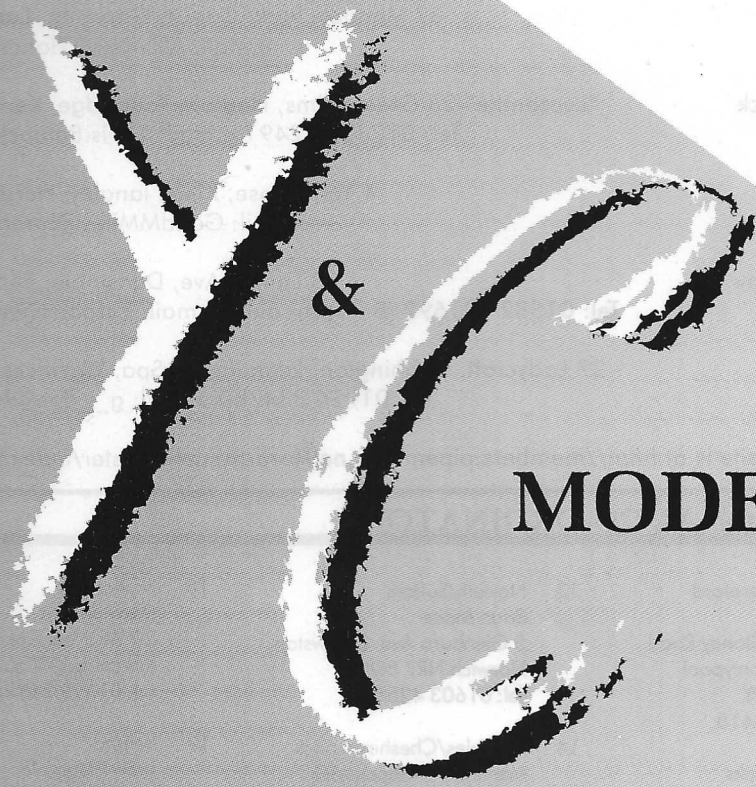


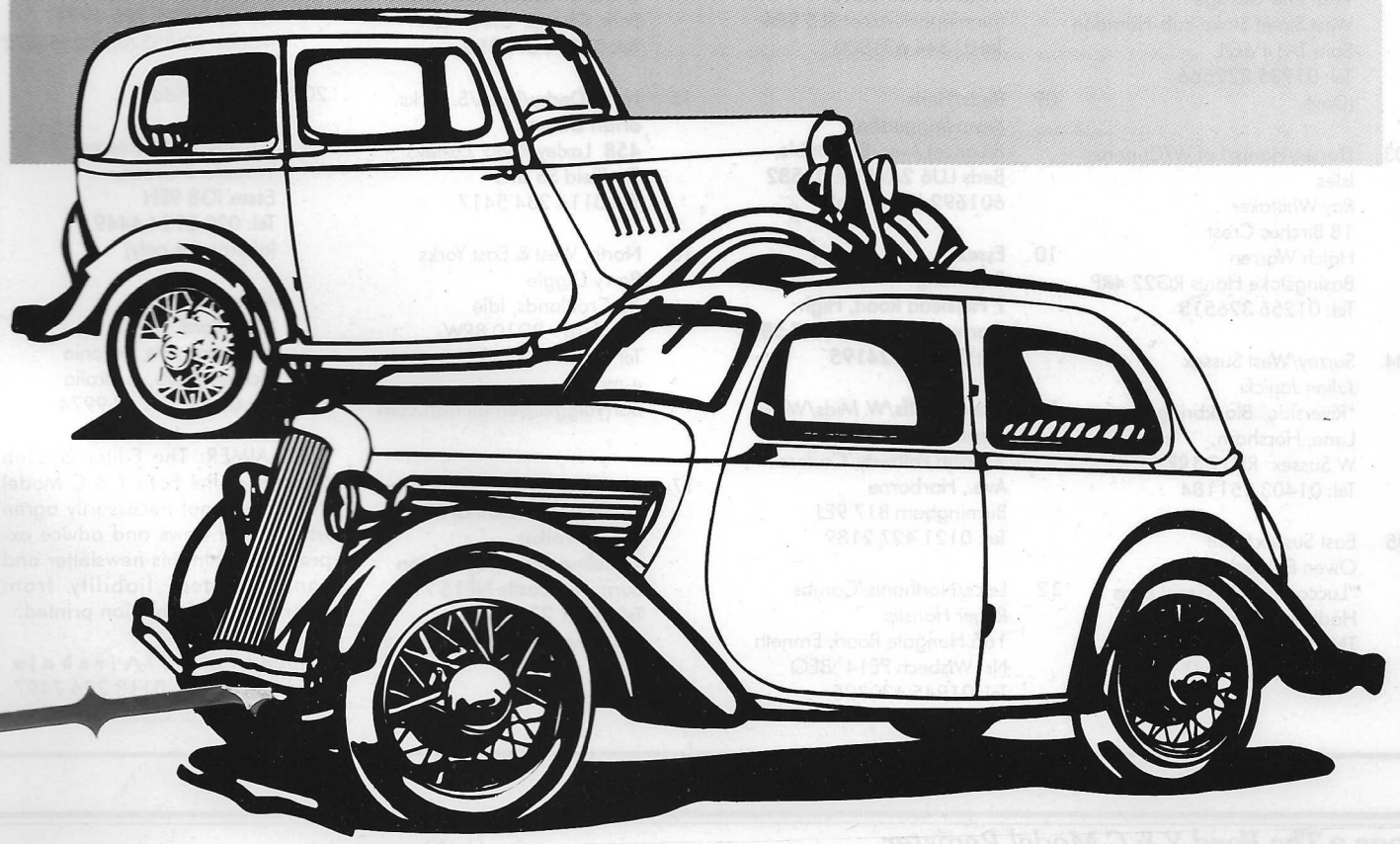
TRANSVERSE TORQUE

FORD

Issue 131 ~ July - August 2001



MODEL REGISTER



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Editorial

If you are a member and have not paid your subscription for this year, 2001/2002, this will be the last magazine you will be receiving, so please settle up with Christine Baldock if this applies to you. See last issue for Renewal/Standing Order forms.

In this issue, we include the final episode of Doug Hickson's fascinating career with the Ford Motor Company and its subsidiaries. We are grateful to Doug for sharing his reminiscences with us. I have received many letters and photographs from members and non-members, which I hope make this issue yet another interesting read. Please keep your snippets and snaps coming in. You can see what an interesting and informative magazine they make.

On the spares front, in his last Chairman's newsletter, Geoff Murrell spelt out the enforced Y&C Register policy not to provide spares to North America. Paul Beck asks me to tell you that he and Small Ford Spares are able to provide spares to that continent. His details are listed under 'Useful Contacts'.

In this issue, Bob Wilkinson mentions the poor support from members for the Chester Festival of Transport. A lot of effort goes into organising the Register stands at these shows and it is soul destroying when only a few bother to turn up. Please support those shows on the events listing. In particular, I would urge those in the south-west to ring Nick Glenister and pledge your support for the Yeovil Festival of Transport over the weekend 11/12 August.

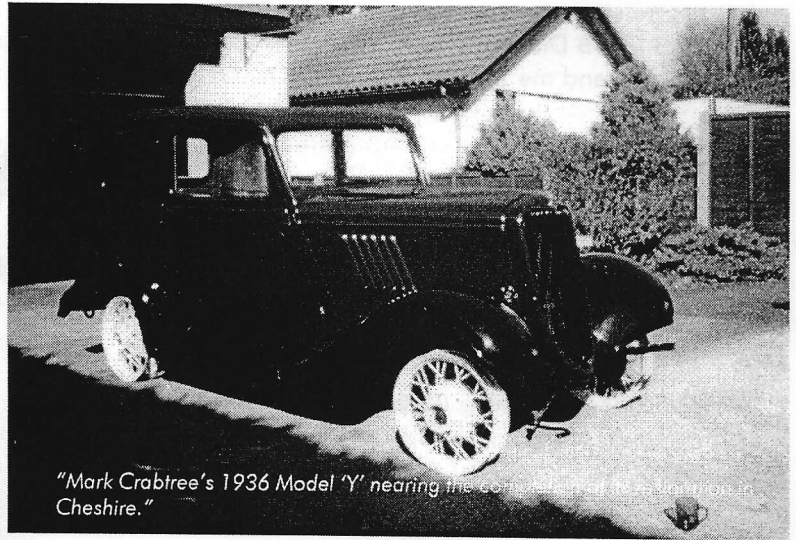
I threatened to make this column my 'gossip' medium. So here goes! One of my golfing mates, having bought a copy of my book, realised that his father had a Model 'Y'. He dug out a photograph of him, aged six, with his mother on a

farm near Mansfield in 1941. The Model 'Y', a standard black Tudor 'Popular', was registered CAL 546 in Nottinghamshire in April 1936. It is wearing its wartime livery of white painted bumpers and running board edges and has blacked out headlamps.



"A £100 'Popular' in wartime livery near Mansfield, Nottinghamshire, in 1941."

Mark Crabtree from Congleton in Cheshire, who was added to the 'Useful Contacts' listing as a mechanical overhauler in



"Mark Crabtree's 1936 Model 'Y' nearing the completion of restoration in Cheshire."

the last issue, sends us this photograph of his May 1936, vineyard green Tudor Model 'Y' (Y137407), part way through its thorough restoration. The car is now for sale and is included in the 'For Sale' listing.

Jim Oliver in Victoria, Australia, ends a letter with the comment "We noted Bob Wilkinson's remark about your early summer rain in his Secretary's report. Sounds good. Rikki loves his jokes." There Bob, you have a fan. We guessed there might be one somewhere!

Our cars received two mentions in June's issue of 'The Automobile'. Firstly, Dave Moss wrote a 'Buyer's Guide' article on Ford Eights, from the Model 'Y' to the last 8 hp Anglia to leave the factory in October 1953. Bob Wilkinson had a few comments to make on this article and has written off to the magazine. Interestingly, Dave Moss, on the subject of valuation, comments that "A running, well cared for Y type (Ugh!) might cost from £3000 upwards" This is probably true from a dealer, but a tad high for the private sale I would think. The second mention was under 'Photo Discoveries' where John Willis, after rummaging through the C.K. Bowers and Sons' archives, had come across a photograph of an

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Abbey Coachworks bodied Model 'Y' coupé. He asks, "Do any readers have recollections of special bodies on Ford Eights, especially coupés?". Having devoted a whole chapter in my book on the Model 'Y' to the special bodied varieties and identified some 30 different styles in England alone (not to mention France, Germany and Australia), I could not resist the temptation to respond. Because of copyright restrictions, I regret that we cannot show the C.K. Bowers and Sons' photograph.

In the last issue, we reported on 'A well travelled 'CX' Tourer' under 'Members' correspondence'. I have since received a lovely photograph of Katrina Beaton's brother sitting atop of her father's 'CX' tourer, ST 8776, aged two in 1967. The car was then in Scotland, near Inverness and now resides in Ireland in the ownership of Eamon O'Donnell. Haynes the motoring book publisher is offering our club members 12.5% discount on books from their 176 page catalogue range. If you want details complete the enquiry box below (or copy) and send for full details. Don't forget to quote your membership number when ordering.

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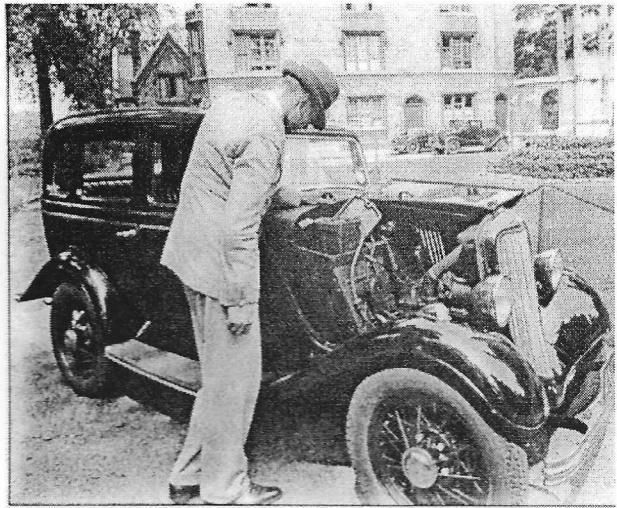
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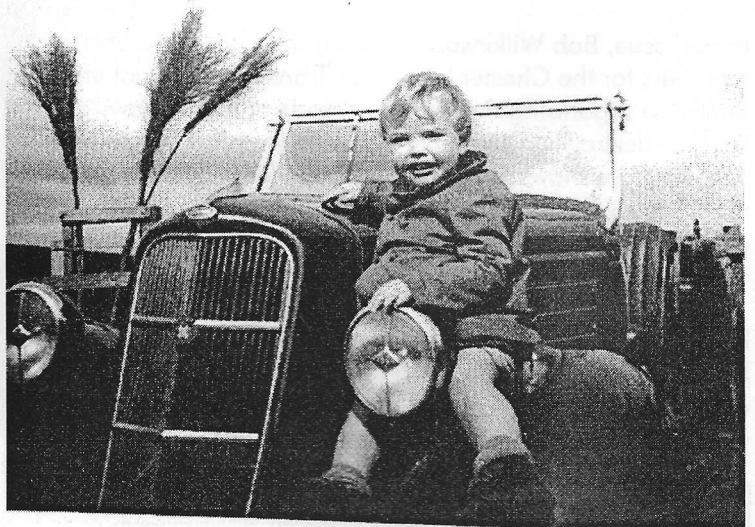
Whilst on the subject of books, may I thank all of you who have written in to say how much you have enjoyed /are enjoying reading the Model 'Y' book. As I have oft said, I thoroughly enjoyed researching and writing it and am delighted to see that it is receiving good write-ups in the classic car magazines. I was particularly honoured to learn that Michael Worthington-Williams has nominated it for the book of the year award, the Cugnot Prize, awarded by the Society of Automotive Historians in the U.S.A. I am also grateful to Yvon Precieux, the Pre-war Registrar of the Ford Sidevalve Owners' Club and Y&C Register member for writing a review for this magazine. It would be appreciated if anyone who finds inaccuracies lets me know, please.

Finally, please note the earlier deadline for copy for the next issue, Saturday 25th August. This is to allow our printer to have a summer holiday.

Sam Roberts.



"The caption to this photograph in 'The Automobile' reads 'An anxious gentleman considers his model Y's six volt battery.' Note, all gentlemen wore trilby hats and Oxford leather shoes! The car is a Fordor short rad with a late 1933 London registration, AXD 507."



"A Scottish lad enjoys a ride on his fathers' 'CX' tourer in 1967. Note the brushes to beat out heather fires in the background."

