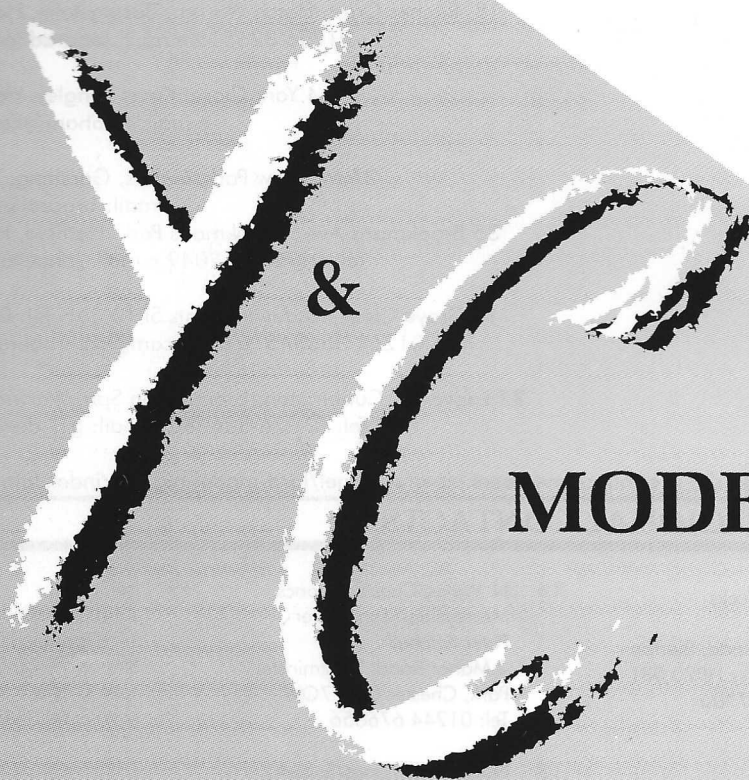


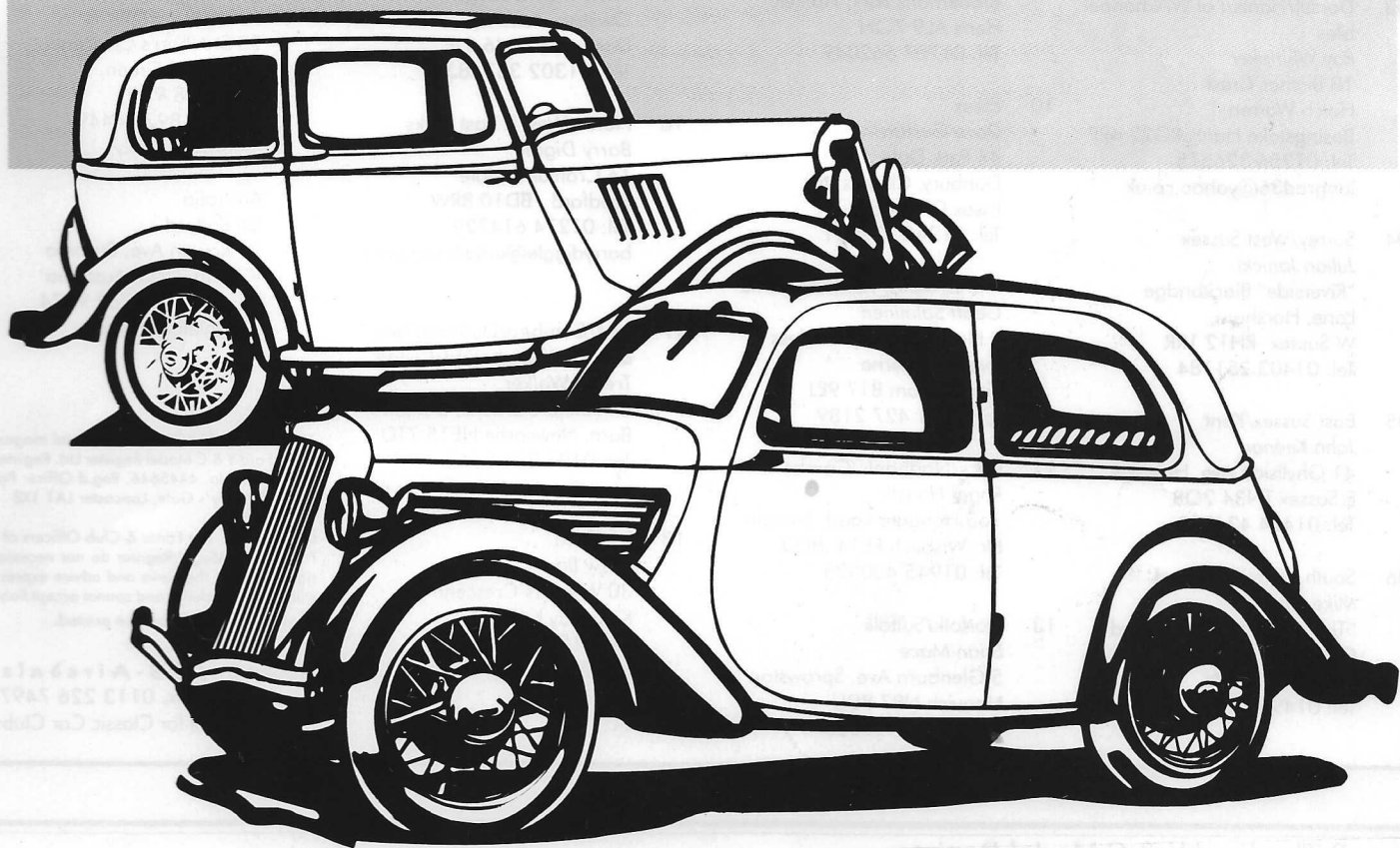
TRANSVERSE TORQUE

FORD

Issue 137- July - August 2002



MODEL REGISTER



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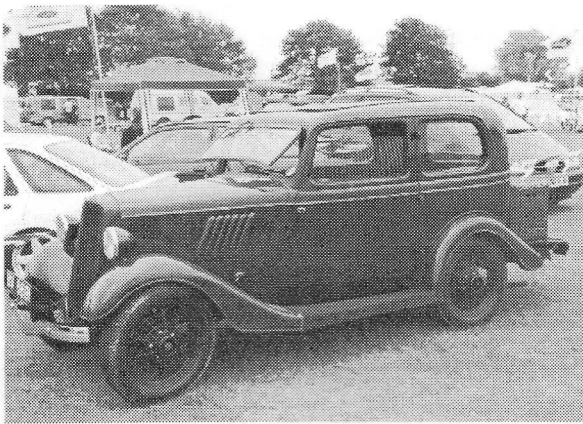
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Editorial

Needless to say, over the last couple of months I have been heavily involved in the preparations for, and taking part in Convoy 2002, the first half of which is written up in this issue. What isn't stated in the article is the tremendous success we have had in raising money for the Alzheimer Unit at St. Luke's Hospital in Cork. This was the preferred charity of Eddie Nolan, the ex-Chairman and Managing Director of Henry Ford & Son, Ltd., our main sponsor on the trip. Initial calculations indicate that we have reached our target of £10,000, which is a tremendous achievement and a credit to all members who have helped raise this sum. Bob Wilkinson will be giving the final tally in the next issue of the magazine.

However, back-tracking to the Jubilee Bank Holiday weekend, having fitted a new set of 18mm spark plugs to my early narrow block engine, it ran properly for the first time this year on its 170 mile journey to the Enfield Pageant and back. This gave me much assurance as the Irish trip was only two weeks away. I had visions of not even making it to Fishguard! I went up to Enfield on Bank Holiday Monday and was shown to an empty patch of grass by Mick Crouch and Steve Wood of the Sidevalve Owners' Club. "That's where they were yesterday", they said. I had obviously missed the party, but was soon joined by Dennis and Lynn Little with their ever improving, already beautiful, orient blue, 1934 Tudor Model 'Y'. Hop-along Graham Miles in his KP tourer

then appeared, shortly followed by Alf Draper in his January 1937 Tudor with Jim Miles as his passenger. We had a quorum!



"The not often seen 1937 Tudor Model 'Y' belonging to Alf Draper at the Enfield Pageant."

At Enfield, Jim handed me a Ford Dagenham brochure, entitled 'Ford Motor Company - The First Ninety Years', printed, as you would expect, in 1993. The ever-resourceful John Coleman from Bishop's Stortford had heeded my plea in the last issue for a copy of the Ford Motor Company (US)



"The line-up of early Fords at the Brooklands Day gathering."

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Photograph on back cover

The vineyard green and black, September 1932, Dagenham 4-seater tourer bodied by Abbey Coachworks, Ltd., recently sold by Michael Bell to his brother-in-law in Holland - see 'Members Letters'. Colour copies of this photograph can be obtained from the Editor @ £8.00 each - proceeds to Register funds.

50th anniversary publication and came up with the nearest he could find. Many thanks John, it reached me via Tim Brandon and Jim Miles! It is a worthy addition to the archives.

In response to the same plea, we are grateful to Jim Sharpe, who has presented the library with a copy of 'The Big Idea - the Story of Ford in Europe', a Ford (UK) publication written by Dennis Hackett in 1978 to celebrate the 75th anniversary of the Ford Motor Company and, coincidentally, the arrival of the first Ford in Europe in 1903.

I am delighted to report that Keith Button has at last sold his beautiful 'Royal British Legion' van, which received a mention in my last Editorial. It is now in the very capable hands of re-joined member, Derek Maguire of Brighouse in Yorkshire.

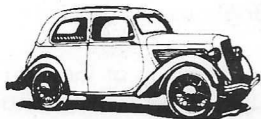
Retracing steps to the Henry Ford Day at Gaydon on Sunday, 12th May, the turnout was well below that of last year as is recorded by Bob Wilkinson elsewhere in this issue. With the Centenary of the Ford Motor Company in 2003, I hope that the Henry Ford Day next year will be a major event on both the Ford and Register calendars.

On a brighter note, there was a reasonable gathering of members and their cars at the Brooklands Day the following weekend on the 18th May. Robin Del Mar sent in this panoramic view of the six Register cars; namely, from left, Robin's own early, March 1933 Tourer, which is a beautiful period Model 'Y' van conversion; one of John Hampton's vans; the Brooklands Museum Model 'CX' written about in Members Correspondence in this issue; 'Fordy', Christine and Owen Baldock's Tudor; Chris and Carole Jarvis' Tudor and, at the end of the line, John and Mary Keenan's Model 'C'. Thanks, Robin, for that.

In this issue our new Membership Officer, Roy Whittaker, introduces himself and includes a plea for those who haven't, to pay their subs. Please don't give him hassle in his first few months in the hot seat. Sign those Standing Orders now!

Finally, we wish Phil Denson a speedy recovery from his quadruple heart by-pass operation. He had hoped to be on the Irish trip with wife, Margaret, having taken his Model 'Y' Tudor over to Ireland each year on holiday for the past goodness-knows how many years. We gave him a call halfway round and I'm sure that close neighbour, Ronnie De La Rue, will have made him even more envious by regaling him with stories of the trip. Get well soon, Phil.

Sam Roberts.



Chairman's chatter

I hope you are all enjoying the 'Summer' this year. I think somehow I need to re-programme my expectations so that the old saying about Flaming June is amended to something more in keeping with actuality. I have had my CX Tourer fitted with a new roof including a tonneau cover. I think I should have had them made from waterproof, plastic sheeting rather than cloth. I expect I shall find out how waterproof they are during Convoy 2002 in Ireland.

The AGM resulted in some new faces to welcome to the Committee. Jim Sharpe joins the Spares sub-committee and John Argent has taken over as Regalia Officer. Well done both.

The club's Web site has been given a heart transplant is now well and truly up and running. I have added two new pages: 'Advertisements' and 'The Heritage Centre'. The adverts come from the current magazine, but of course can be updated at any time. If you have an advert to go in the magazine, please indicate if you DO NOT want it on the Website. The Heritage Centre covers the Ford Motor Co Ltd facility at Dagenham, which Ron Staughton and Tom Malcolm manage. The Thames Foundry Office building was vacated several months ago and has now been demolished, temporary accommodation elsewhere on the Ford site has been found. However, it is not currently open to the public. Plans exist for a workshop and a public viewing area as part of the total redevelopment of the Dagenham site.

I am in contact with the Ford Public Affairs Office regarding their plans for next year's celebration of 100 years of the Ford Motor Company. Currently it looks as if the only firm plans are for events in Dearborn, but I will keep you posted and, even if Ford UK do nothing to mark the occasion, we shall!

Planning ahead, what shall we look forward to as the Annual Event for 2004? Yes, I know it seems a long way ahead, but it's only 18 months away. In 2000 we ran a Convoy around Britain, in 2001 the annual event was the Chester show and of course this year we have Convoy Ireland. Should we try to keep this cycle going and plan for 2003 with Centenary celebrations and another Convoy for 2004? If so, where to? I favour the Isle of Man, but we really need your input. Please give any of the committee a call, drop a letter or e-mail with your thoughts.

Happy Motoring.

Geoff Murrell

Secretary's ramblings

A brief input from me this time (did I hear cheering?) to enable Sam to meet his editorial deadline. I am writing this a few days before journeying to join friends on the Convoy 2002 to Ireland. I am fortunate to be co-driver with Pete Ketchell in his lovely 'CX' tourer. I am really looking forward to this long awaited event. If it is only half as enjoyable as the last Convoy, it will be remembered for ever! Should we survive we will have a tale to tell that will stir the hearts I think that was Scott of Antarctic fame, but we will have our own tales I'm sure.

This event in Ireland has cropped up in conversations far and wide over recent months and it has met with surprise from members of other (and much newer) car clubs. They are frankly surprised that we can get over 40 cars, and pre-war cars at that, on such a lengthy trip. Some surprise too is generated when they learn that all arrangements are done in house without relying on specialist companies. Well done our team!

Constitution: copies promised for this issue have been held over owing the move to Limited Company status. (See Bruce Allan's article). This will now follow with your next issue of 'Transverse Torque'..

FBHVC News: Spares: The Federation held a Spares Scheme Seminar in April and Pete Ketchell represented our club. I quote from the FBHVC Newsletter on this topic: "All aspects of replacement parts for vehicles were considered from second-hand bits and bobs to the re-manufacture of complicated components. There was general consensus that all clubs that deal in spare parts should be able to demonstrate that every precaution has been taken to ensure that those parts are fit for purpose and that those clubs that proffer technical advice satisfy themselves that their advisers are fully competent."

The meeting concluded with agreement that FBHVC should set up a working group to facilitate the exchange of information between clubs about spares availability and suppliers; to distribute a questionnaire to subscriber clubs with a view to carrying out an assessment of the extent of spares activity within clubs and to provide guidelines about how spares schemes and technical advice should be operated.

Our club is at the forefront regarding spares and technical support but we are ever alert to further developments and will keep you informed. We have our own Spares Group Meeting on 14th. July to progress various projects and to decide on future priorities. If you have any suggestions to make to add to the workings of this group please contact either me or Graham Miles.

Events disclaimers: Members are advised to look carefully at the small print on entry forms for car shows/events. In this increasingly litigious age you are advised not to attend shows where you feel that the organisers do not have insurance cover. Our club has taken out Public Liability Insurance covering our events and you should expect all organisers to do the same. This is a complex matter so please contact me if you have any comments on the small print on entry forms for events in your area.

Recruitment: Recently, several of our club enquiry cards have filtered through to me.

These are the cards given out by members to 'Y' or 'C' owners (or those interested) when you see them at shows or in your travels. Please carry some in your car to give out as I'm sure you will come across owners quite unaware of our club or the wide range of benefits of membership. We don't have a Recruitment Officer actually its your job! Contact me if you want a small supply of cards. Whilst on this subject please remember to pay your annual subscription, or preferably fill in a Standing Order form and send to Roy Whittaker NOW! Renewals were due on 1st June.

Well, I'm off to finish my packing ready for Ireland. Get the old car out and enjoy your summer!

Bob Wilkinson.

Bob's Joke Corner.

Just to prove that members (well one anyway) do read my joke corner, I have had the following contributions sent in by Kevin MacManus of Longford, Eire.

Alfie Byrne was Lord Mayor of Dublin and boasted that he knew everybody. One day, whilst travelling on a Dublin bus, he noticed a stranger. He went over to him and announced, "I'm Alfie Byrne, Lord Mayor of Dublin, and I have shaken the hands of half the world." The stranger laughed and replied, "Do you know who I am? Well, I'm Henry Ford and I have shaken the bones out of the other half!"

Kevin also tells of two Irishmen who decided to emigrate across the Atlantic after seeing the advert to DRINK CANADA DRY.

