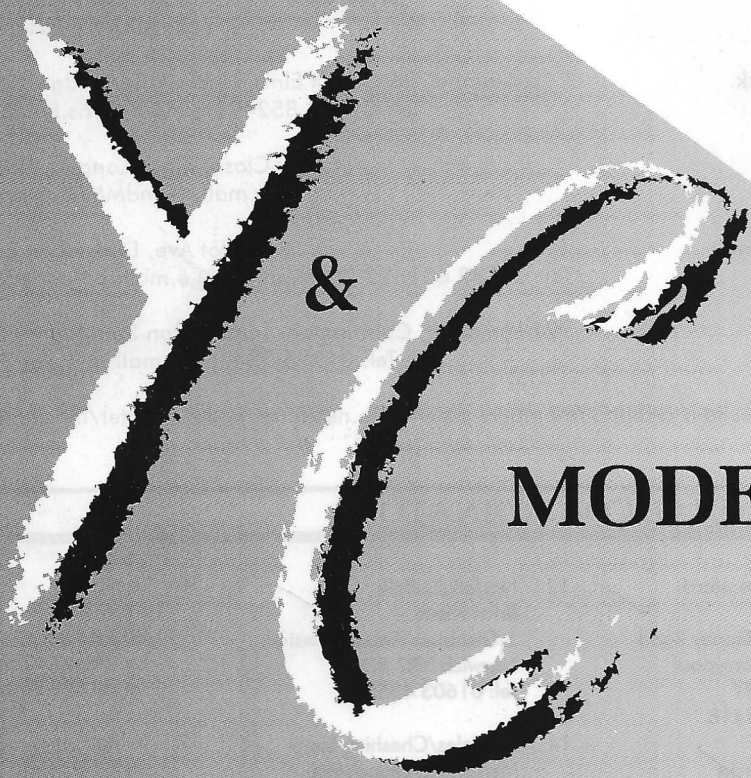


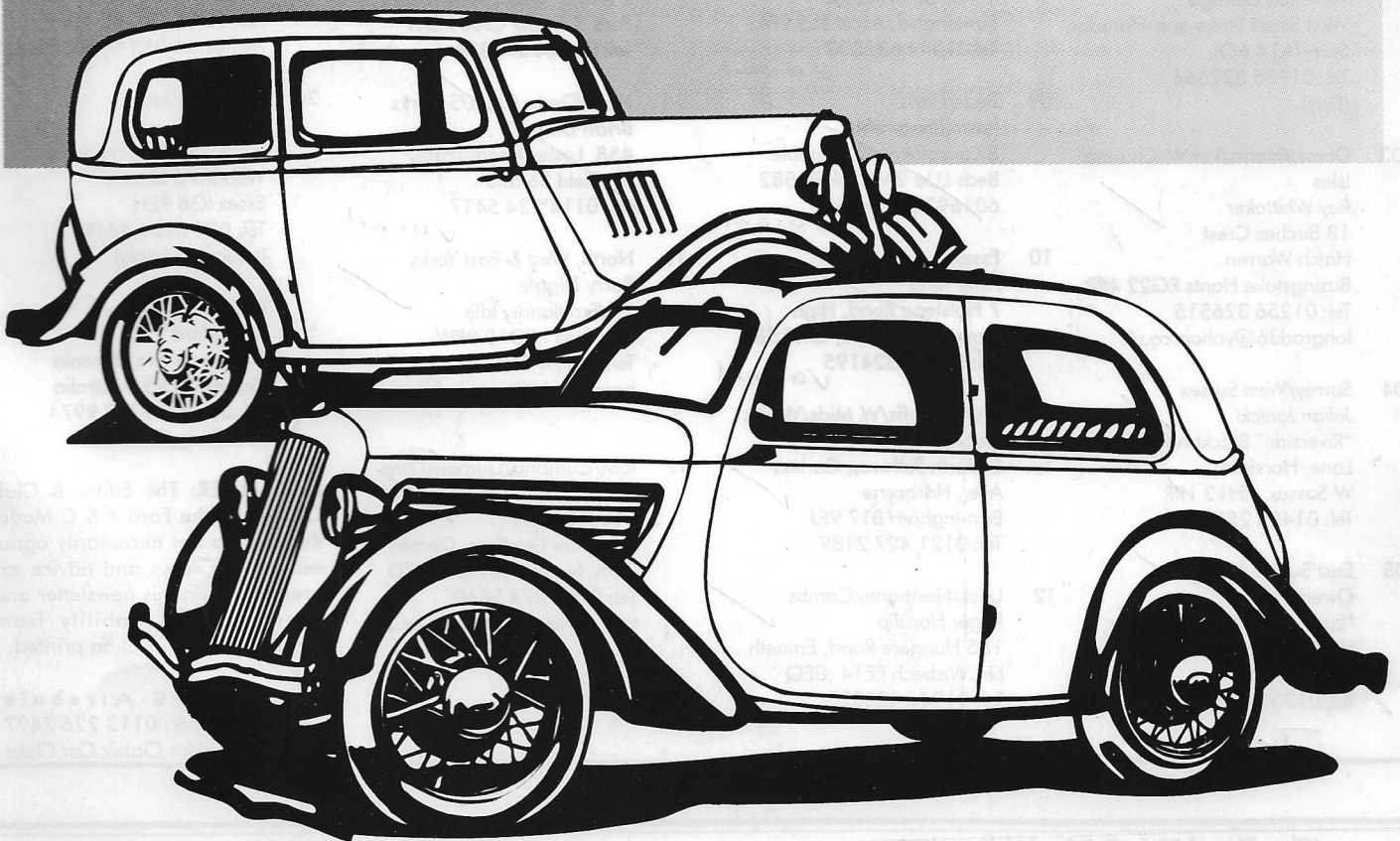
TRANSVERSE TORQUE

FORD

Issue 132 ~ September - October 2001



MODEL REGISTER



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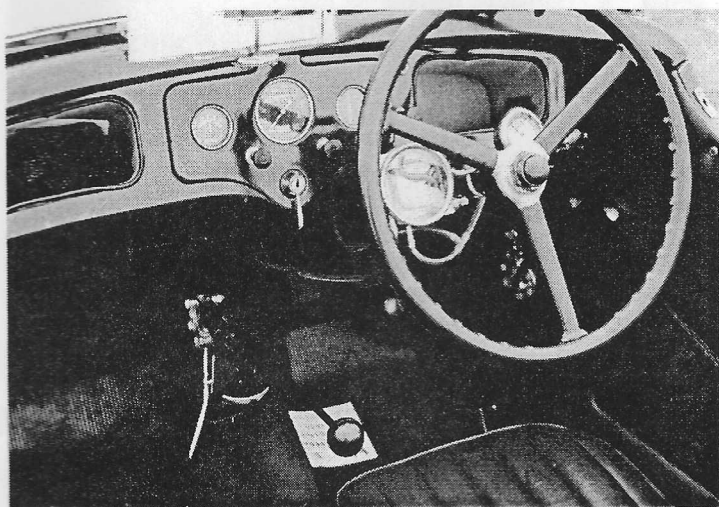
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Editorial

We have another mixed bag of articles for this edition of 'Transverse Torque', thanks to your contributions and news. Please keep them coming; they all add to the fascinating past and present story of our cars.

My exploits in my 'Kerry' Model 'Y' over the past two months have been limited to local journeys (mainly to and from the golf course!) whilst my Series III Jag underwent rust moth treatment in order to get it through the MoT - a lengthy and expensive task. Despite being inundated with daughters and grandchildren over the period, I did manage to persuade them to go to the Yeovil Festival of Transport, which I have written up elsewhere. At the show were Colin and Julie White in their ex-Hatfield House, ex-Ken Devine, Knibbs Parkyn tourer. I was fascinated by the two Redex gauges and lengths of pipework mounted on the steering column (see photograph). The gauge on the left, Colin tells me, measures and injects shots of Redex into the carburettor. The smaller gauge on the right tells the driver when he has the optimum pressure on the accelerator for maximum performance from the carburettor. When I first came across the car, in 1990, on display in a very poor state at Hatfield House, the gauges were certainly not fitted. Looking back through my photographs, the gauges were not fitted during the early years post its restoration by Ken Devine. As Ken has disappeared off the scene, does anyone know of, or have any documentation relating to these gauges?



"The two Redex gauges and pipework fitted to Colin White's tourer. Note also the hand brake lever extension to help 'little' Julie to apply the brake."

Another oddity, on both Model 'Y's and Model 'CX's, is the veneered dashboard. I am sure that it was not available from Dagenham to the UK public, but Bill Ballard reports seeing them on our cars in Australia (Geelong built bodies) and he sent me a photograph of a Model 'Y' seen by Börje Jernheim in Sweden (Copenhagen assembled with many Danish made components), which also boasts a veneered dashboard. Any further sightings or knowledge of this 'optional extra' would be appreciated.

The plea for a photograph suitable for a Y&C Register Christmas card produced only one submission - from Malcolm Grace. Surely there must be some more photographs of our cars in the snow

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Photograph on back cover

A beautiful Cotswold style house presents a great backcloth for the maroon Tudor Model 'Y' - but where is it? (See Members' Cars). The eucalyptus trees in the background give it away. The house was built from recycled materials. Even the massive internal timbers were milled from trees removed for road widening. There is a 'barley-twist' chimney at the rear and the upstairs interior is 'wattle and daub'.

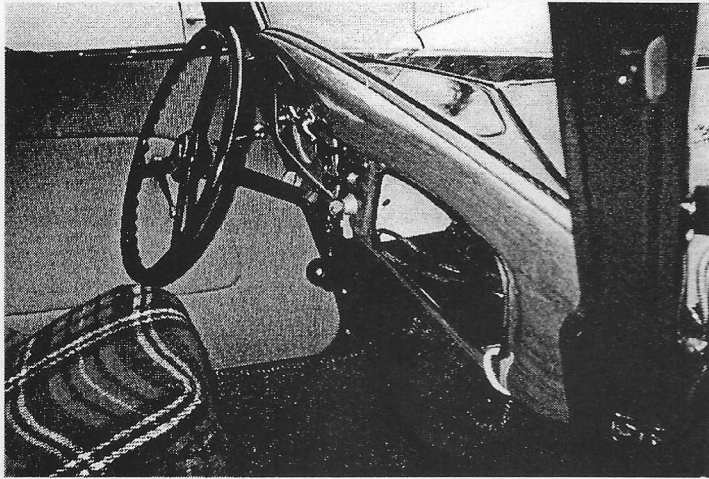


hidden away in albums. Please dig them out and send them in for photocopying.

Having returned home after winning the Bert Thomas car of the show award at the Chester Festival of Transport, Phil Denson unfortunately

"An early 1934 Copenhagen assembled Model 'Y' seen by Börje Jernheim in Sweden. Note the long rad fitted with the short rad bumper, which was normal practice for 'Knocked Down' Model 'Y's exported from Dagenham until the surplus stock of short rad bumpers was exhausted (approx March 1934)."

suffered a heart attack. As I write, he is taking life easy and is awaiting a heart by-pass. We wish him a successful recovery and look forward to seeing him and Margaret on Convoy 2002 next year.



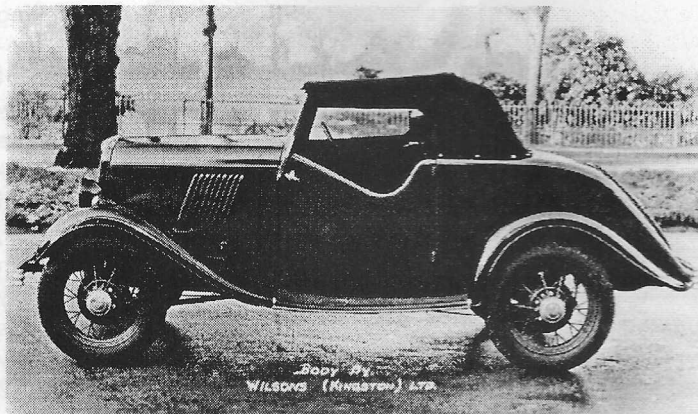
"The veneered dashboard on the Swedish Model 'Y'.

The mention of Convoy 2002 reminds me that we now have a provisional 34 cars crossing the Irish Sea to take part in the rally. I hope that our Irish members are preparing to join us on the tour. It would be appreciated if they would give their names to John Fitzgerald.

Thanks to all of you who responded to the request to inform me if you were insured through Footman James. Regrettably, the news from that quarter is not good as their underwriters have demanded that Footman James put up their basic premiums from £58.80 to £71.40. Some of you have already fallen foul of the higher premiums. Goeff Murrell is looking at ways to reduce the pain!

In addition to the Tug photographs which appeared in the last issue, Ken Grainger of Paynes Garage in Hinkley also kindly donated to the archives a photograph of a Model 'Y' Wilson tourer with its hood up. A photograph of the same car with its hood down, taken at the same photoshoot, appeared in the 17 February 1933 issue of 'The Light Car & Cyclecar', one month after Wilsons (Kingston) Ltd. introduced their aluminium on ash frame body design on the Model 'Y' rolling chassis. This sold for £160 and was available in four colours; red, blue, green or ivory, each with the standard black Model 'Y' wings. Regrettably I have no record of which Ford dealers marketed this model.

In this month's 'Practical Classics' there was a write-up on the Bromley Pageant of Motoring, at which some 6000 classics were on display. One of the accompanying photographs shows our



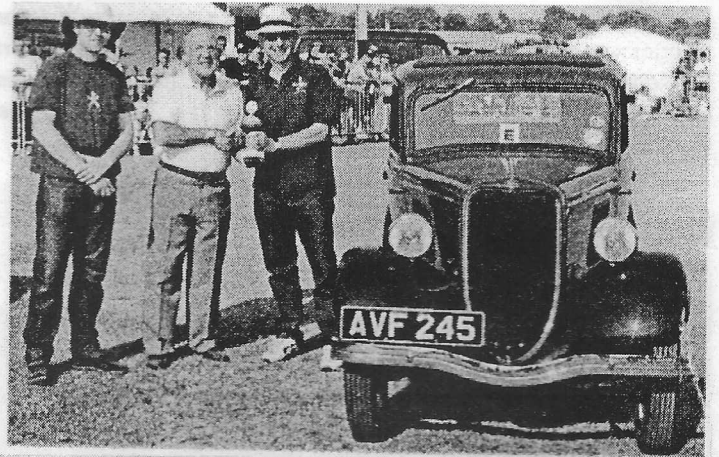
"1933 Model 'Y' tourer with body by Wilsons (Kingston) Ltd. Photograph courtesy Ken Grainger."

own Mike Meadows receiving a trophy from no less than Sir Stirling Moss for Mike's beautifully restored April 1936 Tudor Model 'Y'. Why do we have to find out about these awards through reading the motoring press? Don't be shy and hide your lights under bushels. Tell us when you receive an award, with photographs where possible. For the record, Mike, what was the award for?

On a sadder note, when Richard Lyndhurst telephoned me from Los Angeles, enquiring about membership of the Y&C Register, he gave me the sad news that his uncle, Joe Lyndhurst, of Pulborough in Sussex, died from cancer last year. We illustrated the 'C' and 'CX' which Joe owned during the war in Issue 125. Joe joined the Register in order to buy a Model 'C' and he bought the chocolate brown Tudor (Galax-C), BAF 400, from Tom Tomlin. The car is now in Richard's possession in Los Angeles, carrying the appropriate registration BRIT 35. Our sympathies go out to Joe's surviving relatives.

Sam Roberts

2001/2002 MEMBERSHIP CARDS ARE ENCLOSED WITH THIS ISSUE FOR PAID-UP MEMBERS.



Mike Meadows receives his award from Sir Stirling Moss at the Bromley Pageant. Photograph with kind permission of 'Practical Classics'

Chairman's report

Well that's Summer over for this year. I have no doubt that many of the normal shows we go to having been cancelled, postponed or re-sited due to the dreaded Foot & Mouth. Still, we can look forward to June 2002 and Convoy 2002, at least I think it's going to be called that, when we on this side of the Irish Sea visit Ireland and experience a 'touring assembly' of that beautiful country.

The topic for thought this time is money, or more explicitly the lack of it. Two aspects have raised their ugly heads recently. Overseas members subscription costs and, nearer home, the cost of insuring our cars.

Bill Ballard, our Antipodean Regional Coordinator and Ron Day, his New Zealand correspondent, report the likely loss of Dave McKelvey (NZ) and Tim Grant (Tasmania) as Overseas members. Bill has questioned my challenge to each Regional

Coordinator to enrol 5 new members. He is finding that because of the strength of the pound sterling in the southern hemisphere, the £30 Overseas subscription equates to £90 in \$A earning power. It is even worse in South Africa with the weak rand. Spares are procured locally, so that leaves the magazine as the sole benefit. The end result is that members are leaving the Y&C Register rather than joining. After all, would you pay £90 for 6 magazines a year? This is an issue we will have to discuss at the next committee meeting. Should UK members support Overseas members, with a subsequent reduction in available money for Spares sourcing?

The second money related issue is to do with Footman James, the Register's preferred Insurer. We have a mutually negotiated agreement which benefits Y&C members by offering them the lowest insurance premiums and which benefits the Register with additional income based on the number of members insured through Footman James. Last year, Footman James acknowledged only 19 members being insured through them; a figure which was disputed. Hence, Sam's note in the last magazine which resulted in appreciably more members than that confirming they are insured with Footman James. However, in fairness to Footman James, last year they did contribute generously towards the cost of inserting their flyers in the magazine and for advertisements throughout the year.

We have now learned that, for this year, a basic premium rise of 21.5% has been advised by Footman James, from £58.80 to £71.40. To my knowledge, no member has made a claim last year and with the rate of inflation currently very low (have you noticed prices are being included on the labels of goods in supermarkets again rather than being stuck on?), here we are being hammered by a premium hike not of our making, as well as receiving fewer donations than we should based on numbers insured.

The Committee will be reviewing the situation to consider if Footman James should lose their preferred insurer status. In the mean time, I suggest you shop around, the days when we could rely on Footman James being the best deal regrettably seem to be over.

Geoff Murrell

Your Secretary's Ramblings.

July/August is generally a quiet time on the club front and this year has been no exception. I write this on a lovely warm day at the end of August at the close of a good summer for a change. Last year many shows were seriously affected by rain so what do we get this year? Foot and mouth disease, which has seriously curtailed the calendar for many shows, particularly those with an agricultural flavour. We take our old cars for granted and forget the pleasure we give to others by simply seeing us on the road, so I hope you have been out and about as much as possible with the old Ford. We still have the All Ford Rally at the end of September (are you booked in?) as probably the last outdoor show before the Autumn indoor shows at Stoneleigh and NEC.

As a follow up to the Chester Show (last mag), we are sorry to hear that car of the show winner and long standing member, Phil Denson, has had a heart attack and is awaiting by-pass surgery. All the best Phil, get well for Ireland (Convoy 2002) next year. On which subject I was delighted to see the large entry list for Ireland next June. It appears that whilst I may complain of poor attendance at static shows (e.g. Chester), a number of members are keen to enter the touring events. No doubt our Committee will ponder this for future years. During this summer I visited my brother Ken & family on the Isle of Man and thought of this as an excellent venue for a future summer tour. The quiet roads are an excellent attraction along with some very pleasant countryside, hills, dales, fishing ports and beaches and just right for our pace of life.

