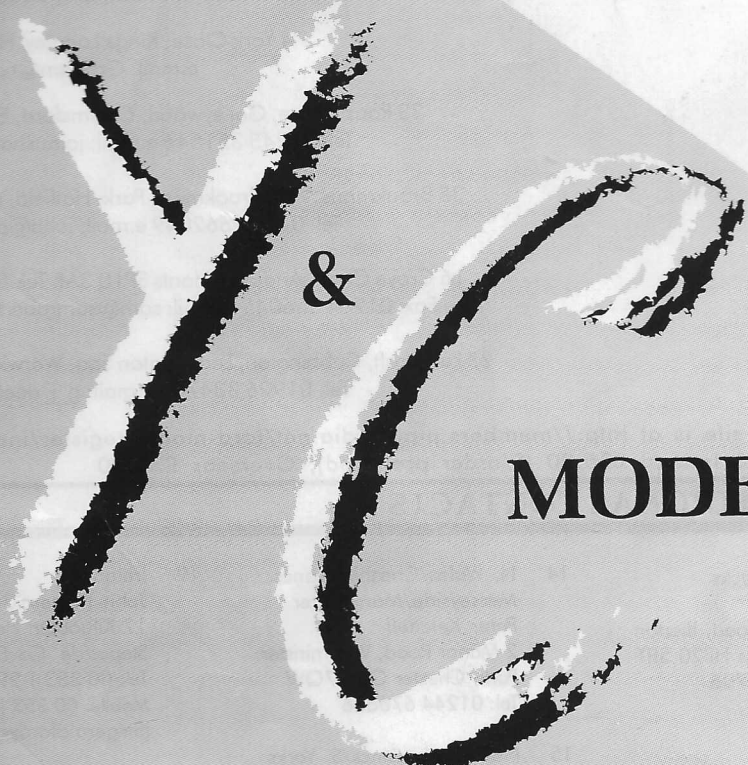


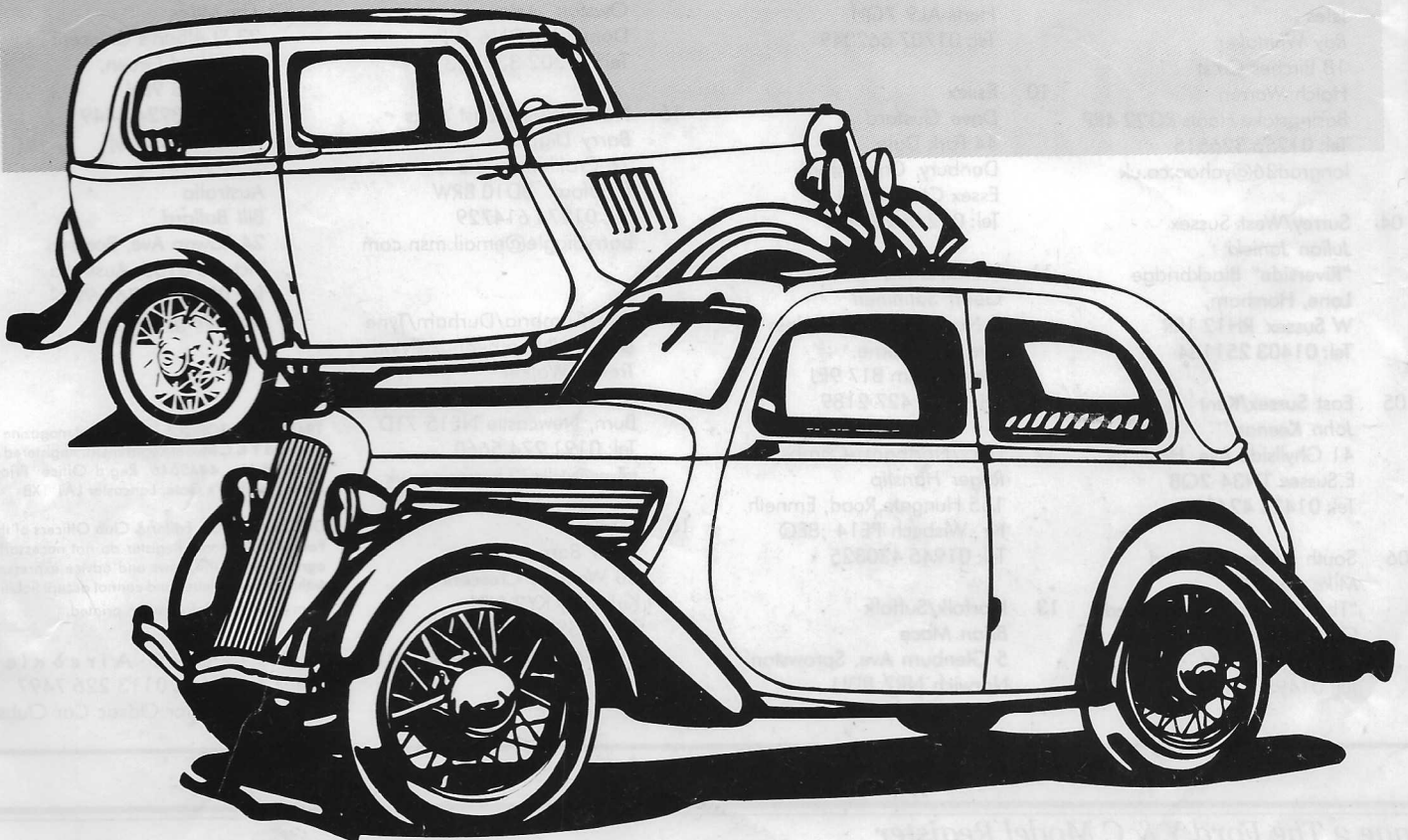
# TRANSVERSE TORQUE

**FORD**

Issue 140- January - February 2002



## MODEL REGISTER



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# Editorial

And so we begin another year. May I wish you all you wish yourselves for 2003. It is a shame that we have to start the year with an obituary, but it was with deep regret that I learned of the death of Eugene T. Gregorie, the last survivor of the small team who made the Model 'Y' such a great success. His design flare resulted in one of the most beautiful cars ever; a car which was to herald not only the still-successful dynasty of baby Fords, but the introduction of 'style' and 'streamlining' into European family motoring, turning round the fortunes of Ford in Europe. Thanks go to Paul Tritton, who noticed his obituary in the 4<sup>th</sup> December issue of 'The Times' (a similar one appeared one week later in The Daily Telegraph). Carlton Thisse also faxed me the one which appeared in the Detroit Free Press. In this issue appears an obituary geared more to the interests of the Y&C Register, which I hope does the late 'Bob' Gregorie due justice.

Also in this issue we detail the main events of 2003. Please make a note of them in your diaries and support as many as you are able. Please note the A.G.M., the Isle of Man trip and the need to enter early for the Great Dorset Steam Fair stand, which is a 'special' for the centenary year of the Ford Motor Company. There is good news from Graham Miles on the spares front with the long-awaited availability of the rounded headlamp rims and, in his guise of Dr. Ford, Graham starts a series of articles on the rear axle. We have another book on the Ford sidevalves to report; this one having been written by member, Bill Ballard. As is to be expected, the book concentrates on the English and Australian models. Terry Mortiboy is continuing the restoration of John Griffiths' Model 'Y' Bezzant special. A further report on his progress is included here. Hopefully, there is something for everyone in this issue.

Ever since God was a boy, Derek Birch has been restoring his March 1936 Tudor Model 'Y', Y128479. At the NEC International Classic Car Show, he approached the Register stand with a grin from ear to ear and announced that he had finished! Well done, Derek. We look forward to it being the subject of Members Cars in the near future.

In last issue's Regional News, I asked David Donson from Leeds to confirm the registration number of his Model 'Y', it having been reported as DN 17 in Barry Diggle's 'Northern sidelights' contribution. I had a pleasant chat with David over the 'phone, he being delighted with the car and its reliability. He told me that the number was DG 9147, a Gloucester 1934 registration. We chatted on and I was a tad concerned when I'm sure he signed off with the phrase 'Bye luv'. Bob tells me that they are a bit funny up there in Yorkshire. As they say 'There's nowt so queer as folk'!

I have a formal apology to make to the Early Ford V8 Club of America, having done so informally to Dave Minnett, a joint member of their club and ours. Having waxed eloquently about the Ford V8 Christmas cards in my editorial in the last issue, I then failed to notice that their advert had been excluded from the proof copy of our magazine. It hence went ahead somewhat lacking. It pays to take one's time over the proof reading!

Jim Boland in Co. Wexford in the South of Ireland appears to be having a burst on his collection of Ys and Cs. You may recall that we featured his ex-German Eifel (C135774) as the subject of Members' Cars and illustrated it on the back cover of Issue 131. Similarly his brother's Model 'Y' Tudor (Y100285) was featured on

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## Photograph on back cover

The subject of 'Members' Cars' in this issue is Luis Cascante Gomis' Model 'Y', 'Forito', in the Catalan Province of Spain. In issue 125 we featured the Model 'C' belonging to his father, Luis Cascante Davila. Both have been members of the Y&C Register for many years. Luis Senior, who is now in his 83<sup>rd</sup> year, is a past Chairman of FIVA and, until his 80<sup>th</sup> birthday, was Chairman of FIVA's Historic Committee. The photograph depicts both Luises with the now restored 'Forito' in Luis Junior's garden in the foothills of the Pyrenees.

the back of Issue 106 taking part in a Christmas showroom display in his Ford agency. Jim himself owns the Tudor Y187627. He has now bought the Fordor Model 'Y' (Y163570) featured in the For Sale adverts in the last issue, although he saw the advert on the Register website before the magazine was printed. He is also on the look-out for an early shortrad Model 'Y'.