Why not send me your favourite story clean of course.

Bob Wilkinson.

20 years ago

The June/July 1982 issue of 'Transverse Torque' reported on the first successful two day rally of the Y&C Register which started out from Hope Valley in Derbyshire. The report, written by John Guy, a soon-to-be Editor of the magazine, described how the group of four cars travelled to Chatsworth House, the beautiful ancestral home of the Dukes of Devonshire, on to Bakewell and Ashford-on-Water, where there is a ford over the River Wye. (yes, you've guessed the caption of the photo-call there!). The trip back to Hope took in Monsal Dale.

The following day the four (Graham Miles, John Guy, Alan Oakes and Jeff Cole) were joined by Peter Ketchell in his 'Y' and set off for Eyham, famous for being an isolated infected community during the Black Plague of London in 1665. From there to Tideswell and through Millers Dale to the spa town of Buxton. The tour finished with a trip round the embryonic Peak Railway Transport Museum.

Although not a large gathering of cars for a Register tour, at least by recent Convoy standards, it was to set the scene for future ventures.

Elsewhere in that issue Peter Millican wrote up the story of the restoration of his 'Y' (Y 169265), which is now resides on Tenerife in the Canary Islands in the hands of a non-member, and Jeff Cole gave his first description of the workings of the hydrostatic fuel gauge, a subject which was to be repeated in future issues. Also attached was a list of the current members, which totalled 231 and included many familiar names on the present day membership list.

Part 3 of Jim Miles' history of the Ford Motor Company is repeated here:-

F.M.C. G.B. – Part III

"With the demise of the Model T in 1927, the U.S. factory was shut down for six months pending the change-over to the Model A. It was then that Henry considered a new model. He had no clear conception of the new car, but with aid of a designer called Farkas to translate his thoughts, it emerged. Edsel, Henry's son had other ideas though, but he was countermanded by his father. Even though Edsel was made President, this meant very little – Henry was still King.

Henry and Farkas worked at full steam and from clearing the design to getting the Model A into production took only 90 days. When the A appeared it was something of an anti-climax. The T's epicyclic transmission had been replaced by a conventional three-speed gearbox; four wheel brakes had come at last, but the car's appearance was still short and boxy for the period. Despite rumours and much actual development work on a radical X8 engine, the power unit turned out to be a conventional V4. In the U.K. two engine sizes were available, 14.9 H.P. and 22 H.P., the former engine was to try to get over the £1 per horsepower Road Tax system, but it made the A rather sluggish, this model was named the AF. The Tudor and Fordor body saloons were pressed in the U.K. while the Coupes were imported.

After dominating the European car market for two decades, Ford sales began to show the effects of the competition. To study the situation first hand, Henry Ford sailed for England in early 1928. Three years earlier Ford bought 500 acres of marshland lapped by the Thames at Dagenham. It looked suicidal to many "experts", but the advantages of deep water, good communications in the shape of the L.M.S. Railway, and much available labour

were vital. Trafford Park was extended in the 1920s, but was by now bursting at the seams, and with the European economy booming the moment was right for expansion.

Returning home from his fact finding mission he knew if he could get the right team at the right locations, with Dagenham as a Detroit style centre of operations, a great opportunity was at hand to get back lost sales and to re-install the Ford nameplate as number one. He summoned to Dearborn Sir Percival Perry, who had quarrelled with Henry Ford in 1919 and had left the company, but could not resist the offer of the Chairmanship and reorganising Ford in Europe, and by October 1928, launched what was to be called "The 1928 Plan".

Ford Motor Company Limited, was created to serve as the central element in Ford's European activities. The largest car factory outside the U.S. would be built at Dagenham; new Ford companies would be chartered in France, Holland, Denmark, Sweden and Germany; and the present company in Dearborn would engineer the product for each country's specific needs. Ford of America would own the majority stock, with the rest being distributed in the participating countries.

On 17th May, 1929, Edsel Ford cut the first sod at Dagenham with a silver spade, which promptly bent. Thousands of reinforced concrete piles, miles of internal railways, acres of structural steelwork, a foundry, a forge, a vast machine shop, millions of man-hours later, the Dagenham factory was complete.

Production closed down at Trafford Park on a Friday in October, 1931, where a Model A van was the last off the line; and commenced in Dagenham the following Tuesday! Special trains whisked 2,000 men, their families and their possessions from Manchester to Dagenham over the weekend. Somehow I cannot see that happening today, can you?"

Convoy 2002 - Part 1.

It was billed as a holiday to remember and it was all of that – and more. As I write this, it is difficult to believe that it was only two weeks ago that I and my 'navigator', Ben, had completed the 180 miles from Andover to a friend's house on the coast near Tenby in Pembrokeshire in my Model 'Y' Kerry sports tourer. We were en route to Fishguard to catch the catamaran fast ferry to Rosslare the following morning. The 19 cars travelling through Holyhead to Dunlaoghaire, which included four cars from Holland, had already crossed the Irish Sea that day and were safely closeted in the Royal Marine Hotel, having been met at the ferry port by John Fitzgerald, the 'brains' behind the tour, and Robert Gentleman, his navigator.

"The northern group awaiting loading in Holyhead; Martin Bolland's Model 'Y' leads the Dutch contingent of four cars on the right."



The following morning, we met up with the other 11 cars from the south at Fishguard. Spirits were high, but were soon to be

dampened by a goodly number of us succumbing to the heavy seas which played hell with our stomachs. Not a pleasant trip! This was soon forgotten as we disembarked to find a cheerful John Fitzgerald waiting for us with our 'goodie bags', Convoy 2002 bumper plaques and door decals, and sufficient Esso fuel vouchers to keep us motoring throughout the tour. He led us in convoy to New Ross, where we

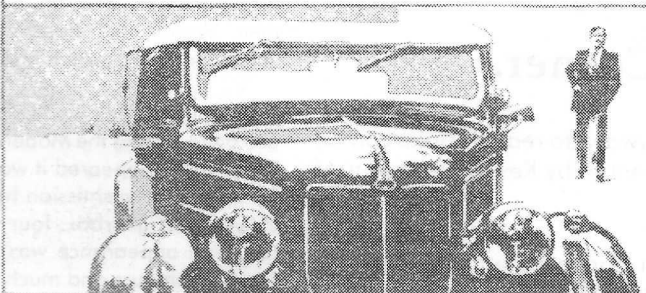
THE FORD STORY — PART 21

By Gary Keane and David Burgess-Wise

Seeking extra production capacity in France in 1934, Ford signs an agreement with French manufacturer Emile Mathis to form a joint company to build Ford cars in the Mathis factory in Strasbourg.



The factory's products are known as Matfords. But Ford and Mathis are both strong-willed men and find it increasingly difficult to work together. Matford will be dissolved in 1938, with Ford building a new factory at Poissy, near Paris.



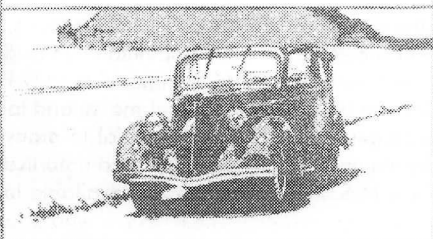
Germany's new Chancellor, Adolf Hitler emphasizes the importance of the motor industry to the nation.



"Tell Herr Ford I am a great admirer of his."

But he brings in a law compelling companies to build their cars entirely of German-made parts.

Cut off from foreign supply sources, especially the other Ford plants, Ford-Germany finds its costs soaring, but nevertheless struggles to market an "all-German" 10hp small car. German officials refuse to allow Ford to call the new model the "Volkswagen", so it is named "Eifel" instead.



Against all precedent, Dagenham designs new 8hp and 10hp cars. Patrick Hennessy, a rising young executive, is detailed to take the prototypes to Dearborn for approval. Charles Sorensen is aghast at Dagenham's audacity.

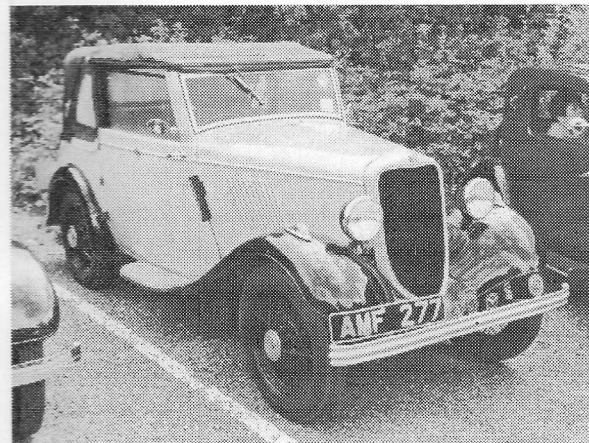


"Take an axe and chop them up. You're fired."

The next day, Sorensen is in a better mood. Hennessy shows the new cars to Edsel Ford, and is surprised to find Sorensen begin enthusiastically praising the English designs. The cars are accepted, to go into production in 1937.



met up with four cars belonging to members in Ireland and the northern group, which had driven the 95 miles from Dunlaoghaire during the morning. An unexpected pleasure was to see Frank Gowing's yellow Model 'Y' Cairn coupé in the car park. This car has recently been exported to Ireland from Scotland. Regrettably, we were unable to look over Jim Boland's collection of cars, which includes the German Eifel featured in Issue 131 of the magazine (see also 'Members Correspondence' in this issue), but Eddie Nolan, the recently retired Chairman & Managing Director of Henry Ford & Son Ltd., had arranged instead a welcome reception for us on the replica emigrant sailing ship, 'Dunbrody', anchored in New Ross harbour. This is similar to the ships in which the Ford family and the Kennedy family emigrated to the U.S.A. in the 19th century. All sixty-five of us were given a warm welcome to Ireland (and fed and watered) by Séan Reidy of the John F. Kennedy Trust, who own the vessel, and the Chairman of New Ross Town Council, Michael Sheehan. Eddie Nolan and his wife, Centra, joined us also at this point. After a fascinating tour of the ship, we headed off to Waterford for the night, where the camaraderie established two years ago on Convoy 2000, re-emerged with gusto.



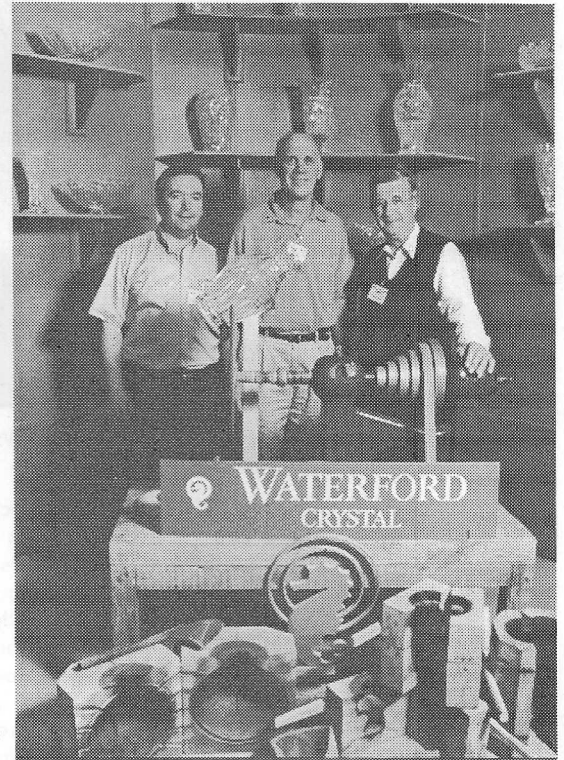
Frank and Pauline Gowing's Cairn Coupé which arrived unexpectedly at New Ross from its home in Co. Wicklow."

The following morning we drove the short distance to the Waterford Crystal factory where, thanks again to Eddie Nolan, we enjoyed a fabulous, memorable, tour of this world-renowned company's premises. The skills of the craftsmen and the beauty of the products were amazing. And so on towards Cork City. The coast road was particularly scenic and an enjoyable lunch was had by many on the pretty harbour front at Dungarvan. Ben and I had the first of what was to become a staple lunch of soup of the day (invariably potato and leek) washed down with a pint of real home-brewed Guinness. We called in at Cobh (Cove or Queenstown, depending on what period of history you are referring to), which is the seaport of Cork. It is from where many of the emigrant ships sailed, from where the Titanic

set out on its fateful journey and where, just off the coast, the Lusitania was sunk by a German U-Boat during the First World War. The museum there is fascinating. A special secure parking area on the quayside in Cork had been arranged by Eddie Nolan alongside the hotel. Looking down the River Lee, we could see the premises of the old Henry Ford & Son Ltd. manufacturing and assembly plant on the site of what used to be the Cork racecourse. En route to Cork, the Convoy's first repair was carried out by Geoff Dee, who along with other 'nutters' was eager to get his hands dirty! The exhaust manifold on John Argent's 'Y' decided to sheer just above the exhaust clamp. A Coca-Cola tin and jubilee clips provided the material to effect a temporary repair and John was soon on his way (apparently baked bean tins are stronger!). For a couple of days we were joined in Cork by Brian Fleet and son, Martin, who were touring Ireland in their Model 'Y' quite independently; camping as they went. The evening briefing that day in the hotel covered the arrangements for the 'big day' at Ballinascorthy, 30 miles down the road, which was to start at 1215 the following day. Ballinascorthy is from where the Ford family emigrated in 1847. It consists of farmsteads, a cross-roads, two pubs, a community hall and a recently dedicated memorial of a sculptured stainless steel Model T.

"The view down the River Lee to the old factory of Henry Ford & Son, Ltd. (in front of the power station.)"

With a free morning and having read Wilf Fitzsimmons' book on the Cork Motor Races of the late 1930s, Ben and I set off early, with Neil Bray and Dave Nash in tow in Neil's Model 'C', to run the course of the races, which was on public roads and included the one and a half mile Carrigrohane Straight. Two Ford 8 hp cars took part in the races, but more about that in a later issue of the 'Transverse Torque'. We then decided to call in at Blarney Castle. Unfortunately, our map reading was not what it should have been and the journey was rather scenic and lengthy, added to which, en route, I received a mobile phone call from John Fitzgerald asking me to do a live broadcast about Convoy 2002 on Radio West Cork at 1.15. At the appointed hour I was standing underneath the Blarney Stone, which added to the flavour of the broadcast. We were now very pushed to drive through Cork City and reach Ballinascorthy in time for the start of the celebrations. After a

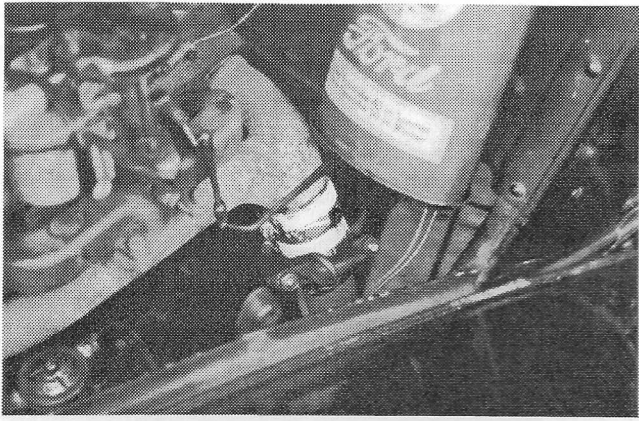


Your Editor poses in the Waterford Crystal factory with the two men who did most to make the Convoy such a brilliant success; John Fitzgerald (Left) and Eddie Nolan (right). The participants also helped!

hair-raising trip, during which speeds of 60 m.p.h. were reached, we arrived to find that the group photograph round the Model T memorial had been taken and all were sitting

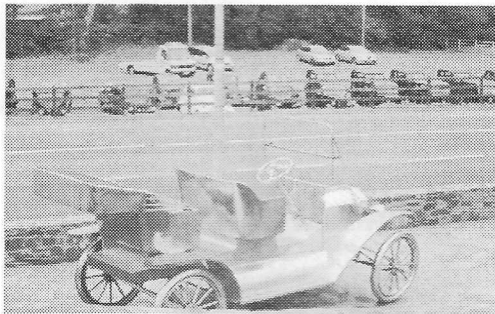


down to a lunch in the community hall, provided by the Ballinascorthy community and sponsored by Bandon Motors, the local Ford agent. It so happened that this was day-one of the annual Ballinascorthy Festival and the community was delighted that our line-up of forty plus Model 'Y's and 'C's/'CX's opposite the memorial, plus the presence of Ford notables (Eddie Nolan, Denis McSweeney (Ford's Marketing Director) and Bob Clarke (Proprietor of Bandon Motors) – not to mention the members and friends of the Y&C Model Register – gave them a prestigious start to their celebrations. We were joined at this stage by Kate McConnon and her crew of two, who appeared



Our first casualty. The Coca-Cola band-aid on John Argent's sheered exhaust manifold.

in period 19th Century costume. Kate had flown in from Alaska for the Convoy and was driving her Tudor Model 'Y' which regrettably was to retire after the Galway leg. The lunch, which was served by members of the Irish Country Women's Association, was followed by a welcome from the chairman of the Community and a most interesting talk by local historian, Timothy Crowley, who told us the history of the Ford family and the local area. Denis McSweeney then followed with a presentation on Henry Ford & Son Ltd. After contributing to the local charity through a raffle, some of us were driven in a rather dilapidated Mercedes bus to the Ford's school and the family graveyard, before we bade our farewells to a delighted Ballinascarthy community. A memorable day. And so on to our hotel at Clonakilty, remembered most for running out of Jamiesons whisky midway through the evening gaiety (Eddie's singing voice needed continuous lubrication!). Richard and Eleanor Bingham had had their first strike during the afternoon. Richard, from



40 'Y's and 'C's line up in front of the stainless steel Model T monument at Ballinascarthy.

