

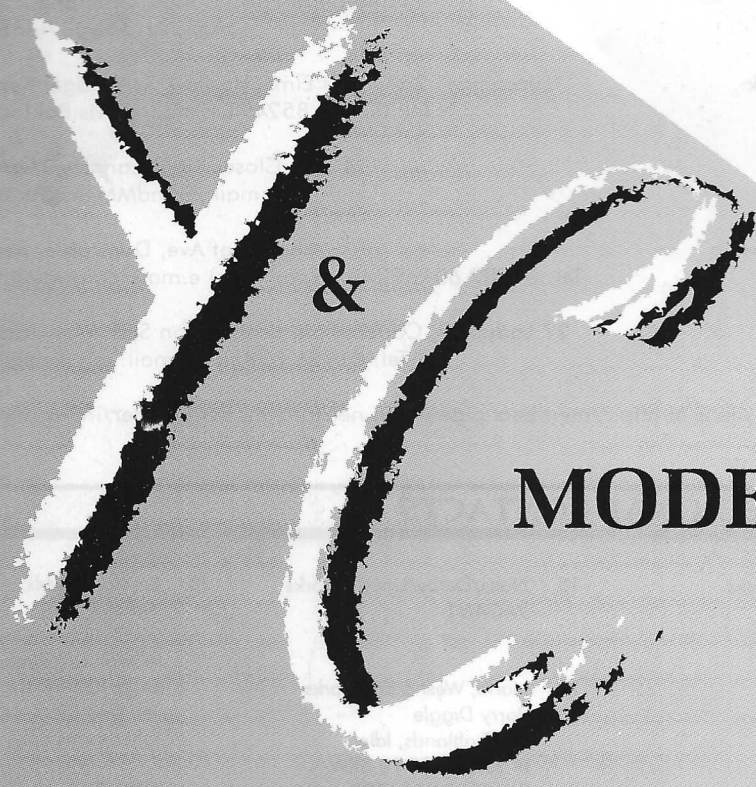
CHRIS
LOWEN

1000 - November - December 2001

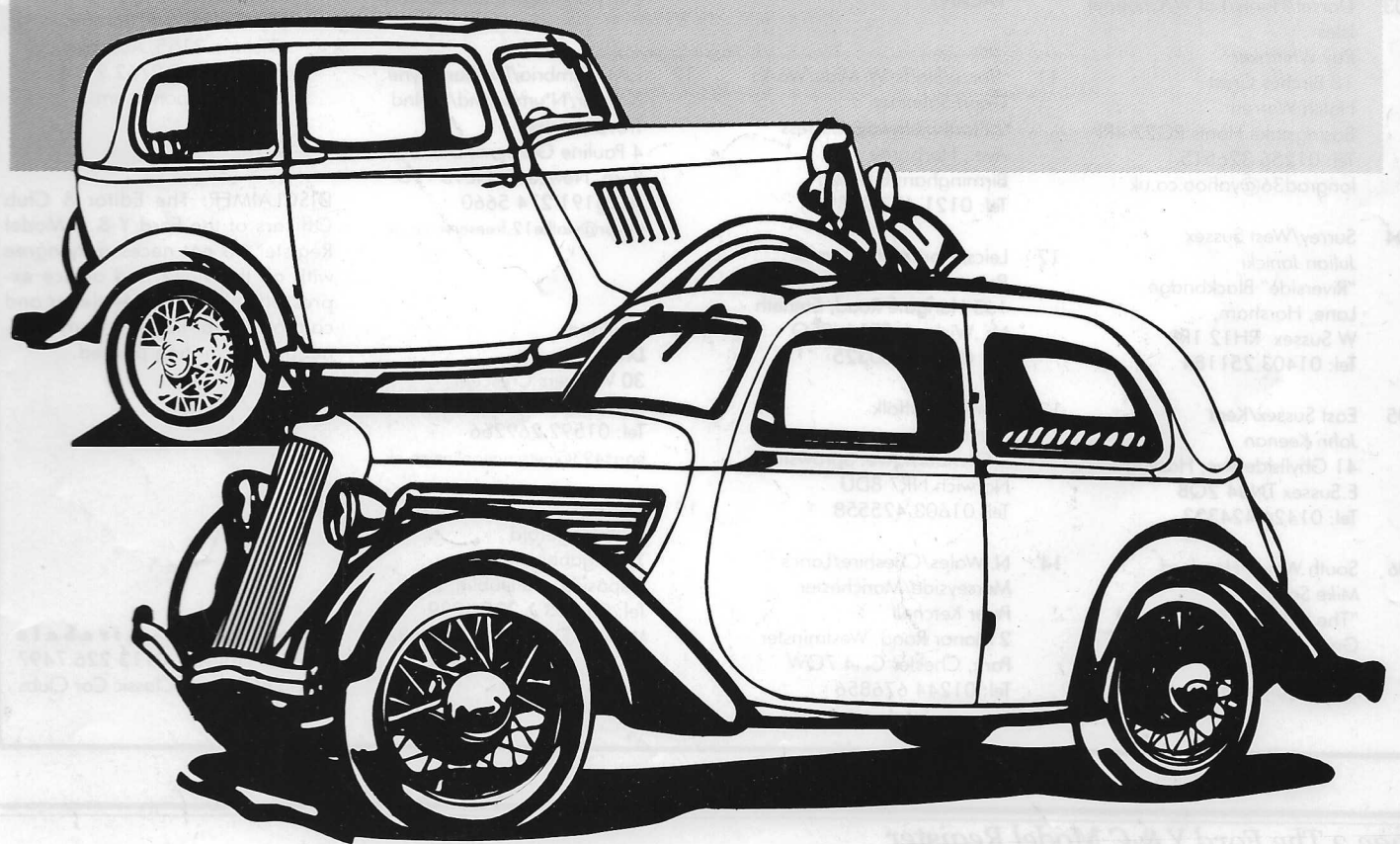
TRANSVERSE TORQUE

FORD

Issue 133 ~ November - December 2001



MODEL REGISTER



REGISTER OFFICERS

Chairman & Regalia Officer	Geoff Murrell	76 Heydon Road, Great Chishill, Royston, Herts SG8 8SR Tel: 01763 838909 (7 - 9pm only) e.mail: geoff@audleycott.f9.co.uk
Vice Chairman, Editor & Archivist	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF. Tel: 01264 365662 Fax: 01264 356045 e.mail: sam@samroberts.demon.co.uk
Secretary	Bob Wilkinson	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463 e.mail: bob@bwilkinson49.fsnet.co.uk
Treasurer	Bruce Allan	37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA e.mail: ALLAN@37lancs.fsnet.co.uk
Membership Officer	Christine Baldock	"Luccombe" 26 Great Elms, Hadlow, Tonbridge, Kent TN11 0HT Tel: 01732 852491 e.mail: Chris.Baldock@tesco.net
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX e.mail: GandMMiles@breathemail.net
Spares Orders to	Kevin Briggins Shaw	8 Lancot Ave, Dunstable, Beds LU6 2AW Tel: 01582 601692 (8 - 9pm only) e.mail: carparts@ntlworld.com
Technical Advisor	Geoff Dee	27 Ladycroft, Cubbington, Leamington Spa, Warwicks CV32 7NH Tel: 01926 334780 e.mail: g_i_dee@hotmail.com

THE FORD Y & C MODEL REGISTER web site is at <http://members.pipemedia.net/ford-model-register/index.htm>

REGIONAL CONTACTS

01/02 Devon/Cornwall Somerset/Avon/Wilts/Glos Nick Glenister West End Garage West Street Stoke-sub-Hamdon Som TA14 6QL Tel: 01935 822566 (Day)	08 Oxon/Berks/Bucks VACANT	15 Notts/Derby/Lincs/S. Yorks VACANT	20 London/Middx Jim Miles 23 St Alban's Crescent Woodford Green, Essex IG8 9EH Tel: 020 8924 4449 (afternoons only)
03 Dorset/Hants/I of W/Channel Isles Ray Whittaker 18 Birches Crest Hatch Warren Basingstoke Hants RG22 4RP Tel: 01256 326515 longrad36@yahoo.co.uk	09 Beds/Herts VACANT	16 North, West & East Yorks Barry Diggle 16 Croftlands, Idle Bradford BD10 8RW Tel: 01274 614729 barrydiggle@email.msn.com	Australia Bill Ballard 24 Rowan Ave, Boronia Victoria 3155, Australia Tel: 00 61 3 9762 9974 sfbill@bigpond.com
04 Surrey/West Sussex Julian Janicki "Riverside" Blackbridge Lane, Horsham, W Sussex RH12 1RR Tel: 01403 251184	10 Essex VACANT	17 IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Civlnd Trevor Walker 4 Pauline Gardens, Denton Burn, Newcastle NE15 7TD Tel: 0191 274 5660 trevor@walke12.freereserve.co.uk	DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice ex- pressed within this newsletter and cannot accept liability from erro- neous information printed.
05 East Sussex/Kent John Keenan 41 Ghyllside Ave, Hastings E.Sussex TN34 2QB Tel: 01424 424323	11 Worcs/Staffs/W. Mids/Warks Geoff Salminen 2 North Pathway, Carless Ave., Harborne Birmingham B17 9EJ Tel: 0121 427 2189	18 Scotland Drew Barr 30 Weavers Crescent Kirkcaldy KY2 5LN Tel: 01592 269266 barrs493@netscapeonline.co.uk	
06 South Wales/Hereford Mike Samuel "The Willows" Stoney Road Garndiffaith, Pontypool Gwent NP4 8PY Tel: 01495 772418	12 Leics/Northants/Camb Roger Hanslip 165 Hungate Road, Emneth Nr. Wisbech PE14 ;8EQ Tel: 01945 430325	19 Ireland John Fitzgerald 17 Kilgobbin Heights Stepaside, Co Dublin, Eire Tel: 00 353 1 295 4299 Mobile: 00 353 (0)87 2556872	Printed by CPS-Airedale Leeds & Halifax. 0113 226 7497 Specialist Print for Classic Car Clubs
	13 Norfolk/Suffolk Brian Mace 5 Glenburn Ave. Sprowston Norwich NR7 8DU Tel: 01603 425558		
	14 N. Wales/Cheshire/Lancs Merseyside/Manchester Peter Ketchell 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856		

Editorial

No journal covering the last two months can be published without mention of the horrific happenings on September 11th in New York, Washington and Pittsburgh. Along with the vast majority of people world-wide, we send our condolences to those whose relatives and friends lost their lives in that day and hope that only good will come out of the terrorists' dastardly actions.

This issue heralds the start of the Christmas season. For those of you who have still a few presents to buy, or who have been asked by spouses, partners and kids what would you like for Christmas, have a glance through the Regalia listing. There must be something there for you. Alternatively, the Model 'Y' book might appeal or even the service manuals and handbooks. Details on how to order are in these pages.

We are starting a new feature this month, which was suggested by Bob Wilkinson. "Why don't we look back at the magazine of twenty years ago and re-print the salient points?" says he. To start the ball rolling 'Transverse Torque', Issue 14, was not a particularly inspiring one, but at least it was the first magazine to have photographs incorporated.

We have an interesting contribution this time round from Roy Nerou with an unusual application for our engines in the form of the Carden Ford aero engine. Roy tells us the story behind his aeroplane.

I received a lovely letter from Gloria, the widow of the late John Mawhinney of Carrick Fergus in Northern Ireland. She gave me the address of the new owner of John's beautiful 1936 maroon Tudor Model 'Y', who has now joined us, and said how much John had enjoyed the magazine and his membership of the Y&C Register. It reminded me that we, as owners and members, are but just temporary custodians of our cars and that the long term aim of the Register is to maintain the cars in as good a condition as is possible for posterity. Long may the Register continue to achieve this aim.



"Top left: "Ford Motor Exhibition. Wallace Carr for Fords" and bottom left "Wallace Carr for Fords" both depicting Model 'C's and made by J.R. Gaunt of London. The remaining three:- "8 H.P. Ford", "Ford Facilities" and "J2326 Dagenham Ford" on a mock-up of a radiator grille were made by W.O. Lewis (Badges) Ltd. of Birmingham." (see page 4)

Contents

Editorial	3
Chairman's report	4
Your Secretary's ramblings	5
20 years ago	6
The Bert Thomas Story -	7
Preparations for Convoy 2002	8
Condensers and Spares Report.	8
All Ford Rally -	10
Doctor Ford avoids running out of fuel.	11
Luggage racks	12
Events 2002	12
BBC quest	12
'The Baico Baby'	13
Convoy 2002 - Charity.	14
'Moderns' competition	14
Norfolk/Suffolk activity.	15
Northern Sidelights	16
Members' cars.....	17
Members' correspondence	18
New members.....	21
New members' news	21
International news.	22
For sale	23
The Ford Side-Valve Takes to the Skies	24
Technical News	26
Regalia news.....	26
Britannia Rescue FBHVC scheme.	27
Another Model 'Y' model	27

Back Cover: The decor in Peter Line's garage, near Andover, which must rate as one of the tidiest in "the Club". See Member's Cars'

Before he emigrated to Australia, Bill Ballard was well on his way to writing a book on side valve Fords. He recently sent me a chart of the body colours of the Models 'C' and 'CX' for my comment. Included on the chart was a column for coachline colours to match the different body paints. On looking through the archives, I could not find a period photograph of a Model 'C' or 'CX' with a painted coachline. One or two brochures with artists' sketches showed a coachline, but I came to the conclusion that Dagenham built Models 'C' and 'CX' did not have a painted coachline. I am quite prepared to admit that I have come to the wrong conclusion, but if anyone can produce a 1930s photograph of a painted coachline on either a saloon or tourer, I would be very interested.

After staying with friends last month at the pretty coastal village of Amroth, near Tenby in South Wales, Paula and I popped along to the Pendine Museum of Speed at the end of the long stretch of sands over which many world speed records were attempted and broken during 1927. Malcolm Campbell, later to become a director of the Ford Motor Company, drove an early 'Blue Bird' along the sands. John Parry Thomas was killed on the 3rd March whilst attempting the speed record in the 'Thomas Special', affectionately known as 'Babs' and powered by a Lycoming aero-engine. Regrettably, the rear wheel driving chain broke and decapitated him. The car was buried in the sands for 46 years until it was unearthed and restored. 'Babs' now sits in the Pendine museum. The record was finally taken that year by Henry Segrave on 29th March at 203.78 m.p.h. at Daytona, Florida with his 1000 h.p. Sunbeam, less affectionately known as 'The Slug'.

We are grateful to the ever resourceful Jim Miles, who produced some pretty rare French, Dutch and Belgian sales brochures for the Model 'C' and Eifel cars, which have been colour photocopied and added to the archives. He also produced an even rarer May 1935 copy of the Salesman's Reference Book for the De Luxe Model (Model 'C'). Again, all 97 pages have been photocopied and placed in the archives. Not content with that, Jim loaned me the five Ford lapel badges illustrated. The three with cars were probably give-aways at major exhibitions and the other two appear to be employees' badges. Any help in further identification or news of other contemporary badges would be appreciated.

Another amusing piece of memorabilia appeared at the All Ford Rally in the shape of a beer bottle with the Ford badge atop a Harviestoun Brewery label announcing the contents as 'Old Engine Oil'. On the oval radiator grille behind the word 'Engine' is written 'Dollar Scotland'. Working on the principle that there is no such thing as bad beer, I should think this brew packed quite a punch!

In Issue 125, the story was told of the origins and history of the Ford logo. Michael MacSems, the Manager of the North American English Ford Registry, embellished the article and published it in the February edition of 'The Universal Car'. This was seen by Eddie Ford in Australia, who published it in his magazine 'The Restorer'. As this is a commercial publication, Eddie paid Michael for the article. We are grateful to Michael for donating

Chairman's report

You will find the key decisions reached at the Committee meeting held in October under the Secretary's page, so I will not repeat them here. But one aspect bears repeating, that is the function of the Regional Coordinators.

Over the life of the club the role expected of these stalwarts has changed. In the early days we expected them to be the source of knowledge about local events and to be in contact with the members in their region so that they could all attend as a group. Their function has changed over the years, now their best effect is as a local single point of contact for the Register. They need be knowledgeable about the Club's activities and who does what. Their title has therefore been changed to 'Regional Contact'. If you look at Page 2 you will see that not only has the title changed but also several Coordinators have decided that the time is right for them to step down and pass the baton on to someone else.

Please join me in thanking Rod Evans, Brian Dixon, Kevin Briggins, Mike Merry, Peter King and Owen Baldock for their valiant efforts and to welcome John Keenan into the post in Region 5, replacing Owen Baldock, and just to prove you can't have too much of a good thing by announcing the merger of Regions 1 and 2 under Nick Glenister's wing.

This leads to the next question; if these members have stood down, who is going to be co-opted by the Committee and be appointed? Well, the answer is it could be you! If you are living in one of the Regions shown with a Vacant post, please consider

£24 to the Y&C Register, the source of the article.

My thanks to all of you who have sent in contributions for the magazine. I apologise for not replying to all of you, but I hope that your satisfaction is complete by seeing your efforts in print. Please keep your snippets coming.

Have an enjoyable Christmas period.



