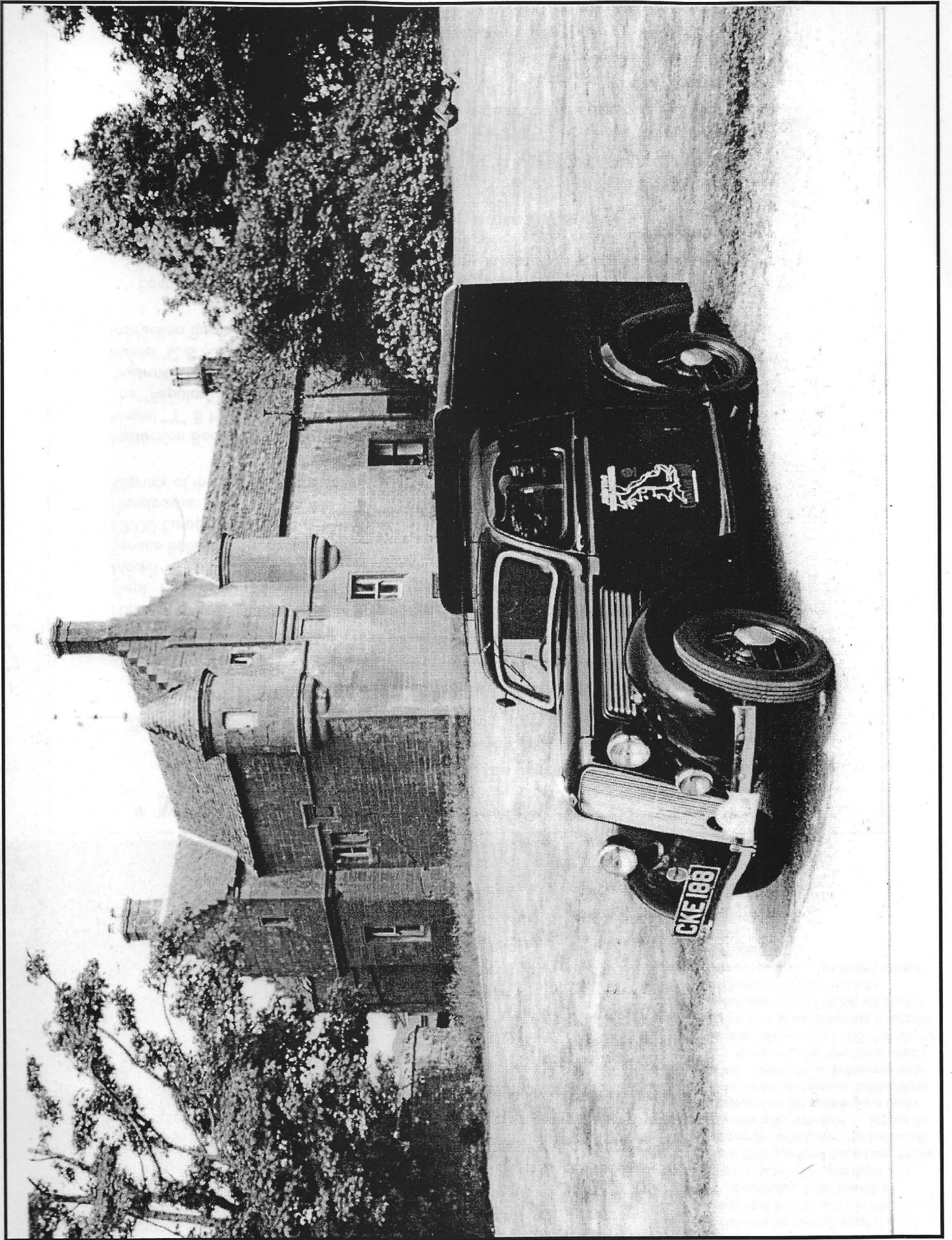
Expiry date ..... Issue No: (Delta/Switch cards only) ..... \* delete as appropriate.

Date of purchase .....

Signature .....

Send to: Bob Wilkinson, Rose House, 9 Brambleside, Thrapston, Northants, NN14 4PY, UK.

Telephone 01832 734463 or e-mail orders can be taken <bob@bwilkinson49.fsnet.co.uk>



## Y&C REGISTER PARTS FOR SALE

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.

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 or can direct you to where it may be obtained.

### 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 .....	£48.00 pair
female .....	£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 - Short rad, Intermediate 'Y' set 6 .....	£17.00 set
Brake shoe pull off springs - Long rad post '33, 'C'/'CX', set 4 ....	£13.00 set
Shock absorber kits:- Temporarily out of stock - Contact Graham Miles.	
Rear sleeved hub bearing kits .....	£150.00pair

### MECHANICAL - ENGINE & TRANSMISSION

Recon/Exch single water inlet engines 8 & 10 hp (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 - send direct to G.Miles) ....	£20.00 each
Carburettor for reconditioning (send direct to G.Miles) .....	£90.00+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

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
Gear box mount .....	£23.00 each

### 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 (late 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
Dynamo servicing - send to Graham Miles without cut-out and mounting P.O.A.	