I feel for Ian Macdonald in Stornoway on the Isle of Lewis; not because he is in Stornoway on the Isle of Lewis, but because he has bought and is restoring the ex-cream Model 'Y', BGU 511, which we wrote up in Issue 131. Regrettably, he is not having much luck with DVLA in persuading them to let him retain the original London registration number. Without the documented evidence that that number is tied to that car, DVLA will not budge. This is despite the date of issue of the registration matching the date of manufacture of the car (September 1934); in time for the car to attend the Ford Dealers' Convention at Blackpool as one of the 200 cream cars driven by dealers from across Britain. DVLA may be persuaded if we could find a photograph or reference to BGU 511 attending the convention, but that seems an unlikely possibility. Ian has tried to persuade DVLA, initially through Bob Wilkinson and the Y&C Register and then Michael Worthington-Williams, the motoring correspondent, who is permanently trying to regain lost numbers through DVLA. Finally, I was contacted by an old business acquaintance of mine, who happens also to be an MG man. He has now retired and has a two days a week job in the library and archives of the National Motor Museum at Beaulieu. As he says, he is like a schoolboy

let loose in a sweet shop! Anyway, he telephoned me (as had Michael Worthington-Williams) to find out about the Blackpool Ford Dealers' Convention and the cream Model 'Y's. They both had a copy of my book, so knew almost as much as I did on the subject. However, from Beaulieu, I did gain a photocopy of 'The Ford Times' article on the Blackpool Dealers' Convention, which I had not seen before. What I had not realised was that the cars had red wheels and radiator grilles, which would have set off the cream bodywork nicely.

The Register Committee met in October at Willoughby and wound up what has been a very successful year, as reported by Geoff Murrell in his Chairman's chatter column. I thought you might like to see a photograph of your elected officers in session.



The Y&C Register Committee in session. From left:- John Keenan (Region 5 Contact), Geoff Dee (Technical Advisor), Bob Wilkinson (Secretary), Geoff Murrell (Chairman), Jim Sharpe (Spares Administrator), Bruce Allan (Treasurer), Graham Miles (Spares Secretary), Roy Whittaker (Membership Officer). Photograph taken by Sam Roberts (Editor).

I am grateful to those of you who let me know of for sale adverts you see for our cars in the motoring press. Kevin MacManus in Longford, Ireland sent me a cutting from the 11th December's Classic Car Weekly, which carried an advert for the ex-Kenyon's 'The Royal British Legion' Model 'Y' van, which we thought had found a happy home with Derek Maguire in Yorkshire. Regrettably, Derek's 15 stone bulk did not sit happily behind the Model 'Y' van steering wheel, so he negotiated a deal with Grundy Mack, the classic car dealers, swapping the Model 'Y' van and his thirsty 12mpg Humber Snipe for a Triumph Renown. Derek is hoping that he will be more comfortable in a Model 'C' or 'CX'. Come to think of it, there is little or no rearward adjustment on the Model 'Y' van driver's seat as the loading platform is right behind the seat. Perhaps the standard saloon, with full adjustment, would be more accommodating - it is worth having a look at, Derek.

I understand that the expected change of emphasis at the British Motor Industry Heritage Trust museum at Gaydon, in Warwickshire, is under way. The present collection of vehicles is made up mainly of the marques which became part of British Leyland. Now that it is under Ford management, due to Ford's take-over of Land Rover, a new long term strategy has been decided. The present collection is to be thinned out and will be built up to be a more accurate reflection of the British motor industry as a whole. The Model 'Y' in particular and the Models 'C' and 'CX' certainly made a major contribution to the history of the British motor industry in the 1930s and are sure to be represented. We look forward to seeing our cars on display there.

A couple of snippets of news which came my way:- Having included a photograph of the ex-Terry Mortiboy Tudor Model 'Y', MSK 676 on page 11 of the last issue and reported it as belonging to ex-member Alan Higham, I gather that it has been recently bought by member Phil Denson in Blackburn. I also hear that Les Coull, up in the Moray highlands, has discovered an early short rad hidden away in a barn up a glen. We are looking forward to a report on the find and the details of the car, Les, with a photograph if possible.

Finally, thanks to all of you who kindly sent Paula and me Christmas cards. They were very much appreciated. Thank you also to all who contributed to 'Transverse Torque' in 2002. It is due to your input that the magazine comes alive and contains such diverse articles. Please keep the articles, snippets and photographs coming in 2003. Enjoy your read.

Sam Roberts.

## Chairman's chatter

Traditionally the first magazine of the new year is an opportunity to look backward at the last year with hindsight and look forward to the new with optimism.

I see that in the January / February 2002 edition of 'Transverse Torque' we lost our Membership Secretary and Spares Administrator (Chris Baldock and Kevin Briggishaw) and were on the scent of replacements. Roy Whittaker and Jim Sharpe stepped into their shoes. Whilst Jim seems to have found something to get his teeth into now he is retired, Roy has realised that a job that takes him round the world every month does not enable him to provide the service to the club he would like. Roy has therefore asked us to find a replacement Membership Secretary asap. I asked Bob and Sam to come up with a hit list and hopefully we shall soon have news of a replacement.

The move to the club being a Limited Company has now been concluded. All members should have received a membership certificate limiting their liability to one pound. Please let me know if yours went astray.

The club website attracts ever-increasing visibility and several 'unknown' cars and new members have been discovered. If you have any suggestions for changes to the site please contact me to discuss them.

In 2002 we were grateful to John Fitzgerald and Eddie Nolan, ex Henry Ford & Son, Ltd., Cork, for their immeasurable help in making Convoy 2002 a magnificent success. Quite honestly I wish sometimes we would fail with the Convoy theme. It would then be easier to organise the following years event! This year's task has been picked up by Pete Ketchell and Bob Wilkinson, who foolishly offered to organise a mini-Convoy to the Isle of Man in June. If you have not yet signed up with Bob, please think about it seriously.

2003 is the year of Ford Motor Company's centenary and, as far as I know, the Henry Ford Day at Gaydon on May 11th is going to be the only Ford supported celebration in the UK. Please consider attending if at all possible. I can guarantee you won't be around to see another Ford centenary!

Something else to consider is attending the AGM on 6th April. Several members attended last year for the first time and were amazed at the easy-going atmosphere and humour evident throughout the day. This year's AGM promises to be no less enjoyable, so please come along and meet the faces behind the names. You never know, you might even find we have lined up a committee post for you!

May your God go with you. Happy Motoring

Geoff Murrell



# Secretary's ramblings

May I wish you all a Happy New Year in which our hobby flourishes and a year in which your steering boxes never run dry!

I always feel that January and February are dark, cold and miserable months in which, making the effort to go out to the garage to do those jobs we promised ourselves last autumn, is worse than even the memory of all that clearing away after the visiting hordes over Christmas..... or am I getting old?! However, I have managed to overcome the seasonal inertia by making progress with my 'CX' tourer restoration. I collected my overhauled engine just before Christmas. New piston rings, valve seats converted for unleaded fuel and new main bearing shells should see me OK for a few years. All frontal bodywork is now removed ready for some minor welding and the removal of front suspension and steering provides me with my next mechanical job. I had almost forgotten the pleasure of scraping 50 years worth of grease from the whole of the frontal area. Slow and tedious but the only way!

Thinking ahead to paintwork, reminded me that I have not mentioned for some while that I hold paint chips for matching the various colours used on our cars. These are available from me, on loan, but please include a couple of first class stamps with your request.

Paying Subscriptions by Standing Order: We have had a flood of returns from you following the autumn mailshot .... many thanks to those of you who followed our request. This system will save the club (and officers!) a great deal of time and money over the years, so if you haven't sent yours in yet, then please do. I had only one member contact me expressing reservations on this issue, but even he saw the advantages and accepted that he retained full control over his banking arrangements.

'Friends of the Register' scheme: The Committee has recently approved this scheme for NON-OWNERS of our cars. This enables approved applicants (for a UK subscription of £16.00) to receive the bi-monthly magazine and have access to club services, EXCEPT SPARES and MEMBERSHIP VOTING RIGHTS. Non-owners, enthusiasts of our cars and members having sold their cars are welcome to apply. If you know anyone who may be interested then please contact me.

E-mail Contact: If you have an e-mail address (or if you have changed your address), please send me a message to enable me to maintain my listings. Contact by e-mail is again an excellent way to reduce Club expenses, so that more money can be used to better advantage.

Sold your car? Please let me know the name and address of the new owner, so that I can take the initiative and follow this up. Otherwise we lose your membership and don't always pick up the new owner. We also lose track of the car.

We had a very successful 2002. I hope that 2003 is just as enjoyable. If you haven't joined in any club activities yet, then make sure this year is different! Don't be afraid of turning up in a car that you may not feel is a "show car", since our aim is to enable members to enjoy the comradeship of the club and to USE their cars. If you saw some of our cars you would know what I mean..... Drive carefully.

**Bob Wilkinson. Secretary.**

## Bob's Joke Corner.

No one has sent in any items (or rude comments!), so you will have to put up with my efforts again.

The following was seen on a pilots' noticeboard whilst visiting a local airfield.

## Important Guidance For All Pilots.

1. Every take-off is optional. Every landing is mandatory.
2. Flying isn't dangerous. Crashing certainly is!
3. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller.
4. The only time you have too much fuel is when you're on fire.
5. A good landing is one from which you can walk away. A great landing is one after which they can use the plane again.
6. Learn from the mistakes of others. You won't live long enough to make them all yourself.
7. Stay out of clouds. The silver lining everyone talks about may be another plane going the other way. Reliable sources also report that mountains have been known to hide out in clouds.
8. You start with a full bag of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
9. Logbook: Always try to keep the number of landings equal to the number of take-offs.