Lisburn in the North of Ireland, followed the cars in his recovery truck – and what a blessing it was. That afternoon, Bill Baxman from the Isle of Wight sheered a half shaft. The rear axle was stripped and a new half shaft inserted in the hotel car park, without the car leaving the deck of the transporter.

The following day we travelled the most beautiful part of the South of Ireland through Kerry to Killarney. Shortly after Clonakilty, along the coast road we were greeted with a banner welcoming us to the town of Skibbereen – a nice

touch. The hills, though demanding, were taken in their stride by the gallant 'Baby' Fords, which is how our cars were referred to in Ireland. In Kerry, they say that if it isn't raining, it is about to. However, the weather was kind to us and the scenery was spectacular; over Molls Gap, on to Ladies View, so named by Queen Victoria who declared the view to be the best in Ireland, and down into Killarney for a late lunch. At 4

o'clock we reported to the Museum of Irish Transport, where we were made very welcome by Eileen Daly, the daughter of the founder, Denis Lucey. A lone, dilapidated Cork assembled Fordor Model 'Y' was one of the car exhibits, the whole surrounded by fascinating automobilia.

After another action-packed day, we retired to our hotel in Killarney, which was teaming with coach-loads of American tourists. However, the local restaurants were excellent and enjoyed by most.

Peter Lynch, who limped round the route on two cylinders before eventually succumbing to the recovery vehicle in Antrim, passes under the welcoming banner in Skibbereen.

The next day was a comparatively gentle run, initially to the old-world village of Adare and then onto the folk park at Bunratty Castle, by-passing Limerick. For part of this trip, our duo from Burnley, Robin De La Rue and Terry Mortiboy, took a break and their heavily laden Model 'Y' hitched a lift on the recovery truck under the false pretence of having a suspect broken half shaft. It was only the rear wheels rubbing on badly fitted inner wheel arches and a bit of tin-bashing by Terry soon rectified the problem. During this leg, I was honoured to be asked by John to accompany him to the grave of his father, Jim Fitzgerald who, from almost the inception of the Y&C Model Register, was the Irish Regional Coordinator and with whom some of us have happy memories of cheerful meetings and chin-wags. Jim had always wanted to organise a tour of Ireland for the Register, but ill-health prevented him achieving that aim. It was now his son, John, who was realising that ambition - and how!

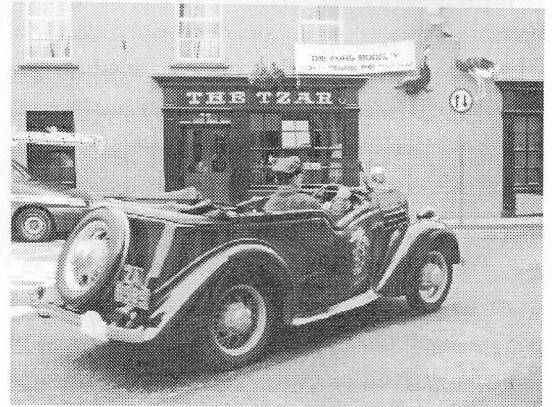
After a soup and Guinness lunch in

Richard Bingham with Ronnie De La Rue and Terry Mortiboy at Adare during their break from driving!

Bunratty, we headed north to Galway. The weather turned at this point and we endured a slow drive through Ennis in the rain in a queue of traffic. The locals were amused to see the open topped Kerry driving through the town with a Y&C Register umbrella aloft. We later learned that Peter Ketchell and Bob Wilkinson had performed the same trick in Peter's 'CX' tourer. We arrived in Galway in time to have a quick look at the shops before they closed. It was obvious that Galway presented us with a good excuse to enjoy Irish hospitality that



Lunch in the Ballinascarthy community hall hosted by Bandon Motors.



evening – and most of us did. After an evening meal, Ben and I made the mistake of trying to see the sun go down on Galway Bay from Galway town. It's impossible as the bay is to the east of the town but still, we saw those parts of Galway normal folk don't see! It's a very pretty town. By this time, Richard Bingham had another cargo on his recovery truck. Wim



Hofstede from Holland had sheered a couple of teeth on his crown wheel. Once again the team got to work and stripped the rear axle on his beautiful and rare April 1933 SICAL bodied, Asnières assembled, fixed-head coupé, only to find that it had the intermediate propshaft design, with spaced bearings but solid propshaft. Our spares back-up could not cope, so the car remained on board the recovery truck until it could be taken to Dunlaoghaire for back-loading to Holland, where it will be fitted with the later split and splined propshaft and rear axle.

We were now nearing the halfway point of the tour. The leg from Galway to Sligo will be remembered mainly for the state of the roads in the village of Knock, which were the worst we came across on the tour. It was a natural place to stop mid-morning for a cuppa. It is where the statue of the Virgin Mary is said to have shed tears in the early 19th Century and is a Mecca for pilgrims. They even have an international airport. It was Sunday and as we sat in a restaurant we watched a funeral procession pass by, the mourners all walking with their heads solemnly bowed behind the hearse. That is until they saw our Model 'Y's and 'C's alongside the road! In Sligo, we had an appointment at Henderson's Garage, the local Ford dealership managed by Keith English, who had kindly put his facilities at our disposal for a pit stop and oil change, not fully appreciating the large number of cars involved. The oil changes and greasing was very efficiently carried out by Peter himself, aided by the car owners and Peter ('P-J') Killeen, an ex-member of the Register, who may well be persuaded to rejoin. The S.A.E. 40 oil was supplied by our sponsors. The whole of the proceedings were watched over by Keith's father, Bob English, who owns the garage. Ben and I were amused by an Irishman whom we asked the way to the garage. "Where have you come from?" was his reply!

So ended the first half of the tour. It more than lived up to our expectations. The arrangements, logistics and administration were excellent and were a credit to John Fitzgerald and his team of two at Mitsubishi Electric. The above report and that which follows in the next issue are purely my own views and reports on my experiences during the trip. There must be many other stories and recollections from other participants. Please put pen to paper, or e-mail and send them in for the next report.

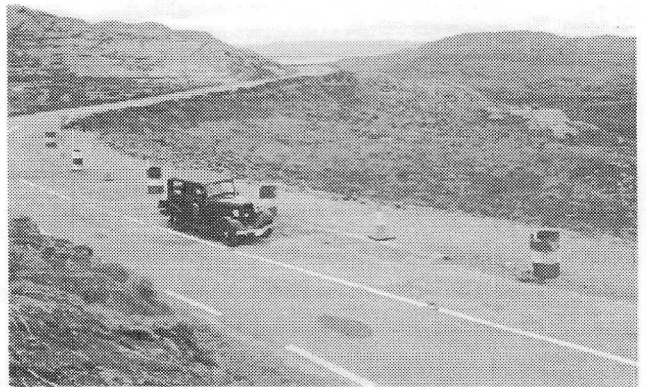
Sam Roberts

Following the tour, Denis McSweeney sent this e-mail:-

"Congratulations on a terrific Convoy 2002. I believe the weather improved somewhat for you as you progressed. I visited BallinacCarthy again last night and the talk was still of the Thursday call by the rally and how the community had been so proud to welcome your group. Warmest personal regards."



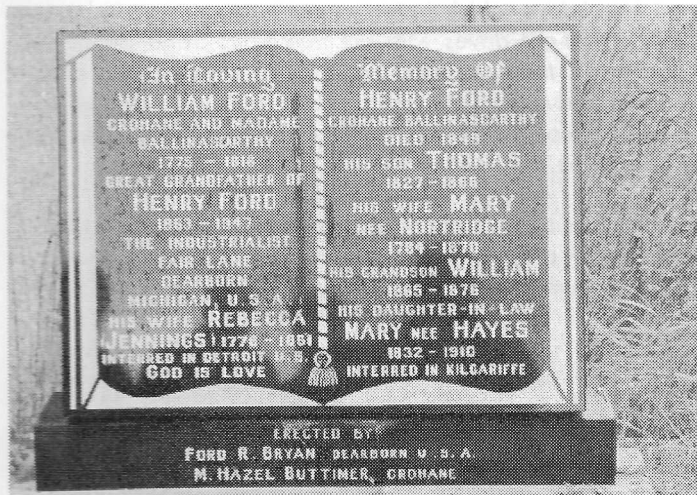
Kate McConnon, who flew in from Alaska for the Convoy, at Molls Gap in Kerry with her Tudor shortrad.



The beautiful scenery of Kerry.



The dilapidated Fordor in Killarney Museum of Transport.



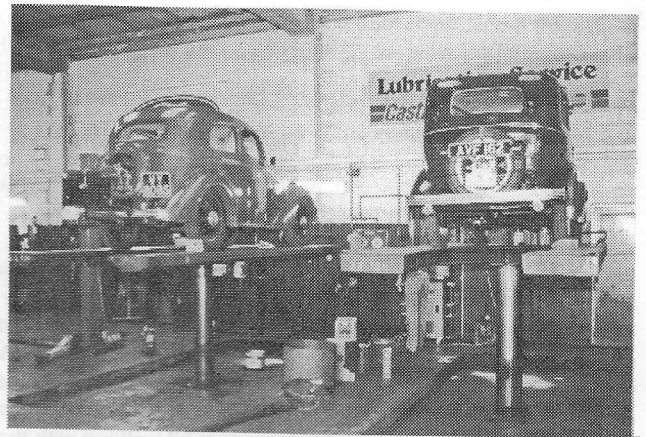
The family grave of the Henry Ford's family near BallinacCarthy.

Geoff Dee and Bill Baxman dismantle Bill's rear axle on the transporter to replace the broken half shaft. Note the spring spreader keeping the rear spring at bay during the operation.





We gather for the pit-stop at Bob and Keith English's garage in Sligo.



Ken Sleight's 'CX' and Emlyn Smith's 'Y' undergoing oil changes and greasing at Henderson Motors.

Events.....

- 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.
An even larger Y&C stand at this prestigious show. Come and visit us on stand 4750 in Hall 4.

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.

All Ford Rally 2002 (Bigger and better)

A report by the Rotary Club of Abingdon
The 21st Annual all Ford Rally takes place on Sunday, 29th

September 2002 at Dalton Barracks/Abingdon Airfield commencing 10 am. The all Ford Rally features over 400 Ford cars and commercials built before 1965, from 105E Anglia and Cortinas back to the original celebrated Model T.

In addition to a full range of English fords built before 1965 there is also a selection of older American Fords such as Thunderbirds, Mustangs and Lincoln Continentals. Plus a range of 'Specials' based around Ford components forming an interesting and intriguing selection of vehicles.

From noon, the main arena features displays of all the vehicles in the 9 classes on display including a parade around the concours, concluding with the prize-giving at 4 pm.

The event opens at 10 am and as well as the 400 plus vehicles on display, there are over 100 stalls featuring autojumble, car parts and memorabilia, plus stalls selling clothing, books, toys and much more. There are a number of food and drinks outlets including a licensed bar and entertainment for all the family.

A further attraction at the weekend is the Abingdon 4 x 4 Festival being held on Saturday 28th September where you can use your own 4 wheel drive vehicle to test your skills on a prepared course or with check-out drives with the numerous franchise dealers attending with their new and current models. The course is non-damaging and experienced off-road drivers will be available for help and advice, especially technical advice on the check-out drives from the franchise dealers.

This is the time to have a drive of your choice on a vehicle of your choice under the guidance of experienced marshals over a controlled course. Novices most welcome.

Whatever your interest or choice of motor transport, be it 'Modern or Classic' the last weekend in September at Dalton Barracks/Abingdon Airfield is the place to be.

The Rotary Club of Abingdon sponsors both events with all profits raised going to local charities. For further information on the All Ford Rally, contact Bob Tredwell - Tel:- 01235 530720. Mobile 07971 403134. For the Abingdon 4 x 4 Festival, contact Gary Tredwell - Tel: 01235 520240. Mobile 07802 495658.

LIMITED COMPANY STATUS

The idea that we should at some time in the future transform ourselves from an Association into a Limited Company has been around for some time. The thought process was brought up again last year after reading various articles in F.B.H.V.C. newsletters, which outlined the pros. and cons. associated with such a move. It became clear that the Federation were very much in favour of smaller Clubs and Groups such as ours taking the plunge and moving forward.

After much consultation with various legal and financial bodies, it became clear that if we were to remain as an Association, all our members would continue to be liable for all actions of the Committee. This could involve all members, in the worst case scenario, being individually sued for our debts. By moving to Limited Company status we can limit our liabilities and therefore any claims made against us to that of the assets of the Company. We will also be more easily accepted in the business community.

This may all seem too far-reaching for us who have, after all, not had any problems in the past. However we now live in a very litigious society where Accident Chasing Solicitors are just looking for any excuse to process a claim. To this end we have put in place the necessary paperwork via our new Accountants to become a **Company Limited by Guarantee**. This would have the effect of limiting our eventual liabilities to £1.00 per member if the worst was to happen. A Company limited by guarantee does not provide its members with dividends and all excess income over expenditure is applied for the benefit of the company. Your committee felt, and this was endorsed at the AGM, that this was the way to move forward.

Ford Y & C Model Register Limited is now our official title and our Company details can be found inside the front cover of this journal.

Bruce Allan, Director / Treasurer

Henry Ford Day, Gaydon. - 12th. May.

Report by Bob Wilkinson

The sun shone on the hundreds of cars on show at this splendid Heritage Centre. Virtually every model of Ford produced in Europe, and many from the US, were on display. The vast majority were post-war models since the show, unlike the All Ford Rally, has no date cut-off point. There were some fine T and A models, a solitary B and several V8s.

Several Prefects and Anglias of pre and post-war type, along with our contingent, covered the small Ford models. Our group flying the flag were Geoff Dee, Ron & Mavis Kendall and recent new member Alf Draper with infant son Alexander, all with 'Y' models. Geoff Murrell, with me as navigator, had his lovely 'CX' tourer on display. We were invited to be interviewed by motoring writer Graham Robson, for the assembled crowds via the PA system and Ron Kendall and I did not lose this opportunity to publicise the virtues of our 'Y' and 'C' Models and of course the Club too.

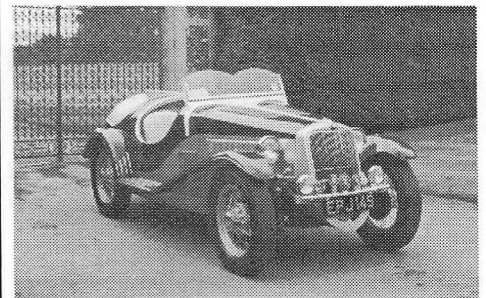
Alf Draper visited the autojumble stand and proceeded to fit various parts, including getting well greased up persuading a new speedo cable into place. He seemed to be thoroughly enjoying working on his 'Y' Model, which predates him by some 40 years! I kept much cleaner viewing some of the vast range of cars on show, including the indoor displays.

Geoff Murrell was able to present the Curator, John Macartney, with our club plaque which was soon on display in a designated car club area. We hope to be there again next year. Please come along and join us.

For sale

Note: These advertisements also appear on Y&C Register Web-site. See inside cover for details.

Sports Special based on 1937 Model 'Y' Chassis (Y163998). Complete and exhaustive rebuild with aluminium Zagato style body recreated by professionals. Finished in two-tone blue and silver, the end result looking like an Alfa Romeo of the early '30s. See article in Issue 130 of Transverse Torque for more details. Keen to sell. Best offer between £5000 and £7500. It cost more than twice this to build.