RTS Auction

On Saturday, 19th May, at the Belcher Engineering Ltd. premises at Stanton in Suffolk, Brian Belcher's collection of old cars and spares were auctioned by RTS Auctions Ltd. Included in the auction were three Model 'Y' lots. Lot 416 was the very early, gutterless short rad, KJ 9464 (Y937) which has been languishing in Brian's barn for at least 20 years to my knowledge. It was manufactured during the first couple of weeks of Model 'Y' production at Dagenham. Until recently, it was the second oldest known survivor on the register. Since then, Dave McKelvey's short rad has come to light in New Zealand (Y490) and Roger Moore claims to have Y249 hidden away in Leicestershire. We are still awaiting confirmation of Roger's Briggs body number (and a photograph) to substantiate his claim to the oldest survivor. Brian's car is solid but is in need of a good refurbishment. In its original

Secretary's Ramblings.....

Summer is upon us and hopefully many of you are out and about enjoying steady trips on our byways away from the maddening crowds. Whilst out recently in some of our pleasant Northamptonshire countryside (nearly as good as Yorkshire!), I became aware that the steadily moving traffic queue I was part of was following an pre-war Austin 16. As the minutes and miles rolled by it was obvious that some of my fellow travellers ahead were becoming increasingly impatient with the steady pace and were keen to overtake in less than suitable places. Our pre-war driver ahead seemed quite oblivious to the hold-up he was creating and didn't take the opportunity to pull over periodically to let others pass. I recalled the recent stinging words of a non-enthusiast who commented, during the run-up to the General Election, that he felt it unfair that pre-1973 cars should be exempt from paying road tax. He put it to me rather less subtly but commented that all we did was to clog up the country roads during summer. Our pre-war Austin ahead of me may have had admiring comments at a show but he wasn't getting any today! Some countries already limit the use of older/historic vehicles. Please be aware that we are not always regarded favourably by other motorists and that we should do all we can not to raise our political profile in inappropriate ways when it could easily be avoided.

Being seen on films etc. generally does give pleasure. I recently received a circular from yet another company seeking our kind of car for film/TV work. If anyone is interested, contact:- 1st Position Vehicles Ltd., 96 Alderbury Road, Langley, Berkshire, SL3 8DL for free registration and details.

Recent new member David Kent is seeking an appropriate cloth for the upholstery of his early Model 'Y'. The company on which I had information (supplied by Jenny Bone some 4 years ago) no longer makes the pattern needed. If you have found a suitable cloth, please send me a sample with details of supplier for David and for future reference.

orient blue livery with Tacoma cream wheels and coachline and light grey radiator grille, it would look superb. It sold for the remarkably low price of £600.

The second Model 'Y', Lot 417, was a new one to the register. Another short rad which was bought in an unrestored condition by Brian from the Ipswich dealer Jackie Elvin in the late 1960s. It has since been fully restored but has seen little use. Boasting chassis number Y19202 and Norfolk registration NG 4737, this maroon and black car was manufactured at Dagenham probably at the end of March 1933. It fetched the surprisingly high sum of £3600.

And finally a little moan for which I have saved and paid for! So far this year, I have had to cancel two scheduled events for lack of support and attended Chester with a handful of regulars who can always be relied on. WHERE WERE YOU? Please support YOUR Club. See you later this year.

**Bob Wilkinson,
Secretary.**

Bob's joke corner.

A mobile phone rings in the health club changing room. One of the chaps answers it to hear a lady at the other end say, "Geoff darling, I've just spotted that French designer dress I told you of in the sale reduced to £3,000. Can I buy it?"

"Of course", said the man.

"And they've now got that new X Type Jaguar in the showroom in just the right colour. Can I?"

"Of course", came the positive reply.

"Must dash then, 'bye" she says and rings off.

The chap puts down the phone and says, "Anyone here seen Geoff?"

Or:

Nine men and one woman are left dangling at 10,000 feet (that's about 3,00 metres for our Continental members) on a rope beneath a doomed helicopter. The weight of ten people is too much and the group decides that one has to let go.

After much fruitless arguing the woman finally volunteers giving an emotional speech about the ultimate sacrifice for the group, since women are used to making sacrifices for their menfolk. The men are moved by her heartfelt words and start clapping.

(Has it dropped with you yet? Well it was clean, Sam!)

The final lot, Lot 418, was a Model 'Y' rolling chassis, purporting to have been from a 1936 car, registered in Norfolk, AVF 245. The chassis number is not known and hence we cannot confirm its date of manufacture. Additionally, at the auction were a number of lots of Model 'Y', and a few Model 'C'/'CX' spares.

With my Registrar's hat on, I have written to each of the new owners of Lots 416 -418 and RTS Auctions kindly agreed to forward the letters on. Let us hope that we are able to keep track of these cars (and gain a couple of new members). I am grateful to Mick Hicks for forwarding a copy of the auction catalogue so that I could follow up the sale.

Chairman's newsletter

These last two months have been rather revealing as far I am concerned. You may (I hope!) remember that at the AGM this year, I presented the Committee's and Regional Co-ordinators' reactions to my questions regarding the Register's future. This information resulted in a document titled "The Way Forward".

One of the issues reviewed was the role of the Regional Co-ordinator post. Many of them expressed the opinion that the days of inviting members to a show where the Ford Model Y&C Register had a stand / pitch were long gone. This was demonstrated to me in no uncertain terms at the Chester Festival of Transport held on 17th June and billed in Issue 130 of 'Transverse Torque' as our 'Main event' of the year.

Peter Ketchell, as Regional Co-ordinator Area 14 and a member of the Chester Lions, who organised the show as a charity event, and Bob Wilkinson had arranged a pitch. Bob had personally phoned all local members with an 'on the road' car to solicit support and had many promises of attendance. We ended up with only four cars and enough space to open up a public car park! I must admit I was part of the problem as I had said I would take my 'CX' Tourer, but after looking at the weather forecast, had decided against it and went in my Focus with Club regalia in the boot, but no one to buy it.

If it's not for events that Y&C owners join the Register, what is it? The answer seems to be Spares availability and the Magazine, in that order.

I am sure you will be aware of the tooling costs of the recently produced rear hub bearing repair kits. If we are to continue to produce this sort of item, necessary to get ageing cars through the MOT, then we need to invest for the future.

The magazine accounts for over 60% of our income. So, if this money is not to come from an increased annual subscription to the Register (a short term fix), from Regalia sales (a rapidly reducing source of income), from a Building Society windfall or sale of a donated car, then it has to come from an increase in the Register membership. I believe this is where the Regional Co-ordinators come in.

I challenge each Regional Coordinator to recruit five new members into the club during the year 2001-2002. This action would result in a cash flow increase of $5 \times \text{£}25$ (normal subscription) $\times 20$ (regions) = $\text{£}2500$ (less additional, minimal, Magazine expenses).

I have also asked Bob Wilkinson and Graham Miles to review the geographic areas covered by each Regional Co-ordinator. I hope to bring news on this subject in the next Chairman's Newsletter.

Lang may your lumb reek (exhaust be smokey)

Geoff Murrell

Y&C Membership

I have been looking to buy a Ford Model 'Y' for a number of months with little success, buying all the classic car magazines I could find on the newspaper shelves. I looked at several poor examples advertised in the magazines. After travelling many miles looking at these so called 'good examples', I was not impressed. I then went to the Classic Car Show at the Alexandra Palace and talked to many people on their club stands who advised me to join a club of the car in which I was interested. Looking in my magazines, I found an article called 'Club Plug'. It was for the Ford Y&C Model Register. Where can I find out more? Call 01832 734463. So I did and had a very interesting chat with Bob Wilkinson. Bob also advised me to get in touch with my Regional Coordinator, Brian Mace, which I did and he invited me round to look at his car and gave me plenty of information on the Ford Model 'Y', plus plenty of coffee from wife, Yvonne. Many thanks both of you for your help.

I sent my subscription off to the Membership Officer, Christine Baldock, and by return of post I received a copy of 'Transverse Torque' magazine. I was going through it and spotted cars for sale and a 'Wanted' column. I promptly wrote to the Editor, Sam Roberts, asking if I could place an advert in the 'Wanted' column for a car. I was looking for one 'up and running'. Two days later, I received a call from Sam telling me that one of the long serving members, Roy Mann from Sevenoaks in Kent, was selling his car. I was given his telephone number and phoned straight away. We made arrangements to view the car. I would have gone the next day, but Roy said that he wanted time to present the car.

My wife and I set off four days later to Kent. We arrived at Roy's doorstep about two and a half hours later from Norwich. After plenty of tea and refreshments, Roy told me all about the car. He knew every nut and bolt on the car. He showed me the history documents, photos, cups, plaques and everything you could think of. Then the interview! Roy asked me what profession I was in and I told him that I had been in the motor trade since I was fifteen; the last thirty years at Lotus, but I had taken early retirement. I don't think the Lotus bit did me any good, motor sport and all that, because Roy said straight way that I must not turn the car into a hot rod. I assured him, hand on heart, I would never do such a thing. Next question; where would I be keeping the car? I explained that I had just completed a new garage and this seemed to be O.K.

Roy then suggested we look at the car. We entered the garage and there she was, gleaming black. My search was over. I think I passed the interview because Roy opened the garage doors and started the car - she was up and running. "Jump in." he said and we were off, down to Otford, around the duck pond and back. Roy asked me what I thought of the 'Y'. I said, "Here's the money. She's beautiful. I will not find better." The car even has a radio in it, in good working order. I was still not sure that Roy

wanted to part with his dear old friend. We shook hands on the deal and I said I would be back on the Saturday to truck the 'Y' back to Norfolk.

The next weekend was to be my first Rally with the car. I arranged to meet with Brian Mace and we set off for the Bressingham Car Rally. On arrival, we lined up with a couple of other 'Y's. One of the cars belonged to Tim Brandon, who also worked for Lotus back in the '60s. Tim showed me a book on the Ford Model 'Y', which he received from Sam Roberts. The research that has gone into this book is unbelievable. It's superb - congratulations to Sam Roberts. A good time was had by all at Bressingham and we all set off for home. On the way home I had a drama. I was plodding along the A140 and all of a sudden the back of my seat collapsed. The back of the seat had broken away from the bottom seat and all I could see underneath was sawdust! Once home, I put the old girl away, my arms aching from hanging on to the steering wheel. Next morning, I removed the seat and found that the plywood at the bottom of the seat had suffered; riddled with woodworm. I replaced this with a new piece of ply, but I will be writing to Fords Warranty Department complaining that this part only lasted 60 years! Seriously though, I would like to thank you all for your help in my first month of being a member of the Ford Y&C Model Register.

Mick Hicks

Book Review by Yvon Precieux

'Ford Model Y - Henry's Car for Europe' by Sam Roberts

This book could not have arrived at a better time when interest in small Fords has never been higher. Devoted to first 'sit-up-and-beg', the affectionate name given to all small Fords spawned from this, the Model 'Y' of 1932 - 1937, the book carries a heavy punch from the outset and provides for a fascinating potted history of the men behind the Ford Model 'Y'. It charts the quite incredible short journey from drawing board to production line, its strengths and weaknesses, the political and economic scene, the manufacturing companies behind the product, the variants, the cars abroad, modifications, technical specifications, production records and finally the clubs.

Filled with erudite information, I would highlight the areas associated with achieving the reliable production car from the prototype and the ends to which a major axle problem was resolved. These first chapters make for continual yet riveting reading and additional chapters do not disappoint, especially those covering the special bodied 'Y's and the vehicle's manufacture outside Britain. The author identifies how the Model 'Y' was so influential to the manufacture of automobiles for, had the car floundered, other motor manufacturers here, in Europe and world-wide

would never have been so tested. Modest though the Model 'Y's 933cc engine may be seen, it was more important than any other engine, not because of what it was but what it led to. For, through its development into the 10hp unit, not only did it enable a myriad of ingenious designers/engineers in countries ranging from Britain, Australia and South Africa to get started on a slender budget, it provided the environment for specialist and racing manufacturers, many of which are still with us today.

Judging from the credits, the Author, Sam Roberts, has put a lot of work into the book. Some of the photos are rare to the Ford scene, some of the well selected black and white photos adding to the appeal and depth of the book, as well as complimenting the well researched text. The book covers much ground and much new material is made available to those of us who are interested in old Fords, besides appealing to those outside this fraternity. It is well done and flaws are few. The only criticisms are the cursory glimpses at the competition successes of the Model 'Y', whereas I dare say a short chapter would have enhanced the Model 'Y's reputation further than more than just a quality product. Road reports are mentioned, but here again it would have been beneficial to have seen full-blown versions. Having said this, I do realise the difficulty in Sam's endeavour to keep the size of the book and the costs down to a suitable and economic level. It is without doubt a definitive history of the Ford Model 'Y' and all its variants and for any individual interested in Ford motoring history, especially the Ford enthusiast, this is a book to retain as an essential reference to the achievement of what is one of the simplest, yet most significant mass production cars to have ever been built.

I would recommend purchase before stocks run out.

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Eric Bufton Award

The Eric Bufton award is presented annually for the best home restoration of one of our cars.

The award for the year 2000 was a hotly contended challenge between Jon Keenan who has spent a number of years restoring the third oldest Model 'C' on the register (chassis number C00647), Neil Bray who has also been restoring a Model 'C' (chassis number C21045) and John Fitzgerald in County Dub

lin, who has refurbished the family Model 'Y'. All three contenders entered their cars on Convoy 2000. The two Model 'C's completed the whole route, with a UJ having to be replaced on Neil Bray's car in Christchurch. John Fitzgerald ferried over from Ireland and completed the western leg of the route, having had a replacement engine flown out the week before, courtesy of Ron Topping.



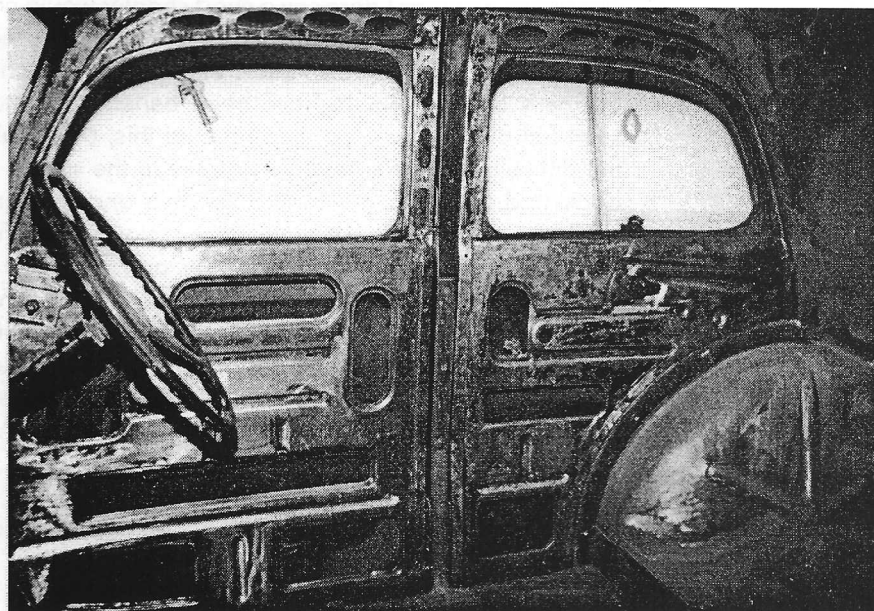
"The rear end of John Keenan's Model 'C' during restoration in the mid-1990s. This shot shows the 'streamlined' tear-drop styling of the body."

