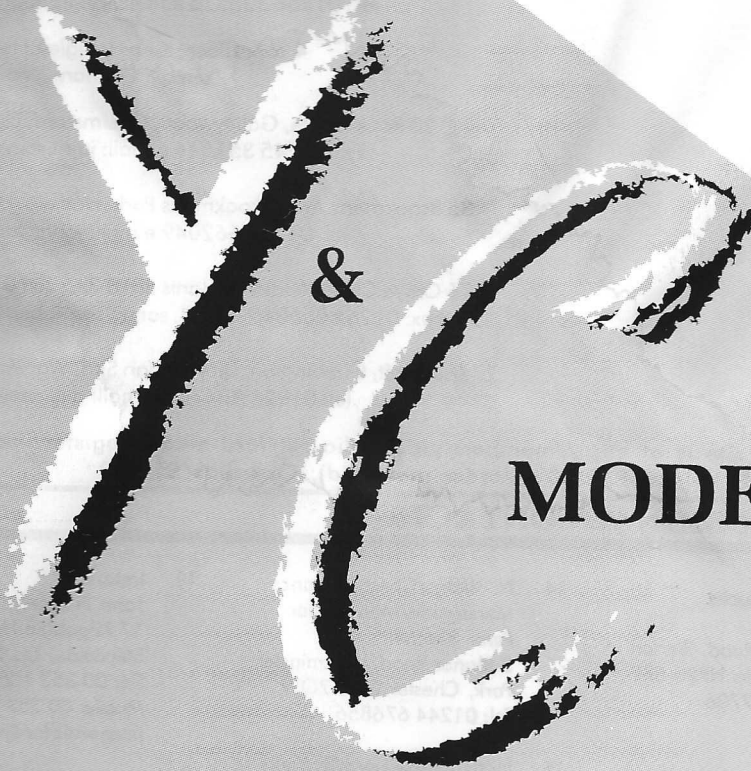


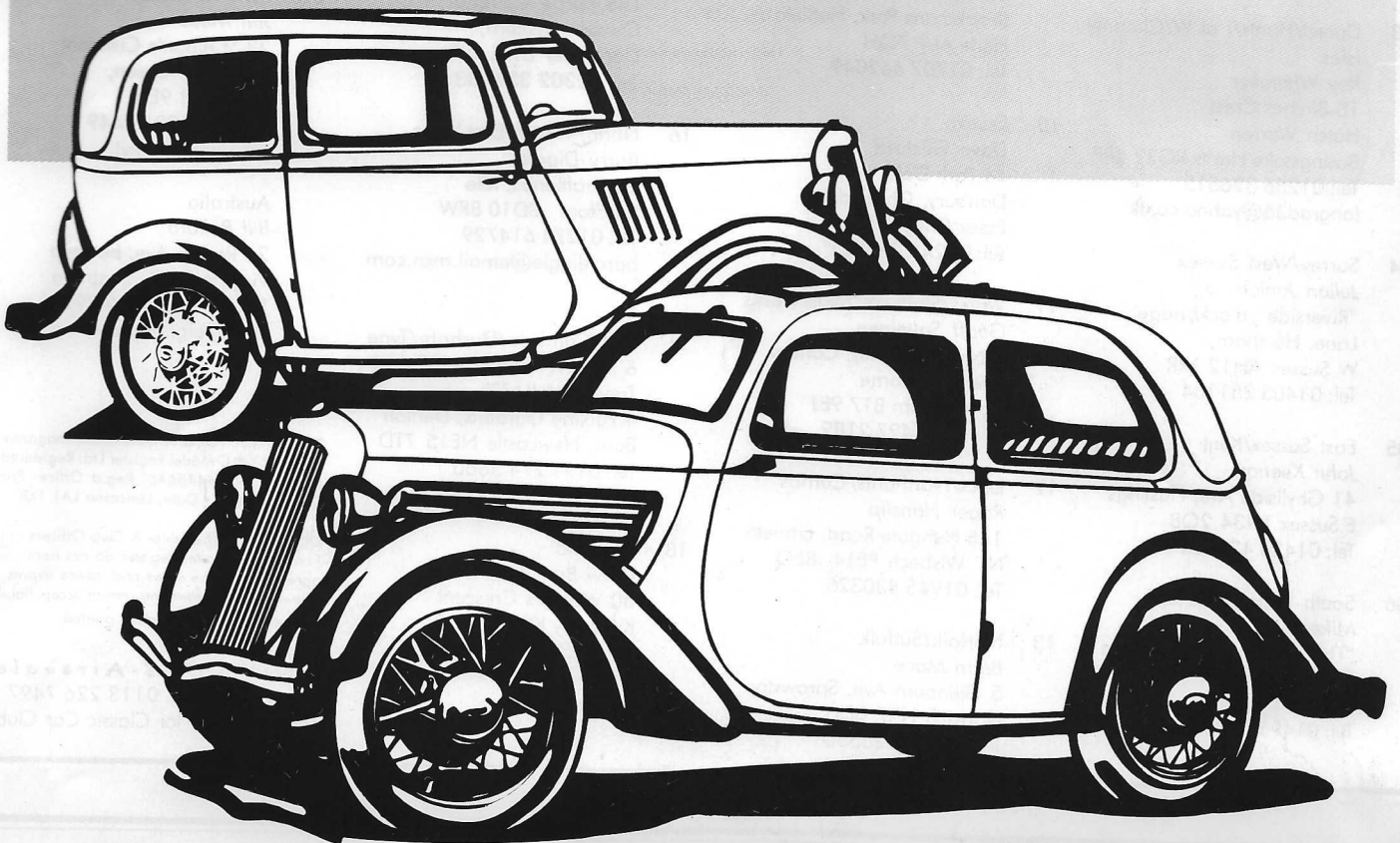
# TRANSVERSE TORQUE

FORD

Issue 139 - November - December 2002



## MODEL REGISTER



# REGISTER OFFICERS

Chairman	Geoff Murrell	76 Heydon Road, Great Chishill, Royston, Herts SG8 8SR Tel: 01763 838909 (7 - 9pm only) e.mail: geoff@audleycott.f9.co.uk
Secretary	Bob Wilkinson	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463 e.mail: bob@bwilkinson49.fsnet.co.uk
Treasurer	Bruce Allan	37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA e.mail: bruceallan@telco4u.net
Membership Officer	Roy Whittaker	18 Birches Crest, Hatch Warren, Basingstoke, Hants RG22 4RP Tel: 01256 326515 e.mail: longgrad36@yahoo.co.uk
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX e.mail: Graham@FamilyMiles.com
Spares Administrator	Jim Sharpe	23 Rous Chase, Galleywood, Chelmsford, Essex CM2 8QF Tel: 01245 351546 e.mail: jajm.sharpe@virgin.net
Regalia Officer	John Argent	35 Brookmans Ave., Brookmans Park, Hatfield, Herts AL9 7QH Tel: 01707 662049 e.mail: john@argy.fsnet.co.uk
Editor & Archivist	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF Tel: 01264 365662 Fax: 01264 356045 e.mail: sam@samroberts.demon.co.uk
Technical Advisor	Geoff Dee	27 Ladycroft, Cubbington, Leamington Spa, Warwicks CV32 7NH Tel: 01926 334780 e.mail: g_j_dee@hotmail.com

THE FORD Y & C MODEL REGISTER web site is at <http://members.pipemedia.net/ford-model-register/index.htm>  
Annual Subscriptions:- UK & Ireland £25.00 (S/order preferred); Overseas £30.00

## REGIONAL CONTACTS

01/02 Devon/Cornwall Somerset/Avon/Wilts/Glos Nick Glenister West End Garage West Street Stoke-sub-Hamdon Som TA14 6QL Tel: 01935 822566 (Day) nickglenister@hotmail.com	08 Oxon/Berks/Bucks Roy Hocking 69 Aylesbury Road, Bierton Aylesbury, Bucks HP20 5BT Tel: 01296 427706	14 N. Wales/Cheshire/Lancs Merseyside/Manchester Peter Ketchell 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856	19 Ireland John Fitzgerald 17 Kilgobbin Heights Stepaside, Co Dublin, Eire Tel: 00 353 1 295 4299 Mobile: 00 353 (0)87 2556872 jfitsgeraldfordyc@eircom.net
03 Dorset/Hants/I of W/Channel Isles Roy Whittaker 18 Birches Crest Hatch Warren Basingstoke Hants RG22 4RP Tel: 01256 326515 longgrad36@yahoo.co.uk	09 Beds/Herts John Argent 35 Brookmans Avenue Brookmans Park, Hatfield Herts AL9 7QH Tel: 01707 662049	15 Notts/Derby/Lincs/S. Yorks Ken Sleight The Forge Cottage Owston, Askern, Doncaster DN6 9JF Tel: 01302 337483	20 London/Middx Jim Miles 23 St Alban's Crescent Woodford Green, Essex IG8 9EH Tel: 020 8924 4449 (afternoons only)
04 Surrey/West Sussex Julian Janicki "Riverside" Blackbridge Lane, Horsham, W Sussex RH12 1RR Tel: 01403 251184	10 Essex Dave Gustard 44 Park Dale Danbury, Chelmsford Essex CM3 4EH Tel: 01245 222921	16 North, West & East Yorks Barry Diggle 16 Crofflands, Idle Bradford BD10 8RW Tel: 01274 614729 barrydiggle@email.msn.com	Australia Bill Ballard 24 Rowan Ave, Boronia Victoria 3155, Australia Tel: 00 61 3 9762 9974 sfbill@bigpond.com
05 East Sussex/Kent John Keenan 41 Ghyllside Ave, Hastings E.Sussex TN34 2QB Tel: 01424 424323	11 Worcs/Staffs/W. Mids/Warks Geoff Salminen 2 North Pathway, Carless Ave., Harborne Birmingham B17 9EJ Tel: 0121 427 2189	17 IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Cvlnd Trevor Walker 4 Pauline Gardens, Denton Burn, Newcastle NE15 7TD Tel: 0191 274 5660 trevor@walke12.freemove.co.uk	TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB
06 South Wales/Hereford Mike Samuel "The Willows" Stoney Road Garndiffaith, Pontypool Gwent NP4 8PY Tel: 01495 772418	12 Leics/Northants/Cambs Roger Hanslip 165 Hungate Road, Emneth Nr .Wisbech PE14 ;8EQ Tel: 01945 430325	18 Scotland Drew Barr 30 Weavers Crescent Kirkcaldy KY2 5LN Tel: 01592 269266 drew@barr493a.freemove.co.uk	DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed.
	13 Norfolk/Suffolk Brian Mace 5 Glenburn Ave. Sprowston Norwich NR7 8DU Tel: 01603 425558		Printed by <b>CPS-Airedale</b> Leeds & Halifax. 0113 226 7497 Specialist Print for Classic Car Clubs

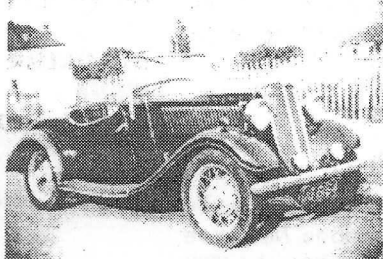
# Editorial.....

And all of a sudden, Christmas is upon us. It doesn't seem that long ago that I was playing plenty of golf in glorious sunshine during our Indian summer. Most of our cars will have been put away for the winter period but, with a bit of luck, we might have some fine days over the Christmas/New Year break, allowing a bracing drive to the local pub or out into the countryside (or both). Although we have yet to produce our own Register Christmas cards, the Early Ford V8 Club have produced some nice ones. They are advertised in this issue. The quality of the cards is such that a framed set of the eight cards would make an attractive mural.

Hopefully, you will find an interesting variety of articles again in this issue. Thanks to those of you who have sent in snippets, reports, photos, etc. They are always welcome and quite often provide information which is new to the archives and history of our cars. That is assuming I read them correctly! On the back cover of the last issue was a photograph of The Promenade in Weymouth in 1936, which I incorrectly attributed to Felixstowe in 1934. Hence my comment about a 1935 registered Model 'Y' being in the picture! None of you picked up the error, even those living in or near Felixstowe and Weymouth. I don't know why I bother really! [As I go to press, Jim Miles has just phoned to say "You know that picture on the back of the last issue, which you say is Felixstowe ..... ?" Mind you, it was Jim who supplied the photos!]

We have some good news on progress on the Model 'Y' Bezzant rebuild, about which Terry Mortiboy is keeping me posted and is reported in this issue, but less good news on the illusive Abbey tourer, which Owen Baldock was investigating. It seems that it went to ground with a south London dealer in 1974. As it would appear to have been in good nick at that point, it could still be around 'cammed up' in a lock-up somewhere. Hitherto unknown Model 'Y's in particular are regularly coming out of the woodwork, so it might appear one day. One interesting Fordor 'Y' came to my notice last month, living only ten miles from my doorstep, so I had to have a look. It had been owned by the lady village ambulance driver for most of its life, before being dry-stored for umpteen years. It has since been partially restored with very little else to be done. You can find it in the For Sale adverts with photographs. Bob Wilkinson in his Secretary's slot, has mentioned how much the latest listing of known surviving vehicles has grown since the last issue two years ago. You should, by now, have received your copy. I would ask you to send in updates and missing information about your car.

A not very good photograph of UG 6164, the Abbey tourer which was last known to have been with a south London dealer in 1974



I often receive comments to the effect that I ignore the Model 'C' and 'CX' fraternity in the magazine. This is by no means intentional. If I had more news

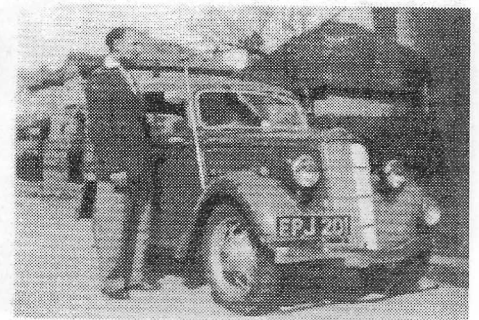
## Contents

REGISTER OFFICERS .....	2
Editorial.....	3
Chairman's chatter .....	5
Secretary's ramblings.....	5
Bob's Joke Corner. ....	6
Regional news .....	7
New members .....	8
New Members' News.....	8
Members' cars .....	9
Members' correspondence .....	10
ISLE OF MAN TOUR. 2003. ....	11
Bezzant update .....	12
For Sale .....	13
Events 2003 .....	13
International correspondence .....	14
Ireland revisited .....	17
'The Cork Motor Races 1936 - 1938' .....	18
20 years ago .....	21
All Ford Rally - .....	22
Ford Motor Company Centenary.....	23
Book Review.....	23
New Register of Number Plate Suppliers ..	23
SPARES REPORT .....	24
The Wood Green Animal Shelter .....	25
Overhauling Ford Engines, pt 2 .....	25
DIY Panhard Rod for Model 'Y' front axle...	27

from 'C' and 'CX' owner-members, it would be included. Apart from Bill Ballard in Australia and the odd snippet from John Keenan, the barrel is normally pretty dry. Having said that, this time round I have been inundated with Model 'C'/'CX' and Eifel snippets and, now that Bob Wilkinson has taken possession of a 'CX' tourer, he has threatened to write the odd article. The first contribution for this issue, is a photograph of a full size Model 'C' poster (4ft x 3ft), which Bill Ballard purchased recently and which now hangs in his lounge!

At the All Ford Rally, Brian Drake showed me the accompanying photo of his father, Charles William, the proud owner of EPJ 201 (Surrey registration - Nov/Dec 1936), a Tudor Model 'CX' with a non-Ford radio fitted. The Ford (Lissen) radios were fitted by the Ford agents with a blanket-type aerial which sat above the headlining inside the car. Thanks for the loan of the photograph, Brian.

Brian Drake's father photographed in 1938 with his Tudor Model 'CX'. Note the large additional fog lamp to see the kerb in those pea-soup fogs."



The snippet from John Keenan this time round comes in the form of a photograph of his Model 'C' alongside the Henry Ford Tavern in Ballinascorthy, County Cork, with a Guinness advert displayed. The Model 'C' crazed eyes of our John thought that he could make out the car being lifted in the advertisement as a Model 'C'! I am assured, by someone who knows, that the car is actually a post-war Austin 8. I'm sorry to disappoint you John!

Another Model 'C' photograph was given to me by John Hampton, who found an interesting article in his local Epsom



John Keenan's Model 'C' (the oldest one known to be on the road) under the Guinness advert on the wall of the Henry Ford Tavern, Ballinascarthy."

newspaper on the Derby races of the 1930s. Epsom and Ewell buzzed with activity during Derby week. A

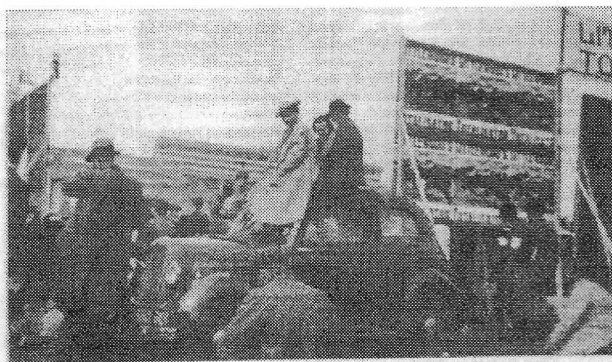
quote from the article states that "before the Ewell by-pass was opened, village children would line the hill from above the Jolly Waggoners down to the Eight Bells and beg for pennies from the passing race traffic. That was probably why the name Beggars Hill came to be adopted in the days when all traffic was horse-drawn."

Harping back to Convoy 2002, Geoff Dee has agreed to build up a video of footage taken by members during the trip. Those of you with clips, please give Geoff a call to tell him what you have (telephone number and e-mail address on inside front cover). Brian Mace, for one, I know took a fair amount.

In Graham Miles' spares report in this issue is a call for your old UJs, brake shoes and engine pulleys which he is able to reclaim. I know that he is also short of 8 h.p. pistons for the engine rebuild programme. I know that many of you have the odd box of pistons on your garage shelves, just in case! It would be much appreciated if you would surrender them to the rebuild programme. Before sending them to Graham, let him know that you have them and he will guide you through what type and size they are.

Over the last month, Roy Whittaker, Bob Wilkinson and I have spent many hours

chasing up annual subscription late payers. It really is a hassle that we could do without. Would those who did pay late and the good guys who paid on time, please, please take a few moments to complete the Standing Order form which is included in the membership pack. It will make life so much easier for all.



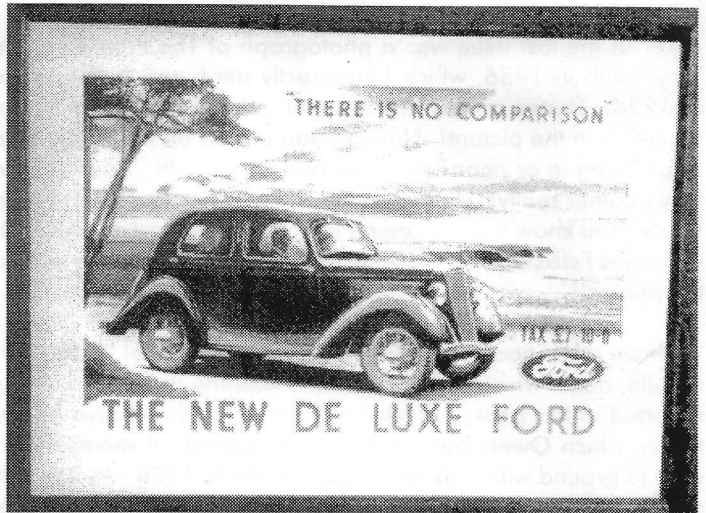
Three smartly dressed ladies watch the races at Epsom atop a mid-1935 Hertfordshire registered Tudor Model 'C'."