Gilbert Dickson. Tel 01483 566128 (Guildford)
e-mail gildickson@microactiv.net

1937 Fordor Model 'Y', DUV 252, (Y170238) Red and Black. Fitted with 10 hp engine. Taxed and MoT. Many spares incl. 3 x 8hp engines, 1 x 10hp Engine, 2 x gearboxes, front axle, torque tube spring spreader and many more. £5500. Also.....

1928 Willis Overland Whippet. Taxed and MoT. Left hand drive. Incl. cover for use in garage. Useful for weddings. £10,000

Mike Merry. Tel 01752 268611 (Evenings)
01752 559655 (Office) (Plymouth, Devon)

Model 'Y' van in very rough state for brave restorer!

Details from Stan Renshaw. Tel: 01949 20970. (Nottinghamshire)

1936 Model 'CX' Tudor with operational sun roof. USK 107, (C36783). Grey and black. Roadworthy and sound but hasn't been run for two years since death of member/owner. Garaged in meantime. Move of widow forces sale. £3,500 o.n.o.

Irene Wyatt. Tel: 01507 327894
(Louth, Lincolnshire)

1934 Fordor Model 'Y' complete but stripped down for complete restoration (Y87879)..... also..... 1935 Tudor Model 'Y' (Y92948) in pieces but complete less the rear wings. One engine has been reconditioned, one chassis and one bonnet have been restored. There are several more engines and many more parts. Much work has been done but much more still to do. Offers over £1000 for both cars will be considered.

Jarvis Turner. Tel: 01529 460779
(Sleaford, Lincolnshire)

For Sale continued....

1936 Model 'Y' Tudor (Y144480). ARY 377 Black with red interior. Good upholstery. New headlining & carpets. 5 new tyres. Long MoT (May 2003). Many spares including engine and gearbox. £3000
Bobby Gales. Tel: 01473 823103
(Ipswich, Suffolk)

1937 Tudor Model 'Y', FPG 447, black, (Y191448) in lovely condition. The inside has been refurbished and there is a garage full of spares - too many to mention but including two spare engines. £3900
Terry Killeavy. Tel: 0115 983 1263
(Gotham, Nottinghamshire)

1937 Model 'Y' Tudor, FEV 526. Maroon/black. (Body 165/71500). Recently restored and in very good on-road condition. £3,500.
Tel: 07946 617339. (Tynemouth).

A set of long rad Model 'Y' wings, front and rear; also engine/gearbox, will sell for best offer.
Roger England Tel: 01494 728736
Beaconsfield, Buckinghamshire)

Northern sidelights

Congratulations to all those who took part in Convoy 2002. A brief telephone conversation with Ken Sleight confirmed that all went well, with just a few inevitable repairs having being undertaken along the way.

Much of my June was taken over by an overdue re-spray of the Austin Big Seven, which necessitated CNN being bed and breakfasted in a neighbour's garage to give me the space in which to wield the spray gun and, of course, to prevent the 'Y' from being over-sprayed as well! Not really a job for the amateur, but the results are satisfactory - or will be after cutting back etc.

I am pleased to welcome two new members to Region 16. John Armstrong from Leeds does not yet own a Model 'Y', but has joined for reasons familiar to me in that his father ran a Model 'Y' in the early sixties. Derek Maguire, from Brighouse, joins us with his interesting 1936 'Y' van. I am looking forward to meeting all parties at some stage during the season.

The two main events in this Region will soon be upon us. The Kirkstall Classic Car Show on Saturday 13 July and Newby Hall on the 21 July. Entries for Newby Hall are particularly encouraging.

There is news of a 1936 Ford Model 'Y' Fordor for sale at Peter Rodger's Car Sales in Huddersfield. His advertisement appears in the

Continued on page 13

Ford Heritage

I am delighted to report that Ford Motor Company Limited, i.e. the UK based company, has at last raised the profile of its heritage by appointing Tom Malcolm as the Manager, Heritage Programmes.

For years, Ford's heritage has been in the doldrums. Apart from a reasonable photographic library, which recently had to be closed for a year because of toxic fumes being given off from its decaying negatives, there are no pre-war archives or production records held by Ford. These were either 'bombed during the war' or put into a skip by an over zealous security guard in the 1960s! In the late 1980s, David Burgess-Wise's contract as Corporate Historian was terminated. The few remaining archives, which David had pulled together during the course of his contract, were also destined for the skip as the room they were stored in was required for computers. He hastily boxed them and sent them over to the Ford Motor Company archives in Dearborn. Derek Sansom's contract as the Ford club's liaison officer was also terminated a couple of years ago, which left the clubs with no formal links to the Company. The loss of the Ford Heritage Centre to the bulldozer was the last nail in the coffin, leaving Ron Staughton with a disparate collection of classic vehicles and nowhere to show them.

Geoff Murrell reports that he recently met with Tom Malcolm. He is now Ron Staughton's boss and has responsibility for getting Ford Heritage organised. The plans are for part of the Dagenham redevelopment site to be an Education Centre including a Visitor Centre. This will be located close to the main A13 alongside a new Ford dealership. The Education Centre will provide educational opportunities to students over 16 from the local area and employees from other commercial organisations, as well as Ford employees. The Visitor Centre will house up to half a dozen cars at a time, some new and some old. The cars that are currently under Ron's wing will be thrifted; those owned by Ford will be either restored to a running and roadworthy condition or disposed of via Ford channels. Those privately owned will be returned to the persons who loaned them. Tom does not believe in keeping things, whether they be cars or otherwise, just because they are old. Whatever is kept will have to earn its keep to further the image of Ford in Britain. He regards 'heritage' as being alive and vibrant and contributing to the future of the Company.

The workshop facilities Ron currently uses, half way down Kent Avenue, will be vacated by year-end and plans are afoot to relocate to a site within the old body plant at the junction of the old A13 and Kent Avenue. The problem with this site is that it is on the first floor! There are no plans for the Dagenham Heritage workshop site to be open to the public.

Tom Malcolm, who was formally Ford's Public affairs Manager, used to work for Vauxhall Heritage and Geoff Murrell believes that we will eventually see that organisation reproduced at Dagenham, i.e. cars available for press/photographic work, etc. Apparently Tom's remit does not extend to the British Motoring Heritage Centre at Gaydon, which is now owned by Ford.

It will be interesting to see how Tom deals with, and what his thoughts are, on the historical and archival material which remains and which is constantly being added to as time passes. I know that there is a huge void in the historical records of the Company having, per force, to pay lengthy visits to Dearborn to research my book on the Model 'Y' in the Henry Ford Museum and in the Ford Motor Company archives. At least copies of that material are held in our Y&C Register archives, which must rate among the most comprehensive Ford records of the 1930s in this country.

With the centenary of the Ford Motor Company approaching, let's hope that the UK company at least touches its forelock to its proud heritage.

Sam Roberts.

Members' correspondence

Cigarette cards

Mick Hicks happened upon a Player's Cigarette card album of Motor Cars at a model exhibition he visited in Ipswich. He was delighted to see No. 19 in the series was a Ford 'Popular' Saloon. Thanks Mick for sending in a copy of the cover to the album and of the No. 19 cigarette card. I'm delighted to read that you and Joyce enjoyed the A.G.M. We have a copy of the Player's album, complete with its 50 cigarette cards, in the archives. Older hands will recall Issue 115 of the magazine in which I illustrated three cigarette cards with Model 'Y's depicted. The earliest is the 1933 Wills Cigarettes 'Safety First' series, which shows a blue short rad approaching an 'amateur traffic controller'; the second is the 1934 Lambert & Butler 'Motor Cars' series, No. 8, which has a nice maroon long rad Tudor with Tacoma cream wheels entitled 'Ford 8h.p. saloon', and the third is the one which Mick found, the 1936 Player's Cigarette second series of Motor Cars, No. 19, depicting a black Tudor with my favourite combination of Tacoma cream wheels (and coachline) with gunmetal grey radiator grille. I have yet to see a cigarette card with a Model 'C' or 'CX' on it.

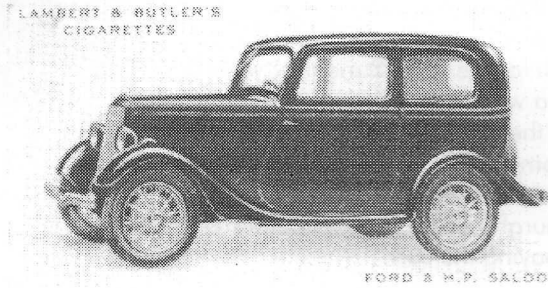
Mounted and framed Player's cigarette card No.19 and a few of the rarer Lambert & Butler No. 8 used to be available through Regalia at £5.00 each. I notice that they are no longer listed, so perhaps they have all been bought up. Would the new Regalia Officer please advise.

Continued from page 12

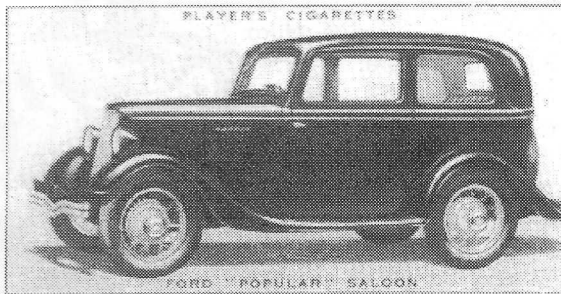
July edition of 'The Automobile.' The car is described as beige/black with a very interesting service history from new. The registration number is VSJ 936, (clearly not original) and is priced at £4950. Peter always has on offer some very interesting cars and always a brace or so of Jowetts which of course have a great following around these parts.

That's just about all for now. Look forward to seeing some of you at Newby Hall.

Barry Diggle, Region16



The 1934 Lambert & Butler cigarette card with a maroon 'intermediate' long rad (note that maroon was discontinued in April 1934).



The 1936 Player's cigarette card with the £100 'Popular' long rad.

Brooklands & Ardingly

John Keenan reports from Region 5 (East Sussex, Kent):- "Brooklands was a great success with 64 assorted sidevalves on show and fine weather, in spite of a gloomy forecast. Even with the low turn-out of Y&C members, we managed to carry off three of the prizes:- Chris Jarvis and I were 1st and 2nd in the Pre-War Class and Julian Janicki, with his delightful Model A won the visitors' prize. The ladies organised a raffle and raised £129 for the Alzheimer charity (see the Y&C line up under 'Editorial').

After Convoy 2002, we only had a week to rest, recuperate and clean up the car ready for the Ardingly Vintage Vehicle Show, at which we had a club stand. On the Saturday, with only Chris Jarvis in support, we had to invite a couple of Sidevalve Owners' Club uprights to make up a

display. John and Carol Argent soon appeared and got the social side of things running with many tales from Ireland. Herbert and Norman Wingate, Chris and Owen Baldock and Julian Janicki joined us for the Sunday in their Model 'Y's which, with my Model 'C' made a comprehensive display.

The weather deteriorated, so we gathered in the gazebo, opened some wine and discussed our Ireland experiences. Over the weekend we made several contacts with two possible new members. We will have a stand here next year but hope to have a little more support from local members as it is a good show."

Ty Payne's van

- Members' Car, Issue 136.

Graham Miles comments:- "Re Ty Payne's van. They're all like that in some way or other when found. Mine had had the back end under a cover for 20 or more years. The rain had cut the car in half and only the gearbox (full of water, not oil) held the front to the back. However it meant that the van timber could be copied, if not reused. I still have that timber and the original rear doors, if Ty needs a pattern. Only my wheel arch was gone. If his van has the 'cross over' ties behind the radiator, then it has a short rad front end. From the photographs, only the bonnet sides would seem to be later long rad as it would appear to have short rad front wings. I wonder what type of rear wings are fitted. Incidentally my timber is the same as his; it didn't change until 1935. I am happy to loan Ty my timber patterns or give assistance on van body knowledge."

Monaco Grand Prix

You know how one has unusual dreams, well, after a dram or three of moonshine, Graham Miles had a good night's sleep and reported the following morning:-

"A first for the Register!! I have managed to get both the two finished Bezzants entered in this weekend's Monaco Grand Prix. They are finished in British Racing Green and are being airlifted as I write this email. One will be driven by 'Vera the Clutch', and the other by 'Legs Eleven', the lanky bird from the motor pool. I feel certain you will join with me in wishing them every success."

That Abbey Tourer

Michael Bell has sold what must be the most beautifully restored Model 'Y' tourer to his brother-in-law in Holland. Michael reports from the U.S.A.:-

"When we bought YY back in November 1989 we really thought that it would be a long term love affair, so long in fact that we even put the details of the car in our will!! All went well for the first 18 months; we did all the usual things, picnics, pubs and a wedding - our wedding in IJmuiden, Holland!! Then (and this is often the way with true love) other things happened that got in the way. The company sent us to Pittsburgh. No real problem as the assignment was for three years (about as long as an expatriate would want to live in Pittsburgh), so we put the car into storage for three years with the company paying the cost.

Well plans never survive contact with reality and the project in Pittsburgh went so well that the company asked us to stay on and do more, which we did but with a move to Northern Virginia (very close to Washington DC), which is a most delightful place to live. Now eleven years on and retired from the company, but still enjoying life in Virginia, we began to feel really guilty about poor YY in storage (not to mention that we were now paying the bills ourselves) and, realising that with only the vague possibility of an eventual return to England, we had to take a decision about the car's future.

Naturally, I rang Sam Roberts to discuss the options on selling the car and I quickly got an exploratory call from Bob Wilkinson as a result. However before we got any further, I did the deal of a lifetime. I sold the car to my brother-in-law in IJmuiden Holland (remember the wedding?), who had fallen in love with my beauty at the wedding, but here's the best bit - I now get to drive the car again. I also found that after 11 years (almost to the day) that the storage guy (I knew he'd been spending too long with my treasure) had also fallen in love with the car!!

The bad news is that the car is leaving the country, but the good news is that it'll be quite close (IJmuiden is not far from Amsterdam) and open for everyone to see in it's new home a Nissan car showroom. In fact if you go to see it, talk to Egbert about a deal on a new car. Better still if you go to see it, travel an extra half hour to Hillegom (not just to see the bulbs or my mother-in-law's birthplace) to see the motor museum which has more Fords than any other museum in the World, including the US.

Thanks to all in the club who have been so helpful over the years. We're sorry not to have met you all and look forward to hearing what's going on. All the Best, Mike."

Editor's comments:- YY 7475 (Registered in London in September 1932) is the oldest known surviving tourer on the register (Y1316). It was bodied by Abbey Coachworks Ltd., of Merton in South-West London and marketed as a 4-seater tourer through Dagenham Motors Ltd. of Balderton Street (just off Oxford Street in London). Its early history is not known, but in the early 1980s it was bought by Keith Kopp of Canvey Island, who carried out a meticulous and professional restoration. The photograph on the back cover of this issue, taken shortly after its restoration, was widely used in Ford promotional and historical publications. In 1987, the car was bought by Eve and Mike Chapman of Milton Keynes and for a couple of years was regularly seen at shows in the north London area. Michael Bell bought it in 1989 and the rest of the story is told above.

Woolpit Steam Fair

A scurrilous **Jo Hanslip** sent in these photographs of Roger Hanslip's, Noel Page's and Tim Brandon's Model 'Y's at the Woolpit Steam Fair in Suffolk in May. She sets a challenge:-



Noel Page stands by his June 1936 Tudor and Roger Hanslip by his December 1934 Fordor. Tim Brandon's pick-up (converted van) keeps them apart.



Jo Hanslip calls for a caption to this photograph of Noel and Roger with Roger's Fordor Model 'Y'.

"Here's a picture of Noel Page and Roger Hanslip at Woolpit Steam last week. Thought you might be able to entice members to put an apt caption to the picture. The more derisory the better! At least Noel isn't asleep this time - or is he? We did have a scary moment at Woolpit this weekend, Noel emerged from the ring about 10 minutes after everyone else - our immediate thought was "He fell asleep again!" He didn't. Apparently, he could not start and there was a group of people obscuring our view, so the ring looked empty. We cannot confirm what exactly happened! - Just an indication of what you might expect if any member brings their car to the Walpole Steam or Floods Ferry!" (See 'Events' 13/ 14 July at Wisbech and 24 - 26 August at March)

Consolation trip

Ken Waller, who had to withdraw from Convoy 2002 at the last minute writes:-

"As I write, the Irish Convoy is coming to an end - I do hope that it was as exciting as everybody hoped. No doubt David and Wendy (Grace) will fill me in. My wife, Brenda, has been in hospital twice since we last spoke and faces the early prospect of an operation. However, we have been able to award ourselves a consolation prize and have just returned from three glorious days in the Yorkshire Dales (Upper Swaledale and Arkengarthdale). After a few problems with the fuel system, which I cured prior to setting off, the old 'Y' went like a sewing machine, despite some hairy gradients up in 'them thar hills'. I'm sorry we couldn't make it to Ireland."