"Julian Janicki peers through his windscreen at an unusual mascot in the shape of a bottle of Ford Old Engine Oil beer which appeared at the All Ford Rally."

Sam Roberts.

if you could do your bit for the Club and take on this function. Please contact me, or Bob, and let's discuss what's involved. You never know, if you play your cards right, you could even be in line for the Committee position of Regional Contact Officer.

Moving on to next year, I met with John Fitzgerald recently in Dublin. Just what he is pulling together for Convoy 2002 has to be seen to be believed. Those of you lucky enough to participate are going to have a tour to remember. I shall be organising personalised sweatshirts etc. to commemorate the event, which is supported by Henry Ford and Son Ltd. of Cork (the only Ford Company world-wide with our founder's name in the company title). The chosen charity for this event is St. Luke's Hospital for Alzheimer's in Cork. Please do all you can to raise money for this worthy cause, even if you are not participating in the event.

Have a safe Christmas and, if possible, get the car out on January 1 to prove that both the car and you are only as old as you feel.

Geoff Murrell

Your Secretary's ramblings

As I write this piece in the wettest week of the year (end of October), our summer is but a distant memory and this is our last issue before the Christmas season. Where does the time go?

One event of late summer which Pat and I thoroughly enjoyed was the Ruthin Rally in North Wales, organised by our livewire Regional Contact, Pete Ketchell. I drove Pete's 'CX' tourer since, as organiser, he is barred from competing, but I had his daughter



"John Fitzgerald flying the Y&C Register flag high at the Powerscourt Rally, held annually in Co. Dublin. This year, John was asked to organise the rally on behalf of the Irish Veteran and Vintage Car Club (IVVCC) and he increased the participation from 80 cars last year to 140 this!"

the creeping legislation of the EEC. End of Life, fuels, and emissions legislation for example, intended to protect the environment, could inadvertently sweep us away if it wasn't for the ongoing vigilance of FBHVC representatives. (Can you imagine having to fit a catalytic converter to enable you to use the car on alternate weekends?!). Our support for this organisation is essential to prevent our cars becoming mere cold museum pieces. You can give additional help too by taking up 'Supporter Membership', details of which will appear on an insert with the next issue of 'Transverse Torque'. A description of the discounted FBHVC-Britannia Rescue scheme covering classic and newer cars appears elsewhere in this issue. As there is no additional premium required for 'rescue' in the Republic of Ireland, Convoy 2002 participants in particular might be interested.

Limited space in the magazine precludes printing Committee minutes, but the main items covered included the allocation of £3k to the remanufacturing of spares which Graham Miles' spares group will be progressing. The newly named Regional Contact role was discussed and you will note the vacancies inside the front cover. If you wish to talk over what the role covers please give me a ring.

Lynette as an excellent navigator. Graham Miles came north in his Model 'Y' tourer and Reg Hunt acted as his navigator: but we had our hood down! Our Club was well represented in that John and Sue Griffiths were also involved as course marshals. The 'CX' tourer is an excellent car to use on this sort of event, which involves accurate navigation and

strict time control over narrow winding roads through the beautiful North Wales countryside. The 'CX' was able to hold its own in the company of a wide range of cars from Model A Fords, Austin 7s, Rileys to 1970's Rover 2000s. A great day out. Well done Pete!

October was busy on the Club front with the AGM of the Federation of British Historic Vehicle Clubs and our own Committee Meeting on successive weekends. I never ceased to be impressed by the amount of work undertaken by the FBHVC in protecting our hobby from

The Convoy 2002 to Ireland featured in discussions and John Fitzgerald was congratulated on his planning efforts for what looks to be an event not to be missed. Ivor Bryant with Nick Glenister is planning a combined stand with the Ford Sidevalve Owners' Club at the Bristol Classic Car Show in February, which will be well worth visiting. Sam and Geoff reported that, despite increased premiums, Footman James still offers excellent rates to club members and our links will continue. Limited Company status for the Club is being investigated and anyone with any specialised knowledge or comments is asked to contact Treasurer Bruce Allan, who has agreed to collate information on this topic. Committee members are now joyfully (it says here) looking at the details of a draft Club Constitution for discussion at the next meeting. (Makes one quite envious doesn't it!). You have a club Committee which fortunately manages to tackle what may at times be the necessary and tedious within a friendly businesslike framework, which makes my job much easier.

Sadly, following the Committee Meeting, Christine Baldock informed us that due to pressing family and work related matters, she will be standing down as Membership Officer at the AGM or sooner if we have a volunteer replacement. Always good company, we will be sorry to lose Chris from office as she has been energetic, thorough and detailed in all she has done. Thanks Chris.

Hopefully we will have some crisp sunny days during winter during which we can get out and about in our old cars. Enjoy it.

Bob Wilkinson.

Bob's joke corner.

This letter was sent to me recently by Jack Clarke in London. "I'm sure I speak on behalf of all members in expressing my thanks for your joke corner." No Sam, that isn't the joke, so try this from Jack:-

A gorgeous young girl excitedly tells her friends at the office, "I've got a blind date tonight". Next morning her workmates ask her, "How did it go last night then?" To which the young girl replies sadly, "Not good at all. You see he turned up in his vintage Model 'Y' car".

Continued on page 6

20 years ago

'Transverse Torque', Issue 14, November/December 1981

Peter Fawcett, the first Editor and, incidentally, the originator of the magazine title 'Transverse Torque', and Graham Miles, the Chairman, were the only contributors to Issue 14, although it is clear that there had been quite a bit of correspondence between members and Graham during the previous two months, mainly in response to a questionnaire which Graham had included in the previous issue. This asked what parts members would like to see being manufactured and whether there was any interest in 'winter meetings in pubs', in an 'April London run', the next A.G.M., a 'Belgium rally' or a 'Berlin run'. There had been a few pub meets, which had proved quite successful, considering the small number of members (190) and their geographic spread. A pub meet in the Suffolk Poacher, Wanyford, Suffolk was reported in this issue, organised by Ian Smith and attended by John Fuller, Paul Howard, Derek Appleton and John Comer. Of these, only John Fuller is still a member.

Graham's request for parts seemed to bring in a large demand for body parts. It is interesting to note that even then, Graham provided manufactured bumper bars to members (he had already sold out of rears) and roof stick kits and was looking at manufacturing oil cans. I was amused by Graham's statement, "As you know, I obtained 2000 Floor Board Screws from the Ford Motor Company. They were, in theory, unobtainable. They are now, in practice, unobtainable because I had the last of these from Ford's and they will not be ordering more."

Correspondents to Graham included present day members, Brian Dixon and Peter Ketchell. Other names for older members to conjure with were, Alan Oakes (who carried the grand title:- Spares Depot Manager, North of England), Richard Atfield, Michael Ayling, Peter Barlow, Maurice Billing, Keith Button, Evelyn Chapman, Gordon Collins and John Jardine.

John and Siobahn Guy were very active at this time, John having regaled in a previous issue the story of his Model 'Y', which he has owned since his graduate days in the 1960s. Siobahn on the other hand had helped out Jill Miles (Graham's sister and club Secretary) with the typing of the newsletter. Issue 14 was the first

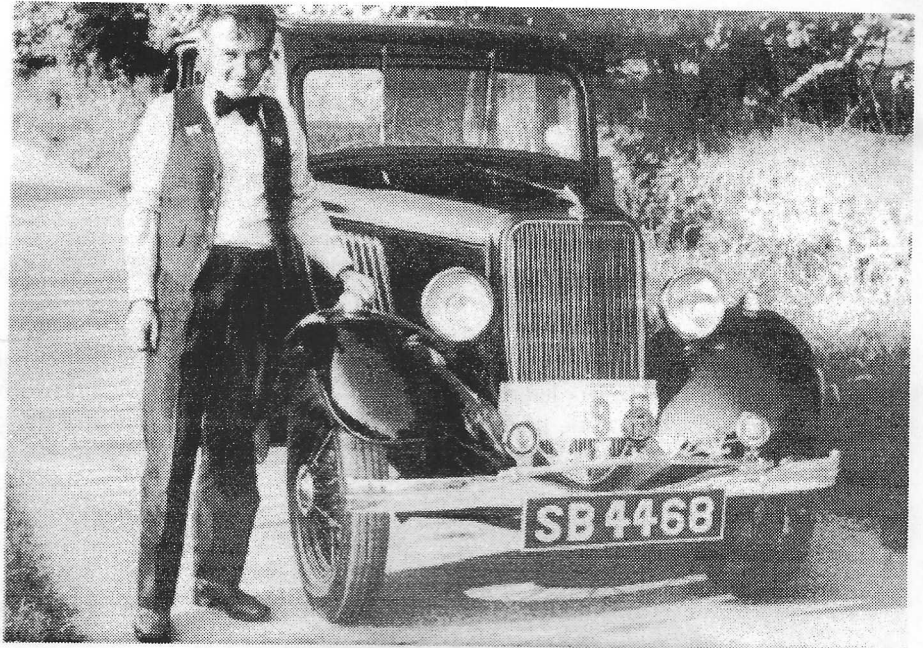
Continued from page 5

Her friend replied, "Hey that sounds great!", only to be informed "But he was the original owner!"

That reminds me Jack of a friend of mine years ago who was a magician. Well you see every time he picked up a young lady, his car turned into a lay-by.

Sam will probably edit this one out on sexist grounds! Keep sending them in folks.

Bob.



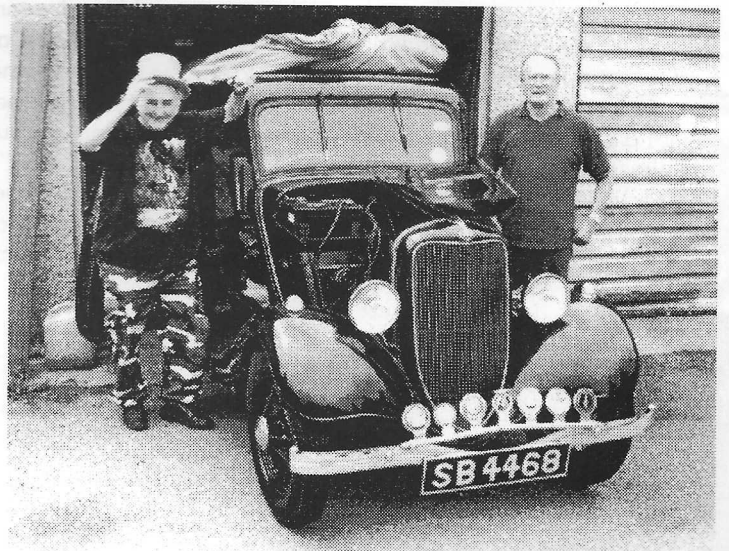
"Angus Bradley in 1980 alongside his complete 1934 Model 'Y' Fordor De Luxe, which had appeared in the TV film 'The Pinch'. Angus presumably in his extra's costume."

Clarke's Alpine tourer as 'right marker'; Brian has kept this beauty hidden from us for far too long! These were also the days when Graham Mile's main show transport was his Model 'Y' based Allan Taylor groundsman's tractor - now owned by Dave Tebb.

A photograph of that also appeared in this issue.

"Angus Bradley as we found him last year, 20 years later, on Convoy 2000 in Argyllshire. It appears that he still likes dressing up. SB 4468 ("Same number as Mallard, you know.") could do with a little TLC."

Y&C magazine to carry photographs and I was amused to see that the first photograph was of a much younger Angus Bradley. Angus was the ex-member we tripped over in the wilds of Argyllshire at Lochgilphead last year on Convoy 2000. Another photograph was of the 1981 Enfield Pageant with no less than 15 Model 'Y's present and with Brian



The Bert Thomas Story -

Part II, by Philip Albers

Each year the Y&C Register awards the Bert Thomas Salver to the car deemed to be the Best in Show at our most prestigious event. This is the continuing story of Bert Thomas. In Part I, Philip Albers related the earlier life of Bert; the purchase of his rare Model A and Mercury, the formation of The Rose of England Chapter and how, after a major operation to remove one lung, he was cared for by Mrs Bellinger in the bungalow in Mytchett, near Farnborough, which he inherited after her death, and a place which many longer serving members of the Y&C Register got to know, either through visiting or over the telephone. At the end of Part I, Philip Albers had just moved into the bungalow with Bert:-

"Living in that place was not for the faint hearted. There was a permanent smell of old oil and grease. Only someone who has dismantled an old axle to find the old black oil congealed inside knows the smell - not unpleasant you understand, but just not what you expect in a bungalow! But then it was by now full of Ford Parts. Bert was doing all sorts of work for people. From restoration of bodywork on cars to rebuilding dynamos, etc. The kitchen had a machine for testing coils and condensers in one corner. In another, a machine for testing dynamos and starters. The larder was full of Ford 8 and 10 engines. You could just about weave your way through a passage to get to the other side. In the hallway, one side was lined with shelves stuffed with dynamos, distributors, etc. The back room was full of all sorts of parts. It was also the place where Bert would overhaul carburettors, dynamos and distributors. By the door was a set of full size welding gear. There was only room for one person at a time in there. The bathroom was the only place without any parts in.

My room had parts in all the cupboards, plus miscellaneous sheet metal parts. Bert's room had stuff everywhere; mostly small hardware. There must have been at least a ton of parts in the loft, with access up a fold down step ladder. Up there were propshafts, pistons, all the Ford tools, exhaust systems, valves, clutches, king pins and all chassis parts. I remember being woken up one night by a hell of a crash above. I had visions of being impaled by a load of propshafts piercing through the ceiling!

In the back garden, second hand stuff was under plastic sheeting. There was a lathe in the shed, plus so much stuff pushed in the doorway that you could not get to the lathe anyway. I don't know how the shed stood up to the weight.

The Mercury was put into service by now. It is probably just as well that the interior was never re-trimmed since Bert would be forever going off and coming back with the car full of new goodies to squeeze into the bungalow somewhere. As soon as Bert got these parts into the house, they were labelled, numbered with the correct Ford part number, boxed and put on the relevant shelves.

Bert's Model 'A' was parked at the side of the bungalow in the open. It was not used very much, so it started to deteriorate. I had my Model 'A' parked behind. Since that was all I had, it was a daily runner doing 10 to 11,000 miles a year, but that's another story! When I was restoring my Model 'A', Bert showed me how to 'butt hammer weld' and 'lead load filling' and I have been doing it ever since.

In 1979, I found workshop premises to rent in West Sussex. Although I travelled the 70 miles round trip each day from Mytchett in my Model 'A', it got too much; so I moved out of Bert's bungalow. I used to visit Bert, usually on 'Ford night', and meet up with all the Ford gang, plus others. He bought a Mk1 Escort Van to do all his running around, as using the Mercury all the time at 16 mpg was getting too much. He was to soon to sell it on.

Whilst he had the strength, he cleaned up the Model 'A' and took a trip to see the original owner, who had had it from new. The car was registered as a tractor, probably

because that's what it was mostly used for. The old man had a special set of steel braced wide wheels for ploughing with. He would take the rear wheels, rear mudguards and running boards off and plough the field. When the ploughing was complete he would replace the wheels, put the mudguards on and the car was ready to go to Church. On his way back from his visit, Bert called in to see his family in Crewe.

From the time he packed up the workshop in Farnborough, he helped restore quite a few projects, including a 1930 Morris Commercial, a very rare 1937 Ford 4 Cylinder truck, Vic Cheeseman's 'stainless steel' Chrysler 77 Roadster body and various Model 'A's. Later, as he got older, he spent most of his time in the 'back room', building and reconditioning dynamos, carburettors, distributors for V8s etc., etc. He had a few mild heart attack scares and was taking more and more trips up to Crewe to stay with relations.

As time passed on, like it does all too fast, he suddenly decided to sell up. The Mercury had gone sometime earlier. He sold the Model 'A' to Tom Mansbridge and did a deal with Belcher Engineering for all the stock, on the understanding that they did the clearing. They agreed to this unseen! They spent the best part of a week and endless lorry loads to eventually clear everything from every room in the bungalow, the loft and the garden. The vast Ford book library was divided between many Ford enthusiasts.

Bert spent his last 18 months or so with his family in Crewe, until his heart finally let him down in March 1995. His one and only lung never gave any problem and lasted him for best part of 25 years. He was buried in Crewe.

Bert Thomas was 'The Ford Man' who became well known for not only having that 'difficult to find' part, but the right part. His skill was being able to know and remember part numbers, with the back up of his home made Ford Archive. He has gone and unfortunately has not been replaced."



If you have any other information to add to the Bert Thomas story, please send it to:-

Model A Club of Great Britain
10-14 Newland Street,
Coleford, Royal Forest of Dean,
Gloucestershire
GL16 8AN

Tel: 01594 834321

Fax: 01594 835456



"Philip's bedroom. I remember buying a spring spreader from Bert. He dug one out from under the bed. He also had a chamber pot with the Ford logo on it."

"The hallway looking from the kitchen towards the front door. The sitting room was off to the left, the all-important telephone to the right of the front door and Philip's bedroom on the right of the picture. Note the shelves packed with Ford parts, all boxed and identified by part number."



"Bert's kitchen, where he re-wound armatures and carried out minor repairs."



"A section of one wall of the sitting room. Bert had the most comprehensive library of Ford books and magazines."