Those of you who are still hunting for a Christmas present for the family to give to you should look no further than the Regalia list: in particular, the Milestone Miniature models of our cars. At £52.00 for the Fordor Model 'Y' and the Fordor Model 'CX' and £54.00 for the Tudor Model 'Y' on a plinth, they are real bargains. I note in 'The Automobile' that they are retailing at £72.95, £76.95 and £76.95 respectively.

**Photograph on back cover**

The participants on Convoy 2002 (less four), with some of the Ballinascarthy community, surround the Model T Ford memorial. The four absentees were Neil Bray, Dave Nash, Ben Bennison and Sam Roberts, who were dashing back from Blarney Castle at that moment!

On that note, it only remains for me to wish you all an enjoyable Christmas and all good fortune for 2003. Don't think you can switch off completely from matters Y&C though, as I need your input for the January issue of 'Transverse Torque'!



Bill Ballard's full size poster for the Model 'C' in its frame."

**STOP PRESS!**

At a small, quiet ceremony on Saturday, 26<sup>th</sup> October 2002, Bob Wilkinson married Pat and made an honest woman of her (or the other way round!). Peter Ketchell was the best man. "It was all very sudden," said Bob "I didn't tell Pat until Friday!" Congratulations to you both.

**DEADLINE FOR COPY FOR NEXT ISSUE**

**Saturday, 28<sup>th</sup> December 2002**

Sam Roberts.

## Chairman's chatter

I know it's getting close to Winter when MoT test time comes around. For some reason my 'CX' Tourer's MoT anniversary is at the end of October; you know, just when the cold weather starts and the question is not whether it's going to rain, but when? I had just arrived at my local Ford dealer to change the oils and grease everything in sight when the rain and hail started. I prolonged the servicing and MoT by checking the CO emission (below 5% - not too bad) until it had cleared up, though driving the Tourer when it's raining is not new to me after Convoy 2002 around Ireland!

Talking of the Convoy reminds me that I returned the hospitality showered on us by Keith English of Henderson's of Sligo, who opened his workshop to us on a Sunday afternoon for an oil change and grease up, by organising a tour of the Ford factory at Southampton, the home of the Ford Transit. Keith and some of his local car club associates were over in the UK for the Great Dorset Steam Fair and Beaulieu Autojumble and had a couple of spare days between events. Eileen could not understand why anyone should want to fill the time in between these two events with a tour of a Ford plant when all of the New Forest was available for sightseeing! I understand half of the Autojumble together with the remains of a '20s Fiat went back in the Transit Minibus which Keith was driving.

On the Spares front, Graham Miles has given the Committee more than adequate notification that he would like the storage capacity of his house back next year. He is planning a move to his Scottish residence and admits the chances of selling up with about 3 tons of Ford spares under the beds, in the loft and the airing cupboard is rather slim. To this end we can expect calls for help for moving the contents of the Spares barn, as well as what's in Graham and Margaret's house, to the Containers please. We have agreed with Graham that the barn will be emptied by early 2003 and his house by end 2003. Willing members to join the Spares group would be most welcomed.

The transformation to a Limited Company is taking rather longer than anticipated mainly in issuing the Certificates of Membership. These could not be printed and the Mailshot sent out until all those of you who wanted to rejoin for club year 2002/3 had paid their subs. Please, please, those of you with a UK bank and who could pay by Standing Order but don't, take pity on Roy Whittaker our Membership Officer and sign up for this painless method of paying. If you are worried about losing control of your bank account please believe me you can always cancel the payment agreement at any time. This year nearly 100 members had to be contacted at least twice before we knew if they wanted to rejoin or not. This all takes time that could be better spent elsewhere.

The Ford Centenary next year will be celebrated with a Super de Luxe, or should that be XXL, Henry Ford Day at Gaydon on May 11 next year. A line up comprising one model from each of the 100 years will be on show. Will you be there for this once in a lifetime event? Yes of course you will. Please put the date by.

Your hardworking Committee, well Bob Wilkinson and Peter Ketchell that is, are looking into the possibility of a mini Convoy 2003 with a long weekend away on the Isle of Man at the end of June. It may be just coincidence that Bob has relations over there and I suspect you and I may be staying at an Hotel, whilst a canny Bob slopes off for a family reunion; not for nothing is he a Yorkshire man in exile down South. More details elsewhere I believe. For 2004 we are looking at a 3 Centre Convoy around Wales. More news on that one nearer the time however.

May your God go with you over the holiday period and enjoy a Happy and Safe New Year. Happy Motoring

Geoff Murrell

## Secretary's ramblings

Winter, following a wonderfully dry autumn, is now well upon us with this our last edition before Christmas. Every year seems to fly by! Make the most of your car over the winter on those fine, if cold, bright days. After all you are insured and have "road tax" for the full year why not use the car? I have always found that using the old car at least every week or so in winter keeps it in good mechanical condition. Tyres get moved rather than sitting on one spot, steering and brakes get moved about, electrics have less opportunity to corrode, and it can be fun too if you are well wrapped up.....and I read that a few lucky members have heaters fitted too!

'CX' tourer. On a personal note I collected my black 'CX' tourer at the beginning of October, with Roger Hanslip and Geoff Murrell in attendance, and the restoration has begun already. With a new battery, condenser, fresh petrol and bores oiled etc. the engine was running next day for the first time in a dozen years! There is some bodywork to be attended to along with a re-spray in dark green (I'm not a purist so don't press me on the actual colour!). Reupholstering with new carpets will enhance the appearance. A complete mechanical overhaul will be undertaken with renewals as necessary, with all important valve seat replacement to accept unleaded fuel. Looking at a copy of a sales brochure on the 'CX' tourer I made a note to pick my rear seat passengers with real care, checking the oddity of their legs before entry. The sales brochure boasts ".....unusual legroom in rear of car". .....now who do I know with an unusual leg ?

All joking apart, we are better supported in restoring our cars now than we were 10 years ago, whether you are restoring a 'Y' or 'C'/'CX' Model. I was told by someone who sees a great deal of the work of clubs, that ours must be one of the best pre-war clubs around. Praise indeed!

The FBHVC gives massive support to our interest and has been active in the development of a Classic British Quality

Charter (CBQC) with the aim of improving the level of service given by companies restoring classic cars. If you have work done by professional restorers, ask if they belong to the scheme. Don't forget that we have our own restorers, who come with excellent record, listed in the Useful Contacts page.

**Limited Company:** We apologise for the delay in sending out the recent mailshot explaining your responsibilities under the new Limited Company, the Constitution and containing your Membership Certificate. Please keep these official documents safe for future reference. Do not hesitate to contact me if you have any questions. May I make a further plea to pay your subs. by Standing Order to obviate the real burden each year of chasing about 100 of you up to pay when the renewal had simply been overlooked. S.O's are completely reliable and you can cancel the mandate whenever you wish by informing your bank (and us too out of courtesy) and save the club a deal of money each year in admin.

We are once more indebted to Sam Roberts for producing 'The Register of Surviving Vehicles' which was enclosed with your recent mailshot. Sam asks you to check your car(s) entry and inform us of any errors or omissions. Have you noticed how many more of our cars have turned up and are listed in this edition?

**Isle of Man:** Pete Ketchell and I have been working out some details for a tour of the Isle of Man in June 2003. The island is ideal for a short tour in our cars, with varied attractive scenery, interesting visits, low daily mileages for a relaxing trip and one hotel only as tour centre. Please see the advert elsewhere in this issue and come and join the group.

**Trailer Hire:** I understand that HSS, the nationwide hire company, have started a trailer hire scheme with a difference. Not only can you hire as normal, but also pick up a hire trailer locally and return it to another HSS base anywhere in the UK. Could be useful particularly when the viewing of a distant car becomes a "must buy it today" option. Pick up a trailer and deposit it back nearer home.

**Website and E-mails.** For those of you able to check the club website regularly you will have noticed that Geoff Murrell, in his regular update, includes items for



*Geoff Murrell and Roger Hanslip help load up Bob Wilkinson's ex-Ford Heritage Centre (on loan) Model 'CX' tourer at Dagenham."*

sale and wanted. This is a free service to members with entries kept on for a month. If you have an e-mail address please let me know, for our records, as correspondence this way is far easier for busy officers and cheaper for the club. Don't forget to let me have changes too as I found returned mail recently from members with new addresses..... Unlike the good old postman our e-mail server doesn't know where you have gone!

It seems really early as I write this to wish all out there a Happy Christmas, but this is our last edition of the year. What a year to look back ..... Convoy 2002 to Ireland and all that brings cheer to us in the depths of winter. Do get out the old car this winter!

### **Bob Wilkinson.**

#### **Computer viruses.**

Since the last issue of the magazine, there has been a major virus scare. The virus (actually it was a 'worm' - but don't ask me to explain the difference) was called 'Bugbear'. One of the Committee managed to catch it on his computer and a spurious message went out to names in his address list. Not only was the message part of an e-mail which I had sent to him a month before, but it purported to come from sam@another spurious host name. As a result, it was thought by the recipients that I had the virus on my computer and that the messages were coming from me! With the help of member, John Armstrong in Leeds, who telephoned me to say that he had received the message, apparently from me, I was able to download the 'Removal Tool' for 'Bugbear' and scan my hard disk for the virus. Fortunately, I was clean, so John and I deduced that it must have been said Committee member who had the virus - and so it proved.

The reason I am including this story in the magazine is because many of us are communicating by e-mail. It is through e-mails that these nasties spread. Some can be very destructive when let loose on the hard disk. It is therefore important that you have an anti-virus programme installed. It is equally as important to ensure that you update that programme regularly to catch the latest virus to hit the net. In the case of 'Bugbear', we read stories in the better newspapers that it was wreaking havoc with computer systems globally. Personally, I have the McAfee anti-virus programme installed and, thanks to John Armstrong, I am now aware that updates to catch the latest viruses are available for downloading from the McAfee website on each Thursday. Other committee members have the Norton anti-virus programme which, I understand, for an annual fee, automatically downloads updates.

Anyway, a lesson has been learnt and luckily no damage has been done to the Y&C Register records (which are quite extensive). Members with computers, please take heed. If you keep records, it is also advisable to regularly back them up onto disk, in case the worst should happen.

**Sam Roberts.**

## **Bob's Joke Corner.**

### **A seasonal story.**

Our local doctor is always keen to use his 'CX' tourer, even in the coldest weather of winter, with a

Christmas morning trip an annual ritual. Christmas morning broke crisp and sunny to see our hardy doctor, breakfasted and with a little something inside to keep out the cold (for medicinal purposes only you understand), well wrapped in sheepskin coat and hat with earflaps, gloves and fur lined flying boots ready for the off. Petrol pump primed, switch on ..... nothing. No familiar whistle of a 'CX' running on choke.....nothing.

A call to his long suffering garage mechanic resulted, half an hour later, in the pair standing by the garage door after trying to start the car again unsuccessfully and both scratching their heads. The mechanic, anxious to return to his warm fire and wife (she was warm too!) and sceptical about mad souls venturing out in freezing cold in an old contraption, then took two tablets from his pocket and dropped them into the fuel tank. The doctor anxious to know the prognosis, asked what the tablets were. The mechanic, getting into his pick-up ready to drive off, replied, "They are Aspirin. If the car won't start in a couple of days or so give me a call".....

*I hope I don't fall ill this Christmas!  
Please send in your stories, otherwise you will  
have to keep putting up with mine!*

# Regional news

## Region 5 – East Sussex/Kent

John Keenan reports:- "The Hooe Old Motor Club show turned out a little damp, but was still a most enjoyable event. I attended the Kent Steam and Transport Rally at the showground; plenty of room with a nice selection of cars. Would the Kent club members please contact me if you would like a club stand here next year.

Our last big event in the south was the Festival of Transport at Hellingly, Eastbourne, Sussex. This was a joint club stand with the Ford Sidevalve Owners' Club and boasted 18 cars over the weekend with lots of visitors. It was nice to see Ron Kendall down here on holiday and also Yvon Precieux hunting parts for

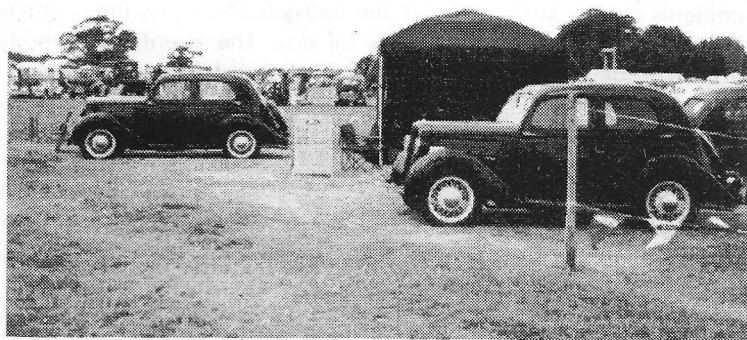
belonging to John Fuller, Roger Hanslip, Noel Page and myself. We were part of a display of 450 cars, bikes, tractors and buses. During the morning, Yvonne and I were interviewed by Radio Norfolk, who are the sponsors of this annual rally. Hopefully the whole of Norfolk now knows all about the Model 'Y'! The event is in conjunction with the Police Gala Day, so we had displays from the Dutch and German Police and a breathtaking show by the Royal Signals White Helmets Motorcycle Team, doing their daredevil balancing acts on their bikes.

Due to the weather at the Lavenham Rare Breeds Motor Show, our picnic lunch had to be cancelled, so Tim Brandon and I ended up having a pub lunch with our navigators. Meanwhile, John Fuller was called into the arena to parade around. It was his own fault for forever polishing his car! Others present were Jim Sharpe and our Chairman, Geoff Murrell, plus navigators. We were one member short as Mick Hicks has sold his Model 'Y' after only 18 months. He has sold it to a chap in Norfolk whose father had one. I hope to be in contact with the new owner soon.

## Region 15 – Notts, Derbyshire, Lincs, South Yorkshire

Ken Sleight writes:- "Its a shame the rally season is over for another year, but I suppose it gives us a chance to get some of those often neglected jobs done on our cars. I'd like to say a belated thank's to Barry Diggle for an excellent Club Stand at Newby Hall this year. Will it be a regular event from now on?"

I have been contacted by the organisers of an event held over the last weekend in August, (30th & 31st next year), near Horncastle. They would like to invite as



A brace of Model 'C's at the Hellingly Festival of Transport. Member John Hammel from Iden keeps John Keenan company (C15459 and C 00647)

many of our cars to attend as possible to help mark the centenary of the Ford Motor Company. We have been given permission to make it a club stand (so it will be a good chance to use the new flag and flagpole). I hope we can put on a good show, and I will have more information later.

Area 15, I would be very pleased to hear from any of you, a phone call or an e-mail. Let me know what you think about the Horncastle meeting, or if there is anything I can help you with."

## 'Northern sidelights' – Region 16 – North, West and East Yorkshire

Barry Diggle recalls:- "I made a quick visit to the Otley Classic Car Gathering during the first week of September, primarily to give the Austin Seven its first proper run out in two years. It was well worth the visit in that, parked up amongst the light commercials, was none other than Derek Maguire's Royal British Legion Model 'Y' van, EU 6132, which was mentioned in Issue 137. This indeed was an unexpected pleasure, but since my visit was of necessity brief, I did not manage to meet Derek himself. He must have been wandering around the many other excellent exhibits. It didn't end there either, since parked up amongst the 30's saloons was an early Model Y, DN 17, owned by David Donson of Leeds. I hope that David has taken up my invitation to join the Register. Two Model 'Y's in one Sunday afternoon is indeed serendipity. [David has joined the Register – please confirm registration number, David – Ed.]

The Bradford-Morecambe Run a couple



The Hooe Old Motor Club Show! John and Carol Argent keep dry and merry whilst Christine Baldock slurps her way through another bottle of Jacob's Creek."

his next project. Chris and Carol Jarvis won the Lady & Vehicle Competition for the second year running – well done. We had a brace of Model 'C's when John Hammel joined us on the Monday. It gave the commentator in the arena a surprise when we paraded the pair together. It was a very successful show, well supported by members and visitors with a great deal of interest from the general public."

## Region 13 – East Anglia

Brian Mace reports:- "Glorious sunshine greeted the four Model 'Y's at the Norfolk showground on Sunday, 1st September,

of weeks later lived up to all expectations. The weather was superb, so warm in fact that many of the participants had to be pushed the last few yards having vaporised the contents of their carburettors in the heavy traffic along the promenade. Not so CNN, who this year behaved perfectly all day. The event was greatly augmented by a display of derring-do by the Red Arrows, and by people jumping out of aircraft and precision landing on the beach, before a fly past by the Battle of Britain Memorial Flight. An excellent day out.

My last event was the White Rose Gathering at Bolton Abbey Station - a magical location with steam trains and lots of other railway nostalgia. CNN stayed at home on this occasion, it being the turn of the Austin Seven to have a full day out!

And so that just about marks the end of the season. The first frost has arrived and the radiators have been drained. Hopefully there will be odd fine Sundays when the old cars can stretch their legs to take advantage of the all year round taxation. I find that to fill the cooling system with warm water makes these mid-winter start-ups very easy.

Finally, I have for sale a Ford Model A and AF Instruction Book, undated, published by Ford Motor Company, Trafford Park. It is complete, cover slightly grubby - £5 inc. p&p, if anyone should be interested.

Best Wishes."

## New members

Bill Dolan	D0526	7 Cabot Close, Eastbourne, East Sussex
David Donson	D1527	1 Primrose Hill Garth Swillington, Leeds
Jerry Harrington	H1949	Derrigra, Enniskeane, Co Cork, Eire.
Cyril Loder	L0326	30 Elizabeth Road, Blandford, Dorset
Terry Mortiboy	M1457	5 Lawley Road, Blackburn, Lancs
Roger&Kathleen Roach	R0625	Balami, Targate Rd, Freystrop, Haverforwest
Keith Robertson	R0524	77 Reedswood Rd, St Leonards on Sea, E. Sussex
David Stratton	S1045	106 Twyford Avenue, Great Wakering, Essex
John Williams	W0632	Greyholme, Lyonshall, Kington, Herefordshire
Sinclair Wood	W1833	Midhouse, Firth, Orkney.

## New Members' News

In this issue we welcome the following 10 new members to the Ford Y&C Model Register. Apart from Terry Mortiboy, Keith Robertson and John Williams, who are car-less, all are Model 'Y' owners:-

Bill Dolan down in East Sussex has a 1936 Tudor Model 'Y' in black with brown trim. We have no chassis number as yet (please let Bob or Sam know)

David Donson, up in Leeds, is chuffed to bits with his new acquisition, in Y59728, a 1934 Tudor. David has recently recovered from a major operation and needed a "pick me up" which he found in the Y - sounds fine medicine indeed! David has done around 500 miles and is ready to give the old girl a bit of TLC here and there.

Jerry Harrington, over in County Cork is the proud owner of a 1935 black Tudor, Y144951, with same engine number and supporting the two water inlets. The car needs to be fully restored inside and out.