We wish Brenda a speedy recovery.

Brooklands, literature and that Eifel (Jim Boland's)

Tony Eldridge, in Ilford in Essex, has recently woken his 1936 Fordor 'CX' from a long hibernation, applied a coat of Autoglym and is back on the road. He has owned the car for forty years. He reports:-

"I am writing to say that, in case you are not already aware, there is a black 1936 'CX' on display in the Wellington Hangar at Brooklands. I was down there yesterday and had a good look at the car. It has a sealed sun roof, leather upholstery and a luggage rack. The car is crummy, apparently sound and utterly unrestored. It has had one local Surrey owner and has done about 90,000 miles. The registration number is CLK 179 and the Briggs body number 466/402. Because the car is so scruffy under the bonnet, I could not establish the chassis number. An odd feature is the steering wheel, which is a Ford item but more like a 'Y'. The wheel on my car is the same as those fitted to the 7Ws etc., so the Brooklands car is probably an early 1936 model. [Tony, we have this car on the register without its chassis number. You are quite right, it was manufactured early in January 1936.]

Something else I would like to mention - in case you have not already published it in 'Transverse Torque' - is a book in the Unique Motoring Portfolios series about Ford cars in the 1930s. The book consists of reprints of articles and adverts taken from motoring publications and has masses of 'Y' and 'C' material inside. Much of it I have never seen published elsewhere and the tone of the articles really lets you know how Fords were viewed in the '30s; more like throw away Skodas trying to shake off an old image! The Model T, good though it was, did give Ford a very downmarket image, which the voluptuous styling of the latest Fords tried to change. I rather like the ad which describes the 'CX' as being a 'Luxury car for the economically inclined'! Interpret that how you will. These inexpensive books, by Colin Pitt, may still be available and a phone number 01268 418754 may yield more details. [We have a copy of this publication in the Register library]

One other snippet concerns the 1938 Eifel cabriolet that was formerly resident on the Isle of Man and featured in a past issue of Transverse Torque [Issue 131]. Whilst at a TT race meeting

during the late 1970s (I think), I saw and examined this car when it was displayed in its owner's car showroom in Douglas. I was introduced to the owner's wife who told me the true story about it. The car was unrestored and just as it had arrived on the island, apart from the underside being painted silver to satisfy the local authority for vehicle testing purposes. The story was that the lady in question was Jewish and a young girl in 1939. With the start of the War, the Nazis were hunting down Jewish families to cart them off to their fate. One day, friends of this lady's family warned her parents that the Nazis were coming for them and they had to leave Germany right away. So the family and all the personal belongings that could be crammed into the nearly new Eifel hurried off to Holland the next day, abandoning their home and everything else. On arrival in Holland, they took the boat to England and, being German, were immediately interned. This meant going to the Isle of Man and, as things turned out, the family settled there and the lady at the garage married a Manxman. The day after the family fled to England, the Nazis were knocking on their front door. Because the Ford Eifel had, in effect, saved the lives of the family - it didn't let them down in their time of need - it was kept as a memento and rarely used. Thus it took pride of place in the showroom. In the 1980s, the garage and other buildings in Circular Road were demolished to make way for office development and the car 'vanished'. It was obviously stored away eventually to be sold. I always wondered what became of it and am glad to hear that it is in Ireland and 'as was'. As I remember, it was green in colour with cloth interior. The door panels and seats were covered with proper period protective covers of a sombre hue. It must have been the most expensive version of its type and of course looks like a late V8 with its alligator bonnet and disc wheels.

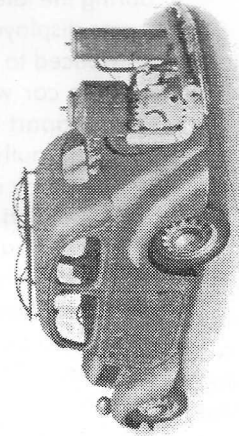
And finally, if anyone has ever heard of the late Ken Aston (who died last year), who was a well-known football referee in his time (he invented the 'Red Card'). Well, he once owned a Cordoba tan four door Model 'CX'. He thought it was a "cracking little car". His next car was a new Morris Oxford in 1956. How do I know all this? Well, Aston was married to one of my late mother's cousins and I remember all this from when I was a child."



The very smart looking light and dark brown Tudor belonging to John Cole on wedding duty in Plymouth.

Wedding duty

John Cole sent in a photograph (on the previous page) of his April 1937, Model 'Y', AJU 409 (Y183847), which he purchased from fellow member Jonathan Davies last year. He says, "I thought the photograph might be of interest to our members (especially John). "Ford'y" is well known around the streets of Plymouth and having been asked to take an old friend to the church for her wedding, I thought she looked proud enough to appear in the magazine - the car I mean!



International correspondence

U.S.A.

Our thoughts and best wishes go out to Delores, the wife of Carlton Thisse, who has suffered a stroke and is now unable to drive and share fully Carlton's love of our cars. Although Carlton spends much of his time caring for Delores, he managed to take in an hour or two at the local 'cruise-ins' in Florida before he returned north to Michigan for the summer. To add to his woes a piston broke (?) on ALD 130, his Florida based 1934 Tudor Model 'Y'. "So I have to install that if and when we return to Florida. I have the new piston and head gasket here in Michigan."

Spain

Luis Cascante writes:-

"Last Saturday, I visited the Sils Autojumble. Whilst rummaging there, I came across a leaflet from the '40s - a period when there was no supply of petrol in Spain - advertising a producer gas, the 'Gasógeno Abadal'. It was a gas specially designed for small cars from 8 hp to 12 hp. The pamphlet shows three photographs of small cars with this producer gas system fitted; one of the cars being a Ford Modelo 10. It is a four door, Ford Ibérica assembled, Model 'C', a 1936 one, with German 'easyclean' wheels, a roof rack, a boot and a spare wheel cover. The registration number, B 66725, indicates that it is a late 1936 Barcelona registered car. I'll show the pamphlet to my father, as possibly, it is the same type of producer gas system that was fitted to his car.

GASÓGENO ABADAL

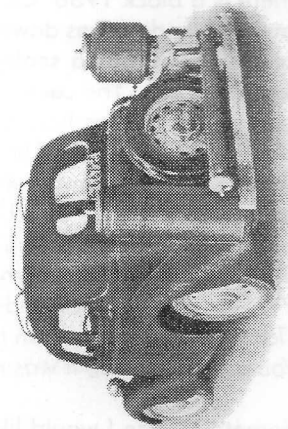
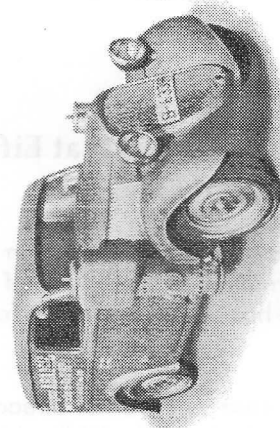
ESPECIALMENTE CONSTRUIDO PARA VEHICULOS DE 6 A 12 HP.
 MÁXIMA SENCILLEZ DE FUNCIONAMIENTO Y DE LIMPIEZA
 PERMITE EL EMPLEO DE GASOLINA, GAS O MEZCLA DE AMBOS CARBURANTES.
 ENCENDIDO CON BENCINA O MEDIANTE ASPIRADOR ELECTRICO.

LIMPIEZA TOTAL Y CARGA
 en 15 minutos

LIMPIEZA DE FILTROS
 y bujías

VELOCIDAD DE LLARGO CON UN
 VEHICULO DE 8 HP
 de 75 HORAS

CONSUMO DE CARBÓN DE BENCINA
 8 HP = 11 kg aprox. per 100 Km
 12 HP = 16 kg aprox. per 100 Km



PRUEBAS Y DEMOSTRACIONES

F. ABADAL

En comisión de
 venta para
 LA RAYONA

The translation of this Spanish producer gas advert reads:-

PRODUCER GAS ABADAL

Specially made for vehicles from 8 to 12 hp. Maximum simplicity of operation and cleansing. Allows the use of petrol, gas or a mixture of both fuels. Ignited with petrol or by means of an electric suction pump.

- Complete cleaning-up and loading: 15 minutes.
- Cleaning filters: 2 minutes.
- Speed on flat surface of an 8 hp vehicle: 60 km/hr.
- Consumption of llex charcoal:

- 8 hp = 11 kg approx per 100 km.
- 12 hp = 16 kg approx per 100 km.

Three nozzle generator assuring a complete and efficient coal combustion, Provides the best efficiency and an absolute regularity in gas production. Carburettor, or mixing bowl, introduced after much research, provides consistent operation and starting. Safety filter assuring the access of pure gas to the engine. Trials and displays: F. Abadal, Plaza Letamendi 17, Barcelona.

The price of the producer gas conversion was 8000 pesetas (marked in pencil on the advert), which was not very far off the price of a 'Modelo 10' in 1936!

Holland

Whilst on Convoy 2002, Wim Hofstede kindly presented the Register library with a copy of the catalogue of cars in 'Den Hartogh Ford Museum' in Hillegom, Holland. It must be one of the most comprehensive collections of historic Ford vehicles in Europe. Perhaps one of our Dutch colleagues, or a visiting member, might try to find out whether they have in their collection (maybe in store) the ex-Pirelli, Eastleigh, flat-bed Ford Tug, which was rumoured to have been exported to a museum in Holland in the 1980s.

Germany

A letter from Peter Fischer in Ravensburg in Germany was forwarded to me by the publisher of my book. It reads:-

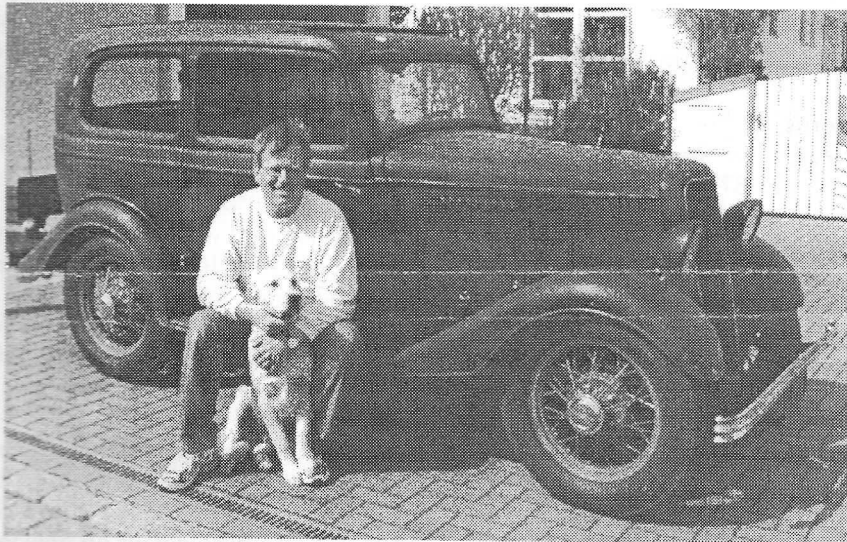
"In April 02 I bought a French built Ford Model 'Y'. The car is in very good condition; only a few little parts are missing. It was semi-restored in France in the nineties.

I read your outstanding book about my 'new car'. It is a longrad with a straight bumper (if it is original). The instrument panel looks like the version C at page 213 (left steering) with a single wiper.

You wrote in the chapter on French built cars, that the car with chassis number 2578 was the last one. My 'Y' has the same brass tag with No. 3898, Moteur 64989 and a little iron tag on the bulkhead Nr. Y*2155.

Is it possible that you are wrong with the total number of French built 'Y's'?"

I replied that he had misunderstood my statement in the book (page 145) which says that the latest surviving Asnières assembled Model 'Y' has a plaque showing a production run number 2578. Peter has now come up with an even later one with production run number 3898 (Y64989). I hope that Bob Wilkinson has had success in recruiting him to the Register.

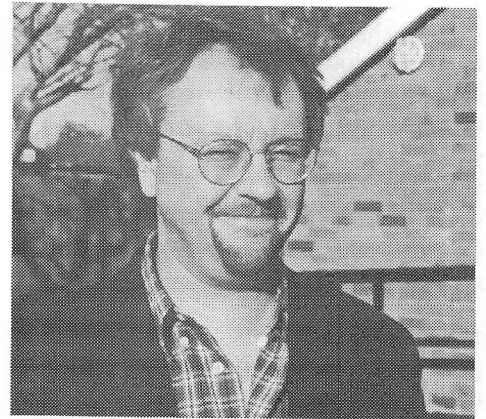


Peter Fischer, and friend, with his Asnières assembled Model 'Y' (Y64989), a June 1934 date of manufacture at Dagenham. The French were still using up the surplus stock of shortrad bumpers at this late stage of production of the longrad design.

Roy Whittaker –

New Membership Officer.

Allow me to introduce myself.... I have been a member for a mere 3 years after purchasing Steve Young's (ex Region 3 Coordinator) 1936 'Y' Tudor, EMD 386, after falling in love with her at a local show... Apparently "she" is called "Henrietta". (Some ladies like chocolates – this one likes the odd lead acid battery on a regular basis.) I had always wanted something black with running boards and no seat belts, so this fitted the bill nicely.



Roy Whittaker, our new Membership Officer, who is waiting for your subscription renewals (preferably by Standing Order).

I immediately set upon joining the appropriate club to find out exactly what I now had in the garage. This involved a telephone conversation with a bloke called "Bob".

As the previous owner, or should I say *custodian* for a car of this age, was Regional Contact, I fancied following his shoes and doing something locally. Unfortunately, the local 'Ampshire natives' in this part of the world appear a little shy, so things remained very quiet for a year or so. My thanks to Sam for keeping my spirits up at the Sun Inn at Dummer.

I am a strong advocate of owners clubs for old / interesting vehicles and in the past been involved in diverse range of vehicular clubs and associations. This sad interest has ranged from laughable kit cars, terminally rusty Land Rovers, to several of Solihull and Cowley's more notorious large hatchbacks from the '70s and '80s that I won't even mention...apart from the premature seizure of overhead 6 cylinder camshafts...

Ford Model 'Y' ownership is a novel experience for me, in that it does not consume vast amounts of time or money. My Tudor does need a few jobs doing, but nothing too serious, it having been restored in the early '80s. It is still quite presentable, although some of the paint is doing funny things – The Quatermass Experiment comes to mind!!

I have to confess I'm one of those who do not drive it much; the 4 star in the tank is the remains of the tank full at last years M.o.T.... In fairness, my confidence was somewhat shaken when the near-side rear wheel fell off 4 months after purchase.... I must invest in a rear wheel bearing kit as soon as I get round to it.

I take my hat off to the Convoy participants. Firstly because they have the confidence in themselves and their cars to drive a thousand miles for two weeks in a 60+ year old car for charity and the craic (not to mention the Guinness!!), and secondly out of pure envy, as they are in position to do so – Boy, am I looking forward to retirement!!!

To subsidise my one tank of 4 star per year extravagance, I am sadly expected to work for living at a Very Large American Company, who do like their employees to be "committed". This may explain why you may have a job getting me by phone sometimes!

On that point, if you do wish to renew your membership by phone please don't be afraid to give your details to my wife, Carol, preferably after 1800 and before 2100, when there is a better chance of me being around. Or leave a message on Call Minder™. Please note we do not have a fax.

Without wishing to sound like a British Gas advert, do consider membership renewal by Standing Order. It saves you remembering to write out and send cheques every year, and cuts down on paperwork at this end too.

On that point, as at 1st July 135 of you have renewed. 281 of you have yet to do so.....The end of August is looming!

Membership Plug Over.

May I wish you happy motoring and hope to meet some of you in a dry field somewhere in the South of England!

(Anywhere North of the M4 is "The Midlands" to me!!)

Roy (get those subs off now!) Whittaker

New Members

John Armstrong, A1616
24 Carr Manor View, Moortown, Leeds.

Martin Bolland, O- B106
10 De Witte Emile, Wateringen, Holland,

Angelo Cusheiri, O-C105
36 Dar Il-Horza, Triefq Il-Mehierez, Attaro, Malta.

Daniel Fogarty, F1928
Pike Street, Killenaule, Co Tipperary, Ireland,

Chris Gill, G1122
Ludlow, Salop,

Wim Hofstede, O-H102
Honeselersdyk, Holland.

John Hoskins, H1248
227 Leicester Road, Thurcaston, Leicester. LE7 7JN

Alan Lewis, L1426
Helsby, Cheshire,

Derek Maguire, M1655
Brighouse, W. Yorkshire.