Preparations for Convoy 2002

Condensers and Spares Report.

Our recent Committee Meeting gave some consideration to next year's trip around Ireland, as Bob has reported in his Secretary's Ramblings. The subject of spares to be carried on the event was also discussed, so if you're taking part, (and about thirty five GB cars are, plus fifteen or so from Ireland) please give some thought to the following passage. The experience of the Convoy 2000 event taught us that sound vehicles will cover two thousand miles or so without mishap. However it is quite impossible to guarantee this, especially with vehicles approaching seventy years of age. Items forged from solid steel, e.g. half shafts, crown wheel/pinions, stub axles, gearbox shafts etc. are virtually impossible to check prior to a run. So it is just possible that such an item may fail. Accordingly it would be wise, if between us we make joint arrangements to carry such spares.

A thorough pre-inspection and servicing over the coming winter months, will hopefully prevent a lot of trouble developing. During Convoy 2000, a number of condensers failed, as did six dynamos, one starter motor, a fuel line and pump, one engine and one UJ. Two of the dynamos had cut out failure, two suffered straight forward electrical failure, and two had their pulleys work loose, in so doing they wrecked both pulley and armature shaft. It would seem that electrical failures come out on top, so please check those dynamos. They are best removed from the car, first ensure the brushes aren't excessively worn, slip off the fan and check that the pulley nut is tight. Make sure the belt is sound. Turn your attention to the distributor, inspect everything for defects and signs of

wear, replace points, condenser, spark plugs and inspect the HT leads. Spend time under that bonnet, and if you have doubts about the engine's condition, get an engineer to pass an opinion. Remember the Register now supplies late rebuilt engines. It's easier to get one changed now, rather than return home on the back of a recovery truck. Already three of the 'Register's' engines will be under bonnets on the run. (Incidentally we will consider rebuilding the original type of engine, but we are unable to quote an up front price or guarantee the unit. They are just too temperamental and Tim Brandon can only do his best with them). When changing engine oil, remember Tebb Lubricants (member Dave Tebb - see Useful Contacts) can supply a single grade, non detergent engine oil, which best suits these engines. Please try to ensure your car is fitted with the post 1935 distributor, that is the design with the carbon brush in the cap.

Check that clutch, or again call the engineer to pass an opinion. Top up, or better still, change the oil in the gearbox and rear axle, 90 hypoid in the gearbox and 140 in the axle. Check the condition of the brake shoes, king pins, and front and rear hubs. If at all in doubt replace worn parts.

The big weakness on a Model Y is the front axle area, especially if the roads are in need of repair and, by reputation, some Irish roads are. The Model 'Y' front spring, the shortest Fords ever made, is the main problem. So we may experience at least one failure. The perch bolt is another area of concern, for if the shackle bush is worn, failure could occur at that point. So don't forget these shackles and perch bolts. My Model 'Y' van has covered 18,000 miles since its rebuild. On a reasonably regular basis, it carries up to three engines at a time over to Tim Brandon's, a distance of some two hundred miles. I thought it prudent therefore to check the condition of the shackles, both front and rear. Wear rate was minimal, and it was clear that with regular greasing 30,000 miles would be about their life. However if you're not certain, check them before the run. The only real way of doing this to remove them.

Don't forget the obvious:- tyres and tubes. It may be difficult to find them in stock at the average Irish garage. However I do know that Tony Etheridge has plenty in stock here in Watford (see Useful Contacts).

What I would like participants to do for me, is let me know what spares they intend to carry, and if you have a late or early engine fitted etc. I need to know some details about your car if we are to carry the right parts to get us home. Kevin Brigginsshaw will stand by to process your orders!

I don't want to frighten people with the above passage. I can tell you that a few of the die-hards are planning a trip in 2003 that will reach Russia, covering at least 5,000 miles over the course of a month or more. We are considering making approaches to the Belgium 'Old Ford Club' to join them that year, the year that Ford Motor Company celebrates its centenary. Those on the Russian run intend to join the group via Berlin! So please don't be concerned about a relatively short 900 miles trip around Ireland.

Issue 132, page 15, reported the use of the Lucas DCB203 condenser, on sale in Halfords. This condenser has a design

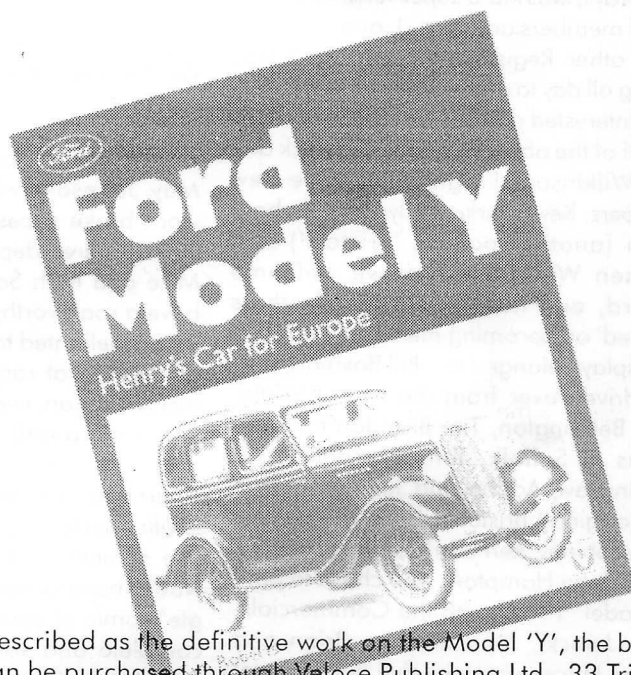
microfarad capacity 0.22, + or - 20%. I tried this condenser some time ago on a run to Leeds. It took me to about Sheffield before the coil overheated and broke down. I reconnected the original condenser and completed the journey, both out and back. For that matter the van is still running on the same coil. I came to the conclusion that I may have just been unlucky, having selected one with a large percentage of the plus tolerance. The good book from the Ford Motor Company says we need a capacity of between 0.18 to 0.23 microfarads. Lucas condenser DCB101 has a capacity of 0.20 microfarads + or - 10%. These figures slot nicely into our requirements. It comes complete with a tag to attach it to the original fixing, and a cable with ring tag to connect directly to our terminal. At present this is on trial, fitted to my tourer, and so far so good.

On the spares front we will holding a meeting in early December, if you would like to make a contribution to our manufacturing efforts please contact Bob Wilkinson. I have several new ideas on projects to put before the committee, if you would like some projects considered, please notify me. We have already taken the decision to replace stocks of additional sleeved rear hub kits as the batch will soon be sold out.

I am grateful to Frank Johnson, who brought a large shopping bag full of used pulleys, UJs and long rad brake shoes to the All Ford Rally to add to the refurbishment programme. More are still needed, so please follow Frank's example and let me have your worn spares.

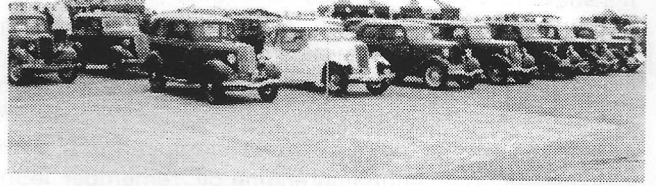
We will, over the coming year, be making arrangements to move the bulk of used stocks, and a certain amount of reproduction spares from the barn that we rent in Watford to a new storage location in Stevenage. If local members can find time to lend a hand please contact me, especially if you have access to a van!

Graham Miles.



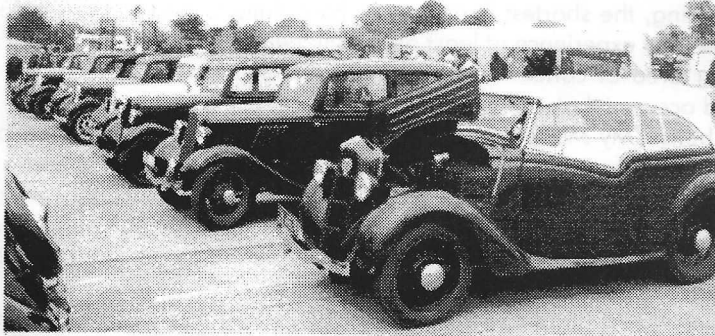
Described as the definitive work on the Model 'Y', the book can be purchased through Veloce Publishing Ltd., 33 Trinity Street, Dorchester, Dorset, DT1 1TT. Tel: 01305 260068 Fax: 01305 268864 E-mail: veloce@veloce.co.uk Price £29.99 plus p&p. Credit card details accepted over the telephone or Internet.

All Ford Rally - 30 September 2001



"The front rank on the Club stand at the All Ford Rally."

The weather forecast at 6 p.m. the day before was horrendous; a huge swathe of green and yellow in black blobs approaching the map of the UK, with wide yellow gale force arrows following behind. Out goes I to put up the hood on Kerry, fit the side screen and batten down hatches, ready for an early start to Abingdon on the Sunday morning. Next morning, scudding black clouds but no rain. Drive up to Abingdon; still scudding black clouds, but no rain, and apart from a few spits during the day the clouds kept scudding but we had a dry show. I had reminded Geoff Murrell to bring the Regalia umbrellas. In the best case they would act as an insurance against the rain and in the worst case he would sell out of them. Fortunately the former happened and he only sold two.



As always, we had a super turnout of members and cars. I, and most other Register officers, didn't stop talking all day to other members and genuinely interested members of the public. On behalf of the absent Christine Baldock and Bob Wilkinson, I signed up three new members; Kevin Burke, Emlyn and Barbara Smith (another pair of 'Bristols') and Stephen Whitely, whom we welcome aboard, and have a couple of others 'hooked' on becoming members. The cars on display belonged to:- Bill Baxman, who had driven over from the Isle of Wight, Barry Bebbington, Tim Brandon from the depths of Suffolk, Tony Brasher, Kevin Briggins, Adrian and Julie Chapman (The [original] Bristols), Jack Clarke, alas without Shirley, Ken Clarke, Geoff Dee, the illusive John Hampton, who chose to park his Model 'Y' van with the Commercials, Julian Janicki, John Keenan, Brian and Yvonne Mace (who took five hours to get there from Norfolk, only to be nearly run over by me as I reversed off the flag pole base in Kerry), Mike Meadows, who didn't win a prize for a change, Jim Miles,

Graham Miles, Geoff Murrell et moi. We were also delighted to meet up with other car-less members; Tony Butterfield and Dave Tebb who were running stalls, Peter Baggott, Ivor Bryant, Phil Francis and Dave Minnett, who both bought copies of my book, Brian and Roger Gurney, Dave and Jackie Gustard, Roy

"The rear rank at Abingdon, with our Chairman Geoff Murrell's Model 'CX' tourer as left marker."

Hocking, the recently retired Frank and May Johnson, who donated welcome worn brake shoes, pulleys and king pins to the spares department, Dennis Little, Mike and Kath Samuel, who might soon have a roadworthy 'Y' and Brian Monger, who is delighted to have recently dropped out of the rat race and found a life (remember Brian, even if you win the rat race, you're still a rat!).

Apart from a hot-rodded psychedelic Model 'Y', which looked like something that Dan Dare would have driven in 'The Eagle' comic of yore, there was a complete and solid, but pretty rropy Model 'Y' atop a trailer in the autojumble (Y190392), which the naive trader had bought from the estate of the late Mr Holder in Barnstaple for

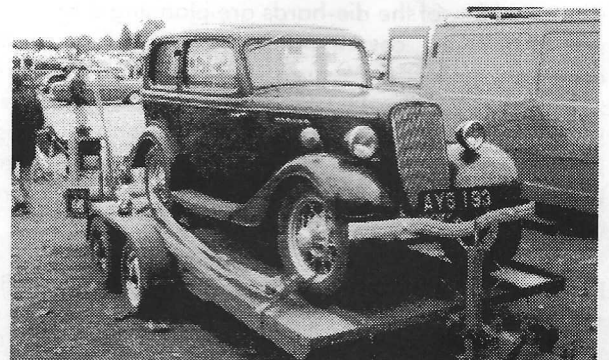
£3000 and was advertising at £3500. Early in the day he came over to the stand and sounded out a couple of us on what our cars were worth. He was pretty crest-fallen when he realised that he would be lucky to get £1500 for his.

I am pleased to say that even the dreaded 'Spanner' on the Tannoy was unable to drown out the merry banter between like-minded members. I would like to thank, in particular, those who brought along written articles, articles from other magazines, photographs and snippets for inclusion in 'Transverse Torque'. We didn't win any prizes this year, for a change, but were delighted that John Porter from the Sidevalve Owners' Club was a winner in Class 2.

As always a very successful day. For those who missed out, blank off the last Sunday in September in next year's diary and come and join us (and bring your brollies as an insurance against rain!).

Sam Roberts

"This 1937 Tudor (Y190392) awaits a buyer who can give it a full restoration."



Doctor Ford avoids running out of fuel.

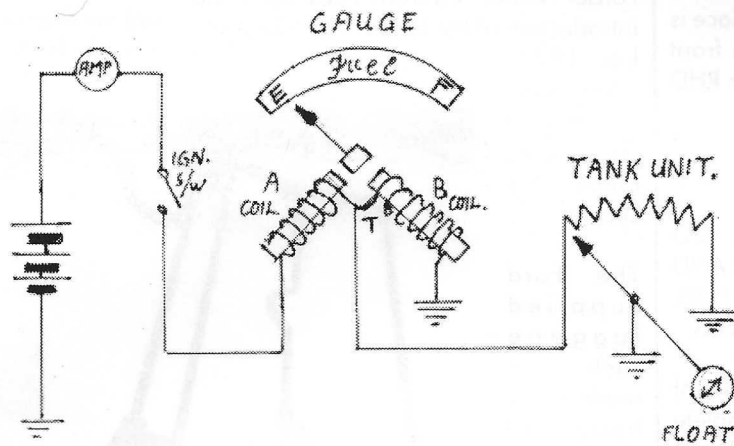
The electric fuel gauge was introduced 1935 on the Model 'Y', replacing the hydro-static type. The Model 'C' only ever had an electric fuel gauge.

If you cast your mind back to Issue 122, which reviewed the operation of the dynamo cut-out, you will recall that the soft iron metal core of the unit has a insulated wire winding wrapped around it. Once an electrical current is passed through it, the core becomes an electric magnet. In issue 123 the operation of the ammeter was reviewed. That instrument has a graduated display face, over which a needle/hand passes. This indicates to the driver the situation a propos the state of charge/discharge. The fuel gauge operates in a similar way and indicates the amount of fuel in reserve in the tank.

So how does the fuel gauge work? Well, concealed behind the face lie two coils, both of which produce magnetic fields (about themselves) once current flows through the windings. This field has an effect on the steel armature mounted on the pivot assembly which, in common with the ammeter, causes the armature and hence the indication needle to be drawn in one direction or the other - in this case to indicate the level of fuel in the tank. However, in order for this instrument to function, it needs the influence of the tank unit which causes a variation of the field strength of the coils within the instrument and so draws the needle across its face.

The tank unit, or sender unit as it called in modern language, is fitted into the top of the tank (it also incorporates the fuel supply pipe pick up). Within the unit is a winding mounted on a insulated rod, the length of which is swept by a contact. This contact is mounted on an arm, which is earthed as it passes through its pivot point in the casing. On the other end of the arm is a float, which follows the fuel level. One end of the winding is connected to

earth; the other is connected to the dash instrument. Thus, as it sweeps to a new position, due to a change in fuel level, a variation in the electrical resistance of the winding is caused.



So what then happens from an electrical point of view? When the tank is empty, the float will be at its lowest point and the circuit at minimum resistance. Current will flow through the coil 'A', which provides the controlling force. In this condition no current will flow through coil 'B'. Thus the pointer is pulled to the empty position as the magnetic force induced in coil 'A' is at its strongest. As the tank fills, coil 'B' begins to energise and creates a deflecting force. As the maximum value of the tank transmitter is reached, the armature takes up a position along the line of the resultant forces produced by the two coils. The indicating needle will then read full.

Variations in battery voltage will affect both coils in an equal manner. Therefore these variations will balance themselves out. This is true in general terms, although resultant temperature changes have a modest effect.

The disadvantage with this system, which was in common use until the sixties, is that it reacts instantly to changes in fuel level. Turning sharply, ascending or descending hills, braking sharply and rapid acceleration, (not that the last two need worry us!) will cause rapid, if only temporary changes. Later instruments use a bi-metallic strip instead of coils. This design reacts slowly to level changes and on the very latest in-

struments the pointer remains in position with the vehicle electrical supply turned off.

Faults

First check that the electrical supply is in place on the back of the instrument. It is important that the dash instrument has a good earth to the dash fixing studs. If the instrument has a bad contact at this point, winding 'B' will not complete its circuit and the instrument will indicate erratic results.. (This is a more common fault on early 'Y' cars fitted with the electric gauge as these cars had a ventilation flap in the bulkhead which could allow water to ingress).

The tank must be earthed. If it is not, the gauge will constantly read full. (The Ford Motor Company put great reliance on earthing the tank via the copper fuel supply line. The problem with this is that the flexible fuel pipe formed part of the earth circuit via the metal braiding.

However, replacement parts are often just made of rubber and hence there will be no earthing).

