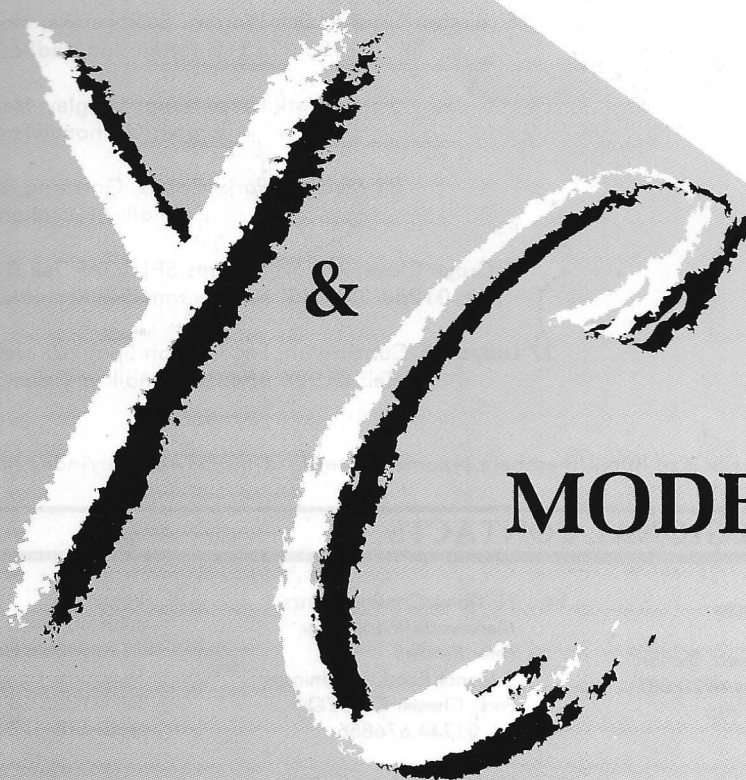


ISSUE 136 June - July 2002

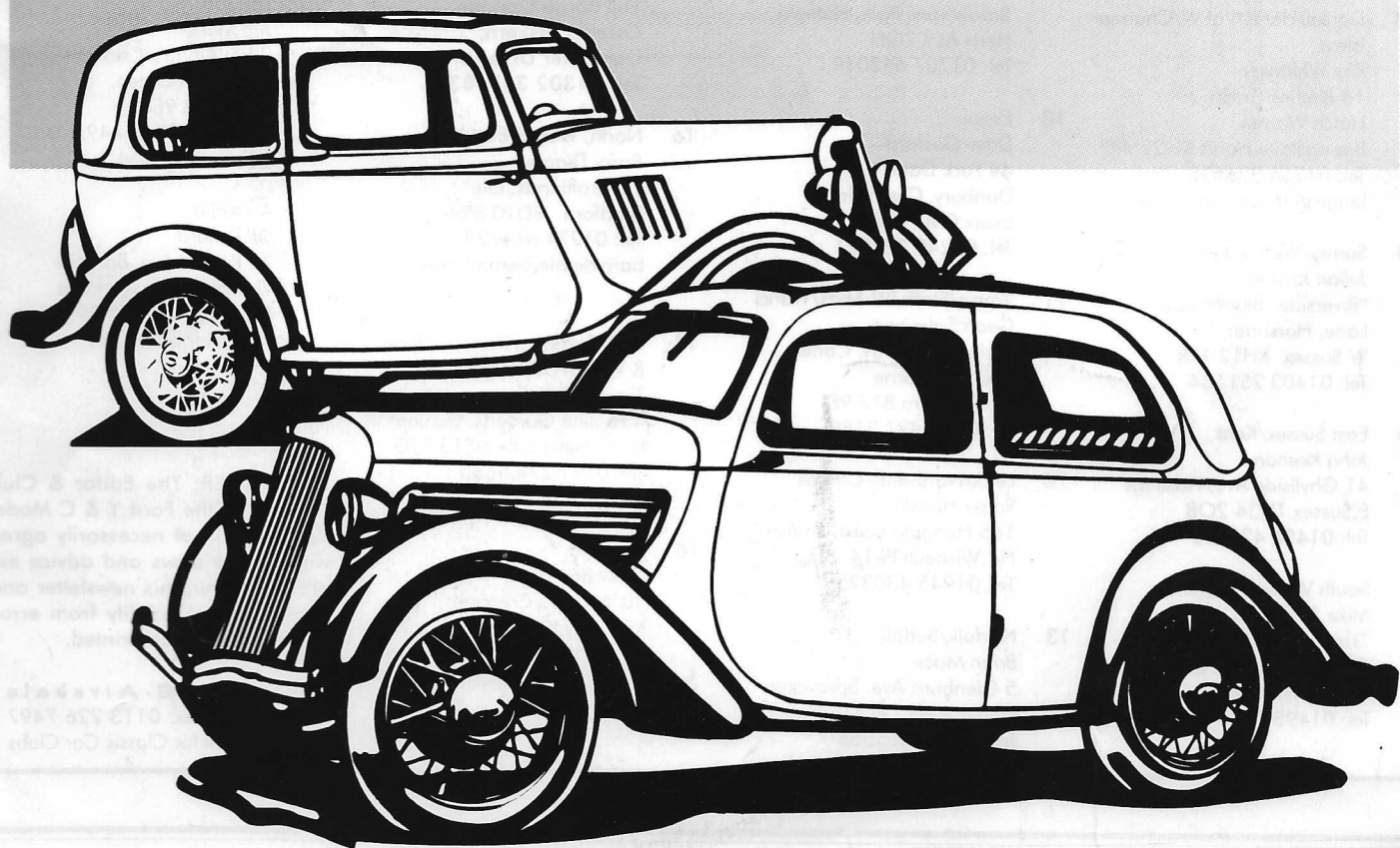
TRANSVERSE TORQUE

FORD

Issue 136 - June - July 2002



MODEL REGISTER



Page 2 The Ford V-8 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
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: bruceallan@telco4u.net
Membership Officer	Roy Whittaker	18 Birches Crest, Hatch Warren, Basingstoke, Hants RG22 4RP Tel : 01256 326515 e.mail: longrad36@yahoo.co.uk
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX e.mail: Graham@FamilyMiles.com
Spares Orders to	Bruce Allan	37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA e.mail: bruceallan@telco4u.net
Editor & Archivist	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF. Tel: 01264 365662 Fax: 01264 356045 e.mail: sam@samroberts.demon.co.uk
Technical Advisor	Geoff Dee	27 Ladycroft, Cubbington, Leamington Spa, Warwicks CV32 7NH Tel: 01926 334780 e.mail: g_j_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 Roy Hocking 69 Aylesbury Road, Bierton Aylesbury. Bucks HP20 5BT Tel: 01296 427706	14 N. Wales/Cheshire/Lancs Merseyside/Manchester Peter Ketchell 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856	19 Ireland John Fitzgerald 17 Kilgobbin Heights Stepaside, Co Dublin, Eire Tel: 00 353 1 295 4299 Mobile: 00 353 (0)87 2556872
03 Dorset/Hants/I of W/Channel Isles Roy Whittaker 18 Birches Crest Hatch Warren Basingstoke Hants RG22 4RP Tel: 01256 326515 longrad36@yahoo.co.uk	09 Beds/Herts John Argent 35 Brookmans Avenue Brookmans Park, Hatfield Herts AL9 7QH Tel: 01707 662049	15 Notts/Derby/Lincs/S. Yorks Ken Sleight The Forge Cottage Owston, Askern, Doncaster DN6 9JF Tel: 01302 337483	20 London/Middx Jim Miles 23 St Alban's Crescent Woodford Green, Essex IG8 9EH Tel: 020 8924 4449 (afternoons only)
04 Surrey/West Sussex Julian Janicki "Riverside" Blackbridge Lane, Horsham, W Sussex RH12 1RR Tel: 01403 251184	10 Essex Dave Gustard 44 Park Dale Danbury, Chelmsford Essex CM3 4EH Tel: 01245 222921	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
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	17 IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Cvlnd Trevor Walker 4 Pauline Gardens, Denton Burn, Newcastle NE15 7TD Tel: 0191 274 5660 trevor@walke12.freemove.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.
06 South Wales/Hereford Mike Samuel "The Willows" Stoney Road Garndiffaith, Pontypool Gwent NP4 8PY Tel: 01495 772418	12 Leics/Northants/Cambs Roger Hanslip 165 Hungate Road, Emneth Nr .Wisbech PE14 ;8EQ Tel: 01945 430325	18 Scotland Drew Barr 30 Weavers Crescent Kirkcaldy KY2 5LN Tel: 01592 269266 barrs493@netscapeonline.co.uk	Printed by CPS-Airedale Leeds & Halifax. 0113 226 7497 Specialist Print for Classic Car Clubs
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Editorial

Your subscriptions for the year 2002/2003 are now due. Our thanks to those who pay by Standing Order as their subs will be received on time and with the minimum of administration on the part of your hard worked Register Officers. Those who do not pay by Standing Order are asked to complete the enclosed renewal form a.s.p. and are asked to convert to a Standing Order method of payment if possible. Remember, you can also pay by credit card if the Standing Order route is not possible. I regret that we must ask overseas members for cheques to be paid in Pounds Sterling (£GB).

On behalf of the Y&C Register, congratulations were sent to the British Ford Club of Queensland Inc. who, this year, celebrate the 25th anniversary of their formation and also to the Ford 8 & 10 Sidevalve Club Inc. of South Australia on their 21st anniversary. The South Australian club is hosting the Biennial Australian National Ford sidevalve rally at Barossa in April 2003. I have booked my accommodation and am looking forward to meeting the many Australian Y&C enthusiasts with whom I correspond by e-mail. It will also be interesting to see the Geelong bodied cars at first hand, having read all about them when researching my book.

Congratulations are also due to Peter Baggott who was best in class in his Model 'CX' tourer at the Easter Sunday show at Broughton Monchelsea Place, Maidstone.

The A.G.M. was as enjoyable as ever and is written up elsewhere. I am grateful to Jim Sharpe who, at the meeting, donated a copy of the hard-backed American publication, 'The Ford Road - 75th Anniversary. Ford Motor Company 1903 - 1978.' by Lorin Sorensen. It contains many photographs which I have not seen before, but is rather scant and inaccurate in its coverage of Ford's European history in the 1930s. After I have read it, the book will join the ever growing list of Ford books in the library. As a matter of interest, does anyone possess a copy of Ford's 50th anniversary book (1903 - 1953)?

I also understand that the two Geoffs, Dee and Salminen, put on a good Y&C Register stand at the Restoration Show at Stoneleigh the weekend after the A.G.M., which a number of you visited.

Last Sunday, 21st April, Paula and I were thoroughly enjoying ourselves at our six years old grand-daughter's birthday party on the third floor of the Wackey Warehouse, close to Bournemouth pier, when I noticed, through the window, a stream of vintage and classic cars coming down the hill opposite and forming up in front of the pier entrance. It was great to see a Model 'Y' amongst them, which I immediately recognised as David Lovering's. After the birthday party, I dragged the family over to the cars and had a chat to David. This was a meeting of the Bean Car Club, which is apparently the oldest in the country. The participants had set out for Bournemouth from Maidenhead, David having started at 5 a.m. from Bournemouth to get to Maidenhead on time. David has, for many years, organised the classic car show at the annual September Great Dorset Steam Fair and reminds me that next year, the Ford centenary year, he is majoring on the Ford Y&C Model Register to provide the main stand at the event - local Regional Contacts to note.

Issue 136 Contents

Secretary's Ramblings	4
Chairman's chatter	5
MINUTES OF ANNUAL GENERAL MEETING 14th. APRIL 2002. WILLOUGHBY VILLAGE HALL	6
CONVOY 2002 CHARITY APPEAL - ALZHEIMER'S DISEASE	8
Convoy 2002	8
Saved - the Bezzant	9
Tim visits Malta	10
Members correspondence	11
News of new members	11
Members' cars	14
Events	15
International news	15
Guttering on Model 'Y's'	17
For sale	17
Exciting find	18
NORTHERN SIDELIGHTS	18
Doctor Ford is watching those cameras.	19
Stoneleigh Restoration Show	20
Technical matters - tyres	20
20 years ago	20
SPARES REPORT	22
Hubert Dees Ltd., Croydon	22
Post Office vans	23
A tantalising trip to Tassie.	24
Dagenham's railway	25

In April's 'Classics' magazine, for no real reason, there appeared a photograph of Keith Button's immaculate Model 'Y'van in its blue livery of 'The Royal British Legion'. Keith has been trying to sell the van for some time. I also came across John Hampton's van at our local Wyke Down spring meeting on Easter Bank Holiday Sunday. This time John spotted me and sent out a scout to trip me up and to let me know that John is not as illusive as I make out in the magazine! It was a pleasure to see you John - and the van.

We have two Convoy 2002 invalids who, I'm sure, we all wish a speedy recovery so that they can enjoy the trip to the full. Phil Denson has had a quadruple heart by-pass and, as I write, is trying to get his pulse rate down to near normal, and Graham Miles now has a new hip, but is suffering with a resultant thigh muscle problem. There's six weeks left to get yourselves through the Convoy 2002 MoT (even less by the time you read this). We wish you luck.

And finally, to counter our tame Yorkshireman Bob Wilkinson's 'joke corner', one of our more northern members, who wishes to remain anonymous, sends in this contribution:-

Bob Wilkie is in his local Woolworths and spots a saleswoman demonstrating gadgets in the Camping department. "What's that tha's got theer then Missus?" he asked. "It's a Thermos flask sir" she replied. "And what does one o' them do when it's at home like?" "Well sir, it keeps hot things hot, and cold things cold" "By that's reet grand missus, I'll have meesen one o' them like". Next weekend at the AGM Bob shows up with his new acquisition. "What's that you've got there then, Bob?" "It's called a Thermos flask, it's reet clever" "Why, what does it do?" "Well it keeps hot things hot, and cawld things cawld, tha knows." "Oh yes, and what have you got in it then Bob?" "Two cups of coffee and a Raspberry Mivvi!"

I hope you enjoy this issue of the magazine.

Sam Roberts.

Chairman's chatter

Presiding over my first Register A.G.M. this year, I was a little apprehensive about the task on the way there, but the joy of seeing Bob Wilkinson speechless when we recognised his efforts for the club by awarding him Honorary Membership was a thing to treasure. Those of you who have met Bob will know that he is a Yorkshireman first and foremost, so the thought of not having to pay his subs in future didn't take too long to sink in. I have never seen a 'This is Your Life' binder with so little in it, everything I wrote had to be censored by Eileen and I ended up with less than half a page that could be made public! You will also see in the AGM minutes that I awarded Sam Roberts the Maurice Billing shield, this is awarded for services to the Register. Anyone who doubts the justification for this award to Sam has not been paying attention for the last umpteen years. Without Sam, Bob and the founder, Graham Miles, we would not have a club at all.

We are moving into the real world by recognising that becoming a Limited Company by Guarantee is no longer an option but a necessity. The world is becoming Litigation mad and we must react to that. On an associated note, the Constitution document is a case of making sure we all know what is expected of us in our roles as Members of the Register and would have been required as part of the Limited Company move anyway.

I was glad to see so many members at the A.G.M. with a good sprinkling of "Y" and "C"s in the metal. However, Bob tells me we were down in numbers this year. For those who didn't come, let me invite you here and now to next year's. It's on April 6th 2003, so you cant say you weren't told in time!

I am trying to find out just what the Ford Motor Company intends to do to celebrate 100 years of Ford next year. So far no news, but rest assured we will be doing something. Suggestions welcomed please.

With my Regalia and Website hats on, I can report that John and Carol Argent approached the committee after the A.G.M. to offer their services in the role of Regalia Officers. I will be outlining the role to them in some detail and, assuming they don't get frightened off, we will welcome them on board. I have now updated the Register Website and brought new pages into effect. Thanks go to Dave Newman and his associate Eric Hepburn for their hard work in getting the site up and running in the first place.

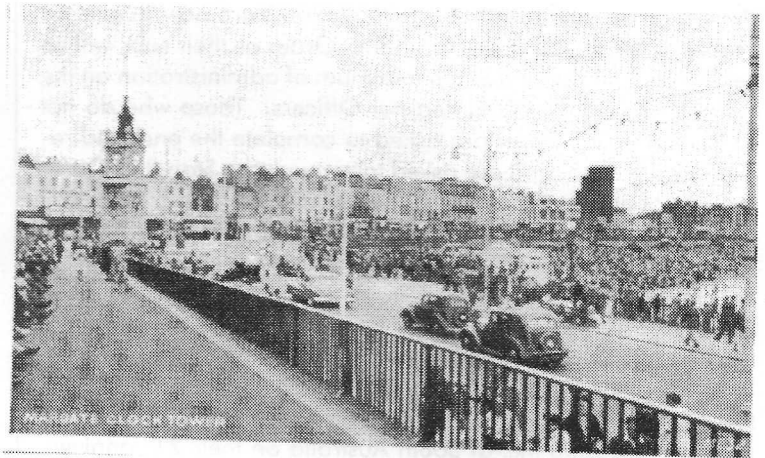
By the time you read this, Convoy 2002 will be looming up on us. To those of you participating, enjoy yourself and don't get lost. You know the joke:- Driver to local coming out of pub "I say good man, how do I get to please?". Response, "Ahh well Sor, if I was going there I wouldn't have started from here"

Good Motoring and sla'inte.

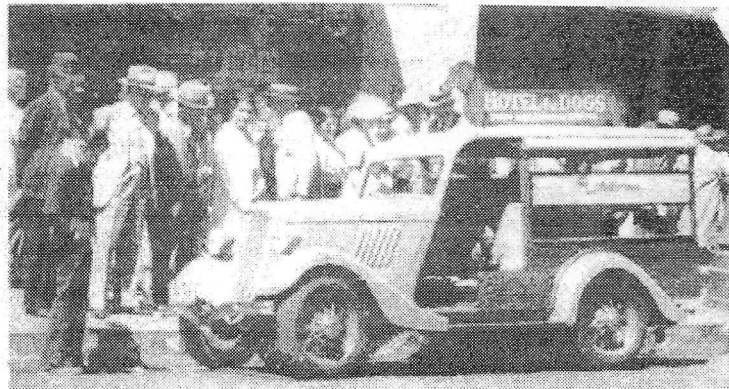
Geoff Murrell

Post Cards

Bill Ballard has received these cards in Australia.

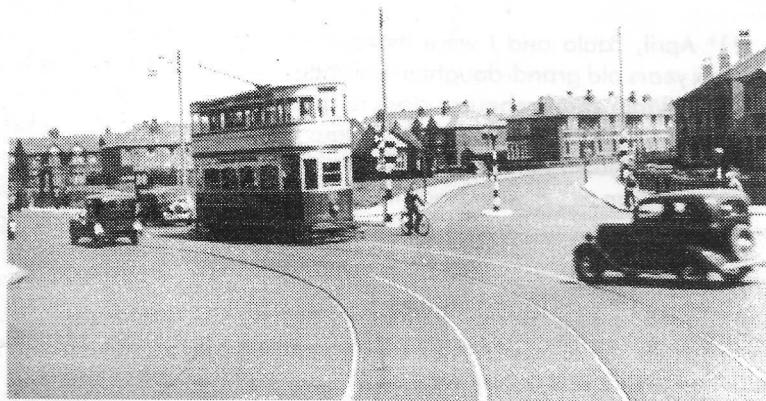


Peter Baggott sent this card to Bill showing a Model 'CX' following a large American '50s car along the seafront in Margate. From the number of people on the beach, it must have been on a good weekend in the summer!