Cyril Loder, down in Dorset, has an assembly job on his hands with Y31410, a 1933 black Tudor with red trim. Registration is pending.

Terry Mortiboy, up in Lancashire, is another potential owner. He is on the lookout for an example of Henry's finest, preferably a tourer - good luck in your search.

Roger & Kathleen Roach, over in Haverforwest, have recently purchased Y114930, a 1935 white Tudor with back wings and running board - it looks very nice from the photo. Roger and Kathleen have run the car at night, which turned out to be an experience, not too mention a detachable gear lever at an inopportune moment!

Keith Robertson, down in East Sussex, is on the lookout for a Model Y. Hopefully we can find one for him in the classified at the back of the mag. Watch out with that salt sea air Keith!

David Stratton, over in Essex, has Y172115, a blue 1937 Tudor with grey interior. The car has had a registration change.

John Williams, up in Herefordshire, is currently looking for a Model 'Y' from the magazine, and is very keen to get behind the wheel once again to rekindle old memories. So come on you members with several cars - Share them around a bit!

And finally, Sinclair Wood in Orkney, with his 1936 black Tudor Y158871, which is in on the road condition.

## Existing Member News

Thanks to those late payers who have positively responded to the blue card renewal reminder. Please consider paying in future by Standing Order. It saves so much extra work by the Register Officers.

If you have not renewed by this point in time, then you will not be able to read this; not unless you have begged, borrowed or stolen a magazine....

I would also like to apologise to those of you who had renewed as some point before I sent out the Blue Cards.

**Roy Whittaker,  
Membership Officer.**



# Members' cars

This will come as a complete surprise to Roger and Jo Hanslip in Cambridgeshire, the present owners of the December 1934 Fordor Model 'Y' BTA 828. I wonder if they know about the history of the car, which was written up in Issue 20 of 'Transverse Torque' in 1982. The car was then owned by Richard Wakefield in Brighton, whose untimely death forced its sale in the mid-1990s.

First, about the car. It is Oreint blue in colour with black wings and valances. Its chassis number is Y86379 and Briggs body number 166/5803. This tells us that it originally had a sliding roof. Regrettably, its date of manufacture (December 1934) puts it into the period when the De Luxe Model 'C' was in production. Hence there were no more De Luxe Model 'Y's being manufactured. Prior to September 1934, all long rad Fordor Model 'Y's were De Luxe with the extras which that entailed.

From the story, it would seem that Richard Wakefield purchased the car in late 1981. Perhaps Roger can tell me from the V5 document. Whenever it was, he writes in October 1982:-

"It all started in July when I had the 'bright' idea of obtaining a north Devon telephone directory from the main post office here in Brighton, to find out if there was anyone by the name of Gammon in the village of Morteohoe, near Woolacombe. This was the name of the person who bought the car brand new. As luck would have it, there was one such name and when I contacted the number, I spoke to a nephew of the old lady who owned it (Miss Alice Mary Gammon), who knew all about this car from the word go and could verify its entire history. As you can well imagine, I was elated to say the least.



Roger Hanslip with BTA 828 at the Woolpit Steam Fair in Suffolk earlier this year.

The nephew, a Mr. Ivor Gammon, forwarded to me the following items:- the last MoT and insurance certificates before it was laid up in 1965 (it never turned a wheel for the next 15 years!), a 1934 edition of the Highway Code, all her driving licences from 1936 to 1965, various bill headings, good quality photographs of a Model T and a Model A which the family owned in the '20s and '30, plus a photograph, taken in September 1980, of the car before it was restored, - about an hour after it was towed out of the garage and before it went to auction, where incidentally it fetched £775.00, the proceeds went to the Jimmy Saville Stoke Mandeville Appeal Fund. Also included was a newspaper cutting which appeared in the North Devon Chronicle in September 1980, at the time of the auction:-

## "HOW AMY AND MARY SHOCKED SEDATE MORTEHOE"

There was a definite glint in the eyes of Aunt Mary and Aunt Amy on their Friday visit to Barnstaple market, by courtesy of brother Walter's taxi service. As much as they loved Walter - and appreciated his workmanlike transport - they were yearning for independence; a motor of their own. And at Mr. Annendale's Ford depot, they found it, a shining black 8 Y type (*ugh!*) four-door saloon, with drop windscreen and spoke wheels. It was brand new and they bought it for £100. Back home in Morteohoe, it caused a village sensation, with Mary at the wheel and Amy poised in the front passenger seat. For this was 1934, and the spinster Gammon sisters were taking women's lib a bit far.

Aunt Amy, after three lessons, abandoned driving for the equally important role of front seat advisor. "Not too fast, Mary, my dear." Mary, on the other hand, progressed well, double-declutching with the best of them, with a hand still free to press the electric horn! For the next 31 years, the Y type (*ugh again!*) took them everywhere, to Barnstaple market, to Ilfracombe and on an occasional bold excursion to Exeter. They never had a crash, but admitted to breaking down a few times and getting stuck once in a snowdrift. Brother Walter was always ready to rescue them. The spinsters clocked up 34,000 miles and then, because of advancing years, laid up the old Ford in 1965. Brother Walter died 20 years ago, but another brother, Tom, remembers their joy on the road. "I don't know how they got around, but they did," he chuckled. Both aunties reached a grand old age - 90 each - and steadfastly refused to part with the Y type locked away in the yard shed of their former boarding house.

Mary was the last to go, earlier this year, and she left the old Ford to their voluntary chauffeur, nephew Ivor. "Lots of people have inquired about it" said Ivor, "knowing its

history and my two aunts. But how best could I part with it?" Ivor has asked Fox & Son to auction it on site on September 18, and the proceeds will go to Jimmy Saville's Stoke Mandeville Appeal. "I haven't a clue what it will make," said Ivor. "There is some rust in the old motor now and I can't remember when the engine was last started. But I'm told it will restore to perfection." Aunt Amy and Aunt Mary, veterans of 34,000 independent miles and only one ownership would have approved!"

At the time of writing, the mileage has just passed 40,000 and the man who restored it, in Ilfracombe, whom I bought it off, actually only drove it for 5 miles believe it or not. The rest has been by me and this summer I have had certain 'teething' problems to sort out. Happily these are now of the past."

# Members' correspondence

## Pleasant introduction

New member, John Hoskins e-mails from Leicester, "Here are the three Model 'Y's which attended the Fenland Vintage Country Show this summer. Many thanks go to Roger and Jo Hanslip who made Margaret and myself so welcome and worked so hard throughout the three days.



Roger Hanslip's 1934 Fordor, Noel Page's 1936 Tudor and John Hoskins' 1936 Tudor line up at the Fenland Vintage Country Show earlier this year

## That fuel tank float

Nigel Stennett-Cox, who has recently rejoined the Y&C Register, makes comment on the 'Safe sex in a Model 'Y'' letter in the last issue:-

"It's nice to be re-introduced to the club's excellent magazine. I enjoyed the amusing article by Brian Fleet and would like to make a recommendation regarding floats for old car petrol gauge sender units.

About three years ago I fitted a reproduction gauge to my Ford Model A, which came with an authentic lacquered cork float. I fitted it, but upon removing it for some other reason at a later date, the float looked a bit sodden, so I found a modern plastic one amongst my garage junk. It was from a Mark 2 Escort, and about the right size and drum shape. I managed to loop the wire around it; it is still giving satisfactory service, and must surely be more practical and longer lasting than cork. I just thought this tip might be of use to other members, and would imagine that any one of a number of modern sender units would yield suitable floats for any old car."

## Trams and Model 'Y's

In the last issue we showed Model 'Y's alongside steam trains. This time, thanks to Steve Waldenberg, our printer, we have a couple of scenes from the mid-1930s with Model 'Y's appearing with trams. One point which is very noticeable is the, then, very modern streamlined look of the Model 'Y' when compared to the older cars in each of the photographs. No wonder the little Ford was such a sales success.



Tram No. 32 passes a stationary Model 'Y' on a single two-way track in Bury in April 1937.

A Model 'Y' manoeuvres round tram No. 241 in Bradford in 1938.



## 1937 floods

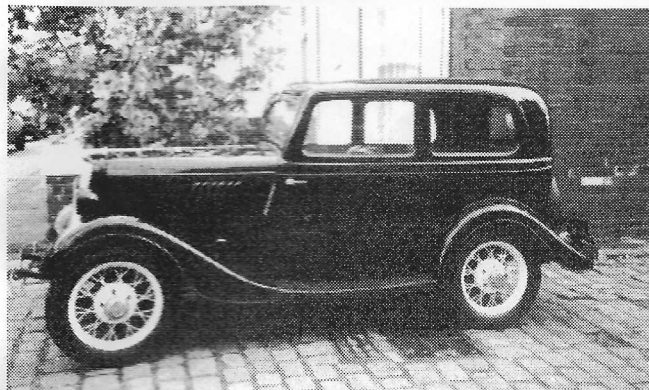
Jonathan Davies e-mailed a cutting from the 27 March 1937 issue of the 'The Weekly Illustrated' showing a 1936 Tudor Model 'Y' 'Popular' driving through floods. It would appear to be driven by a lady, who may or may not be the subject of the 'L' plate on the front bumper. The car is registered EW 9641, a 1936 Huntingdon registration. The caption reads "This is a main road - flood water pouring across the main Cambridge to London road near Stretham." A quick glance at the map tells us that the road is the A10 to the north of Cambridge. The river is the Ouse and the car is travelling south, i.e. heading back to Huntingdon - pretty schnell! Thanks Jonathan.

A carload of intrepid ladies crossing the flooded River Ouse on the A10 north of Cambridge in March 1937.



## Restorations past

New member, Terry Mortiboy, is no stranger to Model 'Y's. In with some photographs he kindly sent of Convoy 2002, he included a shot of an immaculate MSK 676 (Y196710) which he restored in 1990/91. He tells me he also restored MSK 647 (Y107398). The former is now



"MSK 676, a July 1937 Tudor (complete with trafficators) after its superb restoration by Terry Mortiboy in 1991. Only one minor observation; the headlamp rims should be chromed!

owned by Alan Higham, in Preston, and the latter by Tim Elliott in Beverley. Both have dropped out of membership of the Register. Perhaps local members who know them can persuade them to change their minds.

#### Another model Model 'Y'?

Trevor Walker, our Borders Regional Contact (Region 17), sent me a copy of an article in the November 2002 'Model Collector', which reviews Western Models 'new Ford Y', a 1:43 ('O' gauge) die cast metal model, similar to the Milestone Miniatures ones we are offering through Regalia. The reason why I put a question mark after the title to this piece is that I was presented with a Western Models Model 'Y' by my staff when I left an appointment in 1979. I thought I had tracked down the patterns for that model to A.B.S. Models in Poole, Dorset. It is possible that Andrew B. Swain (A.B.S.) has sold them to a re-established Western Models company.

Comments in the article on the model state:- "Western Models version certainly does the pioneering Ford justice. On first sight it's hard not to say 'ahh ...' and pat it, it's such a cute looking model. The basic casting is very neat, with careful detailing to the bonnet side vents, running boards, sunroof, etc. The detail of the casting is pleasingly fine for a white metal model. It's on those 'little extras' that the model really shines, however. That raked grille that looked so stylish in the early 30s is captured with a fine etching, and there are separate door handles and fuel filler cap. Even the single wiper (powered from the exhaust on the actual car, so that the

faster you drove the slower it went!) is a neat etched piece. The wheel hubs are a real treat. These have lovely, very fine, etched spokes, giving a real classy look to the model."

Unfortunately, there is no price mentioned so, if you come across this model advertised or on sale, please let us know the cost. Incidentally, the photograph of the model in the article shows it carrying the registration number of the Ford Motor Company's Model 'Y', DOA 244.

#### The old and the new

John Fuller in Felixstowe sent me a very newsy letter from which the following is extracted:- "I attended the Henham Steam Rally, nr. Southwold, on Saturday 21<sup>st</sup> September, where I saw Graham Rudd with his Model 'Y' and Tim Brandon with his pick-up truck.

On the Sunday, I took my Model 'Y', "Aunt Bertha", to the Martlesham Heath Control Tower Museum, where I was invited to join the staff and cars of our local Ford dealer, John Grose of Ipswich. BRT 665 stood proudly between a new Ford 'Fusion' and a Ford 'Ka'. Many World War II veterans came to see the car and one gentleman in particular, who was stationed at Martlesham during the War and is a retired Brigadier General USAF, asked to see the engine. After lifting the bonnet, he remarked, "Gee - I've never seen a V8 on its side before!" When I pointed out that what he saw was the little 8 h.p. side-valve, he went on to remark that it was the smallest engine he had ever seen and that it was this type of engine that was used to start up Caterpillar D8 bulldozers back in the US! Needless to say, more people came to look at my Model 'Y' than they did the new Fords on display.



BRT 665, still sporting her Convoy 2002 plaque, on the John Grose Ford dealer's stand at Martlesham. John Fuller, sporting his Convoy 2002 sweatshirt, stands alongside Jennifer Price and Kevin Johnston from the Sales and Marketing Department.

## ISLE OF MAN TOUR. June 19<sup>th</sup>. – 24<sup>th</sup>., 2003.

This short tour is being planned by Pete Ketchell and I as a short tour to cater for those members not wishing to undertake a 'Convoy' style run. The island has much to offer in terms of scenery - coastal and woodland etc., with very little traffic congestion on old style roads.

#### Programme:

Thursday, 19<sup>th</sup> June:- sea crossing to Isle of Man. 5 nights bed & breakfast accommodation in four star hotel, with welcome reception and final evening dinner.

Visits & tours of the island planned with free time to suit needs of party.

Tuesday, 24<sup>th</sup> June:- sea crossing back to mainland.

Cost: £275 per person fully inclusive of accommodation as above and ferry crossing for 2 persons.

Interested? If so, please contact me, Bob Wilkinson, 01832 734463, or write to book your place. You will be asked for a deposit later. Numbers are limited to 20 cars so book now to avoid disappointment.

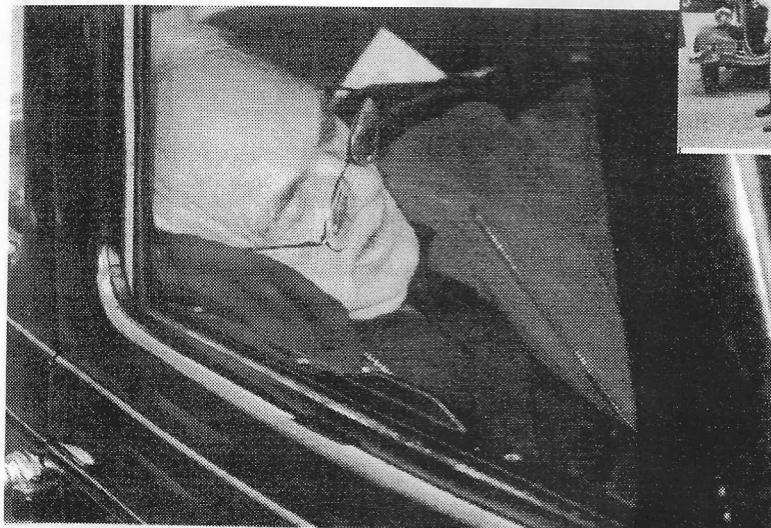
**Bob Wilkinson.**

### Convoy look-back

John Fuller also sent in a couple of photographs from Convoy 2002:-

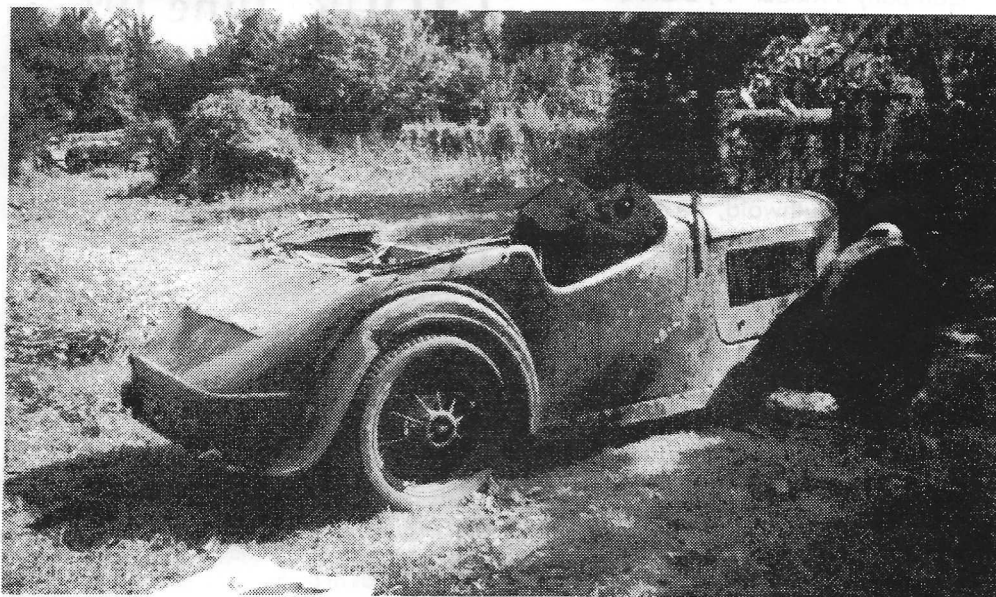
Molls Gap car park (between Kenmare and Killarney) on Convoy 2002.

Brian Mace in the Land of Nod on the Convoy. I'm delighted that I wasn't the only one to be caught at it!



## Bezzant update

You will recall in Issue 135, we reported the amazing find of the Model 'Y' Bezzant special (BPC 796) in Essex, which had belonged to Jack Bezzant and which he and other notable drivers of the '30s had raced and rallied. In Issue 136, we were delighted to report that it had been saved by John Griffiths in Ewloe, Cheshire, despite its rather tired state.



The Bezzant Special as it was received by Terry Mortiboy."

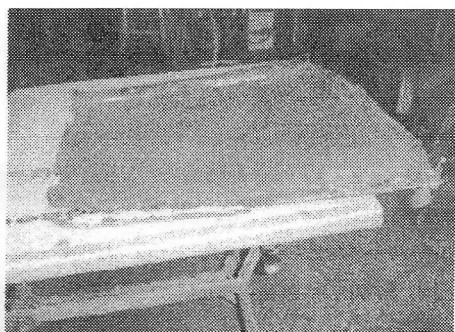
maroon. Was this the original external colour perhaps?

I can now report that the car is undergoing a restoration in the safe hands of Terry Mortiboy in Blackburn. Terry is a diligent craftsman and, I'm sure will make a good job of it. He reports that he initially stripped down the car to its chassis and body tub. Almost every panel appears to have been chewed by rust-moths around the edges and there are cracks in some. The rear wheel arches have been removed and new ones fabricated. The rear floor panel is out and the boot-lid taken off. The rear body skin and rear skirt have also been removed, which now gives Terry full access to the ash frame, the rear end of which has been shortened (see photo). Although the external body colour is green, internally, it appears to be

The chassis seems to be sound, but there is some distortion at the front end. One hopes that Terry will be able to straighten this, as it is important for provenance (and DVLA re-registration) purposes that the original chassis is kept.

We will keep you informed on the progress of the restoration of this historically important vehicle.