A break in the cable between the instrument terminal marked 'T' and the tank unit will have the same effect as an unearthed tank.

With use, the sweep contacts in the tank unit can wear either themselves or the winding, or both. This of course will lead to intermittent operation or none at all. Left unused the tank sweep arm can seize up in its housing, thus causing one set reading no matter how full or empty the tank is. The tank unit will need to be removed and freed by hand.

It is possible for the dash needle to become set. A light tap to the instrument should free this. Regular use should overcome this problem.

Checking things out.

With the ignition switched on and the supply confirmed to the left terminal, (as viewed from the front - use of your test lamp, as previously explained, will prove supply).

With the supply in place and still nothing happening, try a light tap on the gauge to check that the needle is not stuck.

Use a jump lead to confirm earth of the instrument case.

If still no movement, take the jump lead and earth the right terminal marked 'T'. The gauge should move to full. (If it does not, then the likelihood is that you have a defective gauge.)

If it moves to full, go to the tank and ground the terminal with the jump lead. (The inspection panel under the rear seat will assist you to do this). Again, the gauge should move to full. If not, the cable connection is broken to the dash. The most likely place is where the rear loom connects to the front loom at the bulkhead base (offside on RHD vehicles)

If the gauge moves to full when the jump lead grounds the connection, then the fault would seem to be with the tank unit.

Remove the tank unit from the fuel tank. **DO NOT DO THIS IN A CONFINED PLACE AND REMEMBER, YOU HAVE AN OPEN FUEL TANK BELOW YOU. DO NOT CAUSE ELECTRICAL SPARKS.**

Connect the cable supply to the terminal of the unit, and use a jump lead to complete the earth circuit to a suitable steel part of the body. You can now operate the arm by hand. The gauge should move from full to empty, and vice versa.

If still nothing happens, the fault would seem to be inside the tank unit. Turn off the ignition.

NEVER FORGET THAT OPEN FUEL TANK.

You can remove the unit top cover which will disturb the cork gasket. If you re-use the unit this will need to be replaced. Remember the manufacturer makes no attempt to prevent fuel ingress into the unit, so that cover plate gasket must be sound. Visually check the condition of the resistance windings, paying particular attention to the sides where the contacts sweep. Check also the condition of the contacts.

Setting the gauge.

Having done all this and got the fuel gauge working, you find that needle does not cover the graduated face fully; stopping short one side or the other. So what to do? The answer is to move the coils within the gauge, so as to get the correct magnetic field alignment. On the back of the gauge you will find a pair of little nuts, which set the two coils in place. The correct procedure is to release one or the other and slide on the elongated slot provided, thus creating the correct magnetic alignment.

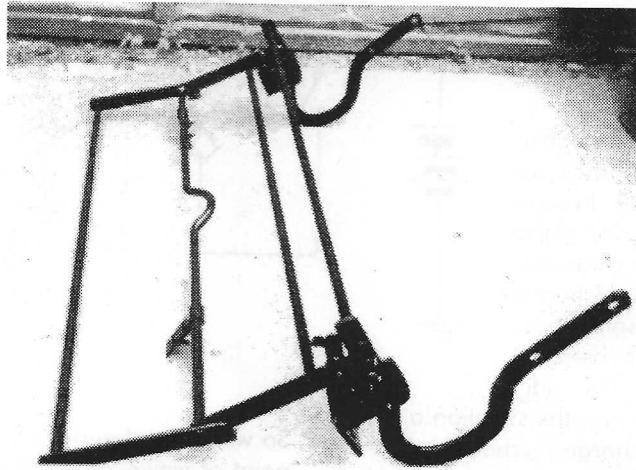
Graham Miles

Luggage racks

I am often asked about luggage racks for the Model 'Y' as one sees a variety of styles and designs at shows. Luggage racks were fitted by Ford to the De Luxe Fordor Model 'Y's from 1932 up to the introduction of the Model 'C' in September 1934, when production of De Luxe Model 'Y's ceased.

The Ford supplied luggage rack was made up of horizontal steel bars as shown in the accompanying photograph. The number plate was suspended from the central kinked bar; the kink went over the spare wheel hub cap when closed. Ford luggage racks could be obtained from main Ford dealers as accessories.

The accessory market was a booming



"A Ford supplied luggage rack for the Model 'Y', either as a fitment to the De Luxe versions or as an accessory."

business in the 1930s and a number of companies produced cheaper, pressed steel luggage racks to fit a variety of cars. For example, in the 1935 East London Rubber Company Ltd. (ERLCO) catalogue, which Peter Lines showed me (see Members' Cars), there are two makes advertised. Firstly the Wilmot- Breeden, which came as a single folding model at 15/-, or the double folding one at 19/6. Secondly, the Super Easyfit, which was 21/- for the short rad and 19/6 for the long rad version as well as a rack for the 10 h.p. Model 'C'/'CX' at 21/-.

This company also produced a Luxe Super Easyfit, which included the number plate. The advertisement actually states that for 'SEL/3N 1933 8 h.p. on chassis Y3812 ...

26/- SEL/3P 1934 Model 'Y' 26/-

This gives us the chassis number of the change-over, in November 1933, of the tail lamp and number plate bracket from the off side wing to the centre of the rear valance.

Events 2002

- 2/3rd. Feb. Bristol Classic Car Show. (Indoors!). Royal Bath & West Showground. Nick Glenister 01935 822566 (day)
- 17-28 June Convoy 2002 Ireland. Sam Roberts 01264 365662
- 14th. July Kirkstall (Leeds) Classic Car Show. Barry Diggle 01274 614729
- 29 Sept All Ford Rally, Abingdon. Entries thro' Bob Tredwell 01235 530720

BBC quest

The BBC is investigating the incidence of fake or stolen car parts for a programme due out next year. If anyone has any information on traders dealing in fake or stolen car parts, please ring 020 8752 7197. All help will be treated in confidence.

'The Baico Baby'

As Nick Walker, the author of the 'A-Z of British Coachbuilders' remarked in a rather complimentary e-mail to me after reading my book on the Model 'Y', "I'm still getting 'not included in your book' queries four years after publication." It was only four months after the publication of my book that I received Malcolm Grace's photograph album through the post. There were many interesting photos there, but none as interesting as one of a large van on a Model 'Y' chassis, the likes of which I had not covered in my book. Written on the side of the van were the words: - 'De Luxe Baico van Capacity 115 Cu.Ft. Tax £10'. On the radiator grille was the Baico motif, which confirmed that the conversion had been carried out by a firm called Baico. On the reverse of the photograph was printed: - "Copyright Peter Daniels, Salisbury. Tel. 744344. Negative ref. PD35/E415. A semi-forward control conversion by Baico of London." With a negative reference number PD35, I assumed that Peter Daniels had taken the photograph in 1935 and had long since popped his clogs. So I wrote to the 'The Automobile' to see if they, or one of their readers, knew anything about Baico. They passed the letter on to Nick Baldwin, the font of all knowledge on matters 'Commercial', who dropped me a line to say that, "That same picture of the van appeared in the 14 page article Peter Daniels and I wrote about BAICO in 'Vintage Lorry, Album 3'. Sadly I don't have a spare copy - maybe he does?" This, of course, destroyed my assumption that Peter Daniels was no longer with us and, as Salisbury isn't a million miles from Andover, I rang Salisbury 744344 and spoke to a very busy chap, who could spare me a few minutes and, yes, he would run me off a copy of the article. I duly called round at his house cum printing works to be met by a chap in his thirties, who accepted £10.00 for his troubles and gave me the 14 page article.

The Baico company was formed in 1914 at the start of the Great War, the name

Baico being derived from the full registered title, 'The British and American Import Company'. The company's premises were at 115 Fulham Road, London, S.W. 1, the



"The photograph of the Baico van in Malcolm Grace's photo album."

managing director being R. Noyes-Fairbanks. As the name suggests, the company imported chassis from the U.S.A. (mainly 7 cwt. Model T chassis during the war) and converted them to take larger and heavier loads by lengthening and reinforcing the chassis, swapping the rear transverse spring for two semi-elliptical ones and extending the drive to rear artillery type wheels by means of a chain.

After the Great War, the lorry market was cornered by Sir Percival Perry and his Slough Trading Company, which won a Government contract to recover the damaged military vehicles from the European battlefields, refurbish them and sell them on cheap to the commercial market. Many commercial chassis and vehicle manufacturers went to the wall as a result. Ford's answer was to bring out the 20 cwt. Model TT lorry. Baico's answer was to convert the TT lorries into even bigger vehicles, producing the 30 cwt. 'Extendatonna', a phenomenal two and a half tonner called 'The Baico-Supertonna' and long wheel based charabancs and buses. By 1926, Baico had converted more than 5000 chassis.

With the discontinuation of the Model T in 1927, Baico asked for, and received, Ford's blessing to design and build a range of vehicles on converted, lengthened and strengthened Model A and AA chassis. Demand for Baico conversions was so great that in November 1929, the company moved to bigger premises at Baico Place, 327-329 High Road, Chiswick, London, W.4. This also marked the move into conversions to make other than Ford, such as Chevrolet, General Motors (including Bedford) and Dodge. In 1932, Ford introduced the Model B car and the BB truck. Although nominally a two ton vehicle,

Baico was able to transform the BB truck into a four tonner.

Although primarily concerned with the heavier commercial vehicles, it was inevitable that Baico should try their hand at the lighter vans. The Model 'Y' van, being Ford's first small van, was a natural for them to look at. The resulting design, called 'The Baico Baby', had an amazing capacity of 115 cu.ft., compared to the 50 cu.ft. of the standard 5 cwt. production model. This was achieved by putting the driver and controls well forward, over and around the engine, with extension linkages to the gear, clutch and brake mechanisms. The wheelbase was not extended. The basic model had a whorled aluminium finish protected by cellulose lacquer, whilst the De Luxe van was fully paint finished. The cab doors on the standard model were hinged at the front and the radiator grille was flush fitted to the front panel, unlike the De Luxe model, which had rear hinged doors and a small bonnet, giving a very nice appearance (see first photograph). The cost of converting the Ford Model 'Y' was £32 for both models and the cost of the complete vehicle was £170 ex-works, Chiswick, for the standard finish, or £172 10s as a De Luxe.

Unfortunately, there is no record of how many 'Baico Babies' were sold. They must



have been reasonably popular for, in 1934, Baico turned to the Heavy Ten Four and Heavy Twelve Four Austin chassis and gave them the same treatment. The second photograph shows that the Model 'Y' 'Baico Baby' was still being produced in 1937. To my knowledge none has survived. The company continued to flourish into the 1970s, concentrating in its later years on ambulances and fire appliances. Eventually the company ran into financial difficulties and was rescued by Peter Wright, the managing director of the Ryland Vehicle Group, based at The Hyde Industrial Estate, London, N.W.9.

I am grateful to Malcolm Grace for alerting me to this conversion and to Peter Daniels and, through him, David Pollard of Ryland Group, for the background on Baico.

Sam Roberts.

P.S. Since writing this article, I was loaned another copy of the photograph of the 'Baico Baby' by the illusive John Hampton, whom I tripped over at the All Ford Rally in one of his Model 'Y' vans. He also loaned me a road map of England and Wales handout from Hubert Dees Ltd., who were main Ford agents and commercial coach builders based in Brighton Road Croydon. The booklet was printed, I would guess, in 1936. Perhaps more of that in a later issue.

"Photograph taken in Baico Place yard in July 1937, showing the front view of a De Luxe 'Baico Baby' alongside GMC model F16 and Renault model 2T chassis awaiting conversion."

Convoy 2002 - Charity.

Convoy 2000 raised an amazing £8000 for the Children's Promise charity, which was the charity nominated by the Ford Motor Company as their charity for the year. The cheque was given to a delighted Mike Harvey, the Manager of the Engine Plant at Dagenham.

Edwin J. Nolan, until recently the Chairman of Henry Ford & Son, Ltd. and Convoy 2002's biggest fan (benefactor) over there in Ireland, has nominated St. Luke's Hospital, Cork, a hospital which offers support and care to sufferers of Alzheimer's disease, as the preferred charity for Convoy 2002.

Could I ask members and participants please to repeat your Convoy 2000 efforts for Convoy 2002. If we could raise the same amount of money, it would be tremendous, but if we can exceed it, it will be fantastic.

Bob Wilkinson will once again be co-ordinating your efforts, so please contact him for sponsor forms and any other information you may require. Much of the money last time was raised through members' companies and associates at work. Please give some thought as to how you can contribute to this very worthy cause and contact Bob.

'Moderns' competition

How well do you know the mid '60s & '70s products? After all the E04A's, E93A's, 105E's etc., Ford moved to code names rather than numbers. Below are some examples. Can you match the code name with the resulting marketed product? The answers will appear in the next issue of the magazine.

<u>Ford Code name</u>	<u>Match up list</u>
'68 Anglia	Escort Mk 1
Archbishop	Escort Mk 11
Bobcat	Escort Mk 111
Brenda	Fiesta Mk 1
Cardinal	Cortina Mk 111
Diana	Corsair
Erika	Classic
Eva	Granada Mk 1
Gloria / DE1	Granada Mk11
MH	Granada / Scorpio k 111
TC	Zephyr/Zodiac Mk 1V
Panda	Capri Hatch

Note, the DE1 was the first in the current format, D&E being the Sales segments the car is marketed at, and No. 1 being the first in this format. Ford Focus was C170 and the recently introduced Maverick was U204.

Geoff Murrell, Chairman and in real life:-
VS&P, FCSD-E, Ford Focus, Escort and V227 Support,
Ford Motor Company.

Norfolk/Suffolk activity.

We are grateful to relatively 'new boy' Mick Hicks for sending in his diary of events in Region 13. Here is an active region which has laid down a benchmark for other regions to follow in future years. It just shows what can be achieved with a bit of teamwork. Mick writes:-

"My first season with CLU 456 has been a most enjoyable time, thanks to Norfolk/Suffolk Regional Coordinator, Brian Mace. He and Yvonne have kept me informed of all the rallies in our area. Bressingham Steam Museum Classic and Vintage Car Show was my first show., where Brian introduced me to Tim Brandon and Mick Meadows. They made me very welcome. A nice little show with plenty to look at; steam locomotives, Dad's Army Museum and of course an excellent garden centre.

The Enfield Pageant was next. The journey from Norwich to Enfield was about 115 miles, but I was not brave enough to drive CLU all that way, having only owned the car a couple of weeks. I made my way to the Ford Y&C Register stand. where I met Mick and Tim who gave me some stick for not bringing my car. I was disappointed to find that there was no Club regalia for sale on the day I was there. Bromley was a good show for Mick Meadows and his immaculate vineyard green 'Y'. A photo appeared in the August edition of 'Practical Classics' of Mick being presented with a trophy by Sir Stirling Moss. Mick tells me that he has acquired a Model 'C' which he is going to restore when time allows.

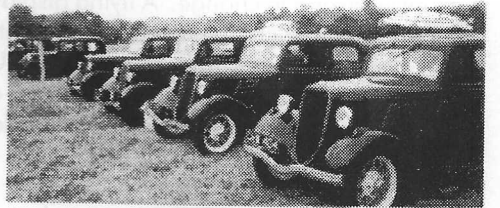
Back in Norfolk, Fritton Lake Car Rally was next. Tim, Glynis and Joyce, my wife, and I attended. A nice little show with some pleasant walks around the lake. Brian and Yvonne went along to a 1930/40 day at Wymondham railway station. By the way, Brian is looking for a 'demob' suit. Does anyone out there have one - moth balls and all?

The local Ford agent, John Grose, arranged a rally for charity with a drive from their Diss showroom to Lowestoft and ending at their Ipswich franchise. Our local radio station, Radio Norfolk, puts on an old car rally in conjunction with the Norfolk Constabulary. An entry of five hundred cars and motor cycles were on display. Tim and I arranged to meet Brian outside the show ground. We do this at all the venues. This guarantees us all lining up together. Once Brian has got us all lined up in a straight line, the next job is tables and arm chairs and then the next important part is a nice cup of tea. We all sit round and have a chat and a good laugh. A very friendly atmosphere in the Ford Y&C Club. We then go our separate ways on walk-about and usually meet up at 1 o'clock for lunch. It was on a walk-about that I spotted another Model 'Y'. One that I had not seen before. We were looking at the car, a short rad painted in a nice maroon with cream wheels, when the owner and his family returned. He told us that the car belonged to his father, who has now passed it on to him. Once his name was mentioned, Brian knew of his father and the car from way back. Tim, with the owner's permission, was checking chassis numbers for the register and Brian was taking photos. I was chatting to the owner, Jamie Utting, who was telling me that he knows of three more 'Y's in the village where he lives. Two are OK, but the other one is broken in half. He is negotiating with the owner to purchase these cars. All in all, a good day, apart from the trip home, where I was experiencing for the first time driving a Model 'Y' in a downpour - oh those wipers!

Eye show, in Suffolk, was next. Same again; Brian, Mick, Tim and myself attending. Another damp one. The next day, Bank Holiday Monday, we were all off to Lavenham, a tourist showpiece. If any members want an excellent day out, this is one for your diary. Tim was voted to lead us through the Suffolk countryside; a very pleasant trip it was too. Through the villages with their thatched roofs and village greens. Anyone looking out of their windows and seeing old cars going by must have thought they had woken up in a time warp. On arrival we met three more Y&C members, a very nice turn out of Model 'Y's were on show.