THE POPULAR FORD—8 HP. 4 Cyls. Bore 3.23" Stroke 3.64" Gas App. 40 M.P.G. Lub. Oil, very little. Speed—Enough to get a ticket. Just a Damn Good Small Car. (Made in England)

Sent from California, this post card of a long rad Model 'Y' converted to a taxi for the 'Hotel for Dogs' must have caught the average American's imagination at a time when American cars were twice the size! The caption reads:- THE POPULAR FORD - 8 HP. 4 Cyls. Bore 2.23". Stroke 3.64". Gas App. 40 M.P.G. Lub. Oil, very little. Speed - Enough to get a ticket. Just a Damn Good Small Car. (Made in England).



We are grateful to Steve Waldenberg for e-mailing this scene in the late 1940s in Bispham, nr. Blackpool, showing a long rad Model 'Y' about to meet a tram head-on! Photograph courtesy 'Travel Lens Photographic'.

Secretary's Ramblings.

By the time you read this our main event of the year, the keenly anticipated Convoy 2002 of Ireland, will be imminent after all the planning by John Fitzgerald and Sam Roberts. I am really looking forward to my first trip to Ireland and in what better way than with our Y's & C's!

Our A.G.M. (see minutes in this issue) was again blessed with good weather to enhance a very pleasurable day for all those attending particularly those having brought their 'Y' or 'C' model for display. Willoughby village provides a lovely lawned setting for our social gathering and the hall facilities are excellent for our more formal needs on the day. If you haven't attended an A.G.M. please make a mental note to do just that next year. You will be glad you made the effort to support your club and to meet up with fellow members.

The A.G.M. was particularly memorable for me this year since I was made an Honorary Life Member of our Club. I volunteered in 1983 to help Graham Miles "with some of the admin. old chap" and have served, and thoroughly enjoyed, as Secretary, Membership Officer, and Treasurer over those years. This honour came out of the blue and left me speechless.....well, for a minute anyway! Thanks to all of you.

Roy Whittaker was elected at the A.G.M. as our new Membership Officer. He is straight in at the deep end by joining us at the time of annual subs. renewal. Roy is no stranger to you since he has been Region 3 Contact for the past few years. Help Roy and the Club by renewing promptly, please. We hope you enjoy your new role Roy.

One major decision made at the A.G.M. was to adopt Limited Company status, to give added legal and financial protection to our extensive club activities. Thankfully our present admin. arrangements (stock control / finance etc.) will comply with new requirements with little adjustment and the additional annual expenditure is well within acceptable limits. Bruce Allan has spear-headed the Committee negotiations on this matter and we are grateful to him for his work on our behalf.

The second major decision was the adoption (long overdue) of a Club constitution. This formalises every aspect of the running of the Register and is a necessary adjunct to the move to Limited Company status. I intend to circulate this with the next copy of the magazine (I avoided inclusion with this edition since the subs. renewal has priority) however any member wanting a copy prior to the next publication can obtain one from me by e-mail, or by sending an SAE.

Geoff Murrell has been burning the midnight oil updating the club website. The site, set up by Dave Newman some years ago, has been useful in spreading the Y & C word around the globe and is of increasing importance in our new hi-tech communication climate. Please send your ideas and suggestions for the site to Geoff, who has plenty of time now that he has passed on the Regalia role! (we have a probable volunteer successor, but will keep this as a surprise for the next issue). Oh yes, I nearly forgot. If you are on e-mail please drop me a message so that I can record your address for easier (and cheaper) communication.

Recently I have successfully supported a spate of V765 applications to DVLA, to retain original registration marks and this brings a couple of points to mind. Firstly, the FBHVC assure me that there is no truth in the rumours that the DVLA scheme is to be scrapped. Secondly, I wish to remind all members who may need this service to contact me requesting an information sheet.

On a personal note Graham Miles, our Spares guru and Club founder, missed the A.G.M. for the first time in 23 years, due to being in hospital undergoing a hip replacement operation. (There is no foundation in the rumour that he asked for one with a grease nipple. Anyway we all know that they are only available to private patients!) We all wish you well Graham, particularly since you are booked in for Ireland.

Well there we are...all ready for an active summer with our old cars, either driving them (to a local event or simply a picnic trip) or getting on with restoration work. Whatever you are doing have an enjoyable summer. I certainly intend to do just that!

Bob Wilkinson.

Bob's Joke Corner

Since our last issue we have lost a major influence on the world of comedy over several decades, with the death of Spike Milligan. I would like to share with you an apparently true story, which reflects his comic genius.

Spike phoned his bank and discussed a financial transaction he wished to make. Then for security reasons he was challenged by the bank official to provide proof of identity. "Just a moment," replied Spike. The bank official then heard the patter of feet down the hallway and then the return to the phone. Spike picked up the phone again and in a characteristic Goon voice said, "We are OK. I've just been to check in the mirror and, yes, it is me!"

Another favourite of mine is his reply to someone who asked him, "Why do people take an instant dislike to me?" "Perhaps it saves time," came the swift Spike retort.

Bob Wilkinson.

Photograph on back cover

This rare photograph shows two prototype Model 'Y's displayed in the Granby Halls in Leicester during May/June 1932. See 'Exciting find' article in this issue. Photograph courtesy Mick Gamble, Early Ford V8 Club of America.

MINUTES OF ANNUAL GENERAL MEETING 14th. APRIL 2002. WILLOUGHBY VILLAGE HALL

Present: 28 members plus family & friends. (On display 6 Model 'Y's and 2 'C'/'CX' Models).

Chairman Geoff Murrell welcomed members and friends to the 23rd. AGM of the Y&C Register.

Apologies: Chris Baldock, Neil Bray, Barry Diggle, John Fitzgerald, John Fuller, David Gustard, Roger Hanslip, Doug Hickson, Pete Ketchell, Graham Miles, Ken Sleight, Geoff Salminen, Trevor Walker.

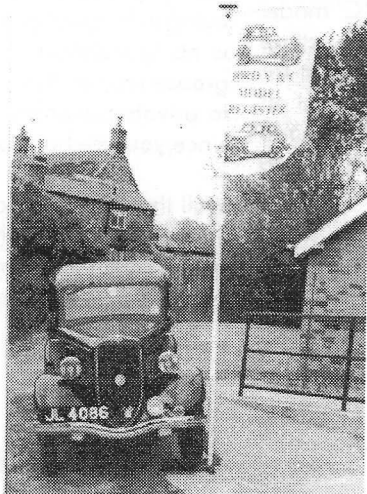
1. Minutes of the A.G.M. of April 2001 were accepted.

2. Officers Reports:

(i) Chairman. Geoff Murrell reviewed progress following "The Way Forward" discussions of last year. In particular one tangible result was that Regional Contacts, with new role, replaced Regional Coordinators and several new incumbents had taken up the challenge and volunteered their services. Committee members Kevin Brigginsshaw had stepped down from his spares role due to increased business pressure, and Chris Baldock was stepping down as Membership Officer. Both had given excellent service and the Club was grateful to them both. Bruce Allan had taken on the Treasurer role with customary efficiency. Graham Miles with the spares group continued his sterling work keeping our cars on the road. We continue to plan for the future.

(ii) Secretary. Bob Wilkinson reported on another active club year with Committee and Spares Group meetings involving many hours of behind the scenes work. Limited Co. status considerations had figured largely in discussions along with the long awaited Constitution and both were major items on the agenda today. Neither would change the friendly face of the Club but would give shape, direction and added security. Our affiliation with FBHVC continues to guard against laws the careless implementation of which would seriously hinder our hobby. New Regional Contacts John Argent, David Gustard, Roy Hocking and Ken Sleight were welcomed and thanked for offering their services. The Club continues to authenticate members' cars for the V765 DVLA scheme and Bob encouraged members needing the service to contact him. Geoff Murrell was in the process of updating our website which continues to receive thousands of hits each year. Approx. 25% of members now had e-mail addresses and Bob requested all other members with the facility to let him know. The

savings on postage from using e-mails were considerable. Several members' cars had featured in TV/film work and those members wishing to be added to a club list of available cars should contact Bob with details. NEC, Stoneleigh and Bristol continued to be prestigious events attended by our club but support in helping to man stands had been disappointing in some instances. Norfolk/Suffolk was now our most active region in terms of shows. Thanks were given to all those giving help and showing cars. Sam Roberts had again done the Club proud as Editor, continuing to uncover diverse items from a restricted base of 2 models. Bruce as



Geoff Dee's 1936 Tudor acted as standard bearer at this year's A.G.M.

several fronts. John Fitzgerald in particular and Sam Roberts had toiled in their efforts to make the upcoming Convoy 2002 a keenly anticipated event this coming summer. Bob thanked Christine Baldock, resigning due to family reasons, for her work as Membership Officer over the past 2 years. Finally Bob thanked all who have given time, effort, and enthusiasm to the Club during the past year. (iii) Treasurer. Bruce Allan presented the 2001-2 Balance Sheet showing a rise in club balances from £11,985 to £13,729. No increase in subs. was proposed. Some £3k had been allocated to spares remanufacture during the year and along with the Mag. (£5478) these were the largest single items of expenditure. It was anticipated that similar amounts would be required for spares remanufacture in coming year. Bruce requested that more members use the standing order facility for subs. payments. The credit/debit card scheme payments for all club sale items were £5,700 and administrative charges were acceptable. Bruce proposed that the Club continue with the

scheme. The Meeting voted to accept the report.

(iv) Membership Officer: Bob Wilkinson presented a brief report from Christine Baldock. Membership was 406 on 1st March 2001 and same at 406 on 1st. March 2002, after 46 members were lost and replaced by same number over year. Chris urged all present to recruit members using the Club Introductory cards and to take up the facility for paying subs. by standing order in line with treasurer's comments. Christine thanked all for their support over past 2 years and wished her elected replacement in post well. (v) Spares Officer: Graham Miles being absent in hospital, Bob Wilkinson gave a brief report on his behalf. The Spares Group (looking mainly at remanufacturing) had made good progress on various projects in year: recon. engines were in stock with some sales made, rear wheel bearing kits had proved very successful, recon. carbs and wiring looms were now in stock, headlamp rims would be available shortly, and it was hoped by the end of the year to have serviced steering boxes available on exchange; a CX draglink was on trial; provision of new petrol tanks (Y) was being followed. Because of the impending loss of the spares barn, transfer was planned to containers at Neil Bray's premises: more news on this anon. Due to the hard work of the group, and the setting aside of capital, the situation is such that it is easier now to restore a 'Y' or 'C' Model than it was 10 years ago.

(vi) Editor/ Archivist/Librarian. Sam Roberts thanked members for their inputs into magazine which helped to maintain variety and interest. Our archives have grown in size and are now probably the best in the world on Ford Y & C Models. Apart from our List of Surviving Vehicles, the growing records of individual cars are extensive. The Register Library, thanks to careful investment, is without doubt the best Ford collection in UK, with over 100 books. These are available to members on loan and details can be obtained from Sam. (List by e-mail).

3. Election of Officers.

The following were elected unopposed:

- | | |
|-------------------------------------|----------------|
| Chairman: | Geoff Murrell. |
| Vice Chairman: | No nomination. |
| Secretary: | Bob Wilkinson. |
| Treasurer: | Bruce Allan. |
| Membership Officer: | Roy Whittaker. |
| Spares Officer: | Graham Miles. |
| Editor/Vehicle Registrar/Archivist: | Sam Roberts. |
| Regalia Officer: | No nomination. |
| Technical Adviser: | Geoff Dee. |

4. Limited Company Status: Bruce Allan presented the Committee proposal to adopt Limited Company (By Guarantee) status with the title Ford Y & C Model Register Ltd. with a Registered Office address. The Ltd. Co. would have no shareholders, pay no dividend, and be non-profit making. The benefits would largely concern the protection of members against being called upon to meet uninsured losses. In our increasingly litigious society, and given the increase in range of club activities, this was necessary protection. Setting up costs would be around £600 with ongoing annual costs of under £500 in present circumstances. No major administrative changes would be required. Accounts, as currently prepared, would need to be presented annually at Company House and scrutinised. Present stock would need to be valued. No VAT charges would be required on present levels of turnover. After discussion the proposal was seconded by Mike Samuel and carried by the meeting.

5. Constitution:

Bob Wilkinson presented the Committee proposal to adopt the Constitution (see attached), which had been drafted over several months. The Committee sought adoption with approval to make any minor adjustments necessary to meet the requirements to adopt Ltd. Company status, though none was anticipated. If adopted, then any future amendment could only be authorised at an A.G.M. After discussion on several sections the proposal was seconded by Roger Corti and carried by the meeting.

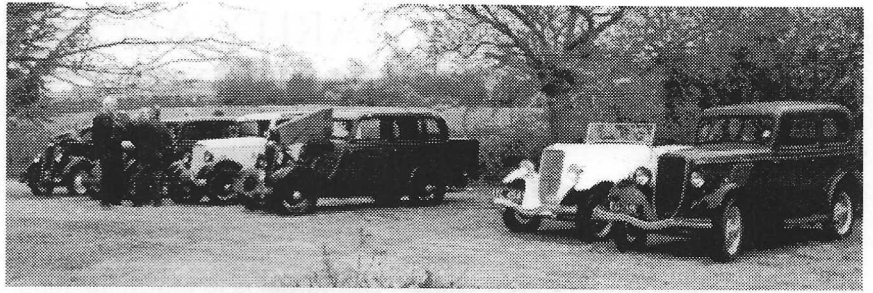
6. Awards:

(i) The Maurice Billing Award (presented at the Chairman's discretion) was awarded to Sam Roberts with heartfelt gratitude in recognition of outstanding work for the club over many years as Chairman, Editor, Archivist and Librarian.
 (ii) Bob Wilkinson was presented with Honorary Life Membership of the Register in recognition of work done for the Club as Membership Secretary, Secretary and Treasurer since 1984. Bob was almost speechless.

7. AoB:

(i) Convoy 2002 - Ireland. Sam Roberts outlined the itinerary and details of this tremendously well supported event in which 34 cars are currently entered from UK and Holland, with about 10 more Irish participants. Two vacancies remain. John Fitzgerald had worked tirelessly to raise sponsorship for the event and to obtain excellent accommodation at advantageous cost. Sam encouraged all members to raise money for the Alzheimer's Disease charity appeal.

The meeting supported a vote of thanks to John Fitzgerald.



(ii) AGM 2003. After discussion on cost/charges Willoughby Hall was preferred as venue.

(iii) Graham Miles: The meeting sent best wishes to Graham Miles for recovery from his hip operation.

The Chairman thanked Tony Butterfield for attending with his spares stand. Members were thanked for their attendance, particularly those members having brought their 'Y' or 'C' Model to Willoughby for display. The meeting closed at 3.50 p.m.

Bob Wilkinson (Secretary)

Note: Will Committee Members please note that since the above meeting Geoff Murrell has accessed and updated the Club website. Geoff intends to update regularly with topical items and invites comments and contributions.

Members attending 2003 AGM

With cars:

- Kevin Briggingshaw Y saloon
- Geoff Dee Y saloon
- John Keenan C saloon
- Ron & Mavis Kendall Y saloon

From right:- Tony Brasher's electric blue Tudor, Sam Roberts' Kerry sports/tourer, Norman Purdy's de luxe Fordor, Graham Miles' van, Kevin Briggingshaw's short rad and John Keenan's Model 'C'.

- Jim Miles Y van (Graham Miles')
- Geoff Murrell CX tourer
- Norman Purdy Y saloon
- Sam Roberts Y Kerry tourer.
- Tony Brasher Y saloon

Others:

- Bruce Allan John & Carol Argent
- Owen Baldock Derek & Audrey Birch
- Tim Brandon Tony Butterfield
- Spares stall
- Roger Corti Mick & Joyce Hicks
- Roy Hocking Reg Hunt
- Dave Jarman Chris Jarvis
- Pete Ketchell (popped in from FBHVC meeting)
- Phill & Rosie Pither Brian & Yvonne Mace
- Mike Meadows Mike & Kath Samuel
- Jim Sharpe Roy Whittaker
- Bob Wilkinson

THE FORD STORY – PART 20

By Gary Keane and David Burgess-Wise

1934 — Dagenham's first Royal visitor is Edward Prince of Wales, later King Edward VIII. He tours the plant in an open V8, and afterwards requests a whisky and soda. As Dagenham, like all Ford plants, is dry, a telegram has to be sent to America to get Henry Ford's personal agreement.

Ford widens its small-car line-up with a new 10 hp model. "It is impossible not to predict a successful future for this latest Ford enterprise," says Autocar magazine. Dagenham and Cologne both build the 10 hp model C.

The first V8s to be built in Europe leave the Cologne factory in 1933. Within two years, the Dagenham plant will begin production of the V8, too.

The V8 achieves remarkable successes in Europe's premier motorsport event, the Monte Carlo Rally. In 1935, V8's occupy four of the first ten places, while a Romanian-entered V8 will win the 1938 event.

"Speed King" Sir Malcolm Campbell, a director of Ford in the 1930's, uses a V8 as transport when setting a new world Land Speed Record of 276 mph (442 km/h) at Daytona Beach, Florida, in 1935, in Blue Bird.

In October 1936, Perry slashed £15 from the selling price of the Model Y, bringing its price down to £100, the first and only fully-equipped saloon car ever sold at this price.

CONVOY 2002 CHARITY APPEAL. - ALZHEIMER'S DISEASE.

You will recall that it was decided to donate monies raised from our charity appeal to Alzheimer's Disease. We are all familiar with the devastating results of this wasting disease and all participants in the event will be doing all they can to raise money for this very worthy cause. Our target is to match the magnificent £8,000 sum raised on Convoy 2000, but that will only be possible if we, like last time, have some additional support from the wider membership unable to be involved in the event. You may not be able to be involved in Convoy 2002 but now is your opportunity to be involved in the charity appeal side of the event. I appeal to all members to donate or raise money locally through neighbours, friends, and workmates for this Alzheimer's Appeal. Every pound will help us towards our target.

What can you do?

- (i) Send a cheque made payable to "Ford Y & C Model Register" (write Alzheimer's Appeal on reverse) and send to me..... Bob Wilkinson. (Address inside front of mag.)
- (ii) Obtain full sponsorship form from me to raise money through a small local event or to authenticate a workplace collection.
- (iii) Donate by credit or debit card. Phone me (01832 734463) with your card to hand and I will take details.

PLEASE GIVE A FEW MOMENTS THOUGHT TO THIS APPEAL AND THEN GIVE A LITTLE TIME TO DOING ONE OF THE ABOVE TO HELP. EVERY POUND WILL GO A LONG WAY EASE SUFFERING. HELP US TO REACH OUR TARGET.

Thank you.

Bob Wilkinson.

Convoy 2002

The plans for Convoy 2002, the circumnavigation of Ireland between 17th and 28th June, have moved on apace since the last issue and are in the final stages. The itinerary is now firm with interesting and varied visits and events planned. All participants have been booked into the hotels en route and the ferries have been booked. Kath Samuel took the initiative to ask her local travel agent for brochures on the hotels we are staying in and was more than pleasantly surprised, nay ecstatic, at the quality. They all seem to have indoor swimming pools and leisure facilities, so don't forget your 'cossies'.

After a few last minute unforeseen cancellations, we have an astounding 34 cars travelling from mainland UK across the sea to Ireland. Four are coming from Holland, including a French assembled Model 'Y' SICAL bodied coupé, and Jim Miles is bringing his Eifel from France. We shall be joined by some twelve Irish members on the tour, some completing the whole route and others joining in for various legs. It has got to be the largest collection of 'Y's and 'C's on one event for many years. All we need is a spell of good weather and the trip will be perfect in all respects.