Our summer has been fine and just right for tourers which are in the news. I hear that Kevin Briggins Shaw's Model 'Y' Mistral (which he bought from me 6 years ago) is headed for the appropriate sunny climate of Majorca with member Guy Maurin. I see that the equally rare Model 'Y' Cairn tourer belonging to John Harrison in Barnard Castle is for sale in this edition. I always feel that the tourer versions of our cars are a delight to use, largely because most of the reduced engine and road noise experienced in driving equivalent saloons. Having owned a 'Y' tourer I would like a

'CX' tourer next. (Don't tell Pat just yet 'cos she may mutter something about finishing my Model A first.)

Seeing AAT 492 (page 26 last edition) reminded me of my first Ford experience as a 5 year old at the end of the war, when my late father owned a 2 door Model 'Y' closely registered AAT 542. Dad's first motoring had been with a Ford Model T truck around 1920/21 and I recall quite clearly his high opinion of his little Model 'Y' due to its reliability and economy. I also remember my leaving a tricycle on the drive behind the 'Y' and dad backing over it, puncturing the just filled petrol tank. The precious rationed fuel ran out onto the floor and I went into hiding for a while! I also recall travelling in the 'Y' for a family holiday in distant (from Yorkshire) Great Yarmouth, when quiet beaches still featured the wonders of barbed wire and landmines. The steering was extremely light on that trip due to the heavy luggage carried on the rear fold up rack. The 'Y' was subsequently sold at a profit, high prices being due to the shortage of vehicles, and was followed by a Ford Model 'C', which was a poor example and not kept for long.

Our summer weather may have raised the old problem of petrol evaporation when under-bonnet temperatures rise to a point where fuel evaporates in the feed line (either before the pump or between pump and carb.) bringing the car to a halt. I am told that modern unleaded fuel, which you are probably using with one of the approved lead additives, is more prone to evaporation than leaded petrol. Do members have any experiences to relate on this matter? Incidentally, the FBHVC, to which our club is affiliated, has updated its list of garages where leaded petrol has been made available. (You will recall that legislation allowed the sale of a small percentage of leaded petrol). Members wishing to have a copy of this list should send me a Stamped A5 or A4 size envelope.

That's it for now - well my column is entitled 'a ramble'! Enjoy your Autumn motoring.

Bob Wilkinson.

Chasing up Model 'C's Down Under

Heard the story of the missing 'C's? If you add up the figures for all the types of Model 'C' on page 22 of the 10th (January 2001) edition of the 'List of Known Surviving Vehicles', a total of 18,312 were bodied by Briggs Motor Bodies between 12 July 1934 and 20 January 1936. However, a report issued by the Ford Motor Company and kept in the archives at the National Motor Museum in Beaulieu states that, between 1 October 1934 and 31 October 1935, 17,641 Model 'C's were built as complete vehicles and a further 3,699 were built for export in CKD form (*I suggest this stands for 'Chassis Knocked down' - Ed.*), making a grand total 21,340. This results in an excess of 3,028 units built over those bodied by Briggs. Is this the magical total of Model 'C's bodied abroad, I ask? Now I know there are seven 'C's somewhere between England and China, so what happened to the remaining 3,021?

Joking apart, whether we accept the total built as 18,312 or 21,340, it is still only a small figure in terms of today's car production. I seem to recall that Halewood was turning out around 900 Escorts a day when I last visited the factory in the late 1980s, so that would make it only about a month's production of Model 'C's by today's standards! Anyway, I digress...! It may come as no surprise to the reader to discover that Model 'C's are just as rare "Down Under" as they are anywhere else in the world. A glance at the 'List of Known Surviving Vehicles' will tell you that there were 12 examples to be found in Australia at 1 January 2001, made up of 10 sedans (4-door saloons); one roadster and one roadster utility. Since that publication hit our door mats, one of the sedans (20-S235), or strictly speaking, what remained of it, has been purchased from Jim Oliver by John De Vries of Boronia, Victoria and completely stripped by John for spare parts for his Model 'CX' coupe (20B-C220) project, so is now officially "deceased". To maintain the status quo, another sedan has been discovered in New South Wales. It is owned by Ken & Karen Codling and is undergoing restoration at the time of writing, but no further details are known about this car at present.

Of the remaining nine sedans, only one has been roadworthy and driven

Bob's Joke Corner.

Five Englishmen in an Audi Quattro arrive at the Italian border. The Italian Customs agent stops them and tells them: "It's illegal to putta fiva people in a Quattro."

"What do you mean it's illegal?" asked the Englishmen.

"Quattro means four." replies the Italian official.

"Quattro is just the name of the automobile." the Englishmen retort in disbelief. "Look at the papers: this car is designed to carry 5 persons."

"You can'ta pulla thata one ona me," replies the Italian customs agent.

"Quattro means four. You hava fiva people ina your car and you are therefore breakin'a the law."

The Englishmen replies angrily, "You idiot! Call your supervisor over I want to speak to someone with more intelligence!"

"Sorry," responds the Italian official, "he can'ta come. He'sa busy with 2 guys in a Uno".

Sam tells me that I have an Australian fan (Rikki Oliver) who must be a connoisseur of good humour, but the above offering comes from an equally talented Bobby Gales in Suffolk.

anywhere, to my knowledge, in the past two years. This is the beautiful 1935 ivory-coloured specimen (registered VHV-935, body number 20-S415), which is owned by Quentin Durward of Sefton Park, South Australia and was seen at the All Ford Day in Adelaide on 12 March 2000. Also seen at that event (but unfortunately, not photographed) was a 1935 cream sedan with red grille and wheels (20-S515), owned by John Howard of Royal Park, South Australia. This car was not registered at the time and presumably was trailered to the show. Alan Stevens has been trying to sell his unrestored 1935 sedan (20-S313) for some years; it was painted black, but is currently in "red oxide" primer, and needs a full restoration. I have seen it several times, tucked away in the corner of one of the sheds at Alan's home near Bendigo, Victoria. Little remained of the two sedans owned by Giulio Tagliaferri in Casuarina, Western Australia

(20-S112 and 20-S122) when I saw them in 1997 and they are likely to be used only for spares. David Moran of Wandong, Victoria found his dark green 1935 sedan (20-S339) in Hamilton, Victoria in the summer of 2000 and it is currently under wraps, pending the completion of his current restoration project, a 1936 Model CX sedan (20B-S2068). David's, or rather Sandra, his wife's story is told elsewhere in this issue. The last Model 'C' sedan I have encountered since coming out here is the chocolate brown example that was being sold late in 2000 by Chris Smith of Tierri, Queensland, which looked like a Model 'CX' from the photographs supplied but has a body number 20-S343, making it an earlier model fitted with later front panels. I have had no personal contact with the owners of the remaining two sedans; Steve Austin's brown 1935 sedan (20-S86) and B. Greig's black car (registered BG-181, in New South Wales). I can only presume they are both in storage. Steve's car, incidentally, is the oldest Model 'C' known to exist in Australia and is part of a large private collection of rare Sidevalves, many of which have not been seen out and about for years.

That leaves just the roadster and the roadster utility - both unique vehicles in their own right. The 1935 roadster (20-R30) has been owned by Tim Grant of Spreyton, Tasmania for around 10 years and is very much a long-term restoration project. A very similar car to my own Model 'CX' roadster (20B-R220), it was found in a deplorable condition and Tim acquired the remains of a Model 'CX' coupe (20B-C140) as a source of spares for the project. The coupe is now "deceased" - so don't bother ringing Tim and submitting a bid for it! Despite much encouragement from both myself and Tim Johnson, Tim G. has not made much progress lately, preferring to concentrate on other things, like bringing up a family! With the recent growth of the Sidevalve movement in "Tassie", I don't think Tim G. will want to miss out for much longer!

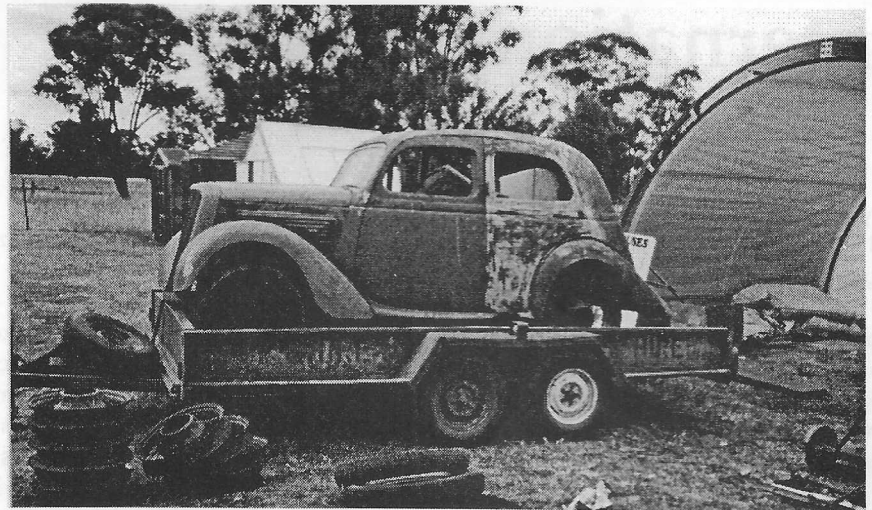
As for the 1935 cream and red roadster utility (20-LD68), this must be one of the nicest Sidevalves I've had the privilege to know about since I came to Oz. I first heard about it through Issue No. 124 of *Traverse Torque* and had just traced the owner, Dennis Crook,

in June 2000 when his wife Edna told me he was ill with cancer and he died soon afterwards. Dennis, who lived in Peterborough, South Australia, had only recently completed the restoration of this ultra-rare vehicle, which has now passed to his son David in Whyalla, South Australia. A glance at a good map of Australia will show you that this industrial city is "out in the sticks", some 3 hours drive away from Adelaide - in the wrong direction (i.e. westward, towards the infamous Nullabor Desert and Western Australia)! Unfortunately, this means that this charming vehicle is unlikely to be seen at any major shows outside its own locality - a real shame!

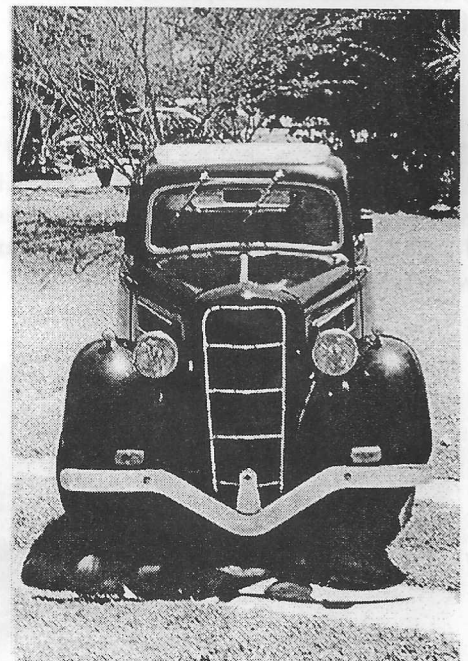
It will be seen from the foregoing that all the Model 'C's known to exist Down Under date from 1935 and only two - Quentin's sedan and Dennis's roadster ute - have actually been on the road in recent times - both, ironically, in South Australia. So your chances of seeing one at a show or event outside South Australia are pretty slim at this moment in time!

Incidentally, the Model 'C' was also available as a coupe (2-seater with solid-roof and an optional external dickey seat) and a panel delivery van, but no examples of either of these are currently known to exist. Now if one of those were to turn up, I would want to be the first in the queue to see it!

Bill Ballard



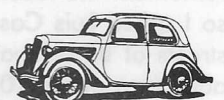
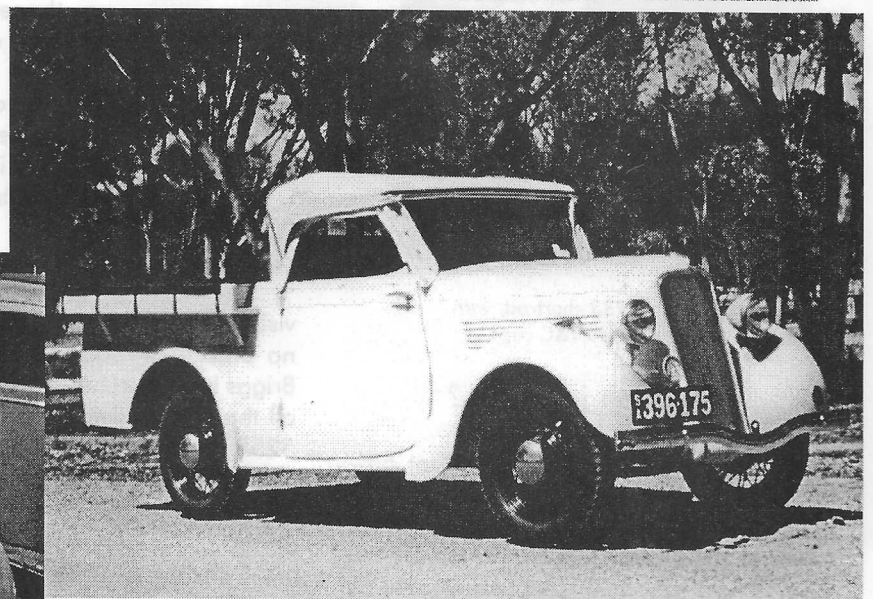
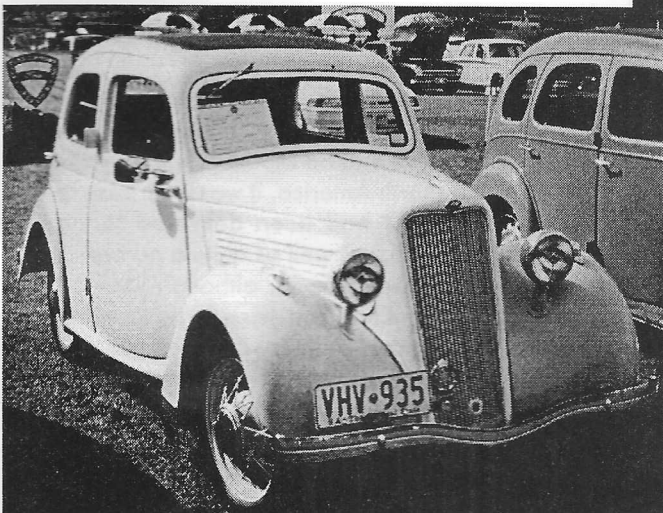
Above: "Alan Stevens' still unrestored 1935 Model 'C' Sedan (Geelong body No:- 20 S313) photographed by Bill Ballard at Alan's home near Bendigo, Victoria in 1993."



Right: "Chris Smith of Tierri, Queensland, sent this photograph of his unregistered chocolate-brown Model 'C' (Geelong body no: 20 S343). It has been fitted with a Model 'CX' front grille and a fair attempt at a home-made front bumper."

Below right: "The only known surviving Model 'C' well-sided Roadster 'Ute', beautifully restored by the late Dennis Crook. Now with his son, David, in Whyalla, South Australia (Geelong body no: 20 LD68)."

"Quentin Durwood's 1935 Model 'C' Sedan (C 20329) photographed by Bill Ballard at the Modbury Oval, Adelaide in 1993. Geelong body No: 20 S415."



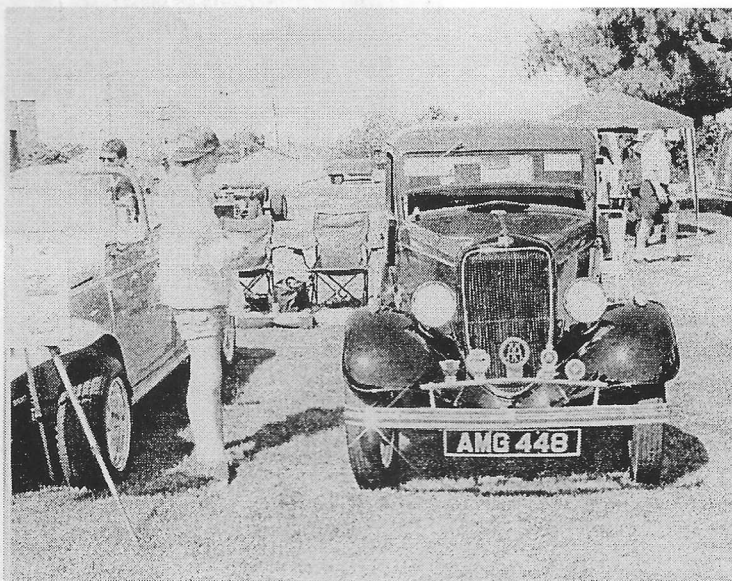
International news

Spain

Guy Maurin, from Mallorca (Majorca) in the Balearic Islands, has bought Kevin Briggshaw's Model 'Y' Jensen bodied 'Mistral' tourer, following Kevin's advertisement in 'Transverse Torque'. Although it is a shame to see this beautiful tourer going 'overseas', Guy is well capable of giving it a good home. I note that the Mistral is a cold wind which gusts in squalls down the Rhône valley in France and on into the Mediterranean. I don't suppose that it reaches Mallorca, some 250 miles from the French coast, but it is a nice thought!

California

George W. Pierce sent his photograph of his July 1933 short rad at a recent rally in California. George was dressed in a Y&C Register T-shirt and his granddaughter, Rachel Savans, wore a Register baseball cap.



"George W. Pierce's 1933 short rad, with granddaughter in reversed Y&C cap!"

Spanish Jennings?

You might recall, in Issue 124, that Edwin Phelps of the Ford V8 clan told me that a friend of his, whilst on holiday, had seen and photographed a long rad Model 'Y' with a Jennings 'hutch-back' conversion in a scrapyard in Barcelona. Unfortunately, his friend could not remember the location of the scrapyard and so I asked Luis Cascante to scour the backstreets of Barcelona to find it! Luis, I might add, lives about 100 miles from Barcelona,

near the border with Andorra, and Barcelona is about twice the size of Birmingham!

Believe it or not, Luis has tracked it down and has sent some photographs. The story goes that fellow member, Miguel Barras, is looking for some brake cluster parts. He told Luis that he had found a Model 'Y' in a scrapyard near his garage, but the owner refused to sell the part; he only wished to sell the whole car. Luis immediately related this find to the missing Jennings and asked Miguel if the car had a rear door; to which the answer was 'Yes' Eureka! The next Saturday, they were both in the scrapyard. Regrettably, apart from a strange number plate, there is no evidence to the provenance of the car.

Luis writes:- "I wonder what happens with this 'Mystery Car'. The owner does not have any documentation; there is no engine in the car - hence no engine number; the numbers stamped on the chassis are not

visible; there is no Ford Ibérica plate, no official re-registration plate, nor Briggs body number plate. On top of all that, the registration number, MA 5255 (Málaga), indicates that the car was registered at the beginning of January 1933, 8 months before the launch of the long rad! This could explain why Málaga's Jefatura de Tráfico does not have any record of MA 5255, which is unusual. i.e. it could be a false number plate."