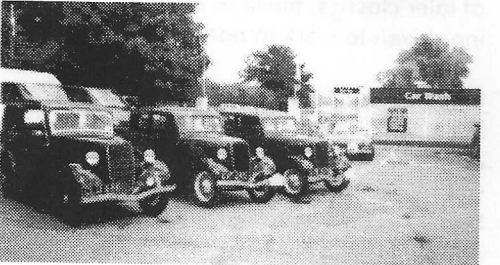
"Brian Mace, Region 13's Contact, checks dressing at the Henham show."



"Tim Brandon's June 1936 long rad is closest to the camera at the Eye show."



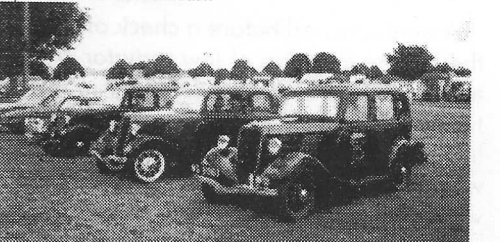
"Model 'Y's line the boundary at Lavenham."



"The Ford dealership rally in Diss."



"Behind a prone Tim Brandon at the Raydon show, Brian Mace dreams of recruiting five new members to please his Chairman."



"Brian Mace still sporting his Convoy 2000 door decal at the Royal Norfolk Show."

It's amazing the stories one hears about these popular little Fords. Sitting relaxed behind the car, the people who come up and look at the cars with big smiles on their faces. You hear stories of how they passed their driving test in one, or went on family holidays in one year ago. My wife was amused when she heard some senior citizens say, "You know what they say, a bit of metal and a bit of board got together to make a Ford." they chuckled and went on their way.

Our next show was Raydon, set deep in the Suffolk countryside. It is now 56 years since Raydon Airfield hummed with activity from aircraft and vehicles stationed there during the war years, but that was soon to change. A flying display of aircraft from the second world war gave us plenty to look at. A B17 Flying Fortress, Mustang and a Thunderbolt from the U.S.A. From the RAF came the Lancaster, Hurricane, Spitfire and a Blenheim. What a sound they make. All this, along with the classic vehicles, made a most enjoyable day.

Grand Henham Steam Rally was our last show of the season and we had seven Model 'Y's lined up. Brian was well pleased with the support from the club members. Brian, Tim and I went

on walk-about. Tim had arranged to meet an old friend of ours who I had not seen for a number of years, since my Lotus days. It was Lotus chief mechanic, Bob Dance. I worked with him in the sixties on Lotus Cortinas. He, like most of us, is now working in the slow lane. He has restored a 1942 Diamond T, 980 military vehicle, which he had at the show. Tim had driven these monsters in the Army; they were used for tank transportation. Brian, Tim and Bob were all stationed in Germany and had many a tale to tell. I went behind the Diamond T, dug a trench and borrowed a tin helmet until it was all over! I got the 'all clear' from Brian and we made our way back to the cars for lunch. Although we had a few showers, we did not let it spoil our day. We had one last photo shoot of the seven Model 'Y's all lined up. Another good day.

My thanks to Brian, Yvonne, Tim and Mick for my first season in the Ford Y&C Model Register and thanks to Sam for finding CLU 456 for me. If all the other regions are as good as the Norfolk and Suffolk region, it must be one hell of a club.

Many thanks to you all.

Northern Sidelights

The annual Bradford-Morecambe Run is the north's equivalent of the London-Brighton, when about a hundred or so historic vehicles make their way to the seaside along pleasant highways in an evocation of a c.1950's day out. The pre-war contingent is strong, with, inevitably, and correctly, a good selection of the home-grown Jowett motor cars, but also with a goodly number of later classics, the likes of which one seems to remember having driven to work in not all that many years ago.

Fords of our feather were limited to CNN, a brace of slightly later, e-numbered, small sidevalves and a particularly pleasing example of a very late Model T imported some years ago from California. It was interesting to observe the subtle changes which Henry had made to the T by the 1920's, making it look rather different to the "brass age" T of the pre-Great War era.

The owner of this particular Ford, much to my delight, showed a keen interest in adding a Model Y to his collection, and, he has subsequently been sent copies of advertisements from *Transverse Torque* in order to encourage his enthusiasm!

The Morecambe Sunday turned out to be a fine day and it was absolutely perfect to be parked up along the promenade. An added bonus was an air display over the Bay which included a Lancaster bomber and a Spitfire - very appropriate. The journey home, some 70 miles, was accomplished in two and a half hours, with, on the face of it, CNN running perfectly well...

...A week elapsed before a check of CNN's fluid levels revealed the bizarre situation of low radiator water and apparently grotesquely high oil level! On draining the sump approximately two pints, (or metric equivalent), of water preceded the engine lubricant! Frightening! All had been well at Morecambe, but what about the run home? Oil pressure etc seemed normal, with no misfiring, unless the illegal transfer had taken place during the week of inactivity!

My best hope was that water ingress was through the head gasket, rather than something more sinister. Removal of the cylinder head seemed to reveal the truth of that hypothesis with the area around number 2 and 3 cylinders looking rather guilty. A new head gasket was fitted. It seemed appropriate to decarbonise and attend to oil leakage around the sump at the same time, by fitting new front crankshaft seals and the cork gasket around the main-bearing housing - all very tricky!

Fortunately, all seems well after 50 miles or so, with CNN now able to hold all her drink and no longer suffering oil incontinence. As was suggested a while ago in the magazine, a down-to-earth guide to Model Y&C repair and maintenance written by those who have done it and seen it would be so valuable.

I was invited to Skopos Motor Museum by Eddie Parkin a few weeks ago, to "look at a Ford". Eddie had become disillusioned with "tyre kickers", having tried to sell his Model 'C', so decided on a radical solution. He has carried out a superb conversion of his Model 'C' into a pick up. This certainly gives us an insight into what might have been had Ford designed a commercial around the 'C'/'CX' cab and chassis. It looks very attractive, even in bare metal.

I noted Ken Sleight's comment about Newby Hall in Issue 132. I agree. Newby Hall was one of my favourite events particularly in the 70's and 80's when campaigning the Big 7. It is a premier event and I think we should consider it for next year. Would somebody let me have an entry form for the 2002 event? Also how about another Skopos Meeting next year? Please let me know if interested.

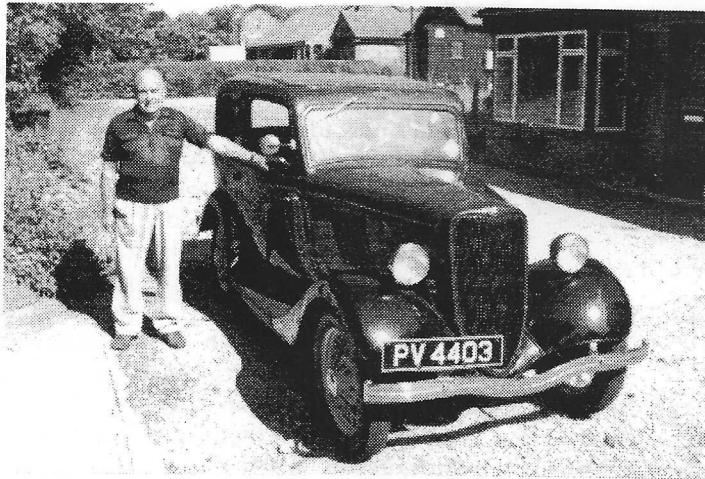
Best Wishes for Christmas and the New Year.

Barry Diggle, (Region 16)

Members' cars.....

Why do we own a Model 'Y' or a Model 'C'/'CX'? In my case, it is because I owned a Model 'Y' as a young chap in the 1950s and found it to be a most simple, economic and reliable car and it was good fun to drive. I bonded with my Model 'Y' more than any other car and so began a life-long affair!

The car reported on in this issue belongs to Peter Lines, who lives about four miles from me in the village of Grateley. I had visited him recently to check that the Model B chromed bonnet hinge brackets, which I had obtained from Saturn Industries for Luis Cascante in Spain, did indeed fit the Model 'Y'. I was struck initially by Peter's tidy garage (see back cover) and then he started showing me a huge 1935 catalogue of The East London Rubber Company, Limited (ERLCO) which was unimaginably comprehensive for a range of different cars of the time; but more about that in the next issue.



"Peter Lines with his Ipswich registered vineyard green, 1937 Tudor Model 'Y' "

Peter is a 1930s enthusiast. His house is decorated with art deco style ornaments. His bookshelves hold many 1930s film star autobiographies, his uncle's family having been the 'Film World' magazine Hollywood reporter during those fabulous years of Bette Davies, Greta Garbo etc. Although the early 1930s suffered from the Great Depression following the Wall Street Crash of October 1929, from 1935 onwards Peter remembers the period with great nostalgia. 1936 was the year Peter thinks back to the most: "There were even three kings that year!" It was also the year in which his father bought a Tudor Model 'Y'. Mainly for that reason Peter bought a Model 'Y' of his own in 1992. "It represents a time warp of the 1930s." Having said that, the car which he considers to epitomise the '30s is the American 1936/37 810/812 Cord. Eat your heart out Mark Turner!

To the average classic car buff, there is nothing special about Peter's vineyard green, Tudor, 1937 Ford Model 'Y' 'Popular' (Y194061). He does very few miles in it each year and the 76,000 miles on the clock when he bought it were probably all that it had done. The essence of this story is that by just looking at and smelling the Model 'Y' gives Peter a romantic escape back to the 1930s. Peter bought the car from an American, Keith A. Reeves who, with his French wife, lived in Welwyn in Hertfordshire. It was advertised in the May 1992 issue of 'The Automobile'. Keith told Peter that he had purchased the car in May 1985 from the main Ford dealer, Candor Motors in Chelmsford, who had kept it in their show room for some time, showing it at local rallies. Candor Motors apparently took it over in November 1983 from the Ford, Dagenham apprentices, who had 'set it up'. Unfortunately, the original buff and continuation green log books were not handed over to Keith, so we do not know of the history prior to 1983. With its known chassis number and a registration number PV 4403, all we can say with certainty is that, after leaving the No. 1 Gate at Dagenham sometime during the second week of July 1937, the car was driven on trade plates to a Ford dealer in Ipswich, where it was registered soon after. Regrettably, the V5 document has a spurious Date of First Registration, which is given as 31.12.38, almost one and a half years after production! If it had been registered on the last day of 1938, the registration number would have been PV 5668.

Whilst writing this article a couple of coincidences have occurred. I referred to Mark Turner earlier, as a member who owns a 1936 810 Cord. Like Keith Reeves, Mark is also an American who fell for the Model 'Y' whilst in this country on business. His was also an Ipswich PV registration, PV 1661; a September 1934 registered Model 'Y' Kerry sports tourer. Mark, however, exported his to Michigan, in the States, where it sits alongside his Cord (and a couple of Ford Mustangs!)

MEMBERSHIP OFFICER. VACANCY.

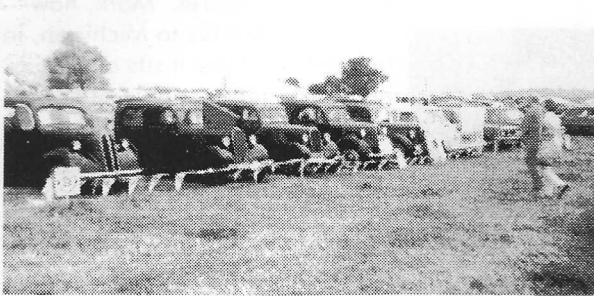
Christine Baldock has decided to stand down as Membership Officer by next April and the Club is seeking someone to take over this central role. Basically the job entails processing new applications, maintaining the membership list, dealing with annual subscription renewals and feeding this information to club officers over the Internet as appropriate. Access to and the ability to use a computer is essential. There's a good level of support and camaraderie within the Club, so carrying out the role is hopefully more fun than the description tells. If you are interested in simply finding out more, without any obligation, please give me or Geoff Murrell (01763 838909) a ring.

Bob Wilkinson.
01832 734463.

Combined effort

Members' correspondence

John Keenan writes:- "On August Bank Holiday we attended a great three day show at Hellingly, just north of Eastbourne. Gathered together were a dozen assorted Ford sidevalves which created considerable interest. I think that next year, this could be the way to go, joining forces with the Ford Sidevalve Owners' Club to achieve a nice big dis-



"Part of the line-up of sidevalves in the combined FSO/C Register display at Hellingly. Is that a brace of Baldocks I see approaching their Model 'Y' (with bonnet up)?"

play. We had a very sociable picnic, in spite of a shower of rain. It cleared up in time for the 'Lady and Vehicle' competition. which was won by Chris and Carol Jarvis from Hove with their very smart Model 'Y'. This gave us just cause to open another bottle of wine to celebrate; a nice

way to finish the day!"

"Carol Jarvis, suitably attired in period dress, the winner of the 'Lady and Car' competition."



Wedding duty

Geoff Murrell called in to Safron Walden to see new member, David Kent, who owns an early January 1933 short rad and who had recently been on wedding duty. He reports:-

"The wedding trip had been completed with no problems. The car was trailered up BRR to Norwich and back and the journey

to the church with his daughter (I think) went with no problems. He has kept a time sheet on the re-commissioning of his car (restoration is the wrong word) and it came to 600 hours. The only problem on the trip was that the nearside door decided to unlatch itself on the trailer coming home and bent the door hinges. All in all a successful trip in a car he has owned since he was an apprentice, and he must be the wrong side of 60 now (do I hear Bob say, "What side is that?"). During one visit to Dave I was shown a repaired and painted mudguard that had been built up to contour with clay!

I have threatened him with all sorts of things to do an article for the magazine. He says he will start by writing a letter for inclusion thanking all Register contacts, in their widest sense, for their help. He mentioned Kevin Briggingshaw, Graham Miles, Geoff Dee, Paul Beck and several others. A not so gentle comment in the mag should prompt a fuller story methinks."

[Dave's superb story received with photographs. It will be the subject of Members' Cars in the next issue - Ed.]

REDeX gauges

Geoff also comments on the gauges reported and illustrated in the last issue attached to the steering column of Colin White's Knibbs Parkyn tourer:-

"I have one of the small gauges seen on the right of the steering column. The correct name is a REDeX Car Care Robot. It is a vacuum gauge and the scale is graduated in Inches of Hg (Mercury) from Zero (i.e. atmospheric pressure) to -27, with the section between -17 and -22 in green. The idea is that you drive with the intention of keeping the inlet manifold vacuum as high as possible and thus in the Green sector, the theory being that high vacuum results from small throttle plate openings and therefore less fuel usage.

There is an opposing camp that argues that with small throttle openings for a given

engine speed, the air flow speed though the carburettor venturi, and thus fuel flow, has to be greater than with larger throttle plate openings. This argument proposes that using a high gear at a given road speed with Wide Open Throttle (WOT) results in lower air speeds and thus less fuel demand. You pay your money and take your choice!

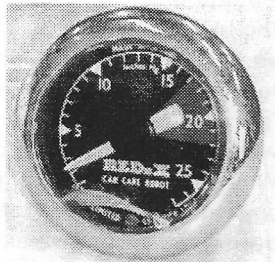
A second use for the gauge is to tune the engine for ignition timing and fuel mixture. Both adjustments have an effect on inlet manifold vacuum at idle. The idea being that you play with both settings until the vacuum gauge attains the highest stable reading at idle. There is a clamp in the pipe between the inlet manifold and gauge which is adjustable and allows the vacuum changes at idle to be damped out and a steady reading obtained.

The larger instrument is in fact a metering device. There again being a connection to the inlet manifold, but this time there is also a pipe to a container full of REDeX. The idea being that you have a manually set control valve in the additive flow pipe and can therefore adjust the amount of additive fed to the engine. I am not sure if the flow of additive happens with low or high vacuum though. I would have thought with low vacuum, i.e. when you step on the throttle and want the engine to do some work, which is when a supply of upper cylinder lubricant would be most appropriate. It does indeed 'inject' the fuel, in that with the inlet manifold being at a negative atmospheric pressure. Typically the inlet vacuum is between zero at WOT and 25" at closed throttle, the additive is pressurised by the positive pressure in the outside world of some 14.7 PSI.

Note REDeX is capitals for RED and X with the second 'e' in lower case.

Yvon Precieux also commented on the gauges:-

"I have both these gauges fitted to all my vehicles for lubricating the cylinders before start-up. The gauges are post-war items: an engine



cylinder lubricator and a suction or engine condition gauge. These items were regular features on many vehicles and were regularly advertised in 'Car Mechanics' and 'Practical Motorist'."

Wheel discs

Yvon goes on to comment:- "In response to the letter from Ken Sleight, the seemingly solid wheels are in fact wheel discs fabricated from aluminium, which fit both Models 'Y' and 'C' by simply taking off the hub cap, fitting the lightweight disc on the wheel and replacing the hub cap. I have a set in my garage which will fit my Model 'C'. The discs were manufactured for a number of cars by Stott & Wilson Ltd., Duke Street Garage, Rochdale.