Convoy 2002 - Tour of Ireland, 17th - 28th June 2002

Provisional entrants

The following have provisionally entered their cars for Convoy 2002. This is a super start point for what is expected to be a super rally. If your name is not on the list and you wish to enter, please, this is your last chance as hotel bookings must be made. Pick up the phone or e-mail Sam Roberts or John Fitzgerald now.

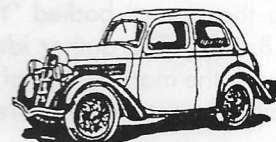
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| Martin Bolland (NL) | Brian Mace |
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| Neil Bray | Jim Miles |
| Jack Clarke | Geoff Murrell |
| Geoff Dee | Reinier (NL) |
| Phil Denson | Sam Roberts |
| Rod Evans | Geoff Salminen |
| John Fitzgerald | Mike Samuel |
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| Wim Hofstede (NL) | |
| Reg Hunt | |



"The inside of the doors on John's Fordor, showing the much larger inner steel skins over those on the Model 'Y'."

The Chairman was brought in to adjudicate on the close contest and decided that John Keenan won the day by a gnat's whisker. So congratulations go to all three for your efforts to bring back life into three super cars, but especially to John Keenan for winning the award and now possessing the oldest known roadworthy Model 'C'.

On receipt of the award, John wrote:- "Thank you and the Committee for the honour of the Eric Bufton trophy. We have just returned from the Isle of Wight, a seven day rally with the Ford Sidevalve Owners' Club; most enjoyable. Our car ran very well and we even had seven days of sunshine."



Region 13 - Norfolk & Suffolk

Brian Mace, the Regional Coordinator for Region 13 sends this report:-



"The line-up of Model 'Y's at the Bressingham Steam Museum Classic and Vintage Car Show. From left: Mick Hicks, Brian Mace, Tim Brandon and Mike Meadows."

On Sunday, May 6th, here in Norfolk, we attended the Bressingham Steam Museum Classic and Vintage Car Show. Our new member, Mick Hicks, who has recently bought Roy Mann's super 1936 Tudor Model 'Y' (Y127954) complete with radio (circa 1950), gave me a ring to find out how to enter. Although Yvonne and I have been on many occasions, we thought that this year we would accompany Mick and his wife, Joyce, to their first rally.

Also present were Tim Brandon and Mike Meadows in their Suffolk based Model 'Y's. Mick was impressed by the friendliness of the Y&C members and is looking forward to the next get-together. It was a lovely day with a good turnout (even though one member had his hand stuck in his pocket!)

CHESTER FESTIVAL OF TRANSPORT. June 16&17.

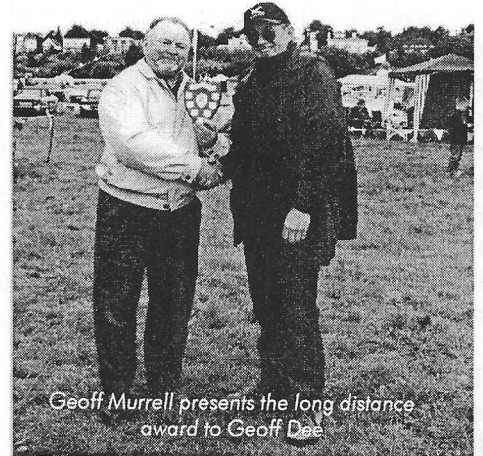
This is one of the best shows for many a mile and this year was no exception. Saturday gave us the Lord Mayor's Parade in historic costume, military bands, numerous arena activities, including stunt riders etc. and stalls for the family, whilst Sunday was the main day for the classic car displays.

Sadly our stand was not well represented in numbers since only four cars were on display. Geoff Murrell had brought club regalia nearly 200 miles. Pete Ketchell's magnificent 1935 Model 'CX' Tourer, Reg Hunt's well travelled 1932 short rad, still the oldest Model 'Y' on the road, and Geoff Dee's 1936 Model 'Y' were on display carrying the club flag. We were joined on Sunday by Phil and Margaret Denson's Irish assembled 1936 Model 'Y'. Coincidentally all these cars had taken part in Convoy 2000 exactly a year earlier. Long standing members, John and Sue Griffiths, joined us on the Sunday. The weather was not the best but we didn't get rain, which was fortunate since our gazebo was not up to the mild Cheshire breeze and decided to fall apart just to add to our woes!

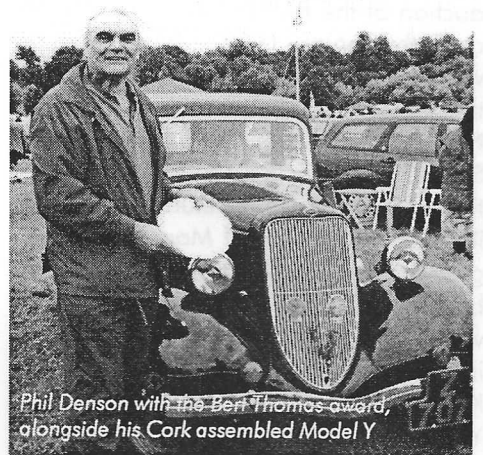
Chairman, Geoff Murrell, presented Geoff Dee with the Long Distance Award, won by virtue of travelling a 200 mile round trip to Chester from Leamington Spa. Phil Denson won the Bert Thomas Trophy, presented for the Car of the Show with Chairman Geoff leading the congratulations. We signed up two new members, Len Lea & Michael Capps, despite not having much on display.

As I drove the 150 miles home, I reflected on the fact that I had enjoyed the show as there were about 1000 classic cars plus commercials and military vehicles on display, but I have to say that I was bitterly disappointed that more members didn't turn out to give their support.

Bob Wilkinson.



Geoff Murrell presents the long distance award to Geoff Dee



Phil Denson with the Bert Thomas award, alongside his Cork assembled Model Y

Members' Cars

One of our hosts on Convoy 2002 next year will be Jim Boland, the proprietor of the Ford dealerships in Wexford and Waterford and member of the Y&C Register. Jim owns a collection of 40 cars, including a black 1937 Tudor Model 'Y' and the subject of this article, a light green 1938 Tudor Ford Eifel. Although production of the Model 'CX' ceased at Dagenham in March 1937, production of the German version continued at Köln (Cologne), using the same chassis, until April 1939 when it was replaced by the new Ford Taunus (Model G 93A). The design of the German body was similar to the Model 'C'/'CX' until September 1936, when a Lincoln V grille replaced the Model 'C' grille - chevrons were not added to the Eifel grille, as was the case with the Dagenham and Geelong (Australia) built Model 'CX' bodies. 'Easiclean' wheels and telescopic hydraulic shock absorbers were also added to the new Eifel. There was a minor change to the design in October 1937, which remained until April 1939, but my German is not good enough to interpret the difference, which is spelt out in a book held in the Register library. I suspect that it might be the addition of a boot at the rear. (Perhaps Jim Miles, our Eifel expert can confirm this). 9,881 of the Model 'C' grilled cars, 18,134 of the earlier V-grilled cars and 33,483 of the later V-grilled cars were made.

To return to Jim Boland's Eifel; this was manufactured in Köln in January 1938 (chassis number C135774) and hence is one of the later V-grilled models (see back cover). Jim bought it at a Sotheby's auction at the RAF Museum in Hendon on 28th February 1994. I think Jim knew what he was buying as the sale went through in 40 seconds! The seller was Nigel Cordwell, who was then living in Sale, Cheshire and who wanted to raise the necessary cash to return to his family roots on the Isle of Man. It was his grandfather, Teddy Barrow, who had bought the Eifel when new in 1938, when he was working at the Ford plant in Köln. What exactly he was doing in Köln is not known to Nigel Cordwell, but Yvon Precieux shed some light on his

activities in the April issue of 'Sidevalve News', the magazine of the Ford Sidevalve Owners' Club. He writes:- "Teddy Barrow was an engineer from the Isle of Man and a manager of the Ford factory who had married a German and settled in Cologne. From details I have gleaned from being in the Foreign and Commonwealth Office, he was a local Consul carrying out consular duties on behalf of the British Government.

In the run up to the Second World War, the British Embassy advised Mr. Barrow and his family to leave the country as he was apparently a well-known figure in the city who made no secret of his anti-Nazi views. He refused to flee until days before the outbreak of war, leaving the country in his Eifel with his wife, children and just ten shillings in cash. He avoided arrest by the Gestapo by a matter of hours and fled to the Channel ports, crossing at border posts under gunfire. The vehicle was allegedly either the last, or one of the last, on the final scheduled sailing.

The loss of Mr. Barrow's entire estate in Germany led him to become obsessed with preserving the vehicle. From 1939 to the mid '60s, it was regularly seen on Manx roads, but only during the summer months and in fine weather. In 1960 Mr. Barrow died, but the Eifel remained registered, taxed and insured until the mid-sixties. His wife died in 1970 and the car was handed down to the grandson."

When Mr. Barrow fled with his wife Franziska and two children, Edward and Leonora, he returned to the Isle of Man to run a garage in Douglas. His grandson recalls that he only took the car out in the summer and he used to underseal it every year. In 1949, Teddy Barrow returned to Germany to retrace his escape in the car. Although carrying its Isle of Man registration at the Sotheby's auction (147 MN), its Third Reich number plate was still in the boot.

We look forward to seeing the Eifel on our trip to Ireland next year.

The Enfield Pageant of Motoring

- May 26th - 28th 2001

The warm sunny weather brought out the cars and the crowds at this year's Enfield Pageant. Kevin Briggingshaw, Graham Miles, Rob Bolland and myself (Jim Miles) were present over the long weekend.

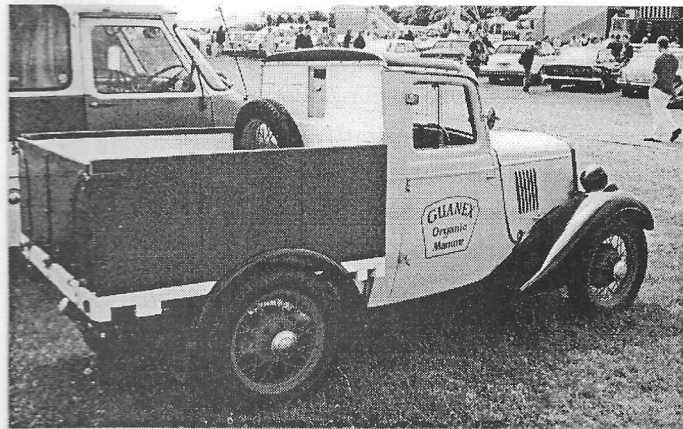
Kevin drove from Bedfordshire with his 1935 Model 'Y' Jenson bodied Mistral tourer and Graham his trusty short rad van of 1933 vintage, along with Rob who drove the long distance from Holland for our benefit to see his marvellous 1936 Copenhagen assembled Model 'Y' Tudor. Also joining us over the weekend at our soirée was Rob's Dutch friend who showed us photos of his rare French Model 'Y' SICAL bodied fixed head coupe !!! finished in a very smart fire engine red. The car was unknown to the register and Sam is chasing it up as I write this !

Leading the East Anglian contingent to the pageant was Tim Brandon and Glynis in their much travelled green 1936 Tudor Model 'Y'. Another Tudor was Mike Meadows' smart prize winning vineyard green model. The four door Model 'Y' flags were flown by Ron Stevens from Bishop Stortford in his red and black 1934 model, and Brian and Yvonne Mace plus Donna in their black 1936 model.

The Model 'C' flag was flown by Tony Eldridge who called in at the stand minus his Fordor which must be the most original 'C' in captivity. Also on foot were Convoy 2000 Veterans Peter Richardson and Julian Janicki. John Coleman and Eamon Foley called in on the Monday. A vehicle that is always at the Pageant in the Commercial section is Ian Buckler's ex-van pickup. Jack and Shirley Clarke came on the Monday with their immaculate prize winning Model 'Y', ENO 344, along with Sam Roberts



"Walking wounded at Enfield! The two organisers; Jim Miles, who is recovering from a fracas with HM Customs & Excise lends a crutch to Kevin Briginshaw, who was footsore from walking the autojumble."



Jim Miles.

"Ian Buckler's October 1933 early long rad converted van pick-up with the commercials at Enfield."

and his 1934 Kerry Tourer. Parked on the Side Valve Stand next to us was Dennis Little and his Model 'Y' Tudor.

As usual, the large Autojumble was tramped over many times. Kevin and I missed a brand new boxed crown wheel and pinion by literally seconds!! The chap walking in front of us snapped it up laughing all the way. However, Kevin bought a brand new 8HP carburettor for a mere £20 to be fitted on to his short rad Tudor. I found a set of 'Y' king pins and an original two by three foot "Black Cat Virginia Cigarettes" enamel sign for the kitchen. I also purchased a copy of Sam's excellent new book "Ford Model Y - Henry's Car for Europe". It is not only a master literary work but also contains many great photos throughout in well over 200 pages presented to a very high standard.

It was nice to see the faces behind the names and their vehicles and to have a good old chin-wag. Looking forward to seeing you all at the All Ford Rally on the 30th September.