Sam Roberts



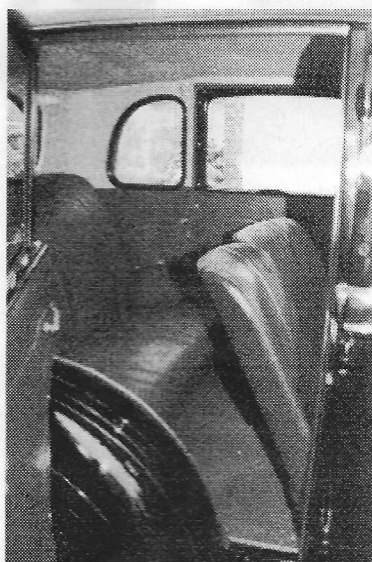
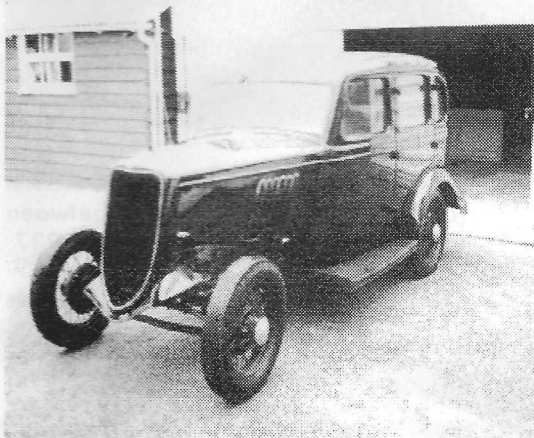
The (maroon) inside of one of the door skins showing the extent of the rusting around the edges."

## For Sale

1936 Model 'Y' Tudor (Y 157496), JT 5950, green/Black. Overhauled five years ago, but has been sitting unloved in a garage for the last 18 months. Complete and sound with V5 but no MoT. Needs TLC to get it roadworthy. Family move to Ireland forces sale. £2250 o.n.o.

Darren Nolan Tel: 0208 989 4626 (Wanstead, London E12)

Rare 1936 Model 'Y' Fordor (Y163570), ABL 703, Black. Complete, 80% restored. New, old stock, running boards, brakes relined, new red upholstery and headlining. Excellent condition - no rust. Only thing missing is oil can! Bumpers need rechroming and new tyres required. Car been dry stored since 1965. Only one owner before then. Continuation log book and V5. £2800 o.n.o. Reg Allan Tel: 01794 388195 (Houghton, Hampshire)



The Fordor, ABL 703 looking good - For sale by Reg Allan.

The immaculately re-upholstered seats and headlining in ABL 703.

September 1934 Fordor Model 'C' (C00576). The oldest known surviving Model 'C'. OFF 198. Black (originally grey). Restoration started. Many parts including new wings and sills. £900.00 o.n.o. Robert Hadfield. Tel: 01778 426417. (Thurbsby Bourne, Lincolnshire)

Rare Jennings conversion 1936 Model 'Y' with door at rear. (Y153065). Converted by J.H. Jennings and Son of Sandbach, Cheshire, for cotton plantation owner in the Sudan. Fascinating history. Car imported to Jersey in 1951. Has since undergone major restoration, but still has upholstery and minor electrics to do. Roadworthy with Jersey registration, J 1714.

£3500 o.n.o. John Follon. Tel: 01534 617214 (St. Helier, Jersey, Channel Islands)

1936 Fordor Model 'Y' with a coachbuilt boot. (Y152870), DKO 301, vineyard green and black.

Excellent restored condition. V5 and original log book. 12 months MoT. £5700 o.v.n.o.

John Keeble. Tel:- 01728 830665 (Saxmundham, Suffolk)

*The spacious boot on the 1936 Fordor Model 'Y' for sale in Suffolk.*

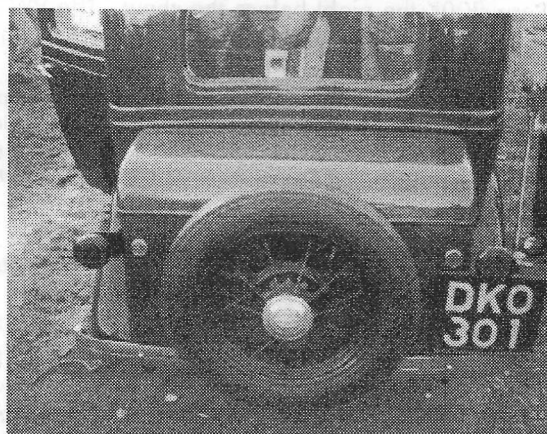
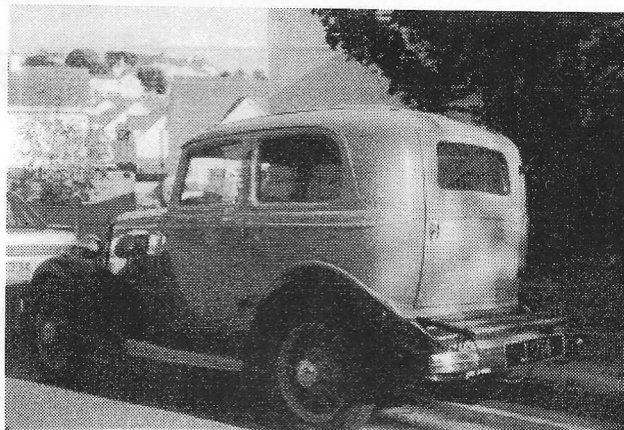
1934 Model "Y" Tudor (Y83668), JU 5342. Maroon over black. Taxed/MOT until 3/03. Recent engine and Gearbox overhaul. Good honest car in nice all round condition. 76000 miles probably genuine.

Summer use only. Known local history. Offers around £3000. Jim Collins.

Tel:- 0191 217 1701 (Tyneside)

1934 Tudor Model 'Y' (Y59933), ESJ 409. Maroon over black. 12 months MoT. Same owner since 1987. Garaged and driven only to annual MoT! Excellent condition. £3000. Steve Hatton. Tel: 01908 584212 (Nr. Milton Keynes, Buckinghamshire)

1935 Morris 8 gearbox. Hardly been used in a car, but has driven a lathe in an enthusiasts workshop since the early '40s. The bellhousing has been cut away to enable belts to be fitted, but the innards should be useful. Free to anyone who can pick it up.



Stan Sutton. Tel: 01704 233814 (Southport, Lancashire)

### Wanted.

Sliding roof kit for Model 'Y'. If anyone has one of the Y&C kits which has not been fitted and wishes to dispose of it, I will be very interested. Ron Kendall Tel: 01827 714584 (Atherstone, Warwickshire)

For Model 'CX' (tourer):- starting handle, oil can, headlamp reflectors (same as early Model 'Y', i.e. no sidelights in headlamp), Ford jack, genuine horn, spare wheel cover (inner part only).

Bob Wilkinson. Tel: 01832 734463. (Thrapston, Northamptonshire)

## Events 2003

- |              |   |  |
|--------------|---|--|
| 1/2 Feb 03   | Bristol Classic Car Show, Shepton Mallet, Somerset.   | Nick Glenister 01935 822566 (Day)            |
| 6 April      | AGM Willoughby  | Bob Wilkinson                                |
| 11 May 03    | Henry Ford Day (Centenary of Ford Motor Company), Heritage Centre, Gaydon   |  |
| 19 - 24 June | Isle of Man tour (see advert this issue)  | Bob Wilkinson 01832 734463                   |
| 30 August    | Great Dorset Steam Fair Entries through David Lovering 01202 572304<br>Although Fair runs from 27 -31 Aug, Y&C Register stand is on 30 <sup>th</sup> August only. |  |
| 29 September | All Ford Rally, Abingdon  | Entries through Bob Tredwell<br>01235 530720 |

# International correspondence

## U.S.A.

George W. Pierce continues to chalk up successes in California with his July 1933, Tudor short rad Model 'Y' (Y30298). This time, at the Waller Park meet on 25<sup>th</sup> August. He e-mails "Picked a second place yesterday against some pretty stiff competition (note cars on each side of me – both belong to friends. J.R. Kerr just finished the top on the Mercedes Benz 500K the night before the show. The VW hot rod was completely built by James O'Dale as a retirement project)"

*George Pierce's 1933 short rad which won second prize at Waller Park, California, surrounded by concours exotica. Grand daughter Rachel keeps watch. I would have thought a Union Jack alongside the Stars and Stripes might be more appropriate for our cars George!"*



### **Model 'Y' Pre-production model for sale.**

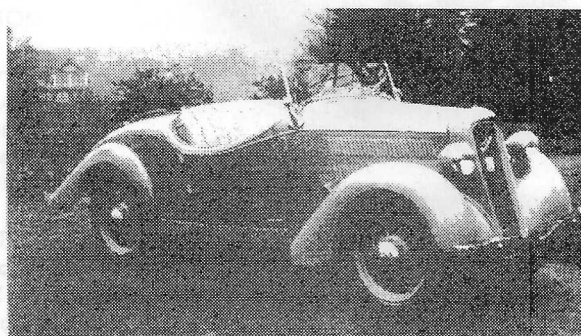
Following the appearance of the advertisement in the American Hemmings car magazine for the Model 'Y' pre-production model, I e-mailed Mark Turner in Wixom, Michigan, asking him to contact Al Maynard the owner/seller to ensure that we keep tabs on this historically valuable car. Mark replied:- "I will try to get a hold of Al Maynard so that we don't lose track of the prototype [pre-production model – not prototype]. This weekend I participated in an interesting and unique tour. We toured the area of the birth of the automobile in Detroit. We toured the original Ford Motor Company building on Piquette where many of the early Fords and the first few Model Ts were built. We also saw the EMF building, the Cadillac factory, the site of the Brush Company, and the Faulkner factory. It was an interesting 2 hour walking tour through the heart of Detroit and was put on by 'Preservation Wayne' [Detroit is in Wayne County – Ed.]. They are trying to raise money for restoration. The next time you are in town you should put this tour on the agenda. I entered Henry [Mark's Model 'Y' Kerry sports tourer] in the "Reving with Ford" show this year and he was a big hit. It was a very fancy two-day event in the heart and during the Woodward cruise [Woodward Avenue is the main wide boulevard through Detroit]. Many people stopped by to learn more about the car and it's history. I even had an English bloke who worked in Dagenham from 1938-1955 stop by, he was unaware of this model (no surprise)."

Mark also asked me about the Eifel roadster, as a car club chum of his was asking whether they were made within Ford. I replied:- "You ask about the Eifel tourer. The Eifel was manufactured in Köln, Germany, based on the Model 'C' chassis. The bodies for all Eifels were made by a number of German coach-builders. The cars were assembled at Köln (Cologne) and marketed and distributed through Ford Germany.

The 2-seater 'Eifel Roadster' body (January 1936 - September 1936) was built by Stoewer (January - May) and then by Hebmüller until September with pressed steel from Ambi-Budd. This had the standard Model 'C' type grille.

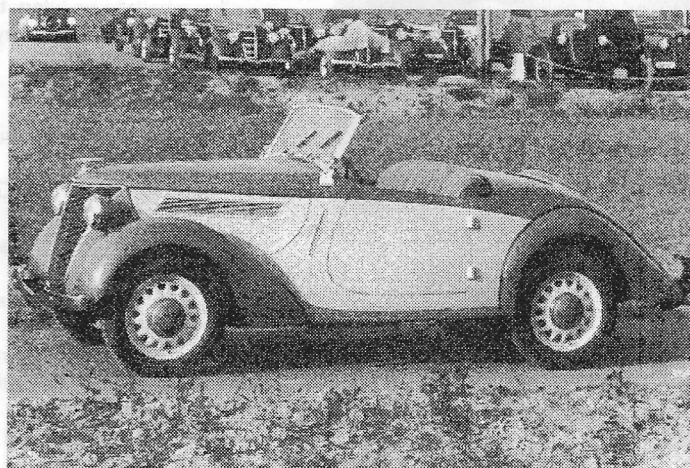
The 2-seater Eifel Roadster (September 1936 - April 1939) body panels were again made by Ambi-Budd and assembled by Deutsch. This had the 'Lincoln' V-shaped grille with an 'alligator' bonnet.

There was also a 2-seater Eifel Cabriolet (and a 4-seater) produced between October 1936 and September 1937.

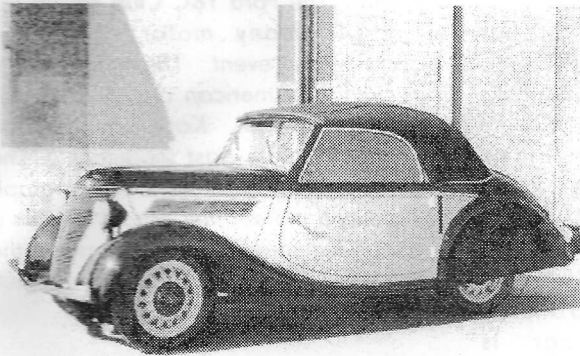


*The Eifel Roadster (Jan - Sep 1936). Body built by Stoewer (Jan - May) and Hebmüller (Jun - Sep)."*

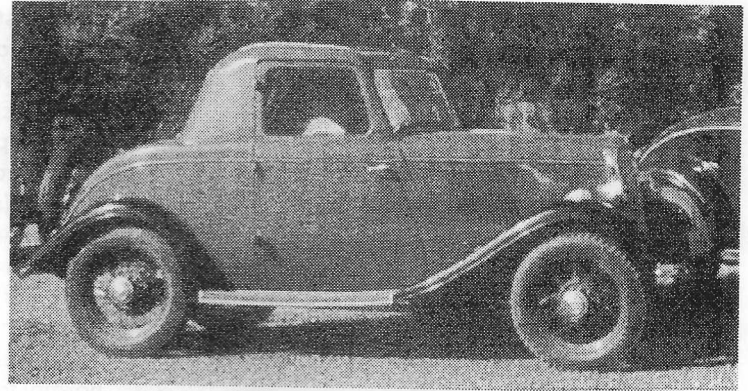
*The Eifel Roadster (Sep 36 - Apr 39). Body built by Deutsch.*



The bodies for these were made by Deutsch. These also had the V-grille and alligator bonnet."



*The Eifel Cabriolet (Oct 36 - Sep 37). Body by Deutsch."*



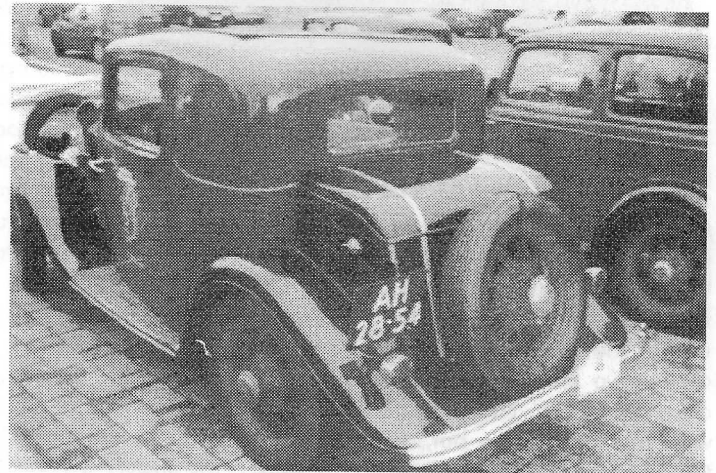
*Peter Litchfield's beautiful Geelong bodied Model 'Y' coupe in Victoria, Australia."*

## Australia

On the same day as George Pierce was sunning himself at a show in California (see previous page), Wayne and Anne Lodge and John and Debbie Penhall were at the Marong Picnic event in central Victoria, Australia.



*Wayne Lodge's 1935, electric blue, ex- New Zealand Model 'Y' (Y121438) and John Penhall's green, 1936, Geelong bodied (20B S2077) Model 'CX' en route to the Marong Picnic event.*



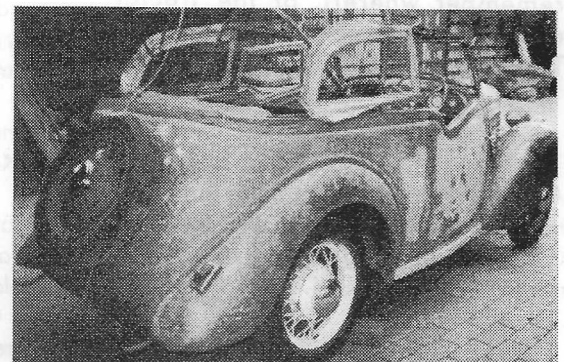
*"Wim Hofstede's equally beautiful SICAL bodied coupé on Convoy 2002."*

## Australian Model 'CX' 'Phaeton'

Those of you with good memories will remember that in 1998, Wayne Brown of the Ford 8 & 10 Sidevalve Club of Victoria came across a very fired looking Model 'CX' Phaeton (C24536). Much discussion ensued between Bill Ballard and me as whether it should be called a Phaeton or a Tourer. It is identical to a 'CX' tourer except that it has external door handles and, of course, it was bodied in Geelong, Australia. The Geelong body number is 20B P2 i.e. it was the second 'CX' (20B) Phaeton (P) to be built. From the 7W onwards, they were called tourers. I digress. At the last Committee meeting, Geoff Murrell handed me an e-mailed photograph of Wayne Brown's car, now totally restored and on the road. Wayne has certainly made a good job of it.

## Coupes and Coupés

An enquiry from a non-member in the U.S.A., Mike Gorman, who admits to being a fibreglass bodied hot-rod fanatic, asked "I've never seen an actual steel Model Y coupe. Was such an automobile ever manufactured?" I e-mailed the photograph from my book of the Geelong designed and bodied Model 'Y' coupe, saying that this was the only Model 'Y' coupe to be manufactured. I was immediately corrected by Bill Ballard in Australia, who pointed out that SICAL produced a coupé body for the Asnières assembled Model 'Y's in France. Silly me, Wim Hofstede drove his superb example for some of the way on Convoy 2002! We know of two surviving Australian coupes and three surviving French coupés.



*Wayne Brown's Model 'CX' Phaeton as found in 1998."*



Wayne Brown's Phaeton, now fully restored. Note the external door handles."

### French Tracfort

Following my request in Members' Correspondence in Issue 138, our Franglais sleuth, **Paul Tritton**, writes to update me on his quest to track down one of the two known surviving front-wheel drive Model 'Y' Tracforts. These never went into production but, as I explain in the Model 'Y' book, 12 display cars were built under the guidance of their creator, Louis Carle, a member of the board of Ford France (Ford S.A.F.). Paul writes:-

"A Tracfort is in the museum at Briare, upstream (River Loire) from Orléans (about 80 miles south of Paris on Route 7). Unfortunately this has closed owing to the death of the owner. However, I am in contact with the curator of the Le Mans Motor Museum who knows his son and may have some influence. I have sent Le Mans an expendable camera and await events. I will keep you informed."

It will be interesting to know whether this is the wreck which Tim Brandon and Jim Miles stumbled across in a farm yard in Normandy about ten years ago (they can't remember where!), or the Tracfort reputed to have been restored by a Martin Tap in Bordeaux, or maybe a third survivor.

### Germany – stumped!

At the All Ford Rally, **Jim Miles** innocently handed me a photograph of a Model 'Y' Cabriolet, not saying anything about it. On returning home, I had a good look at it

and must admit I am stumped as to who made the body. It is obviously a German manufactured body on what would appear to be an early imported short rad rolling chassis (note the Dagenham style bumpers – Köln's bumpers were smooth with no grooves). The car does however have the Model A style hub caps which was normal for the Köln 'Y's. From the Tickford style hood and the ugly boot the car is undoubtedly a cabriolet rather than a roadster. It is a 2-seater. According to my 'bible', only Gläser and Deutsch made 2-door, 2-seater cabriolet bodies on the Model 'Y' chassis. Each of these had rear opening doors. This car has two-hinged front opening 'suicide' doors. The only clue to its provenance is the winged logo above the front running board and below the scuttle. Does anyone recognise this?