Graham Miles has sorted out some first aid spares and given them out to different participants to carry in their vehicles. All less one car have mobile phones, so calling up the right spare at the appropriate time should be no problem. Richard Bingham, from Lisburn in the north, is providing back-up in his Range Rover and, failing all else, our Footman James insurance cover provides us with breakdown back-up.

Esso is providing us with Euro vouchers for sufficient fuel to complete the tour round Ireland. However, only unleaded and LRP fuel is available in Ireland, so those without hardened valve seats, take enough fuel additive with you. Esso is also providing us with a free oil

change in Sligo (S.A.E. 40). You will need to take your own daily top-up oil with you, or put up with multi-grade purchased en route.

Geoff Murrell has been hard at work on the regalia front. At the A.G.M. most participants were already wearing their personalised Convoy 2002 sweatshirts. The door/window decals for the cars are printed (see illustration).

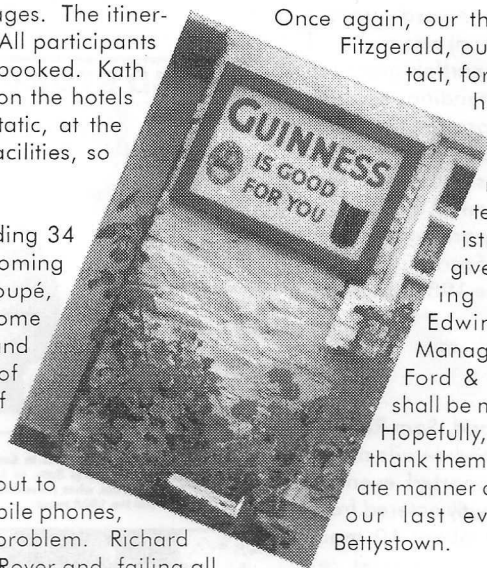
Each participant from mainland UK will receive a 'goody-bag' on arrival in Ireland with maps, hotel details, decals, vouchers, etc.

More than one person has pointed out my error in the last issue. As a UK citizen, you do not require a passport to travel in the Republic of Ireland. However, you do need photographic evidence of your identity. So, unless you have one of the new driving licences with your photograph on it, I suggest you take your passport! Don't forget your driving licence, motor insurance certificate, medical insurance and/or E111 document.

Hopefully, participants and non-participants are raising significant sums and pledges for the nominated charity for the event, the Alzheimer's research unit at St. Luke's Hospital in Cork. Monies raised by any means are acceptable for this worthwhile cause. There is a collection tin on the counter at our golf club and everyone who plays in our particular group (the 'Old Codgers') on a Monday and a Thursday chips in a pound. We are well into our second hundred with still two months to go. Hopefully between us, we can surpass the superb £8000 raised for Children's Promise on Convoy 2000. Anyone still requiring a sponsor form should contact Bob Wilkinson.

Once again, our thanks go out to John Fitzgerald, our Irish Regional Contact, for all the effort that he has put in to the arrangements. He has been assisted by Marina Duffey on the hotel and ferries administration and has been given considerable backing and support from Edwin Nolan, the recent Managing Director of Henry Ford & Son, Ltd., whom we shall be meeting along the way. Hopefully, we shall be able to thank them both in the appropriate manner at the 'Last Supper' on our last evening together in Bettystown.

There is a change of route from Killarney to Galway on Saturday, 22nd June, due to the present route being very twisty and hazardous. We will now be going from Killarney to Castleisland, County Kerry; then to Newcastle West and into the beautiful village of



Adare, County Limerick. There will then be a visit to Bunratty Castle before going on to Ennis and Galway.

If there are still members who would like to join us with their cars on this heavily sponsored holiday of a lifetime, please get your bids into me now, before it is too late. Reg Hunt, who is travelling alone, would enjoy the company of a passenger in the oldest surviving roadworthy Model 'Y', Y982.

Bruce Allan has asked me to mention that basic, self-catering accommodation is available at £9.00 per night in his rambling club chalet at Llanwrst, not too far from Holyhead. If anyone wishes to stop over before catching the ferry, please contact Bruce (details on inside front cover). This is also the site of the secure trailer park.

Sam Roberts.

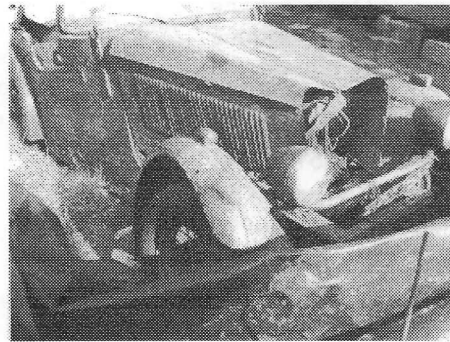
Saved – the Bezzant.

There was quite a bit of interest shown in the Bezzant, following the article and For Sale advert in the last issue. A number of 'expert' members went to see the car, but were rather disappointed that the photographs did not show the extent of the work necessary to restore it back to its prime. Nor did the photograph show the state of the 'garden' of the house, which is such that it is going to be a major job to extract the car. The two photographs accompanying this article were taken by our Chairman, Geoff Murrell. There is no doubt that much work is needed and that vital bits, such as the special dashboard instruments, are missing, but our members have tackled far more difficult restorations than this – see 'Members' Cars' in this issue! The history of this particular car adds that special urgency to the need to save it.

Bob Wilkinson is keen to retain the original registration of the vehicle and, without any back-up documentation, needs to convince DVLA that this is indeed Jack Bezzant's own car. I have no doubt. I see that the original registration plates are still on the car (BPC 796). Apart from the headlamps, the car is identical to the one in the photograph of Jack Bezzant, which was in the last issue of the magazine – even down to the small 'torpedo' sidelights. The singularly most unique distinguishing feature of the car was the wire mesh radiator grille with the broad chrome strip down the centre. This appears in both the period photographs we have of the car in competition. Thankfully, the radiator has survived, albeit not in very good condition, but does still have the wire mesh grille and the remains of the chrome strip. I hope that this, plus the photographs will

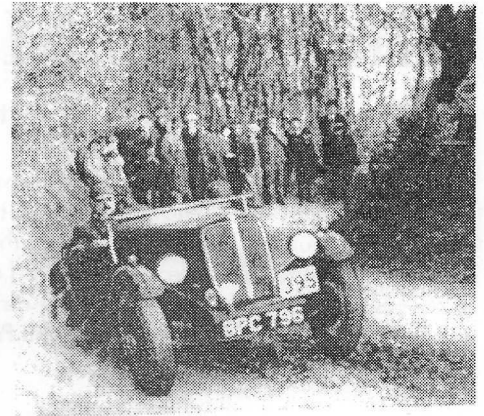
convince DVLA that we have the original car.

As for a purchaser, a number of offers were made, well below the asking price. Additionally, Greg Rice in Australia, having read the article was keen to take on the restoration. Having been told the full extent of the restoration, the cost of removing from the garden into a container and the transport costs to Oz, he wisely changed his mind. However, our



View of the Bezzant from the front offside, showing replacement engine with fan. Also shown are the replacement headlights.

own John Griffiths offered the asking price and the car is now on a trailer outside his house in Ewloe, near Chester. Needless to say, the vendor's family had to clear the garden to manoeuvre the car through a hole in the fence and out to the front to be loaded up on John's trailer when it arrived. John is delighted with the purchase, but is also aware of the extent of the restoration project ahead of him.



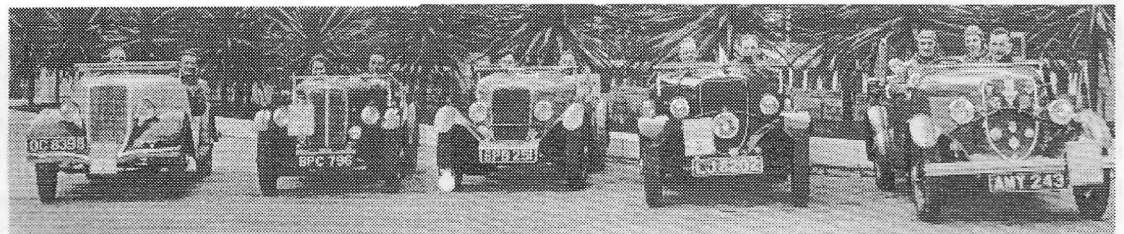
J.A. Driskell driving BPC 796 on the London – Lands End Trial in 1934. Here he is taking the first corner of Darracott. He won the silver medal in the 8 h.p. class. Note the wire mesh grille and wide chrome strip on the radiator grille."

View from rear nearside showing the single door, missing dashboard instruments and thick cored radiator, which made up for the lack of a fan on the original engine



I repeat our thanks to Peter King of Braintree, Essex, for alerting us to the For Sale advert for the 'tourer' in his local car club magazine.

Here we see 'our' Bezzant (second from left) lined up with other Ford entrants in the RAC Bournemouth Rally earlier in 1934; Jack Bezzant at the wheel. Alongside is another Bezzant (BPB 251), without the modified radiator grille, with G.K. Gout at the wheel. Note the lower bonnet lines of the Bezzants. The other tourers are, from left, a Jensen 'Mistral', with J. Harrison driving; an Arrow 'Alpine' driven by F.D. Pickering and a Whittingham & Mitchel 'Terrier' ('Kerry') with J.A. Driskell at the wheel.



Tim visits Malta

Tim Brandon reports

Last November Glynis and I decided we would take a late holiday to Malta. Unbeknown to Glynis, I had telephoned Sam to find out how many Model 'Y's there were on the islands and, although there are four listed on the register of survivors, he was able to give me the details of two, one belonging to the then ex-member Joseph Pace. I was determined to hunt them down.

On arrival at a holiday hotel, the first thing most people do is explore the local area. Not me! I went straight to the 'phone book to look up Joseph's number. Unfortunately, the surname Pace is as common in Malta as Smith is in England, but with the help of the Thompson rep., we managed to track down Joseph, who turned out to be very keen for us to see his cars. We arranged a meeting and Glynis and I went on an old bus to Kalkara, a few miles outside Valetta where we were met by Joseph in his mini-Elf. Accompanied by large water bottles on the back seat, Joseph took us to his home.

We were amazed to see just how many cars he has, mostly English, ranging from Standards to Rileys. Joseph's Fordor Model 'Y' is being restored to a high standard. He is also in the process of building his own fantastic house which has a large basement to house several cars (he has his priorities right!). A short trip in the Elf took us to more of Joseph's garages, with a workshop and yet more cars in various stages of restoration.

We had to do a bit of sightseeing and



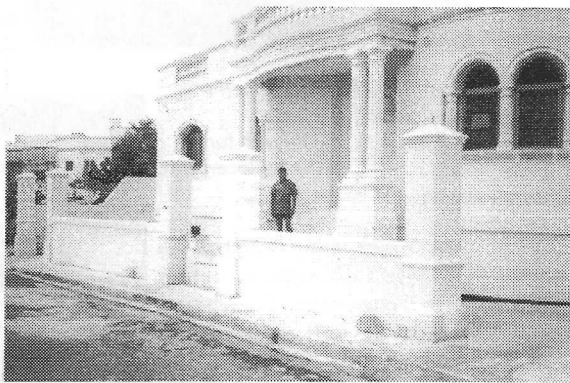
Joseph Pace with his April 1935 Fordor (Y97216).

He hopes to have the restoration complete for his daughter's wedding this year.

After this, we went to Valetta to attend the Remembrance Service, counting how many old English cars and buses there are on the streets of Malta. It was a worthwhile visit and our thanks go to Joseph, who made us so welcome.

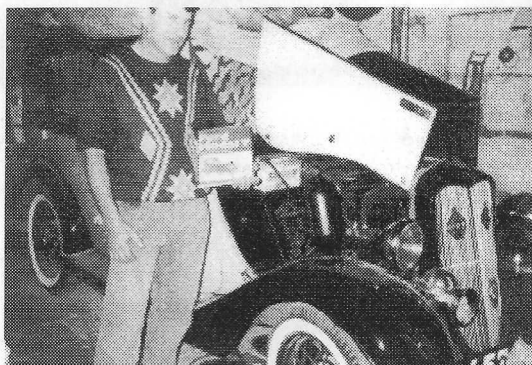
Coincidence

Last month, Barry Diggle sent your Editor an e-mail of the photograph illustrated here of a Model 'Y' under restoration in Malta, which appeared in the Spring 2002 (Issue 5) edition of 'Practical Classics' on page 76. After telephoning Denis Ines in Kent, who had sent the photographs to 'Practical Classics', it transpired that he had visited Malta last August and had also visited Joseph Pace. The Model 'Y' was Joseph's! Having known about Joseph's Model 'Y' for many years, it is an amazing coincidence that I should receive photographs of it from two completely diverse sources within a couple of weeks



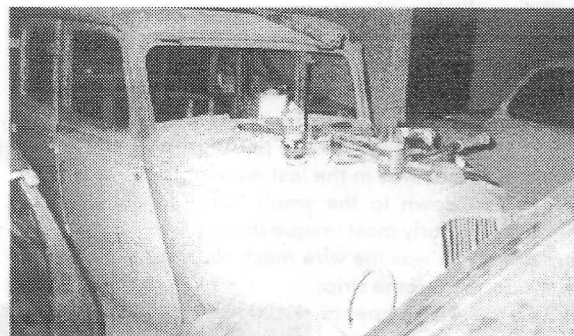
The house which Joseph is building. The basement is a huge garage for some of his many cars

of each other. Incidentally, as you will have seen in the last issue of the magazine, Joseph Pace has re-joined as a member of the Register. Welcome back Joseph. Please send a photograph of the Model 'Y' on your daughter's wedding day.



Joseph, with an excellent choice of reading, alongside Vince Mically's early October 1933 Fordor long rad (De Luxe) (Y37142)

Maltese garageman's grand collection



Forty old vehicles in various stages of disrepair greeted Denis Ines of Kent (01795 470216 eves or weekends) when he was invited into a garage at Kalkara, Malta. This four-door Thirties Ford 8 Model Y four-door saloon looks as though it hasn't moved for some time.

Then another day of Model 'Y's. This time our bus driver dropped us off in some back street of Birkirkara from where we had to walk to where Joseph was picking us up. We were then taken to his friend, Vince Mically, who also has a garage full of different cars and motor bikes, mostly English, under restoration. His Model 'Y' is up and running and he insisted on starting up the engine for us. Both he and Joseph seem very enthusiastic about their cars and keep the roadworthy ones running, whatever the problems.

The article and photograph of Joseph's Model 'Y' which appeared in the March 2002 issue of 'Practical Classics'.

Members correspondence

News of new members

The Minic models

Paul Tritton writes:- "I was interested in your articles about the Minic 'Y's. They were not only exported to New Zealand, because mine was bought in Switzerland in 1947. In fact I had two, a pea-green one and a red one. The green one was bought in Lucerne; my parents, great travellers, made their first post-war trip there by car then. We had a Wolseley 14 and set off with me wedged between the suitcases on the back seat. It was a thrilling trip for an 8 year old. Motoring across France was rather different to today; there were still burnt out tanks in the fields and bombed trains in the stations. Many of the bridges were still down and replaced by crude ferries and sections of the roads were still mined. You checked in, gave your registration number to the sergeant who telephoned ahead to the next check-point, where you were accounted for and checked out again. There was hardly any traffic anywhere; lots of horses and the few commercial vehicles were often 'gazogenes' – producer gas driven. I never saw anything like that in Switzerland, which had not been touched by the war. Milk, butter, meat, sweets and toys were readily available.

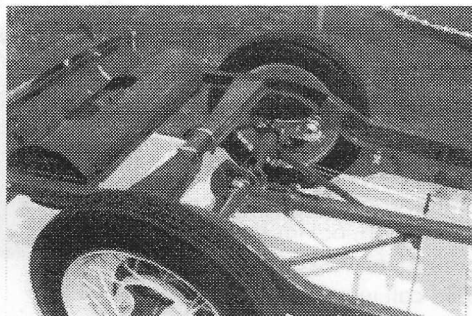
The red Minic 'Y' was given to me the same year; at Christmas. I didn't play with them very much and my mother, spotting this, soon passed them on to a younger relative. Toys were scarce then."

Model 'CX' brake drums

Graham Miles observes that "'The mystery two part model CX brake drum' as reported on page 7 of Issue 134 did not apparently receive any comment from members. Can I come at it from the other angle; the mystery to me is the one part hub/brake drum assembly, not the two part one, as every single one that I have had dealings with is in two parts. May I suggest that Bill Ballard mounts the assembly on a press with an inward support around the head of the stud. Then having mounted it, he presses out the wheel nut studs. Then we will see if he has another mystery two part hub assembly, for it is the studs that hold the whole thing together as one assembly! God bless Queen Victoria."

Display chassis

Steve Waldenberg, who prints 'Transverse Torque' for us, sent me these photographs of the display chassis, which used to be a regular feature on the Y&C stands at shows. He asks, "It's a long time since we saw this chassis. Is it still about?" The answer is yes. This particular one is in the safe keeping of Dave Tebb, not a million miles from Leeds, although the chrome and paintwork needs a little attention. For those newer members who are not aware of the cut-away display chassis, these were made by the apprentices at the Boys' Trade School in Dagenham, as an instructional and manufacturing exercise from parts supplied from the production departments. Fifty of them were 'loaned' by Ford to technical colleges for instructional purposes for 'an indefinite period'. Others were used by Ford and their agents as promotional props at Motor Shows and in salerooms. Those that were loaned to colleges were green in colour and had a brass plate attached to the chassis cross member behind the gear box on which was engraved CC/SMD and the number of the chassis. CC stood for Cutaway Chassis and SMD for Sales and Marketing Department, who raised the order for the fifty chassis and footed the bill. The chassis in the photographs is CC/SMD 17, which came from Wyke Manor High School, Bradford who, in turn, had obtained it from a technical college in London.



In this issue we welcome the following new member:-

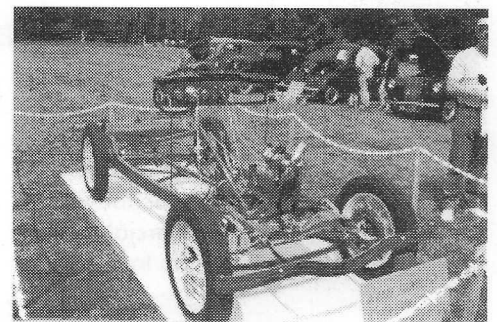
O-C105 Kurt Carlsson
PL 2171 Nygardet
S-76291 Rimbo
Sweden

Kurt has just started a total restoration on his 1934 two-door Model 'Y' saloon. It is a new vehicle to the register. Please try to send us some pictures Kurt & let us know how the restoration is progressing.

This is my last New Members' report as your Membership Officer. You will no doubt have read elsewhere in the mag. That, following his election at the recent A.G.M, Roy Whittaker has taken over the role! So please send your subscription renewal cheques to Roy - not me! May I thank you all for your friendship during my period in office and for all your letters and e-mails. It is with some sadness that I have had to relinquish the role, but increased personal and family responsibilities gave me no option. I shan't be disappearing from the Register though and hope to meet up with a good number of you on Convoy 2002 in June.

Best wishes to you all and your vehicles.

Christine Baldock & CXB 96



The cutaway chassis, CC/SMD 17, at a show in the 1980s. That's three-quarters of member Ian Wright to the right of the picture!"

The exposed differential, half shaft and petrol tank on CC/SMD 17.

Another rare discovery and

Coincidence

"Heaver Ltd., coachbuilders.