### 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) .....	£5.50 each
Bumper bar end caps chromed, LR and SR .....	£7.00 pair
Running boards for long rad 'Y'. Moulded matting style fibreglass with steel mounting brackets. Adaptable for short rads. ....	£90 each or £170 pr
Valance below grill SR, (external part only - fibre glass) .....	£21.00 each
Floor board screws, set of 40 .....	£11.00 set
Late long rad '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
Wipers, non-standard .....	£1.00 each
Model 'Y' spare wheel strap .....	£21.00 each

Speedo cables:- SpeedoGraph Richfield Ltd.

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

Model 'Y': 5' 8" long; Model 'C': 5' 1"

Front wheel bearings:- Timken 07098/8205 - 03062/03162

Suppliers through 'Yellow Pages'

# PARTS ORDER FORM - ISSUE 130

To be returned to:

**KEVIN BRIGGINSHAW: 8 LANCOT AVENUE, DUNSTABLE, BEDFORDSHIRE LU6 2AW**

MEMBERS NAME:- ..... NUMBER:- .....

TEL NO: DAY:- ..... EVENING:- .....

E-MAIL: .....

CAR MODEL / YEAR:- ..... DATE OF ORDER:- .....

**ADDRESS TO WHICH GOODS ARE TO BE SENT - Please print clearly**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_

POST CODE \_\_\_\_\_

Note:- Use form to order new parts only.

Availability & cost of used or non-listed items on application to Kevin.

<u>NEW ITEMS REQUIRED</u>	<u>QUANTITY</u>	<u>PRICE</u>

TOTAL

ADD HANDLING CHARGE **£ 3.00**

**TOTAL DUE £**

**PAYMENT DETAILS - Payment must be made by cheque or International Money Order (£GB only) or by Credit/Debit card.**

\*I enclose cheque/IMO made payable to 'Ford Y&C Model Register'. Amount £.....

\* or I wish to pay by Credit/Debit card. Type (Visa, Mastercharge, Delta etc.) .....

\* Delete as applicable

Name on Card ..... Card No.....

Valid from: ..... Expiry date: ..... Issue No. (Switch/Delta only) .....

Payment amount £ .....

Signature: .....

**Please send this form with a stamped & addressed envelope and payment to Kevin Briginshaw, allowing 28 days for delivery. Telephone orders cannot be accepted. Orders & credit card payments can be e-mailed to Kevin <carparts@ntlworld.com>**

**REMEMBER TO SEND ONLY CLEAN ITEMS FOR EXCHANGE.**

# Ford Y&C Model Register Regalia Order Form

## May 2001

Send completed form to -

Please PRINT your name and address

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

Phone no -	Post Code

<u>Item</u>	<u>Colour</u>	<u>Size</u>	<u>Price £</u>	<u>Quantity</u>	<u>Total price</u>
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<u>Item</u>	<u>Colour</u>	<u>Size</u>	<u>Price £</u>	<u>Quantity</u>	<u>Total price</u>
<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 each the above can be personalised with your name.	Please state name required -			Add £3 per item	
Sweatshirt, long sleeve. Large logo	Electric Blue	S, M, L, XL	5.00		
T Shirt, large logo	Electric Blue	S,M,L,XL	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 / white logo		1.00		
Key fobs, leather.	Blue / 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 - 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>	Vineyard Green	with Black wings	52.00	Please state colour	
Y Model Fordor Longrad	Orient Blue or all Black	with Black wings			
Y Model Tudor Longrad - on plinth	Vineyard Green or all Black	with Black wings	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>Payment</b>				<b>UK</b>	add post & packing	£3.00
UK sales by Cheque. Overseas cheques in £GB please.				<b>Overseas</b>	add post & packing	£6.00
Please make cheque payable to Ford Y & C Model Register and enclose with order						
				Total...	£	.....

<b>UK or Overseas sales by Credit / Debit Card</b>						
Card No:.....				Amount £	.....	
Valid from ...../...../.....	Expiry date ...../...../.....					
Issue No. (Delta & Switch only) .....				Signature	.....	

## 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 Metalling, Bearings, Pistons, etc.** **Ron Topping, Northern Rebore 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**
- Roger Hanslip. 165 Hungate Rd., Emneth, Nr. Wisbech. PE14 8EQ. Ring to discuss needs 01945 430325**
- Mark Crabtree, 29B, Moss Rd., Mossley, Congleton, Cheshire. CW12 3BN 01260 299743.**
- Chassis Restoration, Classic Oils, Windscreens.** **Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Emlet, 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 e-mail: info@smallfordspares.co.uk
- Stockists Early Ford Parts** **Tony Butterfield (Can supply gaskets) 2 Cockers Lane, Leyland, Lancs, PR5 3SU.Tel: 01772 424032 Fax: 01772 457542**
- 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 appt. only) 118 Oaklands Avenue, Oxhey Hall, Watford, Herts, WD19 4LW Tel: 01923 231699**
- Longstone Garage Great Longstone, Bakewell, Derbyshire, DE4 1TA Tel: 01629 640227**
- Insurance.** **Footman James (Y&C Register Insurance Scheme)**  
Very competitive preferential rates for members only. From £58.80 per policy for cars valued up to £7500. Fully comprehensive with unlimited mileage. Full breakdown 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")