*The mystery German cabriolet with front opening doors. Does anyone recognise the winged logo at the base of the scuttle?*

### Alaska

Convoy 2002 was reported in the Ketchikan Daily News, Alaska, on the 10<sup>th</sup> September as follows:-

*"Local resident **Kate McConnon** travelled in June to Ireland to visit her car, a 1933 Ford Tudor Model Y. Kate, along with friends, Johnny and Mary Cahillane, with whom she stores the car, participated in a 500-mile road rally that took them all around the country to raise funds for St. Luke's hospital in Ireland. This was Kate's first rally and she plans to attend many more. "The weather was great, but we did find all the leaks in the leather top," says Kate.*

*The rally took them through the city of Ballinascorthy, West Cork, Ireland, the birthplace of Henry Ford, founder of Ford Motor Company. Kate has owned the car for three years.*

*Kate and Mary wore period-style costumes made by Ketchikan residents Mart Treiber and Terri Chenhall. About 50 cars joined the rally. The Ford Y&C Club set up the rally with many motor companies sponsoring the event. The Model Y is a four-cylinder, American design that was built in England. Kate has lived in Ketchikan for the past 27 years." The article was accompanied by a photograph of Kate and mate in her Model 'Y' with a caption which read:- "McConnons was the oldest car in an Irish road rally this summer, and the only red one, she said."*

Kate, you weren't paying attention!

1. By Ketchikan standards, Ballinascorthy may appear to be a city but, even by Irish standards, it is a small village!

2. In his talk after the lunch at Ballinascorthy, local historian, Timothy Crowley, told us that it was Henry's father who emigrated to America, where Henry



was subsequently born.

3. There were at least three other red cars on the rally; Bill Baxman's and Wim Hofstede's Model 'Y's and Geoff Murrell's 'CX' tourer.

One hundred lines I think!

### Austria

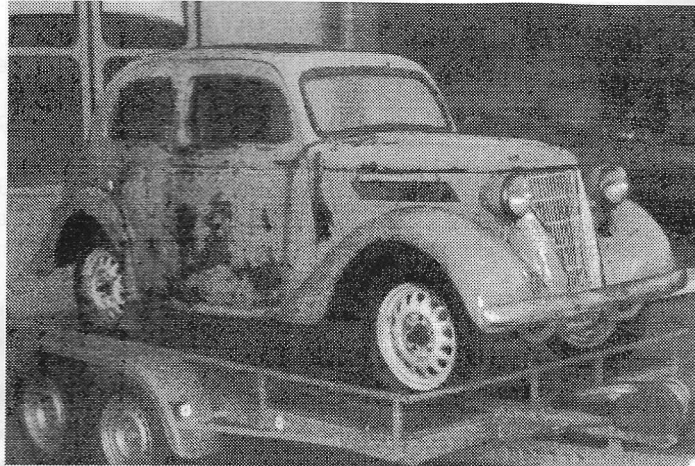
Wolfgang Maier e-mailed me with the news that he had taken ownership of an two-tone grey, Tudor Eifel, which had been dry-stored in a barn for the past 30 years. He is beginning its restoration and is looking for parts. He attached a photograph of the car, which looks to be eminently restorable. The car was involved in an accident in 1949, when it would appear it lost its 'Lincoln' bonnet



grille (compare with the photo of Jim Miles' car at the All Ford Rally). It presently has a foreign one, off I know not what. It is interesting to note that there are four vertical metal supports behind the bonnet side vents on Wolfgang's car, whereas Jim's Eifel only has one sloping one. Other photographs of Eifels in the archives show three sloping ones. Perhaps Wolfram Duster of the Alt-Ford-Freunde Club in Germany can tell us whether we can date the production of the cars from these characteristics.

Wolfgang tells me that the engine number of his car is 24219, putting the manufacture date at October 1935, which is too early as the 'Lincoln' bonnet Eifel was not introduced before October 1936. It would seem therefore that this car has an earlier replacement engine. It was re-

registered M46 - 3856 (a Vienna number?) after its accident in 1949. Hopefully we shall be welcoming Wolfgang into membership of the Y&C Register.



"Wolfgang Maier's Eifel appears out of a barn in Austria after 30 years storage."

## Spanish door handles

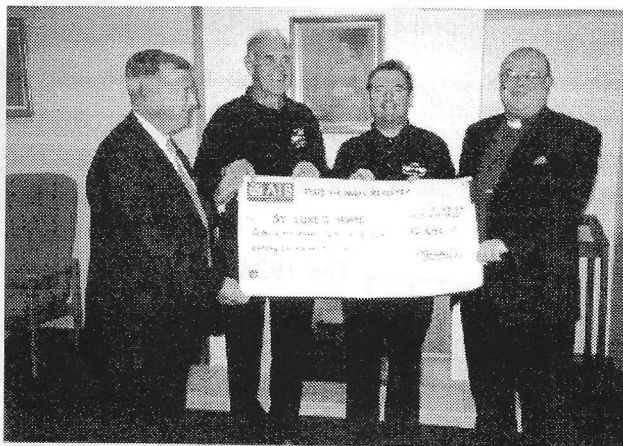
Luis Cascante asked whether the Y&C Register could help Vicenç Folgado with short rad door handles? Vicenç, who speaks no English and hence is not a member, has nearly restored Y24119, a May 1933 Tudor. Graham Miles, unfortunately, has no short rad handles in stock and is also looking for a pair for his own short rad. He thought that Spanish assembled cars were fitted with locally manufactured door handles. Luis' response to that was:- "I don't think that short rad door handles were made in Spain. Remember that the short rad bodies arrived finished from Dagenham, hence the Briggs body number plate attached to them. On the contrary, long rads were completed in Barcelona (without Briggs body number plates). I suspect that the long rad door handles were made locally. They were identical to those fitted to the V8 Model 40 - except for the key lock that was external to the handle on the 40. Incidentally, I have found some long rad (or Model 40) handles in autojumbles, but I've never seen a short rad one."

## Ireland revisited

Having raised such a magnificent sum for the Alzheimer's Unit at St. Luke's Home in Cork, it was appropriate that a suitable presentation ceremony be arranged to hand over the cheque. The final total raised after changing currencies was 15,696.12 euros! Representing the Ford Y&C Model Register were John Fitzgerald, who organised Convoy 2002, Eddie Nolan, the ex-Chairman and Managing director of Henry Ford & Son, Ltd., who assisted the Convoy significantly and whose chosen charity it was, and myself, representing the Chairman and donors. St. Luke's Home responded accordingly by asking their President, The Right Honourable Bishop Colton, Bishop of Cork, Cloyne and Ross, to receive the cheque on their behalf. The ceremony took place at St. Luke's Home on Wednesday, 11<sup>th</sup> September 2002 and was followed by tea and scones in the restaurant afterwards, where the Bishop gave a speech of thanks to the Register and I responded on behalf of the Chairman.

A letter of appreciation was subsequently received by John Fitzgerald, which read:-

"On behalf of St. Luke's Home, I wish to thank the Ford Y&C Model Register Convoy 2002 most sincerely for nominating our charity to be the recipients of your very kind and generous donation. It was indeed a great pleasure to meet you and your wife and Sam and his wife here at the Home, and for our Bishop to be presented with



The Bishop of Cork, Cloyne and Ross receives the cheque from, left, Eddie Nolan, Sam Roberts and John Fitzgerald.

such a wonderful cheque. This money will allow us to enhance the facilities and continue in our work for the care of the elderly.

I do hope you enjoyed your "tour" of the Home. I always say, one has to see it at first hand to really appreciate what we are about.

We do so appreciate your generous support and, if it is possible for you to convey to everyone involved our sincere appreciation, it would be most appreciated.

Joan Jeffery, Secretary, St. Luke's Home Committee."

Rather than dashing over to Ireland just for the ceremony, I flew out with Paula, my wife, five days beforehand, to give her a flavour of Kerry and West Cork, which were undoubtedly the most scenic parts of the Convoy route. It also enabled me to explore those parts which the Convoy did not reach! We both enjoyed the trip, visiting the centre of West Cork, each of the Kerry peninsulas and almost every high pass across the mountains we could find. Incidentally, I was wrong to attribute Ladies View to Queen Victoria in Part 1 of the Convoy write-up. It was her Ladies in Waiting who declared it the most beautiful view in Ireland - hence 'Ladies View'. We B&B'd

in Ballincollig to the west of Cork City, two nights in Killarney and a night on the coast at Castletownshend, near Skibbereen. Fortunately the weather was kind to us over this period. I revisited the Killarney Museum of Transport to scrape the chassis of the rather dilapidated Fordor Model 'Y' there to find its chassis number for the register (I had previously obtained permission from its owner, Padraig O'Donoghue). We then went to a smaller motor museum up in the hills outside Kilgarvan, where John and Joan Mitchell have two more Model 'Y's on display, and repeated the chassis number exercise. Other museums visited were Skibbereen (the epi-centre of the potato famine of 1845-50) and Clonakilty (the birthplace of Michael Collins, a hero of Irish Independence).



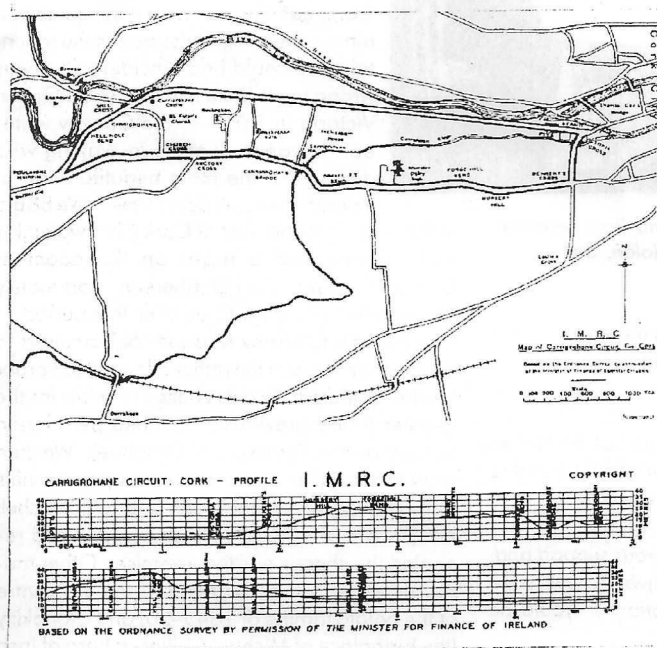
The two Model 'Y's in Kilgarvan Motor Museum as depicted on the museum brochure."

We met up with John and Lillian Fitzgerald on the Monday in the pretty town of Kinsale, to the south of Cork, from where we made a rather circuitous trip to meet the elders of Ballinascarthy, the Ford ancestral village. They were delighted to see us again. Then on to Eddie Nolan's country home overlooking Schull harbour to the west of Skibbereen. Eddie and his wife, Cintra, had kindly offered to put us up for the two days prior to the presentation. Those who met Eddie on the Convoy will fully understand that we had an hilarious, gastronomic and very liquid couple of evenings!

I regret to say that the Fitzgeralds soundly thrashed the Roberts' at golf on the Tuesday, although the game had to be abandoned after the 14<sup>th</sup> as we were thoroughly soaked by continuous (warm) torrential rain. It was great fun though.

And so we can now sign off from Convoy 2002. From my point of view, it has been enjoyable working on the planning, preparation, the run itself and the aftermath. New friends have been made and old ties strengthened. Long live the Y&C Register!

**Sam Roberts.**



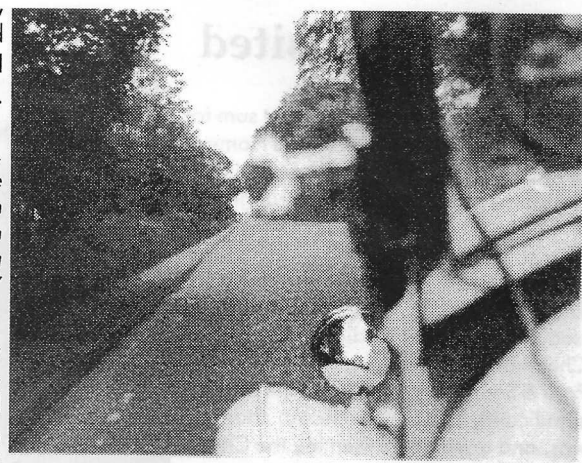
The Cork Motor Race course to the west of the city, showing the Carrigrohane Straight at the top and the twisty, hilly minor road running parallel - Gravel Pit Bend is halfway along the minor road.

# 'The Cork Motor Races 1936 - 1938'

This is the title of a booklet written by Wilf Fitzsimmons, who has been involved with Irish motor sport for seventy years, in a racing capacity and as the Competitions Manager for the Royal Irish Automobile Club (RIAC). In 1984, he founded the RIAC Guinness/Seagrave Library. Although much of the information in this article is gleaned from his booklet, I am very grateful to him for providing me with additional information about the Model 'Y' based cars which competed in the Cork Motor Races and other events in that country. Much of the information is now held in the RIAC Guinness/Seagrave Library and archives in Dublin.

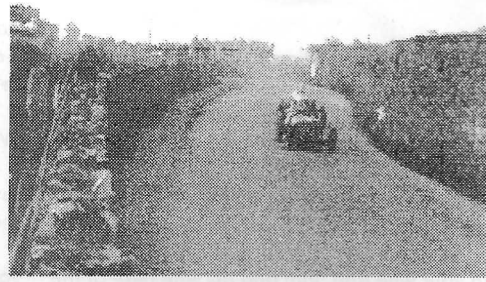
Motor racing in Cork all started with the 'Carrigrohane Straight', a two and a half mile length of straight concrete road to the west of Cork, which now forms part of the N22 Cork to Killarney highway. In 1929 it had been used for motor cycle speed trials, at which speeds of 100 m.p.h. were reached. Having lost the motor cycle world speed record to BMW in 1930, Britain regained the record on the Carrigrohane Straight later that year, when J.S. Wright pushed it over 150 m.p.h. riding a 1000 cc O.E.C. J.A.P.-engined machine.

Following the success of the Limerick Races in 1935, the citizens of Cork were fired to have their own race 'to develop a further interest in automobile sport south of the Shannon'. The Carrigrohane Straight and the not so straight and not so flat road which runs parallel to it (now the R608 back road to the eastern end of Ballincollig) made an excellent road circuit of 9.757 kilometres, and the RIAC approved the idea. The Irish Motor Racing Club, the Government Roads Department, Cork City Council and the local business community all gave their support, resulting in a well funded motor race held on well prepared roads in 1936.



My 'navigator', Ben, photographs the Carrigrohane Straight from my Model 'Y' 'Kerry' on Convoy 2002 - looking east."

The 1936 race, on May 16<sup>th</sup>, was not classed as an international race, but the standing agreement between the RIAC and the RAC in Britain allowed members from Britain and Northern Ireland to compete in Irish events. There were 27 entrants, including the lone Model 'Y' based 'Smithfield' Ford, driven by Jack Toohy (who died earlier this year). Entrants were handicapped with the 933cc Ford having the largest handicap of 9 laps less 3 minutes. It was a tight race at the front with Prince Bira (of Siam), Manby-Colgrave and Tongue in 1 1/2 litre ERAs and Martin, Powys-Lybbe and Dobson in Alfa Romeos. Only nine cars finished, including



P. Maclure (Riley) leading Bira exiting Gravel Pit Bend.



Gravel Pit Bend as it is today; a wide sweeping bend in a built up area."

Toohey in the 'Smithfield' Ford, which came a creditable fourth at an average speed of 63.63 m.p.h. It was only lengthy fuel stops which put him out of contention for 3<sup>rd</sup> or even 2<sup>nd</sup> place. The lap record was set by Charles Martin in the 2904 cc Alfa at 91.31 m.p.h. The only crash occurred when Mervyn White left the road at Gravel Pit Bend in his Bugatti.

It is of note that, throughout the three years of the races, the Henry Ford & Son, Ltd. plant, located in Cork, made space available for the competitors to keep and work on their cars, whilst also providing equipment and facilities.

Following the success of the 1936 race, the Carrigrohane Straight was widened by nine feet over its length. The 1937 race was elevated to international status and attracted an even higher number of entrants, including once again the 'Smithfield' Ford, this time driven by Aubrey Thompson. The practice laps were marred by both Bugattis crashing out of the race; Mervyn White on the same Gravel Pit Bend as the previous year, but with far more serious injuries from which he died a few days later. In the race, everyone eagerly looked forward to the tussle between Martin in his Alfa and Bira, this time driving a 3 litre Maserati. By lap four, Bira was seven seconds ahead, but on lap six, Martin made his challenge, making up five seconds on the one lap and pushing his own lap record up to 92.08 m.p.h. Martin cut inside Bira on Gravel Pit Bend to take the lead on the seventh lap. Bira tried to return the compliment but struck a post, smashing the Maserati badly. The race

was won by Prestwich in a 1087 cc MG Magnette, with the two Alfas in 2<sup>nd</sup> and 3<sup>rd</sup> places. Thompson had lost time at the start in the Ford and suffered a lot from misfiring, but came home 9<sup>th</sup> on handicap at an average speed of

could not provide the necessary sponsorship. However, the three years of the Cork Races did provide some exciting competition and gave our Baby Fords an opportunity to prove themselves. Wilf Fitzsimmons, in his own memoir of the 1938 Grand Prix writes:- "On the day following the race, I had the pleasure of driving Gianfranco Camotti, Louis Gerard and Dorothy Stanley-Turner in my bright red open four-seater Ford Ten [Model 'CX' tourer?] to Dublin to catch the 9 pm Mail Boat from Dun Laoghaire to Holyhead. It was a lovely sunny day, a bit chilly and

58.91 m.p.h.

*The Smithfield Ford with its original body on the Curragh short circuit.*

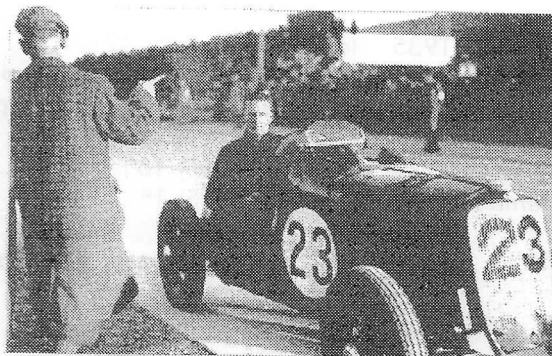
Thanks to the generosity of Mr. Joseph McGrath, Managing Director of the Irish Hospitals Trust, the 1938 meeting was expanded to three races; the Cork Grand Prix, run over 200 miles to the new Grand Prix International Formula (this was to be the one and only Grand Prix to be run in Ireland), a Formula Free race of 75 miles for cars not exceeding 1½ litres, known as the Cork International Light Car Race; both being scratch races, and a 50 mile handicap race confined to British and Irish cars known as the Cork National Motor Handicap. The Grand Prix was won by the famous French driver René Dreyfus in a 4500 cc Delahaye at an average speed of 92.95 m.p.h., increasing the lap record to 95.71 m.p.h. in the process. Prince Bira was second in his Maserati with Gerard in a Delage third. Bira was also to win the Light Car Race in an ERA. The only Ford interest in 1938 was in Aubrey Thompson's 1087 cc TRS car, which was based on a 7W chassis with a Riley engine. Regrettably, he retired on the first lap of the National Motor Handicap race.