"A copy of Stott & Wilson's advertisement for wheel discs from 'The Autocar'."

NEW MOTORISTS—
TAKE A TIP FROM
THE OLD HANDS!

fit "EASY-CLEAN"
WHEEL DISCS

They will save you many hours of weary, backaching work. They knock off grime, dirt, mud, etc. They clean dirt, mud, etc. They improve your car's appearance. They give it a new look.

FOR MORRIS, AUSTIN, STANLEY, WOLSELEY, etc.

55/- PER SET
FIVE PAIRS

Complete set of discs for 4 wheels at 11/- each (11/- plus 1/- post).

STOTT & WILSON LTD.
DUKE ST. GARAGE, ROCHDALE

essential to get the fuel to vaporise adequately at low temperatures, e.g. during cold starts at up to 40 deg C below freezing. This, combined with the higher cylinder temperature during the power stroke from modern fuels, again for fuel economy and emission reasons, results in greater exhaust downpipe temperatures and thus radiated heat. The flexi-pipe is only a rubber hose and don't forget that this rubber was designed to cope with the fuel make-up of 60 years ago and not the modern concoction, which softens with heat, age and degradation from the fuel, so a vicious circle is created.

Since fitting a new flexi-hose and eliminating a Bundy restriction caused by a bend in the pipe, the car has not shown any vaporisation characteristics. I believe a new flexi hose every couple of years will keep the problem at bay."

Note, new steel braided flexi-pipes can be made to order from Dave Grant at Braided Steel, Unit 64, Northwick Park, Blockley, Gloucestershire, GL56 9RF. Tel: 01386 700495.

Surfing the net to Lavenham

Dave Gustard e-mails:- "Just a short note to confirm that I have now joined that elite group of 'Silver Surfers'. The delay was caused by a logistics problem of running a 20 metre B.T. cable from my computer in an upstairs room at the rear of the house, across the loft and down a cavity wall to the phone point at ground level by the front door. The cavity wall was the tricky part as it contains wire brick ties and concrete lintels. Whilst in the loft, I lowered a small block of steel some 7 metres down the cavity. Jackie was able to track its progress with a Hand Bearing Compass which showed a deflection as the steel passed by inside the wall. It worked quite well and I was able to locate my piece of string a few cms away from the B.T. phone point. It's a good job I am retired and have the time for these antics.

We had an excellent day at the Lavenham, Suffolk, Rare Breeds Motor Show on

Bank Holiday Monday. Jackie and I took our 1935 Model 'Y', ARO 135, along with a friend of mine in his 1928 Austin 7 Box Van. There was an excellent turn out of vehicles, including Five Model 'Y's. Brian Mace, our Norfolk/Suffolk co-ordinator will be providing a report for 'Transverse Torque'. It was a super setting; the cars were parked on the cricket field with Lavenham Church in the background. The Jaguar Owners' Club display was impressive and included a genuine D Type, along with three E types, all of which had overtaken us, line astern, on the way to the show. It took all of 7 seconds for these four vehicles to go past."

Cork assembled cars

I wrote to Johnny Yendall in Larne, Northern Ireland, who joined the Register a year or so ago with a Cork assembled 1936 Model 'Y', ZA 9893. I was asking whether there is a plaque or other sign that the car was assembled in Cork. He e-mailed the following:- "1). There is no visible indication that it was Cork assembled. 2). There is no 'Henry Ford & Son' or 'Ford Motor Company, Dagenham' or any other brass plaque. 3). There is no Briggs body number, or evidence of one ever being fitted." Does any other Irish member have visible evidence on their car that it was assembled in Cork? It is also interesting that there is no sign (screw holes) of a Briggs body number plate having been fitted. This bears out Luis Cascante's theory that Knocked Down exports from Dagenham to countries which incorporated home-made components (trim, upholstery etc.), did not carry a Briggs body number. Comments please.

The March Show

Roger Hanslip reports on this year's show at March, Cambridgeshire:- "Not only was I flying the flag for the Y&C Register at the show, but I was also for my sins, the bar steward - sorry - car steward for the organisers and, as I had a wedding do with the Model "A" on the Saturday, it was a busy weekend as you can imagine. Bob Wilkinson came on the Sunday with Pat - it was lovely to see them. I sent Bob round the ring in the "A". However he came back in Noel Page's "B". The lesson from this is "Don't lend Bob your car - there's no telling what he will come back with!". There was my 'Y', Noel's 'Y' and on the Monday there was Jamie Utting with his 1933 short rad 'Y' - it has been in the family since new and is on the third gen-

Vaporisation.

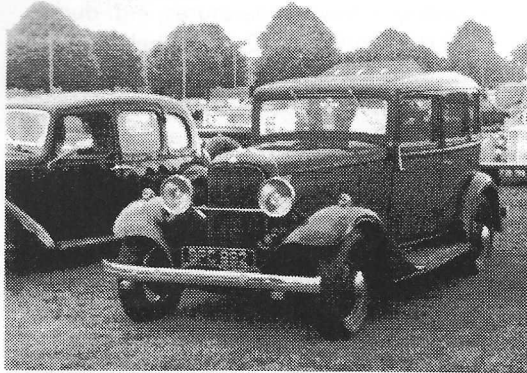
Geoff Murrell is convinced that Tim Brandon has the real answer to this thorny problem. Tim believes that the fuel supply pipe between the Bundy from the tank and into the fuel pump is the real culprit. He maintains that this flexi-hose can leak air into the fuel supply whilst not giving any signs of an external fuel leak. The logic is that the fuel inside is under a negative pressure and being sucked forward by the pump and thus not likely to want to leak out. Geoff recalls what happened to his 'CX' Tourer on Convoy 2000. The fuel starvation problems he suffered were all when fuel demand was at its highest, i.e. when going up hills, at high speed or when the fuel level in the tank was below half and gravity was no longer feeding the fuel to the pump. In these circumstances the pump has to work the hardest, dragging the fuel forward and any air leak path will be the route of least resistance.

As Geoff states:- "It is true however that modern fuels do have a greater volatility than in days of yore. The reason is that with today's emission requirements it is

eration - he is not a club member and I don't think his car is on the register (VG 5619) but have been working on him and will forward details to Bob so he can exclude his charms (or insults) on him! Jamie has also got access to another two Y's which have been stashed away in the back of a shed. Also representing the Y&C Register at the show was Brian Gurney with his 'CX'. I hope that next year we can have a bigger Y&C presence."

Hallo, hallo, hallo!

Whilst in East Anglia and with Jamie Utting, Brian Mace sent me a photograph of Jamie's car at the Norfolk Constabulary Annual Police Gala Day, run in conjunction with BBC Radio Norfolk at the Norfolk Showground on 19th August. Listed in the programme were no fewer than five other Model 'Y's belonging to John Fuller, Tim Brandon, Mick Hicks, Graham Rudd and Brian Mace. Noel Page was also present in his 1934 Model 'B'

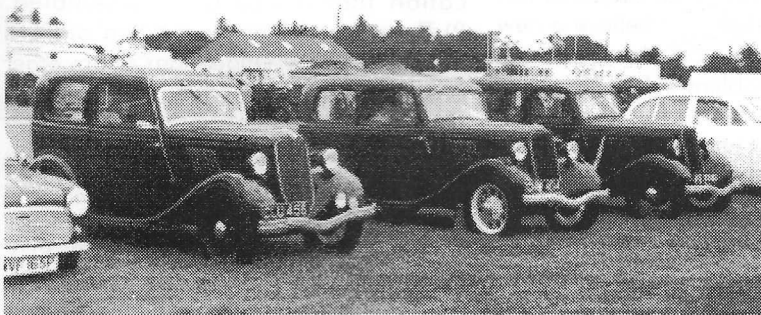


"Noel Page's Model 'B'. The Model 'B' was introduced in 1932, the same year as the Model 'Y', its launch being postponed until Henry had his famous V8 engine under production. With the V8 engine, the Model 'B' was called the Model 18 i.e. the 1st model (1) with the V8 engine (8). The Model 'Y' was the Model 19 under development in Dearborn, purely because 19 came after 18! The Model 'C' was the Model 20"

answer is from the 'Readers Digest Great Illustrated Dictionary' which lists "dicky, dickie or dickey" as being a British term

for "An extra open seat at the back of a car. [From Dick, nickname for Richard.]". Why Richard, I know not. Is it the name of the inventor; is it Cockney

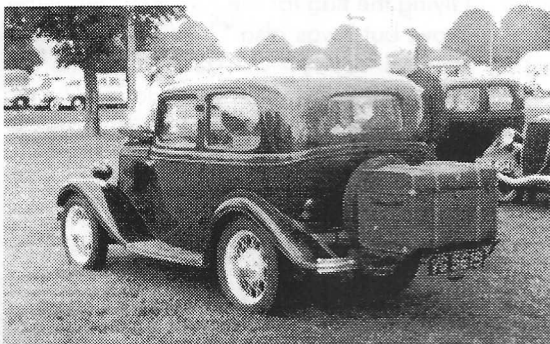
rhyming slang for another word, or does it relate to an anecdote? Can any reader help solve this one?



"Mick Hicks, Tim Brandon and Brian Mace's Model 'Y's in line abreast at the Norfolk Police Gala Day."

Dickey seats

In one of his e-mails, Jonathan Davies asks me the origin of the word 'dickey', as in 'dickey seat'. The nearest I can get to an



Brain Mace talking to Jamie Utting in his 1933 black and maroon short rad Tudor. VG 5619 has been in Jamie's family since new and he is the third generation owner."

East Anglia again!

Graham Rudd, from Beccles in Suffolk e-mails:- "I have just read Transverse Torque and realised I never told you I am insured with Footman James (old price). Had I told you that I bought the Ford Model 'Y' for Europe book, and what an excellent buy it was. Congratulations on all your hard work. Well compiled and printed also.

Model 'Y's turned out in force at Henham Steam Rally in Suffolk on 16 September (7 in all). Hopefully someone has sent a photograph and write-up."

Bad Language

Doug Hickson comments on the last issue; "Firstly, the 'En Fo' trademark. I believe that this was not used until 1951. Originally, it was to have been 'Fo Da' (Ford Dagenham), but it was said that this means something rude or nasty in some languages and so it was dropped. Some of the Mark I Consul and Zephyr engines used at the Ford Service School, being pre-production units and made in 1950, had the 'Fo Da' mark on many of the components.

CKD. I have always understood this to mean Complete(ly) Knocked down."

Ford films.

Luis Cascante comments:- "I was delighted with the last issue of Transverse Torque. It's incredible the amount of new information about our cars that appears every two months. I never heard before about Ford films. Would it be possible to obtain video copies of them to be acquired by the members of the Register?"

We are planning to compile a video of the films and have them copied - Ed.

Cut up over no sale

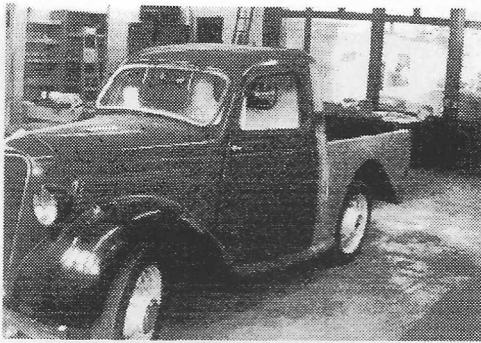
For months, Eddie Parkin of the Skopos Museum in Yorkshire has been trying to sell his Model 'C' saloon. It has been advertised on numerous occasions in the magazine. In September, he called Barry Diggie over to see his 'new Ford'. Horror of horrors, he had chopped off the back end and had converted the saloon into a rather smart pick-up. Barry reports that the workmanship is excellent. However, as a died in the wool supporter of the Y&C Register and its aims, I am sorry to see such a relatively rare car being butchered in this way. On the reverse of your membership card, Rule 1 states the desirability of maintaining our cars as closely as is possible to their original specification. As I say in my editorial, we are but temporary custodians of our cars, which we hope will survive well into the future as historic examples of the motoring industry of the 1930s. Eddie is quite at liberty to do with his car what he wishes, but his conversion, excellent though it may be, cannot be condoned by the Y&C Register.

If only someone had bought it!

New members

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

- | | | |
|-------|-------------------|---|
| A1915 | Jim Aiken | 49 Glenkeen Road, Aghadowey, Coleraine, Co. Londonderry, N. Ireland, BT51 4BN |
| B0264 | Tim Brown | Silver Street, Steeple Ashton, Trowbridge, Wiltshire, BA14 6HA |
| B1065 | Alan Browne | Rosemead, Bumfords, Bridge Lane, Ulting, Maldon, Essex, CM9 6QT |
| B0566 | Kevin Burke | 6 Okehampton Crescent, Welling, Kent, DA16 1DE |
| C0244 | John Cole | 79 Ladysmith Road, Lipson, Plymouth, Devon, PL4 7NN |
| D1422 | Ronnie De-La -Rue | 132 Halifax Road, Brierfield, Lancashire, BB9 5BQ |
| D1923 | Joe Duignan | Drumdoon, Mohill, Co. Leitrim, Eire |
| E0317 | James Ellis | Stourfield, Back Lane, Sturminster Marshall, Wimborne, Dorset, BH21 4BP |
| P0235 | Ty Payne | 95 Park Lane, Frampton Cotterell, Bristol, BS36 2HA |
| P1634 | Philip Pither | 4 Darncombe, Lang Dale End, Scarborough, North Yorkshire, YO13 0LJ |



"Eddie Parkin's Model 'C' conversion to a pickup."

Ford's Model 'Y'

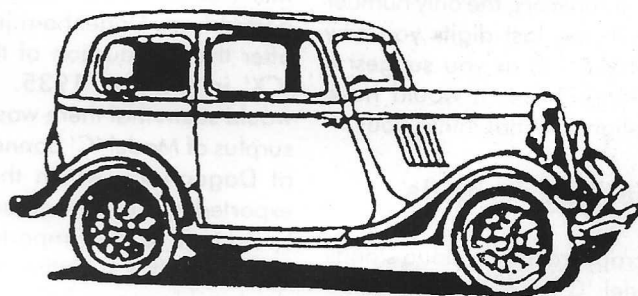
Roger Corti paid one pound in a junk shop for the 'Centenary of the British Motor Car' supplement to the 'Watford Observer' dated Friday, December 13, 1996. The cover depicts the 1937 Model 'Y' (DOA 244 - Y174593) owned by the Ford Motor Company and restored by their apprentices. Roger forwarded it to me under the heading 'W'at Ford? - Observe 'er'. You had better watch it Bob, there is some intellectual humour out there!



"The Ford Motor Company's own 1937 Tudor Model 'Y' as depicted on the cover of the 1996 Watford Observer supplement."

New members' news

Firstly I begin with James Ellis and his 1934 Model "Y" Saloon, LV 9258. Members will recall James' late father, who had previously owned the vehicle since 1936. A restoration is under way including work on the sliding roof. Joe Duignan doesn't have a vehicle at present, but hopefully will have one in time to meet up with us all on Convoy 2002 to Ireland, which is gathering momentum. Another new member, who we hope to meet on Convoy 2002, is Jim Aiken, who has purchased the late John Mawhinney's Model "Y" Saloon, KZ 1590. This vehicle was brought to Northern Ireland from its previous home in New Zealand some time in 1990. Jim intends replacing the upholstery and carrying out some cosmetic work.



International news.

Spain.

Luis Cascante paid another visit to the Barcelona scrapyard following my report on the measurements of John Follon's Model 'Y' Jennings' rear door in the last issue. He reports:- "Last Monday I've been in Barcelona, visiting again the scrapyard in L'Hospitalet where the 3 door (Jennings?), MA 5255, Model 'Y' stands. The measurements are not too different to those of John's car but, in my opinion, the absence of Briggs plate and the lack of screw holes where the number should be, indicates that the body didn't join the Dagenham's production line, but was supplied incomplete to Ford Motor Ibérica in Barcelona. The third door could be a later modification made locally in Spain. I looked again for the chassis number of MA 5255 and, after five minutes of hard sanding, I could see the last 4 digits. The 'Y' and possibly the first digit are covered by a welded piece of steel to reinforce the right side member. The digits are :- _1516. If the car is a really an 'Intermediate' model, the chassis could be made in February 1934, and then the complete chassis number would be Y 51516, but that is only speculation.

My response to Luis reads:- "Thank you very much for your e-mail letter and the photographs which arrived this morning. What a pity the chassis number of the 'Jennings' was obscured. With all the photographs that I have of the car, the result of my detective work is that the chassis number is Y81516! I work this out by the fact that the bonnet has a 'piano-type' hinge (not a chromed strip), which dates it at pre-November 1934. Also the headlamps would appear to have the power cable running through the supports and not external to the lamps, which dates it at post- October 1934. Looking at the register of survivors, the only number it could be with the last digits you saw would be Y81516. If, as you suggest it dates at February 1934, it would have separate side-lights. What thinks you?"