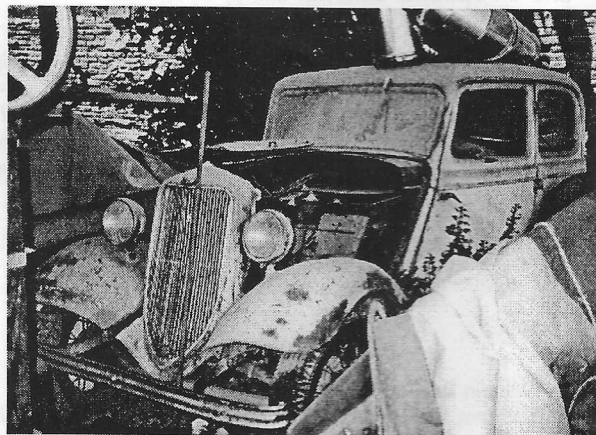
Luis suggested that we compare the

dimensions of John Follon's Jennings 'hutch-back' in Jersey with the one in Barcelona to satisfy ourselves that we have a genuine Jennings in Barcelona. I wrote to John Follon, who sent me the dimensions of his Jennings. For the record they are:-

- | | |
|---|--|
| 1. Width of door | Top 32.875ins
(83.50 cms)
Middle 33.0625 ins
(83.98 cms)
Bottom 32.4375 ins
(83.39 cms) |
| 2. Height of door | 32 ins (81.28 cms) |
| 3. Length of hinges | 5.5 ins (13.97 cms) |
| 4. Distance between bottom of top hinge and raised body coach line: | 10.75 ins (27.3 cms) |
| 5. Length of rain deflector above the door: | 36 ins (91.44 cms) |

As each conversion was carried out by hand, there will be slight differences in these measurements, but overall they should be similar if the Barcelona car is a genuine Jennings conversion.

"The empty engine compartment of the Jennings converted long rad (MA 5255) in a Barcelona scrapyard."



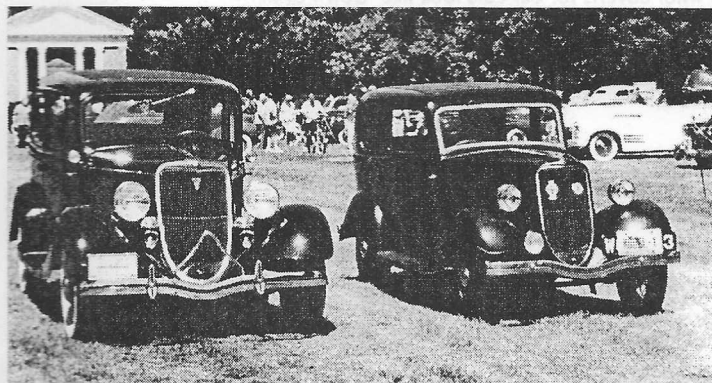
U.S.A. - Dearborn

Carlton Thisse, having read the Model 'Y' book comments:- "Having been led to believe that no Model 'Y's were delivered to North America, it was a surprise to find that 97 had been delivered for use in Canada, as well as quite a number in the Caribbean basin, although some of my older Jamaican friends have witnessed these cars in their younger days. Thanks for a good read, Sam." He goes on to report on the 2001 'Motor Muster', at



"The Jennings door at the rear of the Tudor Model 'Y'."

Henry Ford Museum in Dearborn. Greenfield Village contains many original historic buildings, which Henry considered to be of historical importance, or which were important to him. If he had not dismantled them and rebuilt them in Dearborn, they would have been demolished and lost forever. They include Thomas Edison's original laboratory, complete with all his experimental equipment, Henry and Clara's clapboard house, the Wright Brothers bicycle shop, the small workshop from Bagley street where Henry



"Carlton Thisse's 1937 Model 'Y' poses alongside a 1933 V8 Model 40 at the 2001 Greenfield Village 'Motor Muster' in Dearborn, Michigan."

built his first car, the Quadricycle and many more besides. It is a fascinating place to visit.

The accompanying photograph shows Carlton Thisse's 1937 Model 'Y' alongside the 1933/34 V8 model 40 of Ken Campbell of Dearborn. The photographer was William Porter who, as Carlton explains, "was the Chief Body Designer of Buick Motors for the last 15 years before he retired and was the Chief Body Designer at Pontiac for several years before that. He lectures at the annual Motor Muster each

year on 'The evolution of Body Design from the 1930s onwards'. Bill's interest in body design led him to ask me to set up 1937 WG 5793 alongside a 1933 Ford Tudor V8 for comparison photos. You will remember that WG is all original except for the 1934 chromed 'de luxe' windscreen. It has 66,285 miles from new and I've had it 40 years. The 1933 model 40 (nobody here knows what that means!) is a very nice resto-

ration."

Carlton, I hope that you made sure that Bill Porter was aware that the 1933/34 V8 was a scaled up version of the Model 'Y', rather than the other way round.

New Zealand

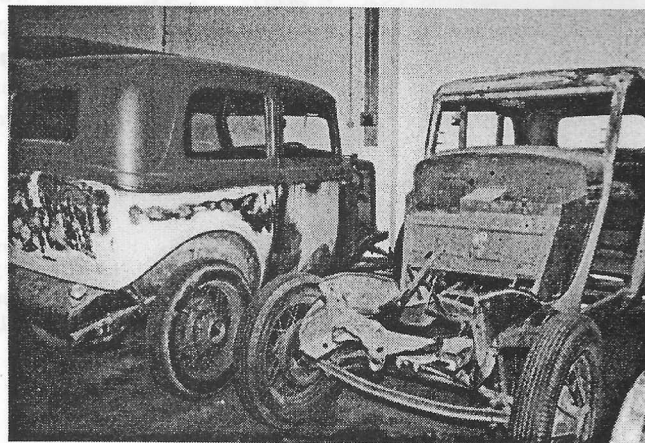
Bill Ballard, our Australian Coordinator, has cast his eyes over the water to New Zealand. He is obviously looking for promotion to Antipodean Coordinator!

Here, he has recruited the services of Ron Day, whose sidevalvestrewn back yard we illustrated in the last issue. Ron is

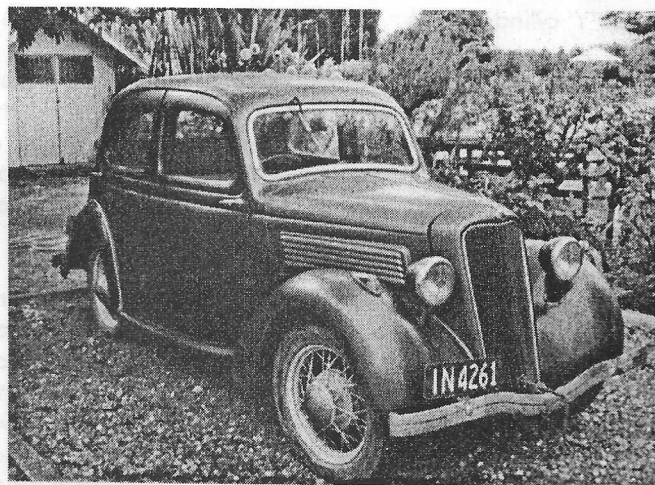
doing a great job on our behalf, discovering enough surviving 'Y's and 'C's to produce a New Zealand mini-register. As Bill reports:- "You will probably have had a look at the other stuff accompanying this letter by now and surely cannot fail to have been impressed with the 'New Zealand Y&C Register'. Thanks to Ron Day, no fewer than 17 Model 'Y's, 7 Model 'C's and 16 Model 'CX's have been added to our own 'register' in three weeks! Ron's information came from interrogat-

ing the Vintage Car Club of New Zealand's records. I've re-hashed it into a form to match our records and highlighted in red all the changes required. That should keep you busy for a while!

Included on the NZ register are the three Model 'Y's of member Dave McKelvey. Apparently, the 1932 car (Y490 - the third oldest surviving Model 'Y') is in "pretty poor" condition, whereas the other two are being restored. Ron Day has also located and purchased the remains of what he thinks is an ex-Australian Model 'Y' Roadster! I'm not holding my breath though, because he's buying it from a hot-rodder! I would trust Ron to know what an Aussie Roadster looks like and surely he must have a 'gut reaction' when he first saw it as to whether it was likely to be genuine or not. He collects it next Sunday and will be sending photographs a.s.a.p."

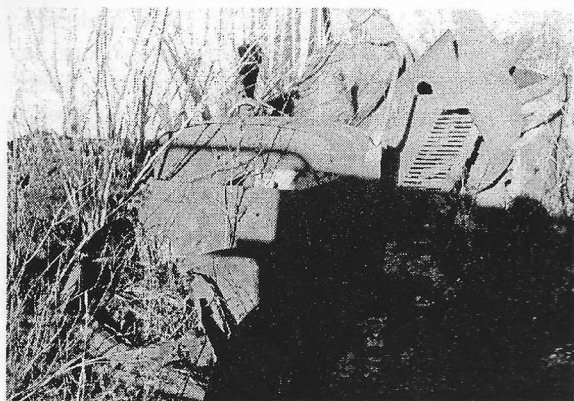


Photograph, taken by Ron Day in 1998 of a Model 'Y' Tudor and a Fordor under restoration



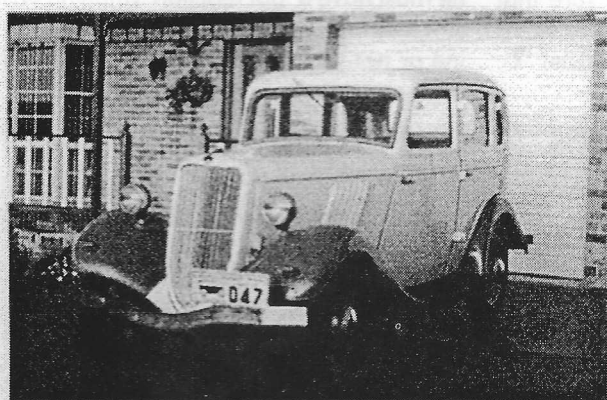
"The Model 'C' owned by Ian Hope. Ron Day visited him recently to learn that Ian has had the car professionally re-upholstered in "the correct fabric and style", re-plated the bumpers and started work to get it running again."

Australia



"The remains of a rusty, unpainted Model 'CX' Tourer owned by a panel beater in Hastings, NZ, who has removed the car under cover since Ron Day took the photograph two years ago.

Bill Ballard has continued over the Australian winter months with the restoration of his Model 'CX' Roadster. "Out of nine wheels I received with the Roadster and the 'donor car', only five turned out to be any good and one of those needed a spoke repairing. Wayne Brown kindly gave me a sixth wheel and I've taken no chances and had all six "tested for roundness" and had their edges "rolled true" where necessary (total cost A\$95). Then I've had them all sand-blasted (A\$240) and powder coated in light grey gloss 'with a hint of blue' (A\$80) i.e. at a total cost of A\$415 = £166 for six wheels, or about £28 per wheel. The sixth wheel will be retained as a tyre-less spare. Naturally, the wheels look superb and will go well with the blue I have in mind for the bodywork, which I've discovered is called "Corio blue" nowadays. As Geelong, where the Ford body manufacturing plant and assembly plant for our cars is located, is alongside Corio Bay, this seems very fitting! I've also given the Roadster's rear axle to my pal, James Allan, to repair and refurbish for me. I hope that by now the Y&C Spares have received my order for a back axle hub kit."



(dp-4) RESTORED 1934 Y MODEL Ford (popular) being sold to make room for next project, have owned vehicle for 15 years. English Ford enthusiast will buy (club plates). Reg. 047 Ph (049) 50 1417 N.S.W 87 501

Bill has also kindly sent in a 'Model 'Y' Illustrated Parts Catalogue', dated 1 June 1937, issued by 'Ford Motor Company of Aust. Pty. Ltd.' for the archives. The parts listing is identical in all respects to the 'Popular' Illustrated Parts Catalogue', dated 15th June 1937, issued by 'Ford Motor Company Ltd.', except that the Australian catalogue does not include the parts listing for the Epicyclic Steering Gear; that not being fitted in production in June 1933, when the first 'Knocked Down' Model 'Y' rolling chassis arrived in Australia. Thanks Bill.

"An advert from the April 2001 edition of 'Unique Cars' for a 1934 cream and brown 'de luxe' Fordor Model 'Y', to give you some idea of what adverts for our cars look like 'Down Under'. Submitted by Bill Ballard."

Engine development

I don't want to steal the Model 'Y's thunder re. engine development but, although it can be said that the Model 'Y' engine initiated the Model 'C' unit, it cannot be said that subsequent engine development for both 8hp and 10hp units was derived from the first Model 'Y' cylinder block. Before I have a torrent of letters from disgruntled Model 'Y' owners, may I explain.

The original power unit, although robust and of good design, was simply too small a block/casting to accept any discernible increase in engine power and development. Furthermore, the manufacture of not one, but two engines of differing power ranges, had to be reflected economically. The larger casting mould of the Model 'C' from its conception, based on the same principles as the earlier 8hp, simplified the manufacture of both engines and paved the way for further development in the 7Y and 7W, continuing with the cam and chain driven E04A/E93A. Hence the landmark for all later Ford 8 and 10hp engines is from this very period of initial development on the Ford Model 'C' engine.

The significance of the change meant a brand new block and cylinder head on the Model 'Y' and a Model 'C' unit being hardly different from the new 8hp. Alas, the higher specification of 1172ccs and the unheard of 6.6 compression ratio on a sidevalve engine, together with the starter motor/ engine flange debacle, dictated that the model 'C' 10hp engine deviated away somewhat from its original spec. Only the early Model 'C's had engines with the same flange for the 8hp starter, puzzling those who have come across this type of early power unit into thinking that it was a Model 'Y' unit. One can find these early engines still around and it is well worthwhile rebuilding these, if not too worn; although the babitting (white metalling) requires a specialist. The 1937 engines, devoid of the exterior main bearing nuts, were used in the 'Y', 7Y, CX and 7W. These power units utilised shell bearings and, again, there was some hesitation at Ford in the manner in which this was design developed in the small Ford range, but again, that is another story

Yvon Precieux.

The Bert Thomas story - Part I

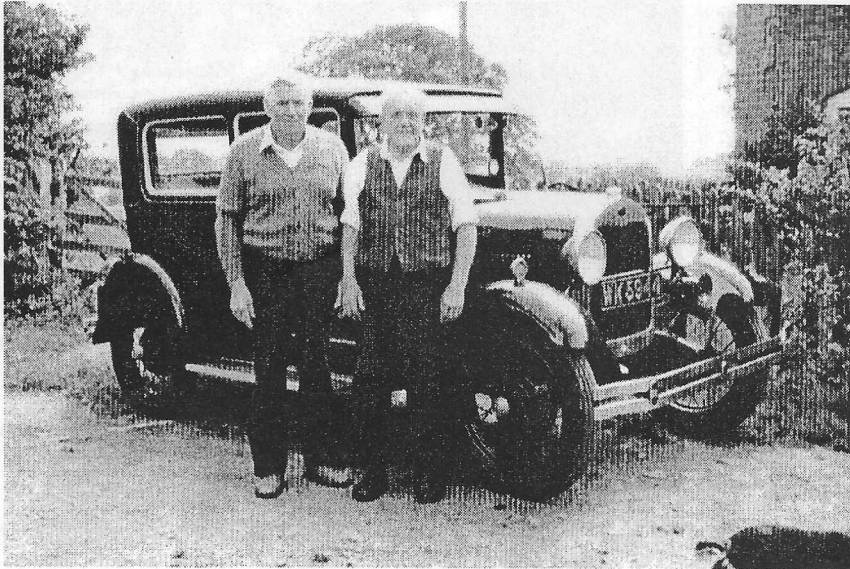
Many of the longer serving members of the Register will remember, with affection, the late Bert Thomas and his Aladdin's cave of spares in his bungalow in Mytchett, near Farnborough. Bert was not only the source off spares for many of us, but also the guru on all matters Ford. Philip Albers, who incidentally was responsible for introducing me to the Y&C Register in 1979, has written Bert's story for the Model 'A' Club of Great Britain. It reads:-

"David Herbert Thomas, or Bert Thomas as we knew him, was in the motor trade. He rented a workshop from Bradford's in Farnborough, Hampshire. Fully occupied in crash repairs and insurance work on all sorts of cars employing four staff. He had some very sophisticated equipment cemented into the floor for pulling and stretching cars back into shape, doing jobs that no-one would bother with today by 'writing them off'.

The owners of Bradford's and Bert's workshop had a Model 'A' Ford. Instead of offering it to Bert, knowing he was interested in cars, they sent it to Normandy Salvage for scrap. Bert got to hear of this and bought it from the scrap yard. This was in the early sixties when Bert had a 1930's Rolls Royce. As soon as he got the Model 'A', he discovered that it was a very early 1928 AR right hand drive two door sedan. He started work on it straight away in a corner of his workshop. He soon sold the Rolls Royce for £275 (what he paid for it).

The restoration went on for some years through the sixties and in the search for parts, he started to get offers from main Ford dealers of 'clear-outs' of all their old stock. One such deal was for a mass of parts from Chapels of Oldham. He shared this haul of goodies with two other Model 'A' owners. This led to the formation of 'The Rose of England Chapter'. The Club was formed on 4th October 1970. The early members were voted in as Bert Tho-

mas - President, Bob Bennett - Vice President, Geoff Howlett - Treasurer and Betty Belcher - Secretary. Others were Roger Bathgate and Steve Stephens. Subscriptions were agreed at 30/- (£1.50) and Club meetings got under way on a monthly



"Bert Thomas (on left) with Mr. Arthur Thompson, the previous owner of the Model 'A', outside Banner Lane Farm, Coventry."

basis in a pub near Royston on the A505.

In 1969 I (Philip Albers) bought my Model 'A' from Normandy Salvage. I had a 1936 Model 'C' 10 h.p. to sell to make room. The chap who bought it knew Bob Bennett. I got in touch with Bob and that is how I came to join The Rose of England Chapter in 1971.

In 1972, Bert heard of another car he fancied, a 1941 Mercury four door sedan. Although the car was in a sorry state, he bought it. On getting it back to his workshop, the body broke in two as it was so rotten! Although the Model 'A' was not yet finished, he made a start on the Mercury, collecting parts from his now fast growing collection. The Mercury turned out to be a rarity. A 1941 is rare anyway, before the war stopped production, but it was right hand drive; probably the only known survivor. It is rumoured to have been brought back from active service in Japan after the war and even used in the ceremony when the Japanese surrendered to the U.S.A. in 1945. Such a car can be seen in newsreel footage.

In early 1973, on the way to a monthly Club meeting, held on the middle Wednesday, Bert picked up Steve Stephens and Bob Neil in his Morris Minor van and drove on to Royston for the pub meet. He didn't want a drink that evening and asked Steve

to drive back, which Steve thought was odd. The next day, Bert felt really rough and saw his doctor, who sent him straight to Milford chest hospital for an immediate operation to remove one lung (he used to smoke 60 Woodbines a day!).

He was lucky to be alive, but had to get used to breathing on one cylinder and no more smoking. He had no intentions of giving up on life, continuing to finish the Mercury and putting final touches to the Model 'A'. When it was finished, the Model

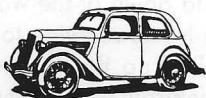
'A' looked great with all the right parts for a very early AR. He put back the original multi-plate clutch, which juddered like hell and first gear was very clunky. Later he managed to sort all the parts to redo the gearbox and clutch, including a new old stock original clutch, but I do not think he ever got around to doing it.