I was contacted by one Martyn Nutland in France, a freelance motoring correspondent, who wrote an article in 'Classic Bus Yearbook' about a coachbuilding company called Heaver Ltd. which built bus and coach bodies from after World War I until 1958. The company was based in Durrington, near Amesbury in Wiltshire. In the article, Martyn refers to a contract which Heaver struck with Pass & Co., Ltd., the Ford agent in Newbury, Berkshire to build special bodies on Ford chassis. To quote the article:- "The association with Pass & Co remained and, when the Ford Eight and Ten appeared in the mid-1930s, a stylish tourer was created at Durrington."

Member Bill Ballard, in Australia, who is also a fanatic bus enthusiast, read the article and wrote to Martyn for more details. The source of Martyn's information was apparently the founder's son and great nephew, with whom he has now lost contact. To satisfy Bill's curiosity, Martyn wrote to me to see what I knew about the Heaver bodied Model 'Y's and 'C's.

That is where we stand at the moment. I had never heard of Heaver, nor of a 'Y' or 'C' tourer built by a company of that name, and hence cannot shed any light on the subject. Can anybody help?"

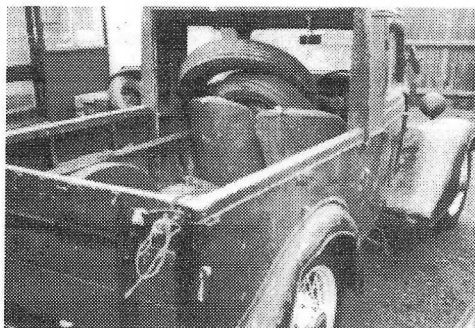
A week after writing the above, I was telephoned by an excited Tim Brandon in Suffolk, telling me that he had bought a Model 'Y' pick-up, which had been off the road since 1967. Its last tax disk was issued in Cambridgeshire in that year. From the old log book, it would appear that the vehicle had been sold to its first owner, J.M. Henry of Newbury, as a pick-up by Pass & Co. Ltd., the then main Ford agents in Newbury (bought out by Gowerings in 1975). Is this possibly the link between Pass & Co. and Heaver coachbuilders? Perhaps Heaver built commercial bodies for Pass and Co., rather than tourer bodies.

Tim's pick-up, JB 6552 (Berkshire, 1935), was first registered on 31st May 1935 and has a chassis number Y 100473, which puts its date of manufacture as May 1935 also. It was originally registered as a van, prior to conversion. The pick-up has obviously been dry-stored as it is in remarkably good condition. As you can

see from the photographs, it is missing the panel at the rear of the front cab, but Tim assures me that there is evidence of screw holes, which imply that there was a back fitted at some stage. The body to the rear of the cab would appear to be the lower half of the original van body, skilfully finished off along the upper edges. The tail-gate and attachments are well made, indicating the hand of a professional coachbuilder. Knowing Tim, it won't be long before the pick-up is on the road in pristine condition, possibly with the Tim Brandon livery along the sides!



Tim Brandon's pick-up find – a standard 1935 Model 'Y' van to the rear of the cab with no bumper or running boards and sliding side windows."



The rear view of Tim's pick-up (now with refurbished wheels) showing the internal wooden frame of the original van and the professionally built tail-gate. Note also the spare wheel carrier on the driver's door.

Late van

Trevor Walker e-mailed from Newcastle:- "I hope this picture is of interest for the newsletter. I was at a small Motor Museum at Alston a couple of weeks ago and for some reason they had a Danish Bacon Company calendar on the wall, which had this picture in the corner. The local branch of the DBC is in Washington, not far from Dave Lambert, so I asked Dave if he could call in some time and scrounge one

of their calendars to copy the picture for the newsletter. Dave called in and had a chat with Ian Briggs, the Operations Manager, who just happens to be a Ford enthusiast (Mk 2 Escorts) and he kindly agreed to us using the picture. Ian Briggs would be interested to know any history on this van, such as when and where it was registered and whether it has survived.

Trevor, thanks for this. You can tell Ian that the van was registered in London in April 1937. I see that this has a fleet number 26 behind the rear wing, so I expect a batch of them was bought direct from Dagenham, probably in March, from whence they went to a bespoke livery painter. They cost £100 each, a price they retained until the end of production in November 1937(even though the £100 Tudor saloon version was raised to £105 in July 1937). You will note that this van is of the final design, with the spare wheel (presumably) on the near side door – effective from October 1936. It appears to be missing its front mudflap at the base of the front wing. Very few fleet vans survived the rigours of the delivery service – they were hard worked. Needless to say we do not have this one on our list of known survivors.

Region 5 report. Kent and East Sussex.

John Keenan reports:- "We attended our first show this year, a small event at Boughton Manchelsea Place, Maidstone. It just about remained fine, but there was a very cold wind. Peter Baggott from Margate carried off first prize for our class with his very nice Model 'CX' tourer.

Our next show, at Amberley Museum, near Arundel, Sussex, was quite spectacular with about 300 very interesting cars



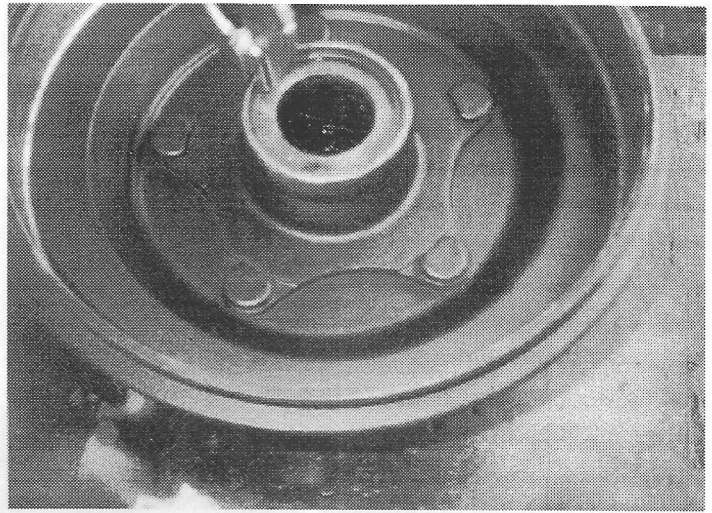
A final design Model 'Y' van whose driver is trying to save his bacon with his boss!

entered. The autojumble was a bit thin on the ground, but there was plenty to see in the museum and some delightful old cars on view. The congested parking area did slightly restrict the lunchtime picnic. However, we didn't manage to spill any wine, so the day went well.

As there are a whole mass of shows over the Jubilee weekend, we are spoilt for choice so I think we shall stay local. With a few quiet weeks ahead, I should get new rear wheel bearings fitted and give my Model 'C' a major service ready for Convoy 2002. After Brooklands, my next club stand will be at Ardingly. Feel free to call for a chat and a glass of wine.

Our very best wishes to Graham (Miles) and we hope he gets his new Transmission Joint well run in ready for Convoy 2002.

phone - 01945 430325 or e mail <Jo.Hanslip@tesco.net> so that I can send the appropriate entry form. Bob came along to the Fenland show last year and ended up broadcasting on BBC Radio (as only Bob could!) So you never quite know what to expect - all I can guarantee is that whoever comes will get a very warm welcome.



Tip from Owen Baldock:- to remove circlip in rear hub, first clamp one end with mole grips and lever out other end with screw driver.

Trivial Pursuits

Harry Edwards of the Morris Register says:- "I too have come across the 'Trivial Pursuits' error regarding the date of the first Highway Code. It was not 1951, but then again it was not 1935 either, as reported in Issue 135 of 'Transverse Torque'. It was 1931 and I enclose a photocopy of the cover of that publication; price 1d (= 0.416p). I believe the 1935 version was the same cover price and was distributed to every household." Thanks for that Harry. The 1931 cover was a reddish colour, whereas the 1935 version (still price 1d) was green.

Siddington

Roy Cleeves, from Somerset, sent in the photograph of the back end of a Model 'Y' poking out of Siddington Street Garage probably in the late '40s or early '50s. He is hoping that a member might recognise the location. The registration of the Model 'Y', BXO 899, is a 1935 London registration. There are two Siddingtons listed in my road atlas, one just south of Cirencester in Gloucestershire and one to the west of Macclesfield in Cheshire. Looking at the architecture of the Cotswold stone built house and the dry stone walls, I would put my money on the minor road running due south from Cirencester as Siddington Road.



John Keenan's Model 'C' lines up with some FSVOC members and Owen & Christine Baldock's Model 'Y' at Amberley Museum.

Region 12 report. Leicestershire, Northants and Cambridgeshire

Roger Hanslip e-mails:- This is just a line to let you know that I will be flying the Y & C Model Register flag at the following venues and to invite all members - Jo will be happy to welcome them with tea or coffee on their arrival. The first is Walpole Steam & Country Fayre on 13th and 14th July at Walpole St Andrew, Nr Wisbech, Cambridgeshire. The second is AVMEC's sixth "Fenland Vintage Country Show" on 24th, 25th and 26th August at Floods Ferry, March, Cambridgeshire.

If any members would like to come along, please contact me,



Roy Cleeves would like to know the location of this garage with the 1935 registered Model 'Y' in for treatment.

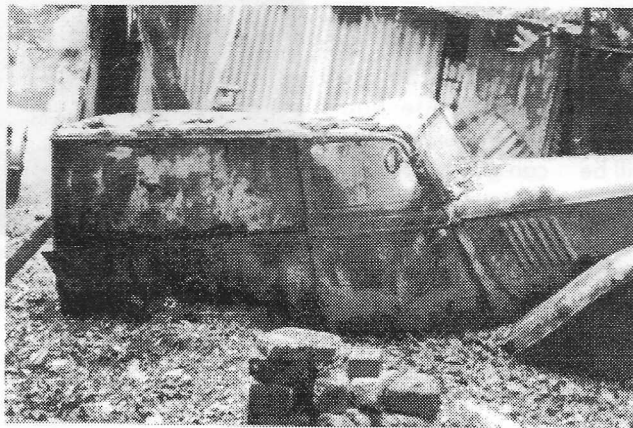
Members' cars

I have a sense of déjà vu writing about this restoration. It does not seem all that long ago that we reported that Brian and Roger Gurney had rescued a wreck of a van from a field in Cumbria. As they tried to jack up the rear axle, the chassis and body fell either side of it. The van was restored in a remarkably quick time and was shown at a number of prestigious shows in its full livery.

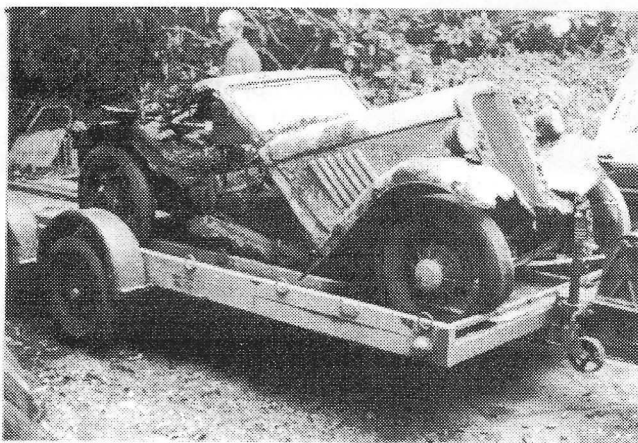
Ty Payne, who lives in the charming sounding village of Frampton Cotterell, near Bristol, has rescued a van, which is in a similar state to the 'as found' Gurneys', and has started on its restoration. The van in question is, or was, a very early long rad model, built very shortly after the introduction of the long rad in October 1933; chassis number Y36355 and registration number WV 4366 (Wiltshire - late 1933). Unfortunately, the flooring in the back had been replaced with a chipboard substitute during its working lifetime and the Briggs body number was obviously discarded with the old flooring. Ty heard of the van's existence through member, Ivor Bryant, and was given the telephone number of the nephew of the recent owner, Charlie Marshall, who died in early 2001. Ty first saw the van in July last year when the asking price had leapt from £50 to £150. After some wrangling between the nephew, Charlie's widow and another prospective buyer, a deal was struck and Ty fetched the van, or vans rather, in November. "The van looked a lot worse than I remembered from July." I say 'vans' because part of the deal was that Ty took away an even more decrepit 1954 300E van, which was parked close to the Model 'Y' van. They were both sitting, or dying, in a quarry near Ottery St. Mary in Devon.

According to his son, Charlie Marshall had bought the Model 'Y' van in 1953 and drove it until 1964 when, one day, Charlie came home and said that he wasn't going to drive it any more and bought the 300E. The 'Y' was parked in the woods in the quarry under a tarpaulin, where it remained until Charlie died. Despite many people offering to buy it in the early days, Charlie always refused, saying that one

day he was going to restore it. Now, 37 years later, Ty is tackling the rusty remains. In the remains Ty has found a 6d ticket for parking in Torquay (or 2/6d - half a crown - to park all day) and other parking tickets for Exeter (sixpence for 2 hours), Bristol Zoo ('thruppence' - 3d), as well as some sixpences and a ticket for a racing circuit (2/



Ty Payne's van, as found. Here it had been rotting for 37 years. Note, no spare wheel on driver's door, but possible sign of a mount having been there at some time.



Loaded ready for journey home. Note:- no bumper, no running board and original ribbed lens headlamps - all as it should be for a late 1933 van.

6d), which entitled you to go in the pits as well. The nephew apparently has some old tax disks and a log book for the van, which will be essential for re-registering the vehicle with DVLA, but Ty is having difficulty extracting these from him.

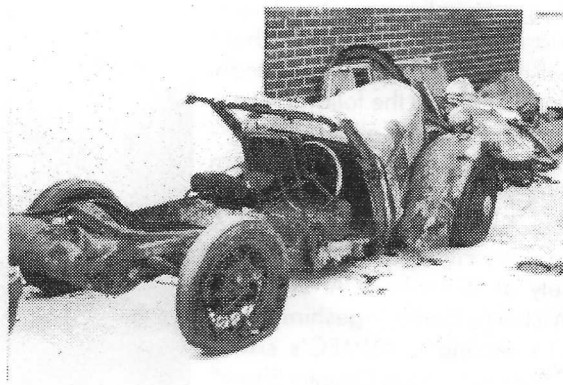
So far, Ty has managed to take the head off the engine, which is seized, to discover that it has 40 thou over-size pistons.

I have selected three of the many photographs which Ty sent me of the van.

Comments I would make on the other photographs are that the doors would seem to have either been modified or exchanged with a later model's, in that the spare wheel mounting is on the nearside door. It was not until October 1936 that the spare wheel was moved from the driver's door to the nearside in production. Also the door handles are from a long rad saloon car. The Model 'Y' van retained the short rad diamond shaped handles throughout production until November 1937. As was usual, a modification has been made to the rear doors - the louvres have been replaced with glass windows. As this is a very early example of a long rad, it would seem from Ty's description that the short rad crossed tie-bars are present behind the radiator. It also has a short rad black Cooper Stewart speedometer and a starter pull on the steering column. When the long rad was introduced, we know that many of the left-over short rad parts were used up on the long rad vans on the production line.

The van joins Ty's October 1936 black Tudor Model 'Y' saloon, DLD 536, for which Bob Wilkinson has just obtained re-registration through DVLA (Ty asks me to thank you Bob for your efforts).

Sam Roberts



Arrival at home (I can just imagine what Ty's wife said!). The restoration starts here. Note the remains of the body heaped against the wall.

Events

- 18 May Ford sidevalve gathering - Brooklands with FSVOC
John Keenan. 01424 424323 - see issue 134 for more details
- 1-3 June Enfield Pageant of Motoring. Jim Miles 0208 924 4449
(afternoons)
- 17-28 June Convoy 2002 Ireland. Sam Roberts 01264 365662
- 6/7 July Ardingly Show, Haywards Heath.
John Keenan 01424 424323
- 13/14 July Walpole Steam Fayre, Nr. Wisbech
Entry thro' Roger Hanslip
01945 430325 e-mail: Jo.Hanslip@tesco.net
- 14 July Kirkstall (Leeds) Classic Car Show.
Barry Diggle 01274 614729
- 21 July Newby Hall Rally nr. Ripon (N. Yorks).
Barry Diggle (Region 16) 01274 614729,
Ken Sleight (Region 15) 01302 337483,
or Trevor Walker (Region 17) 0191 2745660
- 4 August Hooe Motor Show, E. Sussex.
Entries thro' John Keenan 01424 424323
- 24/25/26 Aug. Hellingly Festival of Tpt, E. Sussex.
Entries thro' John Keenan 01424 424323
- 24/25/26 Aug Fenland Vintage Show, March.
Entries thro' Roger Hanslip 01945 430325
e-mail: Jo.Hanslip@tesco.net
- 29 Sept All Ford Rally, Abingdon.
Entries thro' Bob Tredwell 01235 530720
- 9/10 Nov International Classic Car Show, NEC Birmingham.
Geoff Salminen 0121 427 2189

Additional events:-

27/28 July Wroughton Nostalgia Show. Wroughton Airfield, Nr. Swindon.
Over 2500 classic vehicles, autojumble and events for all the family. Also the Imperial Science Museum transport exhibits in the WW II hangars. Adults £7.00, under 14's free.

4 August Ford Fast 2002. Siverstone. Billed as "Europe's biggest Ford Festival". Don't expect to see any of our kind of cars there!

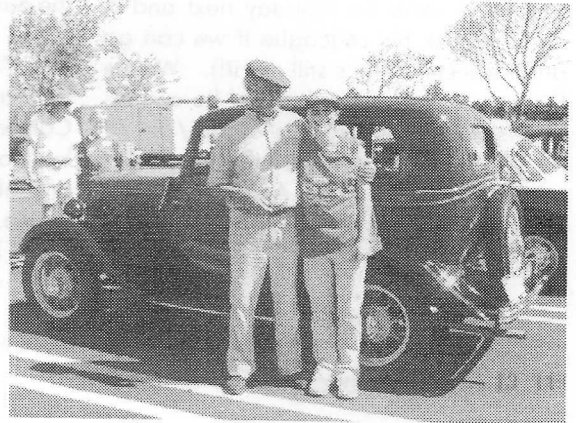
7 September Buntingford Classic, Hertfordshire. Classic cars, bikes, steam and traction engines etc., food, music, stalls and entertainment in Buntingford's historic High Street. Application form to exhibit vehicle 01763 273344. Entrance free.

International news

George W. Pierce reports from sunny California:- "The second car show of the season, here in Santa Maria, was put on by our local British Car Club on 12th, 13th, 14th April; a beautiful weekend here on the sunny central coast. (85 degrees Friday, 82 Saturday and Sunday). It was held in the parking lot at the Radisson Hotel adjoining the airport. It was called "Spies in Paradise" with a James Bond theme. A three day event; sign in on Friday afternoon, after a small air show, with a choice of nice Santa Barbara wines, snacks and a opportunity to visit with out-of-town participants. Car show on Saturday morning with 160 cars from Northern California, Southern California and Nevada - mostly MGs, but many Jags, Triumphs, Austin Healeys, a nice Sunbeam and one Ford, the oldest car in the show, and I'll bet you can guess what model it was. The event was not advertised, mostly just owners and their guests viewing each others cars. A

90 mile Poker run Rally was held in the afternoon with lunch at a delightful pub on the route and a tour of Santa Barbara Winerys on the way back. My 1933 Tudor, AMG 448, dropped out after the pub call, it figured last year's 100 mile run was a bit much. There was a Banquet on Saturday night in the hotel ballroom, with winners announced and prizes awarded at that time. A good time was had by all and everyone went home Sunday, after Winners' circle photos, tanned and happy.