No more races were run over the Corrigrohane course as local businesses



the two boys in the unprotected back seat wore their linen helmets and goggles, while we sped along at all of 55 m.p.h."

The 'Smithfield' Ford was so called as it was constructed in 1934 by one of the main Ford dealers in Dublin, The Smithfield Motor Company Ltd. Its engine was heavily modified, including twin Zenith carburettors, four-branch exhaust manifold, high compression alloy cylinder head, bronze camshaft pinion in place of original fibre pinion, valve springs replaced by very strong (Ford 24 hp) valve springs, bronze valve guides shaped to increase volume and velocity of induction flow, ignition by vertical Scintilla magneto, flywheel lightened by removal of starter ring, enlarged capacity sheet steel sump and two Model 'Y' radiators 'saimesed' top and bottom with common header tank. The standard Model 'Y' chassis had modified spring anchorages forward and below both front and rear axles, resulting in a lowering of the chassis by five inches. The gearbox, transmission and final drive were standard Model 'Y'. As can be seen by the photograph of the Smithfield racing as No.7, the body had a flared scuttle and rounded tail enclosing the fuel tank, which was shaped to fit. There was no



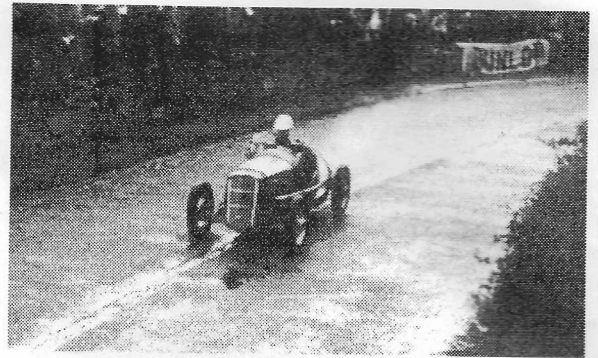
Aubrey Thompson in the Smithfield Ford at the 1937 race.

passenger seat, the area being covered by a well fitting tonneau cover. The body was made from sheet steel.

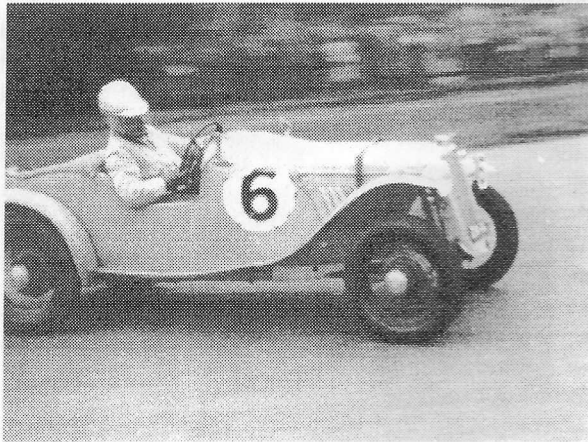
Wilf Fitzsimmons bought the Smithfield Ford from a Mr. W. Murphy, a garage owner in Birr, Co. Offaly, in 1945. Murphy had raced the car in 1938 in both the

Scintilla magneto, flywheel less its starter ring and the standard radiator and cooling system. The chassis was lowered by a similar method to the Smithfield. The gearbox, transmission and final drive were all standard Model 'Y'. The body was made of alloy and was built as a single-seater with the body within the chassis side members. The fuel tank was standard

and enclosed within a rounded tail.



The Model 'Y' based Autocars Ford, here being driven by Wilf's cousin, H.W. Darker, at the Enniskerry Hill Climb in 1949.



The Smithfield Ford with its new alloy body, here being driven by Wilf Fitzsimmons at Phoenix Park in 1950.

Leinster Trophy Race (13<sup>th</sup>) and the Limerick Grand Prix (national race) (9<sup>th</sup>). From 1945, Wilf competed in most of Ireland's hillclimbs, where it usually won its scratch 1000 cc class. It was also a successful trials car, winning for Wilf the Irish Trials championship for 1948. In 1950 the car was rebodied in alloy with a Dellow type body, in which guise it was run in short circuit races in Phoenix Park and in the Curragh (Co. Kildare). Wilf sold the car in 1951 to a Mr. Donoghue after which he lost track of it.

Another Model 'Y' based car racing at that time was that constructed by Smithfield's rival Dublin-based Ford agent, Messrs Autocars Ireland Ltd. It competed alongside the Smithfield Ford only once at Phoenix Park in September 1936, where both cars retired after 22 and 20 laps respectively. The Autocar's Ford was driven by D.C. Leechman, a salesman at Autocars Ltd. Its engine had a high compression alloy cylinder head, the standard Model 'Y' induction system with one Zenith carburettor, an enlarged sump, a vertical

Wilf Fitzsimmons bought the Autocars Ford at about the same time as he bought the Smithfield. It was driven in later events by Wilf's cousin, Mr. H.W. Darker of Navan, Co. Meath. Wilf says:- "My recollection of both these cars is that the 'Smithfield' was far too heavy. (It is for this reason that an alloy body was made for it in 1950). The handling characteristics of the cars were very similar and the original Model 'Y' braking system worked well and was very effective in both cases. Unfortunately neither of these cars exist today, but the TRS of Aubrey Thompson is still in existence and is owned by Mr. Kieran White, Ballysallagh House, Johnswell, Co. Kilkenny."

For the record, here is the list of Irish motor races in which the Model 'Y' based 'Baby Fords' performed between 1935 and 1939:-

**Cork**

May 1936	Toohy (Smithfield) 4 <sup>th</sup>
May 1937	Thompson (Smithfield) 9 <sup>th</sup>
May 1938	Thompson (TRS) retired first lap

**Leinster Trophy Race**

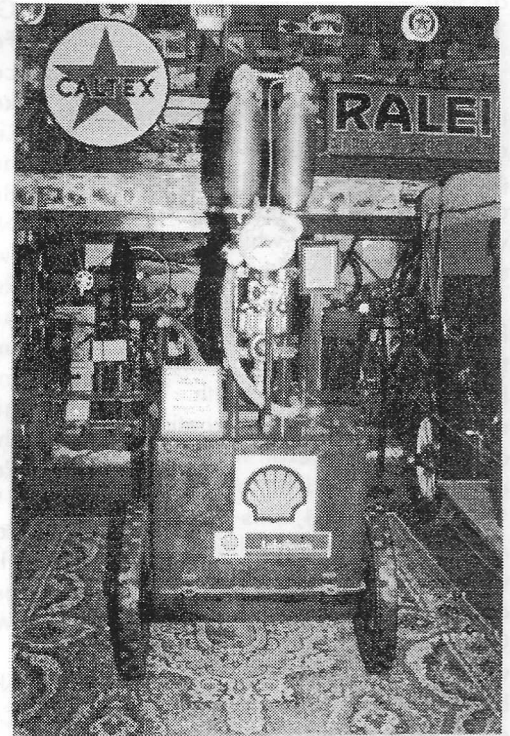
July 1935	Toohy (Smithfield) 1 <sup>st</sup>
July 1936	Toohy (Smithfield) 1 <sup>st</sup>
July 1938	Murphy (Smithfield) 13 <sup>th</sup>
July 1939	Leechman (Autocars) 6 <sup>th</sup>

**Limerick Grand Prix (National)**

August 1935	Toohy (Smithfield) 5 <sup>th</sup>
August 1936	Toohy (Smithfield) 8 <sup>th</sup>
August 1938	Murphy (Smithfield) 9 <sup>th</sup>

**Phoenix Park**

September 1935	Toohy (Smithfield) 12 <sup>th</sup>
September 1936	Milne/Toohy (Smithfield) retired lap 20
September 1936	Leechman (Autocars) retired lap 22
September 1937	Leechman (Autocars) 14 <sup>th</sup>
September 1938	Thompson (TRS) 15 <sup>th</sup>
September 1939	Thompson (TRS) 1 <sup>st</sup>



A coincidental discovery in the Killarney Museum of Transport on Convoy 2002, was this hand-operated Shell petrol pump. The display card reads:- "Portable Petrol Pump 1920's. This rare item was used in congested areas in towns where space and traffic did not permit a fixed petrol pump on the sidewalk or forecourt of a filling station. This pump was last used on the 16<sup>th</sup> May, 1936 to fuel the racing cars on the Carrigrohane Circuit of the Cork motor Race.

**Sam Roberts**

## 20 years ago

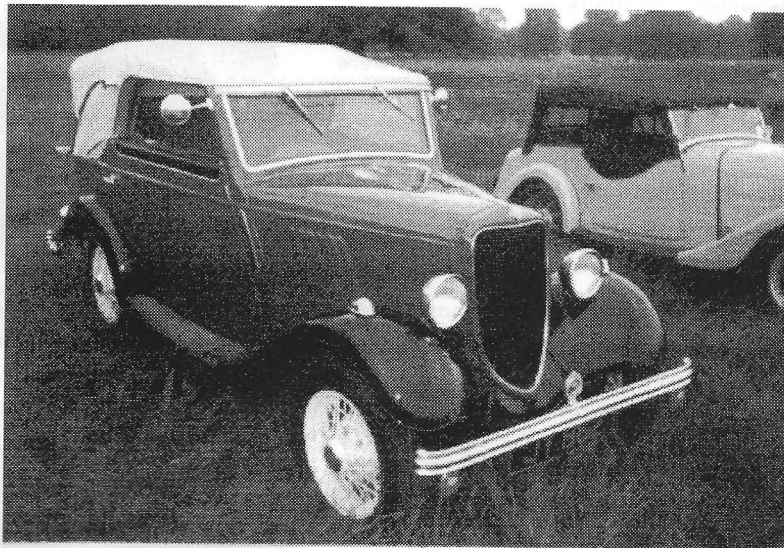
Graham Miles was still on a high in Issue 20 of 'Transverse Torque' (October - December 1982) following the successful turnout of cars at the first Stanford Hall event in the summer. Already he was urging members to block off 20/21 August of the following year for another gathering at Stanford. John Guy, the new Editor, started the edition as follows:- "Dear Father Christmas, I am writing to tell you that I have been a good boy for a whole year, spending almost every spare minute thinking about what I am going to restore next on my Ford Model Y. Sometimes, I even get round to restoring real bits of it, so I am now writing to you to see if you would send me a completely reupholstered interior for it. If you can't manage that, an apple and an orange will do."

The main topic of interest in the editorial was car insurance and the cheapest for our cars; quotes were given, ranging from £81.50 unlimited for a £2000 1936 car in the London, Birmingham and Manchester conurbations to £45.00 unlimited in Yorkshire. It is interesting to note that 20 years later, we are paying roughly the same amount (UK-wide) through Footman James.

In the Chairman's rambles, Graham was justifying a rise in the annual subscription. It was still at £5.00, which was insufficient to cover the cost of the magazine and spares lock-ups (£500 - £600 p.a.) and to purchase spares and spare cars. He had found a scrap yard with four or five Model 'Y's and a mass of spares and the 'gentleman' wanted cash! With only 250 members, the funds weren't too healthy. Despite this, he was beavering away at various spares. He and Alan Oakes had had plenty of sheet metal panels fabricated and they were having difficulty storing them in a preserved state, although they seem to have been turning over quite well with the members. He had obtained a case of offside king pins and was looking to manufacture perch bolts and to purchase clevis pins.

George Shearer, the Scottish Regional Controller, and his wife Rita were helping to organise a run for charity between a Model Y (BFG 475), still owned by member Douglas Dickson, and a Ford Fiesta. Friends and colleagues were asked to guess, at 20p for two guesses, how far the Model 'Y' and the Fiesta would travel at 30 m.p.h. on the Knockhill race circuit with two gallons of petrol in their tanks. It turned out that the Model 'Y' travelled 68 miles and 805 yards and the Fiesta continued for another one and a half hours, clocking up 119 miles and 890 yards! The important thing was that they raised £600 between them to go towards the purchase of nebulisers for asthmatic children.

Jim Miles had volunteered his services to become the specialist on the 'non standard bodied Ford vehicles as made by the various coachbuilders of that period', as he owned a Köln assembled Model 'Y' with a cabriolet body, thought to be built by Gläser of Dresden. In this issue, not only did he contribute the next part of his history of the Ford Motor Company (see below), but wrote up the story of a fascinating trip which he and Yvonne had undertaken in his Model 'Y'. The trip was in response to a plea for help from Milan, in Italy, which had been received at the beginning of October, which went something like:- "Can you send us old English cars for an exhibition we are having here on the 15/16/17 October? We will provide £200 travelling expenses, plus hotel and insurance for the driver and one passenger." So with two weeks notice, off Jim and Yvonne went! They left on the 11<sup>th</sup> October, via Dover - Ostende, across Belgium, through Luxemburg, down the Moselle valley, took in the Shlump museum (122 Bugattis alone), over the St. Gothard pass and down to Milan, arriving on the 15<sup>th</sup> October. One failure; a condenser packed up as they crossed into Italy. They were feted at the exhibition and left Milan on the 18<sup>th</sup> and returned via the St. Bernard pass into the Austrian Tyrol, travelling home via Stuttgart and Frankfurt, where they stayed with Hans Thudt, who possessed a huge collection of old Ford literature. What happened to him and his collection I wonder. The following day they set off via Bonn, Köln, Aachen and Brussels to Ostende, arriving back in Waltham Abbey on the 22<sup>nd</sup> October, eleven days and 1852 miles after setting out. Sounds like a good Convoy trip for the future!



Jim Miles' Drauz bodied (not Gläser) May 1934 cabriolet (Y63657) at Stanford Hall in 1988. The car is believed to be now in Belgium.

### F.M.C. - GB, Part 5

On March 9<sup>th</sup> 1932 the new Ford V8 was announced in Detroit amid a blaze of publicity. "The greatest thrill in motoring" was one of the

truest statements! Now at last sports-car performance was offered in a low priced sizeable car. In May 1932 the Model 'B' was introduced. It was made in Dagenham in two basic forms: Model 'B' (4 cyl., 24 h.p. until October 1934). Model 'BF' (4 cyl. 14.9 h.p. until 1935). The V8 version was known as the Model '18' (V8 cyl., 30 h.p. until September 1933.) The Model '18' units were imported from Canada and sales in Britain were rather slow.

The next V8 was imported as well. This was the Model '40', 30 h.p., considered by some to be the most beautiful V8 of all, not so surprising when one remembers that its designer Eugene T. Gregorie was a former designer of yachts. A small number of Model '40's were fitted with four cylinder engines, both in Britain and in the States. To make things even more confusing there was also the V8 'Imperial Limousine' for the 1934 season. It was more or less a long wheel-base Model '18'. Actual home production of V8s, as opposed to assembling of imported parts, began in late 1935 with the Model '48' and '60'. The former was similar to the U.S. 1935 Ford, powered by the V8 cyl., 30 h.p. 3622 c.c. engine. The Model '60' was similar externally but was fitted with a small bore 22 h.p. 'Alsace' V8 engine. These engines were originally developed for Matford of France. The lower h.p. resulted in a Road Tax reduction from £22 10s to £16 10s.

In 1936 the Model '62' was unveiled and was entirely British made, using the same body pressings as the Matford. The engine was a 22 h.p. of 2226.9 cc. The new saloon cost £210. Its stable mate was the Model '68' Fordor saloon with 30 h.p. 3621.5 cc V8 engine. This model more or less the same as the U.S. model. Next to appear was the 30 h.p. V8 Model '78' in 1937 which was available in a number of body styles. Most were imported from North America. The Model '68' was dropped in 1937, but the 22 h.p. Model '62' carried on until the outbreak of the war. The '62' chassis was available for special bodywork and cost £160. In 1938, for one year only, the 30 h.p. V8 Model '81A' was available. This was basically the U.S. model. Many were delivered to the British Army.

The first Ford car to have hydraulic brakes was the 30 h.p. V8 Model '91A', four-door saloon, introduced in 1939. It was assembled using components imported from Canada. It had the beetle type back with a split rear window and headlights faired into the

front wings.

Meanwhile, back in 1932, the car that was to be Dagenham's salvation was becoming a great success. But you will have to bite your nails again until the Postman drops your next newsletter through the door!

### Jim Miles

My only comment is that Eugene T. Gregorie designed the Model 'Y'. It was Clare Kramer, at Edsel Ford's request, who scaled it up for the 1933/34 V8 Model '40'. - Sam.

# All Ford Rally –

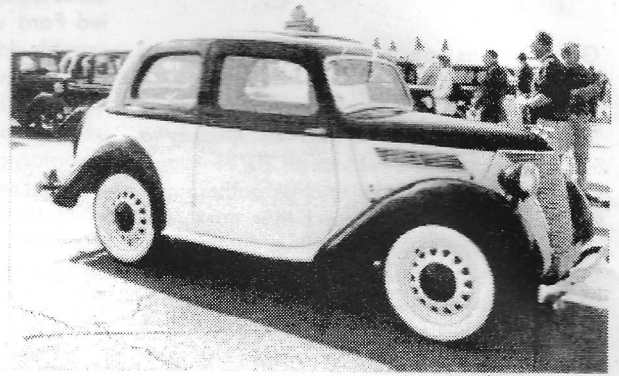
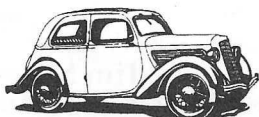
29 September 2002

Because I asked John Argent, our new Regalia Officer, to remember to bring the Register umbrellas to sell to members at the show, the sun shone all day! This must be the first dry All Ford for about five years. Not only did the sun come out, but so also did the members. We managed to amass 23 cars on the Y&C stand. Additionally, Craig Toomey added a bit of tone to the Sidevalve Club stand with his Oreint Blue short rad Tudor Model 'Y' and John Hampton brightened up the Commercials with his gleaming maroon Model 'Y' van. The sun also brought out the ladies. 'The Bristols', Adrain Chapman with the effervescent Julie and Emlyn Smith, with Barbara, arrived in force. Jenny Dee looked after Geoff, Christine Baldock looked after Owen and we even welcomed Shirley Clarke who, after her last visit to Abingdon in the pouring rain, swore she would never return! Mavis and Ron Kendall went all posh and showed off their DIY picnic table, complete with sun umbrella stand. The table attaches itself rather cleverly to the Model 'Y' rear bumper. John and Carol Argent were on good form, working up to their 40<sup>th</sup> wedding anniversary the following weekend. Congrats to you both. Rebecca Bone arrived driving her mother, Jenny's, Tudor short rad, which is the youngest short rad on the register. Rebecca had Jenny, Derek (her father) and fiancée, Steve Teichert, in tow. Steve is now a Model 'Y' 'nutter', having worked the previous week on a fuel problem with the car. Rebecca and he are getting married and will shortly be emigrating to Australia, where he hopes to find a Model 'Y' of his own; so look out Bill Ballard! Back to the show; John Keenan forgot to bring Mary, but brought a slack handful of bottles of wine instead and entertained members and their ladies at the rear of his Model 'C'. Eileen Murrell was also AWOL, leaving Geoff to drive his 'CX tourer all that distance solo – ahhh!