Jerry Morris, M 1454
41 St Andrews Road, Blundellands, Liverpool, L23 8TW

Janny Oosterveer, O-O101
Honeselersdyk, Holland,

New Members News

In this issue of 'Transverse Torque' we are delighted to welcome new members from Malta, Holland, Ireland and England.

Firstly we start with John Armstrong from Leeds, who joined via the club web site. Details on the car and condition have yet to follow. Lets have some more detail please John! A Convoy 2002 participant, Martin Bolland joins the Bolland family group/team from Holland with his Y120995.

Going somewhat south to Malta, we

welcome Angelo Cusheiri, from Attaro in Malta. Angelo has a black / maroon Tudor, Y49388, registered in the UK as XSV 930, which is on the road although in need of a few jobs and in need of some chrome and tyres.

Back up to cooler climes, Daniel Fogarty in Co. Tipperary, Ireland, joins us with recently purchased Black / Maroon Tudor, Y139056, registered as ZV 4843. John purchased the car from Londonderry, and is on the road but apparently is in need of a float for the carburettor to get things running sweetly again.

Returning to the fold once again is Chris Gill in Shropshire, who lapsed but is back with Y165164.

Joining the Dutch contingent for Convoy 2002 we also have Wim Hofstede, and Janny Oosterveer, both from Honeselersdyk in Holland. Wim owns the beautiful SICAL bodied Asnières assembled fixed head coupé Model 'Y' and Janny a Tudor Model 'Y'. Both took part in Convoy 2002.

John Hoskins in Thurcaston near Leicester has recently acquired Longrad Tudor XG 4547, Y163594, in Gleaming Black with a red interior from a Mr Taylor.

Also in the North / Midlands we welcome Derek Maguire in Brighouse, W Yorkshire and Alan Lewis, in Helsby, Cheshire. Derek is now the proud owner of The Royal British Legion van written about elsewhere in this issue. We await car details and history from Alan Lewis.

Last but not least we have Jerry Morris in Liverpool, in with his 1935 Tudor, Y102862, registered as BRA 606, in Tan and Brown. Jerry purchased the car from Derbyshire in April, which is in need of full restoration.

As mentioned in my brief above, if you are able to share any details or history about your cars, we are always more than grateful – Get those details off now to the Editor. Pictures are always welcome.

Happy Motoring to you all and very big welcome to the Y&C Register!

Roy Whittaker
Membership Officer

MY LITTLE FORD SEDAN

by John Howard in South Australia

(or 'a tale of perseverance' - Ed.)

My late father paid the sum of £75 pounds for a "1937 Ford 10 sedan" (body number 20S-515, engine number C23137) back in 1957. He bought it from a mate of his who had been in the used car trade since the 1950s. He had wanted a cheap vehicle to run to work and as an everyday car for the family and had been told the little Ford was quite economic on fuel and quick off the mark.

He never knew precisely what model the little Ford was. I was left to discover this many years later, after I'd joined the Chevrolet Club of South Australia in late 1975. Controlled from N.S.W. at the time, this club's magazine featured other makes of car, including Fords. I sent a letter to the Librarian of this club in N.S.W. and within a few days I received some early Ford Bulletins detailing the changes made to their cars made at the Geelong Plant in 1935 and 1936 and it was one of these that helped me to identify the car as a 1935 Model C sedan.

CONDITION OF THE CAR WHEN PURCHASED

There were a few dents in the body but no rust. The paintwork had started to fade. Both front guards were damaged and had split in places. The offside rear guard had broken away from the body and was dented in places. The front grille was missing six bars and pushed in. The nearside corner of the front bumper had broken off. The front chassis cross member had cracked in two places (a common fault on Cs and CXs, it seems).

The steering box had worn but it steered all right. The engine ran quite smoothly and did not smoke. The gearbox had a bit of wear in it, but thankfully there no problems with second gear. The steering wheel was in good condition. The laminated windscreen was going milky through water ingress. However, a spare windscreen had been put in the car, together with a CX-type grille and an appropriate bumper bar.

The radiator was in poor shape but did not leak it was later replaced by me. The car had been fitted with brand new 500x17 tyres, so you could say that my father got his money back on the tyres alone! The wheel rims were good and painted dark red. The hubcaps were the correct ones for that model but were a bit scratched in places.

The bucket-type front seats were in fair condition and were covered in brown leather, which had started to split along the seams and was starting to look a bit worn in places. The rear seat consisted of two cushions with a lull-width back swab, and was in good condition for its age. The fabric roof was starting to crack and sagged due to two broken wooden roof bows and the headlining needed replacing.

The brakes were not working too well and the hand brake was not very efficient. We found out later that the brake linings had worn out and the shoes had damaged the front drums, which had to be machined to fit thicker linings all round.

THE RESTORATION

The front end was removed and the rear end stripped to the bare metal. Repairs were affected to all the panels, and the front and rear guards. The cracks in the bonnet were welded. The front cross member was removed and replaced with another which had been reinforced in the centre.

The rear axle was examined, cleaned and replaced. The front axle was then refurbished, with all the steering parts renewed and a new set of king pins fitted. The wheels were fitted so that the car could be easily moved around the shed when required.

The front guards and all inner panels were then painted in metal primer, a condition in which they were to be left for many years.

Over the next six months my father collected all the parts he needed to finish the car off, but unfortunately he was never

to finish it. The car was replaced by a 1938 Austin 10 sedan and three years later by a 1938 Vauxhall 10 sedan.

While I was working in this old service station and talking to the owner about early Ford 10s, he said that he had a 1936 motor out the back and I could have it if I would take it away. So I gave it to my father as a spare one. I was later to use this engine on the car.

Later in 1975 my father passed away at the age of 58 and I inherited the Model C sedan. In the meantime I had been given a 1927 Chev tourer and had joined the Chevrolet Club of South Australia. It was whilst I was waiting for parts for the new acquisition that I started on the little Ford.

In late 1976 I started to restore the car and found boxes in the shed containing new and second-hand Ford parts and rubber mountings that my father had bought over the years and which were to be a tremendous help to me with the restoration. At one stage I was going to sell the car as parts but thanks to the Chev Club for persuading me that it was a rare car, I kept it.

The body was showing rust in places and the two rear doors had rusted through. I cut out the rust and welded in new metal strips and then primed all the body. The chassis and axles were painted black. The body had two coats of orange-coloured primer. The wheels were painted bright red and the engine bay (including the underside of the bonnet) light grey.

The engine and gearbox were never stripped down. All I did was remove the head and check the valves and the top of the pistons and remove some excess carbon before replacing the head. The engine and gearbox were then installed in the car and followed by the radiator, which had bent sent away to be recored. The "CX"-type grille and replacement front bumper that came with the car were then fitted.

All the seats were removed and sent away for retrimming. In the meantime the dashboard was painted gloss brown.

HAVING FUN WITH THE CAR

The car's first run was in 1977. It was trailered up to a show at Crystal Brook and driven round the oval. There were a few problems with the ignition but they were soon fixed. At this time it had no roof and was still painted in either orange primer or grey undercoat, as I was still waiting for my paint supplier to replenish his stocks of undercoat.

The next run was with the Chev Club to St Kilda Tram Museum. It still had no roof and I got sunburnt but it was a good run. Before the next run, I had made up a new roof, replacing the two missing wooden bows which support the fabric. The roof frame was then screwed down onto the body. Then I finished painting the remainder of the body in grey undercoat and it remained like this for quite a while.

In 1978 I took the car on a run to Victor Harbor, visiting historic places en route. The round trip of 120kms was the furthest it had been up to now. There were a few problems of a minor nature which were easily resolved, like adjusting the brakes and resetting the distributor by 1 degree. It pulled well through the hills. However, on the return trip, climbing the last big hill before entering the city of Adelaide, the little Ford started shaking and blowing a lot of smoke into the cabin. I managed to get it to a parking bay before it died on me. I let it cool down whilst waiting for the remainder of the Chev Club to catch up with me. In the knowledge that there was a trained mechanic in their midst, I started her up again and the engine ran very rough and made strange noises, which I put up with until 12kms from home, when I switched her off. I collected her on a trailer and dumped her in the shed. The following Saturday I removed the cylinder head to discover the head of the piston had come off in No.4 cylinder, and that in No.3 was almost off. I removed the engine from the car and took the sump off to find it contained broken piston rings and pieces of piston. The darned cord rings had been in the engine since the War!

The little Ford was then laid up for six months, during which time I used my 1952 Australian-bodied **A493A Prefect** sedan on runs. I was to use the spare 1936 engine that was still in the shed in the **Model C**. It was pulled apart and found to have little wear in the bores. The engine was cleaned up and ran very nicely. Then the body was painted cream and the wheels red to finish off the restoration.

At the end of 1978 I advertised for a good Ford 10hp engine as a spare for use in the

1935 sedan. I had a response from a young man who owned a 1950 Ford **Prefect** and went to have look at it a couple of weeks later. His car was far too good to be cannibalised. The interior was in very good condition and there was no rust in the bodywork. It had also been fitted with new tyres. I was to buy this car for \$200, the best buy I ever made, and it was used from henceforth as an alternative to the **Model C**.

In 1979 I attended the first All Ford Day, which included a run through the Adelaide Hills, in the **Prefect** sedan. We had a good turn out, and other participants included quite a few early **Prefects**, a 1932 **Model Y** roadster and some **100E** saloons. The second All Ford Day was held at the Tanunda Oval in 1980, and I used the **Model C** for this run. The only problem experienced was when the points came loose. I reset them and we were away again, stopping every now and then to help mates with their 1948 and 1949 **Anglia** sedans. They followed behind me in case I needed help and they could return the compliment! On arrival at the Oval, the **Model C** was put alongside the 1932 **Model Y** roadster and was the second oldest car there. It made my day!

The first-ever Bay to Birdwood Run took place later in 1980 and I wanted to take the **Model C** on it. The day before the Run I checked the car over and it ran very well with no problems. However, on the big day it started to play up. With my wife-to-be and her children were all in period dress. I did not wish to spoil their day, so I arranged for it to be towed (by a Holden!) to Anzac Highway where it was started and ran for 3kms before breaking down again. A mate in the Chev Club with a 1938 Oldsmobile sedan towed me to the car park at Glenelg where the trouble was diagnosed as worn balance weights in the distributor. With the assistance of Quentin Durward and a few other early Ford 10 owners, we changed the weights round and we made it to Birdwood without further incident. In fact we had almost reached home where the car started to shake violently and we just made it onto the drive of the house before it died completely. I removed one of the spark plugs and found water in the bore. I removed the dipstick and discovered the sump had quite a bit of water in it. The car was pushed into the garage and left till the following Saturday, when I removed the cylinder head and established that the head gasket had not blown. The engine was removed and stripped down. The first thing I noticed was that all the white metal bearings had disintegrated. Then I found the real cause of the problem - a 5mm hole in the wall of number 3 bore and that was the end of that motor!

I purchased another 1936 engine from an RAA mechanic who was going to use it in a boat. Thankfully he changed his mind and let me have it quite cheaply! On getting it home I removed the head and discovered that it was not as good as I'd hoped it would be. However, I got at least three years use out of it before the dreaded **Babbitt bearing bug** struck again! Lack of finance had prevented me from getting a fully reconditioned engine for the **Model C**, as by this time I had got married and bought a house and had three children to bring up! The 1950 **Prefect** sedan came into its own at this stage, and was used on the longer runs, as it had a very good engine in it. The **Model C** was relegated to the shorter runs.

In an effort to raise funds, I sold the 1952 **Prefect** and two Chevrolet tourers and kept the 1950 **Prefect** sedan and the 1927 Chevrolet tourer which I had restored over the previous five years. I joined the newly-formed Ford 8 & 10 Side Valve Club of South Australia in 1981, and have since taken the **Model C** on many club runs. I have had to trailer it to two major events, the first being the All Ford Day in 1996 when it had a broken steering box. The last time was at the celebrations for the 75th Anniversary of Ford in Australia at the Immanuel College Oval, Novar Gardens in 2001 when I had problems with getting replacement valves for the engine.

I am now refurbishing a 1937 engine for the car and plan to finish off its retrim soon.

Region 15 -

Nottinghamshire, Derbyshire, Lincolnshire, S. Yorkshire

Having just returned from a fabulous trip round Ireland on Convoy 2002, I feel I must say a big thank you to John Fitzgerald for all the hard work he must have put into organising it all. Not forgetting Sam Roberts, Bob Wilkinson and all the other people who contributed to making our ten days such a great success.

By the time you read this we will have had our club stand at Newby Hall. I hope a few Region 15 members will have been able to attend. At this moment I have only met Mr and Mrs Turner at Newark and again at Cusworth Hall.

I do hope to hear from some of you so that we can arrange a get-together somewhere central to the area, say in early October, for a Sunday lunch. Come in your modern cars if you wish, as I think there are only about six old Fords on the road at present in the area. I would welcome your ideas please.

Ken Sleight.

Parting shot

The tail-ender each month in 'The Automobile' magazine is a letter to Brian Heath, the Editor, now written by David Burgess-Wise. It goes under the heading of 'Parting shot'. In the May edition, David was writing about matters Ford. I am grateful to both David and Brian Heath for allowing the following extract to be published in 'Transverse Torque'.

"Dear Brian,

A year short of their centenary, Ford seem determined to prove they misunderstand their founder's assertion that 'history is bunk'. Old Henry was hardly the world's most articulate soul, but what he meant was that history as taught in school is irrelevant to real life: "The only history that is worth a tinker's damn is the history we make ourselves," he explained.

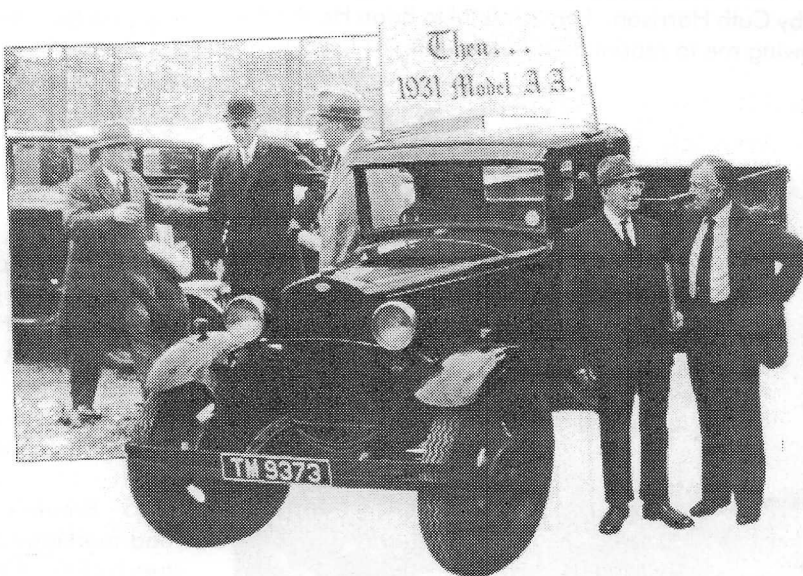
I'm sure that, like me, you had to suffer the deadly dull history of Parliamentary Acts, Corn Laws and incomprehensible treaties at school: in any case, it was the discovery of ancient motor cars and aeroplanes that taught me that people who make and do things were much more interesting and worthy of study than the shifty deeds of career politicians.

While Henry Ford was no sentimentalist, he had a keen respect for the past. "The farther you look back", he declared, "the farther you can look forward."

Though he only visited Dagenham a couple of times, I'm sure he would have been aghast as I am that the company he founded has ended car production there 70 years and five months after it began. The end of Ford production at Halewood - now a Jaguar factory - was never an issue: Ford, personified by the autocratic Sir Patrick Hennessy, never wanted to go to Merseyside in the first place and it was only vote-grubbing politicians who forced the company to open a plant there.

But Dagenham was the symbol of Ford in Britain: you can't mention Dagenham without thinking of Ford, and vice versa. I know that Dagenham's engine plant continues - ironically in the original 1931 factory buildings - but as a former Dagenham employee said to me: "You don't get the same buzz out of building engines as you do out of making complete cars."

Dagenham was designed as a self-sufficient plant that would - like Ford's



Left:- Henry Ford's second and last visit to Dagenham, 1930, with (on Henry's left) Ford - England chairman Sir Percival Perry. Right:- Sir Rowland Smith (left) with Ford AA Truck and then Ford, Britain chairman Sam Toy at Dagenham's 50th Birthday celebrations."

mammoth River Rouge plant in Detroit - take in raw materials and convert them into motor cars. Wise man that he was, Henry Ford did not want to risk being held to ransom by outside suppliers, though curiously Dagenham's Body and Wheel plants were run by Briggs and Kelsey-Hayes, who did not become part of Ford of Britain until after World War II.