George W. with his grand-daughter, Rachel Savins, at the Radisson Hotel show. Note Rachel bedecked in Y&C Register sweatshirt (sawn off) and baseball hat. Rachel is being taught to drive by her Grandpa (Model 'Y'?)



The July 1933, thorn brown, Tudor belonging to George W. Pierce in California. That's some badge bar, complete with Y&C Register badge!



Australia

The 'Wizard of Oz', Bill Ballard, is making steady progress on the restoration of his Geelong bodied Model 'CX' Roadster. On the way he has, perhaps, stumbled on an exciting discovery. He e-mails:-

"Our trip to Tonimbuk to see Peter Izzard's 1936 Model CX roadster last evening was quite successful. I took Wayne Brown and Wayne Robertson (my new panel beater) to see it and take pictures and measurements from it. I discovered a lot more about these cars, particularly in relation to the way the floor was boarded; the seats were fitted; the hood was stowed; and the "boot lid" was hinged. Unfortunately, Peter has been too busy building his house to spare the time to work on the car and no progress has been made on it since we last saw it in August 2000.

However, he virtually gave the two Waynes and myself convulsions when he came out with something that took us completely by surprise!!! You see Peter, who seems to be pretty knowledgeable on our cars, casually admitted that someone who worked with him had almost finished restoring "a panel van with the same 10hp engine and front panels". You and I know that the only vehicle that could fit that description is a

Model CX panel van, which were built here in Australia, but none is known to exist!!! Now that would be the "discovery of the century" and get plenty of folk back there in the U.K. (and here!) jumping up and down with excitement (especially as it might be for sale)!!! I'll keep you informed, but I'm not holding my breath, as I'm convinced it will turn out to be an E83W. Peter returns to work on Monday next and is going to ask his colleague if we can go and inspect it (if he's still got it!). Wayne Brown's theory is that it could be a similarly-styled, "big brother" 1935/36 V8 panel van... but then the engine wouldn't be the same, would it? And Peter knows it's the same engine, as he has helped his colleague with parts for it!"

We'll keep you posted.

Hub caps

Goerge Pierce, in California, puts forward a poser:-

"You will recall I earlier asked you when the script was added to the Y hub caps. I had found plain ones back in 1972, with no script, that were sold to me new by Nordian Exports Ltd. Ongar, Essex, for 1 pound each (Stainless Steel). You replied that they always had a script, therefore I must have an after market item. In reviewing my Illustrated parts catalogue 8 H.P. Ford Model "Y", effective May 15th 1933, printed in England, which I got from a Ford Dealer in Nepal, I find a clear picture on page 7 of all wheel and hub parts, including hub cap. The hub cap is exactly like mine, no script. Part number Y-1130, listed the year as 1932. Further review shows everything in the catalogue as 1932, except for "Standard Parts", which have no year listed."

George is absolutely correct. The parts list does show a plain hub cap. Herein lies a mystery. The hub caps in every photograph I have of the Prototype, the pre-production models and the short rads all have a script. Can anyone shed light on this?

France/Germany

Jim Miles reporting from what he describes as his "Forward Observation Post" in France, sends three interesting German Eifel photographs. The photograph of, IM-72458, has written on the reverse, "Der Fotoreporter Werner Wunsch, Berlin 1937 mit seinen "Eifel" - Cabriolet.". Note that it is a Roadster and not a Cabriolet, with

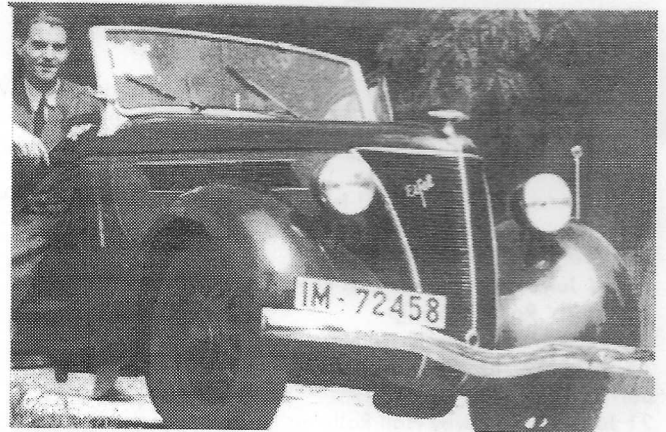
mudflaps, side-screen on the driver's door, folding windscreen, flush-fitted trafficators and the standard Köln bumper without a groove. The body was built by Ambi-Budd and the car assembled by Deutsch. The car was registered in the Sachsen Province (IM).

IIIM 7827 (Registered in Schwartzwald) is an Eifel Cabrio-Limousine bodied by Drauz, whose plaque is probably what we can see on the lower scuttle. On its reverse was written, "Juli 1939 im Stuttgart." I love the pose of the driver's lady-friend.

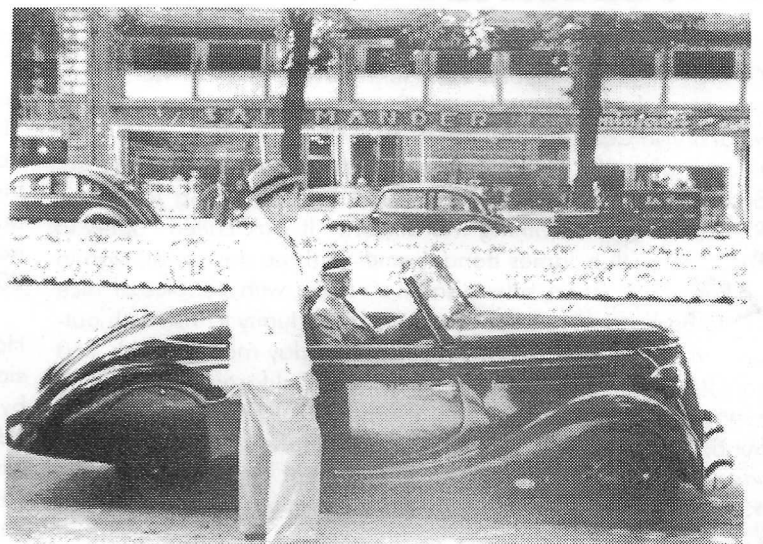
The third photograph is of a very nice two-seater Eifel Cabriolet bodied by Deutsch. Note the recessed spare wheel, the recessed hood and the painted coachline terminating over spatted rear wheels. As Jim says, he likes the way the front wing tapers into the running board. Jim also spotted a rear-engined Mercedes passing by in the background.

*Ford Eifel Cabrio-Limousine.
Manufactured between October 1937
and April 1939.*

*(Below) Ford Eifel Cabriolet.
Manufactured between October 1936
and September 1937.*



*Ford Eifel Roadster, Manufactured between
September 1936 and April 1939.*



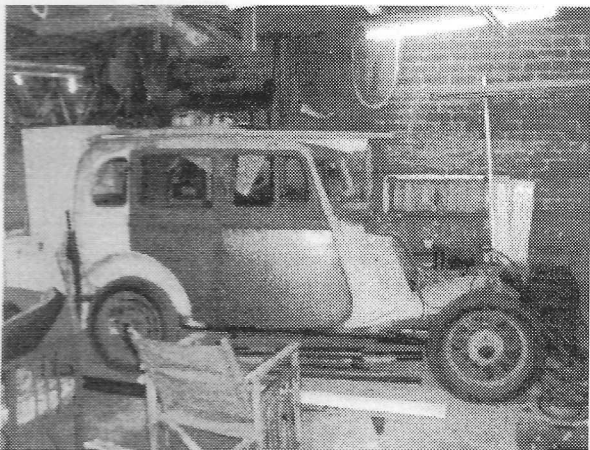
Guttering on Model 'Y's

In the register of surviving vehicles and in Appendix H of the Model 'Y' book it is stated that gutters were fitted above the doors of the short rad Model 'Y' from December 1932. I was surprised therefore that David Kent's car, chassis number Y11138 and manufactured in January 1934, was reported as having no guttering. It is his car ('The Box') which was the subject of Members' Cars in Issue 134 and which appeared on the back cover of that issue.

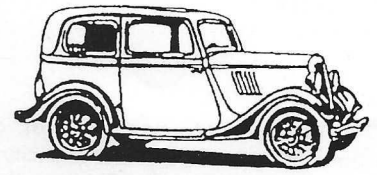
This set me off on an investigation of the other cars listed around that time in the register of survivors. I thank Terry Thomas, Ken Edwards, David Cheeseman and Roger Starmore for their co-operation and responses. Both David Cheeseman (Y11102) and Ken Edwards (Y11134) declared their cars as not having guttering, their cars having been manufactured at the end of January 1933. Terry Thomas' February 1933 manufactured car (Y13211) has. Roger Starmore (listed as Y10099 – early January 1933) also has guttering but declared that his car was first registered in May 1935. Further investigation showed that Roger's registration number (WV 8013) was indeed a 1935 Wiltshire registration and that chassis numbers in May 1935 were in the region of Y101000. I have asked Roger to re-look at his chassis number to confirm that there is a figure missing after the second 9. In the meantime his car has been moved on the register to a May 1935 slot, which takes him out of the gutterless/gutters equation.

Thus, unless someone can prove otherwise, I am now sure that guttering was introduced to the roof of the short rad bodies at the beginning of February 1933. The register has been amended accordingly.

Since writing the above, Roger Starmore has kindly come back to me with a wealth of information on the three Model 'Y's he has owned, which only muddies the pool rather than clarifying it! Unfortunately, he has disposed of the chassis belonging to WV 8013 as it was completely rotted, so we shall never be certain of its true number. He did send a photocopy of the continuation log book which clearly states it as being Y10099. I am even more convinced that this number has a final digit missing as he gives the Briggs body number as 166/6799, which again points to a 1935 Fordor. The car now has the chassis from another Fordor (Y69681), which he bought from a scrap merchant in the early 1970s for £10. His third car, BWK 659, appears to be roadworthy and has its original 1936 Tudor body (165/41307) and chassis (Y140633).



Roger Starmore's Fordor long rad, WV8013, in April this year, undergoing its lengthy restoration with a different chassis.



WV 8013's new chassis number. This is the first time that I can recall seeing a photograph of a chassis number in the magazine. They are all remarkably similar in style. I wonder if the same chap stamped them with the same stamps throughout production. Note the stars, the Y indicating 8 h.p. and the figure 1 on its side before the number. For those of you who have not seen it on your car, it can be found on top of the chassis side member, opposite the starter motor.



For sale

1936 Model 'Y' Tudor (Y140748), BYD 100. Black. Dry stored since 1979 – 2001. MoT. V5 and original log book. Minor cosmetic work required. Mechanically sound. £2450. Sid North. Tel: 01934 626660 (Weston-super-Mare, Somerset)

1936 Model 'Y', Tudor (Y162043), BAH 955 in good on-road condition, good upholstery, headlining & carpets. Present owner 22 years. £3,500. Mr. Holloway. Tel: 01724 358151 (Scunthorpe, South Yorkshire)

New, original, rear valance for Model 'Y' £75. Also new near side stub axle £15. Clive Watkins. Tel: 07903 644507 (Manchester)

Large WW II brown trunk suitable for luggage carrier on Model 'Y' or 'C'/'CX'. Needs some t.l.c. Also small period suitcase. £25.00 o.n.o.

Ron Kendall. Tel: 01827 714584 (Atherstone, Warwickshire)

Wanted

Rear o/s wing for long rad Model 'Y' Graeme Gebbie. Tel: 01560 321959 e-mail: jake@fleabag2.fsnet.co.uk (South Scotland)

Exciting find

The beauty of this hobby is that, quite often, something unexpected and exciting pops up out of the woodwork. This month, out of the blue, I received a copy of a photograph, which showed two prototype Model 'Y's (or, rather, Model 19s as they were at that time) and a Model B in what appeared to be a showroom. The photograph is on the back cover of this issue. It excited me because it is the first photograph I have seen of the prototypes outside the main Ford exhibition halls across Europe.

The story of the emergence of this photograph started with Mick Gamble, a member of The Early Ford V8 Club of America, United Kingdom Regional Group No. 127, who works for Brammalls, the Ford dealers in Leicester. He had left his copy of the club magazine, 'The V8 Telegraph', lying on his toolbox. A passing manager happened to see it and commented that he had some old photographs of V8s upstairs, which had been handed down by the previous boss. Mick was given the photographs and took them along to the club's next meeting, where Chris Sanders, the Chairman, noticed the one with the Model 'Y' prototypes in it, photocopied it and sent it to me.

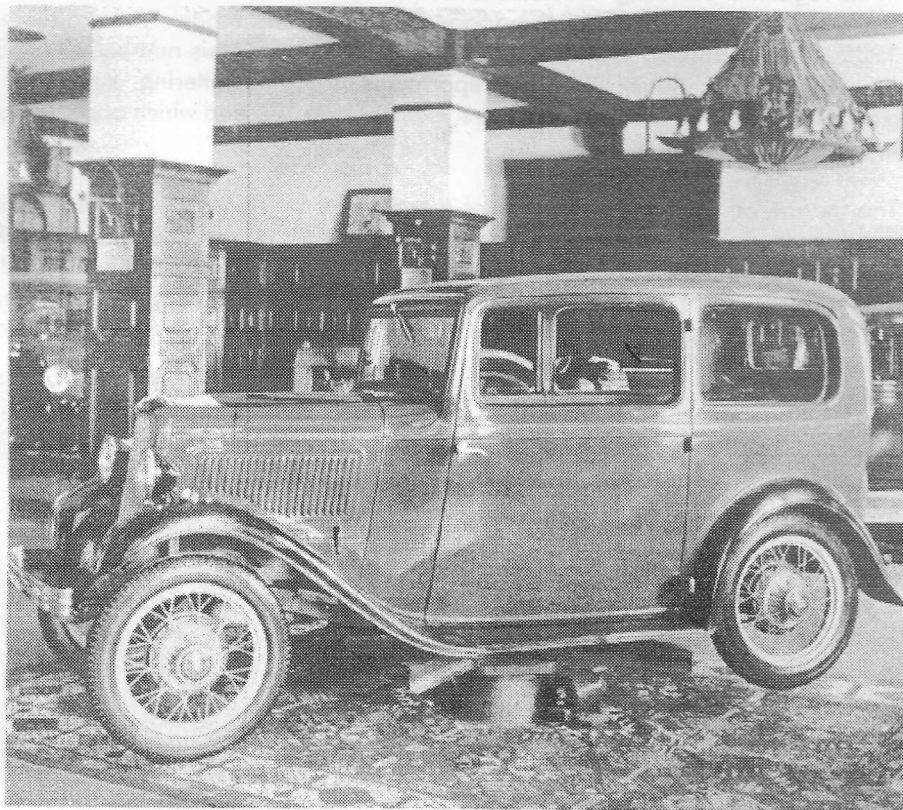
I 'phoned Mick Gamble to learn that Brammalls were previously known as Sanderson Fords and before that, when the photographs were taken, as Central Motor Company (Leicester) Ltd. He believes that the photo was taken, not in the Central Motors' showroom, but in Granby Halls, the Leicester City Council run exhibition and events arena, which ironically was demolished only six months ago. This would make sense as there was a tremendous drive by Ford and its dealers to promote the new small Ford, especially during the depths of the Great Depression of the early 1930s, and Central Motors would have chosen a popular, central venue for the display in Leicester.

As explained on page 37 of my book on the Model 'Y', following the February 1932 launch of the 'New Ford 8 hp Ford' in the Royal Albert Hall, "The success of the exhibition was not lost on British Ford dealers, who asked that the show be repeated around the country to assist with sales. As a result, the entire range of Ford vehicles, including two or more 8 h.p. Fords, was displayed in eleven cities and towns over the next three months. Displays were held in Belfast, Bristol, Cardiff, Dublin, Edinburgh, Glasgow, Leeds, Leicester, Manchester, Newcastle and Plymouth. 'The Ford Times' of June 1932 reported:- "In some centres the premises used lent themselves to decoration and display better than did those in others It is conservatively estimated that during this series of shows certainly no fewer than 100,000 potential purchasers of Ford products examined the new Ford 8 h.p. car, the improved Model A and AF cars, the new Ford utility vehicles for useful loads of 10, 20, 30 and 40 cwt., the new Fordson tractors, agricultural and industrial, and the Ford industrial power unit."

In the photograph we can see, in the far corner, one of the 'utility vehicles'. In the foreground we have one of two 'New Ford 8 h.p. cars' and the 'improved Model A' i.e. the Model B. On the extreme right we can see a headlamp and tyre of a Fordson tractor. But what is the vehicle that we can just see through the rear window of the Model B? Incidentally, Ford did not call the new large saloon a Model B, but referred to it as either 'The improved Model A', or the Model AB. The latter was a bit embarrassing when fitted with the smaller (F = Foreign) engine as it became the Model ABF.

I am very grateful to Mick Gamble and Chris Sanders for alerting us to this photograph, which will now be preserved in the Y&C archives.

Sam Roberts



One of the 14 prototype Model 'Y's on display at the 8th Portuguese Motor Exhibition in the Crystal Palace, Oporto, in April 1932.

NORTHERN SIDELIGHTS

Plans are working out well for the Northern Gathering as part of the Newby Hall Rally to be held on 21st July. In fact, it is turning out to be a joint enterprise between Regions 15, 16 and 17 with the respective Regional Contacts encouraging entries from their members. At the time of writing, (late April), about eight 'Y's and 'C's and their crews have asked for entry forms. There is still time, the final date for entries is 30 June. Please get in touch with your Regional Contact for an entry form, but bear in mind that the total number of entries is limited to 1300, (giving some idea of the scale of the event), and there is a possibility of over-subscription.

Various other events have come to my attention largely through the good offices of Ken Sleight by way of his connection with The Traditional Car Club of Doncaster. They are briefly; Hull to Bridlington Run (9 June), Eastington Show (15 June), Steam Thresh-

Continued on page 19

Doctor Ford is watching those cameras.

Over a number of recent issues the good doctor has considered various aspects of the electrical system as fitted to our cars, and I think that most areas have now been covered. Perhaps the next issue will call for a general summary of those articles. There is however just one item left on the car that functions as a direct result of laws of electrical induction, only this time it doesn't produce DC current, but strictly speaking AC current, the only AC current you will find on a vehicle pre about 1960. So where is it? Answer; within the speedometer head.

In the 1930's there were two designs of speedometer in use, one costing considerable more than the other, but with this price tag came near 100% accuracy. So guess which design we have! You've got it, the cheaper of the two. Now there's a surprise.

Continued from page 17

ing Weekend at Holme-on-Spalding Moor (1/2/3/4 June), Sledmere House Rally (30 June). I have entry forms for these if any member is interested.

The letter from Jonathan Davies, (*Ford v Austin*), in issue 135 struck a note with me, having an Austin connection. He is lucky to have Andre Hartford shock absorbers. The Austin Big Seven was equipped with Herbert Austin's own rendition of Andre's comprising hard-wood friction discs sandwiched between sheet metal brackets giving only vestigial shock absorbence!

There has been much talk about the short shelf life of modern fuels, it was therefore something of a surprise to me that CNN is still starting and running on the tankful I put in last October, though both the Austin and the lawnmower will have nothing to do with last year's stuff!

I agree entirely with the proposal that the Y&C Register adopt Limited Company status. Since I teach around this sort of thing, one becomes aware of our present-day compensation culture and the potential problems of retaining Unincorporated status. One only has to look at the settlements arising out of the Selby Train Disaster to see that what should have been a fairly straightforward matter will result in tens of millions in damages!

Well, that's just about all for now. Hope to meet some of you in the coming season.