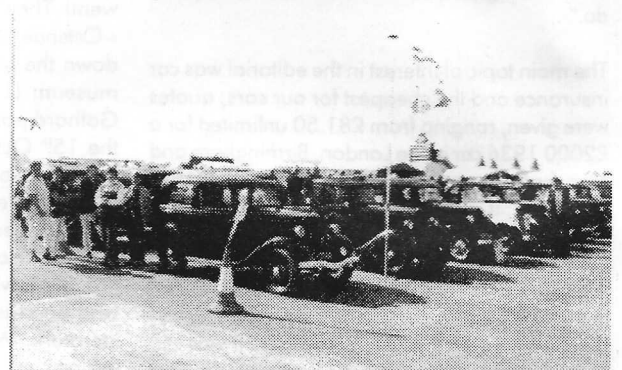
There were two vehicles of note which had made their maiden trip to Abingdon. Tim Brandon gave us the pleasure of seeing his Model 'Y' pick-up; a period converted van which the purists amongst us were recommending he does not restore. Much of it is original and it would be a shame to tart it up. The second new kid on the block was a cracker! After many years of toil and sweat, Jim Miles has at last completed the restoration of his Copenhagen assembled, 'Lincoln' grilled, 'alligator'-bonneted German Eifel, with boot, and it looked superb in its cream and dark blue colours.

The beavers, including Graham Miles and Kevin Brigginsshaw, made their way round the autojumble stalls, collecting some material for our cars, but not a lot. It was a pleasure to see other members who, for whatever reason, could not bring their cars but helped make the day enjoyable. Regrettably, this year we did not get a mention in the awards ceremony as, in our class, we had the competition of the Model Bs and the V8s and there were some real beauties present. Hopefully, next year the judges will look upon us more favourably. Well done everybody on a superb turnout.

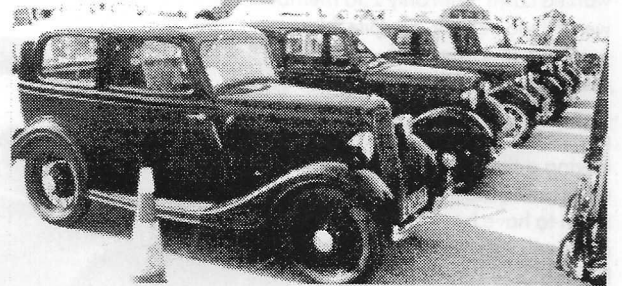
**Sam Roberts**



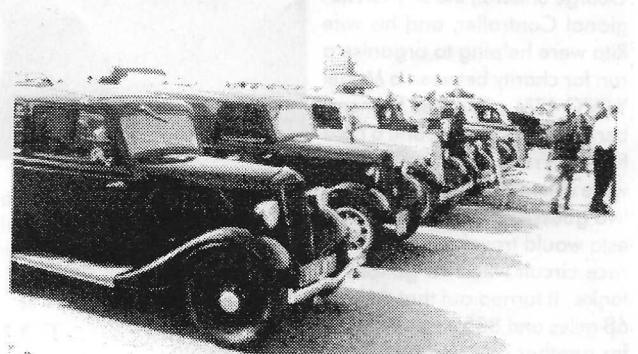
*The premiere showing of Jim Miles' superbly restored Model 'C' based German Eifel, complete with French number plate.*



*The front rank at the All Ford Rally. Tim's pick-up holds up the flag whilst five of the ladies briefly stop their chatter to gawp admiringly at the photographer!*



*The rear rank with Jack and Shirley Clarke's immaculate Tudor next to Bill Baxman's Tudor, which had driven over from the Isle of Wight to the event."*



*The middle rank with Herbert Wingate offering his coat to a retreating Carol Argent.*

# Ford Motor Company Centenary

Although, regrettably, there seems to be little happening officially this side of 'the pond', it is gratifying to know that Ford (U.S.A.) are celebrating one hundred years of the Company's existence. The following invitation has gone out to all Ford car clubs, which includes us:-

"Thanks for your continued interest in Ford's 100th Anniversary Celebration. We are pleased to offer you the opportunity to officially register and purchase tickets for the event to be held June 12-16 in Dearborn, Michigan.

Tickets are \$24.95 per person (children age 12 and under are admitted free when accompanying a paying adult). Tickets for Ford Motor Company employees and retirees are \$19.95 per person.

Packed with excitement and energy, you won't want to miss this once-in-a-lifetime event! Each ticket includes:

- \* Credentials on a commemorative lanyard for entry for all five days
- \* Preferred parking
- \* A 100th anniversary commemorative gift
- \* Access to the outdoor theatre featuring live entertainment including: Motown, jazz, rock and country artists (talent to be announced later)
- \* Discounts on 100th anniversary merchandise, food and beverages
- \* Access to free shuttle service to Henry Ford Museum & Greenfield Village, the Henry Ford Estate-Fairlane and the Edsel and Eleanor Ford House
- \* Discount tickets to local attractions including: Henry Ford Museum & Greenfield Village and the Henry Ford Estate-Fairlane
- \* Access to Ford Racing Night
- \* Children's activities
- \* The chance to view thousands of vehicles from classics to concepts from each of the company's brands
- \* Fireworks display on Sunday, June 15th - just hours before Ford turns 100!

Have a vehicle you'd like to display?

With a purchased ticket, you also have the opportunity to apply to have your classic vehicle displayed on the event grounds. The application will be submitted to a panel of third-party, independent automotive experts who will review each submission to determine which vehicles will be displayed during the celebration. Vehicles selected for display purposes will be of historical significance and/or reflect classic themes representative of Ford Motor Company's product lines (Ford, Lincoln, Mercury, Mazda, Aston Martin, Jaguar, Volvo and Land Rover). The earlier you submit your application, the better!

You won't want to miss Ford Motor Company's 100th Anniversary Celebration. Tickets will be going fast so sign up today.

Just click on <https://fordcentennialreg.com/>.

I'm sure we shall have a Model 'Y' and a 'CX' there from our American members!?

## Book Review

### 'Ford in Britain' \_ Martin Rawbone

Here is an excellent hard-backed book for post-war British Ford buffs. The history of the models and the design changes are chronicled in detail and in a very readable manner. The illustrations, which are mostly from the Ford Motor Company Ltd. photographic archives, are numerous and of good quality, although their positioning does not readily tie up with the relevant text in many instances.

The pre-war models are very sketchily covered, as is to be expected with no Ford Motor Company records in England to fall back on, few photographs and the facts being beyond living memory. I only cringed twice at the few paragraphs on the Models 'Y' and 'C'/'CX'; once at the photograph caption referring to 'the later Y-Type' - ugh! and, secondly, at the initial statement that the Model 'Y' was a 'scaled-down version of a larger Ford, the yet-to-be-launched Model 40, the classic Ford V8 of the thirties.' As is pretty obvious from the statement that it was a 'yet-to-be-launched' car, the Model 40 V8 was a scaled-up version of the Gregorie designed long rad Model 'Y'.

As ours is a club devoted to pre-war cars, my above comments only apply to the two pages covering our cars. The remaining 300 pages are crammed with detail and illustrations, some in colour, of the post-war models and are a super reference for those interested in these models.

ISBN 1 85960 823 X. Published by Haynes Publishing. Price, £33.00.

Sam Roberts

## New Register of Number Plate Suppliers

From 1 January 2003 all number plate suppliers in England and Wales will be required by law to register their details with the DVLA. From that date a business will be unable to trade as a supplier unless it is registered. However the law does not apply to Scotland, where it continues to be legal for any garage or accessory shop to produce number plates without being registered with the DVLA. The new register is designed to cut car crime, by making it more difficult for criminals to get number plates because they will need to show that they are entitled to them. It will also help reinforce the strict rules on fonts which apply to new number plates and which most plate makers are sticking to. The rules not only affect those who sell number plates. Number plate component manufacturers will not be able to trade with number plate suppliers who are not registered.

There are exemptions, and businesses do not need to register if they:

- only supply plates for newly-registered vehicles
- only have outlets in Scotland, Northern Ireland, the Channel Islands and the Isle of Man
- only supply number plate components

Registration application forms can be downloaded from the DVLA's website at [www.dvla.gov.uk/vehicles](http://www.dvla.gov.uk/vehicles). The DVLA will be accepting applications for inclusion on the register of number plate suppliers from 1st October. Registration costs £40. Under the new scheme suppliers of number plates in England and Wales will from 1st January 2002 be required to keep records of all transactions, including the following information:

- Name and address of purchaser
- One of the following documents as proof of entitlement to the vehicle registration mark:
- V5 registration document
  - V11 licence renewal application form
  - copy of hire/lease contract
  - letter of authority from company on headed paper, including VAT number or VE103 (vehicle on hire certificate)

Continued on page 25

# SPARES REPORT

Let me reflect on the Irish trip and the spares that kept the cars going. The main concerns on this trip were the rear axles.

No. 1. A half shaft failure due to road conditions and wear in the hub; in this instance due to wear not on the casing but on the brake hub. The Club's hub kit and another half shaft put that one right.

No. 2. The second rear axle apparently failed when a wheel rubbed against the wheel arch. Although some wear was evident in the hub, it was considered that replacement wheel arches had been welded in at a slight outward inclination. Swift panel beating with a 2lb pane hammer put that one right.

No. 3. Another in trouble had a quick road test around Galway Harbour, after which it was decided that the pinion bearings were worn. These bearings strictly speaking are adjustable, but in practice, once worn to this extent, seldom last when re-set and ideally need replacing before the pinion fails completely. Geoff and I decided the car would make it home.

No. 4. The fourth and final rear axle problem was when the pinion bearings on the early French SICAL-bodied car had collapsed completely, which led to pinion failure. On stripping this axle we found that the chassis, having been shipped to France, had escaped an early factory recall to have a re-designed replacement axle fitted. For these early rear axles, the second design, which had been fitted to the SICAL, had been withdrawn from production at approximate chassis number 19,000, having been introduced at about chassis number 1,000. (The axle design up to 1,000 was an even greater disaster. Having said that, at least two are still in use by members in early cars.) This second early casing won't accept the pinion we use today without a spacer. The one thing I had forgotten to take was a lathe, so we had to admit failure and send it home via a recovery service.

As for other failures, well more or less what we've come to expect. At least three dynamos, a clutch and a couple of condensers.

So what is the spares operation doing about these problems? Well the condenser failure is a self-inflicted wound. Those of us who had fitted the Lucas DCB 101 had a trouble free run. On my vehicles I have removed the distributor and drilled and tapped a small thread in the body of the distributor from the other side of the condenser aperture. Once done the replacement condenser can be fitted from the reverse direction in minutes with it's own wire and lug. It's cheap and simple.

**Dynamos.** Potentially one of major problems in the future, as the original quality of these now elderly units leaves a lot to be desired. Geoff Dee has a contact who has rebuilt some units for us and his work gives him access to equipment to check the armatures thoroughly; something I can't do. So it's early days yet, but we are making a start with serviced dynamos, skimmed commutators, brushes, bushes and bearings etc. In this instance send your old unit direct to Geoff Dee (address on inside front cover) having removed the cut out, mounting clamp and fan. In the future we intend to offer, at a price, a completely rebuilt dynamo, which will include remanufactured armatures.

**Rear axles.** Some replacement parts appear on the Spares List for the first time and at present I'm attempting to locate other parts that make up the axle. By the next issue we intend to offer an exchange rear axle, or a service on your own axle. This will include the fitting of replacement bearings throughout, including seals, and a new crown wheel and pinion were necessary. Differential and half shafts will be checked and replaced with serviceable parts as found necessary. The term axle will mean 'AXLE' and will not include hubs, brake shoes and back plates. However, at a higher price these can be included. Moreover, the term 'axle' will not include the drive shaft and torque tube. Anyway more details to follow

**Shock absorber kits.** I was pleased to announce the return of these kits that suit the front and rear of the long rad Model 'Y'. The short rad rear is still to be designed. I'll undertake that job personally

and work on the rear of my short rad over the course of the winter.

Now Model 'C'/'CX' owners! I need a car at my house for a day to check if the 'Y' kit will fit. If not, I'll need to make a pattern. So 'C'/'CX' owners, I don't want to hear any moans, the ball's in your court. I need a car! (and not in the middle of winter). Contact me please.

On the subject of Models 'C'/'CX', Drag links to suit both these and the Model 'Y' have been ordered, but unfortunately these will only suit RHD models. Until parts run out, I will continue to make up LHD 'Y' model links.

C/CX side light lenses are on offer as I recently obtained a batch, some new and some used. I have two and four window types.

**Head Lamp Rims** suitable for the late long rad 'Y' (where the side-lights are incorporated in the head lamp) and all Model 'C'/'CX's are at present with the chrome-plater and will be listed in the subsequent magazine. They are made from heavy gauge brass.

A new item on the parts listing under engines is the split valve guide.

'C' Hub Caps, no takers on that one, you must all have immaculate cars. We are looking into costs, which look like being greater than £25 each, and with no apparent support, it's looking doubtful that we will proceed.

As we move closer to reconditioning **Universal Joints**, I'll take the opportunity of reminding members that I need more old units and, on that subject, please don't forget those old brake shoes and engine pulleys. I'm also considering adding cut outs to the list.

That's about all for present on the spares front. Don't forget to check with the latest Spares List before ordering as a few changes have once again been made to stock levels.

Graham Miles.



# The Wood Green Animal Shelter

Whilst at the Abingdon All Ford Rally I was shown by Jim Murray an old wooden collecting box, which he had found at an autojumble, of the Wood Green Animal Shelter with a rather tattered photo featuring a Model 'Y' Van on the front. Since I live just a short distance from the Heydon, Hertfordshire shelter of this organisation, I was able to identify the location in the photo as being their London premises. The following potted history is from their web site to be found at:

<http://www.woodgreen.org.uk/index2.htm>

Wood Green Animal Shelters have three rescue centres in and around the South East of England. The original shelter, where the Charity first began in 1924, is in a house in Wood Green, London. It was started by a local lady,

Miss Snow, to provide for the "painless passing of pets", which was a regrettable necessity because of the dramatic increase in abandoned pets following the First World War.

In 1933 Dr Margaret Young was approached for financial help. However, Dr Young had the vision to see that there was potential to re-home rather than euthanase abandoned pets and she changed the Shelters policy accordingly, becoming the key figure for the next 60 years. Today the London shelter provides treatment for sick animals, whose owners cannot afford veterinary fees, and has also become a sanctuary for elderly cats that can no longer be cared for at home.

The building of a Shelter at Heydon in Hertfordshire was essential to take on the excess of animals at the London Shelter, which was full to overflowing. In 1954 all dogs were moved to Heydon along with a number of the cats.

In 1981 land was bought in Godmanchester, Cambridgeshire, and in 1983 what is now the Headquarters for Wood Green Animal shelters was built. In 1987 HRH The Princess Royal officially opened the Godmanchester site known as the Margaret Young Home For Animals also called Kings Bush Farm. The Shelter at Godmanchester is home to a variety of animals such dogs cats and other domestic pets. The charity takes in around 8,000 animals a year and has set national standards in animal welfare.



The side of the wooden Animal Shelter collection box, which had a 'piggy bank' slot in the top for donations. Assuming the spare wheel is on the driver's door, the Model 'Y' van is a pre-October 1936 long rad model.

Geoff Murrell.

## Continued from page 23

•proof of cherished number transfer

For repairs approved by an insurance company, all that is needed is a record of the insurance claim number and the insurer's name. The following documents are required as proof of identity:

a driving licence or a utility bill plus one of the following:

- passport
- credit or debit card with photograph
- travel pass card with photograph
- works pass with photograph

Records must be kept for three years. In this time the enforcement authorities may wish to view them. Failure to keep proper records of number plate purchasers is an offence under section 24 of the Vehicles (Crime) Act and can lead to suspension from the register for up to five years.

In other words - Get them quick and save the hassle!!

Geoff Dee.

## Overhauling Ford Engines – Part 2, assembly.

Continuing the extract from the July 1954 'Practical Motorist'.

### Overhauling the Valve Gear

All traces of carbon should be carefully removed from the valve ports and cylinder block. The valves, which have already been cleaned can now be ground into their seatings. The valve and guide is fitted in position, the valve lightly smeared with grinding paste and rotated to and fro with an occasional lifting action to redistribute the grinding paste, using a valve grinding tool of the rubber cap suction type, until a clean grey matt surface is obtained on it and the valve seat.

This operation must be repeated for all eight valves; when complete remove, thoroughly wash, and refit in position. The camshaft and tappet should be temporarily fitted to the cylinder block and the tappet clearance checked. With the cam clear of its tappet, and the valve pressed on its seating with the thumb, the clearance between the stem of the valve and the tappet should be .011½ inches to .013½ inches as measured with a feeler gauge.

If the clearance is too much the valve must be ground further until the correct clearance is obtained; if it is insufficient the clearance must be carefully measured, the difference being the amount that must be ground off the bottom of the valve stem. As this has to be done accurately and square with the stem, this grinding operation is best done by a firm specialising in engine reconditioning or a Ford dealer. Remove all valves, tappets and camshaft, taking care not to muddle them, for if the tappets and valves are confused the foregoing care will have been in vain.

**Assembly of Engine.**

The cylinder block and all parts before assembly should be thoroughly cleaned, and the use of modern detergent and hot water is highly recommended. Cleanliness is of paramount importance and the time spent in thoroughly cleaning every nook and cranny is not wasted for it will yield handsome dividends in the form of prolonged engine life. It is interesting to note that one of the leading piston manufacturers in this country says that 50% of all piston failures are due to neglect of this precaution. Finally, wash the engine in clean water and dry, and wipe all machined surfaces with an oily rag to prevent rust. During the assembly operation all working surfaces should be well oiled before fitting.

The camshaft and vertical drive shaft should both be replaced, not forgetting to tap home the locking plug. Fit tappets, valves, guides and springs. With each tappet in turn in its lowest position, compress the valve spring and fit the retaining cap.

The crankshaft bearings should now be fitted in the cylinder block, and do not forget to replace the die-cast oil-return channel situated behind the rear main bearing. The clean crankshaft, well oiled, can now be placed in position, the main caps fitted, tightened and pinned. The crankshaft, if fitted correctly, should be sufficiently free to be turned by hand without the use of levers. The bearings, being precision finished, should not be scraped or altered in any way.

The pistons should now be fitted to the rods. First the rings should be taken off the pistons and checked in the bore for gap; this should be between .004 and .008 inches. The gudgeon pins are best removed by placing the pistons in hot water for a few minutes. This allows the aluminium to expand, and permits the pin to be pushed out easily and without damaging the piston. Fit each piston to its connecting rod, bear-

ing in mind the way the connecting rod is to be fitted on the crankshaft, for it is important that the split side of the piston should be on the near side of the engine when assembled; that is the word "Front" stamped on the piston crown shall face towards the radiator. Care should be taken to see that the retaining circlips are a snug fit in their grooves, for if these come out while the engine is running very serious damage to the bore and piston will result.

The rings may now be put on the piston and the con-rod assembly fitted to the engine.

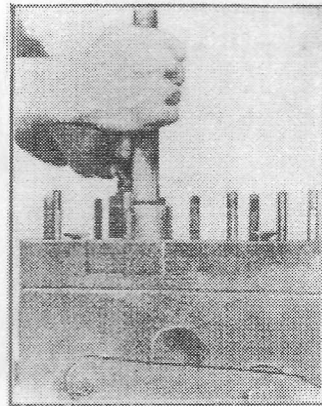


Fig. 4.—Fitting the piston. The steel base is held lightly by means of plates to compress the piston rings while the piston is gently tamped home by tapping it with a hammer handle.