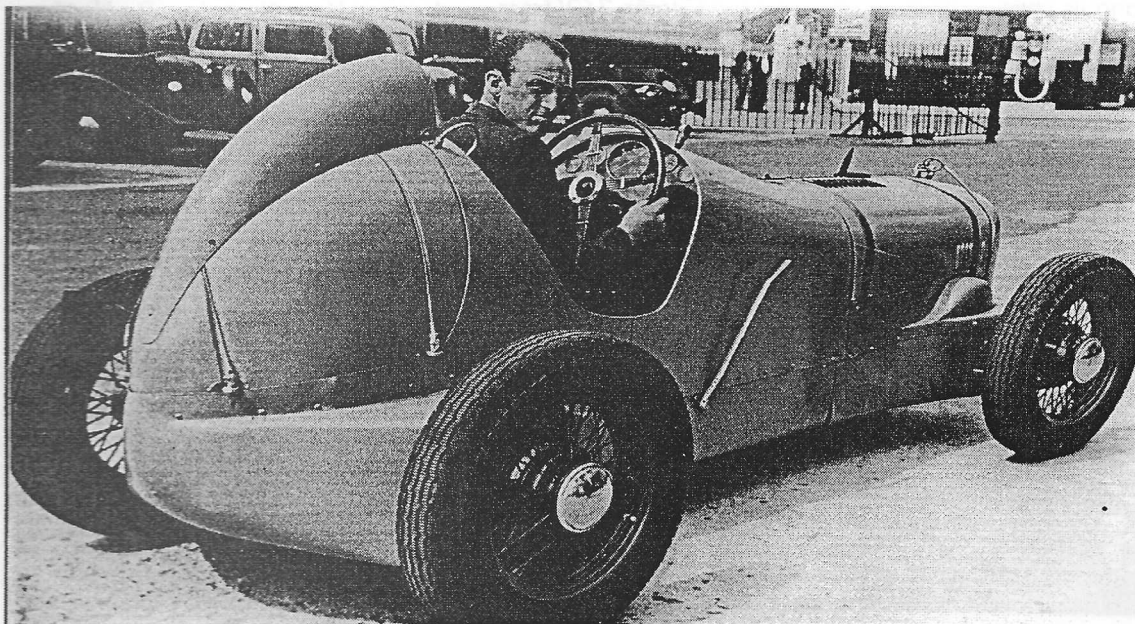
Model 'C' racing car

I am grateful to Tony Russell of the Surrey Vintage Car Club for sending me the known details and a few photographs of a pre-war Model 'C' racing car. He says:- "I first discovered a picture of the car, running number 14, amongst a pile of magazine cuttings from the collection of the late Cyril Postumus. The caption to the photograph (which I have since discovered came from a June 1936 issue of 'The Autocar') states "What is it? Not many Ford owners, even, would recognise this as a "Ten" of that make. At the wheel J. Eason-Gibson. The Ford, which is Zoller supercharged, made its first public appearance at Lewes speed trials last Saturday."

Purely by chance, one of my vintage car friends remembered that a Neil Eason-Gibson works at the RAC and there was a very good chance that the two were related. Some research revealed that Neil E-G was the 'Technical and Historic Executive Sporting and Technical Services' of the RAC and thus I was able to make contact.

Neil was most helpful and confirmed that J. Eason-Gibson was indeed his late father. He well remembered the car, but like so many pre-war specials and racing cars it disappeared in the '50s and was probably broken up for parts or scrapped. Neil seemed to think that the vehicle was built originally for Ken Hutcheson for sprints and he kindly sent me two photographs. One certainly shows the car at Brooklands and the other, rather poorer, picture could well have been taken at Ford's Autodrome driving test track at South Croydon - believe it or not, a tiny section of the track still exists." - Regrettably, the South Croydon photograph is too poor for re-

production - Ed. Can anyone else add to the story of this racing car?



"J. Eason-Gibson with the racing car at Brooklands. Note the 'Brooklands' steering wheel and reinforced wheels with 50 spokes."

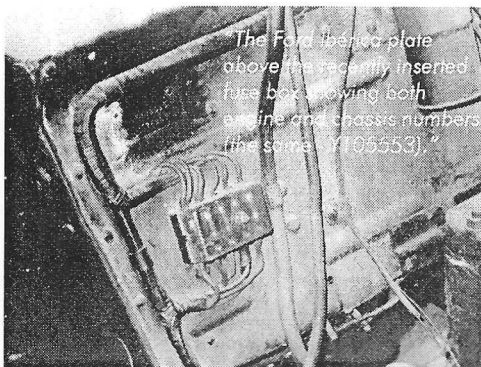
International News

More from Spain



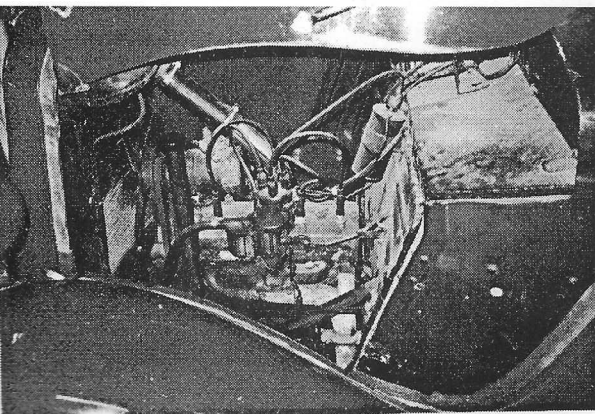
"Josep Iadellorens (left) applies the duster to the roof of his bright red Model 'Y'."

Luis Cascante writes:- "During the Easter holiday, I visited (new member) Josep Pladellorens in Terrassa. He has a nice Model 'Y', registered in Bilbao in



The Ford Iberica plate above the recently inserted fuse box showing both engine and chassis numbers (the same Y105553)."

early 1936 (Y105553). The car has the original Ford Iberica plate and its chassis number is very close to my own car (Luis' chassis number is Y104663), but the fuel gauge is of the electrical type, instead of the hydrostatic type as on mine. This means that on the Spanish



"The power-house of Josep's long rad, showing four bladed fan, for greater cooling, an excessively long oil filler tube (must be locally manufactured) and an inverted coil, which Luis commented on during his visit."

assembled cars, the change-over of fuel gauges was one month later than the Dagenham assembled cars; i.e. in July 1935.

There is neither a Briggs body number plate, nor the screw holes in the body cross-member, which is the same for all other Spanish assembled long rad

models which I have seen. (OK Luis, you have convinced me that, for some unknown reason, Briggs did not put their plates on long rads crated and exported to Spain. I can only assume that it was because the Barcelona plant sourced much of the trim and interior parts locally to meet Spanish customs and excise requirements and therefore the body was not truly of Briggs origin.)

Josep is now reconditioning the wheels and he will be buying a set of new wheel nuts from the Register.

About the Spanish Fordor R.H.D. Model 'Y' shown on page 16 of Issue 129 of Transverse Torque, the two knobs on the dashboard marked 'D' (Démarreur) and 'S' (Starter) are from a Citroën 2 CV from the fifties."

Concerning the aluminium plate on the bulkhead, a follow-up e-mail from Luis informs us that he thinks "that originally

they were painted, or badly silk-screen printed with the 'Ford Motor Iberica' logo in the upper half of the plate and the words 'Motor No' and 'Bastidor No' before the stamped numbers. Possibly, on those which we have seen, the

print has disappeared. This would explain the position of the stamped serial numbers on the plate. ('Bastidor' is Spanish for 'Chassis')

That Eifel Cabriolet.

In the last issue, we included photographs of an Eifel Cabriolet somewhere in Europe. The photographs had been dropped through the letter box of Jim Oliver in Australia. Jim has done some detective work on our behalf and discovered that they were left by an old friend of his who "was to visit UK on the way home from the Hershey Swap Meet (last year) but was side-tracked to Europe. One of his friends took him to this old guy who had a big collection of old vehicles in Copenhagen. That's when he saw the Eifel. He did not get the guy's name as he spoke no English at all. The car is in original condition and he drove it out of the shed. It needs a full restoration however. Having visited our place and knowing I am still into little Fords, he took the photos specially for me. He visited us last January whilst on a car rally but found we were not home. he had no pen on him, so he just put the photos in the letterbox."

So at least we know that the car is in Copenhagen.

Australian Service Bulletins

Bill Ballard's friend, Reg Ward in California (latterly of South Africa), recently sent him a copy of the Australian 'Ford Service Bulletin' Vol. 7 No.4. Bill has kindly forwarded it to us for photocopying for the Register library. In the Australian series we now have Vol. 6 No.1 (the first to deal with our cars), Vol.7 Nos.2, 3 and 4. As explained before, they are copies of the 'Model 'Y'' and "Popular' and 'De Luxe' 'Eight' and 'Ten'" Bulletins as issued by Dagenham to British dealers, copies of which can be purchased in two bound volumes from Bob Wilkinson at £8.50 each volume plus £1.50 postage (UK), £2.00 (Europe) and £5.00 (elsewhere).

New Zealand advertisement

The same Reg Ward also sent Bill the first New Zealand advertisement I have seen for our cars. Cars were shipped in 'Knocked down' crated condition to Lower Hutt, outside Wellington, where they were assembled for the New Zealand market. Unlike Australia, which designed and manufactured its own bodies, New Zealand imported cars complete from Dagenham. Also unlike Australia, New Zealand imported Model 'Y's from the start of production at Dagenham, accounting for some 2700 Model 'Y' sales and 3000 Model 'C'/'CX' sales overall.

"A rare New Zealand advertisement showing a light coloured (Cordoba tan?) June 1935, Essex registered Tudor in Camberwell, London, so we are told."

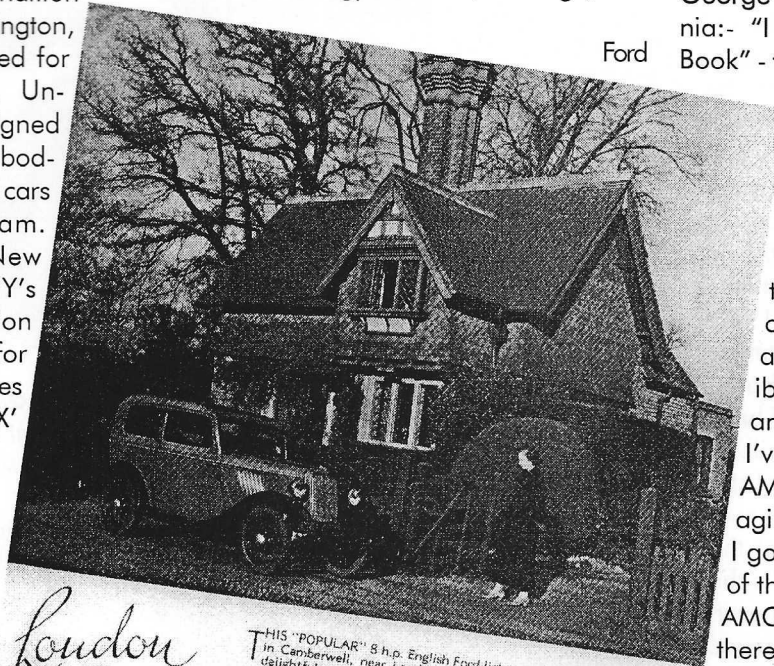
The Ford 8 & 10 Side Valve Club Victoria:- <http://www.users.bigpond.com/awllodge/fsvc.html>

<http://clubs.hemmings.com/NAEFR>

Wayne Lodge's own web site is:- <http://www.users.bigpond.com/awllodge/>

The California paint-job

George W. Pierce e-mails from California:- "I have just finished reading "The Book" - for the first time. I normally read at least 3 hours a day; current events, history and financial information is what I enjoy most. However none of my reading has given me more joy than 'Ford Model Y'. I limited myself to one hour a day on it so that I could savor each page. You did a masterful job. What an incredible amount of research. You've answered many of the questions I've had ever since I purchased AMG 448 in 1971. You can imagine my surprise and delight when I got to page 68 and saw a picture of the radiator badge on the grill of AMG. It is a very nice picture and therein lays a story; the story of painting AMG.



London Scene

THIS "POPULAR" 8 h.p. English Ford light car is photographed in Camberwell, near London. Within twelve miles of this delightful spot, so well known all over the World, is the greatest Motor Car Factory in the British Empire.

In the Factory, on the Thames water-front, 15,000 British workmen are daily employed in the production of the 8 h.p. and 10 h.p. De Luxe Cars.

In England these cars have dominated the light car field—and in New Zealand they are rapidly becoming known for their outstanding value and for their astonishing performance, comfort and safety.

While the economy expected of a light car is an outstanding feature of the English Ford light cars, their riding ease and road-ability are on a par with cars of much larger horsepower and wheelbase.

Any Ford Dealer will gladly let you try one of these cars at your own convenience. You will quickly appreciate that these English Ford cars are entirely new conceptions of light car standards.



JOHN W. ANDREW & SONS, LTD. Auckland
There is an Authorised Ford Dealer in Every Town

Still New Zealand

Ron Day of Central Hawkes Bay in New Zealand appears to be a 'Small Ford' nutter of the first order. I have received photographs of his Fordor Model 'CX' (C29872) under restoration in his workshop and the illustrated view of his back garden.



"How do we know it is a Model 'C'? This is the Briggs body number plate at the base of the side of the tool box. '364' tells us that it is a Fordor Model 'C' with a fixed roof."

To all net surfers

Those of you who like browsing the net for information on our cars, I have been given the following Australian web sites:-

The British Ford Car Club of Queensland:- <http://home.iprimus.com.au/prefect>

8 & 10 Sidevalve Club Inc. of South Australia:- <http://www.senet.com.au/~haha/index.htm>

The North American English & European Ford Registry can be found on:-



...s back garden in New Zealand. A model 'C' Fordor Model 'CX' with '364' on the side sits behind an apparently 'restored' Model 'C'.

As you know restoring AMG was my transition into retirement in 1976. I took it apart down to the example you show in the top picture on page 218. I considered removing the body from the frame to better paint all components, but even with my limited knowledge I could see that the unsupported body could easily collapse. There is a whole additional story about building an additional garage with complete cellar to store the various items, while restoration was taking place, but that story is for another time. I'll limit this story to an amateur painter's learning experience. First I bought a book, "Peterson's Basic Bodywork and Painting No.4". It was very informative but I decided I was never going to be a professional lead and hammer body repairman. I went the Bondo putty repair route - even that takes a little skill. Obviously I'd need spray equipment. I just happen to have a high pressure aircraft oxygen tank, somehow acquired during my Air Force days. Also a 50' high pressure hose from the same

source. I also had a first class Devilbiss spray gun; somehow acquired from a Ford plant in California in the early '50s when my brother-in-law worked there. I took an old refrigerator compressor, mounted it and the tank on a home made dolly, added a regulator, the only bought item, and I was ready to paint. There was the problem of my not knowing how to paint and not knowing what color I wanted to paint. I knew I wanted a different color than the original green, which I had scraped off. So to another book. Nothing available at that time on Model 'Y's, so the next nearest thing - "Antique Ford Repaint Manual 1928 - 1936". A very valuable book, many tips on painting and Model A color charts. I picked the 1932 Ford Winterleaf brown for the body, black fenders & grill and Tacoma Cream for the wheels and striping. I picked the colors just because I liked them, never dreaming that the Tacoma Cream was used on 'Y's the same way and that there was an even deeper 'Y' brown, called Thorn Brown. Winterleaf must be very close to the 'Y' Thorn Brown used on the early short rads, such as AMG. I chose to use lacquer because it's easier to repair your mistakes and rubs out so nice. Before I painted the body, I started on the smaller black pieces. I painted and stripped one front fender 12 times before I was satisfied. The painting was all done outside under the clothes line (California weather - eat your heart out!). I knew the grill was the most eye catching aspect of the car, so I really concentrated on getting the paint right on it. But I had the same trouble as on the fender; I couldn't get a finish I was satisfied with.

After 2 days painting and repainting this one piece, I finally gave it a really large amount of paint which resulted in runs all over it. Just then my wife called me to lunch. I gave up in total disgust and just left it laying there. Lo and behold, when I came out after lunch, the paint had flowed out to the beautiful result you see on page 68. This is a 25 year old amateur paint job!