## Events 2003

- 1/2 Feb Bristol Classic Car Show, Shepton Mallet, Somerset.  
Nick Glenister 01935 822566 (Day)
- 6 April A.G.M. Willoughby village hall  
Bob Wilkinson 01832 734463
- 11 May Henry Ford Day (Centenary of Ford Motor Company), Heritage Centre, Gaydon
- 24-26 May Enfield Pageant of Motoring.  
Entries through EDVVT: 020 8367 1898
- 19 - 24 June Isle of Man tour (see comment below) Bob Wilkinson 01832 734463
- 30 August Great Dorset Steam Fair  
Entries through David Lovering  
01202 572304  
Although Fair runs from 27 - 31 Aug, Y&C Register stand is on 30<sup>th</sup> August only (see below for details).
- 29 September All Ford Rally, Abingdon  
Entries through Bob Tredwell  
01235 530720

## **Great Dorset Stem Fair**

For those of you who have not experienced the Great Dorset Steam Fair, this event is a must. The sheer size of the site, the variety of the displays and the stalls, the traditional fairground atmosphere and the quantity of steam driven tractors and other machinery is mind boggling. The show runs for five days (27<sup>th</sup> - 31<sup>st</sup> August this year) and it is estimated that more than half of the steam tractors in the country attend, with displays of ploughing, heavy haulage and farm and fairground adaptations. It is reputed to be the largest steam event in the world. Each year, Y&C Register member, David Lovering, organises the classic car show within the Steam Fair. To acknowledge the centenary of the Ford Motor Company, this year he is arranging for a special display of Y&C Model Register vehicles on the Saturday, 30<sup>th</sup> August. As space is limited, he can only accept 25 vehicles. You are urged to request an entry form from David before 1<sup>st</sup> February (closing date for entries is 1<sup>st</sup> June). He can be contacted on 01202 572304 or at:- 74 High Howe Lane, Bear Cross, Bournemouth, BH11 9QX. For those of you travelling from afar, camping facilities are available. Let's have a full stand at this event.

## **Isle of Man tour. June 19<sup>th</sup> - 24<sup>th</sup>.**

There are a few places still available. Cost £275 per person including accommodation and ferry fares. Full details in last issue (page 11) or phone me, Bob Wilkinson on 01832 734463.

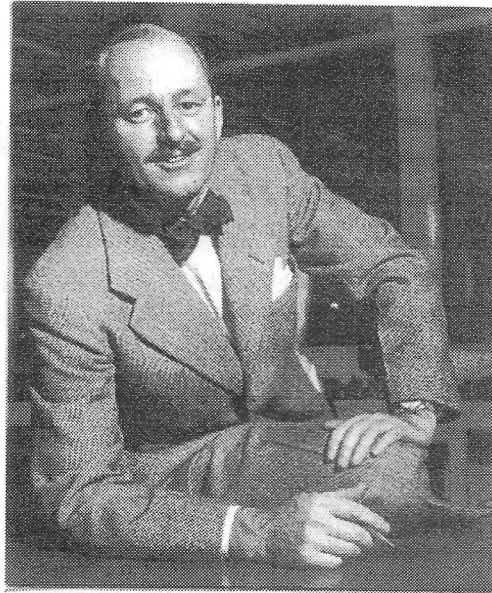
## Obituary – Eugene Turenne Gregorie. 1908 - 2002

Most of the credit for the undoubted success of the Model 'Y' can be attributed to a handful of people spanning the Atlantic, namely the small design team in Dearborn, Michigan, and the senior management team at the Ford plant in Dagenham. The rather upright prototype Model 19, which appeared at the Ford Motor Exhibition at the Royal Albert Hall in February 1932, was designed by a team formed in October 1931 and headed by the engine designer, Laurence 'Larry' Sheldrick. The team included Jo Galamb, who scaled down the body shape of the Model B for the new little car. This was a rush job (three months) to provide a concept car to whet the appetite of the British and European motoring press, at a time when Ford was in danger of going bankrupt in Europe with its large engined cars. The prototype Model 19 car never ran, but was a successful foretaste of Ford's first car specifically designed for a market other than the U.S.A.

At the same time as the prototype was being designed and launched, a second design team was working on the production model, originally to be launched on 1<sup>st</sup> June 1932. Work on the production model started one month after the prototype, in November 1931. Henry Ford tasked the transmission engineer, Eugene 'Gene' Farkas, to pull together a team for this project. Farkas looked to the design department at the Lincoln Motor Company (managed by Edsel Ford) to find a designer for the body of the little car; there being no design department at Ford. It was here that he came across Eugene T. 'Bob' Gregorie, a 23 years old recent arrival at Lincoln.

Eugene Turenne Gregorie (pronounced 'Gregree') was born in New York in 1908 and grew up on the East Coast, where he was imbued with a love of ships, principally steam yachts and sailing vessels. After leaving school he had an apprenticeship with a New York marine design firm and in 1927 started work as a draughtsman at the Elco Boat Works in Bayonne, New Jersey. In the following year he moved to the yacht designers Cox & Stevens in New York. He also gained some experience of car body design, first at Brewster and then with General Motors.

After the stock market crash of 1929, commissions for luxury yachts began to dry up and he turned more decisively towards automotive design, hoping to bring to it some of the principles he had introduced to the shaping of yacht hulls. He contacted and impressed Henry Crecelius, the head of design at the Lincoln Motor Company, who hired him. It was shortly after this that Farkas approached Crecelius for a designer for the Model 19 project. Farkas, in his reminiscences, recalls "I got acquainted with a young fellow who got started maybe a month before. His name was Eugene



'Bob' Gregorie at 36 years of age; at about the time he left Ford for the first time.

Gregorie. I got acquainted with him and I sat down with him and he showed me some advanced sketches of different bodies. I said, "You're just the man we want. We want you to help us on this little English job. Make a nice up-to-date body for it." He was delighted."

The 'short rad' Model 'Y', as it was later named, was the result of Farkas' engineering skills, 'Larry Sheldrick's engine and Gregorie's body styling. The first pre-production model was ready for shipment to England for comment, approval and assessment by the middle of March 1932, four months after the start of the project! It was to become the first mass-produced 'streamlined' car. However, Gregorie was obviously not entirely happy, as he was soon adding his own ideas to the initial design. Skirted wings, fewer side vents on the bonnet, i.e. a less visually 'busy' design, art deco door handles and a longer radiator with a dipped front bumper (some say the result of his yacht designing days and representing the bow of a ship creaming through the waves), resulted in the 'long rad' version of the Model 'Y', which entered production in September 1933. So beautiful and successful was his design, that Edsel Ford asked Clare Kramer to scale it up from its Model 'Y' 90 inch wheel-base to 112 inches. The resultant 1933/34 V8 Model 40 is

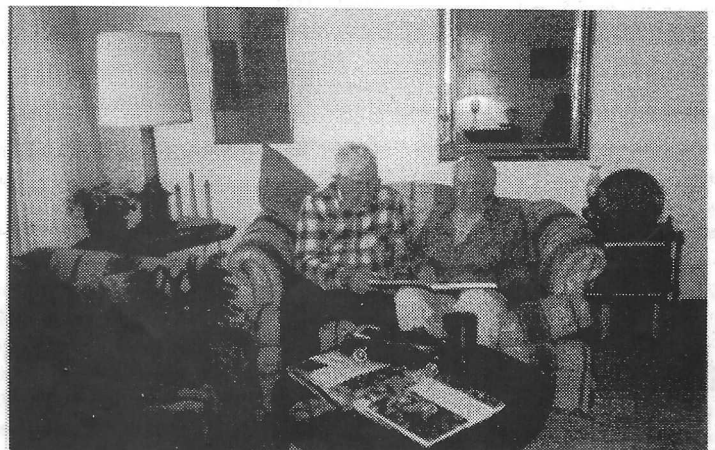
regarded by many as the most beautiful of all the V8s.

In 1935 Edsel asked Gregorie to head up a new international styling group within Ford. His successes thereafter are legendary within the story of the Ford and Lincoln Motor Companies. His work on the Lincoln Zephyr was applauded by the Museum of Modern Art. His work alongside Edsel on the Lincoln Continental produced a succession of eight different marks. With Edsel's guidance, he designed every Ford Mercury, Lincoln-Zephyr, Lincoln and Ford truck and tractor produced between 1935 and 1945.

Gregorie left Ford in 1943, after the death of Edsel, with whom he had a very close professional relationship. Henry Ford II persuaded him to return to the Company the following year, but he tended to find himself at loggerheads with the top management and he left Ford finally after another two years. In 1946, at the age of 38, he moved to St. Augustine, Florida, where he devoted himself to sailing and designing boats. It was here that he died on the 1<sup>st</sup> December 2002 at the grand old age of 94. He is survived by his wife, Evelyn, and three nieces.

He was the last survivor of those wonderful people who created the Model 'Y' Ford.

### Sam Roberts.



A rare photograph of 'Bob' Gregorie, taken in his St. Augustine, Florida home in December 1999. Here, sitting on the right, looking at Henry Dominguez' book "Edsel Ford & E.T. Gregorie" with John Hay.



## 20 years ago

Issue 21 (January/February 1983) of 'Transverse Torque' was rather thin as there had been little news in from the members over the Christmas period. John Guy, the Editor, lamented the fact that Father Christmas had not even brought him an apple or an orange, let alone any goodies for his Model 'Y' (see his plea in the last issue!). Issue 21 was taken up with the plans for two 'briney crossing' runs during the year; a trip to Belgium with the Ancient Ford Club of Belgium in April and 'Le Weekend Francais', suggested for September. The planned big gathering at Stanford Hall in August received its second plug. Otherwise, apart from a lengthy update from Graham Miles on spares manufacture ('Y' and 'C' exhaust systems now in stock) and Jim Miles' latest chapter in the history of the Ford Motor Company (Great Britain) - see below, only the following letter caught my eye. The letter is dated 10<sup>th</sup> June 1936 and is from W.E. Williams, the Sales Manager of W. Harold Perry Ltd. of North Finchley and is addressed to E. L. Newton Esq. at 5 Finchley Road, N12, who had just taken delivery of a new Model 'Y'. It reads:-

Dear Sir,

Please read this carefully.

Because we want you to obtain long and satisfactory service from the New Ford delivered to you today, we call your attention to the following matters:

**SPEED.** Although this car is designed to run at speeds up to 55 miles per hour, avoid high speeds while the car is new. To obtain best results, IT SHOULD NOT BE DRIVEN FASTER THAN 30 TO 35 MILES PER HOUR FOR THE FIRST 500 MILES.

**LUBRICATION & ADJUSTMENT.** Enclosed with this letter are two cards entitling you to have the car inspected, adjusted and oil changed at 300 miles & 1000 miles respectively. There is no charge for this work, except for the oil actually used. Afterwards, change the oil every 1,000 miles and the gearbox lubricant every 5,000 miles. Check oil level regularly. Never let the oil level drop below "F" on the measuring rod. Lubricate the rest of the chassis regularly as directed in the oiling chart in the Instruction Book.