With the Ford 8 engine the piston must be put in from the underside, but the larger bores of the Ford 10 permit the con-rod to pass through the cylinders and it is easier to fit them from the top, using a ring clamp which can be made out of a piece of thin, flat steel, formed on an old piston for size (Fig.4).

The slight bevelling with a sharp scraper on the top edges of the cylinder bores facilitates the assembly. Self-locking nuts are used on the big-ends, and new ones should always be employed. As each piston and con-rod is fitted the engine should be rotated, to allow the con-rod to align up correctly on its gudgeon pin. The head studs should now be refitted.

**Valve Timing.**

Turn the engine until the marks on the camshaft and crankshaft sprockets coincide; the endless timing chain should now be fitted and the camshaft sprocket offered up to the camshaft, secured by means of bolts provided and locked with wire. If a chain with a connector link is employed do not forget to fit the centre link plate (the thicker of the two) and the closed end of the clip placed in the direction of rotation.

Replace the camshaft end-float plug with its spring and the oil thrower on the crankshaft. The front cover may now be fitted, not forgetting to fit the new half oil seal and the gasket between the joint faces. Fit fan pulley, space washer and dog nut.

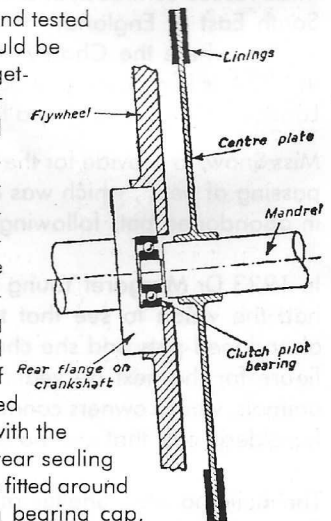
**The Flywheel and Clutch.**

The fitting of a new starter gear ring is well within the capability of the average practical motorist. The old one should be knocked off the flywheel, using a drift and hammer, noting carefully that

the chamfer faces towards the front of the engine. Surround the ring gear with pieces of brick and heat carefully by means of a blow-lamp and as uniformly as possible, until a previously bright part of the ring turns a light purple. This indicates the ring has reached the right temperature and has expanded sufficiently to enable it to be dropped into position on the flywheel. Allow to cool gradually in air; do not quench it in water as undue stresses may be set up within the ring which eventually will cause fracture. The slow and even heating of the ring cannot be over-emphasised and no part of it should reach red heat. The flywheel may now be fitted to the engine and the retaining bolts locked with wire. The clutch centre disc and pressure plate should now be replaced, it being important that the centre disc is carefully centralised, otherwise damage may result when the gearbox is offered up to the engine. To facilitate this the writer advises the making of a simple mandrel or guide (Fig. 5).

**Final Details.**

The cleaned and tested oil pump should be fitted, not forgetting the washer between it and the crankcase. The sump gaskets may be secured in position on the face of the crankcase by jointing compound and the front half oil seal pressed into position with the fingers: The rear sealing cork should be fitted around the rear main bearing cap, taking care not to crack it. The sump may now be fitted in position and screwed up tightly. Great care must be taken to see that the seal at the rear is not damaged. Tighten up the sump plug. It is not advisable to cover both faces of the washer with sealing compound as this only makes removal of the sump difficult at some future date. The valve cover plate can now be replaced using the gaskets supplied. The clean ball valve should be refitted. Before replacing the cylinder head ensure that no grit or dirt is present around the valves or pistons, fit a new gasket and pour half an eggcupful of oil into each cylinder. Tighten head nuts in the sequence indicated in Fig. 6.



the chamfer faces towards the front of the engine. Surround the ring gear with pieces of brick and heat carefully by means of a blow-lamp and as uniformly as possible, until a previously bright part of the ring turns a light purple. This indicates the ring has reached the right temperature and has expanded sufficiently to enable it to be dropped into position on the flywheel. Allow to cool gradually in air; do not quench it in water as undue stresses may be set up within the ring which eventually will cause fracture. The slow and even heating of the ring cannot be over-emphasised and no part of it should reach red heat. The flywheel may now be fitted to the engine and the retaining bolts locked with wire. The clutch centre disc and pressure plate should now be replaced, it being important that the centre disc is carefully centralised, otherwise damage may result when the gearbox is offered up to the engine. To facilitate this the writer advises the making of a simple mandrel or guide (Fig. 5).

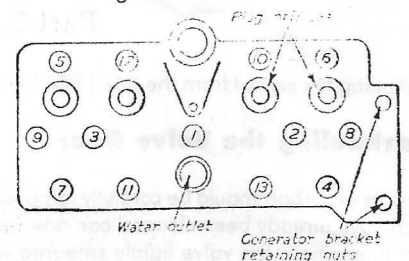


Fig. 6.—Tightening sequence for Ford 8 and 10 cylinder heads. The nuts should be tightened a quarter of a turn at a time and the sequence should be strictly followed.

# DIY Panhard Rod for Model 'Y' front axle

Following a number of queries from participants on Convoy 2002, **Bill Baxman** has sent in excellent instructions and drawings for making and fitting your own Panhard anti-roll bar. Thanks Bill.

## Bracket A.

### Material

- 1 piece one inch angle iron 3.5" long
- 1 piece steel plate 3/16" thick x 1" wide x 3.5" long.
- 3 x 2"x5/16" bolts.
- 1 x 5/16" Nylock nut.
- 2 x 5/16" body washers.
- 2 x 5/16" nuts, springs and plain washers.

### Method.

Grind and file the angle iron to the profile of the axle beam.

Drill 3 x 5/16" clearance holes in the angle iron in the positions shown.

Weld a 2"x 5/16" bolt in the centre hole.

Drill 2 x 5/16" clearance holes in the steel plate in the positions shown and weld in place 2 x 2"x5/16" bolts,

making sure they line up with the holes in the angle iron piece. Prime and paint as required (see Fig. 1.)

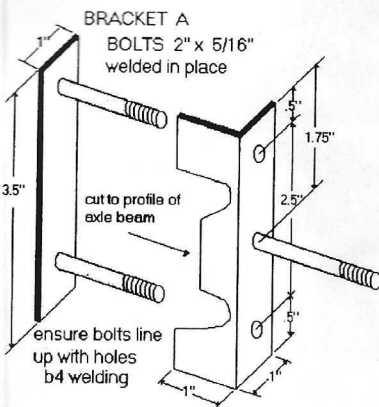


Fig. 1

Clean, prime and paint as required. (see

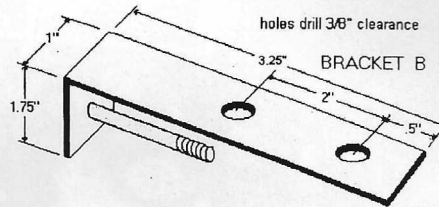


Fig. 2

## Panhard rod.

### Material.

- 1 piece steel tube 24" long by 3/4" diameter.

### Method.

Cut the tube to one piece 21" long and two pieces 1" long. File each end of the long piece to accept a small piece at right angles to it.

Weld each end all the way round. Clean prime and paint as required. (see Fig. 3.)

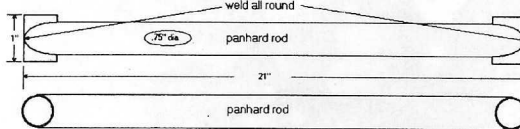


Fig. 3

## Bracket B.

### Material.

- One piece of steel 5 inches long, 1 inch wide and 3/16" thick.

### Method.

Bend steel plate at right angles, 1.75" from one end (getting it red hot will help). Drill through bent end, 5/16" clearance.

Drill through long part, 3/8" clearance, two holes 2" apart, 1/2" from unbent end. Weld a 2" by 5/16" bolt in the bent end hole.

### Assembly.

Jack up the car and place on axle stands.

Drill out rivet at hole A position on front cross member / chassis (see Fig. 4.)

Mark off and drill a 5/16" clearance hole, 2"

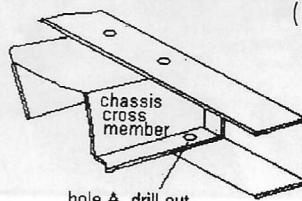
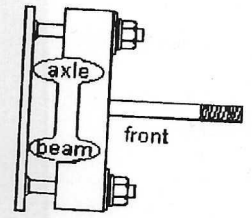


Fig. 4

to the rear of hole A in the chassis side member.

Offer up bracket B and loosely hold in place with 2 x 5/16" x 1" bolts, nuts, spring and plain washers, nuts on top.

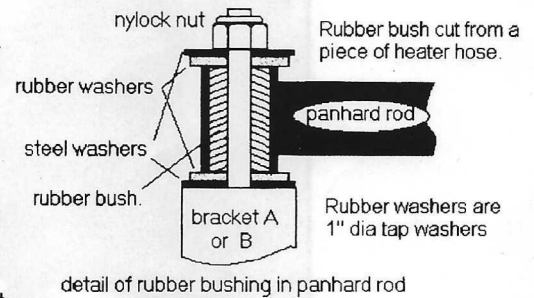
Fit bracket A to front axle, inside the offside spring perch bolt. Do not tighten yet. (see Fig. 5.)



bracket A

Fit the rubber bushes to each end of the Panhard rod (see Fig. 6.)

Fig. 5.



detail of rubber bushing in panhard rod

Fig. 6.

Fit a 5/16" body washer to the bolts on brackets A and B.

Fit rubber washers to bolts on brackets A and B. Offer up Panhard rod to bolts, adjusting position of bracket A as needed.

Fit two more rubber washers, body washers and Nylock nuts. Do not tighten yet.

Lower car so its weight is on its wheels and tighten all nuts. Do not over tighten Nylock nuts or the rubber washers will suffer.

(The larger holes in bracket B will allow the rod to align ok.)

(Do not use any grease or oil on the rubber bushes.)



# 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

Clevis pins (20 thou oversize) with split pins- State S.R/LR/ C .....	£8.00 set
Front shackles (pattern part) .....	£7.00 each
Rear shackles (pattern part) .....	£5.00 each
Bushes for shackles - state front or rear .....	£2.00 each
Front road springs Y&C (not Ford). (Rear, used on application) .....	£39.00 each
Shock absorber kits- Model 'Y' front .....	£125.00 pair
Long rod 'Y' rear .....	£90.00 pair
Front brake lever return spring, Y2096 RH or 2097 LH .....	£6.00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH .....	£6.00 each
Brake operating wedge, LR and C 48/2050 .....	£13.00 each
Front brake lever, SR/LR/C Y2084 .....	£13.00 each
Brake operating shaft (top king pin) RH Y2076, LH Y2077 .....	£27.00 each
Rear operating shaft, LR/C RH CE2231, LH CE2230 .....	£27.00 each
Rear brake cam shaft SR. RH or a/s Y2231, LH or n/s Y2232 .....	£16.00 each
Rear brake cam, SR Y2230 .....	£16.00 each
Exchange brake shoes, rollers removed. Send old first to GM- set of 4 .....	£35.50 set
Brake shoe pull off springs - Short rod, Intermediate 'Y' set 6 .....	£17.00 set
Brake shoe pull off springs - Long rod post '33, 'C/'CX', set 4 .....	£13.00 set
Refined front brake drums - exchange in clean condition. Send to GM. ....	Out of stock
Rear brake rod support bracket for LR 'Y' with double holes .....	£31.00 each
Front brake rod support, YE2502B. Mounts on A-frame to rod .....	£6.50 each
Track rod ends with dust covers: - male design .....	£48.00 pair
female design .....	£28.00 pair
Drag link 'Y' - state L/R.H.D. ....	£37.00 each
Y&C king pins - exchange. Send to Graham Miles (GM) .....	£48.00 pair
Steering box servicing - Contact Graham Miles	

## MECHANICAL - ENGINE, TRANSMISSION & FUEL SYSTEM

Recon/Exch single water inlet engines 8 & 10 hp (contact Graham Miles) .....	£1000.00 - £1075.00
Accelerator return spring Y9737 (on accelerator rod assembly) .....	£5.50 each
Gaskets - Head set, 8 hp .....	£30.00 set
Gaskets - Head set, 10 hp .....	£20.00 set
Gaskets - sump set (state with or without timing chain) .....	£20.00 set
Engine top water outlet (head to hose) .....	£13.50 each
Hoses, straight. Top 9.5" x 1.75", bottom 8" x 1.25" .....	£7.00 each
Moulded top hose - suit post 'Y' head .....	£11.00 each
Moulded bottom hose - suit post 'Y' engine .....	£11.00 each
Piston rings, various held - Send piston as pattern to Graham Miles .....	P.O.A.
Valves, post-war (single water inlet to cylinder block) .....	£12.00 each
Valves, pre-war, exhaust or inlet - send pattern to Graham Miles .....	£10.00 each
Valve springs (Pt no. 6513) .....	£12.00 set
Split valve guides .....	£10.00 pr
Cylinder head stud & nut, Y24052 .....	£2.00 each
Fan belts - state 3" or 4" pulley .....	£11.00 each
Flexible fuel pipe - pump to feed .....	£3.00 each
Fuel pump - exchange (allow 21 days). Send to Graham Miles (GM). ....	£24.00 each
Carburettor for reconditioned 8 & 10 hp. Send to GM for exchange. ....	£105 each
Exhaust C, with tail pipe - stainless .....	£80.00 each
Exhaust Y, stainless .....	£75.00 each

## CLUTCH

Clutch plate centre - exchange. Send to Graham Miles. ....	£26.00 each
Clutch pressure plate - exchange. Send to Graham Miles. ....	£46.50 each
Clutch release bearings (pre-packed) .....	£16.00 each
Clutch spigot bearing .....	£9.00 each

## GEARBOX

Gearbox: Large number of parts held. Send list of requirements to GM. ....	P.O.A.
--	--------

## AXLES

Front hub bearings (2 off) .....	£29.00 pair
Rear sleeved hub bearing kits (includes outer oil seal) .....	£150.00 pair

Rear hub seals (large outer) Y1175 - original bearing .....	£3.50 each
Differential bearings .....	£24.00 each
Pinion bearings .....	£22.00 each
Crown wheel & pinion .....	£225.00 plus carriage
Inner hub seal .....	T.B.A.
Front drive shaft race .....	£14.00 each
Front drive seal .....	£4.00 each
Speedo cables (inner & outer) - state 'Y' or 'C/'CX' .....	£60.00 each

## RUBBER PARTS

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

## ELECTRICAL

Headlamp lenses late curved diamond (Reproduction) .....	£14.00 each
Headlamp lenses, used, flat round centres .....	£12.00 each
Headlamp Magniflex bars (diamond shape) .....	£12.50 each
Side lamp lenses, 'C' front .....	£5.50 each
Battery fixing bolts .....	£3.00 pair
Battery Lead - Braided. +ve lug to bulkhead .....	£4.00 each
Battery lug bolts, pair .....	£0.75 each
Headlamp bulbs (wattage not stated) .....	£5.00 each
Bulbs various (if rear lamp, state straight or offset pin) .....	£3.00 each
Distributor points (not early type) .....	£5.00 each
Rotor arms (late type) .....	£4.00 each
HT Lead cap ends (6) .....	£2.00 set
Spark plugs - not L10 but equivalent. Set of 4 .....	£10.00 set
Dynamo servicing or exchange - send to Geoff Dee with pulley only fitted. ....	£65.00
Dynamo cut out controls (no mounting bracket). Exchange Send to GM .....	£18.00 each
Wiring looms (including flashing direction indicator cables - Contact Graham Miles.) .....	'Y' P.O.A. 'C' P.O.A.

## FITTINGS - BODY

Bumpers, LR Model 'Y' front, chromed .....	[On order]
Bumpers, LR Model 'Y' rear, chromed .....	£114.00 each
Bumper bar bolts (oval shape) .....	[On order]
Bumper bar end caps chromed, LR and SR .....	£8.00 pair
Running boards for long rod 'Y'. Moulded matting style fibreglass with steel mounting brackets. Adaptable for short rods. ....	Out of stock
Floor board screws, set of 40 .....	£11.00 set
Late long rod 'Y' four-door hinge centre bolts with spring + tag .....	£1.50 each
Brass balls, door hinge .....	£1.50 each
Roof stick kits in hard wood, Model 'Y' fixed roof .....	£83.00 each
Striker wedges - female, pillar mounted Y&C types .....	£10.00 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR .....	£15.00 each
Hub caps - Model 'Y' .....	£14.00 each
Oil cans .....	£14.00 each
Oil can transfers. Black only .....	£5.00 each
Oil can brackets .....	£13.00 each
Wheel nuts, 'Y' set of 20 .....	£35.00 set
Wheel nuts, 'Y' individual .....	£2.00 each
Wheel nuts, 'C' .....	£1.00 each
Vacuum Wiper Motor .....	£26.00 each
Wiper blade, non-standard .....	£1.00 each
Model 'Y' spare wheel strap (Repro) .....	£21.00 each

**PARTS ORDER FORM - ISSUE 139**

To be returned to:

**Jim Sharpe, 23 Rous Chase, Galleywood, Chelmsford, Essex, CM2 8QF**

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 Ltd.'. 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 Jim Sharpe with credit card details (number & expiry date) or cheque. Alternatively, e-mail with credit card details to:-**  
**<jajm.sharpe@virgin.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 -

Please PRINT your name and address incl. post code

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

Phone no -	e-mail

<u>Item</u>	<u>Colour</u>	<u>Size</u>	<u>Price £</u>	<u>Quantity</u>	<u>Total price</u>
<b>Clothing</b>					
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		
<b>Car accessories</b>					
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		
<b>Miscellaneous</b>					
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)					
<b>Models ( O gauge) -</b>	Vineyard Green or Orient Blue (both with Black wings) or Black		52.00	<b>Please state colour</b>	
Y Model Fordor Longrad	Vineyard Green (with Black wings) or Black		54.00	<b>Please state colour</b>	
Y Model Tudor Longrad - on plinth					
CX Model Fordor	Black, grey or maroon		52.00		
Y Model Van in Millennium livery	Orient Blue with Black wings		25.00		
<b>Rear window stickers</b>					
'My other car is a <b>ford</b> Model Y'	Blue text on white ground		2.50		
'My other car is a <b>ford</b> Model C X'	Blue text on white ground		2.50		
The X can be cut off for C Model owners					
<b>A3 Colour reproduction posters</b>					
1932 Y Model Tudor (prototype)			3.25		
1933 Y Model Tudor (short rad)			3.25		
1934 C Model Tudor			3.25		
<b>Payment</b> UK Sales by cheque					
Please make cheque payable to Ford Y&C Model Register Ltd. and enclose with order.			UK Overseas	post & packing	£3.00
				post & packing	£6.00
				Total	£.....
<b>UK or Overseas sales by Credit / Debit card</b>					
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, Windcreens.**

#### **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](http://www.smallfordspares.co.uk) e-mail: [info@smallfordspares.co.uk](mailto:info@smallfordspares.co.uk)

### **Stockists Early Ford Parts**

#### **Tony Butterfield (Can supply gaskets) 2 Cockers Lane,**

Leyland, Lancs, PR5 3SU. Tel: 01772 424032 Fax: 01772 457542  
e-mail: [tony@roadsters.freeserve.co.uk](mailto:tony@roadsters.freeserve.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](http://www.footmanjames.co.uk)