Model 'CX' hybrids

In the same scrapyard in Barcelona stands a 4 door Model 'C' or 'CX', very rusted but possibly complete. I said Model 'C' or

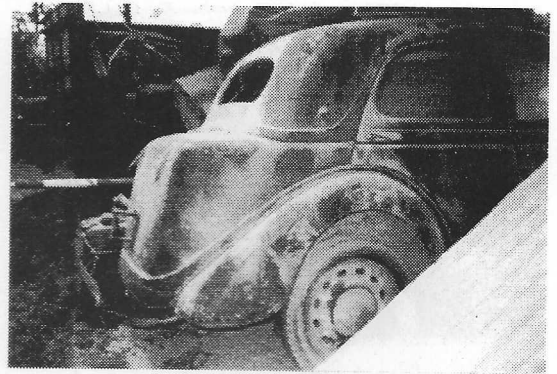
'CX' as the bonnet has horizontal louvres, but the grille has chevrons! The car has a nice boot very well adapted. Three of the wheels are of the easy-clean type and the fourth is a spoked one. In the engine compartment there is a small gravity petrol tank for an easy start. The car is painted black with cream grille and wheels, a typical Motor Ibérica colour scheme, together with the black body with red wheels and grille. The car still has the chassis number, but it is illegible. There is neither Briggs plate nor screw holes in the nearside of the tool box, probably for the same reason as the Ford Motor Ibérica Model 'Y' long rads, i.e. the bodies were not sent complete by Briggs. The registration plates are missing, and I couldn't find the 'official plate'. It's a pity, but I can't identify that car. If



"Luis' discovery in the Barcelona scrapyard. A Model 'CX' with Model 'C' bonnet - probably dating from late 1935 or early 1936."

somebody is interested, both cars, the 'Jennings' Model 'Y' and the Model 'C'-'CX' are for sale.

My response to this discovery was as follows "I believe that this was a Model 'CX' exported from Dagenham just after the introduction of the 'CX' in October 1935. It would seem that there was a surplus of Model 'C' bonnets at Dagenham, which they exported to Scandinavia and Spain to fit to their imported KD Model 'CX's. (rather like the surplus short rad bumpers being used up on ex-

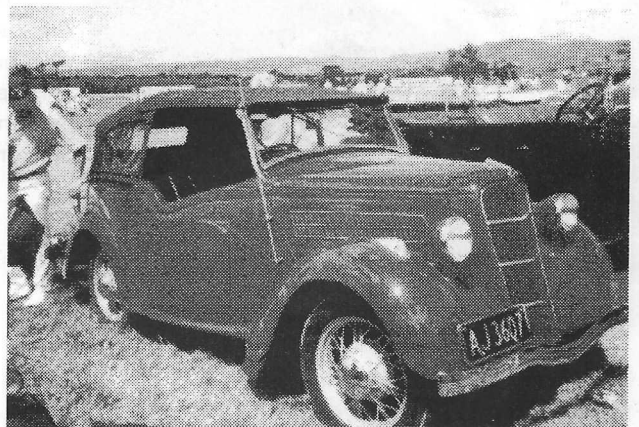


"A clever home-made boot on the rear of the Barcelona Model 'CX'. Note the later Eifel 'Easiclean' wheel, and the extended spare wheel carrier and bumper bar irons."

port long rad Model 'Y's). Note that the Y&C Register post card shows a Danish 'CX' tourer with a Model 'C' bonnet. The top-opening boot is, I think, a clever home-made job which required the spare wheel carrier and bumper bar support irons to be extended. The 'Easiclean' wheels, I suspect, are from a later German Ford Eifel. If you remember from my Model 'Y' book, Germany supplied Ford Ibérica with Model 'Y' parts from December 1935. The Ford Eifel was also assembled in Spain immediately after the Civil War in 1940.

New Zealand

Ron Day in New Zealand, working to Bill Ballard in Australia, has carried out some tremendous detective work on the surviving 'Y's and 'C's/'CX's in New Zealand. The list of surviving vehicles (the register) has grown significantly as a result. Ron has sent some more photographs of Dagenham bodied and exported Model 'CX's still surviving in NZ. Regrettably, as yet, we do not have details of their chassis or body numbers.

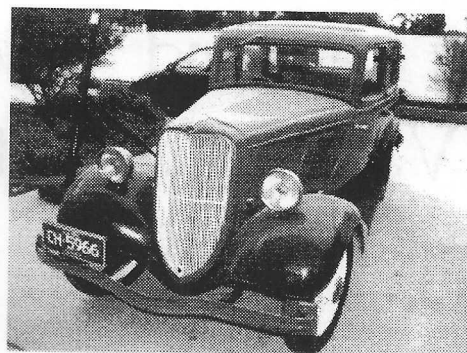


"A beautiful looking cherry red tourer belonging to Peter Bell of Christchurch, South Island, NZ."

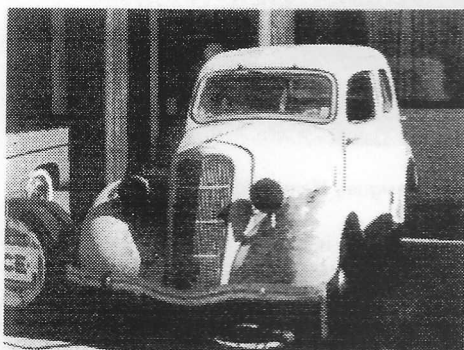


"This immaculate beige Tudor forms part of the John W. Andrew Collection in Auckland. Here it is in storage at Te Puke."

phaeton ('CX' tourer) is stamped '20 BP 2', and on Saturday, I confirmed that my 'donor chassis' body was stamped 20B—S511 with a definite elongated hyphen separating the characters, so there seems to be no hard-and-fast rule on this and I've gone for the middle of the road approach and deal with them all as '20B S511', with the gap between the marque code (in this case 20B = 'CX') and the body number."



"The recently completed restoration of the Fordor Sedan by Greg Rice in Victoria, Australia."



"Brian Church's unrestored Fordor."



"The Geelong body number (19 S486) stamped on the toolbox of Greg Rice's Fordor Sedan."

For sale

Australia

For months, I have been badgering Bill Ballard for a photograph of the Geelong body number stamped on the tool boxes of our cars in Australia. He has had some difficulty as they were not stamped hard (unlike the Spanish ones - see Issue 130, page 14) and needed some assistance to be photographed. Illustrated is body number 19 S486, which has been filled with chalk to make it stand out. As you are aware, the '19' was the model number of the Model 'Y' when under development in Dearborn, U.S.A. The 'S 486' means that this car was the 486th 'Sedan' (saloon) style of body to be manufactured at Geelong, Victoria (only Fordors were manufactured for the Australian market). This body was put on an imported chassis from Dagenham. This car has recently been totally restored in Orient blue by Greg Rice near Bendigo, in Victoria.

I have been particularly keen to establish where the spaces are in the body number format. Having, at last, received pictures of the body number, Bill spoils my fun by saying, "Before you get too excited about the body number, I would like to point out that this is not a particularly good example, as it appears to read '19 S 486' with two gaps between the characters. As previously pointed out, Wayne Brown's

1937 Tudor Model 'Y'. Black. (Y177161 - wrongly listed in register as Y117161). EWL117. With present owner since 1974. Last used in 1984 when driven back from Berlin. Engine rebored, new battery & loom, Spares include 5 new tyres and tubes, exhaust, oil can, 30's rear windscreen heater, king pins, new chrome bits etc. Complete, just needs a bit of cash, some knowledge and a load of TLC. £1500.
Richard Levett Tel: 01423 881067 (Harrogate, North Yorkshire)
e mail: richard.levett@cwctv.net

1936 Tudor Model 'Y'. Black. (Y163594). XG 4547. Completely restored and used before being committed to the garage four years ago, where it has remained through loss of interest. Current MoT. £2500 o.n.o.
Reg Taylor Tel: 0116 260 7184 (Leicester)

1937 Model 'Y' for restoration (Y171399) CBY 920. Ring for details.
Des Hancock. Tel: 01179 662211 (Bristol area.)

1937 Tudor Model 'Y' (Y195017) EGC 351 Under restoration. Chassis perfect, work done on front brakes and steering. New front wing, spare wheel valance and windscreen to fit. Luggage rack etc. No time to complete. £900.
Glen Maskell. Tel: 01284 788268 (Bury St. Edmunds, Suffolk)

Full set of Model 'Y' wheels; very rusty. Free to anyone who collects.
John Keenan Tel: 01424 424323 (Hastings, East Sussex)

Pair of doors for a Tudor Model 'Y'; one in poor condition, one fair. Also nearside front wing from a 1940s 10 h.p. Cheap to clear.
Jim Clay, G. Clay & Son
Tel: 01379 740248 (Diss, Suffolk)

Luggage rack, pressed steel version. Also 1934'ish Model 'Y' longrad Tudor body shell on shot blasted and powder coated chassis. V Good condition. Offers invited.
David Pattison. Tel: 01403 700703 (Guildford, Surrey)

1936 Model Y Tudor (Y 140748) BYD 100 Black. Dry stored since 1979 until 4 years ago. Now in good condition, parts fitted as required. MoT May 2001, V5 & orig log book. Spare 10hp engine. £2450
Sid North, Tel. 01934 626660 (Weston super Mare)

Wanted

Model 'CX' Fordor body shell.
John Gardham. Tel: 01977 647807 (Pontefract, West Yorkshire)

For 1932-34 long rad Model 'Y':- Front bumper, headlight rims, headlight reflectors (w/o sidelights), locking door handles, hydrostatic fuel gauge, inserted instrument panel (steel), windows. Any reasonable condition considered.
Bill Headde Tel: 01797 280429 (Rye, East Sussex)

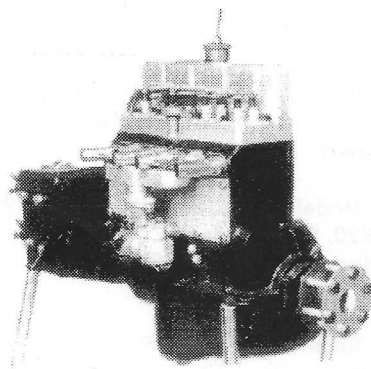


The Ford Side-Valve Takes to the Skies

by Roy Nerou

The Ford 10 engine first took to the skies because of a Frenchman, Henri Mignet. He had designed a very small home built aircraft that was capable of being built by any reasonably practical enthusiast. The aircraft, who's name "Pou du Ciel" loosely translated into English as the "Flying Flea", made its appearance this side of the Channel in 1935 and its concept was that of being the working man's equivalent of an aerial motorcycle. This caught the public's imagination in a big way as, up to that point in time, aviation had been the sole preserve of the wealthy. Flying Flea building groups sprang up all over the country. The only stumbling block was the lack of a suitable engine. The Fleas that were completed were powered by a variety of converted motorcycle engines, most of which were very unreliable and produced insufficient power for safe flight.

Sir John Carden, Technical Director of Vickers-Armstrong, who's name is associated with Carden-Lloyd Tanks, Tractors and Carden Light Cars, saw an opening for a small reliable aero engine to power what was set to be an expanding market. Rather than designing an engine from scratch, he set about modifying the well tried Ford 10 engine by machining away the bell housing and fitting a propeller hub where the fly-wheel attached. On the front of the engine he removed the timing cover and substituted a special alloy casting that was designed to mount two BTH magnetos driven by the fibre cam-shaft gear. The idea worked well with the magnetos making the unit completely self contained. Although it was not the lightest of engines even with an aluminium cylinder head, it was reliable and smooth running and produced a constant 32 h.p. @ 3,300 r.p.m. The first British Flying Flea to be powered by a "Carden-Ford", as the engine was known, flew the Channel to much acclaim from the national press who were much more "air-minded" in those days. Unfortunately Sir John was never to see the success of his little engine as he was killed in an airliner crash in December 1935. There had been a number of fatalities involving the Flea, which were at first put down to piloting errors. However, its novel aerodynamic layout was found to have a fatal flaw under a particular set of aerodynamic circumstances. When the unfortunate pilot encountered these circumstances. Subsequent wind tunnel tests proved that the aircraft could go into an ever steepening dive from which it was impossible to recover. The results of the tests effectively stopped all further Flea construction, although a modification was developed to overcome the problem, interest waned rapidly and only a handful were completed and flown.



"The Carden-Ford Aero engine. Note the 10 h.p. sidevalve engine is reversed with the bell housing removed to accommodate the propeller shaft."

In spite of the loss of its original market - the Flea, the Carden-Ford engine was eminently suitable for similar small aircraft and powered very successfully several different types of the period. In 1937 the Carden engine cost £51-10-0., a suitable radiator, water pump cost £3.10.0 and a wooden propeller £5.0.0. For those who have the opportunity to visit the Brooklands Museum at Weybridge in Surrey, they will see on display there a "Drone". This is a mid-thirties powered glider that is fitted with a Carden-Ford engine mounted in a "pusher" configuration, that is with the engine behind the pilot.

The subject of this article is the only aircraft currently airworthy powered by a Carden-Ford



"The 'Pou du Ciel' ('Flying Flea') with designer, Henri Mignet, in the cockpit."

engine and is called a Chilton Monoplane with the registration G-AESZ. This is the prototype of the four built before the war stopped further production of this outstanding aircraft built by Chilton Aircraft of Hungerford, Berkshire.

The Chilton Monoplane:

Dimensions & Weights

Wingspan	24 ft.
Length	18 ft.
Empty weight	450 lbs.
Fuel capacity	8 gallons
All-up Weight	650 lbs
Performance	
Maximum speed	112 m.p.h.
Take-off run	80 yds.
Cruising speed	100 m.p.h.
Range	400 miles
Rate of climb	650 ft./min.
Fuel consumption	60 m.p.g.

The Chilton Monoplane is probably the only aircraft to have been designed at the De Havilland Aircraft Company not to bear that Company's name. It was designed by two very bright young students at the De Havilland Technical School:- the Hon. A. H. Dalrymple, son of Lord Stair and Mr A. R. Ward, son of the Hon. Sir John Ward. The design was something of a freelance exercise and was carried out during 1935 and early '36 under the supervision of Marcus Langley (Chief Design Instructor 1932-39), to the very highest of standards.

On leaving De Havilland's, Ward and Dalrymple formed Chilton Aircraft and commenced construction of the prototype in the grounds of 'Chilton Lodge', the stately home

of Wards parents, at Chilton Foliate, Berkshire. They persuaded their wood working instructor at the De Havilland's, Fred Luscombe to come and work for them and build the prototype, with the registration G-AESZ. The choice of engine was very limited at the time, the Carden Ford was selected as being the most reliable though, with its cast iron cylinder block with water cooling, it presented a rather grim power to weight ratio of 5.5 lbs per h.p. The engine was bolted directly onto wooden bearers which were simply an extension of the fuselage sides. The prototype was completed towards the end of March 1937 and it was taken to Whitney in Oxfordshire for its flight trials. The Chilton flew on the 16th April 1937 and though the aircraft flew faultlessly, the engine overheated as the cowling aperture for the radiator required enlargement, however the cowling was quickly modified and no further problems were encountered.

After the prototype came the production machines registered G-AFGH, G-AGFI and G-AFSV. All flying took place from the private landing ground of the Earl of Cardigan at High Trees, on the edge of the Savernake Forest on top of the hill just south of Marlborough. The following is a compilation of extracts from letters received from the late Harold Holdsworth who joined Chilton Aircraft in early '39. His recollections give a fascinating insight and flavour of the times, he writes thus:-

"I accepted the offer of employment at Chilton Aircraft, and on arriving I was taken to the workshop in the extensive grounds of the large mansion, driven in an estate car by a chauffeur in a gorgeous uniform. The chauffeur, who I took to be an exalted family retainer, was in fact the junior of three and the vehicle was the "dog box" used to transport expensive dogs to shows. Lady Ward possessed 60 dogs, mostly Labradors and Spaniels and employed a man and boy full time in a separate establishment away from the mansion to look after them, the dogs were not for sale only for shows. Chilton Aircraft was the aforementioned wooden building discreetly hidden under the trees out of sight of the stately home. The works "office" was by far the most impressive part of the whole establishment, being a large room, sumptuously furnished with a real parquet floor and large enough for a modest dance, it was the lower part of what had been in former days the nursery wing, quite separate from the main rooms of the house, with its guest suites and a whole wing for the domestic staff. Across the courtyard was the coach-house, a large brick building with huge doors that contained old or should I say vintage examples of beautiful horse drawn vehicles made by the American firm of Brewster (who later made the Brewster Buffalo aircraft). A large and expensive fleet of cars were housed in two separate garages with petrol tank and pump in the rear. The works was an antici-

max, the contents comprised three wood-working benches, a bandsaw, a pair of emery wheels and a portable 3/8" drill in a stand plus a few hand tools. Stocks of spruce, ply, engine components overflowed into the coach house.

It was the most extraordinary firm I had ever worked for, I was never quite sure if it really was a business or just the two partners' hobby that later because of the war grew to quite a large concern. Both Ward and Dalrymple were extremely well connected socially, they were related to the absolute pinnacle of the aristocracy. Wards parents especially being extremely wealthy, Ward's father had been Equerry to King George V who he had entertained at Chilton. We were expected to carry on working when the partners drifted in with their guests, be they royalty or famous film stars. The two partners would stop work at the slightest pretext for social matters. Never again will I see a real live butler, impeccably dressed and carrying a silver salver with a memo, approach my employer and murmur "Her Ladyship's compliments, you are required for a fourth at bridge immediately", I was also invited to act as gun loader for shooting parties, but declined."