**OIL TO USE.** We recommend Castrol X.L. or Duckhams Z563 for the engine, and Duckham's Golden Gear Oil for the differential and gearbox. Do not experiment with cheap oils - they are terribly costly in the long run.

**FAN BELT.** Do not tighten fan belt. The V-type fan

belt does not require tight adjustment for proper operation. Too tight adjustment will result in excessive wear on fan belt and generator bearings particularly at high speeds.

**TYRES.** For easy riding qualities, proper braking and long life, keep the tyres properly inflated.

Correct pressure for rear tyres is 30 pounds and for front tyres is 30 pounds.

**SWITCH.** When car is stopped, always see that the switch is OFF, otherwise, if it is left on, the battery will run down. THIS IS A VERY IMPORTANT POINT.

Trusting the car will give you every satisfaction.

Yours faithfully,  
Per pro. W. HAROLD PERRY LTD.,

P.S. When sending your vehicle in for service, please give us 24 hours' warning if possible, to avoid delay and disappointment. If telephoning, ask for "Works Department".

### **F.M.C. G.B. Part 6 by Jim Miles**

"The new Model 'Y' went into production in August 1932 and had been almost entirely redesigned from the first batch back in February of the same year. Eight thousand were built by the end of the season, though on the first batch the rear axles were not strong enough for hilly areas, even so Ford's new baby car took third place in the British small car market by 1933.

The 'Popular' as it was to be known later underwent styling changes in 1933, the radiator grill was deeper and the front bumper was dipped in the centre, also the mudguards were 'skirted'.

In 1934 Morris Motors were losing ground to the Model 'Y' so they countered with the new 'Eight' copying the trend setting style of the 'Y' plus better mechanical specifications including four speed gear box and hydraulic brakes. Thornhill Cooper, one of Perry's aides suggested a dramatic response, lower the price of the baby Ford from £120 to £100. On the 31<sup>st</sup> December 1934 the price was lowered to £115 and by 25<sup>th</sup> September 1935 to £110, already cheaper than the two seater Morris. Percival Perry having trimmed dealers' margins almost to the bone announced on October 17<sup>th</sup> 1935 the first and only fully-equipped saloon car selling at £100.

Following this bombshell Ford's share of the 8

h.p. and under market rose from 22 percent in 1935, to 42 percent the next year. By 1937 Ford was chasing Morris for second place behind Austin.

Although the Ford Motor Company listed only the Tudor and Fordor 8 h.p. model many coachbuilding firms recognised the sound chassis as a basis for special bodies. One such model was the 'Alpine Tourer', and was marketed by Reynolds Motors of East Ham. It had an ash framed body and was fitted with a fold flat windscreen and dual electric wipers, leather upholstery and a quick fitting hood. A sporty touch were the louvred front mud guard 'skirts' and the racing type bonnet strap.

Three more types were the 'Mistral', 'Kerry' and 'Cairn', the latter was a deluxe model with a Tickford hood of waterproof twill and was lined in cloth, so when erected, the hood frame was entirely hidden. The distinctive feature of the 'Mistral' were the number of louvres on the sides of the bonnet, no less than 36 on each side!

In 1934 the Model 'C' Deluxe was launched. It had a 10 hp 1172cc engine, and like the 'Y' it was styled in the States by Eugene Turrene Gregorie. It catered for the market in between the 8 hp range and the 22hp V8. Features included, through ventilation on the windows, and on early models the direction indicator switch doubled up as the gear knob, plus a 70 mph. top speed. Fords offered single entrance, double entrance saloons, also a four seater tourer. Some of the changes for the 1936 season were the addition of three chrome strips across the radiator grill, and vertical bonnet louvres, also with three horizontal chrome strips. Prices were:- Chassis £110, Two Door Saloons and Tourer £135, Four Door Saloons £145.

In the Ford organisation the Model 'C' was known as the '20E' and the Model 'Y' as the '19E'. Production of the 'C' ended in 1937 with a total of 93,553 units. Unfortunately these cars were very prone to tin worm, so what with the M.O.T. test, fibreglass specials etc., not many have survived. The 'Y' model was phased out the same year with a final run of 157,668 units.

Also in the thirties, fords were successful in the Commercial Vehicle sector, as we shall see in the next issue."

These historical episodes are reproduced as they were printed in 1983. New historical evidence suggests that Phil Wright was responsible for the styling of the Model 'C' and not Eugene Turrene Gregorie. Also, please note that the Model 'CX' had four horizontal chromed bars across its grille - not three as stated. - Ed.



## A new book available:

'English & Australian Small Fords –  
Recognition and Restoration (1932 –  
1962)'

by Bill Ballard.

Lavishly illustrated, easy to read, 28cm x 20cm, 120 colour and 167 black and white photographs, 160 page book. Well-known Ford historian, Bill Ballard, has set out to catalogue, in chronological order, all the small (8hp and 10hp) cars and their commercial derivatives that were built by the Ford Motor Company in England and Australia. The book helps the enthusiast to precisely identify each marque and advises how to restore these cheap but charismatic little cars. Many different body examples are illustrated such as 2-door, 4-door, drop head, tourer, van, tug, plus others. Models from 1932 to 1962 include Ford and Fordson "Y", "C", "Eight", "Ten", "E83 W", "E03W", "A53W", "E94A", Prefect, Anglia, Squire, Escort, Thames, Popular, plus more.

Restoration of these vehicles has a special chapter, giving practical down to earth, hands on tips and techniques of how best to restore your small Ford vehicle.

Not only a book with unique photo's and illustrations, this book lists and illustrates:- Exterior trim and fittings available; Interior trim and fittings available; Upholstery and trim colours; Wheel colours; Paint colours, codes and years applicable for different countries; Body styles and options; Official production figures; Briggs body production figures including North American figures.

### Mr Bill Ballard - Author

He acquired his first small Ford – a 1946 Fordson E04C 5cwt panel van – in 1978 and has since owned and restored several Small Fords. Since 1979, he has been a financial member of several clubs catering for Small Fords. At various times between 1979 and 1992 he served the Ford Sidevalve Owners' Club as Manchester Branch Organiser, Outer London (West) Group Organiser and Publicity Officer. Between 1995 and 1999 he served The Small Ford Club as their chairman, Outer London (West) Group Organiser, Registrar and Editor, producing their quarterly magazine, Talking Small Fords, from 1995-98. He has been the Australian Co-ordinator of the Ford Y&C Model Register since November 1999 and is currently a Committee Member of the Ford 8 & 10hp Side Valve Club Victoria, Inc. Whilst serving as Registrar of The Small Ford Club he set up the Register of Small Fords, a record of all the Small Fords known to exist throughout the world, which he still maintains to this day.

Bill has built up a very comprehensive knowledge of Small Fords, especially body and chassis numbers and build dates and is one of the world's acknowledged experts on these matters.

Price:- Soft Bound £16.00 - plus Package and Postage  
£2.50 (UK) £4.00 (Europe) Air Mail extra.

Available from:- SMALLFordSPARES Cross-  
winds Happisburgh Norwich NR12 0RX UK  
Tel:- 01692 650455 Fax:- 01692 651451  
www.smallfordspares.co.uk

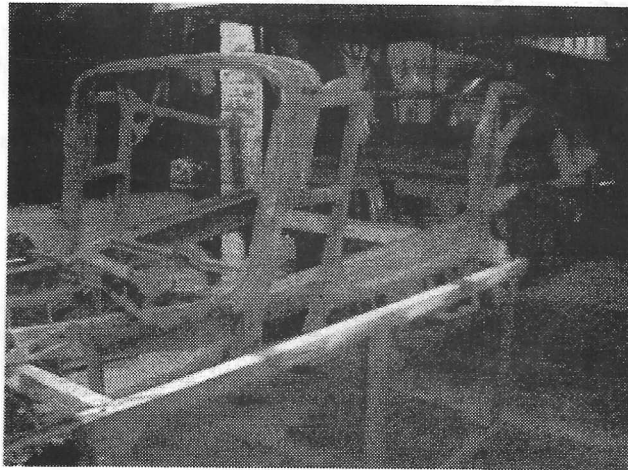
## Bezzant update

Our 'Diligent Restorer', Terry Mortiboy, has sent in a further update on his restoration of BPC 796, the original trials car built, driven and owned by Jack Bezzant, a well known trials driver of the 1930s.

The best news we received was that the chassis number, which was originally illegible, being covered and partially obliterated by a metal bracket and its bolt holes, can now be read. The number, Y38020, corresponds with the chassis number on the continuation log book, which miraculously came to light some time after John Griffiths had bought the wreck. This means that an application can now be made to DVLA to retain the original registration number.

Meanwhile, back on the workshop floor, Terry reports that the whole body has been completely de-skinned and the ash frame removed from the car and dismantled to assess the damage. Unfortunately, most of the frame is either

rotten or badly infested with woodworm, making it unusable. It will have to be remanufactured and work is starting on this.

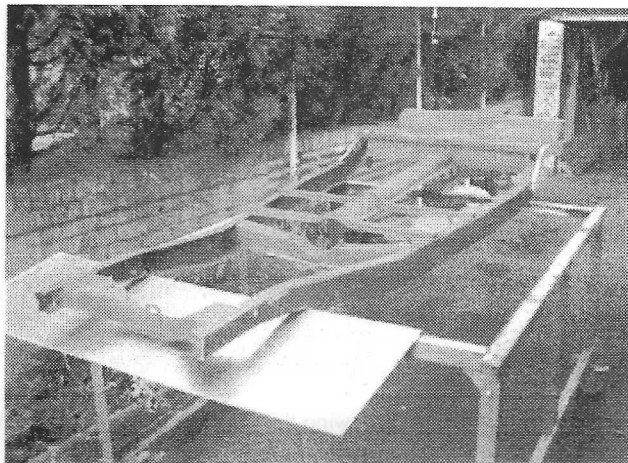


The ash frame before it was removed from the chassis. This has to be completely remade, due to woodworm and rot.

The front of the chassis, back to and including the gear box cross member, was badly damaged from what looked like a front-end collision. This has all had to be straightened, re-welded and the very front ends of the two chassis rails replaced.