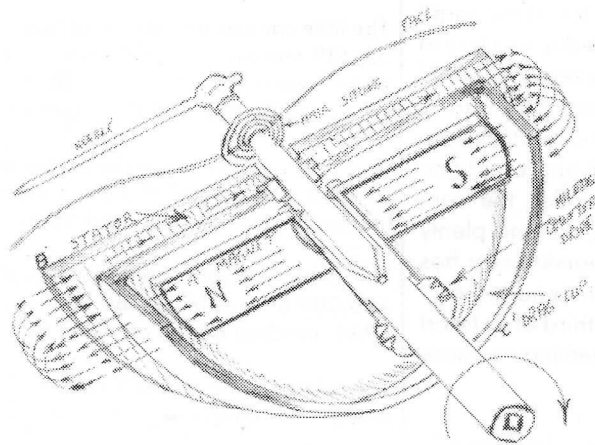
Barry Diggle, Region 16

Our design of instrument can have anything up to a 2% error at various points of the speed range.

THE MAGNETIC SPEEDOMETER.

The instrument needs to be driven by a flexible, but positive mechanical drive from the transmission of the vehicle. The take off position for this drive must not vary in its output ratio in relation to the road speed at which the vehicle is travelling. Therefore it cannot be taken from a position forward of the gearbox or beyond the differential, as individual half shafts speeds will not reflect true road speed. In our case the drive is taken from just rear of the gearbox, at the front end of the drive shaft. This flexible drive is used to turn a central spindle within the instrument to which is attached the permanent disc magnet (A). The speed range of this drive will vary from zero, when the car is stationary, and up to the maximum road speed.

So what components make up a speedometer head? We all know that it has a calibrated face, over which sweeps a needle which indicates in either miles per hour or kilometres per hour the speed at which the vehicle is travelling. The whole assembly is housed in either a steel, or in some cases a Bakelite housing, with the face protected by a glass panel. Within the casing is obviously a casting assembly in which are mounted the various components. They consist of three principal parts, a rotating permanent disc magnet (item 'A' in the sketch), a fixed steel disc, termed the stator (item 'B' in sketch) and a drag cup (Item 'C'), on which is mounted the indicator needle.



The rotating magnet 'A' produces a rotating magnetic flux or field which passes through the steel Stator, (B) thereby completing a rotating magnetic force. This force will grow stronger as the speed of the rotating magnet increases. The non-magnetic drag cup (C) is sandwiched between the two, C being separated from items 'A & B' by the smallest of air gaps. This cup is influenced by the magnetic flux, which is passing through it, this

induced field or flux, now draws it in the direction of the rotating disc 'A'. This responsive movement draws the needle across the face of the instrument. In order to stop the drag cup from running wild, (as would be the case), a fine coil spring is loaded against the direction of rotation, this loading increasing by a proportional amount as speed increases, thus keeping the effects of the growing field strength under a measured control, yet at the same time allowing it to increase in proportion to road speed.

As a point of interest, the speedometer take off on our cars reduces the cable speed by a ratio 26 to 6, thus a drive shaft speed of say 1300 RPM would reduce to 300 RPM. This reduction in cable speed will reduce cable noise, (and that's something we'll really notice) and the lower cable speed means the components can be of a lighter construction. The ratio cast on the outside of the 'speedo' drive, '6 - 33' refers to the rear axle ratio, ensuring the correct drive is fitted in accordance with the axle ratio.

The vehicle manufacture takes advantage of this known rotating cable drive, which directly relates to road distance covered, by incorporating the mileage counter in the head. It consists of a bank of rotating numbered discs, and in some cases a second row may be incorporated to show local or daily mileage covered as the driver requires to record. This set of discs can be manually reset to zero. (Such a set of discs was fitted to the very early 1932 Model 'Y'.) The spiral gear take off on speedo drive, drives the mileage counter via an internal set of gear teeth. The lower mileage drum is the first to receive the drive via the inner set of gear teeth. Having rotated a full turn it engages a master inner tooth, on the adjacent drum, which takes up this second drum one additional digit, and so on, until 99,999 miles is reached. It then returns to zero, and starts all over again.

These then are the basic components that make up our speedometer heads. Quite how a designer creates an instrument accurate to within 2% is, a fact to be admired. I personally wouldn't have a clue where to start. Our heads were

manufactured by a company called 'Cooper Stewart' whom Sam is researching. He may well add a codicil to this article. (Regrettably not. Maybe I shall have something for the next issue. - Sam)

The good Doctor.

Stoneleigh Restoration Show

Geoff Salminen and myself used our cars to make up the stand. Whilst setting up the stand we were surprised by our Chairman popping in to see how things were going on. (Thanks Geoff for the tea and coffee). The Show was reasonably attended up until around 2.30 pm. Thereafter it seemed to empty. The dealers and trade stands were all there. This was the first Spring Restoration Show for a few years. If it becomes a regular event then maybe it will be better attended. It was nice to see some of our members and have a bit of a natter! Didn't sell any regalia but did manage to sell some of the Chairman's old magazines.

Geoff Dee.

Technical matters - tyres

On the technical front there is not a lot of activity, but the events of my own de-coke remind me of Sam's 'Can of Worms' article. It started with me losing a nut down the exhaust front pipe and breaking the exhaust mounting whilst removing the exhaust to retrieve the nut. And then, whilst lying under the car re-fitting the exhaust, something caught my eye - it was the inside of a rear tyre. When I checked it, the tyre had split and part of the tube was hanging out, about the same size as my thumb. After checking all tyres I got to thinking, having had the car for about eight years, when I bought the car, I fitted a new tyre to the nearside rear. The offside rear had a remould tyre with a name I've never heard of before. Both front tyres were fairly new and matched, so all tyres had plenty of tread etc. Eight years later, after no punctures and plenty of miles, the front tyres look good with no visible faults and plenty of tread. The new tyre on the nearside rear has no tread and the wall is split from tread to rim. The offside remould has about a third of its tread left with slight radial cracking presenting no cause for concern.

What are you running around on? The new tyre would seem to be the least reliable and the older tyres seem to be working well. Having changed both rear tyres to a matching pair seems to have balanced up the brakes when being heavily applied. This brings the question how old are the old ones and how good are the new ones. Have you had a good look at yours lately?

Geoff Dee.

20 years ago

Issue 17 of 'Transverse Torque' started with a press release from the Ford Europe office in Brentwood, entitled '50 Years of the Ford Eight - The first small Ford designed for Europe.' Written, I suspect, by David Burgess-Wise, who was the Ford Europe Corporate Historian at the time. As we are now in the 70th year of the Ford Eight, it is appropriate to repeat it. It reads:-

"Fifty years ago in February 1932 Ford introduced the first small Ford specially designed for Europe, the 8 hp, 933 cc Model Y.

Up to this time, Ford cars built and sold in Europe had been slightly modified versions of the American Model T and Model A, with a small engine version of the Model A, the only concession which Ford had made to European car tax systems based on cylinder capacity.

During the depression of the early '30s, sales of larger-engined cars like the Model A Ford fell dramatically and in the last quarter of 1932 the newly opened Ford plant at Dagenham, Essex, had sold only 5 private cars.

Sir Percival Perry, who headed Ford's European operations, asked Henry Ford for a new light car more suitable to the economic situation in Europe, and design work began in October 1931.

Work continued at record speed throughout the winter, with engineers building prototypes of the new light car, code-named "Mercury", on a 7 days a week timetable. Even Henry Ford I, then aged 68, helped with the construction of the first Ford 8 hp.

As soon as the car was completed, it was shipped to Europe, to be unveiled at the Ford Motor Exhibition in London's Albert Hall on February 19, 1932. A total of 14 prototypes was completed, and all were sent to various European exhibitions.

Here the comments of dealers and public were analysed and the design of the car modified in line with the more significant criticisms. It was Ford's first "marketing clinic".

The Ford 8 hp went into production in August 1932, some 10 months after the first lines had been drawn in the Dearborn design office.

The little car was an instant success - in 1933, out of Dagenham's total production of 55,339 vehicles, 32,958 were Ford 8s, establishing Ford as one of Britain's "big three" motor manufacturers. By the end of 1934, the Ford 8 had captured 54 per cent of the British market for cars of 8 hp and under.

Production economies enabled the price of the 8 hp Model Y to be reduced successively and at the end of 3 years the model was selling for 18 per cent less than was charged at the time of introduction.

The 8 hp unit remained in production in Europe until 1960, by which time over 475,000 8 hp engines had been manufactured; its 10 hp derivative, introduced in 1934, reached a total of nearly 906,000 units.

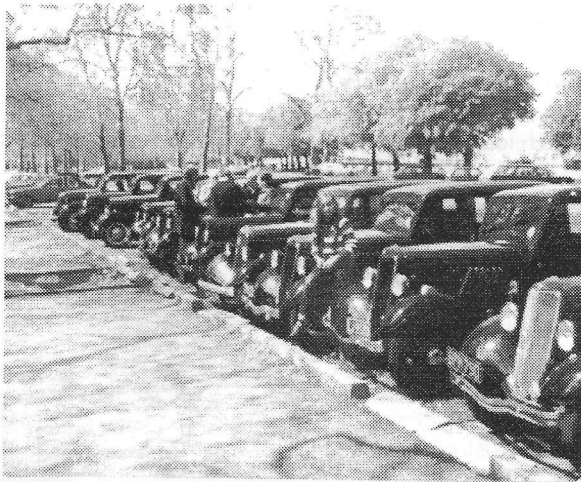
The original 8 hp Model Y was produced between 1932 and 1937 in Ford plants in Britain, Germany, France and Spain."

Editor's notes: 1.) As is explained in the book 'Ford Model Y - Henry's Car for Europe', there is no evidence that the prototype was code-named 'Mercury'. 2.) The feedback from the various exhibitions would not have affected the design of the production Model 'Y', the pre-production short rad being ready for shipment to England on 16th March 1932, less than one month after the opening of the Ford exhibition at the Royal Albert Hall. 3.) The Ford Model 'Y' was manufactured in England and Germany only. It was assembled in many other plants in Europe and the British Empire.

Also in Issue 17 was my write-up on the London Run of 24th April 1982, on which I was accompanied by Paula, my then nine years old daughter, Kathryn and a picnic hamper. I was driving my Tudor Model 'Y', CNN 125, now owned by Barry Diggles.

Having driven up from Andover, we met up with Ron Smith and Neil Loran in their 'Y's by Queen Victoria's statue in Windsor. We were subsequently joined by Keith Button and, eventually, Graham Miles with Tom Morgan as passenger in Tom Morgan's very original short rod, which is presently in the safe keep of Ron Staughton along with the other cars from the, now demolished, Ford Heritage Centre. We drove from Windsor to Battersea Park and joined Jeff Cole, Jim Miles and Graham Game in Model 'Y's and Mary Game in her 'CX' tourer. Our tame London cabby, Jim Miles, then led us through London the Southwark via The Embankment, Parliament Square, Whitehall, Trafalgar Square, The Strand, Fleet Street, Lugate Hill, round St. Paul's and into the City, across Southwark Bridge to a pub for lunch (imagine a convoy of our cars doing that today!). After an enjoyable lunch, Jim led us through Holborn to the Barbican, where he parked us on double yellow lines in some back street near the Museum of London, which we visited, seeing the £100 Tudor Model 'Y' displayed there (refurbished, badly, by Ford apprentices). We came out to find parking tickets on all our windscreens, except Jim's, as he had parked by a meter! It was a good day.

The gathering in Battersea Park. Nine years old, Kathryn, now coming up to thirty and a mother of three, sits on the wing of CNN 125. Graham Miles holds court in the background with Tom Morgan, Jim Miles and Jeff Cole.
Photograph from Sam's album.



Jim Miles, as the Register Archivist, continued with Part 2 of his history of the Ford Motor Company of Great Britain. We published Part 1 in the last issue:-

"We ended part one with the introduction of the Model T. Between October 1909 and October 1910 over 400 Ts were sold. The cars were imported from Detroit fully assembled apart from the hood, wheels and windscreen. The crates were landed at Vauxhall where they were assembled to enable the cars to travel under their own power to Shaftsbury Avenue, where the "Pre-Delivery Inspection" took place.

In 1911 assembly began of Model Ts at Trafford Park, Manchester. This was the first factory in Britain to use the moving production line. The operation built all its own bodies, having absorbed a local coachbuilder, Scott Brothers.

Trafford Park established Ford as Britain's most successful car manufacturer. In 1912 production reached 3000 cars and in 1914 output reached 4000, twice as many as the next biggest British manufacturer, Wolseley. The outbreak of the Great War in 1914 prevented Trafford Park from breaking the 10,000 barrier that year.

Why was the T so popular? Firstly, thanks to the tremendous scale of its production it was very cheap. Secondly, rugged simplicity kept it going despite brutal ill use or bad roads, thanks to the simple soundness of its tough design and construction. The 2.9 litre side valve engine developing 20 BHP, a very light and simple chassis with transverse springs, ignition was by low tension flywheel magnets feeding a separate coil for each cylinder, with a low tension distributor at the front of the engine driven off the end of the camshaft.

The two-speed epicyclic transmission which, together with the main clutch and the transmission footbrake were in unit with the engine and ran in oil. The handbrake not only applied the feeble drum brakes on the rear wheels when pulled right back, but also freed both clutches in the transmission. Pushed right forward, the handbrake released the brakes and engaged the high speed clutch. When in the upright position, the rear brakes were off and both clutches disengaged.

The T was driven by operating three pedals, the left one being used to obtain neutral when depressed half way, to engage low gear when pressed to the floor and to obtain high gear when allowed to come right up to the top of its travel. The centre pedal engaged reverse gear and the right hand pedal operated the transmission foot brake. Speed was therefore controlled, not by an accelerator pedal in the normal manner, but by the throttle lever mounted beneath the steering wheel on the right, which was used in conjunction with the ignition advance and retard lever beneath the steering column on the left. In the days of pre-synchromesh gearboxes the T freed the driver from all the fuss of double declutching.

During the First World War, over 30,000 Model Ts were supplied to the British Government. They were used as ambulances,

troop carriers etc. Lawrence of Arabia once wrote that the only two vehicles capable of withstanding the rigours of the Mesopotamian desert were the Rolls Royce Silver Ghost and the Model T. So the next time you are at a rally and a Rolls Royce owner looks down his nose at you, remember Lawrence! Also that Y&C cars are almost direct descendants of Ts.

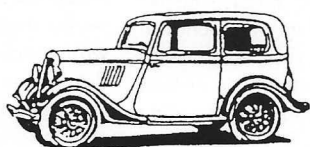
In 1918, the one ton version of the Model T was introduced into Europe. It had a longer wheelbase and a greater carrying capacity than the car chassis. The one ton was an immediate hit, especially with the fleet owners. Production at Trafford Park went up in leaps and bounds. In the year up to September 1919, 12,999 vehicles were built; then at the end of 1920 this rose to 26,000! During 1920-1924 sales averaged 30,000 per year, but the increase of the Road Tax to £1.00 per rated horsepower under the 1920 Motor Car Act, put a hefty annual tax of £23.00 on the T. [It was the Finance Act (Budget) of 1920 which raised the motor tax - Ed] This plus a silly try at world-wide production rationalisation, meant that only left hand drive vehicles were built at Trafford Park between 1919 and 1922.

The Road Tax system was good news for the Austin company for they produced seven and twelve horsepower cars. As early as 1919, when he became president, Edsel, Henry's son, had been pressing for a replacement for the T. If anything the call was louder from the UK than in the States. But stubborn Henry would hear none of it. The T had boomed in the early twenties, so why shouldn't it do so in the late twenties? But the orders were just not coming in. Basic transport was no longer the order of the day, even though, at a price of £125.00 in 1926, the British T tourer represented incredible value for money. Equipment of course was very basic, though a choice of colours was available - grey, green or crimson lake. The final years were 1926 and 1927, when there was complete re-design, the bodies were much lower and had new look wire wheels.

On 31st May, 1927, Ford ended production of the Model T in the U.S.A. after an epic 15,007,033 units (plus a loss for the year of over 30 million dollars). Production at Trafford Park ended at 11.58 a.m. on 19th August after over 302,000 units. The final end of the T came on 31st December when production ended at the Cork factory with their 10,341st, giving a grand total world-wide of just over sixteen and a half million cars.

The world waited eagerly for the Model Ts successor and you will have to wait for the next issue!"

SPARES REPORT



Not so much a spares report, as a personal report. As some of you will know, for the first time since the conception of the Register, I missed the A.G.M. As far as I was concerned, the reason was the best it could be. I was in 'The Royal National Orthopaedic Hospital' at Stanmore, where I had had my right hip joint replaced. To the best of my knowledge, the Royal National was the first hospital to fit artificial hip joints and that as recently as the late sixties. At that time I'm told you were in for three months. I was there for just a week!

I had very little notice; three and a half hours to be precise. This fellow Blair has certainly shortened the waiting lists! It only gave me Thursday morning to clear most of the outstanding spares orders that I had in hand. Following the operation I'm unable to drive for a minimum period of six weeks, and obviously have to move about with care, which will affect the delivery of some of the parts we offer, as I simply can't get to where they are stored. John Keenan has offered to drive up from Hastings to help, but I can't ask a man to drive 200 miles to pack spares. I've a feeling Jim Miles may be spending a night or two with us.

Naturally, the spares meeting that was scheduled for the 21st April was deferred, which was a great pity as several projects were getting close to decision time. Bob Wilkinson will, I'm sure, set up another as soon as we can all get together.

In issue 135, page 16, a suggestion was made by an Australian member, and I assume that it was Bill Ballard as, according to the membership list that I asked Christine to email me, he is the only one we have.

The suggestion is that we manufacture Model 'C' hubcaps. It would seem that they are in short supply in Australia, and I assume that that may well be the case in New Zealand also.

Before we consider manufacturing anything, I need a measure of the demand. At present I do not have a single member here in Europe asking for Model 'C' hub caps. If members here in Europe would like new Model 'C' hub caps manufactured, please let me hear from you.

If Bill could also do a survey of Australian and New Zealand owners to gauge the demand in those countries, we could then work out a split of the funding for tooling and stocking costs that each of the clubs would need to bear as a possible joint project. Purely off the top of my head tooling could be in the region of £4,000 and stocking cost a similar figure. A cap may retail for about £25.

It would be nice to mount a joint project and add these caps to our list.

I'll see you, joints permitting!

Graham Miles.

Hubert Dees Ltd., Croydon

At the All Ford Rally in September, John Hampton loaned me a booklet entitled 'The Road Atlas of England & Wales' which was distributed by Hubert Dees Ltd., Brighton Road, Croydon, who boasted that 'This is where you will find the finest Ford Service in the South of London.' The booklet appears to have been given to their favoured customers with their compliments during the mid-1930s. Although the atlas itself was prepared by "Geographia" Ltd. of 55 Fleet Street, London and is interesting in its own right, the accompanying advertisements give a good insight into the workings and activities of Hubert Dees Ltd.

Not only did they have an impressive frontage on Brighton Road, behind which was their new cars' showroom, valeting and servicing station, passenger and commercial repair bays, insurance and hire purchase department and the administrative offices, but they had also two other sites in Croydon; in Selsdon Road, where they had a used car showroom, and in Carlton Road, where they had an enormous body works and paint shop.