The four Chiltons were too small for impression into service use at the outbreak of war and all four eventually spent the war in storage in the hangar at High Trees where they were immobilised by the local constabulary, who diligently cut through all the spark plug leads, hoping this would deter some equally diligent but probably more resourceful escaped prisoner of war intent on return to the Fatherland. The various Chiltons were raced very successfully post-war with a Chilton winning the South Coast Air Race in 1951 at 130 mph, a staggering speed for an aircraft with such a tiny engine. In describing the Chilton I could do no better than quote from the original Chilton sales brochure - circa 1938:-

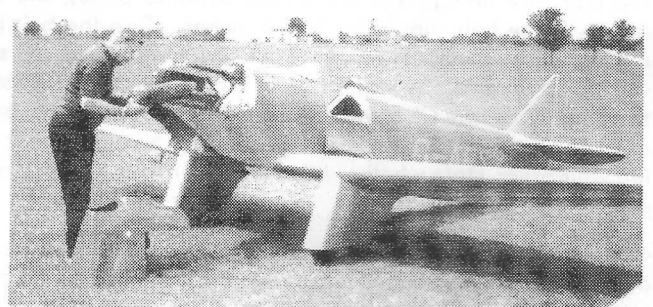
"The Chilton Monoplane sets entirely new standards among ultra-light aircraft as regards safety, practical performance and economy. The engine is well known for its complete reliability, the basic design is one which has been tested by countless millions of miles on the road and thousands of hours in the air. It requires practically no attention at all, and will continue to give its full power for hundreds of hours between overhauls, and is far smoother and quieter than most aero engines. The Chilton is of orthodox construction and design embodying the latest aeronautical practice, but nothing that has not proven highly satisfactory in actual use. Its strength is far in excess of all normal requirements and, needless to say, only the best materials and workmanship are used.

The cruising speed of 100 m.p.h. is vastly superior to that of any other machine of this type, and allows really practical cross country flying, even against strong head winds. The landing speed is only 35 m.p.h. This remarkable speed range is achieved largely by the use of split trailing edge flaps, which reduce the landing speed, and also confer the advantages of a flat or steep gliding angle at will. The landing itself is supremely simple and the run short, the take-off is also short and the climb rapid.

These features, combined with a really trustworthy engine, provide the highest possible degree of safety. The ease of handling, both in the air and on the ground, is quite exceptional for this or any other type of aircraft. The controls are light and powerful but not unduly sensitive. All these points and the excellent view obtained from the cockpit inspire the pilot with a quite astonishing degree of confidence right from the start.

As regards economy the Chilton is no less outstanding, combining as it does a performance hitherto only associated with engines of a far greater power, with a low first cost and the running expenses of a motorcycle. Both engine and airframe require very little maintenance, spares for the former, should they be required, are instantly available from any Ford dealer. The actual running costs amount to far less than a half penny a mile at 100 miles per hour."

My Chilton made its first post restoration flight on the 14th September of this year (2001), from Rendcomb private aerodrome near Cirencester, this is the first time a Chilton with its original engine has been seen in the skies for about 40 years, as post-war the various aircraft were re-engined with more modern and powerful engines. My Carden-Ford engine was built in 1937, its the later version using internal studs to secure the main bearing caps rather than the earlier type where the main bearing were secured by bolts that are visible on the outside of the block. The engine was rebuilt by Belcher Engineering and has hardened valve seats fitted in the hope that I may be able to use unleaded motor car fuel, although during the initial test flight period I will be using 100 octane aviation fuel which is much less prone to the risk



"Roy fitting the propellor to the specially adapted crankshaft end. Note the coolant header tank."

of carburettor icing. There is another Chilton currently under restoration and that too will emerge with an original Carden-Ford engine. The amount of modification on these engines, not least the loss of the bell housing makes them useless for motor car use, so should any readers come across one of these engines I would be interested to hear about it. I have no idea how many of the Ford aero engine conversions were made, but I would be surprised if it were any more than 50. Incidentally I'm very interested in small vintage aero engines in general, as I find them fascinating in their own right. I am on the look out for any low horsepower pre-war engines such as the Pobjoy, Salmson, Anzani, JAP, ABC & Bristol Cherub or similar types, so again should anyone know of any I would be very interested to hear about them.

For those interested in more information on the Chilton, visit the Chilton web site at:- www.nerou.pfanet.co.uk. I can be contacted at Tel. 024 7641 3252 (Coventry) or e-mail nerou@pfanet.co.uk

Technical News

Geoff Dee, our Technical Adviser sits on the end of his 'phone waiting for your calls for advice. He's your Technical Agony Aunt. He reports for this issue that it has been very quiet on the problem front. One can only presume that there are a lot of healthy cars out there. Carlton Thisse did ring from his summer home in Florida asking if a Model 'Y' wiring loom would fit his Model 'CX' tourer. Yes, it will. If you are using a later loom, the sidelight feed wires will be into the headlight. The loom will need to be opened and these wires pulled back and re-routed to the sidelamps. Any other alterations may just be in the length of cables at the rear of the chassis area.

Wheel bearings and end float.

The sleeved rear wheel bearing kits sold well. There have been a couple of calls asking about half-shaft end float. The end float cannot be adjusted as the end float is due to wear in the differential planet gears and the end of the half-shafts. Unless there are any strange clonks or noises coming out of the differential, do not worry too much.

Number plates.

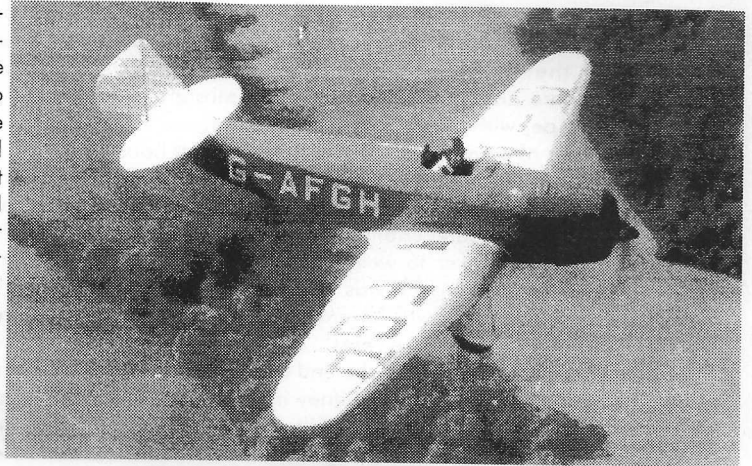
You may have noticed the new style of number plates. To go with these plates is some legislation, due next spring, regarding the supply of all number plates. The supplier will have to keep a register of the purchaser of the number plate and will also need to see the V5 before supplying them. This could make supplying classic number plates through the post very awkward and long-winded (buy now to avoid disappointment!)

Fan belts.

There have been a couple of questions regarding replacement fan belts not fitting. For the 4 inch dynamo pulley, the inside length of the belt should be 38.24 inches. Turn the belt inside out to measure this. How old is the new belt? They will shrink with age if unused. Try immersing in very hot water to help stretch the belt. [Note: the Club spares department have recently bought in some new commercial fanbelts of the right lengths. When placing your order, state whether it is to fit a 3 inch or 4 inch dynamo pulley]

Gear box mountings are also a pain. Try very hot water to soften or when in situ, try the wife's hair dryer to heat and slowly clamp into position.

Geoff Dee.



"Roy Nerou in flight in his sidevalve-powered Chilton Monoplane in September."

Regalia news

Christmas is coming but I regret I have been unable to source a Christmas card for the Club. I have been supplied with a couple of possibilities but I don't think they are quite suitable. So the hunt goes on. If you get any good ideas please give me a call or drop a line. What I really need is an artist who can draw / sketch a suitable scene - any budding sons, daughters, nieces etc. need a commission ?

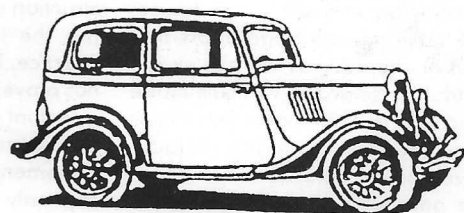
Moving on to next year and Convoy 2002. The photo's of last year's event showed up the unique, never to be repeated, sweatshirt design, especially commissioned for our Convoy's. How about starting a collection ? But seriously, if you look at the Regalia Order form in the middle of the magazine, you will see that I am now taking orders, and money, for Convoy 2002 sweatshirts. These have the Convoy 2002 logo and the participant's name embroidered on the breast. I am able to source both long sleeved sweatshirts or short sleeved polo shirts. Please ensure you state your requirements. If there is any interest, then a windproof but, what is more important since it's Ireland, a rain proof fleece is also possible. This is fully lined and 100% polyester. Please give me a call and we can discuss your requirements.

NB: Only members committed to coming along by signing up with Sam are eligible to buy Convoy Regalia.

Sales of regalia have been flat lately so please drop a few hints around the house. You never know, some little fairy may bring you something nice for Christmas.

Have a safe Christmas.

Geoff Murrell





BRITANNIA RESCUE Britannia Rescue FBHVC scheme.

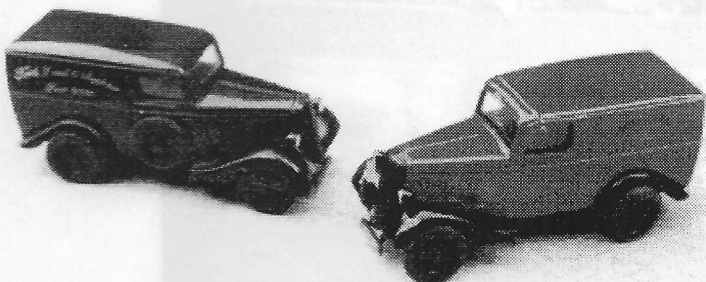
Britannia Rescue provides the fastest response of all roadside rescue services and enjoys the highest level of customer satisfaction, according to the August 1999 'Which' magazine. The premiums are also very competitive, the 'Standard' package costing only £57.80, which covers all roadside assistance and recovery, if necessary, to 'the destination of your choice'. According to the Britannia brochure, this same service from Greenflag costs £73.00, RAC £75.00 and the AA, £80.00 per annum. Britannia's more expensive 'Comprehensive' cover also includes 'Housecall' and the 'Deluxe' package provides a replacement car in addition.

Britannia Rescue have now entered into a collaborative scheme with the Federation of British Historic Vehicle Clubs (FBHVC), which offers discounts of up to 15% to members of FBHVC subscriber organisations of which the Ford Y&C Model Register is one. In addition, for every member who signs up, the FBHVC receives £1.00 and the Y&C Register receives £4.00.

Services offered apply solely to the named vehicle(s) registered with Britannia Rescue, but for a modest extra fee can be extended to include any privately owned (eligible) vehicle that you and your partner may drive. There is no exclusion for eligible vehicles participating in competitive events, providing they are on hard-standing in a readily accessible location when needing assistance. Good news for Convoy 2002 participants in particular is that there is no extra premium to pay for rescue services in the Republic of Ireland. Cover for European travel is also available. Eligible vehicles are motorcycles, private cars and light commercial vehicles (under 2.5 tonnes laden weight) of all ages.

If you need peace of mind, or a cheaper alternative to your present roadside rescue organisation for your modern car, I suggest you give Britannia Rescue a ring on their Freephone number 0800 591563. Mention the FBHVC scheme and the Ford Y&C Model Register to obtain the optimum service and quote.

Sam Roberts.



Another Model 'Y' model

Thanks to Dave Turner, who writes frenetically in every issue of the Ford Sidevalve Owners' Club magazine about model Fords, I was alerted to the special issue which Graham Ward (Promod) Ltd. has recently launched. It is a Model 'Y' Royal Mail van in its full red and black livery.

You will recall that in Issue 120 of 'Transverse Torque' (Sep/Oct 1999), there was an article on Post Office vans arising from a three-way correspondence between Graham Ward, the Post Office Vehicle Club and the Y&C Register about the provenance of the Model 'Y' Royal Mail vans. The conclusion was that there was one batch of 28 Model 'Y' Royal Mail vans ordered by the G.P.O. between October and December 1936 with chassis numbers ranging from Y159678 and Y164107 and registered DGU 252 to DGU 279 (London). They were thought to have been mainly used in country areas where Ford agents were more prevalent than the Morris agents - Morris providing the bulk of the 35 c.f. Royal Mail vans. Note, although classified as 35 c.f. in G.P.O. parlance (35 cubic feet), the Model 'Y' van had a 50 cubic feet capacity.

The three-way correspondence was initiated by Graham Ward who wanted to produce an 'O' gauge (1:43 scale) Model 'Y' van. Dave Turner spotted an advert in the model press earlier this year for a Model 'Y' van in Royal Mail livery, offered by Promod Ltd. As Dave reports: - "Numbered 265 in their catalogue, Promod listed a limited production run of 500, and the price was £19.95. This is admittedly quite inexpensive for white metal hand-built models in 1:43 scale." One was ordered and weeks passed before a note arrived to say that, due to high demand, the current run had sold out and a further run was due shortly. Dave takes up the story: - "It did eventually arrive and, for the money, the model had to be worthwhile. Dimensionally it was OK and proportion was also good. Even the shape was almost 'dead-on', the only criticism being that the windscreen was slightly too upright. Economy of finish, in order to keep the price down, resulted in solid 'spoked' wheels, solid headlights, and the main body finished all-over red, rather than a matt black roof to represent the real van's top; easy to carry out with a brush later. Inside there is a driver's seat and a steering wheel and fascia detail."

I have also since ordered a model from Promod and am very pleased with it. I was delighted to see that it carries the registration number DGU 252, the first of the original batch. An added criticism to those of Dave Turner, from a purist point of view, is that the model, being a long rad van, has almost short rad rear wings, the skirts not being quite deep enough. The other revelation was that it is the same casting and from the same source as the Y&C Register 'Millennium' model vans which Geoff Murrell bought into our Regalia last year (see the Regalia order form).

For the model collectors among you, the Royal Mail van can be ordered, quoting Pro 265, through:- Graham Ward (Promod) Ltd., Unit 4, Astonfields Road, Astonfields Industrial Estate, Stafford ST16 3UF. Tel: 01785 224212. Fax: 01785 227994. The price, including postage is £21.70.

"The 1:43 scale 'Ford Y and C Register Year 2000' Model 'Y' van on the left with the Royal Mail version, recently introduced by Graham Ward (Promod) Ltd."



The Ford Model Y roadster is a classic example of early 20th-century automotive design. It features a simple, functional body with a foldable top and a steering wheel. The car is shown in a museum setting, surrounded by various promotional materials and historical documents. The display highlights the car's role in making automobiles more accessible to the general public.

Автомобиль
 АНТИКВАРИАТ

Another Model Y model

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'

Ford Y&C Model Register Regalia Order Form

Please send completed form with payment 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		
Sweatshirt, long sleeve, Convoy 2002 logo and personalised with name.....	Orient Blue	S,M.L, XL	30.00		
Polo shirt, short sleeve, Convoy 2002 logo and personalised with name.....	Orient Blue	S,M.L, XL	25.00		
Sweatshirt, long sleeve. Large logo	Electric Blue		5.00		
Hi-Vis Vest with Register logo	Day-Glo Yellow	XL	15.00		
Peaked cap, embroidered logo.	Blue		7.00		
Car accessories					
Register car badge	Bar mounted	Gold	8.25		
	Grill mounted	Blue	8.25		
Tax disc holder	Blue		1.00		
Key fobs, leather.	Blue		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 below	Please state numbers reqd	Per card	1.00		
Y Tudor / Fordor / Van / C Tudor / Fordor Tourer /					
Models (O gauge) - Y Model Fordor Longrad	Vineyard Green or Orient Blue (both with Black wings) or Black		52.00		Please state colour
Y Model Tudor Longrad - on plinth	Vineyard Green (with Black wings) or all Black		54.00		Please state colour
Y Model Van 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' The X can be cut off for C Model owners	Blue text on white ground		2.50		
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					
Please make cheque payable to Ford Y&C Model Register and enclose		with order	UK Overseas	post & packing	£3.00
				post & packing	£6.00
				Total	£.....
UK or Overseas sales by Credit / Debit card					
Card No:.....		Signature			
Valid from...../..... Expiry date...../.....		Amount to be debited			
Issue No (delta & Switch only).....		£.....			

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 Rebores Service**
54 - 56 Elswick Road, Newcastle-upon-Tyne, NE4 6JH
Tel: 0191 273 4326
- Mechanical Overhaul and Restoration.** **Tim Brandon**, 5 The Street, Stonham Aspel, Stowmarket, Suffolk, IP14 6AG Tel: 01449 711837
- 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.freerise.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 £71.80 per policy for cars valued up to £7500. Fully comprehensive with unlimited mileage. Full breakdown and rescue service in UK and Europe.
Tel: 0121 561 4196 with membership number.
- Wiring looms** See **Paul Beck** above. Also **Auto Sparks**, 80-88 Derby Road Sandiacre, Nottingham, NG10 5HU Tel: 0115 949 7211