Before he had his workshop, he rented digs with Mrs Bellinger and her family near Staines. The family moved down to Mytchett, near Farnborough and Bert moved with them as a now well established friend. When he was ill and getting over his operation, Mrs Bellinger looked after him as best she could. Later, she was to become ill and the roles were reversed. Bert did his utmost to help her up to her eventual death. In her will, she gave him the bungalow they had lived in for as long as he was alive. Mrs Bellinger's daughter, who had by now left home, agreed to this. Until now, Bert had stored the parts in the garden shed and down at the workshop. He gave up the battle of trying to run the workshop, packed up the business and decided to concentrate on the buying and selling of Ford Parts.

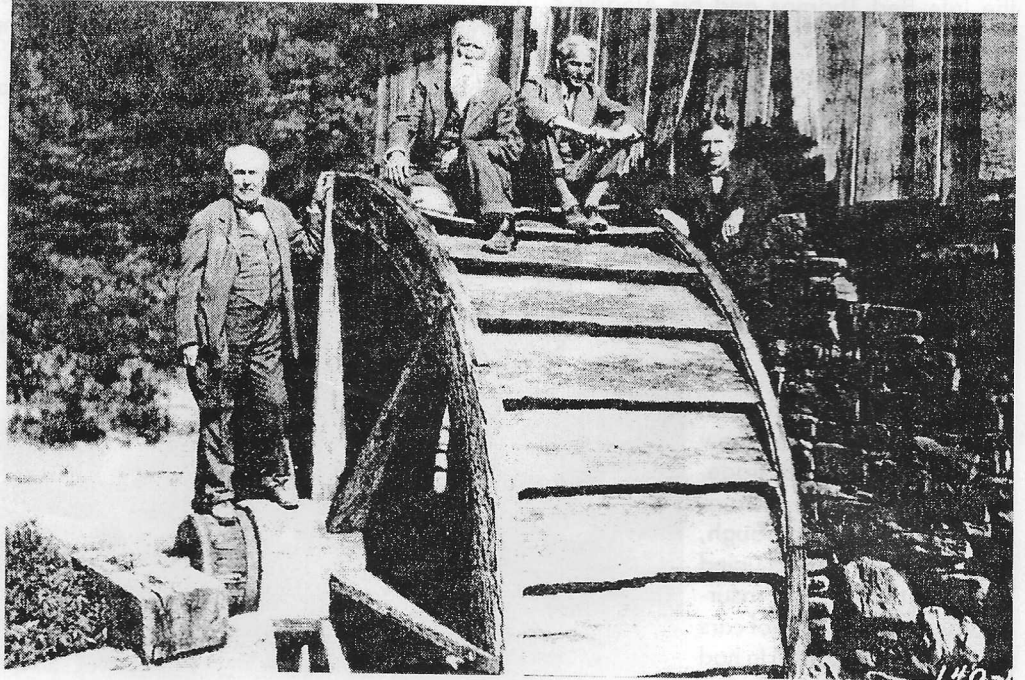
It wasn't long before new and second hand Ford parts started flooding in through the front door and up into the loft. The stuff that would not get through the door went out top the back, into the garden shed, or just under plastic sheeting in the garden. With the Model 'A' Club well established, the vast amount of new old stock and second hand parts and a fast growing collection of Ford literature piling up, plus Bert's memory for Ford Part Numbers, etc., other Ford nuts would turn up in the evenings to buy parts, exchange knowledge or suss out other details of their particular projects. Wednesday night started to become a particular meeting night for Ford fans from all over. Since the Model 'A' Club meetings were on a Wednesday night once a month, it seemed ideal to have unofficial meetings on the other three Wednesday nights.

Sometimes Bert's front room (not being very big) soon filled up with all sorts, perched on whatever they could find to sit on, facing the fireplace and wall, which was stacked from top to bottom, end to end, with Ford books, Handbooks, Service books, adverts, historical books, you name it. He probably had the biggest and most detailed collection for reference in the country. When the fireplace wall was filled, the books started to grow in piles around the room. The telephone was 'red hot' in the evenings from callers 'wanting this', 'Did you know that?', 'What is this?', 'Have you got any of that?'. Even calls from The Ford Motor Company for parts they had sold to him only a few years ago!

In 1976 I had to move out of London where I lived. Bert offered me the option of moving in and using one of his rooms in the bungalow, which I did. The bungalow was very damp inside. Bert was convinced it did not have any damp course. Maybe it was all that metal stored everywhere." - to be continued



The Firestone saga



Harvey and Henry were the best of buddies. Along with Thomas and John, they would go off annually to the country in Henry's specially equipped Model T camper cum kitchen and go back to nature, putting the world to right over the camp fire. Each of the 'Four Vagabonds', as they called themselves, was famous in his own right. The adventures of the four attracted media interest, which became so unbearable that they eventually had to cancel their escapades after six years, in 1924. The four were Henry Ford, the great industrialist, Thomas Edison, the great inventor, Harvey Firestone, the tyre magnate and John Burroughs, the famous naturalist, bird lover, poet and author.

Through this friendship, all tyres on Ford cars built in Dearborn and Dagenham were fitted with Firestone tyres. Today, however, Henry and Harvey will be turning in their graves. In 1988 Firestone sold out to the Japanese tyre company Bridgestone. By early last year, the National Highway Transportation Safety Administration (NHTSA) in the U.S.A. had received so many complaints from consumers about the tread peeling off Firestone tyres (ATX,

"The Four Vagabonds on one of their outings. From left: Thomas Edison, John Burroughs, Henry Ford and Harvey Firestone. Photograph from the Collections of Henry Ford Museum & Greenfield Village."

ATX II and Wilderness) that an investigation was launched. The findings showed that, by the end of August 2000, some 88 deaths and 250 injuries had resulted from the defective tyres, mainly on the popular sport utility Ford Explorer vehicles, which are said to be prone to rolling over. An expensive recall programme is under way and Ford is faced with many lawsuits.

Bridgestone/Firestone have severed links with Ford after almost a century of business, saying that the cause of the problem lies with the design of the Explorer and the Ford assembly line and not with their US Firestone plant. In June this year, NHTSA raised the number of deaths in the U.S.A. connected to the tyres to 203. It's all very messy and a million miles away from the halcyon days of the Four Vagabonds.

Members' correspondence

Archival films

Mick Hicks writes from Norfolk: "On Friday June 1st, I was watching a programme on the television called 'How to fail your driving test'. The early part of the programme was in black and white and featured two Fords; a Model 'Y', registration number AYF 722, and a Model 'C', registration number BVX 114. In fact most of the vehicles in the film seemed to be Fords. Wanting to know more about this piece of film, I wrote to the BBC Information Office and their reply was as follows: "I am afraid that we are unable to provide details of the black and white film used in this programme." Remembering that this was June 2001 and not June 1940, is this piece of film on the secret list? Does the BBC know the war is over?! Do AYF 722 and BVX 114 still survive?"

Amazingly, within a week, I received a letter from Tony Eldridge, in Essex, saying: "The wife of a friend of mine who works for the local council has recently discovered in their archives some very interesting films that relate to road safety. They have been transferred to video and the video has been loaned to me. One film is of Essex Roads in 1947 and the others are Ford films that date from 1935 and 1937/38. These films are of extreme historical interest, so I have got another friend to copy the video for me and for the Register archives. You will be amazed!"

The first film is a lengthy Essex Police film, taken from a Wolsley police car in 1947. It shows examples of bad driving, cycling and unaware pedestrians in various towns around that county. As Tony says, they portray superbly, the state of towns and roads and the type of traffic found on them shortly after the war. I remember it well!

The final two films are Ford films. The first, "Your Driving Test" is the one referred to by Mick Hicks and is hilarious by today's standards but, when you consider that it only became compulsory to take a driving test in 1934, the need for such a film was necessary. The film only shows Model 'C's, Model 'Y's and V8 Model 48s, the film having been made in 1935. To answer Mick's question, neither the March 1934 London registered Model 'Y' nor the January 1935 Essex registered Model 'C', the

key players, appears to have survived as we do not have them listed on the register. The narrative is by a very plumb in the mouth Sir Malcolm Campbell, who was a director on the board of the Ford Motor Company at the time. He concludes the film by saying, rather patronisingly, "Pass your driving test and we will have the pleasure of welcoming you as a member of the Fellowship of the Road." The second Ford film, entitled "Let's Tell Him", was made in 1937 and, again, concentrates on bad driving habits. It uses the then new 10 h.p. 7W and the V8 Model 62 as demonstrators. Thanks Tony for the donation to the archives.

A Model 'Y' keepsake

Arthur Cooper writes from Thatcham: "To all Register Officers. Thank you and all the members of the Register for the work you do keeping the Ford Ys alive. My 1933 Y, JB 2893 is asleep in the garage at present. I will look after it as my late wife taught me to drive in it nearly fifty years ago. We used it as our only transport until 1968, when we had to get a larger car. My son put it on the road again in the 1990s for a time. I hope I shall see it on the road again some day."

Thank you Arthur, and other members who have written to say 'Thank you' to the Register Officers when renewing their subscriptions.

The Jensen 'Mistral' starting handle.

Following the piece in the last issue about the re-location of the starting handle hole in the radiator grille of the 'streamlined' Jensen bodied Model 'Y', Harry Edwards, the Editor and Historian of the Morris Register, faxed me the fol-

lowing diagram and information about his Jensen bodied Morris Eight tourer. As the Morris Eight body design was so similar to the Model 'Y', coachbuilders had an easy design task in replicating the styling of the Model 'Y' bodies to those on the later Morris Eight. He writes:-

"You are probably aware that I have a Jensen bodied Morris 8 which follows the general lines of the Ford Model 'Y' 'Mistral' and, as you mention Kevin Brigginsshaw's puzzlement about the 'Mistral's starting handle on page 21 of the current issue of Transverse Torque, it occurred to me that you may find the enclosed sketches of interest as they show the arrangement by Jensen on the Morris 8.

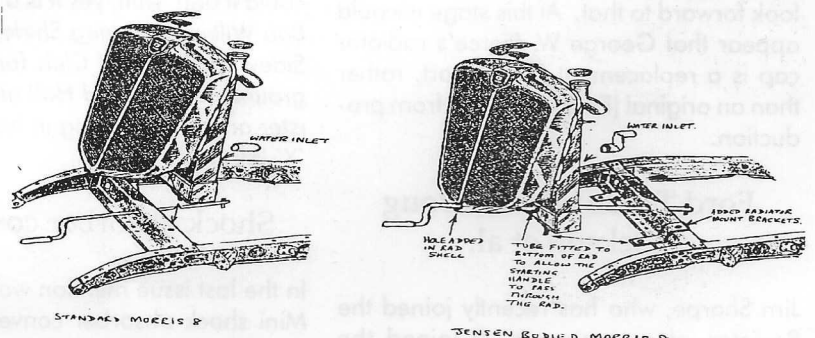
In order that the radiator may be moved forward and lowered, thus allowing for a longer bonnet on the design, Jensen added cranked radiator mounting brackets as shown on the following sheet. Such an arrangement posed the problem that the starting handle had to actually go through the bottom tank of the radiator, so they fitted a tube which was soldered into position as shown. As the water inlet would then be impeded by the cross member, Jensen added a cranked water inlet similar to the item you mentioned. As with 'Mistral', Jensen shortened the blades of the fan on the Morris as the full length would foul the header tank."

More archives

I am grateful to Ron Kendall for sending a colour photocopy of the 1933 Ford Motor Exhibition catalogue as included in 'The Autocar' of 13 October 1933 and the report on the show from the same magazine.

Malcolm Grace sent me a super photo-

"The Jensen modification to the Morris 8 to accommodate the lower 'streamlined' bonnet. Courtesy Harry Edwards, Editor/Historian, Morris Register."



graph of a Model 'Y' being dug out of the snow in Scotland, which might satisfy our need for a Register Christmas card photograph this year. He also sent in a wonderful collection of photographs, which will appear in future issues of the magazine. As with all personal collections sent to me, they were professionally photocopied and returned to sender a.s.p., so please send in any interesting period photographs you may have. They all add to the history of our cars.

EnFo logo

In an e-mail to me, George W. Pierce in Santa Maria, California, questioned whether the radiator cap on his Model 'Y' was original as it had the 'Enfo' script stamped on it - rather than the Ford script. I sent a holding reply saying that I thought Enfo was a post-war logo and put the question to our Ford in-house expert, Geoff Murrell. Geoff 'knew a man or two that do' and put the question to old Ford hand, George King and member, Jim Sharpe, who joined the Ford Trade School many moons ago, in 1954.

George King remarks that EnFo stood for 'English Ford' and was probably introduced way back in Trafford Park days. It was written in script as per the current Ford Oval.

Jim Sharpe states:- "As far as George Pierce's EnFo radiator cap is concerned, I think there is a very slim chance that this was the original part fitted in production. Although an EnFo cap may very well be feasible back in the early 1930's, I have always associated the term EnFo with genuine Ford replacement parts. I think that the original equipment (OE) parts would have had the standard Ford oval to denote they were production parts."

Jim has offered to write an article on the whole subject of aftermarket parts supply, i.e. replacement parts, covering the brand names EnFo, FoMoCo and Motorcraft. We look forward to that. At this stage it would appear that George W. Pierce's radiator cap is a replacement (EnFo) part, rather than an original (Ford) part (OE) from production.

Ford Trade School, Doug Hickson et al.

Jim Sharpe, who has recently joined the Register, also comments, "I joined the

Trade School on 17th May 1954, just two years before the school closed and gave way to the Apprentice Training Scheme. There is still a strong bond between the 'Old Boys' with annual dinners and other get-togethers. I read in the last issue of the magazine, Page 19, that articles on the Trade School and Scholarship Scheme have been covered in previous issues. Is there a process for purchasing past issues? Maybe it would create interest and revenue to list a résumé in the magazine of what has been published in the past and an opportunity to buy previous issues, particularly for new members. [Jim, in every 25th issue of the magazine, an index of past articles is included. Bob Wilkinson holds spare copies of past issues for members to purchase and would be delighted to get rid of them as they take up a lot of room! The Trade School was covered in Issue 67 (1990) and in the Model 'Y' book under 'Display Chassis' and the Ford Scholarship Scheme in Issue 119 (1999)].

I enjoyed Part 5 of 'Doug Hickson's Memories'. The 'Don't know' figure in the photograph on page 16 is, I believe, Derek Dawes, who was the Ford of Britain Parts Director at the time the photograph was taken. Derek was still there after the merging of the Parts and Service Operations in the early 1990s. Prior to the merger, there were two distinct divisions serving the 'Aftermarket' for Ford in Britain; Customer Services Division and Parts Division. Ken Pendergast was the first Director of Customer Services Division when the Division was created in the mid 1970s. Ken was succeeded by Keith Prickett, who was in turn followed by Jim Harris. Tony Brigden became the first Parts and Service Director for Britain when the two Divisions came together. From memory, Derek Dawes remained as Head of Parts, reporting to Tony Brigden, until he retired."

One last point, I came across some photographs in a 1989 publication that you might find interesting, the gentleman with a mop of hair looks familiar, could it be!! [Jim, yes it is a much younger Bob Wilkinson taking Shirley Wood of the Sidevalve Owners' Club for a spin in the grounds of Stanford Hall at the Y&C Register annual gathering in his, then, Model 'Y' 'Mistral'.]

Shock absorber conversion

In the last issue mention was made of the Mini shock absorber conversion, as per-

formed by Fred Hooper on his Model 'Y'. This prompted Paul Beck to comment:- "I hope that the shock absorber modification described on page 25 is not condoned by the club. Why bastardise a perfectly functional standard system?". Although I would not condone this modification, I would take issue with Paul about the Model 'Y' shock absorber system being perfectly functional. In fact, most of our cars are retro-fitted with the Ford approved and supplied double cylinder Armstrong shock absorbers and adapter plates. This modification dates back to shortly after production of the Model 'Y' ceased. I note from the spares listing that the Register is temporarily out of stock of these kits. Perhaps we can persuade Dr. Ford to tell the story of the various shock absorbers fitted to our cars in a future issue.

The cream Model 'Y'

Paul also mentions that he has no response to the plea in the last issue to give the eminently restorable 1934 Blackpool Ford Dealers' Convention cream Model 'Y' a good home. The car (BGU 511) is advertised 'For Sale' again in this issue.

Disc wheels?

Ken Sleight from Doncaster faxes:- "A few months ago you published my letter in Transverse Torque. I was asking if anyone could shed light on a car I owned in 1953. It had solid steel wheels. There was no reply. Imagine my surprise when looking closely at the picture on page 27 of Issue 131 of the cars taking part in the 1933 Dependability Demonstration, the car entered by J. O'Neil & Sons of Dublin (on the left of the picture) had the same wheels. You can see the large hub caps with the wheel nuts within. The wheels were very easy to keep clean. Just think, if they had caught on, we wouldn't have had all those spokes to clean. Was this the very car I owned? Not very likely, but I would like to know about these wheels."

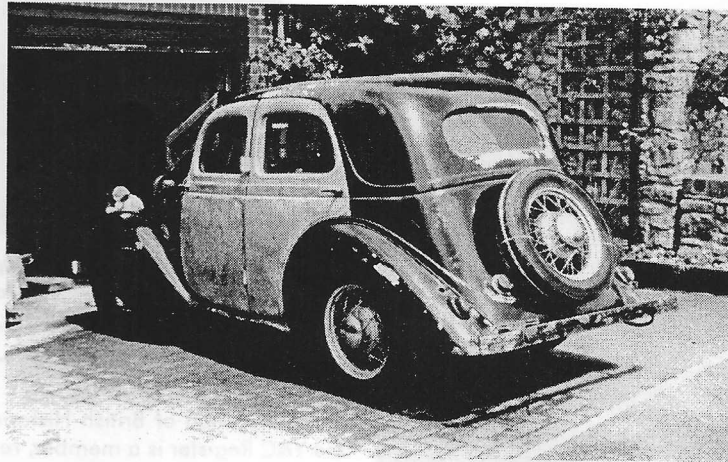
Ken, looking under a magnifying glass at the photocopy from which the picture in the magazine was copied, it is difficult to determine whether they are solid wheels or spoked wheels with a large hub cap. They are certainly not standard Ford (Kelsey-Hayes supplied) wheels as fitted in production. Looking through the copy of Haynes "British Cars of the Early Thirties" in the Register library, solid ('disc') wheels

were certainly available on some makes e.g. 1931 12 hp Armstrong Siddeley. The 'Easiclean' wheels did not appear on Fords until the Model 7W in 1937. Although these dispensed with spokes, they were not solid disc wheels. Can anyone shed more light on disc or large hub cap wheels which would fit on a Model 'Y' axle?

Ken goes on to comment:- "A little bit of news about my ex-Bob Wilkinson Ford 'CX' 'Betsy'. She won a second place in the Ford section at Newby Hall recently. I think they judged on originality. In the same section, there were two Model 'Y's, a Model 'C', my 'CX' and a Model 'Y' based Alpine tourer. Could Newby Hall be a good place for a club stand another year? [Barry Diggle to note.]