Further back on the chassis, two of the bodywork cross members, the prop shaft tunnel and the rear floor panel were badly corroded, so new parts have had to be made and fitted to the chassis.

The chassis has now been shot-blasted, fitted with captive nuts where required and is now in primer. It will be stiffened before continuing with the restoration.



The repaired and primed chassis, complete with two new body cross members, prop shaft tunnel and rear floor panel, all of which had suffered from rust moth.



# Members' correspondence

## Ford centenary

Nigel Stennett-Cox makes a few very valid points on the lack of Ford activity to celebrate the centenary of that famous company:-

"It's good to know from the last newsletter that Ford of America are laying on some good celebrations for the company Centenary, and I hope to be there. Do you know if any other Y&C Register members intend to go? There is a lot of enthusiasm for Ford in this country and I can't be the only one who is disappointed at there being next to nothing happening here and, as far as I know, nothing at all on mainland Europe.

This is at the same time as it seems that every Classic Car magazine that I pick up has something about the apparently thriving Vauxhall Heritage Scheme. On top of which BMW have their thriving "BMW Mobile Tradition" and now, to cap it off, Daimler Chrysler are reported to buying part of Brooklands Circuit. This seems to be in order to better demonstrate, display and sell their modern vehicles, alongside showing off their history.

Some members may know that Vauxhall are planning a major round-Britain rally next summer as it is of course their Centenary too, with a limited number of drivers of pre-General Motors Vauxhalls being sponsored to do this run with all expenses paid; that is, hotels, fuel and meals. Vauxhall must think it helps to raise their profile and sell new cars, and presumably Ford don't. If Vauxhall turn out to be wrong, they will have spent a bit of money and had a bit of fun. If Ford are wrong, they will have missed an opportunity which isn't likely to present itself again in the foreseeable future of the motor car.

I think what finally prompted me to write this was that I was speaking to a friend a few days ago, who used to work at Vauxhall. He remarked that, as he understood it, an agreement had been made between Ford and Vauxhall in this country that they would not "compete" with each other in terms of Centenary celebrations. If that is the case then Vauxhall seem to have come out on top with Ford, so far, more than complying with their side of the bargain. A plank of

Vauxhall's argument was said to be that their history as manufacturers in this country goes back 100 years, where Ford's of course only goes back to 1911, when

Trafford Park in Manchester started making, or at least assembling, Model Ts.

We can look forward to a real Jamboree in 2011 then can we, boys? Perhaps I'd better not hold my breath."

Are there any other members planning to go over the pond to the Ford celebrations at Dearborn? I presume Mark Turner will be there with Henry, his Model 'Y' Kerry sports tourer. We look forward to a write-up on the celebrations from either Nigel or Mark. Personally, I am planning to be at the 'Barossa Bivouac', the biennial Australian Ford 8 & 10 Sidevalve National Rally, this year being held in South Australia in April - Sam.

## Those were the days.

Julian Janicki has been trawling through his photo albums and has come up with a group taken in the 1970s. That was when there were many restorable, and not so restorable wrecks lying around, which could be picked up for next to nothing. Julian has also produced an interesting photograph of a car show at Shottesbrooke, Berkshire in July 1972 at which at least four Model 'Y's sat alongside one another. Interestingly, the three recognisable ones are still on the road. Thanks for these Julian.



## Non-member contribution

Barry Godfrey, a non-member from Shirland in Derbyshire, sent in the photograph above of what appears to be a Ford Model 'Y' parked in the High Street of Swadlincote, also in Derbyshire, sometime in 1939. To fit the long rad, no sidelights spec of the car, the registration can only be YJ 2222, which is a Dundee registration from 1935. The car was a long way from home!

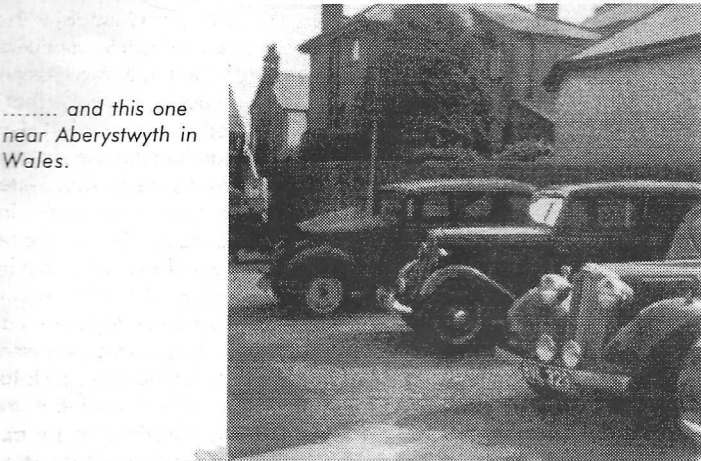
A young looking Julian Janicki rescues a short rad body from Berkshire in 1976. He had to save his pennies to make up a car from parts."



A typical sight in the 1970s; this one in Sussex



.....this one in Berkshire



..... and this one near Aberystwyth in Wales.

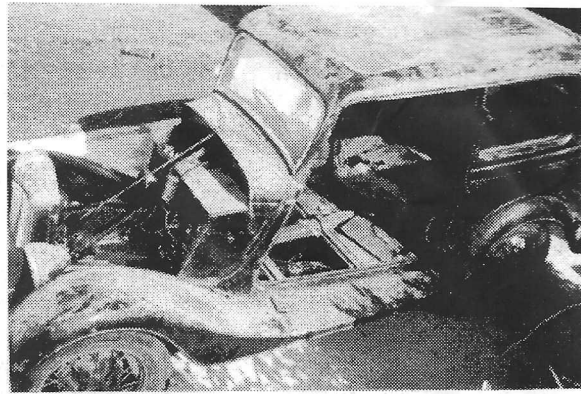


A pre- Y&C Model Register rally at Shottesbrooke in Berkshire in 1972 with, from left, the cars of Eve Chapman, Julian Janicki and Peter Richardson."

### An Irish challenge

Jerry Harrington from Enniskeane, in Co. Cork has started the restoration of his Tudor Model 'Y', ZB 207 (Y144951), which, he tells me, has been in storage for 21 years. "As you can see there is a bit of work to be done," he says. Although the car, in all probability, would have been assembled in Cork, it presents me with a bit of a quandary. The registration number dates it as a Cork County Council registration from 1935. The fact that there is a vent on the scuttle in front of the windscreen dates the body as pre-April 1936. The chassis number, however, dates the original engine and chassis at June 1936. Unfortunately, there is no Briggs body number in front of the passenger seat, from which we could have dated the body. Jerry, would you please confirm the chassis number, which is hand-stamped on the top of the chassis side-member opposite where the starter motor would normally be.

Interestingly, the paint-work looks original and reveals red wheels, upholstery and coachline with a Tacoma cream radiator grille. Rather a pleasing combination.



Jerry Harrington's Model 'Y' at the start of a major restoration in Ireland.

### Model 'Y' – the best value for your money

George Newbrook, from Weedon Bec in Northamptonshire, spotted an article on pre-war cars in the December issue of *Classic Car Mart* and sent it in. It makes amusing reading:-

".....More good news about pre-war machinery is the almost mandatory use of a separate chassis. These cars were made long before monocoque construction took over, which means that panel removal and repair is that much easier. You can strip a pre-war classic down to its chassis in surprisingly little time (seized bolts permitting, of course), allowing you to have panel restoration carried out away from the car with ease. It's almost like an automotive jigsaw – although there's not usually a section missing at the end, unlike the last time you tried that 1000-piece puzzle of St. Paul's cathedral.

If all this is starting to sound quite attractive and tempting, do bear one other thing in mind. You see, many of the folk we know who own pre-war cars end up living the lifestyle – as you will see in some of the future features we have got lined up for you. Within a few short weeks, you could find yourself wearing a vintage three-piece suit and a trilby, carrying a rolled umbrella and smoking a pipe, while your wife stays at home to wash the nets, press your trousers, cook pies and beat carpets. Oh, and you might just end up selling your Barrett detached on a Nice Estate Somewhere to move to a mid-terraced with that new-fangled electric lighting, two-pin plugs, a front parlour that's reserved for visitors and an allotment down the road where you grow your own cabbages. It could happen.

Still, if you are prepared to take the risk, that's fine. Just don't say we didn't warn you. Meanwhile, which pre-war cars make the best buys these days? The simple answer is to go for a mainstream make and model that will be easy to maintain, reasonably inexpensive to buy and for which there's plenty of support – and that means good spares back-up and a thriving club scene.

Morris 8 Series I and IIs are always a safe bet, though the Series E of 1938 is a more modern drive – even if it does lack some of the earlier models' vintage charm. Similarly, the Austin Seven makes sense as there are still plenty of Herbert's babies to choose from, whether the model of choice is the original type of 1922 onwards or a much later Ruby.

Continued on page 11



## For sale

1937 Tudor Model 'Y', CNY 360, (Y182969), maroon and black, recently MoT'd and in good condition. Lovely engine and no rust. Pressed steel luggage rack fitted. Plus 10 h.p. engine and other spares. Losing garage so must sell. £3100.

Johnny Howells Tel:- 01792 425745 (Swansea - south Wales)

1937 Model 'Y' 2door (Tudor), DLJ 855, (Y197680), Green and black. One of last produced. Body been off for chassis and mechanical restoration. Parts for straight forward completion, new windscreen, roof sticks, etc. Many spares.

Full history, original documents (Bill of sale etc.).

Reluctant sale by club member.

£1850 o.v.n.o.

Derek Micklewright Tel: 01293 862717. (Horley, Surrey)

1937 Model 'Y' Tudor. EWL 117, (Y177161)

Black. Engine rebored, new battery and rewired. Five new tyres and tubes, some new chromework, new exhaust, some paintwork to complete. Luggage rack fitted. Garage loss forces sale.

### Continued from page 10

But our accolade of Most Sensible and Best Value Pre-War Classic must go to the Ford Model Y, for it manages to combine distinctive looks with cheap running costs, a friendly driving style, simple and robust mechanicals, an enthusiastic following ... and most important of all, top value for money. Pay just £3000 - £5000 for an excellent example and simply enjoy this most adorable of baby Fords."