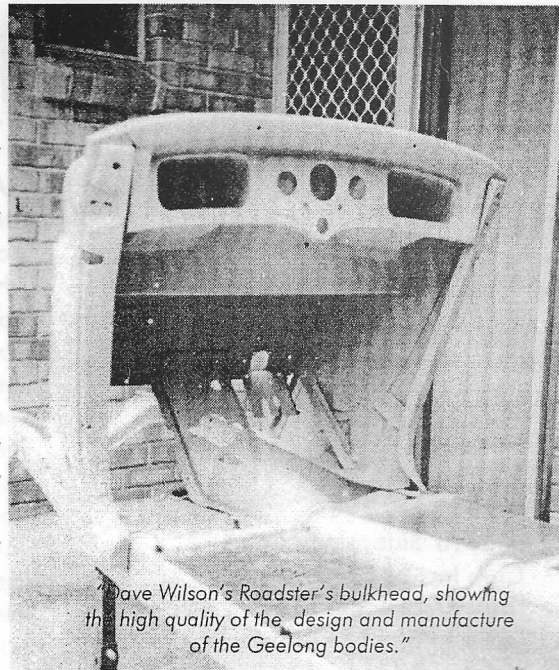
Western Australia

Member, Chris Newman e-mails:- "We were at the Pinjarra Fair when this bloke walks up to our stand and calmly announces that he has 'Y' Tudor in the shed! (Y154932). Also he's been a member of the Y&C Register for many years!! You didn't tell me Dave Redman is living in Sorrento. This is now the fourth 'Y' in a shed somewhere in Perth. Will get to see it when I am up that way but you must have all the details - he brought it with him 20 years ago and it was the first car he owned.



"The rear view of Dave Wilson's Model 'Y' Roadster under restoration in Western Australia."

Derek Wilson is proceeding with the restoration of the Laurie Guy 'Y'. Here are his pics but he has progressed a bit more since these were taken. Also I have to confess I made a terrible mistake with the body number of my 'Y' Roadster. It is 84 not 85. This has probably thrown out all the records and changed history! I must also mention that Fremantle is not spelt Freemantle. It was named after Captain Fremantle and pronounced by the locals Fr'mantle!



"Dave Wilson's Roadster's bulkhead, showing the high quality of the design and manufacture of the Geelong bodies."

Ford on!



"Thanassis takes YSK through the Christmas rally driving test. Are those Christmas decorations hanging from the front bumper?"

Bob Wilkinson reports on the Henry Ford Day at Gaydon

on Sunday, May 13th



"Thanassis Charmanis' 1936 Model 'Y' outside Ypsilon Books in Athens with advert for 'Ypsilon' book on windscreen!"

Greece

In Issue 128 I told of the Model 'Y' which was exported to Greece, to Thanassis Charmanis, the owner of Ypsilon Books in Athens (Ypsilon being the Greek for 'Y'). I also told Thanassis about the Y&C Register. This month, I received a suspicious e-mail from Thanassis, written in Greek and with an attachment. I sent it back to him querying its meaning. It turns out that it was sent as a result of a virus on his computer, which sent the virus in the attachment to everyone on his address list. Fortunately I had not opened the attachment.

However, it has sparked Thanassis into action and he has now joined the Register. He sent me the photograph of his Model 'Y', still with its UK registration, outside the Ypsilon Books publishing office with the advertisement in the windscreen for my Model 'Y' book, which I'm pleased to say he has ordered. He says that the car is running very well and over Christmas he took part in a classic car rally. In July he is on a rally round the Greek islands. He says that he has overhauled the brakes, axles and suspension but is a little concerned about the wear in the steering box. Can we help him with a new or good second hand one?



"The front rank at Gaydon, made up of 10 Model 'Y's (including three different tourers), a Model 'C' and the Chairman's Model 'CX' tourer."

This was the first Ford clubs event put on by the British Heritage Motor Centre at Gaydon and over 350 cars were on view. We had a very smart line-up of 14 cars made up of 8 Model 'Y' saloons (Tony Brasher, Ken Clarke, Geoff Dee, Ron Kendall at his first show, Ian Moodie, Mike Murphy, Norman Purdy, Geoff Salminen), and John Keenan's splendid Model 'C' saloon (travelled to the show from Hastings). The bright sunshine of the day had tempted out the open-topped cars and Geoff Murrell's Model 'CX' tourer, 4 rare Model 'Y' tourers - 'Kerry' (Sam Roberts), 'Knibbs Parkyn' (Graham Miles), 2 'Mistrals' (Kevin Briggingshaw and Doug Hickson) all added colour to our display. On the neighbouring FSOC stand, Craig Ainge was advertising his Model 'Y' for sale.

The Henry Ford Day show was to celebrate the full breadth of cars produced by Ford over the years. Needless to say, there was a great number of moderns there, Escorts, Fiestas, Capris etc. right up to the Ka even - in club formation. There was a very original (red steering wheeled) 1927 Model A and a barn fresh but running Model T but, sadly for all, there were precious few other Model T's or A's present. Apart from a sprinkling



"The rear rank consisting of Kevin Briggingshaw's Jensen 'Mistral' tourer and Norman Purdy's 1936 Fordor with sliding roof. (Note the chromed water outlets)."

of old cars we had the largest collection of pre-war vehicles on show. Well done our group and thanks for making the effort and, for several of you, making the long journey too.

Autojumbles these days have few parts on offer for our cars and this was no different, with one exception. Member Paul Beck had on sale a 2 door 1934 Model 'Y' seeking an offer from a would be restorer. Sam has written elsewhere about this find.

Over the lunch period, David Burgess-Wise gave a very informative presentation in the main lecture theatre on the History of Ford, flanked by a GT 40 and a competition Escort, which had been brought up to Gaydon for the day by Ron Staughton, the curator of the now demolished Ford Heritage Centre. He had also brought up DOA 244, Ford's very own Model 'Y', which sat resplendent on the first floor en route to the lecture theatre. I'm sure that this won't be the last time that Ford vehicles will be permitted to set tyre within the hallowed BMC walls of Gaydon.

The organisers are looking to encourage more of the older car clubs to attend in future years as this becomes a regular show date. On this show day very few visitors would have been able to see all the outdoor cars on view, attend the informative sessions in the lecture theatre, and spend time browsing the wealth of indoor motoring exhibits. However, we shall be back next year no doubt.

Doug Hickson's memories

- Part 5.

"It's a gas!" This was a call used by the hippies in the '70s. It was also the slogan used by Power Torque to publicise their gas engines. But perhaps I should go back to the beginning.

It was November 1965 when I left the Ford Motor Company to join Rugby Autocar, who were to be one of the eight newly appointed Ford Industrial Product Dealers. My brief was to set up and run a separate Industrial Engine Division. I remember the day well as, having returned my Ford company car and not having yet collected my Rugby Autocar vehicle, I made my first journey to work from Gloucester to Coventry in my 1926 Clyno.

The Rugby Autocar Co Ltd. had been formed in 1921 by the brothers Fred and Frank Varney. Later, depots were opened in Coventry and Nuneaton as well as Rugby. In the late 1950s John Varney, who was later to become Chairman, was responsible for the parts departments in all the depots and had already gained quite a few customers for industrial units. These included Morgan, Reliant and Coventry Climax. It was natural therefore that when the franchise was being offered for Industrial Dealers, Rugby Autocar should qualify.

The annual sales at the time were about 5000 units per year, thanks in a very large part to Reliant's sales to Israel. Although these figures were healthy, the profit on each unit was low. Efforts were therefore made to add value by carrying out additional work on each engine. This included making the engine into a self contained power pack, with its own radiator, mounting feet, fuel tank and silencer. This enabled the unit to be dropped straight into the customer's equipment (see photograph on page 8, Issue 129).

There was always a problem when a manufacturing concern was connected to a group of car dealers. It was therefore decided to start a separate company, which would be responsible for the manufacture and

supply of industrial engines and associated parts. This firm was called Power Torque Engineering, and I became a director. Ford industrial engines at the time were very popular in fork lift trucks as, in addition to the diesel, there was a petrol version which could readily be converted to LPG (liquid petroleum gas) operation - very useful when the trucks were being operated inside buildings.

"Photograph taken at the opening of Power Torque Engineering premises in 1989. Aboard the



model T fire engine from left:- Doug Hickson, John Varney (Chairman), Ken Pendergast (Ford Europe), Peter Morgan (Morgan Motor Company), Don't know and Ray Wiggan (formerly MD Reliant Cars)."

When Ford dropped the petrol version of the engine, Power Torque decided to convert the diesel engine to spark ignition, a process which in essence involved lowering the compression ratio by machining out the pistons, fitting spark plugs in place of the injectors and providing ignition equipment. Gas being a "dry" fuel is prone to the same difficulties with valve recession as non leaded fuels and, when used under high and continuous load conditions, the problems are greatly increased. The engines when used in fork lift trucks presented no problems with the standard valve gear, which was in any case of a quite high specification. With the increase in the availability of natural gas (methane), more

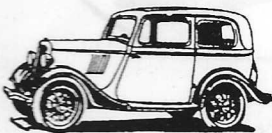
engines were being run in stationary applications, most popularly in combined heat and power (CHP) sets. This is basically a generating set where the heat is recovered from the cooling and exhaust systems, which can under ideal conditions give a thermal efficiency of 85%.

Being involved in the development of engines gave me a great deal of satisfaction. Much development work went onto improving the durability of the valve gear. The aim was to give a service interval of 1000 hours. This may not sound a lot but in fact means that the valve clearance must not increase more than .003" in the equivalence of 40,000 miles! This makes any problems we may have with valve recession on our cars pale into insignificance. A great deal of work was carried out running on various gases, one of which was so called Bio Gas; a gas derived from, how can I put it politely, animal waste or slurry. This brought all sorts of problems with the corrosion of internal engine parts made of brass. Experiments were also carried out running an engine on hydrogen, but this was doomed by a fact that I had learned as a schoolboy, that hydrogen and air are highly explosive and this gave rise to crankcase explosions.

If development work gave me a lot of satisfaction, a more recent tendency of business life had the opposite effect. This was a definite reluctance by customers to pay for goods received in the period agreed. This tended to be worse among the larger firms. During this period we had been supplying engines to all sorts of other manufacturers; Reliant, Morgan, Gilbern, Turner and Westfield in the vehicle field, Coventry Climax, Yale and Towne and Henley fork lift trucks.

As time passed, I had continued to be involved in the old car movement, particularly as Power Torque had a number of Model Ts, including a fire engine, truck and doctors coupé, as well as various tourers. The Clyno was still in regular use as, although my Model 'Y' Mistral tourer had been returned from the Ford Motor Company plant at Swansea, it was waiting for retirement to enable a complete overhaul to be carried out.

And so ends the story of my long and varied involvement with the Ford Motor Company. I hope that it has been of interest to at least some of you.



Events 2001

The following listed events are those at which there will be a Y&C Register gathering. Please give them your support.

- | | |
|-----------------|--|
| 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) |
| 25/26/27 August | Fenland Show. (March, Cambs) Roger Hanslip 01945 430325
Massive show, cars/motorcycles/steam/commercial/agricultural
Something for the whole family. |
| 27 August | Lavenham Rare Breeds Motor Show (Sudbury, Suffolk)
01603 425558 |
| Brian Mace | |
| 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 |

* Nick Glenister is organising a club stand at the Yeovil Festival of Transport which has attractions for the whole family. If you are able to go for either/both days give Nick a call (01935 822566). Camping/caravan facilities are available and if anyone needs help with getting there Nick may be able to help with trailer etc. At least six cars are required on the Register stand to support this big show.

Would those within driving distance of Yeovil who are able to take part or help out on the stand, please telephone Nick Glenister a.s.p. - daytime only.

Other events:-

Ford Fair 2001 We have been asked to announce "Europe's Ultimate All-Ford Event" to be held at the Rockingham Motor Speedway, Nr. Corby, Northamptonshire, on Sunday, 5th August 2001. It is organised by 'Fast Ford' and 'Classic Ford' magazines. As such, it involves anything from Escorts onwards that go fast! Not a place for our old ladies. However, if anyone wants to attend, tickets on the day will be £10.00 ('kids under 17 free'), or you can pre-book for £7.50. Sam Roberts has the pre-book form, if anyone wishes to take up the offer.

Australia 2003 - Advance notice. The Ford 8 & 10 Sidevalve Club of South Australia is hosting the next bi-ennial Small Ford National Rally in Barossa Valley, South Australia in April 2003 (see Issue 130 for the write-up on the 2001 National Rally, the 'Goldfields Gathering' in Bendigo, Victoria).

Footman James - please help.

We are trying to find out how many of our members are insured through Footman James. They are our preferred insurance company and give us the most competitive premiums for comprehensive cover. Would those members who are insured through Footman James, please let me know by telephone, fax, e-mail or by writing please.

Sam Roberts (details inside front cover)

A cream Model 'Y'. It has got to be saved!

Sitting alongside the Small Ford Spares stall at the autojumble at the Henry Ford Day at Gaydon, looking all forlorn upon a trailer, was a sad looking Model 'Y' Tudor. It had obviously been dry-stored for some years as the rust moth had not got to it too badly and the interior and roof were in reasonable condition. It was selling for £750. Bob Wilkie and I set about checking its chassis and body numbers to list the car on the register of survivors. The body was painted black in the main, but it had obviously been painted over a cream colour as there were patches of cream showing through.

The significance of this did not register until we checked the numbers on the listing where, lo and behold, it fell right in the middle of the other two known surviving cream Model 'Y's: survivors of the batch of 200 which were produced specifically for main Ford dealers to drive to the September, 1934 Dealers' Convention in Blackpool. Once in Blackpool they paraded in column around the town and along the promenade as a publicity stunt. They are photographed on the promenade on page 74 of the Model 'Y' book.

The body numbers of the two known survivors are 165/15641 (owned by member Colin Brading of Emsworth, Hampshire) and 165/15778 (owned by ex-member, Peter Blagborough of Elland, West Yorkshire). The body number of the new-found car is 165/15777. All were manufactured in September 1934. The registration number of the Gaydon car is BGU 511, which is a London registration, so it is difficult to know which of the London dealers drove it to Blackpool.

The car has apparently been sitting under cover for years in the Cambridge area. The owner had always intended to 'do it up' but passed away before he was able to start.

His widow then disposed of it and it passed through some shady 'hot-rodder' hands (without being molested) before its potential was realised and it was rescued by Paul Beck.