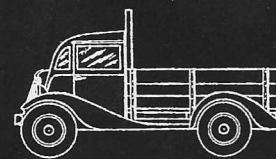
It was this latter works which caught my eye. One of the advertisements states, 'At the moment, the Ford range does not include vans between 5 and 15 cwt. In our wonderful new body shops, we are producing vans and trucks of varying weights and designs not obtainable in the ordinary way. Let us quote you. We can produce all types of body. Here are some of our satisfied body-shop customers:- H.M. Post Office, Haymarket Stores, Melhuishes, Fyson, Findlaters, St. James' Sanitary Laundry, Vickers (Aviation) Ltd., Mazawatee Tea Co., David Greig, Express Delivery Co., Armour's, Gleniffer Laundry, Float Iron Service, Rollston Aircraft.' The advertisement includes line drawings of a pick-up truck body on a forward drive 8 h.p. chassis, a 'Forward Drive Van on 8 h.p. Chassis', which does not look unlike 'The Baico Baby' van which we featured in Issue 133, a 'Special Truck Body on 10 h.p. Chassis' and a 'Specially Constructed Van on a 10 h.p. Chassis'. These variants of our cars are new to me.

Photographs include one of the car park at the garage on which is parked a line of three Model 'A' and 'B' trucks and vans, five Model 'Y' vans

(including one short rad) and a cream coloured long rad Model 'Y' saloon. The latter could well have been Hubert Dees Ltd.'s entry in the parade of 200 specially produced cream Model 'Y's which took part in the parade at the 1934 Dealers' Convention in Blackpool. Interestingly, each of the Model 'Y' vans has a board mounted on the roof announcing 'Bromley Service', although there is no indication in the booklet that Dees had a branch in Bromley. A collage of photo-

The advertisement for Hubert Dees' van and pick-up conversions to Model 'Y's and Model 'CX's.

Our unique body-building service increases Ford Commercial range



Commercial Bodies to suit all trades are now available on the 8 & 10 h.p. chassis

At the moment, the Ford range does not include vans between 5 and 15cwt. In our wonderful new body shops, we are producing vans and trucks of varying weights and designs not obtainable in the ordinary way. Let us quote you. We can produce all types of body.

Here are some of our satisfied body-shop customers —

H.M. Post Office
Haymarket Stores
Melhuishes
Fyson
Findlaters
St. James' Sanitary Laundry
Vickers (Aviation) Ltd.

Mazawatee Tea Co.
David Greig
Express Delivery Co.
Armour's
Gleniffer Laundry
Float Iron Service
Rollston Aircraft



* Forward Drive Van Body on 8 h.p. Chassis



* Special Truck Body on 10 h.p. Chassis



* Specially constructed Van Body on 10 h.p. Chassis



Hubert Dees Ltd.
BODY WORKS
CARLTON ROAD, CROYDON



graphs taken in various shops shows a 1933 London registered Model 'Y', ALH 958, atop an hydraulic lift being serviced and valeted and three Model 'Y's and a Model 'A' undergoing repairs over pits.

Thanks John for this interesting find. If any other members have this sort of memorabilia, please send it in. It's amazing what can be gleaned from the simplest of documents.

Post Office vans

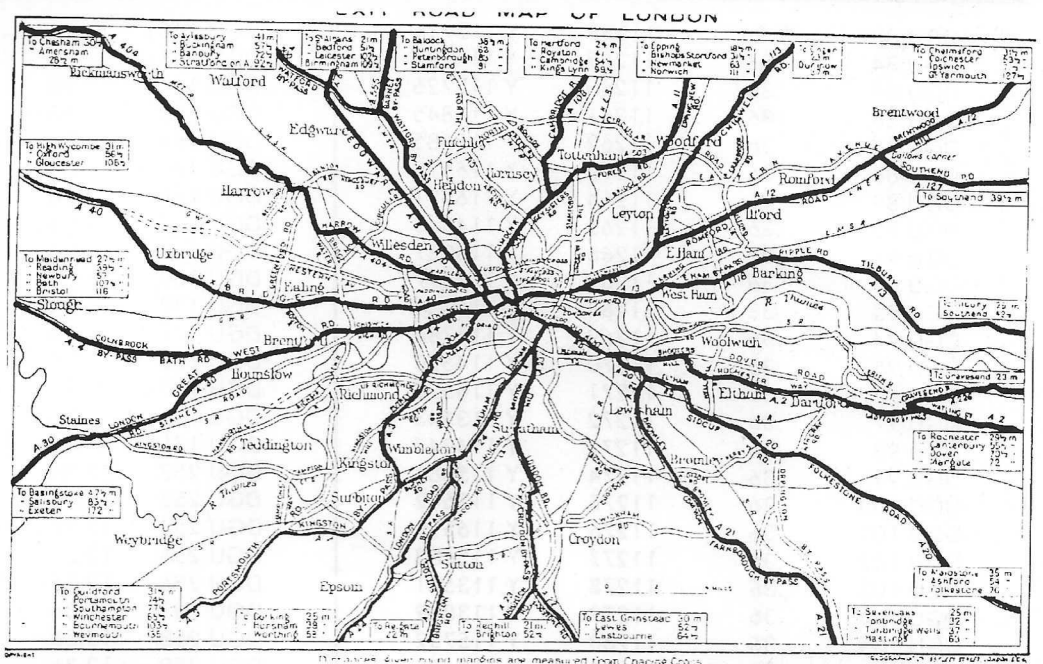
It is interesting to note that one of Hubert Dees Ltd. 'satisfied customers' was H.M. Post Office. Perhaps we have discovered another source of Ford Post Office vans. I contacted the Post Office Vehicle Club, POVC, (who, incidentally, sent us a Christmas card again this year) to see if they had any reference to Hubert Dees Ltd. I received an e-mail from Paul Wood, who is their Preservation Secretary and who served the Post Office for 40 years and claims 250 years of combined family service! Extracts of the e-mail included:-

"I well remember Dees of Croydon in Brighton Road, nearly opposite L.F. Dove, Triumph dealers. They have now moved to Imperial Way by Croydon Aerodrome but their body repair shop and spares department are still in Carlton Road. My father was one of the first three postman-drivers at Croydon, initially in a locally built Trojan. I gained much of my knowledge of life from the passenger seat of a pre-war Morris and later, a Morris Y-Type. Regrettably he is no longer around to answer your queries.

The following is purely a personal theory and should not be quoted as the POVC answer. In the 1930s, the G.P.O. was still trying to get over the stigma of purchasing foreign vehicles, so not many Fords were bought prior to the outbreak of WW II. However, in 1936, the G.P.O. bought DGU 51, a Ford 8 h.p. 35 cuft mailvan. Later a further order of Ford 8 mailvans was made, DGU 155 - 175 and, lastly, in the same year, a further batch of Ford 8s, DGU 252 - 279. Counting fingers and toes, I make that 51 total Ford 8s between November 1936 and September 1937. Bearing in mind that, in 1934, the G.P.O. rejected the factory built Morris 8 in preference to a hybrid version of the coachbuilt Morris Minor for both postal and telephone work. Could the same thing have happened to the Ford 8? Did Hubert Dees in Carlton Road build special bodies on these?"

The second batch of Model 'Y' vans mentioned by Paul Wood (DGU 252 - 279) was recorded in Issue 120 of 'Transverse Torque'. This e-mail identifies a hitherto unknown earlier batch of Model 'Y' Post Office vans (DGU 155 - DGU 175) and a 'pilot' vehicle, DGU 51. From the Dees' advertisement, some of these could have been converted to forward drive, 150 cuft vans for parcel post or telephone maintenance. Will we ever know?

I am also grateful to Harry Edwards, the Editor and Historian of the Morris Register, who comments on the P.O. vans article in Issue 135:- "You are quite correct in that the G.P.O. used some Ford 8 hp vans for postal use. These were 1935/36:- CLD 428, Fleet No. 10243; DGU 51, Fleet No. 11445; DGU 155 - 175, Fleet Nos. 11446 - 11466 and DGU 252 - 279, Fleet Nos. 11467 - 11494. Described as 35 cu ft vans, all were used for mail (red). There does not appear to have been any of the Fords for telephone engineers (green)." It is interesting to note that Harry's research into the Post Office archives (presumably looking for Morris vans) has thrown up another Model



The 'Exit Road Map of London' in the 1930s, which shows quite clearly why all mileages to London are measured to the cross outside Charing Cross station."

'Y' van, CLD 428, which brings the total to 51.

Christopher Hogan of the Post Office Vehicle Club was able to expand yet further on Harry Edward's findings. He has identified yet two more batches (DGU 23 - 50, Fleet Nos. 11229 - 11256 and DGU 82 - 124, Fleet Nos. 11257 - 11299). The grand total of Model 'Y' Post Office vans would now appear to be 122. We still do not have a photograph of a Model 'Y' Post Office van in service. Somewhere there must be one. Here, for posterity, are recorded the details of the Ford Model 'Y Post Office vans (classed as 35 cu.ft):-

Reg. No.	Licence date.	Fleet No.	Chassis No.
CLD 428	01.36	10243	?
DGU 23	11.36	11229	Y 112727
DGU 24	11.36	11230	Y 112628
DGU 25	11.36	11231	Y 112633
DGU 26	11.36	11232	Y 112728
DGU 27	11.36	11233	Y 113589
DGU 28	11.36	11234	Y 112794
DGU 29	11.36	11235	Y 112629
DGU 30	11.36	11236	Y 113544
DGU 31	11.36	11237	Y 112791
DGU 32	11.36	11238	Y 112630
DGU 33	11.36	11239	Y 113688
DGU 34	11.36	11240	Y 113587
DGU 35	11.36	11241	Y 113890
DGU 36	11.36	11242	Y 112704
DGU 37	11.36	11243	Y 114569
DGU 38	11.36	11244	Y 114571
DGU 39	11.37	11245	Y 113541
DGU 40	11.36	11246	Y 112703
DGU 41	11.36	11247	Y 113540
DGU 42	11.36	11248	Y 114846
DGU 43	11.36	11249	Y 114844
DGU 44	11.36	11250	Y 114899
DGU 45	11.36	11251	Y 114570
DGU 46	11.36	11252	Y 113886
DGU 47	11.36	11253	Y 115684
DGU 48	11.36	11254	Y 114568
DGU 49	11.36	11255	Y 114895
DGU 50	11.36	11256	Y 114898
DGU 51	11.36	11445	?
DGU 82	12.36	11257	Y 113915

DGU 83	12.36	11258	Y 113914
DGU 84	.36	11259	Y 114794
DGU 85	.36	11260	Y 112726
DGU 86	.36	11261	Y 114845
DGU 87	.36	11262	Y 115685
DGU 88	.36	11263	Y 116518
DGU 89	.36	11264	Y 116521
DGU 90	.36	11265	Y 114843
DGU 91	.36	11266	Y 113887
DGU 92	.36	11267	Y 114897
DGU 93	.36	11268	Y 115754
DGU 94	.36	11269	Y 115784
DGU 95	.36	11270	Y 114572
DGU 96	.36	11271	Y 116520
DGU 97	.36	11272	Y 113543
DGU 98	.36	11273	Y 114847
DGU 99	.36	11274	Y 115681
DGU 100	.36	11275	Y 113542
DGU 101	.36	11276	Y 116519
DGU 102	.36	11277	Y 115683
DGU 103	.36	11278	Y 113591
DGU 104	.36	11279	Y 113889
DGU 105	.36	11280	Y 115752
DGU 106	.36	11281	Y 112632
DGU 107	.36	11282	Y 115682
DGU 108	.36	11283	Y 113590
DGU 109	.36	11284	Y 116947
DGU 110	.36	11285	Y 117552
DGU 111	.36	11286	Y 113588
DGU 112	.36	11287	Y 116975
DGU 113	.36	11288	Y 114896
DGU 114	.36	11289	Y 117553
DGU 115	.36	11290	Y 115680
DGU 116	.36	11291	Y 115755
DGU 117	.36	11292	Y 113888
DGU 118	.36	11293	Y 116978
DGU 119	.36	11294	Y 114793
DGU 120	.36	11295	Y 115790
DGU 121	.36	11296	Y 116979
DGU 122	.36	11297	Y 118639
DGU 123	.36	11298	Y 117555
DGU 124	.36	11299	Y 118571
DGU 155	.36	11446	Y 158497
DGU 156	.36	11447	?
DGU 157	.36	11448	Y 158824
DGU 158	.36	11449	Y 158786
DGU 159	.36	11450	Y 158823

DGU 160	.36	11451	Y 158827
DGU 161	.36	11452	Y 158884
DGU 162	.36	11453	Y 158547
DGU 163	.36	11454	Y 158781
DGU 164	.36	11455	Y 158890
DGU 165	.36	11456	Y 158785
DGU 166	.36	11457	Y 158773
DGU 167	.36	11458	Y 160030
DGU 168	.36	11459	Y 159760
DGU 169	.36	11460	Y 160020
DGU 170	.36	11461	Y 160044
DGU 171	.36	11462	Y 159846
DGU 172	.36	11463	Y 160176
DGU 173	.36	11464	Y 159845
DGU 174	.36	11465	Y 159862
DGU 175	.36	11466	Y 160169
DGU 252	12.36	11467	Y 160174
DGU 253	12.36	11468	Y 159678
DGU 254	12.36	11469	Y 159847
DGU 255	12.36	11470	Y 161618
DGU 256	12.36	11471	Y 161921
DGU 257	12.36	11472	Y 161634
DGU 258	12.36	11473	Y 161765
DGU 259	12.36	11474	Y 161951
DGU 260	12.36	11475	Y 161927
DGU 261	12.36	11476	Y 161954
DGU 262	12.36	11477	Y 161757
DGU 263	1.37	11478	Y 161646
DGU 264	1.37	11479	Y 161610
DGU 265	1.37	11480	Y 161952
DGU 266	1.37	11481	Y 159747
DGU 267	1.37	11482	Y 164094
DGU 268	1.37	11483	Y 163751
DGU 269	1.37	11484	Y 163426
DGU 270	1.37	11485	Y 163520
DGU 271	1.37	11486	Y 164107
DGU 272	1.37	11487	Y 163746
DGU 273	1.37	11488	Y 163754
DGU 274	1.37	11489	Y 163753
DGU 275	1.37	11490	Y 163750
DGU 276	1.37	11491	Y 163557
DGU 277	1.37	11492	Y 163472
DGU 278	1.37	11493	Y 163752
DGU 279	1.37	11494	Y 163515

Sam Roberts



Peter Stacey's ex-New Zealand, 1934 Tudor Model Y en route from Launceston to Dilston in January 2002

A tantalising trip to Tassie.

Bill Ballard

To those in the know, there are several Small Fords to be found in Tasmania (and more are coming out of the woodwork all the time), but there is only one example of each of Models Y, C and CX known to me on the island at present. With a bit of time to spare and \$400 (£160) in our pockets (to pay for the air fares), Sandra & I made one of those snap decisions to accept a long-standing invitation from Tim & Sue Johnson to visit Australia's island state from 17th to 22nd January last. The fares were paid in December, but early in the New Year I started having chest pains and dreaded having to cancel the flights and lose our money. An angiogram was hurriedly arranged on the 9th by my doctor and, thankfully, revealed no heart problems and I was given the "all clear" to fly.

Tim and his charming wife Sue treated Sandra and I like

Lord and Lady Muck and we had a great time. We even managed to spare a bit of time to do a bit of walking and sightseeing, when the cramp I kept getting in my left leg allowed me too (old age is creeping up on me too fast, I fear!!). Still, I didn't suffer from any more chest pains whilst I was away - must have been the regular dose of grog that did it!!

It is Tim that owns one of those "club cars", a blue 1936 Model CX sedan (20B-S1813), which he bought in August 2000 from Peter McQuie of Parkes, New South Wales (see Issue No.127). Unfortunately, due to pressure of work and a recent move of house from one Launceston suburb to another, Tim's car has remained garaged since he bought it and still needs some tasks doing to it to make it usable. The most serious of these is an engine rebuild and the fitting of a replacement window in the front passenger door.

On our first day on the island (17th), we visited a few antique shops in Evandale and Tim's family home in Perth (not to be confused with the major city of that name in Western Australia), before driving over to Dilston, north east of Launceston, to have a BBQ dinner with Peter & Leanne Stacey and have a look at the second "club car". This is Peter's grey and black, ex-New Zealand, 1934 Model Y Tudor (VC-1408), which had been fitted with a 100E engine by its previous owner. I seized the opportunity to try and establish the car's identity for the *Register*, but was thwarted in finding the chassis number by the wiring loom and the carpet was stuck to the floor in the cabin, preventing me from getting the Briggs body number. Peter is currently in the throes of restoring a pre-War, Australian-built, Austin 7 Meteor and doing a very nice job of it too. When this car is finished, he intends to restore the Model Y, which is still in "as acquired" condition, and he has promised to look for the required details at that time. I couldn't photograph the car that evening, but a couple of days later we were very lucky and caught the Staceys in it near Launceston, returning from a rally.

The following day we drove out to Devonport for a ride on the Don River Railway, then on to Spreyton for light refreshments with Tim & Chris Grant and their sons, Alex and Stuart, and a look at the third "club car". Tim G. (in striped shirt in my picture) has cannibalised the wreck of a 1936 Model CX coupe to restore a unique 1935 Model C roadster (Sam may wish to note that this has its

body number stamped on the side of the toolbox in the form 20R30, with no hyphens or gaps in it). When I saw the state of the two body tubs, I could understand Tim's plan of action, which was to cut them both in half and join the offside of the roadster's tub with the nearside of the coupe's to make one good one. The coupe's tub can be seen in the upper right hand corner of my picture; the restored chassis of the earlier car is on the floor below it. Like Tim J., Tim G. has been unable to make much progress on this challenging project lately due to work and other commitments.

On the Sunday we visited the historic village of Ross in order to do some sightseeing and inspect the Johnsons' clutch of charming, olde worlde cottages which have such wonderful names as Apple Dumpling Cottage and Church Mouse Cottage, which are used for a thriving B&B business. We also met young Peter Kelly, who is restoring a 1950 A493A Prefect coupe utility and some more "Sidevalvers" who had driven up from the Hobart area - John Rimon in his 1953 A493A Prefect sedan and Martin & Lyn Edwards in their 1948 A53A Prefect sedan.

After overnighting in Captain Samuel's cottage in Ross, we returned to Launceston on the Monday and Sandra & I flew back to Melbourne the following day. We were met at Melbourne Airport by two more "Sidevalvers", James Allan and Wayne Brown, a lovely end to a lovely trip!!

Tim Johnson, Tim Grant and sons in the Grant garage with CX coupe body sitting above the restored chassis of CX Roadster (20R30)



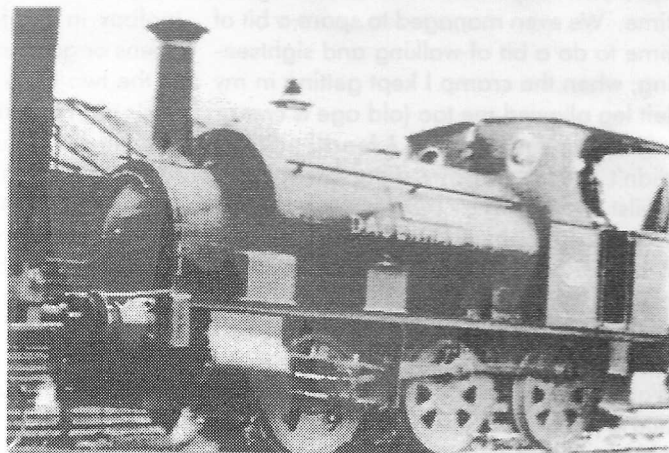
Dagenham's railway

On 16th May 1929, Edsel Ford turned the first sod on the site of what was to be the largest industrial complex in Europe. Throughout the next two years, a massive construction project resulted in the main Ford Motor Company Ltd. assembly plant, with its own jetty on the Thames, and its two main suppliers, Briggs Bodies Ltd. and the Kelsey-Hayes Wheel Company Ltd. By the autumn of 1931, the time had come to transfer production from Ford's factory on the Trafford Park Estate in Manchester to Dagenham. Eleven miles of railway track had been laid around the Dagenham site, which was connected to the London-Southend main line.