The article then goes on to describe the 'Ford Model Y: the first £100 car', stating all the attributes which we as members are aware. Amusingly, the article is littered with small snapshots of Geoff Salminen's Tudor Model 'Y', including one picture of Geoff disembarking from the car, doing the pre-war bit by wearing a trilby hat, shirt and tie and full length herring-bone overcoat. Doesn't he scrub up well! Well done Geoff.

£1500.

Richard Levett Tel: 01234 857551 (Car in North Yorkshire)

January 1937 Model 'Y', 2door (Tudor). DVT 788 (Y155008). Perfect mechanical condition, some new upholstery, original tools, MoT, luggage rack fitted.

£3,500 ono.

John Jennings.

Tel: 01977 683864. (Nr. Leeds, North Yorkshire)

Model 'Y' road wheels with good hub caps: £16.00 each. Without hub caps: £12.00 each. Buyer collects, or carriage extra.

Tony Etheridge Tyres.

Tel: 01923 231699 (24 hr Ansafone) (Watford, Hertfordshire)

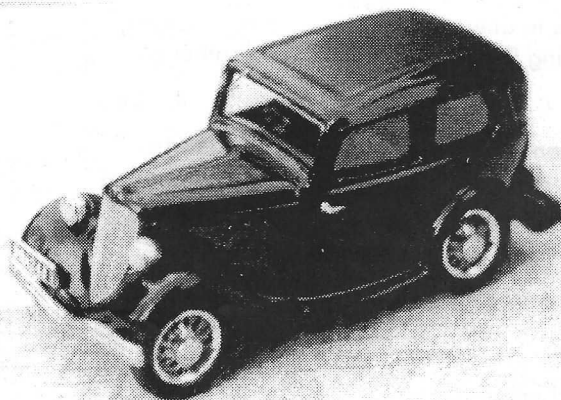
### Wanted.

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)



## Western Models model Model 'Y'

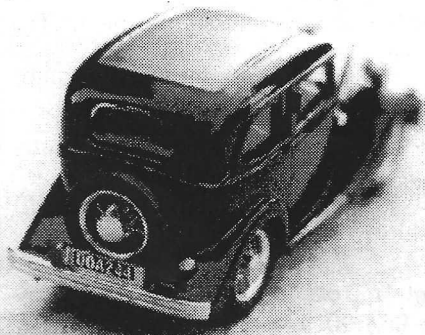
In Members' Correspondence in Issue 139, I reported on Trevor Walker's discovery of a new model Model 'Y' in the 'Model Collector' magazine. It is a 1/43 gauge model produced by Western Models based near Cullompton in Devon. Western Models have been forever illusive to me since I was presented with a Motorkits model of a Model 'Y', made by Western Models, when I left an Army appointment in Herford in Germany in 1980. At the time, it was the only model Model 'Y' available on the market. When I subsequently joined the Committee of the Y&C Register, I tried to trace Western Models, with a view to obtaining models for sale to members. After much searching, I was told that Western Models, had ceased to exist. (I now know that it was Motorkits, which had ceased to exist!) Not being one to give up, I realised that the patterns for the models would still be in existence. After much research, I traced them to Adrian Swain, who runs ABS Models in Poole, Dorset. I paid him a visit and actually saw the patterns, but he was not inclined to run off kits for sale to members without a large injection of Register funds to prime the exercise - funds which we were loath to commit to models rather than parts for the real thing! I gave up at that point, but was subsequently pleasantly surprised to be approached by Bernie Ducross at Milestone Miniatures in Truro, Cornwall, to provide him with drawings, photographs and details of the Model 'Y'. The result is the excellent model of a Fordor, which is on sale at discount price to members through Regalia. The National Motor-Museum then commissioned Milestone Miniatures to produce a Tudor Model 'Y' on a plinth, which is also on sale at discount price through Regalia. (The Model 'CX' Fordor was also as a result of information provided by the Y&C Register to Milestone Miniatures.)

Following my plea in the last issue for further details on the Western Models' model, member Karl Dillon e-mailed with the website address for Western Models [www.western-models.co.uk](http://www.western-models.co.uk) From this, I was able to e-mail Mike Stephens and ask him about Motorkits and the new Model 'Y' model (which isn't listed in the web catalogue as yet). In his reply Mike, who with wife Joyce, has been running Western Models since 1973 in various locations, said that "We did originally own Motorkits back in the mid-70s but I had a partner then and we went our separate ways (amicably!) and he took the Motorkits side of the business. They were subsequently sold to Adrian Swain but due to the inaccuracies, we

decided to start again when we got back into British cars again recently." So now I know. The saga has been niggling me for years!

As for the new model Model 'Y', Mike tells me that it retails for £63.45 including VAT. I managed to persuade him to let members of the Y&C Register purchase it at trade price (£52.82 incl. postage in UK and packaging). Those of you who are interested will need to quote your membership number when ordering.

I have added a black one to my collection (they are also available in dark green). It is a well finished model based on the 1937 Tudor Model 'Y' owned by the Ford Motor Company, DOA 244, and carries its registration number. Another nice touch is the clear plastic filled headlamps, although the headlamp shells are all silver, rather than just the rims. There is even an attempt at a blue Ford badge above the radiator. Western have cleverly cast the grille, unlike the Milestone Miniatures printed paper one. The wheels are beautifully made and turn readily on axles. It is a shame that they are silver. The interior is neat with pleated red upholstery seats and a correct three-spoke steering wheel. From a purist's point of view, the only other failing is the rear number plate which sports a red pork-pie lamp to the nearside of the plate, rather than under the centre. Overall, it is a very desirable model to have.



They can be obtained from (state colour):-

Western Models Ltd.  
Acre Ridge  
Clayhidon  
Nr. Cullompton  
Devon EX15 3TW Tel:- 01823 666767

**Sam Roberts**

### Milestone Miniatures

Milestone miniatures have informed our Regalia Officer, John Argent, that they will not have any black Tudor Model 'Y' models in stock before February/ March 2003. They are obviously selling well.

## Northern sidelights (Region 16)

This has been a very quiet time on the Y&C front after a remarkably fine late autumn and some splendid little gatherings to attend. I am writing this on Christmas Eve and anticipating a short run out on Boxing Day, in the hope that the rather gloomy weather will have lifted by then.

Such thoughts of winter motoring remind me very much of the time when I first started driving cars of "our" type in the late sixties and early seventies, when they were, for me, everyday transport. Even by 1970 there were still a tiny number of like-minded souls who were using such cars in the same way, particularly around the university area of Leeds, where a Morris 8 tourer springs readily to mind and a young chap who had a rather dilapidated Austin 8. Working part time in a filling station, for all of twenty-five bob a day, I can recall a handful of '30s cars, which would call regularly for five shillings worth of two star. A rather delightful one-owner from new Austin Clifton coupe, a Model B Ford and late forties Alvis were amongst them. The rest of course were cars which would now be drooled over in the likes of *Practical Classics*, but have no place in this magazine. I even remember a Model 'Y' turning up on the forecourt one Saturday afternoon, (sorry I haven't a clue which variant or registration

Continued on page 13

## New members

Peter Dacre D1628  
Allerton Bywater, Castleford, West Yorkshire.

Rob Ford F1128  
Fairburn Avenue, Northwick, Worcester.

## New Members' News

In this issue we welcome the following two new members to the Ford Y&C Register:-

Peter Dacre, from Castleford in West Yorkshire, who has a 1936 Black and Green Tudor, Y162110, registered EML 816, previously belonging to founder member, Alan Ogden. Alan bought the car in the same year as the formation of the Y&C Register in 1979.

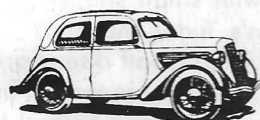
Peter has some bodywork and interior restoration to do and hopes to have EML 816 on the road for summer 2003.

Rob Ford, in Worcester, has rescued the black and red 1937 Tudor Model 'Y' (chassis number Y182588) which has been advertised for sale for some time in the classic motoring press through Avondale Classics Ltd.. The car boasts its original engine, i.e. the engine and chassis numbers are the same.

Rob has a few bodywork jobs to address and is looking at the prospect of some form of heater for the winter months ahead. Conversely, once the sun peeps it head in the spring there is potentially a sunroof under the headlining, which also needs investigating!

**Happy motoring.**

**Roy Whittaker  
Membership Officer.**





**Continued from page 12**

number) and the enthusiastic but careworn owner, upon seeing my Austin Big Seven parked up, bemoaning the fact that he had not invested in an Austin 7 instead. I seem to recall being very tempted to do a straight swap!

The roads today are so very mundane and, quite frankly, boring and to be quite honest the only pleasure is to be had behind the wheel of a proper motor car, by which of course I mean one of "our" type. Locally, there is one chap who enthusiastically and for everyday use still drives around in a Reliant (i.e. girderfork) van and in fact for many years used it in connection with his joinery business. The sight of that *always* cheers me up and sends me scurrying to the garage.

Enough of the meandering. A warm welcome to David Donson from Leeds who, it seems, took up my offer to join the Register with his 1934 Tudor Model 'Y'. A very fine example which I stumbled upon at Otley in September – even though I did get the registration number wrong in the last issue!

Inevitably, we shall soon be thinking of events for next season, and, as always I would be delighted to hear from members of Region 16 with ideas and/or information on rallies etc. I am sure that we will be repeating the excellent Club stand at Newby Hall in July, for example.

Best Wishes to all for the New Year,

Barry Diggle, Region 16.

## International news

### Belgium

I am sorry to report that Roger de Decker, the President of the Ancient Ford Club of Belgium, has suffered a minor stroke, which has left him partially paralysed down his left side. We wish him a steady recovery so that he will be able to drive his original 1939 E93A Prefect (and his other classics) in the New Year. Notwithstanding, he wrote me a long letter in response to our congratulations to the Ancient Ford Club on its 30<sup>th</sup> anniversary in 2002. He reports that:-

"Here in Belgium a very small number of Model 'Y's and Models 'C' and 'CX' still exist. We used to have four Model 'Y's (*in the Club*) but only one remains, belonging to Pierre Terlinden in Brussels (*an ex-member of the Y&C Register*), with a beautiful maroon Model 'Y' (Y52022). In our club we know of only one Model 'C' or 'CX' – I don't know which. It was assembled in 1935 or 1936 in the Antwerp Ford assembly plant. It is 100% complete but needs a total restoration. It is dark blue with a fawn interior trim. It was in use until 1940 and then put in store for the next 50 years or more. The owner has just finished restoring a 1935 Ford V8 convertible and also owns a 1953 German built Taunus 12M. I am hoping to visit him next year and will obtain the details of the Model 'C'/'CX'.