Original Model 'CX'

Ivor Bryant has gallantly hung on to the originality of his 1936 Model 'CX' (C44403) and often displayed it at the Bristol Classic Car Show. Alas, but understandably, he wants to make it roadworthy and presentable. He writes:- "CYH 391 has been parked up since the Bristol Car Show two years ago. Alas kept under a sheet - only unwrapped when John Keenan came to take photos and measurements so that he could put his car back together.



Caption:- "Ivor Bryant's 1936 Fordor Model 'CX' at the commencement of its restoration earlier this year."

After about half an hour of tinkering, CYH was started up one Saturday afternoon. On the Sunday evening, I moved the car home; about 50 yards up the road, hoping no other cars would be out at the time. Since taking the enclosed photographs, I have taken of the roof material and wood frame - this needs replacing. The wings have been taken off, as have the grille and bonnet. This is in anticipation of a respray - probably dark green as the seats are green - under a coating of black. The original colour seems to be a battleship grey/beige colour as this is the colour inside the tool box.

Since buying this car back in the '70s, I have, I believe, gathered all the missing parts. The hub caps took a couple of years to find. The back door glass and spare wheel carrier came from a breaker's yard. A full set of doors were provided by a man in Liverpool, whom I met at Stanford Hall. Last year, I found a sidelight at the All Ford

Rally and this year a sidelight lens locally. A few years ago, I found a spare radiator grille and a new front wing at Beaulieu and I received a set of bumpers from 'The Bristols' (Adrian and Julie Chapman).

The plywood floor panels have been replaced, but the rubber parts of the shock absorbers are perished. Could someone sketch the edge of the roof please? [on its way to you Ivor]. When (if?) I get this car back together, it will be the oldest of a set of four - 1959 Popular, 1953 Anglia and a 1938 Eight."

To stick with the original June 1936 production colours, you have a choice of three Ivor. You say that you will paint it dark green. The production dark green was Vineyard Green. Alternatively, there was Gunmetal Grey or Black.

Customising?

Chris Jarvis, who put in the successful bid for the Model 'Y' which we auctioned a couple of years back, writes from Hove in Sussex:- "BRR 525 is behaving a lot better now, after cleaning the carb, blowing through all the jets and changing the plugs for a set of NGK 4510/B6HS types, plus a new DCB203 condenser (after talking to Owen Baldock). I am still inclined* to the idea of changing the present 8 hp engine and gearbox though, as Brighton & Hove area is so hilly!* pun!

I would be grateful for information from anyone who knows what modification is involved in transplanting the engine and gearbox from a 100E derivative into the 'Y'. Will the gearbox from the 100E connect to the torque tube/rotoflex or will the

engine have to be joined to a 10 hp box? Once this conversion has been completed, I intend to donate the original 8 hp (19E) engine to the club spares stock. I'd really like to get this job done before I go on Convoy 2002."

Chris, if you look on the reverse of your membership card, the first rule of the Register is to maintain our vehicles as closely as is possible to their original specification. Having said that, we are tolerant of members who replace their Model 'Y' 933 cc 8 hp units with 1172 cc 10 hp side valve ones. A number of members have such combinations. However, once you stray into o.h.v. or V8 transplants, then I think the Committee would frown on such 'customising' or hot-rodding! Can anyone give Chris any tips on the conversion?

X'Y' men!

David Gustard writes:- "I am thoroughly enjoying my first summer in retirement. A couple of days ago, I drove my Model 'Y' to Maldon, in Essex, on the tidal River Blackwater. A number of Thames barges tie up at the quayside and with the car parked alongside it's quite a period scene. As usual, a number of visitors took some photos. I must confess that with the sun on the barges and the Model 'Y', it was a very pleasant sight. An elderly couple from Norfolk and another couple from Maldon caught up with

me. They each owned 'Y's just after the war. They rattled off the registration numbers, but sadly the cars went to the breaker's yard, and then began telling me of the memorable journeys they had had in them. Could they have a look over the car? "Of course, be my guest." I then had a fascinating time with these two chaps, who didn't know each other, both with photographic memories, telling me where my car wasn't quite right! One said, "Mine had a single rear lamp, in the middle, under the number plate." The other said, "These headlamp reflectors aren't original are they?" Etc., etc. It was great fun and all done with good humour and made their day.

Hydrostatic fuel gauge.

David goes on to say, "Another bonus in being retired is that I have at long last sent

off to Saturn Industries and ordered a phial of fluid for my fuel gauge. They responded within a couple of days. I have been waiting to do this task since completing a 2000 hour restoration on ARO 135 in 1989. I read the detailed notes by Jeff Cole in 'Transverse Torque', Issue 18 - June/July 1982. It recommends taking out the fuel tank sender unit for cleaning. As this was done during the restoration, I decided that all that was needed was to fill the gauge correctly and refit. I did this and yes, I now have a working fuel gauge. I should now scrap my small wooden dip-stick marked 'Half' and 'Full', but this might be difficult as it has become part of my tool kit!"

Note:- Saturn Industries telephone number:- 01594 834321.

Kirkstall Classic Car Show

Steve Waldenberg, our printer, who organises the annual Kirkstall show for charity, sent two photographs from this year's event on 14th July. I was delighted to see my old car, CNN 125, now owned by Barry Diggle, looking in fine fettle. I am delighted to say that he raised £160 for the Motor Neurone Disease Association and £100 for the Kirkstall Village Community.



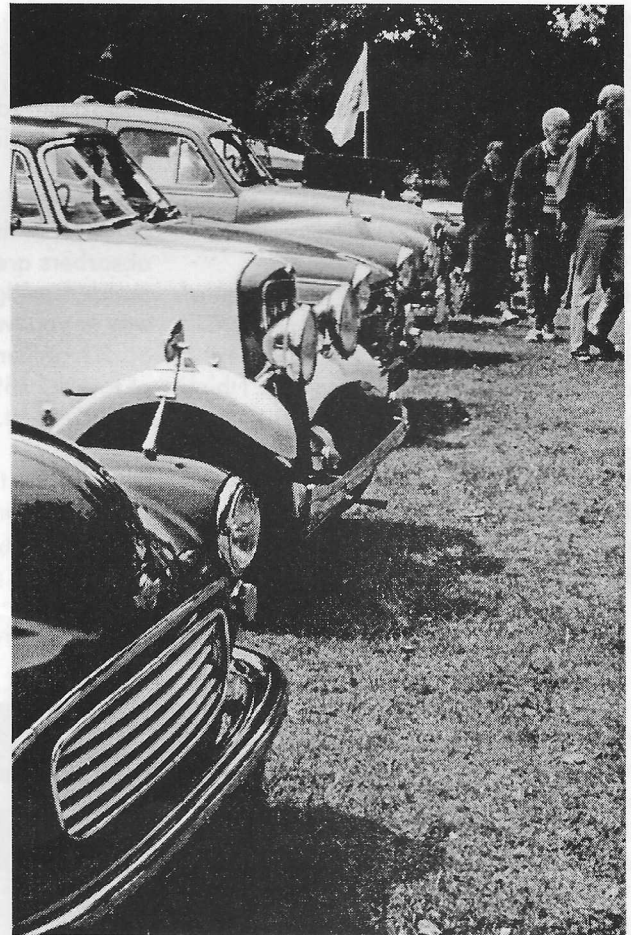
"Barry Diggle's 1936 Tudor Model 'Y' receiving admiring glances at the Kirkstall show in July."

Hooe honours

Malcolm Grace reports from West Sussex:- "Had a good day out with the car yesterday. We went to the Hooe Old Motor Club Rally in the village of Hooe which is between Eastbourne and Bexhill here in sunny Sussex. Really good turn out for the Model Y and C club. Apart from me with my 1933 Fordor short rad, there was Owen and Chris Baldock with their 1936 Tudor, Ray Booth with his 1937 Tudor and best of all John Keenan with his very nice 1935 Fordor de luxe Model 'C'. He went on to get a cup for the pre war cars, I think.

Anyway I think Chris took a photo of him with the cup for the mag, so you should get that soon.

A good days run."



"David Grace's Model 'Y' Alpine tourer adding a bit of tone to what would otherwise be a totally post-war line-up at Kirkstall."

FBHVC update

The Federation of British Historic Vehicle Clubs (FBHVC), of which the Y&C Register is a member, reports on the latest developments in the European Parliament as follows:- "Climate change and environmental concerns continue to drive the attitudes of the European Institutions to the motor vehicle. Key issues remain the sustainable development of transport, the CAFÉ (Clean Air For Europe) programme, emission controls to combat climate change, urban environmental protection schemes, road pricing and intelligent road systems. Many of these issues are moving into the legislative planning stage and are being monitored by FIVA and its fellow international motoring organisations. Intervention will be necessary on a number of these issues if the historic vehicle movement is not to be caught in the cross-fire.

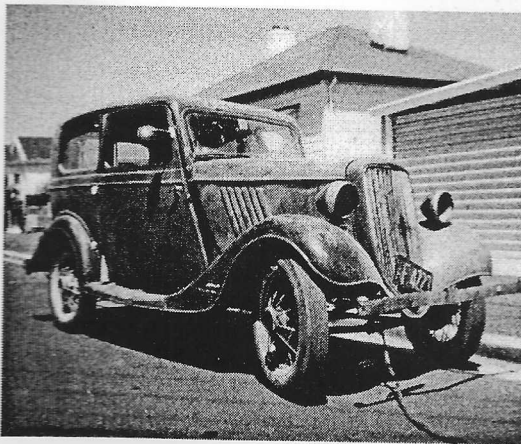
Of more obvious and immediate concern are the proposals to extend or tighten up the existing regimes with regard to low sulphur fuels, on board diagnostic systems and the disposal of waste motor oil. Some of these, such as the waste oil issue stem from reviews of the operation of earlier Directives which have suggested that the existing arrangements are not operating as effectively as had been hoped. Among the propositions believed to be under consideration are limitations on the manner and quantities in which fresh motor oil may be purchased.

Within the European Parliament, the Directive on Tyre Noise has almost completed its procedure, whilst the new Directive on the Mandatory Use of Seat Belts has received its First Reading. Representations are being made in relation to certain aspects of this Directive which could impact on historic vehicles.....

On the climate change front, the Commission has proposed that a target should be set for the adoption by the end of 2002 of a Directive on the Taxation of Energy Products. This is to be followed within a further two years by the adoption of 'more ambitious' targets for energy taxation, as well as the indexation of excise duties. Part of this general programme includes a longer term aim that alternative fuels for motor vehicles should account for at least 20% of total inland transport fuel consumption by 2020.

On the fuels side, the Commission has announced its intention to pursue the 'Auto-oil' programme which will involve a series of even stricter vehicle emission and fuel quality standards. They have also stated that they intend to further reduce the sulphur content of road fuels. Under the present rules, the maximum sulphur content of petrol and diesel oil is to be limited to 50 ppm from 1 January 2005. The Commission now propose that from that date zero-sulphur fuel (i.e. less than 10 ppm) is to be compulsorily placed on the market in all Member States, with the use of zero-sulphur petrol becoming mandatory by 2011 and zero-sulphur diesel at some time later."

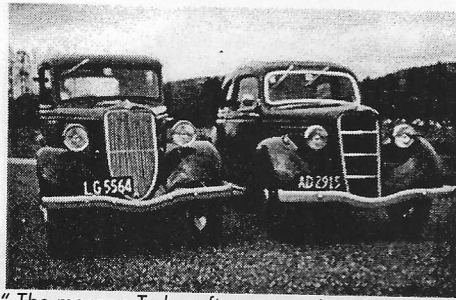
Wayne Brown writes from Victoria, Australia "Hi! It has been a while since last I communicated with you. I have now purchased a new computer and am still learning to use it.



"The rogue photograph of a faded orient blue Tudor (AF 4223) in New Zealand - has it survived?"

First of all, I want to commend you on a superb book on the Model 'Y'. I used to refer to Dave Turner's book as a reference guide, but now I think your book is the bible. You have covered every detail of the model that could be. [Thanks, Wayne.]

We had a terrific time on the 2001 Goldfields Gathering and as Bill Ballard has informed you, I managed to get the Model 'CX' tourer (Phaeton) on the road in time.



"The maroon Tudor after restoration sits alongside Lindon's Model 'CX' in New Zealand."

I still have to finish the upholstery and hood. The car performed great after being laid up for 45 years. Chris Newman had a great time driving my Model 'Y' and the photo he took of it at the house in Castlemaine, Central Victoria, looks fantastic (see back cover). Not long after he sent me the photos, the house was featured on TV and in a magazine.

I purchased the Model 'Y' from Lindon Darling back in September 1991, after advertising in a car magazine under the 'Wanted' section. He had purchased the car as a collection of pieces from an old gentleman in New Zealand, who had dismantled it but didn't get any further with it. Lindon restored it over there and brought it to Australia when he moved over from New Zealand in 1985. It looks like the car might have had a black exterior, black interior and silver wheels.

Lindon told me that the car was assembled in Dagenham and shipped to New Zealand. When I purchased the car, the interior was still original and rough, needing brakes and the wiring was very tatty, but now is all done. The exterior requires re-vamping as the paintwork is starting to deteriorate. I will eventually re-do the body work in time. I still own the 1934 six-wheel equipped V8 sedan and my dream in the future is to have both the Model 'Y' and the V8 together as a father/son pair of 1934 Fords. [Wayne, I hope that you realise that the Model 'Y' was the father of the 1933/34 V8]

The registration number of the Model 'Y', LG 5564, was the number of the car in New Zealand. When Lindon brought it over to Australia, the car was registered

with the Queensland Rego 706 PNS. Now the number CH 1239 is displayed on the car (CH stands for 'Classic and Historical').

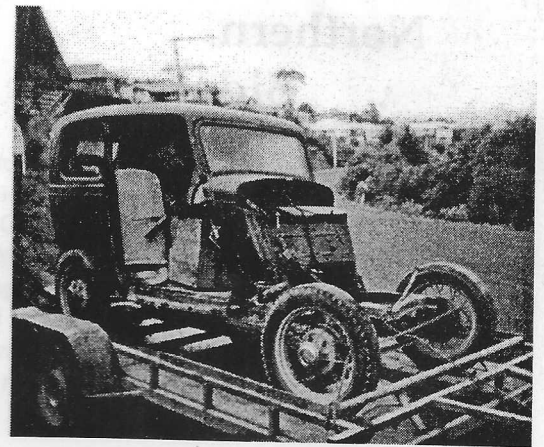
The photos I have enclosed are ones Lindon gave me when I bought the Model 'Y'. He also owned the black 'CX' sedan parked next to the 'Y' but sold it prior to coming to Australia. I am puzzled by one photo as it displays a different number plate on the front of the car (AF 4223)! Maybe it is not the same car.

Yours in Fording. Wayne"

Members' cars

Wayne, as you will now have read in the book, Model 'Y's were manufactured

at Dagenham and sent in crates to New Zealand for assembly at the Ford plant at Lower Hutt, outside Wellington. Neither black interiors nor silver wheels were options on the Model 'Y'. In September 1934, when your car was manufactured



"The collection of pieces which Lindon Darling bought in New Zealand."

(Y81256 - Briggs body number 165/16265), colour choices for black bodied cars were red or green upholstery with red, green, Tacoma cream or black wheels.

The rogue photo appears to be a different car, as you suspect. From the faded colour, it would appear to have been an orient blue model with Tacoma cream wheels.

Chris Newman, from Western Australia, also sent me a report of his experience driving Wayne Brown's Tudor 'Y' at the Goldfield's Gathering. The report came by hand via Derek Cooper, from Isleworth in Middlesex, who was in Australia at the time and attended the Gathering. Chris

reports:- "I am deadly serious about Wayne Brown's car - this was my first experience of driving a 'Y' [Chris is presently restoring a Model 'Y' tourer at his home outside Perth] and I was not quite sure how it would be. I was very surprised. It was very comfortable, even with my long legs and pulled very strongly. OK, so it did the usual Ford wander, but I am used to that in my Anglia. In fact it didn't tramline as much as mine even on the real tramlines! I would like to chuck a bouquet to the bloke that designed the seat. It was excellent and caused no backache; unlike my Anglia which gives me a right pain after a few miles. My rear end needed some massage after a couple of hours in the seat, but it was a delight to hop in each morning and fire her up. Pauline came with me and also enjoyed the driving and the rally - this is a bonus! We won the best pre-war trophy, which was well deserved for such a gutsy little vehicle. Easy to see why they were so Popular."



Northern Sidelights

Reasonable weather ensured a good turn out of cars and spectators at the Kirkstall Classic Car Event in July, but, alas, only two representatives from the Y&C Register, namely David and Wendy Grace with their Alpine tourer and your scribe's Model 'Y'. Nonetheless, it was a very enjoyable occasion organised by Steve Waldenberg our magazine printer who always has complimentary things to say about the quality of *Transverse Torque*. (See Steve Waldenberg's photographs of the event in 'Members' Correspondence'.)

The September edition of *The Automobile* contains a well-written letter from Bob Wilkinson correcting some of the errors contained in their article on the small Fords two issues back. Also member Eddie Parkin is mentioned in 'Finds and Discoveries' by Michael Worthington-Williams in connection with Eddie's restoration of a BSA Scout.

And now for some rather different Y&C history. In March 1953, one Robert Moore entered into a car dealing partnership with a Thomas William Bramley. On 23 April that year, Moore purchased a "1935 Ford 10" (C/CX?) for £55 from another car dealer, Edward Watson from Shadwell, Leeds. The deal quickly turned sour when it was discovered that the Ford had a broken chassis and Watson refused to refund any of the purchase price. Moore was faced with an extra outlay of £6 to have the chassis fettled and things got worse when he tried to sell the car. No interest was shown and the only person who made an offer was Watson, who ended up buying the Ford back for.... £52. Moore

"Barry also e-mailed this photograph of a Coventry registered June 1936 (BWK 925) Model 'Y' Tudor sporting an erroneous replacement straight front bumper parked in "The High" in Oxford in the mid 1950s. Picture is from the 'British Bus Story' by Alan Townsin."

had lost £9 on the deal and the experience left him feeling rather bitter.

To abbreviate a rather long story, Robert Moore met up with Watson again at the Leeds Central Car Auction later that year on 30 May. They fell into conversation and appeared to be on friendly terms, to such an extent that they arranged to drive out to Harrogate the following day to look at a shooting brake which was for sale. However, in the meantime Moore acquired a .22 Winchester rifle, (from another member of the motor trade!) and, en route to look at the shooting brake, Moore shot the unfortunate Watson and buried him in a wood near a reservoir at an isolated spot near Fewston.

Inevitably when Watson was recorded missing, the police were quick to seek out Moore who eventually admitted his involvement. He was tried at Leeds Assizes and hanged on 5 January 1954.

(On the off chance that you would like to read a fuller version of this, the story is told in *Murderous Leeds* by John J. Eddleston, 1997, page 206)

In the hope that the proceedings of the Ford Y&C Model Register continue in a gentler way, best wishes to all for the remainder of the season.

Barry Diggle

Events

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

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
2/3 Feb. 2002	Bristol Classic Car Show. Indoors at Royal Bath & West Showground, Shepton Mallet.		
14 July 2002	Kirkstall Classic Car Show	Barry Diggle	01274 614729

All Ford Rally 2001 This year's All Ford Rally at Abingdon on the weekend of 30th September will be bigger and better than ever, with the addition of a Four Wheel Drive Rally on Saturday, 29th September on the Abingdon Airfield (Dalton Barracks). Once again, caravan space will be available and with exhibitors from all over Britain and Ireland and from as far afield as Vienna, a tremendous range of classic Fords will again be on show, from early Model T right up to 1960 Consuls and Zephyrs. Up to twenty individual Ford clubs will be at the rally, plus all the usual autojumble, spare parts stalls and entertainment for everybody, plus a full arena programme and competition for all models up to 1960. Tickets and bookings are now being taken by organisers, Bob and Phyllis Tredwell on 01235 530720.