I first went to Dagenham as a schoolboy early in the New Elizabethan Age, and I can still remember the excitement of watching white-hot metal being turned into cylinder blocks in the plant's foundry. All that is gone now and Ford buy their cylinder blocks from outside suppliers.

It was what you might call a perfect day: from watching Consuls, Zephyrs and Anglias being built at Dagenham we went on to Southend, where I saw my first Wall

of Death display at the Kursaal.

In 1981 I helped organise the 50th anniversary celebrations at Dagenham. I'd found a 1931 Model AA truck that was identical to the plant's first vehicle. On the anniversary day I drove it off the end of the production line with 93 yr-old Sir Rowland Smith, who had driven the original truck off the line, seated beside me.

What an interesting character he was. Aged 14 he had travelled to Coventry to seek work in the city's infant motor industry, and found himself a job with Humber. To save money, he had camped on the common rather than moving into rented accommodation. "I used to go out testing Humberettes," he recalled. "They were so slow that we were often overtaken by pedal cycles!" Later on he had gone to India, working for Russa Engineering, who imported Model T Fords. When he came back to England, he worked at the Ford factory at Trafford Park but, dissatisfied at his promotion prospects, returned to Coventry and joined Standard.

He was wooed back to Ford in 1928 by Sir Percival Perry and became general manager of the new Dagenham plant, an important step in his post-war rise to chairman of Ford Britain. "

Editor's note: It was the ambitious '1928 Plan' of Sir Percival Perry which had wooed Rowland Smith back to Ford. In 1931/32 he was the key link man between the Ford design team in Dearborn and Dagenham on the design and development of the Model 'Y' (then known by its Dearborn code, Model 19).

A brief history of Aquaplane

by J. Staveley

We are grateful to the Ford 8 & 10 Sidevalve Club Inc. of South Australia, who spotted this article on the Internet and published it in their club magazine 'Second Gear Chatter'.

"Founded in the mid-1950s, Aquaplane first specialised in the manufacture and sale of tuning equipment for Ford and BMC engines from its base in Oulton Broad. Aquaplane's founder, Harmer Copeland, had started racing motor boats on Oulton Broad in 1936 whilst still a student at Loughborough Engineering College. He had immediate success, taking second place in the first heat of the prestigious Daily Mirror Trophy against sixteen of the country's top hydroplane racers. An early indication of his tuning abilities, perhaps, was to be seen from his disqualification by the engine inspectors after the second heat.

Power boats were to be an important influence in the formation of the company after the war when the Darby-One Design, an in board-engined hydroplane, powered by the 10 hp Ford sidevalve engine, became popular on Oulton Broad after its introduction in 1947. The Ford engine was cheap and in plentiful supply, and since all the hulls were identical, it was immediately apparent that the way to win was to exact more power from the humble but robust 1172cc Ford engine. Harmer Copeland's 'Squib' was soon the boat to beat and, despite the handicappers continually moving him backwards, he still managed to win by continuous development of his engine. Soon other drivers were clamouring for similar tuning parts and the business grew rapidly.

There were not enough powerboat racers to sustain this growth. The fifties however saw an enormous interest in 'Specials'. These were small sports cars built using the mechanical components from old small saloons fitted to home-built or proprietary chassis, or simply a fibreglass body fitted to the Ford chassis. Soon their builders were seeking more power and ringing Lowestoft 5416 for a catalogue. The best known proprietary chassis was undoubtedly the space-framed Buckler, of which more than 500 were built. Many were used for trials or racing, both of which activities were to create important markets for Aquaplane. Further recognition came in 1957, when Morgan decided to fit their 4/4 Series II Competitions model with the 1172cc Ford engine equipped with an Aquaplane head and twin SU carburettors as standard.

By the 1960s, the biggest market for tuning equipment was for improving the standard saloon cars, such as the Ford 100E Anglia, Prefect and Popular and the later 105E Anglia. By then, Aquaplane were advertising themselves as "Manufacturers of the largest selection of Performance Equipment for Ford cars in the world." To stay at the forefront of this market required continuous development and testing, both on the dynamometer and on the road. Aquaplane avoided making exaggerated claims for the extra power obtained but relied on their reputation gained in all forms of motor sport. Although Ford equipment was the mainstay of Aquaplane's business, they also manufactured tuning equipment for the A series BMC engine and the Morris Minor Series II and 1000. As an interesting aside, Harmer Copeman's final racing boat, 'Barracuda', was powered by the supercharged 4 litre Lycoming engine. He also owned three 800 series Cords, which were an American front wheel drive car fitted with a V8 Lycoming engine. This sidevalve design suffered continual over-

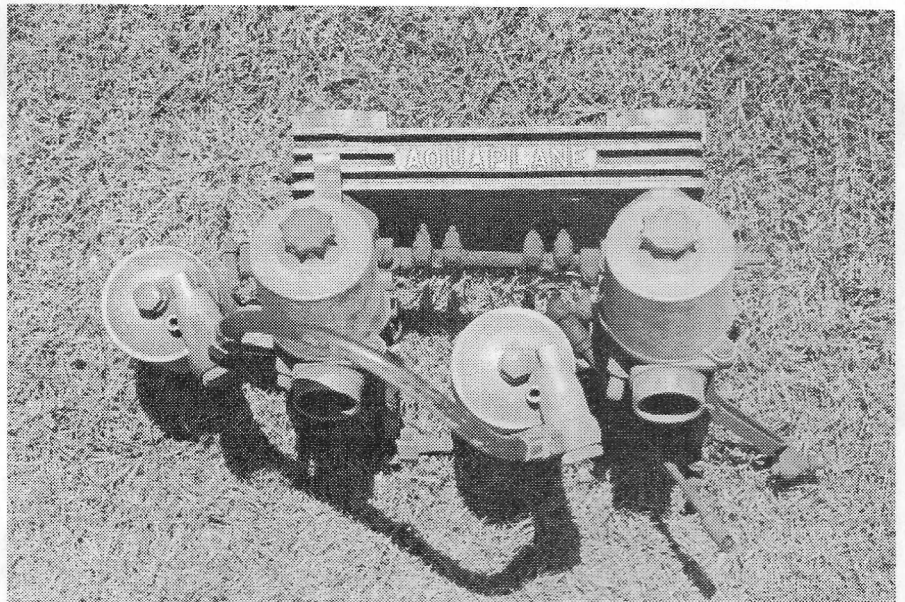
heating problems and he overcame these by designing and building alloy Aquaplane heads to replace the standard cast iron version, which had inadequate water passages. The Aquaplane version became popular with Cord owners far and wide.

The extensive range of equipment now available from Aquaplane was either manufactured in house at the works at Camp Heath, Oulton, or manufactured for Aquaplane by outside suppliers. The latter included a range of instruments labelled as Aquaplane but manufactured by Smiths with both mechanical and electronic rev-counters and the quaintly named 'Aquaplane fuel consumption rate meter', which was actually a vacuum gauge. The mainstay of the business was the Aquaplane Super head and associated manifolds, available for most of the Ford small car range up to the Cortina, but manifolds were also available for the Consul, Zephyr and Zodiac with triple SU set-up for the six cylinder versions. The Aquaplane lightweight alloy flywheel was manufactured from heat-treated, high tensile alloy in two versions, with steel pressure face insert for road use and a competitive version without the insert.

To accommodate the increased performance available, Aquaplane also manufactured a range of high capacity oil and water pumps and cast alloy oil coolers, with both full flow and bypass types being supplied for the sidevalve Fords depending on the application. Valves, heavy-duty valve springs and racing and sports camshafts were also available, but the Aquaplane Twin Exhaust and Deep Note Converter may have been more cosmetic than a practical performance booster! Aquaplane never deserted its marine roots and continued to produce marinising equipment for the 1172cc Ford engine, including a marine water pump assembly and a clever water-cooled inlet manifold, with adapters to allow the fitting of single or twin carburettors of almost any make.

Aquaplane had grown in less than 20 years to be possibly the best known performance equipment manufacturer in Britain, but it was still located in what had been the back garden of the Copeman family home, The Gables in Sand Lane, Oulton. Despite this success, in 1972 Harmer Copeman decided to sell up, perhaps tempted by increasing land values. The Aquaplane business was sold, without premises, and moved to Old Buckenham in Norfolk, where it only survived for another three years, despite development of new lines, including equipment for the B Series BMC engine. Fortunately, there was still enthusiasts for the well-made equipment from Oulton Broad and it has been feasible to remake the patterns for some of the original range, which is still in production today."

An Aquaplane inlet manifold complete with twin SU carburettors and accelerator linkages from a Ford 10 hp engine. This item is for sale at £50.00 by Sam Roberts. Proceeds to Y&C Register funds."



More from Julian's album.

Julian Janicki is finding more 'lost' vehicles. In Issue 134, he showed the photograph, taken in the 1970s, of BOU 423, a very presentable Fordor Model 'CX', which features in the unknown chassis number and owner section of our register of known survivors. It appeared in Classic Car Weekly in October 1991. He has now produced another photograph of a Tudor 'CX', JB 8739, taken about 25 years ago, which is conspicuous by its total absence from the register. JB 8739 was apparently restored by Sid Shepperd, of Model 'A' fame. It is difficult to believe that both these cars are no longer with us. Can any reader help with their present whereabouts?

Julian also sent in two photographs of Model 'Y' vans. Both appear on the register. He was particularly keen to learn about EU 6132, the blue van in The Royal British Legion livery. I was able to respond as follows:-

"I have been acquainted with this van since the early 1980s. It did belong to Keith Button, who lives in Wokingham, Berkshire. He was a member of the Register for many years. The van (Y154941) still wears its original livery of The Royal British Legion and used to carry a very smart RBL badge in front of the radiator valance. It has recently, for about ten years, been on display at the RBL headquarters in North Wales. Keith has been trying to sell it for the last couple of years and has at last found a buyer in the guise of ex-member Derek Maguire, who rejoins us with his beauty."

The second van, BWT 827, (Y157844) was registered in the West Riding of Yorkshire in December 1936. It carries chassis number Y157844 and is decked out in the livery of "J.G. Bother & Sons, Fresh Bread & Cakes, Bakery - Donfairfechan". It is cream and brown and was last known to be owned by a G.T. Clarke, an ex-member of the Y&C Register living in Bewdley, Worcestershire. Has anyone seen this van lately and where is Donfairfechan?



- "Another 'lost' vehicle; a Tudor Model 'CX' apparently restored by Sid Shepperd some 25 years ago. Where is it now



EU 6132

"The Royal British Legion van now owned by Derek Maguire in Brighouse, Yorkshire."



BWT 827

"The October 1936 baker's van last known to be residing in Worcestershire."

On the trail of more Model Ys Down Under

Bill Ballard

Back in Issue 129, I chronicled the story of the 15 Model 'Y's I had come across since I emigrated to Australia in late 1999. Twelve months down the line and the situation with those 15 cars hasn't changed much. Wayne Lodge (Victoria) and Peter Stacey (Tasmania) are the only owners in the whole of Australia (to my knowledge) who have regularly had their 'Y's (both Tudors) on the road. Wayne Brown's Tudor hasn't seen much activity since he lent it to Chris Newman for the National Rally in Feb/March 2001, Wayne preferring to use his 1935 Model CX phaeton-cum-tourer for club runs of late. The much-awaited appearance of Greg Rice's 1934 Model 'Y' sedan (Fordor) has been beset with niggling mechanical problems - the latest of which has seen him remove the engine and gearbox in order to attend to a leak from the latter.

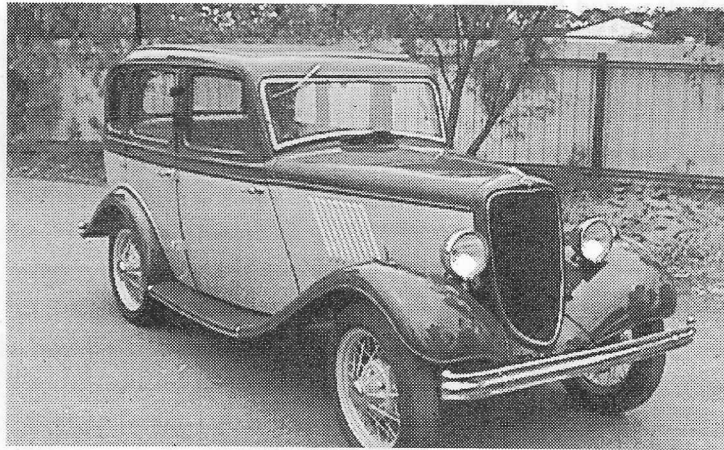
Of the remaining 11 'Y's dealt with in that article, I have only seen one - Mike Kirkpatrick's 1933 sedan, which was firmly ensconced in the shed and unphotographable when I visited his father's home in Woori Yallock with Wayne Brown back in February 2002. Another has moved on since then - I understand from Phil Handel in Sydney that Barry Hurren has at last sold his 1934 sedan (19 S71) to someone else in New South Wales, who has joined Phil's local SV club, *The Anglia-Prefect Car Club of Australia*.

Other than meeting Peter & Lianne Stacey and their 'Y' in Tasmania in January (see Issue 136), things have been pretty quiet on the "'Y' Front" until that trip to Woori Yallock (what a name for you!) and then, like the proverbial London buses, six of them came out of the woodwork in quick succession! Two of these I'd known about beforehand but had never seen or met their owners; the others were genuine 'new discoveries'.

The first of the 'new discoveries' was the green and silver 1933 sedan (Y35401, body number 19 S289) that Chris Newman briefly informed us about on

page 16 of Issue 135. This had been restored by Chris Hikins in Perth, Western Australia, who had recently sold it to Geoff Paynter in Kalgoorlie, also in W.A. Geoff's brother, Trevor, kindly sent me its details and a lovely picture of it by e-mail. The car looks magnificent in the picture and only needs the side lights replacing and a few other minor jobs to make it concours condition.

Within a matter of days of receiving news of Geoff's car, Wayne Brown had a visit



Geoff Paynter's recent acquisition, an Aussie-built, green & silver 1933 Model 'Y' Shortrad sedan, needs very little doing to it to make it concours. This car has chassis number Y35401 and body number 19 S289. (Photo: Trevor Paynter)

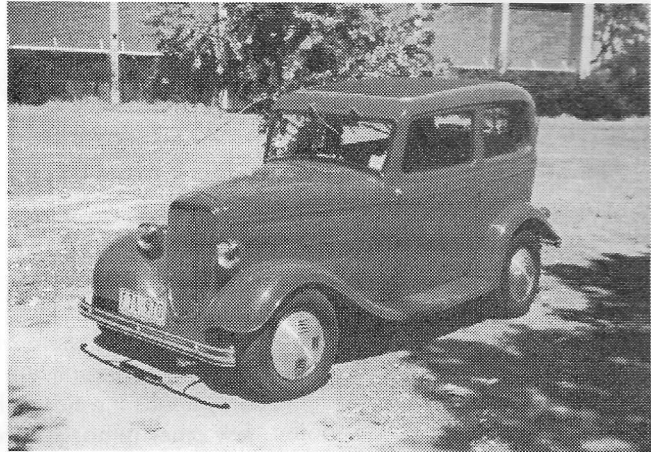
from his friend of long-standing, Wayne Robertson, a panel beater from Berwick, half-an-hour's drive from my home in Boronia. I was called round to W.B.'s home to meet W.R., who I knew had a Model 'Y' in his shed belonging to his sister, Cheryl Henderson. To cut a long story short, W.R. was subsequently to be contracted to rebuild my 1936 Model CX roadster, with the consequence that I was to visit his workshop in Berwick quite frequently from henceforth and see the 'Y' at first hand. I was able to confirm that its chassis number is Y83470 and, with its body number established as 19 S500, I believe that this could be the last Model 'Y' sedan to be built in Australia. Cheryl's domestic problems have forced Wayne to suspend work on the partially-restored sedan for the time being, but it will not take him long to finish it once these have been resolved.

The following month, Sandra & I had visitors from the U.K. and we took them up to Corowa (a small town in N.S.W. on the northern bank of the mighty Murray River). Returning from this short break on 11th March, we were passing through the Victorian city of Wangaratta when I spotted some hot rods in a park and amongst them was the unmistakable lines of a Model 'Y' Tudor (registered FTL-970) I hadn't seen before. After turning off the main road onto what I thought was a slip road, I found myself on the wrong side of a dual carriageway, going the wrong way - towards a police station at that! It just goes to show what an effect these cars have on me!! With nobody else around (thank goodness!) and no harm done, I managed to turn the car around in a gateway and eventually found the entrance to the park and snapped the offending vehicle. Wayne Brown, that guru of all things Model 'Y' out here, later told me that it is owned by Keith Stamp, a panel beater in Shepparton, Victoria and was originally a sedan (what is it with these panel beaters and 'Y's?!). Whilst I'm not an avid fan of hot rods, I have to admit that this has been a rather skillful,

and dare I say it - tasteful conversion. The car has apparently often been featured in Australian hot rod magazines. Unfortunately, I couldn't find Keith to delve further into his car's history.