The reason why the 'Y' and 'C' Models are so rare in our country is the fact that most of them were taken away by nazi troops between 1940 and 1945, or scrapped just after the war in 1946/47, when new cars were available (Anglias and Prefects)."

In my reply to him, I quoted the reason why I thought there were few Model 'Y's in Belgium. The cobbled streets caused the 'Y' to jump all over the road, which is why it was known in Belgium as the 'Springing goat'. The Model 'C' would have had the same characteristics. I also asked him on what formula the Road Tax was based in Belgium in the early 1930s. Because of the large number of surviving Ford V8s and Minervas, etc., I suspect that the formula did not penalise owners of large engined cars in the same way as it did in Great Britain, France, Germany and Spain, where it was based on the size of the cylinder bore.

### Germany – Those Eifels.

Having received Issue 139, Wolfram Düster, who runs the Eifel Register of the Alt-Ford-Freunde club in Germany, wrote to me (in German) to correct the captions to the photographs of the three German Ford Eifel Cabriolets on pages 14 and 15. The translation (thanks to my daughter Nicola) reads:-

"Page 14, middle photograph. This is a very rare model! It is the car body from Joseph Hebmüller in Wuppertal, built in 1936, after the Stoewer Roadster. There is only one survivor belonging to a manager at Ford in Köln

Page 14, bottom photograph. This is a Roadster built by Karmann in Osnabrück in 1938 and 1939. There are 50 roadworthy survivors.

Page 15, top photograph. The lovely Cabriolets from Deutsch in Köln were built in 1938 and 1939. Of these, approximately 20 cars are still running.

Please note that I am currently writing a detailed book about the Ford-Eifel. It is due to be published in time for the Ford Centenary next year. I think it will also interest you?"

Wolfram, thank you for that. I obviously did not translate my bible on the subject correctly. We look forward to your book with interest. Regrettably, Wolfram did not answer the Eifel puzzle which I posed to him on page 17 of issue 139, concerning the vertical and sloping supports behind the side vents on the Eifel bonnets. Perhaps the answer will be in his book.

Jim Miles, who has recently restored an Eifel (see All Ford Rally article in last issue), wrote in to say:- "Re. your query about Eifel bonnets, I managed to obtain a rare parts catalogue, which I hope will answer your questions.

From engine number 80290 to 109738: engine bonnet with welded on sides and bonnet grips.

From engine number 109739 to 216800: engine bonnet side parts fixed to chassis. Wolfgang Maier owns one of these (photo, page 17, last issue). It was cheaper to dispense with the four bonnet grips. Note that the same set-up was used on the Prefect up to 1953."

Jim, my question (top of page 17, last issue) referred to the number and angle of the supports behind the horizontal grilles on the bonnet sides. Did different coachbuilders use different arrangements, such that we can detect which one built which car?

### New Zealand

Bill Ballard, in Australia was alerted to a New Zealand web-site by his friend Reg Ward, in California, U.S.A. (we are an international lot!). It is the website of the Yaldhurst Museum of Transport and Science, which is near Christchurch, NZ. Reg had noticed that they had a Model 'Y' on display. I opened the appropriate pages and found a photograph of the car, which is an all blue Tudor short rad with red wheels and grille (a re-paint job), registered AR 9336 (New Zealand registration). The details give only the Briggs body number (135/6804), which dates the car as December 1934 manufacture at Dagenham, where it would have been crated and exported to Lower Hutt, just outside Wellington. Here it would have been assembled for the New Zealand market. For those interested, the website is:- [www.yaldhurstmuseum.co.nz/database/car.htm](http://www.yaldhurstmuseum.co.nz/database/car.htm)



The 1934 short rad on display in the Yaldhurst Museum of Transport and Science near Christchurch, New Zealand.

### Spain

An e-mail received by Geoff Murrell from Barcelona brings to light yet another Model 'Y'. It reads:-

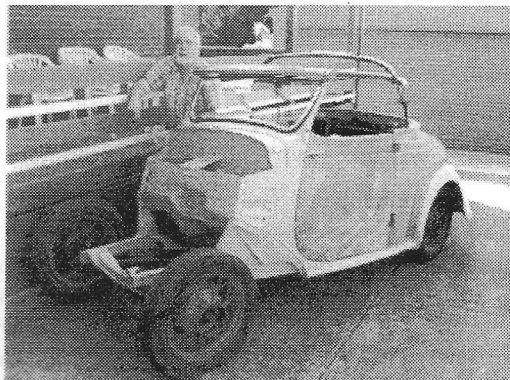
"We are Catalana d'Automoci, S.A. We are a Ford dealer in Spain in Barcelona. Our address is C/Santander, 50-56. My name is Marcel Fradera and I would like to know how we can get information about

spares service for the model Ford Y 8HP and how we can order parts for it."

Needless to say, the response was an invitation to join the Y&C Register so that he may order spares and reap the benefits of membership. In the meantime, our Spanish sleuth, Luis Cascante, was alerted. He is visiting Barcelona over Christmas and will be calling in to see Marcel and, hopefully, will find out the details of the car.

### Australia

From 11<sup>th</sup> - 14<sup>th</sup> April, the biennial National Australian Ford 8- & 10hp Side Valve rally is taking place in the Barossa Valley Tourist Park in South Australia, with a five day, hub-based, preamble rally. Your humble Editor plans to be there and has already booked flights. I am grateful to David and Maralyn Urry and Chris Harris of the Ford 8 & 10 Sidevalve Club of South Australia, whose turn it is to host the rally, for agreeing to meet me at Adelaide airport and to transport me to 'Barossa Bivouac', the name of the rally. Once there, I am at the mercy of Bill Ballard, the Wizard of Oz, who has kindly offered to accommodate me and drive me up to Victoria after the rally. This, I am told, is a two-day drive in Bill's Model 'CX' roadster which, as you can see from the accompanying photograph, has some way to go before it is ready for the trip! Whilst in Victoria, I hope to visit the Ford 'Hall of Fame' at Geelong and pick up some of the atmosphere of the early Ford days in Australia.



Bill Ballard looking rather pensive at the thought of getting his 'CX' roadster ready by April!"

## The Ford Tug

I am grateful to Tony Etheridge, our recommended tyre supplier and member, for sending in an article on the Ford Tug from the November issue of the magazine of the Mechanical Horse Club and for obtaining permission for us to publish it. The article is written by Ken Millet and reads:-

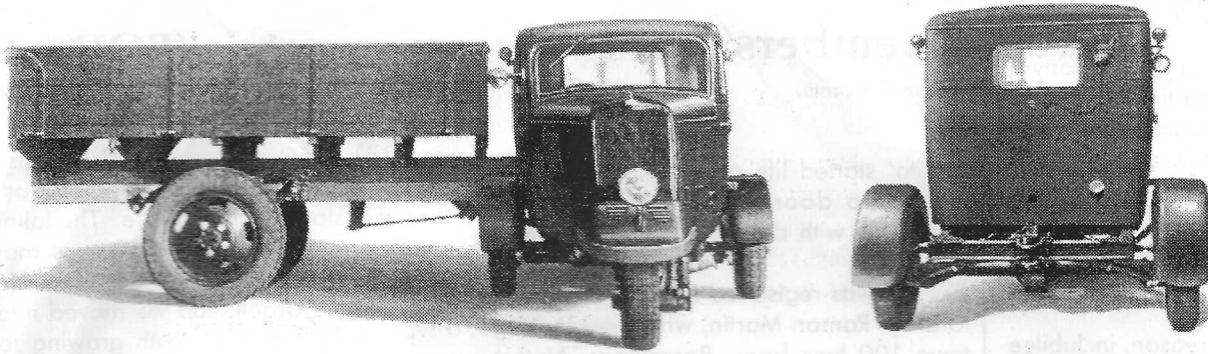
"By the mid-1930s only two manufacturers - Karrier and Scammell - had introduced successful vehicles based on the 'mechanical horse' concept. Both companies specialised in special purpose commercial vehicles not intended for the mass market. The larger commercial vehicle manufacturers like Thornycroft, Leyland and Morris preferred to concentrate on conventional lorries and vans that could be produced by assembly line methods.

It came as something of a surprise then, when the (British) Ford Motor Company announced in the summer of 1935 that it would shortly be launching a three wheeled articulated unit called the "Tug" intended for use with the range of trailers normally associated with Ford's agricultural/industrial tractors. By this time the prototype Tug had been built and tested and preparations completed for production at Ford's Dagenham plant. Design of the Tug had been entrusted to a company that specialised in Ford conversions - County Commercial Cars Ltd.

The Tug was derived from Ford's highly successful Model-Y passenger car that, together with the complementary 5cwt van had been introduced in 1932. The Tug's engine and rear suspension were the same as the car, but a 4-speed truck gearbox replaced the car's 3-speed unit. Intended for use with either 2-wheeled or 4-wheeled Ford trailers, the Tug had a capacity of 2 tons. The coupling arrangement between the tractor and the trailer was not of the automatic variety, but did include a connection between trailer brakes and a lever in the cab.

Despite Ford's formidable marketing reputation, and the usual publicity and demonstrations at its launch in September 1935, the Tug was an instant flop! Nevertheless it remained 'available' until the Model Y car was superseded in 1937. In total only 121 Tug tractors were produced - not so much a 'mechanical horse', but rather a 'white elephant!'"