Hopefully, this article will pull at the

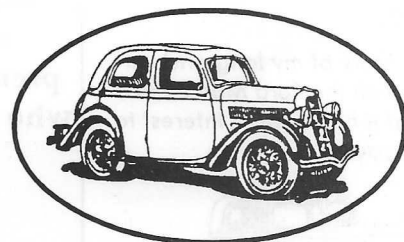
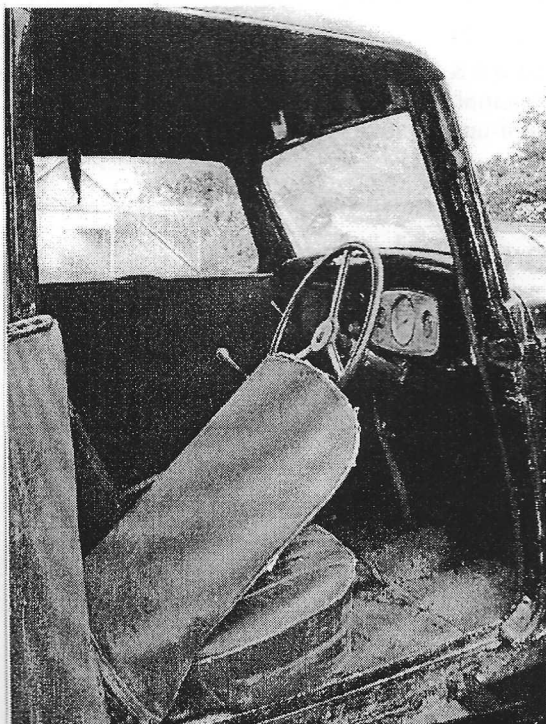
"The interior is rough but eminently restorable. Note the inset dashboard."



"The cream Model 'Y', BGU 511, seen at Gaydon. Note the original cream colour showing through. The front wings are sound."



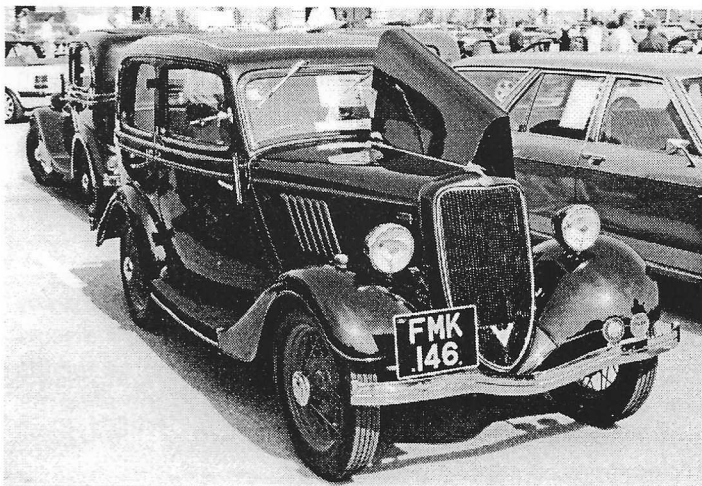
"The rear view of BGU 511 showing little rust and a genuine Model 'Y' luggage rack."



For Sale

September 1934 Model 'Y'. One of only three known survivors of the 200 cream painted Tudor cars driven by Ford dealers to the 1934 Blackpool Dealers' Convention. (Y80095), body number 165/15777. BGU 511 (London). [See article in this issue] In need of major restoration. Hence only £750 o.n.o. Colin Read. Tel: 01692 650455 (Happisburg, Norfolk)

1937 Model 'Y' Tudor (Y177281) FMK 146. Fully restored. Gleaming black body with red interior. Luggage rack, tool set, lots of period service history, handbooks, etc. Current owner 13 years. MoT until May 2002. £3250. Craig Ainge. Tel: 01536 518747 (Kettering, Northants)



"Craig Ainge's excellent 1937 Tudor Model 'Y' selling at £3250."

1935 Model 'C' Fordor (C14848). CLG 693. Engine rebored to 60 thou with hardened valve seats. Stainless steel exhaust, flashing indicators, new tyres, king pins, steering nut and carpets. Attention needed to upholstery. Car can be seen in Skopos Motor Museum, Batley. £2000 o.n.o. Eddie Parkin. Tel: 01924 446214 (Batley, West Yorkshire)

1934 Model 'Y' Tudor (Y50454). AYO 545 Complete saloon for restoration. £600 ono. Bill Williams. Tel: 01604 899124 (Northamptonshire)

Late 1937 Model 'Y' van (Y199281). WG 6693. Dark blue. Complete but in need of total restoration. Stored outside and has suffered accordingly. Offers.

Mrs. J. Grant
Tel: 01343 821144
(Spey Bay, Morayshire)

1936 Tudor Model 'Y' (Y137407), AVF 162. Green and black. Thousands spent on recent thorough total restoration. Awarded prize at its first show. Very reluctant sale. £4500 o.n.o.

Mark Crabtree. Tel: 01260 299743 (Congleton, Cheshire)

as a budget figure think in terms of £100 to £150, plus carriage. The remanufactured parts, in the main are

Custom made roof rack for long rad Model 'Y'. Free to a good home. Christine Baldock. Tel: 01732 852491 Tonbridge, Kent)

Wanted

For Model 'CX' Tourer 1936: 1 x Front bumper (double ridge) 2 x Left hand door hinges 1 x Time piece for dash Michael Walsh. Tel: 02083 637604 Mobile: 07770 605980

Copy deadline Issue 132. Copy by Saturday, 25th August please

Tim Brandon (2). Kevan Ashcroft came up with some used pulleys, as did Tim. My thanks to those members for their help. We still have a long way to go Gentlemen, so keep those old units coming in.

Now to the idea of producing a rear luggage carrier kit and engine air cleaners. A zero response from the members on this one, but we do have two members who are keen to promote these items and so I would like to give them our support. I do need those who are remotely interested in these items to contact Kevin or me, because if we don't hear from the members, we won't invest capital in items to gather dust.

The guy who is producing the radiator badge mounts is, I'm sorry to say, very ill at present. So sorry guys, a hold up here which, in the circumstances, I'm sure you'll understand.

Steering boxes have been mentioned in the past, but it would seem the comments were not heeded. Tony Hurst is willing to consider anybody's steering box from a service point of view. This is not an exchange service, but a service to look over your present box. Frankly there are just too many places where individual designs wear in the strangest areas. Remember that these steering boxes were not designed to be overhauled, just replaced with new. Therefore we have not set a fixed price for the work, but purely

have simply replaced broken half shafts without understanding why they failed in the first place. Hopefully, after all the comments on this subject, we have helped people realise that there is more to this area of the car than they first realised. So if you're one of those half shaft "replacers", think on!

The other piece of good news was the amazing amount of parts that were purchased at the Enfield Auto Jumble this year, with the added bonus of meeting two stall holders, both of whom claim they have a large stock of parts for our cars. Kevin and I will be following up when time permits.

The hunt for used universal joints has had a response from Ken Clarke (4) and

Spares report.

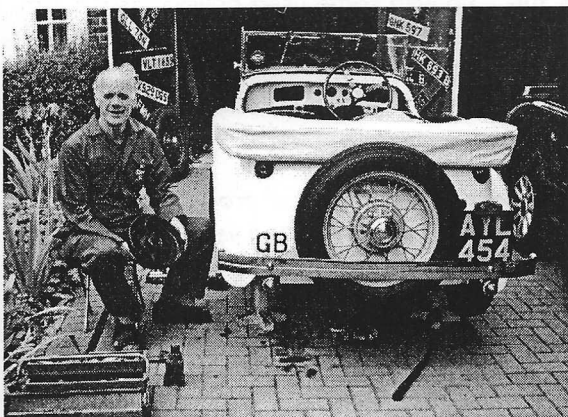
Well the good news is that the hub bearing kits have sold well. Of the 100 (50 pairs) purchased we have sold approximately half. So twenty-five cars are a lot safer than they were. If you have any ideas of replacing your rear hub bearings, do so while stocks last for, due to the high capital investment needed, it is far from certain that we will immediately re-order stocks once these are sold. Far too many members over the years

for RHD (Right Hand Drive) vehicles. Alas, where LHD (Left Hand Drive) vehicles are concerned, not all the parts will fit. So I'm sorry to say that for the present at least there won't be much that we can do for LHD cars.

Carburettor refurbishment. We have included an insertion this month under 'Useful Contacts' for the people that I have been using in St Albans. Please deal direct with them. They will turn your carburettor round in less than a week.

I'll be on holiday rather a lot in the coming months and as most of the stock is held in my home, the spares supply is heading for a hiccup in the near future. So get your orders in sooner rather than later.

Graham Miles



The new sleeved rear hub replacement kits are excellent. Well done Peter Ketchell and Graham Miles. The kits are beautifully engineered and they are relatively easy to fit. The difference to the ride of the car is very noticeable. I say 'relatively easy to fit' as it is not as straight forward as the very clear instruction sheet suggests! For example, having removed the rear hub (for which you need a hub puller), the instructions say 'Remove the circlip from the assembly.' This is easier said than done, as Jonathan Davies intimated in his comments in the last issue of the magazine. However, having now done it twice myself, I recommend that you knock a thin chisel under the pointed end of the circlip such that the pointed end is proud of the oil seal underneath. You should then be able to grip the end of the circlip with a thin jawed set of pliers and pull the clip out of its recess. As is stated in the instructions, be wary of the clip flying off.

The next task is to 'Prise out the oil seal', as the instructions say. The word 'prise' suggests that, with a little persuasion, the oil seal will lift out of the hub. In the case of both my hubs, this was certainly not the case. With the inverted hub gripped in my vice, I toiled with hammer and chisel to get it out! The main thing to remember is that the oil seal is going in the bin once you get it out, so don't worry about writing it off in the process. Be careful though not to damage the bore of the hub itself nor the circlip recess as you will then leave yourself a lengthy job of fettling and emerying the damage to make it good.

Having got the oil seal out, the rest is plain sailing. The instructions say 'Apply Loctite 603 to the bearing surfaces and bore of the hub.' I discovered from my local automart that Loctite 603 is the trade name for the product. However there were tubes of Loctite on hooks in the shop for various types of application, including bearings. Remember throughout the process that 'cleanliness is next to godliness'!

Members' correspondence

Maurice Buckmaster

Paul Tritton, having read about Maurice Buckmaster in the Model 'Y' book recalls:- "I was interested to see your reference to Maurice Buckmaster. My late father knew him during the war and I met him once. My father didn't fight, as such, but helped found the Army Film Unit and was involved in the making of propaganda films such as 'The Way Ahead' and the collection and processing of daily newsreels.

After the war, in about 1949, he joined BP and set up their PR department with an emphasis on the making of documentary films. He went to Dagenham about this time, maybe a 'Fueling British Industry' film was planned, and met Maurice again. It must have been during school holidays as I went along for the ride. During this meeting which, as far as I know, came to nothing, I was taken down to see the production line; then just starting to make Mark I Zephyrs. It was fascinating for a 10 year old. We bought one."

Maurice Buckmaster was Sir Percival Perry's right hand man and translator on his trips round the Ford assembly plants of Europe. It was he who was tasked to help Maurice Dollfus set up Ford S.A.F. following the launch of 'The 1928 Plan'.

Snapped, boded A-frame

Ron Kendall, a relatively new member in Warwickshire writes:- "Thank you for your help when you advised me on the repairs to BWW when the A-frame broke. Luckily for me, I was only travelling at walking pace when I applied the foot brake and the near side wheel locked. But instead of just skidding, the brake pedal was pushed up against my right foot. At first I thought that it was the brake shoe that was locking, as I had been having trouble due to grease getting onto the leading shoe. But I could not understand why the brake pedal was pushing against my foot when the drum locked. Luckily, I

had just moved off my front drive and managed to limp back home. When I got back into the drive, I looked underneath but there was no obvious fault, so I decided to quickly take the brake drum off and inspect the shoes. When the drum was removed, I could see that there was some grease on the shoes but really not enough to cause the wheel to lock. So I cleaned the grease off and re-adjusted the brake to see if that was the problem. I then again closely inspected the front underside but could not see anything amiss and reversed the car off the drive again, but when I applied the brake whilst in forward motion, the exact thing happened again. So this time I jacked her up and put an axle stand under the near side and inspected her in more detail. It was then that I noticed the A-frame, or 'tie bar' as it is sometimes known, was loose against the front axle and had broken at the point where it is bolted to the axle. I realised immediately after spotting this, why the brake pedal was being pushed against my foot. It was because the front axle was twisting backwards when the brake was applied, causing the rod braking system to put pressure against the pedal.

With your advice, I put the back of the car up on ramps and supported the front on axle stands under the chassis side-members just forward of the gearbox cross member. I then proceeded to remove the front axle by releasing the ball joint under the brake cluster. I followed your advice to remove the front two bolts and only one of the rear bolts, allowing the cluster to swivel on the slackened fourth bolt. After undoing the shock absorber bushes, I took off the wheels and brake rod clevis pins before putting the trolley jack under the axle and releasing the front spring U-bolts and the rear ball joint of the A-frame so that the complete axle could be taken off as one unit.

When I tried to undo the nuts that were holding the perch bolts through the front axle, I found that the offside only had a bolt and no nut, but was welded so that the perch bolt and the A-frame were as one unit. Where the A-frame is bolted to the axle, the A-frame had broken and at some time prior to her restoration or later, it had been welded instead of being replaced as it should have been. But not only was the frame welded together, it was also welded to the front axle both sides and covered up with under-body sealer to hide the bodge.

The only way to release the A-frame from the axle was to be brutal and use a cold chisel, large hammer, grinder and hack saw. Luckily the nearside of the A-frame, after a lot of chiselling, came away from the axle and what remained of the perch bolt came out of the hole in the axle after I had taken the spring off. But the other side was to prove to be the problem as although the A-frame, where it had broken away, came away from the axle, the remaining top and bottom of the 'U' section that should have been bolted to the axle was welded to the top and bottom of the axle and to the perch bolt. It was one solid lump which had to be ground, cut and chiselled away from the axle. Then the remainder of the perch bolt had to be knocked out of the axle with a short drift and a 30lb sledge hammer after leaving it to soak in brake

fluid to help release it. When it was out, I cleaned off all the old weld and ordered new perch bolts, perch nuts, a second hand A-frame and new ball joint rubber from Paul Beck's Small Ford Spares. They arrived the next day.

The rebuild was easy compared to the work I had done to strip the axle. It was a rebuild in the reverse order. The only slight hitch was trying to compress the spring so that I could bolt it back into the perch bolts. BWW is now back on the road again after five days total off the road, two and a half days of which were spent doing the job properly, which should have been done in the first place!"

Jump Starting

An observant Bob Deacon telephoned to say that the Ancient Ford Club of Belgium diagram for jump starting in the last issue showed 12 volt batteries (i.e. six cells each) and was concerned that members might try to jump start their 6 volt batteries using a 12 volt slave. Having experienced a number of batteries which have blown on him, he cautions readers against this practice. Although the 6 volt battery will not be harmed, but will gas excessively (causing possible explosion), ammeters, electric fuel gauges and dynamos may be burnt out.