Mike Cobell of the Model A club of Great Britain has asked us to advertise the Coleford Carnival of Transport, to be held in the Forest of Dean, Gloucestershire, on Easter Monday, 1 April 2002. Entries to Mike on 01594 834321.

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).

Lucas equipment and Trafficators.

I am grateful to Robin Barraclough of the Model 'A' Club of Great Britain for sending me extracts from the book 'Lucas - the first 100 years.' by Harold Nockolds, which was published in 1976. The report for the financial year 1932-1933, ending August 1933, which was at the end of the slump caused by the Great Depression, recorded that 34,557 Ford Eights were fitted with Lucas starters, dynamos and distributors. This accounts for nearly all the short rads manufactured at Dagenham as production of the long rad commenced the following month in September. A later comment is that the 6 volt Ford dynamos and starters were made by Lucas to Ford USA drawings and were stamped FORD.

A particularly interesting passage reads:- "A few months later (*late 1934*) the battle between the big manufacturers for the small car market reached a new pitch at the time of the Motor Show. Austin - now Lucas's largest individual customer - reduced the price of the Seven to meet the competition of the Ford Eight, while Morris were having great success with a new version of the Morris Eight, which they were making at a rate of 1000 a week. Ford introduced a second string, the Ten, at their own motor show at the Royal

Albert Hall. Peter Bennett (*Lucas*) remarked: 'The struggle between these firms will be very carefully watched, as we are very interested parties.'

In turn, the manufacturers took advantage of Lucas's objective viewpoint to ask their opinion on how their cars compared with those of their rivals. Bernard Scott (*Lucas*) (who shared a Morris Eight with his sister at the time) was sent for one day by Oliver Lucas and found him talking to Rowland Smith, the head of Fords. "Don't be nervous, don't be worried," Oliver said, "but tell Mr. Smith what you don't like about the Ford Eight." Scott took his cue and said: "It's not as good as the Morris Eight. It's got no flare about it - it's got no feeling of quality. It wants a bit of styling." Mr. Smith looked at him thoughtfully and said: "What would you do about it?" "It's the little things. Take the door handles, for instance. Now the Morris Eight ... that's got some quality, some dignity about it. the dashboard's nice - - -" "Well, I'll send you an Eight and a Ten and you can do what you like with them, Mr. Scott, and you can keep them for as long as you like and draw sketches and so on, and you can say what you think." Oliver Lucas said: "Fine!" "And I had a Ford Eight and a Ford Ten all to

An ode to the Ford

Nobbled, with permission, from the "Quail", the magazine of the Model A Club of GB and with apologies to the author of the 23rd Psalm.

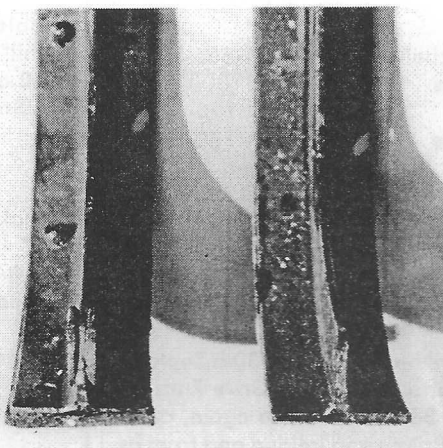
The Ford is my automobile,
I shall not want another.
It maketh me to lie down in wet places.
It soileth my soul.
It leadeth me into deep waters.
It leadeth me into the paths of ridicule;
for its name's sake.
It prepareth a breakdown in the presence
of mine enemies.
Yea, though I run through the valleys,
I am towed up the hills.
I fear much evil while it is with me.
It anointeth my face with oil and
its tank runneth over.
Surely to goodness the darned thing won't
follow me all the days of my life
or I shall dwell in the house of the insane
for ever.

myself." added Scott. "I got the Styling Department to work and we re-styled all sorts of details."

A New Traffic Act in 1934 introduced the 30 mph speed limit in built-up areas, which is still with us 40 years later, and driving tests were made compulsory. Joseph Lucas made their own contribution to road safety by bringing out the Trafficator, a less equivocal and more comfortable method of signalling changes in direction than the driver's arm, especially at night and in the rain. The Trafficator was an illuminated semaphore direction indicator with self-cancelling switch operated by the steering wheel, available either as a black box fitted to the side of the car or recessed into the door pillar so that it was flush fitting when it was not in use. unhappily, if for some reason the self-cancelling switch did not work, the signal arm was vulnerable to being wiped off. The name bore the unmistakable stamp of Harry Lucas and was registered. The Trafficator was a German invention for which Lucas had obtained the patent rights for the British Commonwealth from A.H. Hunt (Safetisigns) Ltd. in 1932. A royalty of 6d a pair was payable on Trafficators sold to car manufacturers as initial equipment and 2s 6d on those sold as accessories (up to 50,000). There had of course been previous attempts to provide direction signalling for motorists, and Lucas had produced rear number-plates incorporating illuminated arrows. But these were limited in their effectiveness and the Trafficator was the first popular direction indicator used in Britain."

Brake shoes

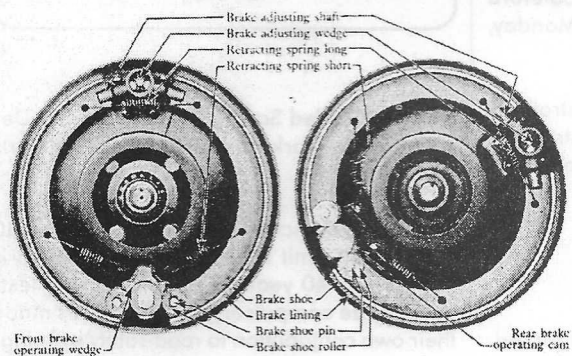
Much to Graham Miles' disgust, I was not aware of the difference between the two types of early brake shoe on the Model 'Y'. As it was obvious, when I fitted the rear hub bearings, that I needed new sets on the rear, I ordered some from the Register spares. As a once-off, Graham sent two sets, the early and the not so early ones. As a result, I am able to describe and illustrate the



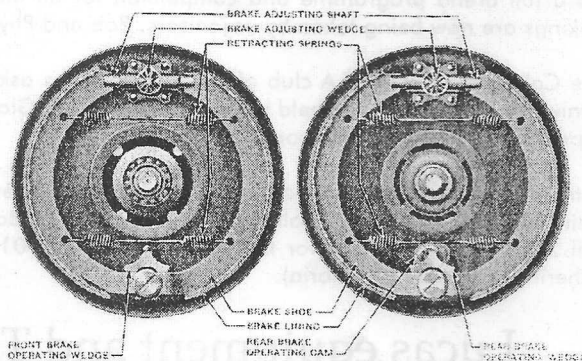
"The early (1932/33) and 'not so early' (1934) brake shoes showing the addition of the reinforced web at the rollers' end."

difference. The early ones had a plain web at the roller end of the shoe. The not so early ones had a reinforced shoulder on each side of the web to hold the rollers more effectively. The changeover probably took place on the introduction of the separate hand brake rod system at the end of 1933. On the introduction of the Model 'C' at the end of 1934, both the

Model 'Y' (now called the 'Popular') and the Model 'C' were fitted with a third, later brake shoe, which remained in service until the end of production.



Front Brake Rear Brake
Figure 19



Front Brake Rear Brake
Figure 20

"The pre-1935 (Figure 19) and post-1934 (Figure 20) hubs and shoes as shown in the driver's Instruction Books."

Sam Roberts

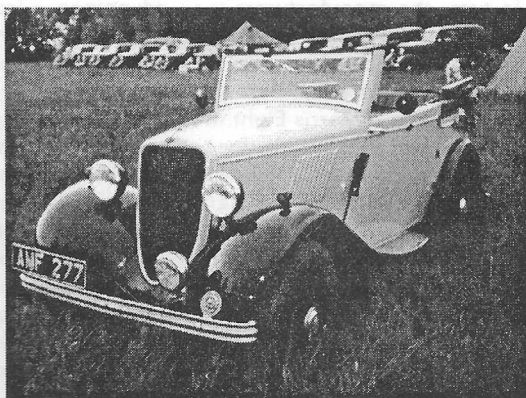
For Sale

1936 Model 'Y' Tudor (Y140748), BYD 100. Black. Dry stored since 1979 until four years ago. Now in good condition. Parts fitted as required. MoT May 2001. V5 and log book. Spare 10 hp engine. £2450. Sid North. Tel: 01934 626660 (Weston-super-Mare, Somerset)

1937 Model 'Y' Tudor (Y183847). Beige with chocolate wings and lovely tan interior. Still has the original number AJU 409. Subject to a lot of care and attention, including rear wheel bearing replacement. It runs beautifully. Taxed and MOT. Available from September 1st. Could possibly help with delivery
£2700 O.N.O

Jonathan Davies Tel: 01803 406013 (Torquay, Devon) iddavies@eurobell.co.uk (for photos etc.)

March 1933 Model 'Y' with Salmons Tickford 'Cairn' coupé body (Y18680). AMF 277.



Yellow with black wings. One of only two known surviving (see photo above), hence very rare. MoT, new tyres, decoke last winter. Many spares, log book, literature and history. Requires some body restoration. £4500

John Harrison Tel: 01833 627350 (Barnard Castle, Co. Durham)

1936 Model 'Y' Tudor (Y162145). KZ 1590. Maroon & black. Original, ex-New

Zealand assembled. Stored for last 18 months, hence needs a little first aid to bring it back to tip-top condition. Owned by the late John Mawhinney. £3500.

Loriane Mawhinney. Tel: 02890 864258 (Carrick Fergus, Northern Ireland)

1937 Model 'Y' Tudor (Y191711) FPG 447 'Delilah', black, green upholstery. Restored 1986 laid up 1996 (SORN declared).

Complete down to original oil can, part photographic history. Some work required to return to road. £1650.

Tony Smith. Tel: 01978 351914 (Wrexham, North Wales).

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

1936 Model 'Y' chassis and scuttle, with inside front wing panels. Never been used. No running gear. £350.

Clive Watkins Tel: 0161 789 4383 (Evening)
(Eccles, Manchester)

Complete Model 'Y' engine & gearbox seen running. £150 ono.

R.Lovegrove.(non-member)
Tel: 01761 221413. (Bristol/Wells area.)

Model 'Y' front spring (reconditioned) £30.00 Vacuum wiper motor (new) £30.00
Michael Capps Tel: 01945 464892
(Wisbech, Cambridgeshire)

We have a Model 'C'/'CX' Fordor bodyshell cut into 3 sections (not by us). They would make good repair sections for front or back of car. Would like to exchange for set of 'C' or 'CX' exterior door handles.

Brian & Roger Gurney Tel: 01775 820141
(Spalding, Lincolnshire)
rogeruk2@yahoo.co.uk

"Period Accessories". Trunk - Luggage - Black

Leatherette with chrome fittings (resembles a midget vampires coffin!) - Fits on rear rack £75. Basket - Wicker - Ex- Southern Railways (1949) approx 22"x18"x10" Ideal for picnics - Fits rear rack - £25. Gramophone - Wind up - Picnic Box - "Mayfair" Model - Black £50. Gramophone - Wind up - Picnic Box - "The Master" Model- Navy Blue £75. Picnic Hamper - Green leatherette with Chrome Fittings £10. Picnic Hamper - Brown leatherette with chrome fittings £15.

Roy Whittaker Tel: 01256 326 515
(Basingstoke, Hampshire)
longrad36@yahoo.co.uk

Wanted

1932 shortrad headlamp lens (with Ford logo

at base - diameter 6.625 ins)

Roger Gurney Tel: 01775 820141
rogeruk2@yahoo.co.uk

6 volt Klaxon horn.

Ron Kendall Tel: 01827 714584
(Atherstone, Warwickshire)

Set of 'C'/'CX' exterior door handles.

(See For Sale advert above)

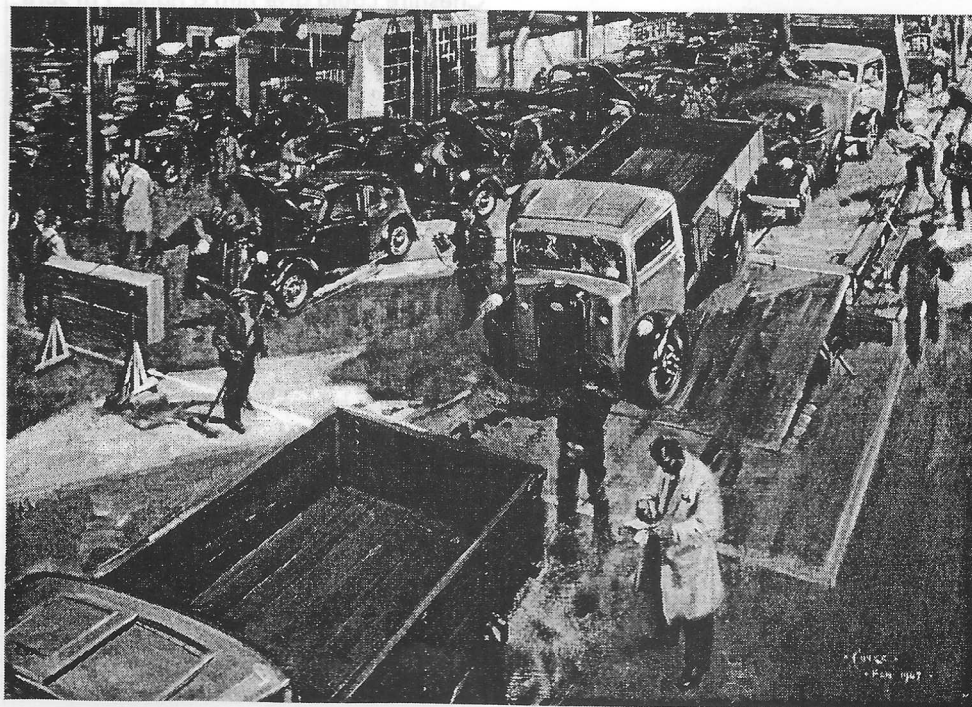
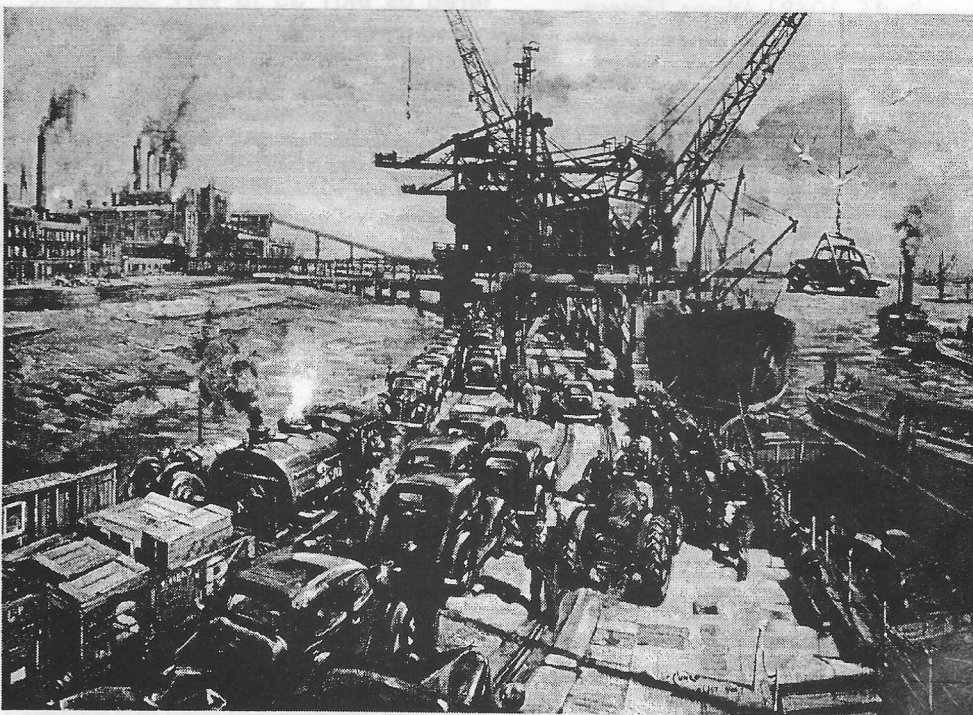
Brian & Roger Gurney

**DEADLINE FOR COPY FOR
ISSUE 133,
THE CHRISTMAS ISSUE, IS
FRIDAY,
2 NOVEMBER 2001.**

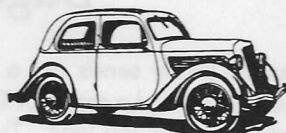
Dagenham prints.

Geoff Murrell kindly sends me a copies of 'Ford News' each month. In the August edition was advertised a series of Terence Cuneo prints of various scenes at Dagenham, painted shortly after the war. The two illustrated are 'Dagenham Jetty', painted in 1946, and 'Vehicle Inspection', painted in 1947. They are excellent detailed A3 sized prints, depicting the cars, vans, lorries and tractors which were under production at that time. Other paintings in the series are 'Final Assembly' and 'Quality Inspection'. Individual copies can be obtained at the 'Ford News' special price of £22 or £55 framed. If two are purchased, the prices are £40 and £100; three, £56 and £140 and four, £72 and £170. They are obtainable from:- Fordson Images, Bridgend of Balloch Farm, Kirriemuir, Angus, Scotland, DD8 5EY.

I have yet to find the mouse, which allegedly appears in every Cuneo painting!



New members



Welcome to the following eight new members who have joined us since the last "Transverse Torque" was published.

C1243 Michael Capps
7 York Gardens, Wisbech, Cambridge
PE13 2EE

O-C104 Thanassis Charmanis
Tzavella 15, 10681 Athens, Greece

F0925 Eamonn Foley
34 Auckland Road, Potters Bar,
Hertfordshire. EN6 3EY

K1014 Kevin Jackaman
Unit 4, Lodge Lane, Langham,
Colchester. CO4 5NE

K1519 Terry Killeavy
21 Kegworth Road, Gotham,
Nottinghamshire. NG11 OJS

L1424 Len Lea
Wigland Grove, Wigland, Malpass,
Cheshire. SY14 7JL

O-L105 Richard Lyndhurst
2885 Miguel Lane, Costa Mesa,
California 92626, USA

W1629 Ray Wilson
Grays Farm, Mappleton, Hornsea,
East Yorkshire. HU18 1XR

I have pleasure, this issue in welcoming new members from as far a field as California & East Yorkshire! However, let me begin with good old England and Terry Killeavy who has now taken on XSL 581 (previously registered as FPG 39 and owned by Mark Slack). Terry tells me that he might replace the running boards on his "on the road" 1937 "Y". Eamonn Foley joins us with his two long rad Model 'Y's. VY 7658, a 1936 Tudor, purchased from D.T Mathewson the Dealer of North Yorkshire in Feb 1997, and HV 7906 a 1937 Tudor. The latter still has its original engine and the old type log book. Both cars are in an "on the road" condition.