I'm ever mindful of the other 12 Model 'Y's known to exist in Australia and mentioned in Issue 129, and am always doing my utmost to trace their owners. One of these was Wayne Robertson - who as you've just read above, I've recently met and now regularly see - another is Peter Litchfield, nephew of Harry Cape and current owner of his lovely 1933 Model 'Y' 3-window coupe, who lives in Oxley, a suburb of Canberra, the Australian capital city. Peter has sent me details of this very rare car and a bit about its history, which I'm hoping to incorporate into an article for the next edition of *Transverse Torque*, so will not go into details here!

My good friend Andrew Cameron in Mt Gambier has recently told me about the fifth 'Y' and the third, genuine 'new discovery' that has recently come to light. This is the remains of a 'Y' in a wreckers' yard near Jamestown in South Australia. Having been in open storage for many years with lots of other pre-War vehicles, I'm not holding out much hope for its survival, but it might yield some valuable parts. The yard has recently been sold and is currently being emptied at a rapid rate, most vehicles going to the dreaded "crushers", so we shall have to act fast if we are going to save this vehicle!



Keith Stamp's bright red, hot-rodged Model 'Y' (registered FTL-970) was originally a sedan. It was seen in a park in front of the police station at Wangarrata on 11th March 2002. (Photo: Bill Ballard)

Finally, it was Wayne Lodge who tipped me off about sixth 'Y' and the latest 'new discovery'. It was an incomplete Tudor being advertised in the June 2002 edition of *Just World Cars* magazine (published in mid-May). I contacted the present custodian of this car, Roger Dickinson of Kinchela, a small township on the coast of N.S.W. about halfway between Sydney and Brisbane. He told me that it formerly belonged to a friend who had imported it from New Zealand about 10 years ago. His friend had commenced to restore the car but had abandoned it, and he was now having to sell it. Roger kindly confirmed that its chassis number is Y57117, making it a 1934 car. Much interest has been shown in this car and I hope to report in due course that it has gone to a good home!



Wayne Robertson is waiting the nod from his sister, Cheryl Henderson, before continuing the restoration of her 1934 Model 'Y' sedan (Y83470, body number 19 S500), currently the youngest car of its type known in Australia and probably the last of its type to be built at Geelong. (Photo: Bill Ballard)

"A 1935/1936 Model 'Y' van passes a more antiquated form of transport in Ludgate Circus in London in the 1940s. The logo on the van says 'Give it a treat', but there is no indication as to what 'it' is. The van was manufactured before October 1936, when the spare wheel was moved to the nearside door. Thanks go to Mick Hicks for sending in the photograph."



Spanish Civil War

Luis Cascante sent in the following:- "In a twenty years old newspaper, I found these two photographs, taken in Barcelona during the Civil War.

"Some of the cars damaged during the 18 - 19 July 1936 fight, gathered in 'Las Arenas' (one of Barcelona's bullrings). A Model 'C' can be seen nearly in the centre of the photograph."



"Photograph taken in Barcelona in June 1937. A shining model 'CX', with a mid-1936 registration, is running ahead of a requisitioned bus. All the buses of Barcelona were requisitioned by the 'Confederación Nacional de Trabajadores' (CNT), the anarchists' trade union. That is the reason for the script on the radiator of the bus."





...and all to make sure
to provide a superior driving experience.

...the byproduct
to give you a sense of
C. look a (great) in
to feel, sense of, in
the car - it's all
just beyond and to

Mustang

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	Exhaust Y, stainless	£75.00 each
		Speedo cables (inner & outer) - state 'Y' or 'C'/'CX'	£60.00 each
Clevis pins (20 thou oversize) with split pins:- State S.R/LR./ C.	£8.00 set		
Front shackles (pattern part)	£7.00 each	RUBBER PARTS	
Rear shackles (pattern part)	£5.00 each	Door stop buffers - 'Y'	£3.00 each
Bushes for shackles - state front or rear	£2.00 each	Front axle beam stop rubber, 'C' (Metal on request)	£9.00 each
Front road springs Y&C (not Ford). (Rear, used on application)	£39.00 each	Running board pyramid matting (flat sheets)	£36.00 pair
Shock absorber kits:- Temporarily out of stock - Contact Graham Miles.		Side lights - base mats, SR	£5.00 each
		Rear brake rod support rubbers, LR	£4.00 each
		Under bonnet kit, 'Y'	£11.50 kit
Front brake lever return spring, Y2096 RH or 2097 LH	£6.00 each	Steering joint dust cover	£2.00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£6.00 each	Engine mount - exchange	£15.00 pair
Brake operating wedge, LR and C 48/2050	£13.00 each	Engine mount- non-exchange	£30.00 pair
Front brake lever, SR/LR/C Y2084	£13.00 each	Gear box mount	£23.00 each
Brake operating shaft (top king pin) RH Y2076, LH Y2077	£27.00 each	Brake and clutch pedals - exchange	£7.00 each
Rear operating shaft, LR/C. RH CE2231, LH CE2230	£27.00 each	- non-exchange	£11.00 each
Rear brake cam shaft SR. RH or a/s Y2231, LH or n/s Y2232	£16.00 each		
Rear brake cam, SR Y2230	£16.00 each	ELECTRICAL	
Exchange brake shoes, rollers removed. Send old first - set of 4	£35.50 set	Headlamp lenses late curved diamond (Reproduction)	£14.00 each
Brake shoe pull off springs - Short rod, Intermediate 'Y' set 6	£17.00 set	Headlamp lenses, used, flat round centers	£12.00 each
Brake shoe pull off springs - Long rod post '33, 'C'/'CX', set 4	£13.00 set	Headlamp Magniflex bars (diamond shape)	£12.50 each
Relined front brake drums - exchange in clean condition	£40.00 each	Battery fixing bolts	£3.00 pair
Rear brake rod support bracket for LR 'Y' with double holes	£31.00 each	Battery Lead - Braided. +ve lug to bulkhead	£4.00 each
Front brake rod support, YE2502B. Mounts on A-frame to rod	£6.50 each	Battery lug bolts, pair	£0.75 each
		Headlamp bulbs (wattage not stated)	£5.00 each
Track rod ends with dust covers: - male design	£48.00 pair	Bulbs various (if rear lamp, state straight or offset pin)	£3.00 each
female design	£28.00 pair	Distributor points (not early type)	£5.00 each
Drag link 'Y' - state L/R.H.D.	£37.00 each	Rotor arms (late type)	£4.00 each
Y&C king pins - exchange	£48.00 pair	Dynamo cut out controls (no mounting bracket)	£18.00 each
Steering box servicing - Contact Graham Miles		Spark plugs - not L10 but equivalent. Set of 4	£10.00 set
		HT Lead cap ends (6)	£2.00 set
		Side lamp acrylic lenses, 'Y' front	£4.00 each
MECHANICAL - ENGINE, TRANSMISSION & FUEL SYSTEM		Dynamo servicing - send to Graham Miles without cut-out and mounting	P.O.A.
Recon/Exch single water inlet engines 8 & 10 hp (contact G. Miles)	£1000.00	Wiring looms (including flashing direction indicator cables) - 'Y'	P.O.A.
Accelerator return spring Y9737 (on accelerator rod assembly)	£5.50 each	'C'	P.O.A.
Gaskets - Head set, 8 hp	£25.00 set		
Gaskets - Head set, 10 hp	£20.00 set	FITTINGS - BODY	
Gaskets - sump set (state with or without timing chain)	£20.00 set	Bumpers, LR Model 'Y' front, chromed	[On order]
Engine top water outlet (head to hose)	£13.50 each	Bumpers, LR Model 'Y' rear, chromed	£114.00 each
Hoses, straight. Top 9.5" x 1.75", bottom 8" x 1.25"	£7.00 each	Bumper bar bolts (oval shape)	[On order]
Moulded top hose - suit post 'Y' head	£11.00 each	Bumper bar end caps chromed, LR and SR	£8.00 pair
Moulded bottom hose - suit post 'Y' engine	£11.00 each	Running boards for long rod 'Y'. Moulded matting style fibreglass	
Piston rings, various held - Send piston as pattern	P.O.A.	with steel mounting brackets. Adaptable for short rods. £90 each or £170 pr	
Valves, post-war (single water inlet to cylinder block)	£12.00 each	Floor board screws, set of 40	£11.00 set
Valves, pre-war, exhaust or inlet - send pattern	£10.00 each	Late long rod 'Y' four-door hinge centre bolts with spring + tag	£1.50 each
Valve springs (Pt no. 6513)	£12.00 set	Brass balls, door hinge	£1.50 each
Cylinder head stud & nut, Y24052	£2.00 each	Roof stick kits in hard wood, Model 'Y' fixed roof	£83.00 each
Fan belts - state 3" or 4" pulley	£11.00 each	Striker wedges - female, pillar mounted Y&C types	£10.00 pair
		Enamel rod. badge Dark blue-LR&C - Light blue SR& early LR	£15.00 each
Clutch plate centre - exchange	£26.00 each	Hub caps - Model 'Y'	£14.00 each
Clutch pressure plate - exchange	£46.50 each	Oil cans	£14.00 each
Clutch release bearings (pre-packed)	£16.00 each	Oil can transfers. Black only	£5.00 each
Clutch spigot bearing	£9.00 each	Oil can brackets	£13.00 each
Gearbox: Large number of parts held. Send list of requirements.	P.O.A.	Wheel nuts, 'Y' set of 20	£35.00 set
Front hub bearings (2 off)	£29.00 pair	Wheel nuts, 'Y' individual	£2.00 each
Rear sleeved hub bearing kits (includes outer oil seal)	£150.00 pair	Wheel nuts, 'C'	£1.00 each
Rear hub seals (large outer) Y1175 - original bearing	£3.50 each	Vacuum Wiper Motor	£26.00 each
		Wiper blade, non-standard	£1.00 each
Flexible fuel pipe - pump to feed	£3.00 each	Model 'Y' spare wheel strap (Repro)	£21.00 each
Fuel pump - exchange (allow 21 days)	£24.00 each		
Carburettor for reconditioned 8 & 10 hp	£105 each		
Exhaust C, with tail pipe - stainless	£80.00 each	Issue 137	

PARTS ORDER FORM - ISSUE 137

To be returned to:

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

MEMBERS NAME:- NUMBER:-

TEL NO: DAY:- EVENING:-

E-MAIL:

CAR MODEL / YEAR:- DATE OF ORDER:-

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

NAME _____

ADDRESS _____

POST CODE _____

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

TOTAL

ADD HANDLING CHARGE **£ 3.00**

TOTAL DUE £

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

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

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

* Delete as applicable

Name on Card Card No.....

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

Payment amount £

Signature:

Please complete and post to Bruce Allan with credit card details (number & expiry date) or cheque. Alternatively, e-mail with credit card details to:-

<bruceallan@telco4u.net >

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.

Ford Y&C Model Register Regalia Order Form

Please send completed form with payment to -

John Argent
35 Brookmans Avenue
Brookmans Park
Hatfield
Hertfordshire AL9 7QH

Please PRINT your name and address incl. post code

Phone no -	e-mail

Item	Colour	Size	Price £	Quantity	Total price
Clothing					
Sweatshirt, long sleeve, small logo	Orient Blue	S,M,L,XL	23.00		
Polo Shirt, short sleeve, small logo	Orient Blue	S,M,L,XL	20.00		
Sweatshirt, long sleeve. Large logo	Electric Blue	Please ask	5.00		
Hi-Vis Vest with Register logo	Day-Glo Yellow	XL	15.00		
Car accessories					
Register car badge	Bar mounted	Gold	8.25		
	Grill mounted	Blue	8.25		
Tax disc holder	Blue		1.00		
Key fobs, leather.	Blue		2.00		
Key case	Blue		2.00		
Miscellaneous					
Post Card featuring Y Fordor, Y Van, CX Tudor and CX Tourer		4 cards for	1.00		
Umbrella, with Register motif			12.00		
Lapel badge			1.50		
Leather Coasters, set of 4.			3.50		
Earthenware mug			3.50		
Tea Towel			3.50		
Greeting card (no text message) featuring any model listed below	Please state numbers reqd	Per card	1.00		
Y (Tudor / Fordor / Van) C/CX (Tudor/ Fordor / Tourer)					
Models (O gauge) -	Vineyard Green or Orient Blue (both with Black wings) or Black		52.00	Please state colour	
Y Model Fordor Longrad	Vineyard Green (with Black wings) or Black		54.00	Please state colour	
Y Model Tudor Longrad - on plinth				Due July	
CX Model Fordor					
Y Model Van in Millennium livery	Orient Blue with Black wings		25.00		
Rear window stickers					
'My other car is a <i>ford</i> Model Y'	Blue text on white ground		2.50		
'My other car is a <i>ford</i> Model C X'	Blue text on white ground		2.50		
The X can be cut off for C Model owners					
A3 Colour reproduction posters					
1932 Y Model Tudor (prototype)			3.25		
1933 Y Model Tudor (short rad)			3.25		
1934 C Model Tudor			3.25		
Payment UK Sales by cheque					
Please make cheque payable to Ford Y&C Model Register and enclose with order			UK Overseas	post & packing	£3.00
				post & packing	£6.00
				Total	£.....
UK or Overseas sales by Credit / Debit card					
Card No:.....			Signature		
Valid from...../..... Expiry date...../.....			Amount to be debited £.....		
Issue No (Delta & Switch only).....					

USEFUL CONTACTS

- Badge Re-enamelling.** Pamela and David Enamels
1 New Street, Chumleigh, Devon, EX18 7DB Tel: 01769 581122
- Body Restoration, Panel Repair & Manufacture.** Ken Arthur, K.A. Developments
20A Fore Street, Westbury, Wilts, BA13 3AX
Tel: 01373 827746 or 01225 766669 (evening)
- Boring, White Metalling, Bearings, Pistons, etc.** Ron Topping, Northern Rebore Service
54 - 56 Elswick Road, Newcastle-upon-Tyne, NE4 6JH
Tel: 0191 273 4326
- Mechanical Overhaul and Restoration.** Tim Brandon, 5 The Street, Stonham Aspel, Stowmarket, Suffolk, IP14 6AG Tel: 01449 711837
- Roger Hanslip. 165 Hungate Rd., Emneth, Nr. Wisbech. PE14 8EQ. Ring to discuss needs 01945 430325
- Mark Crabtree, 29B, Moss Rd., Mossley, Congleton, Cheshire. CW12 3BN Tel: 01260 299743.
- Chassis Restoration, Classic Oils, Windscreens.** Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Emlet, Leeds, LS25 6HQ Tel: 01937 557410
- Trim, Fittings, Rubber and Accessories, Small Ford Spares. 450x17 Tyres** Paul Beck, Vintage Supplies Limited, Crosswinds, Happisburg, Norfolk, NR12 0RX
Tel: 01692 650455 Fax: 01692 651451
www.smallfordspares.co.uk e-mail: info@smallfordspares.co.uk
- Stockists Early Ford Parts** Tony Butterfield (Can supply gaskets) 2 Cocker's Lane, Leyland, Lancs, PR5 3SU. Tel: 01772 424032 Fax: 01772 457542
e-mail: tony@roadsters.freereserve.co.uk
- Julian Janicki, Riverside, Blackbridge Lane, Horsham, West Sussex, RH12 1RR Tel: 01403 251184
- Carpets, Upholstery.** Geoff Foss, Family Repair Service, Beales Close, Andover, Hants, SP10 1HT Tel: 01264 323144
- Seat Springs (ready for Trimming).** The Bristol Upholstery Spring Co. 79A Grove Road, Fishponds, Bristol, BS16 2BP Tel: 01179 583995
- Tyres, Tubes and Rim Tapes.** Tony Etheridge (callers by appt. only) 118 Oaklands Avenue, Oxhey Hall, Watford, Herts, WD19 4LW Tel: 01923 231699
- Insurance.** Footman James (Y&C Register Insurance Scheme)
Very competitive preferential rates for members only. From £71.80 per policy for cars valued up to £7500. Fully comprehensive with unlimited mileage. Full breakdown and rescue service in UK and Europe.
Tel: 0121 561 4196 with membership number.
Web site:- www.footmanjames.co.uk