The move from Manchester, which took place over weekends, followed a plan of logistical brilliance. Railways ran into the Dagenham factory so that machines from Manchester could be offloaded at the spot where they were to be located. They were offloaded onto blocks of ice and slid into place on ready prepared mountings. Here they were bolted down and were ready for use the following Tuesday morning. Also some 2000 key workers and their furniture were brought down from Manchester by train. On 1st October 1931, the first vehicle rolled off the Dagenham production line.

In these very early days at Dagenham, there were few engines. The best known

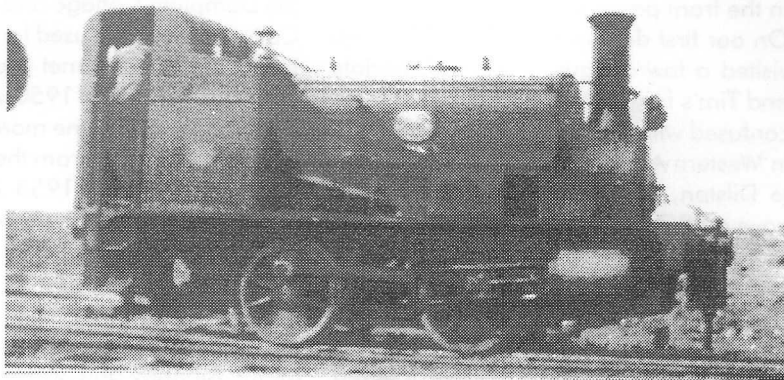
is 'Alice', an Avonside 0-6-0 saddle tank steam engine, built in 1903, which was purchased second hand by Ford from T.W. Ward of the south Leicestershire Colliery Company. It became the first Dagenham No. 1. It was eventually sold on to Cohen's, who sold it on to the Naworth Colliery Company in Cumberland. The only other Ford engine to have a name was the Dagenham No.2, 'Burton', a Hunslet 0-4-0 saddle tank engine. As mass production got under way, other engines were purchased. In 1932 Ford purchased three British Thompson-Houston of Rugby, two bogied (Bo-Bo) diesel-electric engines as well as a Hudswell Clarke 0-6-0 saddle tank, built in 1924, which was bought second hand from Mowlem. The latter was Ford's first No.8 and was scrapped in 1954.



"Dagenham's first engines 'Alice', built in 1903 (old No.1)

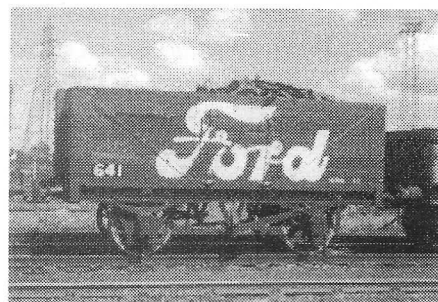
Between 1934 and 1954, Ford purchased new engines from Peckett & Co.; both 0-4-0 (R4 class) and 0-6-0 (B3 class). They, and their predecessors were used for carrying coal, pig iron and sand to the foundry, shunting wagons around the site, as well as ferrying wooden cases containing Knocked Down (KD) cars to the jetty for export. The detailed Terence Cuneo painting of 1946, illustrated in Issue 132, shows a Peckett engine with wagons of KD cases on the jetty. One 0-4-0 Peckett 'R4' engine (Ford No.6) was permanently out-stationed to Briggs Bodies Ltd.

By the mid-1950s, there were the three diesel-electric engines, only four 0-6-0 steam engines and 14 mobile cranes. The length of the railway had extended to over 20 miles. A report of the day records:- "The steamers bunker from railway wagons - they use a ton and a half of coal each day apiece - and draw their water from the soft water plant. They go in once a week to have their tubes and boilers washed out. There are no signals or automatically controlled points - it's all done by whistles and hand signals. When points are to be changed, the shunter jumps off and changes them."



..... and 'Burton', built in 1901 (old No.2)

A terminal was built in 1963 to handle the daily arrival and departure of Ford 'Blue Trains' ferrying components between Dagenham and Halewood. In 1966, double-decked wagons were introduced to carry finished cars from Halewood. Since the opening of the Channel Tunnel in 1994, and the beginning of rail traffic direct from the Spanish Valencia plant, the service has transferred from all-steel containers to the modern



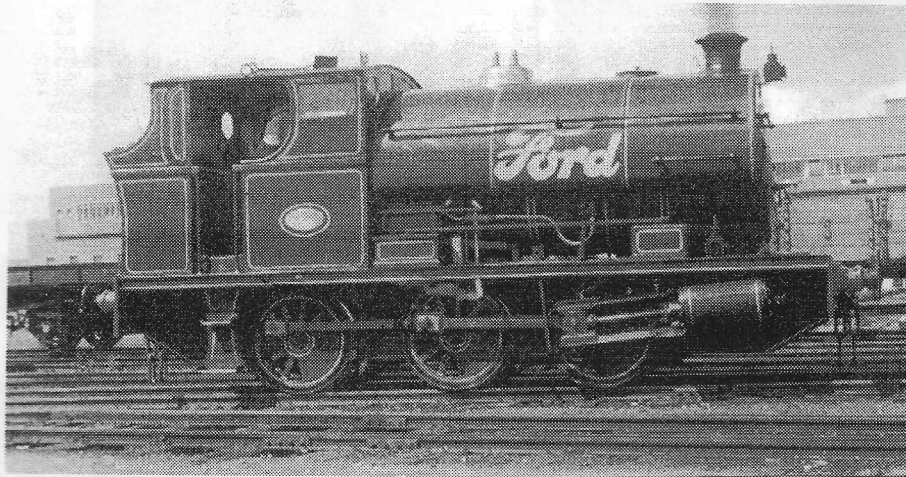
Out-shopped only days before this photograph was taken in 1961, wagon No. 641's broken plank demonstrates the rigours of use on the factory internal system. Weighing in at 6 tons 17cwt, this wooden seven-plank had a capacity of 16 tons. Changes in the way of material handling later led to the internal system falling into disuse.

"One of the three identical British Thompson-Houston locomotives purchased in 1932. Weighing in at 44 tons, each had a 150hp 6SR27 six cylinder diesel unit by W.H. Allen & Sons of Bedford coupled to a BTH main generator driving four 26hp axle-hung traction motors. All three ran over 250,000 hours with little trouble before retirement in 1966. This shows No.1 which was put out to grass on the Kent & East Sussex Railway.

The Ford Motor Company fleet at Dagenham

No.	Name	Manufacturer	Steam, Diesel -electric	Works no.	Year built	Wheel arrangement
1	'Alice'	Avonside	Steam	1460	1903	0-6-0ST
2	'Burton'	Hunslet	Steam	2502	1901	0-4-0ST
1		British Thompson Houston	Diesel-elec		1932	Bo-Bo
2		British Thompson Houston	Diesel-elec		1932	Bo-Bo
3		British Thompson Houston	Diesel-elec		1932	Bo-Bo
4		Peckett	Steam	1861	1934	0-6-0ST
5		Peckett	Steam	1890	1936	0-6-0ST
6*		Peckett	Steam	1908	1937	0-4-0ST
7		Peckett	Steam	1938	1937	0-6-0ST
8**		Hudswell Clarke	Steam	1508	1924	0-6-0ST
8		Peckett	Steam	2154	1954	0-6-0ST

Note:- * Outstationed at Briggs Bodies Ltd. ** Scrapped in 1954.



"B3 class Peckett & Co. 0-6-0ST, No.7 which survived into the diesel age as the Ford company pet before being scrapped by the Romford Metal Co. in 1969. The 3ft 7 in diameter wheels and 22in cylinders were ideal for Ford's needs."



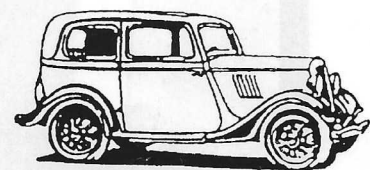
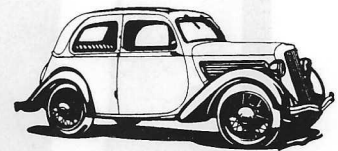
The Peckett & Co. R4 class 0-4-0ST, No.6, simmers outside its shed at Briggs Bodies Ltd., where it was out-stationed. Briggs' sidings lay on the far side of the Tilbury main line, so servicing required a trip across the tracks to the home shed. No.6 was scrapped in 1965.

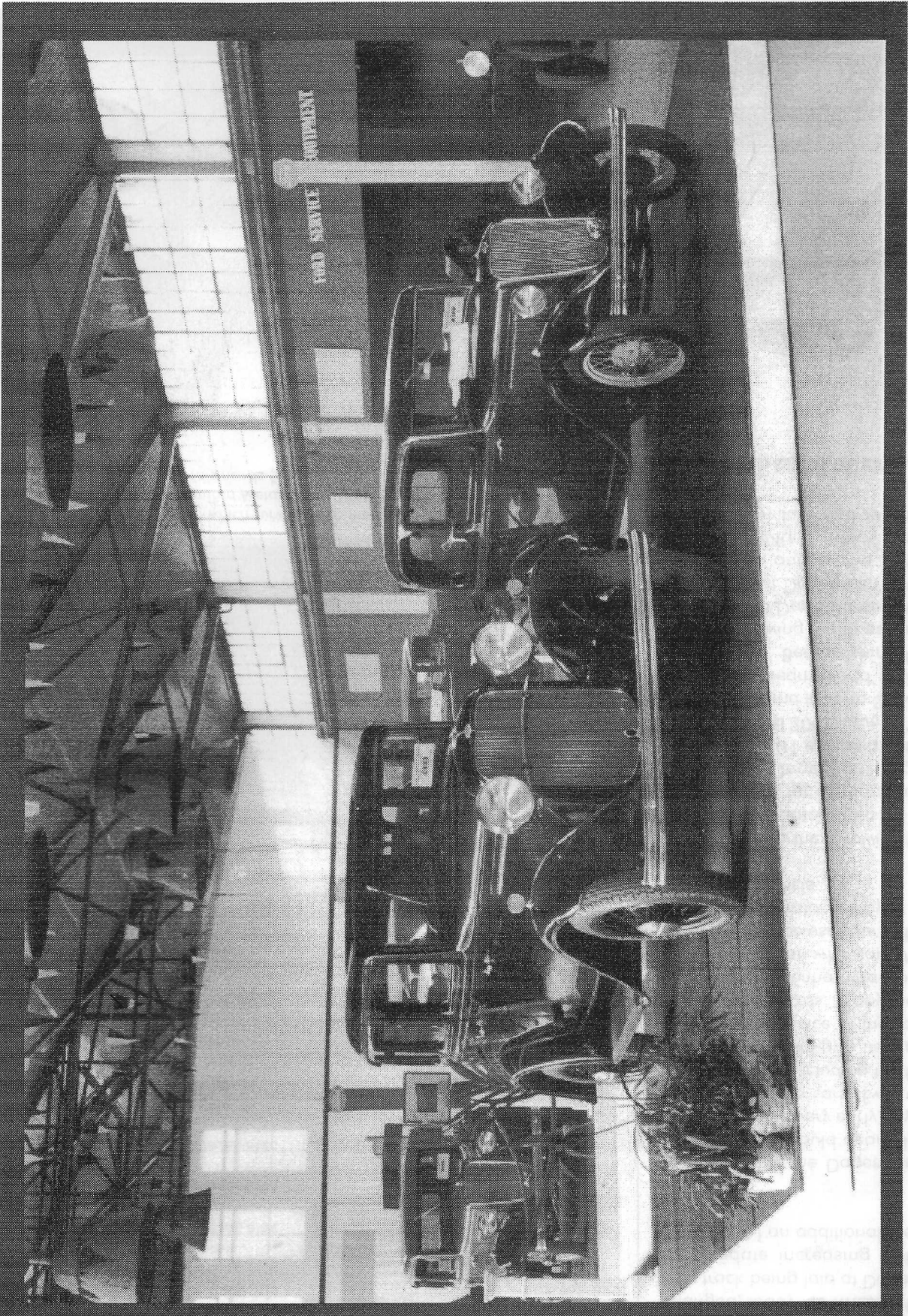
curtain-sided 'Swap body' system, which delivers Ford 'Ka's for onward delivery by road. Although methods of operation have changed, today the wheels of change see new track being laid at Dagenham to accommodate increasing traffic and the purchase of an additional diesel locomotive.

The history of the Dagenham railway is fascinating. I would dearly love to know more about the very early days during the production of our cars. Even a map of the railway layout, including the factory internal system, would give us a good insight into the importance of the railway in the production process. If any reader has access to the Dagenham transport archives, or 'knows a man who can' (Mike Bowyer at Ford?), please use your influence to extract the early history. Maybe we will have a follow-up article.

I am grateful to the following for the information and photographs in this article:- Dave Gustard for alerting me to the articles on the Dagenham engines in the December 2001 edition of 'Steam World' and in the April 2002 issue of 'Back Track'; to the Editor and to John Crawley, the author of the 'Steam World' article (ex-Ford main dealer, Bedfordshire Autocar Co. Ltd.) for allowing me to use extracts from the article; to David Burgess-Wise, whose book 'Ford at Dagenham' provided useful snippets and to the Ford in-house magazine '@ford', which ran articles on the railway in June and July of last year.

Sam Roberts.





The Buick Motor Cars Company is proud to announce the introduction of the 1934 and 1935 Buick models. These cars are designed for comfort, safety, and reliability. The 1934 Buick features a new V8 engine and a more spacious interior. The 1935 Buick offers improved handling and a more refined exterior. Both models are available in a variety of colors and finishes. Visit our website at www.buick.com for more information.

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. 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 to Graham Miles.

MECHANICAL-SUSPENSION, BRAKES & STEERING PRICE

Clevis pins (20 thou oversize) with split pins:- State S/R/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
Front road springs Y&C (not Ford). (Rear, used on application)	£33.00 each
Shock absorber kits:- Temporarily out of stock - Contact Graham Miles.	
Front brake lever return spring, Y2096 RH or 2097 LH	£6.00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£6.00 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	£27.00 each
Rear operating shaft, LR/C. RH CE2231, LH CE2230	£27.00 each
Rear brake cam shaft SR. RH or o/s Y2231, LH or n/s Y2232	£16.00 each
Rear brake cam, SR Y2230	£16.00 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
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
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
Y&C king pins - (price dependent on level of kit)exchange	poa
Steering box servicing - Contact Graham Miles	

MECHANICAL - ENGINE, TRANSMISSION & FUEL SYSTEM

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
Engine top water outlet (head to hose)	£13.50 each
Hoses, straight. Top 9.5" x 1.75", bottom 8" x 1.25"	£7.00 each
Moulded top hose - suit post 'Y' head	£11.00 each
Moulded bottom hose - suit post 'Y' engine	£11.00 each
Piston rings, various held - Send piston as pattern	P.O.A.
Valves, post-war (single water inlet to cylinder block)	£12.00 each
Valves, pre-war, exhaust or inlet - send pattern	£10.00 each
Valve springs (Pt no. 6513)	£12.00 set
Cylinder head stud & nut, Y24052	£2.00 each
Fan belts - state 3" or 4" pulley	£11.00 each
Clutch plate centre - exchange	£26.00 each
Clutch pressure plate - exchange	£46.50 each
Clutch release bearings (pre-packed)	£10.00 each
Clutch spigot bearing	£9.00 each
Gearbox: Large number of parts held. Send list of requirements.	P.O.A.
Front hub bearings (2 off)	£29.00 pair
Rear sleeved hub bearing kits (includes outer oil seal)	£150.00 pair
Rear hub seals (large outer) Y1175 - original bearing	£3.50 each
Flexible fuel pipe - pump to feed	£3.00 each
Fuel pump - exchange (allow 21 days)	£20.00 each
Carburettor for reconditioned 8 & 10 hp	£105 each
Exhaust C, with tail pipe - stainless	£80.00 each
Exhaust Y, stainless	£75.00 each
Speedo cables (inner & outer) - state 'Y' or 'C/'CX' (complete)	£60.00 each

RUBBER PARTS PRICE

Door stop buffers - 'Y'	£3.00 each
Front axle beam stop rubber, 'C' (Metal on request)	£9.00 each
Running board pyramid matting (flat sheets)	£36.00 pair
Side lights - base mats, SR	£5.00 each
Rear brake rod support rubbers, LR	£4.00 each
Under bonnet kit, 'Y'	£11.50 kit
Steering joint dust cover	£2.00 each
Engine mount - exchange	£15.00 pair
Engine mount- non-exchange	£30.00 pair
Gear box mount	£23.00 each
Brake and clutch pedals - exchange	£7.00 each
- non-exchange	£11.00 each

ELECTRICAL

Headlamp lenses late curved diamond (Reproduction)	£14.00 each
Headlamp lenses, used, flat round centers	£12.00 each
Headlamp Magniflex bars (diamond shape)	£10.50 each
Battery fixing bolts	£3.00 pair
Battery Lead - Braided. +ve lug to bulkhead	£4.00 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 (not early type)	£5.00 each
Rotor arms (late type)	£4.00 each
Dynamo cut out controls (no mounting bracket)	£18.00 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.
Wiring looms (including flashing direction indicator cables) -	'Y' P.O.A.
.....	'C' P.O.A.

FITTINGS - BODY

Bumpers, LR Model 'Y' front, chromed	[On order]
Bumpers, LR Model 'Y' rear, chromed	£114.00 each
Bumper bar bolts (oval shape)	[On order]
Bumper bar end caps chromed, LR and SR	£8.00 pair
Running boards for long rad 'Y'. Moulded matting style fibreglass with steel mounting brackets.	
Adaptable for short rads.	£90 each or £170 pr
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 (Repro)	£21.00 each

PARTS ORDER FORM - ISSUE 136

To be returned to:

BRUCE ALLAN, 37 MEADOW PARK, CABUS, GARSTANG, LANCASHIRE, PR3 1TA

MEMBERS NAME:- NUMBER:-

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ADDRESS TO WHICH GOODS ARE TO BE SENT - Please print in capital letters and in **black ink.**

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<u>NEW ITEMS REQUIRED</u>	<u>QUANTITY</u>	<u>PRICE</u>
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PAYMENT DETAILS - Payment must be made by cheque or International Money Order (£GB only) or by Credit/Debit card.

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For all enquiries for parts not listed or of a technical nature contact Graham Miles.
<Graham@familymiles.com>

Without exception, all exchange and clean parts are to be sent to Graham miles.

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Please send completed form with payment to -

Please PRINT your name and address incl. post code

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

Phone no -	e-mail

Item	Colour	Size	Price £	Quantity	Total price
Clothing					
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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	Please ask	5.00		
Hi-Vis Vest with Register logo	Day-Glo Yellow	XL	15.00		
Peaked cap, embroidered logo.	Blue		7.00		
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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					
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Models (O gauge) -	Vineyard Green or Orient Blue		52.00		Please state colour
Y Model Fordor Longrad	(both with Black wings) or Black				
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		
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'My other car is a <i>ford</i> Model C X'	Blue text on white ground		2.50		
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1934 C Model Tudor			3.25		
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Please make cheque payable to Ford Y&C Model Register and enclose with order			Overseas	post & packing	£6.00
				Total	£.....
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Card No:.....			Signature		
Valid from...../..... Expiry date...../.....			Amount to be debited		
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