The mystery 'Mistral' crank handle

One thing has been puzzling Kevin Briggins since he bought his Model 'Y' 'Mistral' tourer from Bob Wilkinson. How do you crank start it? This particular version of the 'Mistral' has a bonnet two inches lower than the standard saloon in the interest of making it look more streamlined and sporty. To do this, the radiator had to be lowered, necessitating an S-bend in the lower water outlet from the radiator and a sawn-off fan blade to prevent it fouling the underside of the header tank. The radiator grille was also two inches lower, which meant that the crank handle hole did not line up with the crank shaft dog on the engine nor with the guide on the front chassis cross-member.

The puzzle has been solved! The lucky Kevin managed to buy a bound 1934 volume of 'The Ford Times' over the Internet for £10! (usually £100 at autojumbles - when you can find them!). In issue he discovered a front-on photograph of a streamlined 'Mistral' which was in a Christmas 1933 display in the showroom of J. Blake and Coy., Ltd. of Liverpool. (see photograph page 22) It clearly shows that the radiator grille had been modified by cutting the three centre ribs two inches above the top of the crank handle hole, turning them and the crank handle hole up-side-down and welding them back in. Simple really!

Paul Beck's vans

I was sorting and putting in the archives all the background bump and photographs which I had collected to write the Model 'Y' book and came across the photographs of the van



"The streamlined 'Mistral' in the showrooms of J. Blake and Coy., Ltd., Liverpool in December 1933, showing the raised crank handle hole. The caption to the photograph states that there was also on display a V8 cut-away chassis, a De Luxe Model 'Y' upon a turn-table and a decorated Christmas tree! There is another two-tone Model 'Y' tourer (not a 'Mistral') third up on the left, which doesn't get a mention."

Briggs body number. I e-mailed Paul Beck to find out to which of his three vans it belonged. He replied:-
"From the factual content of your book I would think you might have quite a lot of bump which you must now feel ought to be collated etc and then put away. The van body number used was off ENO 966, which is still in a maroon colour, complete with tin worm and all sorts of horrors. At present it is just parked in the back of a shed reminding me of how awful some vehicles get! I am very tempted to leave it at present in this awful state to remind people of how grot vehicles get, as all are being done up and wrecks are scarcer now.

CRT896 is blue in colour, 95% finished etc., which enabled me to get an MoT some while back and run it locally, but I have now boxed it in and cannot get to it. It will be out soon."

'Very Good' again

Following the article in the last issue on the 'Not so Very Good' Model 'Y', Brian Mace writes to say that: "Doreen Willings was over the moon with your letter and the article in the magazine. Thanks for that. Now I have got to take her round the block in my Model 'Y'!"

Convoy 2002 nerves

Kate McConnor writes from Alaska, U.S.A.:- "We are already excited about the Convoy 2002 round Ireland trip, especially hosting the participants at Glencar House. Our plans for joining the group at Rosscarbery are firming up. We then plan to drive north with the tour right round to the 'Last Supper'. From there we will head diagonally cross-country back to Kerry.

November will see us back in Ireland, holding down the fort through to January. We plan to do some preparatory work on the Tudor so that we are ready and able to keep up with the seasoned Convoy drivers. This will be our very first and we are more than a little nervous. Here's hoping everyone has a good driving summer.

Enfield Pageant programme

Jack Clarke, having been dragged round the autojumble by Shirley, his gorgeous wife, to find designer labelled clothes - without success, managed to come away with a programme for the event, in which appeared two photographs of our cars. The first was a photograph of Jack receiving The Best Ford at Show award at last year's Pageant with ENO 344, his Model 'Y' Tudor, in the background, and the second was of Rob Bolland with his Model 'Y' Tudor from Holland exemplifying the overseas visitors to the annual event.

"Jack Clarke receives the Best Ford at Show award at the 2000 Enfield Pageant."

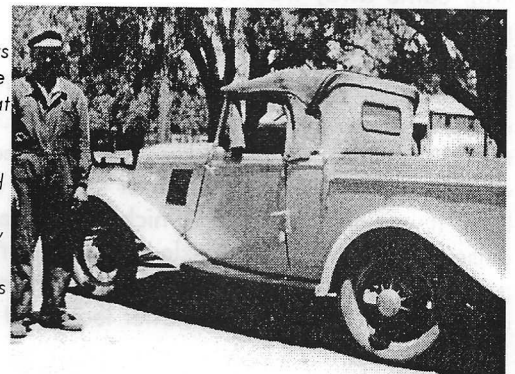


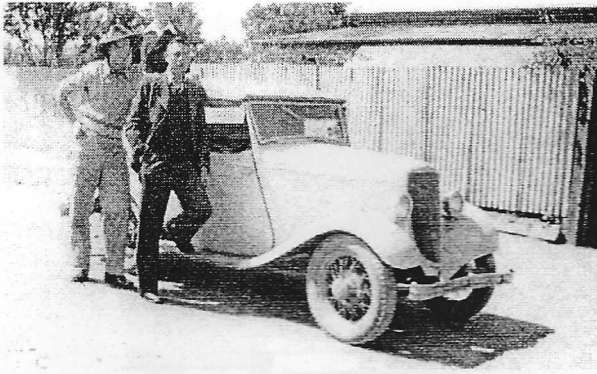
Exceedingly rare photographs!

The Wizard of Oz has come up trumps again with these two photographs of a Geelong designed and built Model 'Y' Well-sided 'Roadster' Utility ('Ute'). According to Ford Australia records, only ten Model 'Y' 'Utes' were ever sold; eight in 1933 and two in 1935. It is not surprising that there are no known survivors. The original photographs, from which these were copied, belong to Bruce Forbes of Nagambie, Victoria who has them framed and displayed in his private motor museum. The museum was the premises of his late father's firm, W.L. Forbes Nagambie Motor Garage, which was a Ford main dealer for some 60 years before it was closed in the mid-1980s.

As Bill Ballard reports:- "The vehicle featured is a 1933 short rod and was operated for many years by Bruce's father's firm. The men in the picture were employees. Judging by the angle of the front bumper, the ute must have had an altercation with something (and lost its number plate in the process!). The rear view

"This photograph shows the 'well' side above the rear mudguard and what appears to be a rigid steel panel behind the driver to which the hood is attached and which incorporates a rear view window. Photographs courtesy of Bruce Forbes and Bill Ballard."





"The 1933 'well-sided', Model 'Y' 'Roadster' Utility with employees of the Nagambie Motor Garage (and a soldier?)."

clearly shows the styling of the hood and side curtains and it would appear that the rear window was mounted in a specially shaped steel pressing. It's a pity that the photographer cut off the details of the tailgate!"

The Model 'Y' dynasty

I had the gall to challenge a couple of claims made by Yvon Precieux about the Model 'Y's influence on future automotive design and received the following interesting justification, which opens up a whole new chapter in the story of the Model 'Y':-

"I would beg to differ reference your comments. From humble and low budget beginnings, many companies from the thirties onwards were initiated from components derived directly from the Model 'Y'. Historically, companies such as Morgan and TVR relied on the 8 and 10 power units and ancillary parts to take them further into vehicle production. TVR only came about because two individuals pooled their names and resources to build two sidevalve Ford specials around a 'C' and E93A engine which others wished to purchase. In 1955, Morgan put the final version of the Ford 'Y' engine, the 100E, into its base model, the Series 2 4/4, the company having previously used the 'Y', 'C' and E93A power units. Similarly, this applies to Lotus, Rejo, Lola, Crossle, Mallock, Elva, Ginetta and Chevron. The first three companies being the longest established production racing car manufacturers in the world. The likes of Jem Marsh, who had several false starts, made it with the help of Frank Costin only through racing Ford specials. Frank Nichols' career started only when a Lotus was purchased from Colin Chapman and he decided to build a virtual copy. Colin Chapman established his company due to the tuning qualities of the 8 and 10 engine and the quality

materials of its component parts, such as the axles and steering spindles. Had he not gambled with monies from his fiancée to establish his company from a lock-up garage by producing Ford specials, Lotus would probably have been a 'desk wallah', dabbling only in the 750 formula as a hobby. Derek Bennett, founder of Chevron, made his debut in an early Ford special. So did Maurice Phillipe, later to design the Lotus 72 as well as the Parnell Indy and F1 cars, including Tyrells. Mike Pillbeam, designer and builder of many British hill-climb championship winning cars, was another designer to cut his teeth in 1172 racing. In Australia, Ron Tauranac, designer of world championship winning Brabhams and founder of Ralt, included vehicles built from the humble Ford 8 and 10 as the start to his career. Tony Southgate became a professional racing car designer only as a result of a Ford special he did not build. Success in the 1957 1172 championship encouraged Eric Broadley to take the next step to build a Coventry Climax racer. The rest is history; the GT40, the T70 etc. Brian Hart and Len Terry, as 1172 champions, were asked to build further models which climaxed with the building of F1 formula racing cars. These are just a

few of the individuals who took up building and racing to greater heights, gained by racing sidevalve Fords; in a number of cases, with actual Model 'Y' parts. In the circumstances, I do believe the Model 'Y' should at least take some credit."

If anyone can add to this, or has details of Model 'Y's', 'C's or 'CX's in racing, rallying or trials, please let us know.

News of New Members

We welcome the following new members since the last "Transverse Torque" was published:-

E0516 Derek Eves
134 Belmont Road, Erith, Kent, DA8 1LD

H1545 Trevor Harvey
75 Old Wortley Road, Kimberworth,
Rotherham, South Yorkshire, S61 1NQ

H1646 Brendan Howe
Dunelm House, 15 Mill Lane, Leeming,
Northallerton, North Yorkshire, DL7 9SS

O-1907 Joseph O'Reilly
Tourtane, Clogh, Castle Comer,
County Kilkenny, Eire.

T1716 Herman Torres
1 Irthing, Highborne Estate, Ellington,
Morpeth, Northumberland, NE61 5LP

In this issue, according to my calculations, we welcome two "old" members and three new!

Past member Herman Torres has taken up ownership of the 1936 long rad Model 'Y' previously owned by A. G. Serras. The car is based in Spain and had been in a bad state of repair but it now on the road and only needs some maintenance.

Brendan Howe has decided to rejoin the fold with his 1936 long rad Model 'Y' which has been immobile since 1968. Brendan sounds as though he will be very busy embarking on a respray, repairing the door bottoms and replacing the seats.

Derek Eves has joined us with NG 4737 an early short rad Model 'Y'. Derek's "Y" still has the original engine and is finished in that lovely rare maroon colour.

AVH 8 a late 1937 long rad Model 'Y' is owned by Trevor Harvey. The car has been stored in a garage for the last 25 years before Trevor purchased it from Mr E Wade (Motor Engineers). It is currently under restoration and needs some interior trim work.

Last, but by no means least, I welcome Joseph O'Reilly and his 1935 long rad Model 'Y'. Joe has owned his car for some 30 years (plenty of stories there I'd imagine) and has driven 57000 miles in it. I hope we will meet Joe on Convoy 2002.

As ever please may I ask any "old" members to welcome the "new" if they are within striking distance. Happy motoring.

**Christine Baldock,
Membership Officer.**



Tug towed dust carts.

We are grateful to member Ken Grainger, who manages Paynes Garage in Hinkley, Leicestershire, for adding these pictures to the Y&C archives. John Blower, who works with Ken, delivered them to us at the Henry Ford Day at Gaydon. The photographs, which are copies of ones held in the Ford archives, show Tugs with a difference. Whereas the standard Tug was available either with a single axle articulated trailer or a double axle towed trailer, customers could order custom-made trailers and accessories through Ford from County Commercial Cars Ltd. in Albert Street, Fleet, Hampshire, where the Tug vehicles were manufactured. The brothers, Percy and Ernest Tapp, had designed the Dorset Tug and had persuaded Ford, both in Dagenham and Dearborn, that it could be a commercial success (it wasn't!). They also designed a Tug based Devon van, which Ford did not support. (They had already designed, and Ford had successfully marketed, the Surrey and Sussex double axle Model AA trucks). As can be seen from the photographs, the cab and the engine compartment of the Tug was pure Model 'Y', the parts being supplied by Ford and Briggs at Dagenham to County Commercial Cars Ltd. in Fleet. The remainder of the vehicle was manufactured or bought in by County Commercial Cars Ltd., where it was assembled.

The dust cart in the photographs ordered by Poole Borough Council is automatically hydraulically raised and you can see the hydraulic feed pipe to the base of the telescopic lifting ram in the lower photograph. In both of these photographs the mechanically



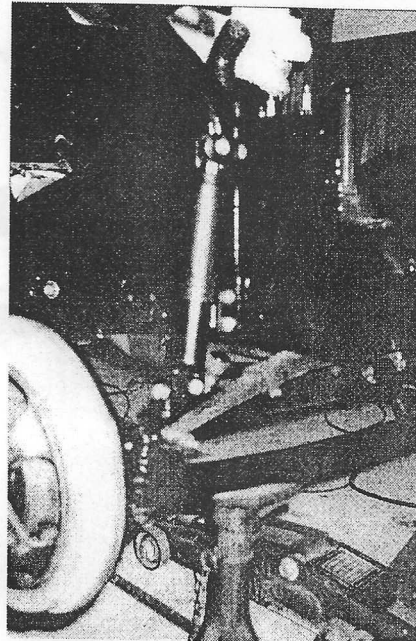
driven hydraulic pump with a take-off drive from the gear box can be seen under the engine compartment. Note also the jockey hand screw jack to support the trailer when not attached to the Tug. The Bicester Urban District Council dust cart, on the other hand, would seem to be raised by a hand pump at the base of the lifting ram, there being no hydraulic pump under the engine compartment. The bare

number plate brackets above the cabs suggest that these photographs were taken outside County Commercial Cars Ltd. premises in Fleet shortly after manufacture and before registration. Regrettably, the premises no longer exist.

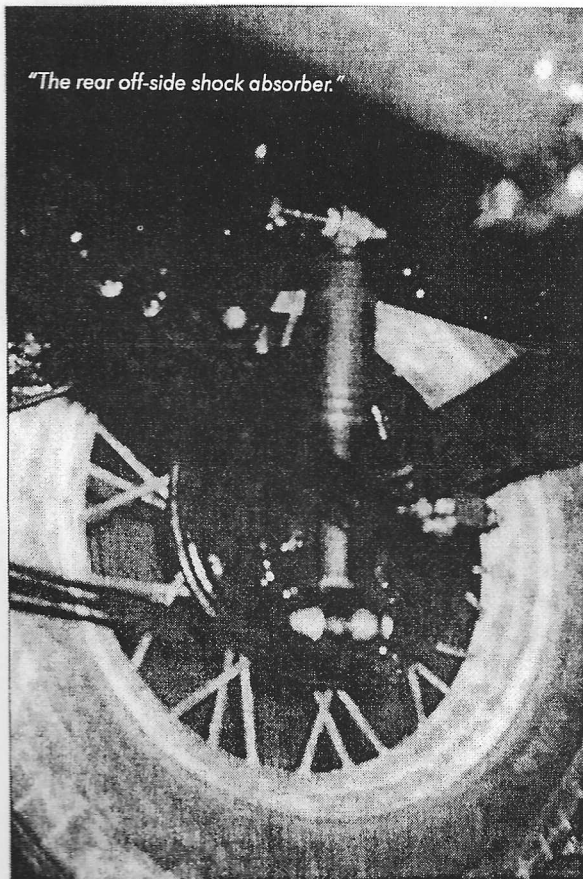
Spare a thought for the dustmen of yesteryear, who had to lift the heavy metal dustbins onto their shoulders to tip them into the cart. With the advent of plastic bags and hydraulically lifted 'wheeliebins', the refuse collectors of today have it relatively cushy!