Members will recall in the last issue of "Transverse Torque", under our "International News" section, the article on Thanassis Charmanis' Model 'Y'. Well Thanassis, this is the official welcome to

you in my column! Keeping with news of International new members, Richard Lyndhurst nephew of the late Joe Lyndhurst, has exported Joe's "C" to Los Angeles. Joe sadly died from cancer last year, but I'm sure would be pleased that Richard has given his Model "C" a good home. The "C" used to belong to Tom Tomlin and lived its life in England as BAF 400. Now registered as BRIT 35 (a very applicable registration if I may say so in LA), it will be sharing its garage with a 'CX' that Richard found in New Zealand.

Ray Wilson has also two 'C's, a 'CX' tourer and a saloon. He becomes another member for Barry Diggle and his "Northern Side Lights" area of Yorkshire! Following the RTS auction of the Belcher collection back in May, Kevin Jackaman is now the new owner of the very early 26th October 1932 registered KJ 9464 (Y937).

Although the Chester Show back in June was not well supported by existing members for whatever reasons, it did yield two new ones in Len Lea and Michael Capps. Len has a range of documents for his 1933 short rad Model "Y" saloon BG 1729, a new vehicle to the register and purchased recently. The car has been unused since 1969, leaving the upholstery OK but the body and mechanics in need of a full restoration. If any member in or near Cheshire could give him a hand, I'm sure he would appreciate it. Just as Wilkie & Co. were packing up the stand at Chester, Michael joined as a new member. He is looking to buy a complete 'Y' or 'C' for full restoration but has already had experience in restoring Ford pops. Hopefully he will find a suitable vehicle soon. [What about the cream Model 'Y' with Paul Beck, Michael. We are desperately looking for a sympathetic restorer for that - Ed.]

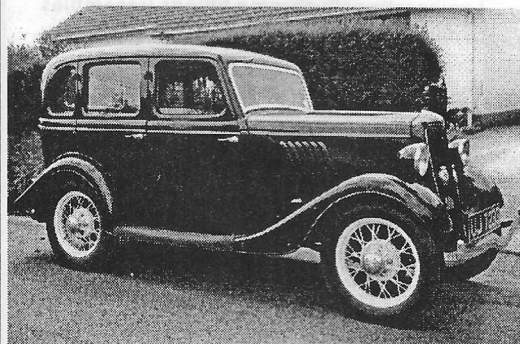
As usual, welcome to you all and may you have many happy times in your 'Y's and 'C's. Please would "old" members get in touch with the "new" if you are within striking distance.

**Christine Baldock
Membership Officer.**

Nearly 70 Years On, the now "Friendly Eights"

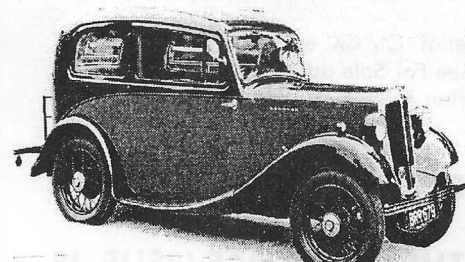
It is now nearing seventy years since commencement of production of the Ford Model 'Y', Morris 8 and Austin 7 and in common with many enthusiasts and owners of such models we compare notes, discuss problems and enjoy a friendly banter regarding each car's assets and liabilities. However, this was not always the case as there existed intense fight, rivalry and competition between the manufacturers of these models at birth. Then they would both have engaged in a high pitched battle, a truly British Battle, between three well known and respected 100% British made mass produced small family cars for their share of the market. Let us concentrate upon the Ford Model 'Y' and the Morris 8hp. Series 1.

"Kevan Ashcroft's smart 1936 Fordor Model



'Y'."

Although the introduction of these models, specifically designed to bring motoring within reach of the lower middle class, had begun in the early 1930s, 1936 might well have seen the peak in terms of sales and production figures. The Ford Model 'Y' was discontinued in 1937 in favour of a revised and supposedly more streamlined model and the Morris 8 succumbed to the same fate, as in the following year the Se-



"Howard Vogle's 1935 Morris 8. The body styling is almost identical to the Model 'Y'. However, Morris missed a trick when the 'art deco' styling of the Model 'Y's' dipped front bumper was introduced in 1933."

ries E model was introduced to the market place.

Outwardly, there was a marked similarity between the Model 'Y' and the Morris 8; in fact it is still thought that the Morris 8 (introduced in 1934) was a copy of the new 'streamlined' Ford Model 'Y' (introduced in 1932). They both shared the same body-style features such as a raked radiator shell, bonnet, wings, running boards and curved rear quarters. Even the position of the spare wheel at the rear was identical. These features gave the cars a very modern appearance, at the time contrasting sharply to the upright and box like look of cars of the late '20s and early '30s, which tended to be regarded as "old fashioned" by motorists of the time. This marked similarity could also be claimed for other features such as electrical, mechanical and design as shown.

You will, no doubt, be aware of the difference in price, but this was made even greater in October 1935 when, in an attempt to boost sales even more, Ford dropped the price of the basic two door Tudor to £100.00, making it the first and only saloon car to sell for such a figure. What is not often remembered is that Morris Motors made a very basic Morris Minor two seater fabric bodied "soft top" in 1931, which sold for exactly this figure; hence Ford's careful use of the word "saloon" in their £100.00 advertisement of the Model 'Y' in 1935. This figure lasted until 1st July 1937 when it was increased to £105.00 to offset the increasing cost of raw materials. Austin, Morris and other manufacturers were also forced to put up their prices at the same time. It must be appreciated, however, that in 1935 £100.00 represented approximately 35 weeks' average wage at the time.

Despite the marked similarities that existed in many of the features of both makes there were also some major differences. These tended to centre on such things as road springs, instrumentation, braking system, upholstery, power to the fuel pump and windscreen wiper. I have to begrudgingly say that these were to favour the Morris 8, but then this could also be said to be reflected in the price.

	Ford Model 'Y'	Morris 8
Road Springs	2 transverse	4 elliptical
Instrumentation	Speedo, ampere & fuel gauges	Speedo, ampere, fuel & oil pressure gauges.
Braking System	Rod operated, hand & foot	Hydraulically operated foot brake, cable operated hand brake.
Upholstery	Vinyl or leather	Leather
Fuel pump	Mechanical, cam operated	Electrically operated
Windscreen	Vacuum from manifold	Electrically operated
Indicators	Not fitted except to 1934 Fordor De Luxe	Semaphore arms, electrically operated.

There can be no doubt that both the Ford and Morris eights were very successful cars and combined they probably held the largest share of the small mass produced family market in the mid-thirties. This success was also reflected in the profitability factors of both the Ford and Morris factories. It is claimed that the Morris 8 actually saved Morris Motors from bankruptcy. Newspaper advertisements and newsreel film at the time showed Ford 8s rolling off the production line at their purpose built Dagenham factory and Morris 8s doing likewise at Cowley, near Oxford. A large number of motorists

	Ford 8hp 'Y' 'Tudor' Saloon	Morris 8hp Series 1 2 door saloon
Engine Bore and Stroke R.A.C. Rating	Side valve, 4 cylinder 56.6mm x 92.5mm 933cc 3 bearing crankshaft Aluminium alloy pistons 3 forward and 1 reverse	Side valve, 4 cylinder 57mm x 90mm 918cc 3 bearing crankshaft Aluminium alloy pistons 3 forward and 1 reverse
Gears	Synchromesh on 2nd and top	Synchromesh on 2nd and top
Gear ratios 1st 2nd 3rd Reverse	16.88 to 1 9.71 to 1 5.5 to 1 22.08 to 1	17.13 to 1 9.729 to 1 5.375 to 1 22.84 to 1
Cooling System Capacity	Thermo-Syphon assisted by fan 12 pints	Thermo-Syphon assisted by fan 15½ pints
Petrol tank capacity	6.5 gallons	5.5 gallons
Weight of car	13.75 cwts	14.75 cwts
Length	11ft 11 inches	11ft 9 inches
Width	4ft 6 inches	4ft 6½ inches
Height	5ft 4 inches	5ft 3 inches
Door Gap	2ft 6 inches	2ft 5 inches
Ground clearance	8¾ inches	6¾ inches
Turning Circle	31ft 5 inches L/Hand 29ft 8 inches R/Hand	33ft 10 inches L/Hand 36ft 0 inches R/Hand
Wheels	5 stud fixing	6 stud fixing
Wheelbase	7ft 6 inches	7ft 6 inches
Tyres	4.50" x 17"	4.50" x 17"
Tyre Pressure	30lbs psi	30lbs psi
Track	3ft 9 inches	3ft 9 inches
Electrics	6 volt	6 volt
Maximum speed	60 mph	60 mph
Miles per Gallon	40	40
Price (1936)	£100.0s.0d.	£132.10s.0d.

buying cars in the thirties made Morris or Ford their first choice and were justifiably proud to 'Buy British', a theme strongly emphasized by the media at the time.

After the war it was difficult, if not impossible, to buy a new car in Britain. Those that were unable or unwilling to make a new purchase favoured the Morris 8 and Ford 8 from the second hand range available, thus guaranteeing themselves the motoring pleasures already established for these cars. Reliability, durability and low cost motoring. British and Best!

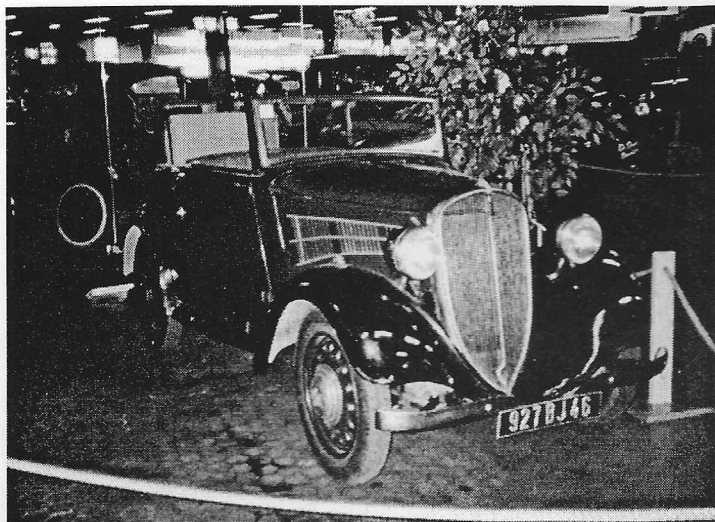
There is no such rivalry existing nowadays between these vehicles; just a mutual appreciation of those that remain and memories of the respect, patience and joy that all road users used to experience in days gone by.

Kevan Ashcroft

Fiat look-alike

During last year, a member wrote to me having visited the Sarlet Le Caeda museum, near Périgueux in France. He enclosed a photograph of a 1934 Fiat coupé in the museum which, when he opened the bonnet, seemed to be fitted with Model 'Y' engine, transmission, transverse springs and chassis!

I was almost sure that Ford did not sell rolling chassis to Fiat in the early 1930s as Benito Mussolini had such a grip on industry and favoured Fiat to such an extent that the duty on Ford imports to Italy was 211.7% in 1930 and was hiked a further 15% in 1932. Ford did not stand a chance of selling their cars in Italy and were restricted to service stations in Bologna, Naples and Genoa i.e. no assembly plant. In 1930, only 6.6% of cars registered in Italy were Ford, compared to 60.6% Fiat.



"The Balilla Fiat Simca seen in a French museum with, apparently, Model 'Y' engine, transmission chassis and springing."

I did however write to The Fiat Register for their comments on the find. Alan Cameron, their President replied saying:- " A very interesting find this one and what a strange thing to do. I am quite certain that it is a Fiat Simca Balilla produced in France under licence from Fiat and before Simca dropped the Fiat parent. I think 1934 or 1935 would be correct. In original form, the Balilla had an excellent chassis with excellent hydraulic shockers and there would be no gain, to my mind, in planting the body on a Ford Y chassis.

I am equally certain that Ford would not be selling rolling chassis to Fiat or indeed Simca in 1934/36. It would not make sense practically or commercially, and without being in any way dismissive of the Ford unit, the transverse springing and 3-speed box would hardly be a step forward."

So we are no closer to solving the mystery of this particular exhibit. In fact, we are further away as I can't remember the name of the member who sent me the photograph! Please let me know who you are. If any other member finds himself in the Bordeaux region of France, perhaps you might pop in to the museum and take some photographs under the bonnet and under the car.

Spares report

Through 'Practical Classics' Bob Wilkinson has located a second company who can recondition your carburettor. Contact him for details if you want to compare prices with the listed St. Albans firm which I reported in the last issue. This is really a winter job when the car is less active (rather like the owner!). Remember that that if for any reason the company is unable to repair your carburettor, (an internal crack in the casting for example), I do have a large numbers of old units, which should enable me to supply you with a suitable spare part. Please use the Spares Order Form in the centrefold of the magazine.

Had a puncture lately? Well I did, in the van, so I needed a repair patch. Tried to buy a kit lately? Well I hope you have better luck than I did. None of the local motor factors carried one in stock and the lad in Halfords clearly had no idea what I was talking about. Then I remember that some motor cycle tyres still have tubes, so you know where to go. I purchased two kits, one to carry in each of my vehicles.

Please remember I still need a lot of used U.J's and engine pulleys. Please keep them coming in. And whilst you are looking in old sheds, don't forget late 'long rad' and 'C' brake shoes. I need them as they are always in demand.

Support from the membership to remanufacture rear luggage carriers and engine air cleaners was nil, so they go to the back burner for the present. Pity!

In October I hope to call a Spares Committee meeting to review various projects, but it's too early to set a date on that one. If you feel you would like to come along, contact Bob Wilkinson. Well that's it for the present folks, I'm off to do a spot of globe trotting!

Graham Miles

Doctor Ford's comments on the last issue.

Rear Lights. I'd like to start with a look at Page 26, the write up on the photo of AAT 492, a registration which was issued at Kingston-on-Hull, between June '34 to Oct '34. There were two types of rear lights fitted to the Model 'Y' as standard equipment through out its production. The first, from August 32 until mid (June?) 34, carried the part no. BF-13407-B (later changed to B-E-13407-B, quoted as fitted '32/'34) and was originally standard equipment for the model 'B'. The replacement lamp, part number B-E-13407-D (quoted as fitment 34/37), was fitted until production ended. The later one gained the nickname of the 'Pork Pie' lamp, due to its shape. The first lamp had two single filament bulbs, the second lamp, a single bulb with double filaments. The early versions had a straight pin bulb location. What both lamps had in common was a single undivided glass. The lamp with the dividing bar was original equipment for the Model 'A'. It was never a production fitment to the Model 'Y'.

The lamp fitted to AAT 492 is the early type, and would suggest the car was drawn from stock when registration took place in the third quarter of 1934 although, as the registration was issued in June of that year, it is just possible it was both produced and registered that month.

Rear hub seals. Page 20.

The motor trade has little in common with the legal profession, but both 'charge out' time in the same way. Costs are based 0.1 of an hour, i.e. 6 minutes. If I were asked to cost out the time required to remove a rear hub seal, I would allow no more than 0.1 hr (6 minutes). So why is it taking some members so long to remove these old seals? One reason maybe is that there are two types of circlips fitted, one being much easier to remove than the other; plus a misguided loyalty in trying to protect the old seal. Don't, it's scrap!

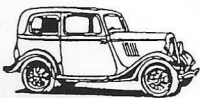
So, how to proceed! First place the hub face down in a vice. Turn it round until the gap in the circlip is opposite to where you are standing. Sam's' idea of hammering down the old seal in order that a pair of suitable pliers can pull out the circlip is fine. If that's what suits you, just do it that way. One of the circlip designs has matching open ends and it is by far the easier to deal with. Into an end it is possible to place a small screwdriver and pluck that end towards the centre of the hub. As soon as the clip is clear of its recess a second tool can be inserted behind the clip, in order

that it can be turned all the way out. An old knife is fine for this task.

The second (the early one) of the circlip design is more tricky to remove, for the ends of the clip are angled, one end inward and the other outward. I suspect it is this design with which members are experiencing problems. As soon as you try to pluck the angled end, the clip turns in its recess. So you need three hands! Well, God didn't make me like that. You need to hold a third tool, to jam the end that moves. This tool I hold in the palm of my right hand, using the strength in my arm to press it down. Then with the fingers and thumb of that hand, pluck out the angled end with a second tool, as soon as its out the third tool is placed behind the clip as before. But I may be more used to handling tools than most of you, in which case just do it Sam's way.

With the clip out of the way, take a tool, such as a tyre lever, hammer it into the rubber of the old seal and lever against the far side of the hub. Repeat this at three or four places and the seal should come out. If it doesn't, turn the hub upside down on the bench, and with a thin/long punch reach down inside hub, locate an edge and hammer it out. I hope that helps, but truthfully it should only take minutes to complete.

On the subject of stock levels, we are now down to about ten pairs, so it will soon be decision time as to whether we restock or not.



Yeovil Festival of Transport

Whereas we had inserted pleas in the past three issues of the magazine for members to support this event, in the event Nick Glenister, the local Regional Coordinator, was unable to obtain a Register stand. This was primarily due to the fact that not enough members (six required) put their names forward to provide cars for the stand. This was exacerbated by an early cut-off date for entries to the show by the organisers. Only three of our cars were present and they were spread around the general 'classics car park'. I applied too late to enter 'Kerry', my Model 'Y' sports tourer, but was able to persuade Paula to attend in the 'modern' with daughter and three grand-children.

The first members we met were 'The Bristols', Adrian and Julie Chapman, whose Model 'Y' is minus front wings at the moment and who came in the comfort of their Vauxhall Velox (I think that was what they said!). However, they did say that they were hoping to have the 'Y' on the road for Convoy 2002 and agreed to their names being added

to the list of entrants for that event, when we shall all look forward to their cheerful banter. I then spied Colin and Julie White lounging around their beautiful Model 'Y' Knibbs Parkyn tourer. Julie was nursing a seemingly severed finger which had trapped itself in the car door earlier in the day, but she is a game girl and was still enjoying the show. Colin had spoken to David Lovering and pointed me in his direction. David was flying the Standard standard at this

show, being a man of many marques. He tells me that he is planning a Y&C Register stand at the Great Dorset Steam Fair in 2003, he being responsible for organising the car

display at that superb annual event. I hope we can encourage enough member participants to that.

A stroll through the myriad of some 500 classics on display brought me to John Keenan's Model 'C' nose to nose with Nick Glenister's Model 'Y'. Mary Keenan and friends were picky-nicking by the Model 'C' which had its Convoy 2000 adventure on a display board. John was away watching 'The Flying Gunners', the Royal Artillery motor cycle display



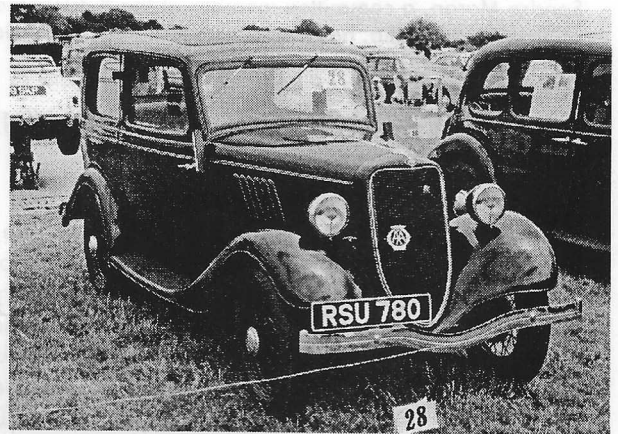
"John Keenan's Convoy 2000 display board with his award winning very early September 1934 Model 'C'."

team, in the arena, but I caught up with him later. He was still flushed with the success of winning a cup at the Hooe show the week before. John and Mary must be one of our most active members on the rally circuit. Alas, I never saw Nick Glenister, who was obviously enjoying the arena events and the many side shows and displays. Thank goodness, Paula and the kids did too, which made for an enjoyable return trip home and justified my suggestion for a day out at the rally!