Shock absorber modification

On Convoy 2000, we were treated to an excellent barbecue at the home of Fred and Jenny Hooper in Christchurch. Parked in the drive was Fred's recently restored 1935 Tudor Model 'Y' which, as he proudly showed us, had an unusual feature. I must say it looked very neat and effective, but the purists would not appreciate the modification. Instead of the twin cylinder Armstrong shock absorbers, Fred had fitted Mini telescopic shock absorbers. Anchored to the usual place at the end of the front springs, the tops of the front shock absorbers were fitted to the front wing support. At the rear, they were fitted to the usual points at the end of the A-frame and to the chassis. Naturally, special mounting brackets were necessary and Fred has provided me with a set of drawings for these should anyone be interested in this unorthodox modification.



"The front off-side shock absorber attached to the wing support."



"The rear off-side shock absorber."

Northern Sidelights

Very quiet on the Ford Y&C front this time. Due largely to intervening professional and domestic commitments, CNN had not turned a wheel for five weeks. When I finally got round to taking her out for a spin, a slight panic ensued when, with the clutch depressed, there was no disengagement of the drive, in other words the plate had stuck on the flywheel, a phenomena I have never actually experienced before on any of my previously owned old cars. The problem was soon rectified by judicious use of various driving controls and all remains well.

I have had very little interest shown in the Kirkstall event, but hope that the usual attendees will be there on July 14th. Eddie Parkin has indicated that he will be bringing along the Skopos Museum Frazer Nash. By the way, Eddie apologises for the mistake in the price in the For Sale advert for his Model 'C' in the last issue, which should appear correctly in this issue at £2000. Again, if anybody is interested in a Model 'C', this car is worthy of your attention.

Sam has done us proud with his excellent tome, 'Ford Model Y - Henry's Car for Europe'. The depth and quality of research is obvious to those who read it, and it is certainly destined to be the definitive work. How about a follow up Sam - 'The Social History of the Model Y', in which you could recount all those tales of the ex-Y Man!!?

Barry Diggle,
Region 16

Photographs

I am grateful to Jim Miles for the loan of these two photographs:-



"A May 1937, Birmingham registered Tudor 'Popular' Model 'Y' disembarks from an unknown car ferry, probably in the 1950s."

"A family snap, probably taken by Dad, of mother and daughter on a family picnic by the sea maybe (is that a beach hut in front of the V8 Ford?). The car is a July 1934, Kingston-on-Hull registered Tudor Model 'Y'. Jim Miles, aided by the ever-observant Kevin Briginshaw, commented that they thought that the tail-lamp should have been the earlier type with the partitions and black lens surround. Having checked the 'Model 'Y' Bulletin', Vol 3 No. 7, it would seem that the new double filament bulb lamps with chrome surround were introduced in July 1934, the month of this car's manufacture. Note also the two other Model 'Y's, far left and far right in the distance."



The 1933 Dependability Demonstration

- the Irish perspective

During the run-up to Convoy 2000, we covered the Ford Dependability Demonstration, which took place throughout England, Scotland, Wales, Northern Ireland and the Irish Free State, to show to the general public that the teething troubles which beset the earlier short rad Model 'Y's were a thing of the past. The successful 72 hour non-stop Demonstration, held between 5.30 p.m. on the 11th and 5.30 p.m. on the 14th September 1933, also coincided with the end of the Great Depression following the Wall Street Crash of October 1929 and the improvement in the economy and hence car sales.

With Convoy 2002 looming next year, let's look at the Irish perspective. Of the 193 cars entered by main Ford dealers on the Demonstration, 187 were Model 'Y's. The other six were a team of six Model BF (14.9 h.p.) cars. Twenty-four of the Model 'Y's were entered by Irish Free State dealers and covered a total of 40,819 miles. Eleven were entered by Northern Ireland dealers. The four Dublin entrants were the Smithfield Motor Co., Ltd., Autocars (Ireland) Ltd., J. O'Neill & Sons and R.W. Archer & Co. Those from Northern Ireland were R.E. Hamilton & Co. and J.E. Coulter Ltd. of Belfast, J.W. Cahey of Lisburn, Bailey & Gawn of Larne, W. Kennedy of Ballymena, T.D. McFarlane of Coleraine, W.T. Quigley of Omagh, Rowland & Harris of Newry, the Alexander Motor Co. of Derry, the Erne Engineering Co. of Enniskillen and J. McDermott of Dungiven.

The Northern Ireland entrants finished their runs at Belfast City Hall, after which acceleration, braking and kerb driving tests were carried out at the Boulevards. The dinner that evening was presided over by Mr. Stanley Wright, the Ford representative for Northern Ireland.

The Irish Motor News

511

September 28, 1933.



**BRITISH 72-HOUR
DEPENDABILITY DEMONSTRATION**
**327,146 miles in
72 CONSECUTIVE HOURS,
COMPILED BY 193 STOCK CARS,**

187 of the 8 h.p., and a Team of 6 of the 14.9 h.p. Model,

A record demonstration of the dependability and road-worthiness of Dagenham-built Ford products!

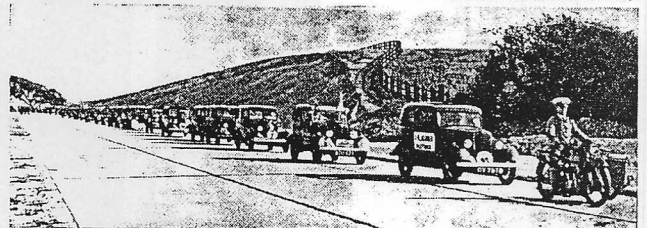
The only involuntary stoppages were two in number, one due to a skid, the other to a seized piston. In all other cases 72-hour engine-non-stop runs were recorded.

This demonstration was made between 5-30 p.m. on Sept. 11 and 5-30 p.m. on Sept. 14 last, on the public thoroughfares of England, Wales, Scotland, Northern Ireland and the Irish Free State.

This was not a race, nor a speed trial—just a demonstration of the paramount utility-value of the 8 h.p. British Ford (Tudor Saloon £120, at Works, Dagenham), to be inspected either at your Local Ford Dealer's premises, or at the

**FORD MOTOR
EXHIBITION,**
Royal Albert Hall,
Kensington, London, W.,
OCTOBER 12-21 NEXT.

At this Exhibition, entrants' log-cards, telegrams, photographs, etc., all duly authenticated, will be available for the inspection of all interested.

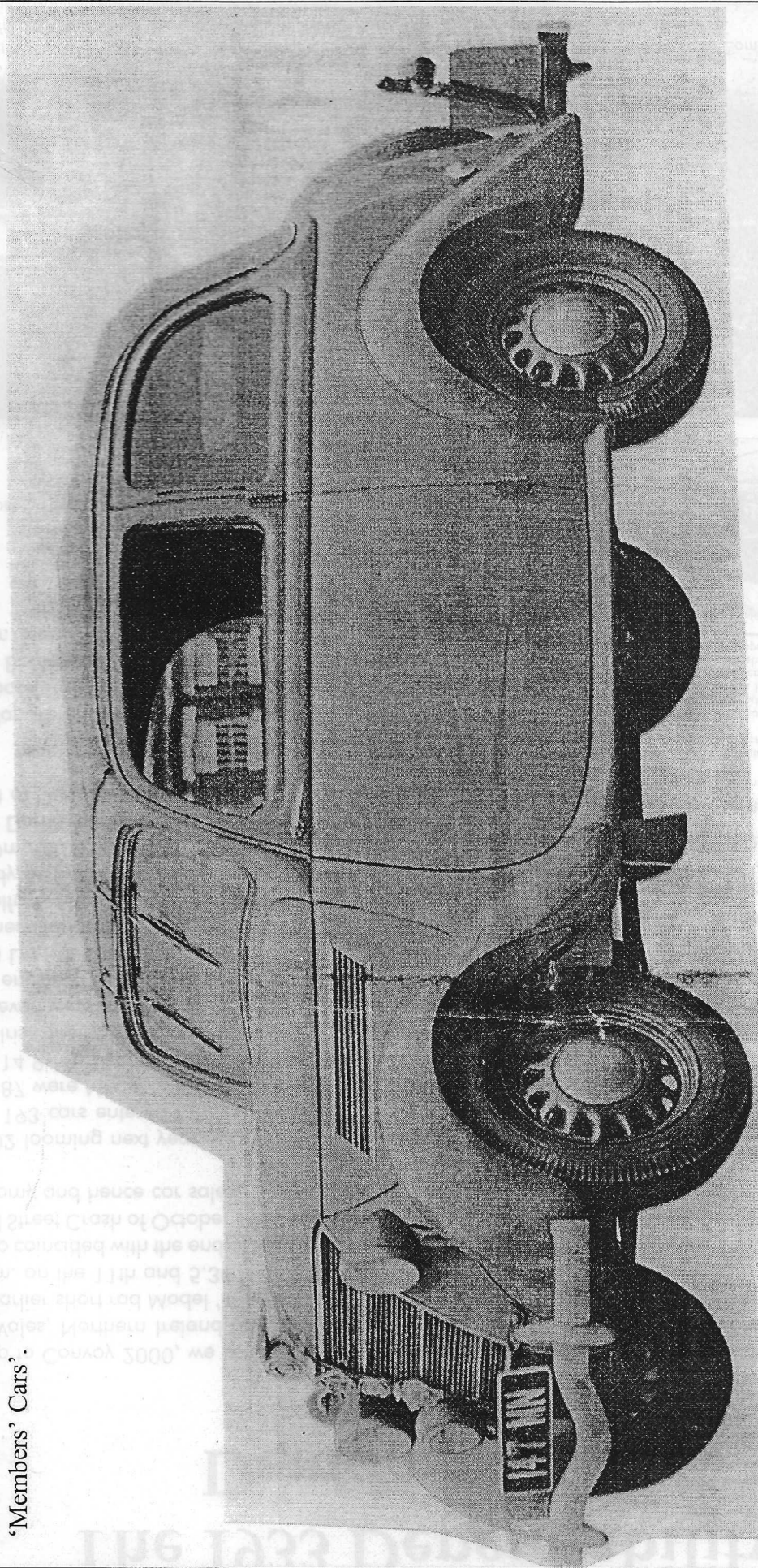


"A page from the September 28, 1938 issue of 'The Irish Motor News'."



"The Dublin contingent of the Ford 'Dependability Demonstration' preparing for the start by the Minister for Industry and Commerce outside Government Buildings. From the left:- J. O'Neil & Sons (no number), Number 202, R.W. Archer & Co. - number 250 and number 238. Photograph courtesy the Royal Irish Automobile Club (RIAC) archives."

Jim Boland's light-green 1938 Eifel, which had a lucky escape from Germany at the outbreak of World War II - see 'Members' Cars'.



EXHIBITION
EIGHT MOTOR
STOCK CAR?
HIVE HOURS?
WIVES IN
DEMONSTRATION
2-HOUR
Ford
Demonstration, here
that the testing should
ok place throughout

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.

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 European Community

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:- State SR/LR/ C.	£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 (Price 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 design	£48.00 pair
female design	£28.00 pair
Drag link 'Y' - state L./R.H.D.	£37.00 each
Front brake lever return spring, Y2096 RH or 2097 LH	£4.00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£4.00 each
Brake operating wedge, LR and C 48/2050	£13.00 each
Front brake lever, SR/LR/C Y2084	£13.00 each
Brake operating shaft (top king pin) RH Y2076, LH Y2077	£25.00 each
Rear operating shaft, LR/C. RH CE2231, LH CE2230	£25.00 each
Rear brake cam shaft SR. RH or o/s Y2231, LH or n/s Y2232 ...	£13.00 each
Rear brake cam, SR Y2230	£13.00 each
Exchange brake shoes, rollers removed. Send old first - set of 4 ...	£35.50 set
Brake shoe pull off springs - 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 (outer) kits (includes outer oil seal)	£150.00pair
Steering Box servicing - contact Graham Miles.	

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 - send piston as pattern.	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 (see Useful Contacts)	£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 centre	£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	£2.00 each
Battery lug bolts, pair	£0.75 each
Headlamp bulbs (wattage not stated)	£5.00 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)	£15.00 each
Spark plugs - not L10 but equivalent. Set of 4	£12.00 set
HT Lead cap ends (6)	£2.00 each
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
Wiper blade, 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 131

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 and 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

July 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

Item	Colour	Size	Price £	Quantity	Total price
Clothing					
Sweatshirt, long sleeve, small logo	Dark Blue	S,M,L,XL	23.00		
Sweatshirt, long sleeve. Large logo	Light Blue	S, M, XL, XXL	5.00		
Hi-Vis Vest with Register logo on back panel	Day-Glo Yellow	XL	15.00		
Peaked cap, embroidered logo.	Blue		7.00		
Car accessories					
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		
Miscellaneous					
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	White		3.50		
Tea Towel			3.50		
Greeting cards (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		
Models (O gauge) -					
Y Model Fordor Longrad	Vineyard Green, Orient Blue or all Black	with Black wings with Black wings	52.00	Please state colour	
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		
Rear window stickers					
'My other car is a <i>ford</i> Model Y'	Blue text on white ground		2.50		
'My other car is a <i>ford</i> Model C X'	Blue text on white ground		2.50		
Note, the X can be cut off for C Model owners					
A3 Colour reproduction posters					
1932 Y Model Tudor (prototype)			3.25		
1934 C Model Tudor			3.25		
Payment					
UK sales by Cheque				add post & packing	£3.00
Please make cheque payable to Ford Y & C Model Register and enclose with order				Total...	£
UK or Overseas sales by Credit / Debit Card					
				UK	add post & packing £3.00
				Overseas	add post & packing £6.00
Card No:.....					
Access / Visa / Switch / Connect / other.....					
Valid from/..... Expiry date /..... Issue No.....				Amount	Total... £
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 Metallurgy, 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 Tel: 01260 299743.**
- Carburettor overhaul.** **Brin Services, 64 Boundary Road, St. Albans, Hertfordshire, AL1 4DH. Tel: 01727 856989/837774 Fax: 01727 837774**
- 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. 450x17 Tyres** **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
e-mail: tony@roadsters.freemove.co.uk**
- 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**
- 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")**
- 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.**