Sam Roberts



"Colin and Julie White's February 1933 Knibbs Parkyn tourer."



"Nick Glenister's very late August 1937 Tudor Model 'Y' - note that production ceased at the end of August 1937, by which time the £100 'Popular' had been increased in price to £105."

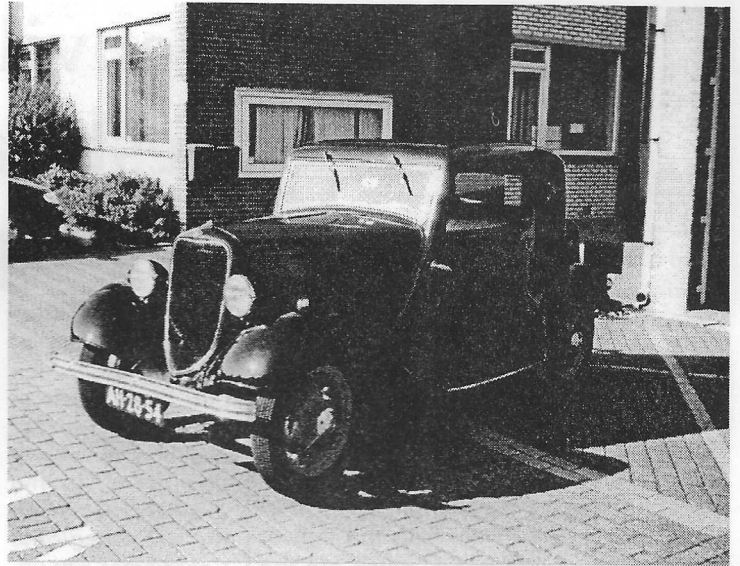
Another SICAL Coupé

Rather like London busses, one doesn't come along for ages and then two come along at once! So it is with our knowledge of surviving SICAL bodied Model 'Y's. For years, as far as the register of survivors was concerned, the only surviving SICAL coupé belonged to Jasmine Borgeson, the widow of the late Griffith Borgeson (the well known American classic motoring authority who lived in France). And then, two months ago, on the inside back cover of Issue 130, I illustrated the SICAL coupé which is for sale by Bernard Mathieu in Bayon, France, as reported to me by the Club Obsolète Ford France. And now, another.

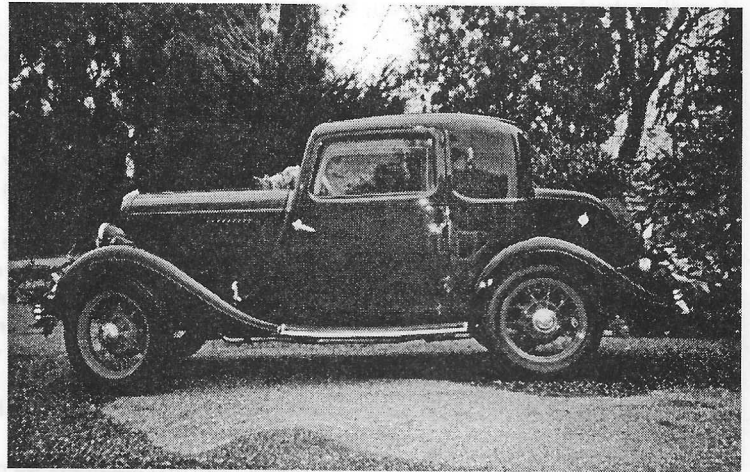
This one is in Holland and belongs to Wim Hofstede, a friend of member Rob Bolland. As you will have read in Jim Miles' write-up on Enfield in the last issue, Wim travelled with Rob and another friend, Reinier, from Holland to the Enfield Pageant and told us about his SICAL. Rob has now sent me these pictures of the car, the side view of which shows the unusual shortening of the body to accommodate the ample (looks detachable) boot. This is an early car with a chassis number Y19835, which dates the manufacture of the rolling chassis at Dagenham in April 1933. The Asnières assembly number is 2580.

As explained in Issue 130, the Société Industrielle de Carrosserie Automobile de Lavallois (SICAL) were coachbuilders across the river Seine from the French Ford assembly plant at Asnières. SICAL, Kelsch and Duval are thought to be the only French coachbuilders to build on the Model 'Y' chassis (other than the few Tracfort prototypes, which did not go into production.)

We are looking forward to seeing Wim's SICAL on Convoy 2002, as well as Rob, son Martin and Reinier in their Model 'Y's.



"Wim Hofstede's April 1933 Maroon and black SICAL bodied Coupé in Holland.



"A view of the SICAL coupé which we do not often see in photographs. This view emphasises the short body and ample boot."

Aussie patter.

Sandra Moran, a committee member of the 8 & 10 Side Valve Club of Victoria, Australia, has kindly agreed to the publication in 'Transverse Torque' of her letter to their newsletter:-

HOW WE CAME TO ACQUIRE OUR 1935 Model 'C' SEDAN

The whole sad story started in July 2000. You see, it was our intention to meet Brian Hitchcock in Hamilton, Victoria with the express purpose of exchanging engines. We made arrangements to call Brian when we had arrived in the town and he would come down to show us the way back to his home. As we waited at a picnic site in Hamilton, Brian and his wife Heather pulled up in their beautifully-restored *Prefect* and of course, David and I had to have a little "sticky beak" (look), inside and out, and we were very impressed. Whilst I was talking to Heather, unbeknown to me, Brian had mentioned to David that he had seen what he thought was the remains of a Model 'Y' or something in a back yard nearby. Curiosity got the better of him and off he

ran to find out exactly what was really over the fence.

He returned about 15 minutes later and the expression on his face told it all! David had found an almost complete Model 'C' sedan (*saloon*) and heaps of panels, etc. and was hoping to negotiate a good price. I looked at Brian and I said, "This is all your fault!". Our trip to Hamilton just to swap engines had developed into something bigger.

Well, on 22 October 2000, we headed back to Hamilton again, this time with a tandem trailer in tow. David had organised with Wayne Lodge to meet us there with his trailer, as there was just too much STUFF for one trailer. Wayne's wife Anne and his father also came along for the ride.

After about 4 hours driving we finally arrived in Hamilton at 12 noon. Wayne, Anne and Ted were waiting. To fill in time they had worked out a plan of attack on how to rescue the Model 'C' from the back yard. As I watched from a distance I saw IT for the



"David Moran uses every bit of rope to tie down his newly acquired Model 'C' Sedan before departing Hamilton."

first time and thought to myself, "Oh, my god! What a heap of RUSTY OLD JUNK!"

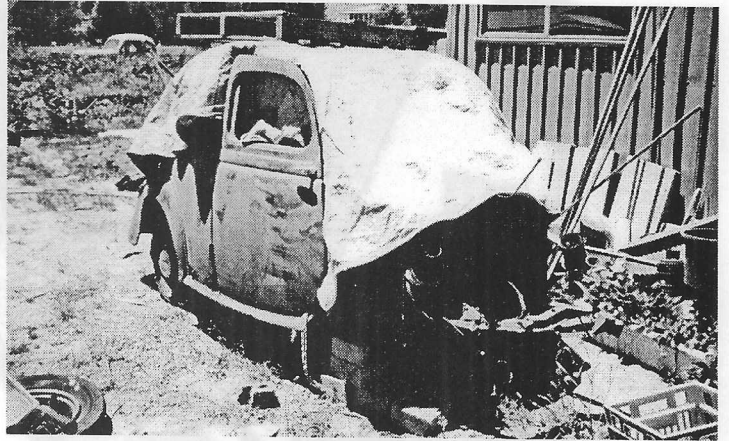
Brian Hitchcock dropped in to help and I reiterated, "This is all your fault!". But of course, it's too late now; the damage is done. So Brian, I don't blame you anymore.

Once the car, panels and parts were placed on the trailers, it was a good idea to tie everything down for the trip home but, as

David chose to use every bit of rope he had to secure the load, my hopes of something falling off during the journey was soon diminished! Needless to say, we arrived home safely at Wandong with everything intact!

Okay, I admit the Model 'C' might be a very rare little Ford and I suppose, in the end, it's far better if it rusts in the back yard of someone who will love and cherish it, rather than rusting in someone else's back yard that does not care. BUT WHY MINE?!!

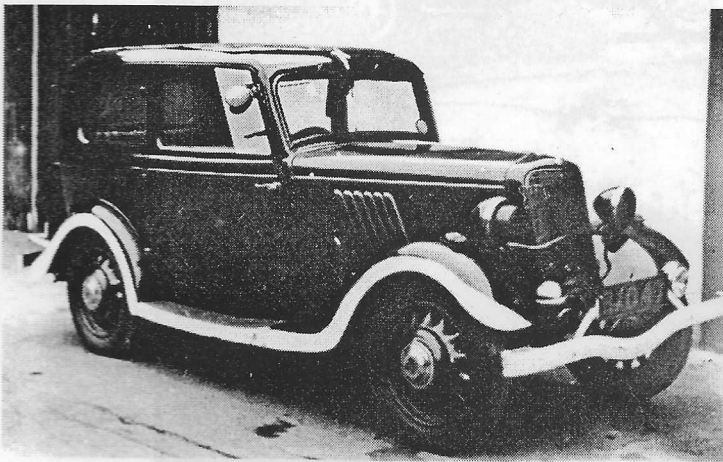
Sandra Moran.



"The new addition to 'NIMBY' Sandra Moran's back yard."

Post Cards

Edwin Phelps, of Ford V8 fame, sent me these two post cards which he found at an autojumble:-



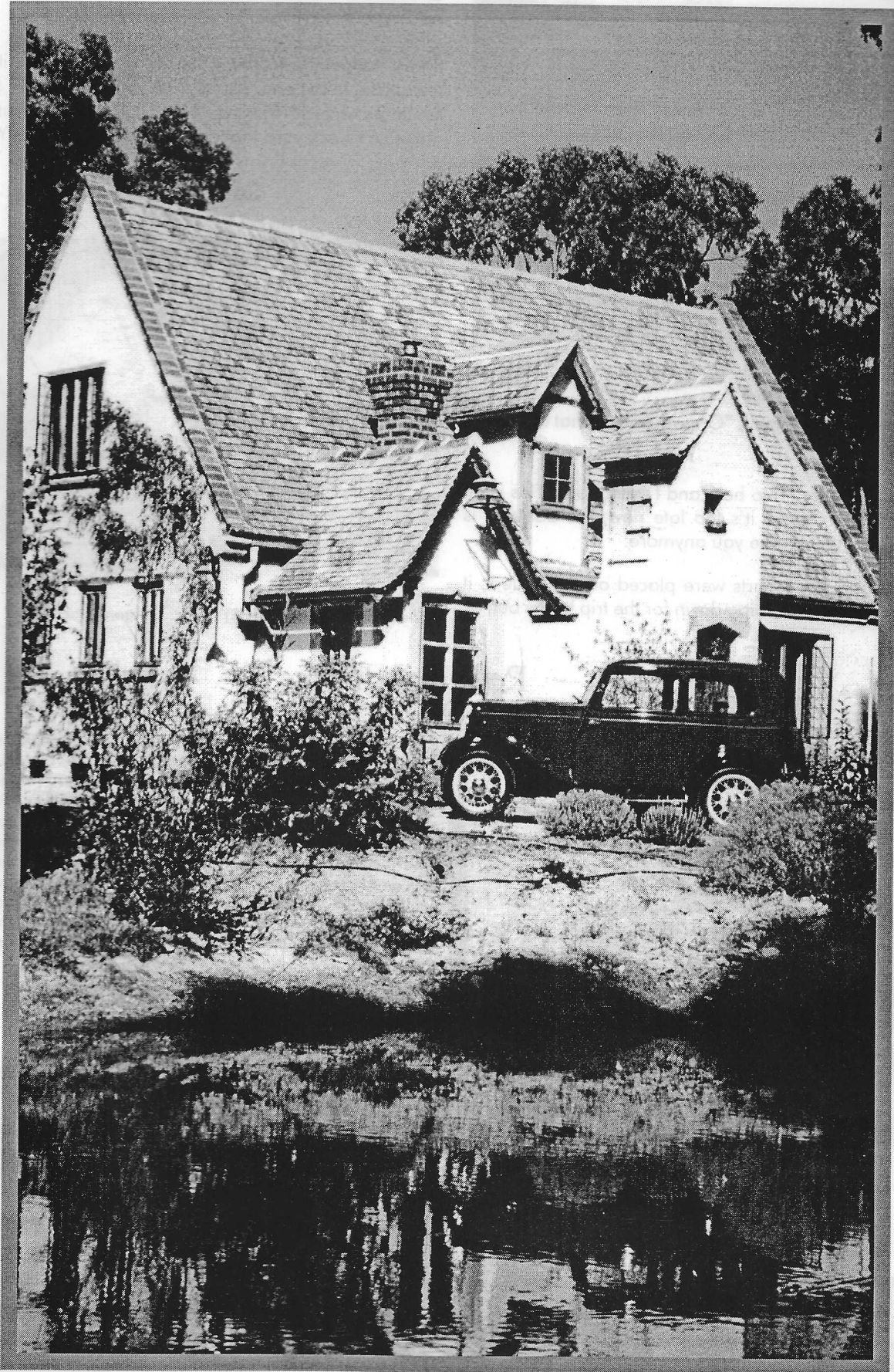
"An unusual shot of a long rad Model 'Y' Cairn Coupé with hood down at The Cross in Chester. The Cairn was bodied by Salmons and Sons Ltd. of Newport Pagnell and incorporated the Tickford hood."

"This April 1935 London registered (BXO 47) long rad Tudor has some unusual features. Apart from its wartime blackout white paint and masked headlamps, it has Easiclean wheels and hence later 7Y axles and hubs; masked side lights, which had been discontinued in June 1934; engine muffler; a support bar between the two headlamp mountings; twin windscreen wipers with a bend in the arms; a wind deflector on the driver's door pillar; an external rear view mirror; a white painted luggage rack on which appears to be a large hamper or box; a Klaxon horn; a fog light, a curved white bar between the front bumper bar supports on which is carried the number plate and what is the white painted stubby aerial looking thing above the centre of the windscreen - any ideas?"



David chose to use every bit of rope he had to secure the load. My hopes of something falling off during the journey was soon dashed. Thanks to you we arrived home safely at Warrington.

the Ford and
back yard of
ing in some-
MINI!!!



David Warrington
C. Gordon Park
first time on
RUSTY OLD
Brian Hatcher
your fault,
done. So Brian
Once the car
was a good

grow in the
the found at

An upside
Gout with
The Clim
of the
Richard

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)	£150.00 pair
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 set
Side lamp acrylic lenses, 'Y' front	£4.00 each
Dynamo servicing - send to Graham Miles without cut-out and mounting P.O.A.	

FITTINGS - BODY

Bumpers, LR Model 'Y' front, chromed	£142.00 each
Bumpers, LR Model 'Y' rear, chromed	£114.00 each
Bumper bar bolts (oval shape)	£5.50 each
Bumper bar end caps chromed, LR and SR	£7.00 pair
Running boards for long rad 'Y'. Moulded matting style fibreglass with steel mounting brackets. Adaptable for short rads.	£90 each or £170 pr
Valance below grill SR, (external part only - fibre glass)	£21.00 each
Floor board screws, set of 40	£11.00 set
Late long rad 'Y' four-door hinge centre bolts with spring + tag ..	£1.50 each
Brass balls, door hinge	£1.50 each
Roof stick kits in hard wood, Model 'Y' fixed roof	£83.00 each
Striker wedges - female, pillar mounted Y&C types	£10.00 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR ...	£15.00 each
Hub caps - Model "Y"	£14.00 each
Oil cans	£14.00 each
Oil can transfers. Black only	£5.00 each
Oil can brackets	£13.00 each
Wheel nuts, 'Y' set of 20	£35.00 set
Wheel nuts, 'Y' individual	£2.00 each
Wheel nuts, 'C'	£1.00 each
Vacuum Wiper Motor	£26.00 each
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 132

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 Briggishaw, 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.**

September 2001

Ford Y&C Model Register Regalia Order Form

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	Orient Blue	S,M,L,XL	23.00		
Sport shirt, short sleeve, small logo	Orient Blue	XL	20.00		
Note, at an extra cost of £3 each the above can be personalised with your name.		Please state name required -		Add £3 per item	
Sweatshirt, long sleeve. Large logo	Electric Blue	S, M, L, XL	5.00		
T Shirt, large logo	Electric Blue	S,M,L,XL	4.00		
Hi-Vis Vest with Register logo on back panel	Day-Glo Yellow	XL	15.00		
Peaked cap, embroidered logo.	Blue with white logo		7.00		
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			3.50		
Tea Towel			3.50		
Greeting card (no text message) featuring any model listed - Y Tudor / Y Fordor / Y Van / C Tudor/ C Fordor / CX Tourer	Please state number of each card reqd	Per card	1.00		
Models (O gauge) -					
Y Model Fordor Longrad	Vineyard Green or all Black	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		
1933 Y Model Tudor (short rad)			3.25		
1934 C Model Tudor			3.25		
Payment					
UK sales by Cheque. Overseas cheques in £GB please.				UK	add post & packing £3.00
Please make cheque payable to Ford Y & C Model Register and enclose with order				Overseas	add post & packing £6.00
					Total... £

UK or Overseas sales by Credit / Debit Card

Card No: Amount £

Valid from / Expiry date /

Issue No. (Delta & Switch only) Signature

USEFUL CONTACTS

- Badge Re-enamelling.** **Pamela and David Enamels**
1 New Street, Chumleigh, Devon, EX18 7DB Tel: 01769 581122
- Body Restoration, Panel Repair & Manufacture.** **Ken Arthur, K.A. Developments**
20A Fore Street, Westbury, Wilts, BA13 3AX
Tel: 01373 827746 or 01225 766669 (evening)
- Boring, White Metalling, Bearings, Pistons, etc.** **Ron Topping, Northern Rebore Service**
54 - 56 Elswick Road, Newcastle-upon-Tyne, NE4 6JH
Tel: 0191 273 4326
- Mechanical Overhaul and Restoration.** **Tim Brandon, 5 The Street, Stonham Aspel,**
Stowmarket, Suffolk, IP14 6AG Tel: 01449 711837
- Roger Hanslip, 165 Hungate Rd., Emneth, Nr.**
Wisbech. PE14 8EQ. Ring to discuss needs 01945 430325
- Mark Crabtree, 29B, Moss Rd., Mossley, Congleton,**
Cheshire. CW12 3BN 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 £71.40 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.