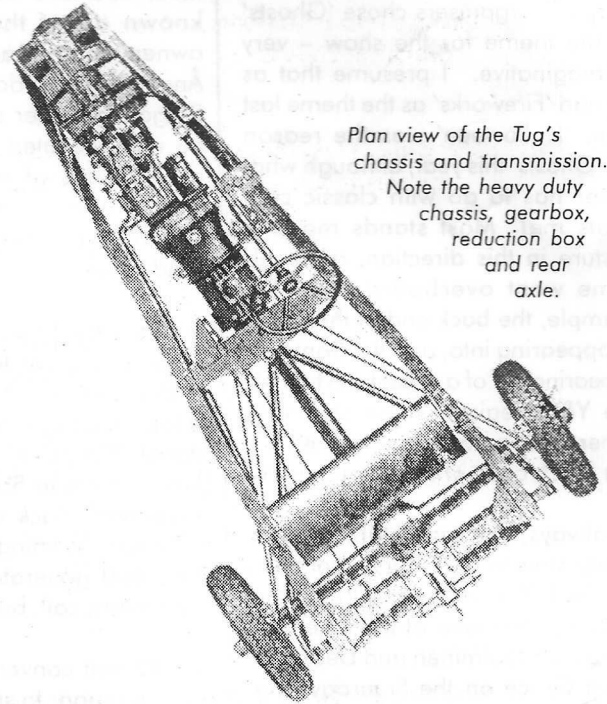




The Ford Tug with its articulated trailer.

The story of the Tug is covered in detail in Chapter 7 of my book on the Model 'Y'. I would only dispute three points in the above article. The Dorset Tug and its sister vehicle the Devonshire Distributor van were designed by Ernest Tapp at County Commercial Cars Ltd., in Fleet, Hampshire, based on the Model 'Y' cab and engine. The Ford Motor Company, which had close ties with the company, was persuaded to market the Tug under the Ford banner. County Commercial Cars Ltd. built the vehicles using some parts manufactured at Dagenham. Most of the vehicle (by weight) was manufactured at County Commercial Cars Ltd. and not 'produced at Ford's Dagenham plant' as stated in the article. Although the engine was standard 8 h.p. Model 'Y', the weight of the heavy-duty chassis, the gearbox, reduction gear and rear axle would preclude the use of the standard Model 'Y' rear suspension. 121 Tug bodies were made by Briggs bodies Ltd. at Dagenham but, because sales were so poor, only 111 Tugs were actually manufactured at County Commercial Cars Ltd.

Sam Roberts.

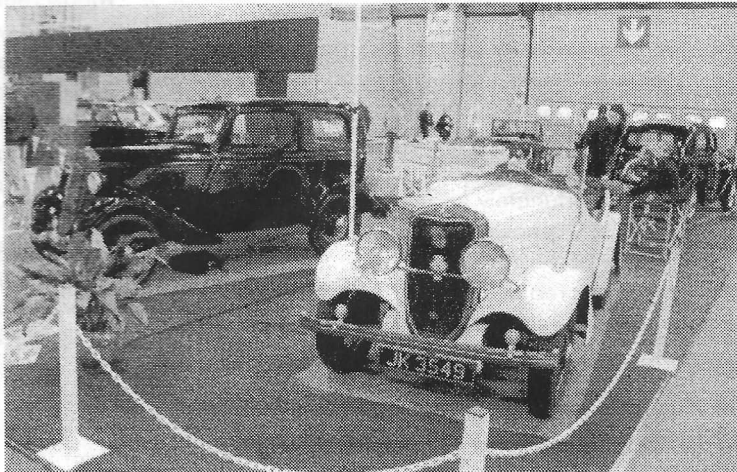


Plan view of the Tug's chassis and transmission. Note the heavy duty chassis, gearbox, reduction box and rear axle.

## International Classic Car Show – NEC Birmingham

9<sup>th</sup>/10<sup>th</sup> November 2002

This year, the show was bigger than ever with the displays spreading over three of the ginormous halls at the NEC. In addition to the usual Halls 4 & 5 there was a covered walkway across to Hall 9. As always there was a wide range of stands and stalls on which you could view every type of classic car or buy most parts and literature. Most of the stands (and parts) were displaying post-war tin-ware, including James Bond's Aston Martin bristling with rockets and assorted armaments! It was a pleasure to be told by one visitor to the Y&C



David and Wendy Grace's Model 'Y' Alpine graces the NEC stand alongside Geoff Salminen's Tudor. Behind the two Geoff's, who are attending to a quizzical punter, are the Model 'C' of Neil Bray and Peter Ketchell's Model 'CX' tourer.

Register stand that ours was the only truly classic car stand with no post-war vehicles on display – we took that as praise indeed!

Geoff Salminen, aided by Geoff Dee, had once again done a good job in the design and preparation of the stand, which could easily be spotted with the Register flag flying high above it. I'm sure Geoff would like to thank Neil and Alison Bray (Model 'C' Tudor), Peter Ketchell (Model 'CX' tourer) and David and Wendy Grace (Model 'Y' Arrow Alpine tourer) for displaying their cars

alongside Geoff's own pristine Model 'Y' Tudor. All these cars, incidentally, took part in Convoy 2002. For the first time, thanks to the generous donation of a video player by John Fitzgerald and hours of editing old Ford videos by Geoff Dee, they were able to run a continuous showing of period material on the stand.

For some bizarre reason, in Jubilee Year, the organisers chose 'Ghosts' as the theme for the show – very unimaginative. I presume that as we had 'Fireworks' as the theme last year, 'Halloween' was the reason for 'Ghosts' this year, although what either has to do with classic cars beats me! Most stands made a gesture in this direction, although some went overboard with, for example, the back end of their cars disappearing into, and the front end appearing out of a ghost train tunnel! The Y&C Register stand staged a rather incongruous mannequin clad in a black cape and a ghoul mask.

As always, the stand attracted a steady stream of visitors who were well looked after by the members manning the stand at the time; the two Geoffs (Salminen and Dee) and David Grace on the Saturday and Sunday, with assistance from Bob Wilkinson and me on the Sunday. We also picked up a couple of new members and added at least two new finds to our register of known surviving vehicles. It was also a pleasure to meet our own members, who visited the stand. They included, on the Saturday:- Drew Barr (Region 18 - Scotland Contact) with octogenarian father, Pat Fitzgerald (John's brother, from Ireland), David Lovering (Bournemouth), Dave Hall (Doncaster), Nigel Stennett-Cox (Norfolk), Derek Perks (Stourbridge), Keith Robertson (St.Leonards -on - Sea), a new member looking for Model 'Y', Doug & Bessie Hickson (Coventry) and Richard Bingham (Northern Ireland). On the Sunday we met Derek Birch (Birmingham), Doug Hickson - again! and Marc Lawrence (Hertfordshire. - Neil Bray's navigator on Convoy 2000).

**Sam Roberts.**

## Members' Cars – Luis Cascante's 'FORITO'

by Luis Cascante.

'Forito' started life on September 2nd 1935. It's a two door Long Rad, assembled in Barcelona with chassis number Y104663.

The car was registered new on 9<sup>th</sup> April 1936 to a Mr. Ramon Martín, who lived in Berga, a town 100 kms from Barcelona. Nothing is known about the car during Mr. Martín's ownership. In March 1945 it was sold to Mr. Ángel Soler, the doctor in Vilada, a village near Berga. Dr. Soler used it professionally and so he was allocated fuel. During the forties, the general use of fuel was banned in Spain; doctors were an exception, but their cars had to have the word 'Medico' painted on the windscreen.

Twenty years later, in October 1965, my father acquired the car for me. He paid the sum of 12000 pesetas to Mr. Soler – exactly £71.40 at the exchange rate at the time. At home the Model 'Y' was christened 'Forito', which is the generic term in Spain for 'Little Ford'. It was re-sprayed black and the electrics converted to 12 volts by fitting the rotor and windings of a SEAT 600 generator to the original dynamo. The battery, coil, bulbs etc., were also changed.

The 12 volt conversion worked very well with only one snag: to start charging, the dynamo's new windings needed a much higher speed in the crankshaft than the original, say 2750 r.p.m. Consequently, the battery had to be re-charged every three or four days of city use and long journeys at night were impossible.

I had a lot of fun with it. I remember a hot morning one August, coming back from the Costa Brava where I had spent a weekend with Tatat – then my girlfriend – and her family. I was so happy that I drove all the way at the car's top speed, something between 80-90 kmh. On the outskirts of Barcelona's I got stuck in a long queue of traffic and the head gasket blew. Fortunately I had a spare one and a can of yellow grease in the car. So I changed the gasket at the roadside, to the astonishment of the other motorists.

In 1966, Ford won the Le Mans 24 hours race after two big defeats. Having always been a Ferrari enthusiast, I stuck a label inside one of 'Forito's rear windows with the inscription 'This Ford was NOT the winner of the 'Le Mans' 24 hours race'.

I used 'Forito' as my everyday transport until

1971, covering some 15000 kms in it with no major troubles. The car was then put in storage in a garage. The following year, in 1972, Tatat and I were married and another year later, I got a new job in La Seu d'Urgell. So we moved into the Pyrenees foothills. With growing family responsibilities (three children), 'Forito' remained in storage, but in the summer of 1984 I decided to use it again during the holidays. After draining the old fuel and changing the distributor points, fitting a new battery and filling with fresh fuel, the engine was persuaded to run. After that, I returned the electrics to the original 6 volts and fitted a new fuel pump, which I bought from the late Bert Thomas. Some time later I had to replace the exhaust with a stainless steel one, which I acquired through the Y&C Register. I had joined the Register in 1986.

After fourteen years of holiday use, the engine finally gave up in 1998. I decided to carry out a total restoration. The car was dismantled down to the last nut and bolt and the frame sandblasted and primed. The engine was re-bored and fitted with new pistons and rings. As the engine was already re-bored to its maximum size, a set of liners had to be manufactured and fitted. New valves, guides and springs and hardened valve seats were fitted too. The gearbox, front and rear axles, starter, dynamo, and carburettor were overhauled. The shock absorbers were very well repaired in England – thanks Sam. A new complete windscreen was made by Dave Tebb and the body was sanded, primed and painted black. The wheels and radiator grille were painted red, as that was the original colour combination. A new wiring loom, specially made for Left Hand Drive was fitted and a voltage regulator installed.

Finally the car was sent to my friend Andreu Ribó, possibly the best trimmer in Catalonia, for re-trimming. When dismantled, some bits of the original cloth and carpets had been found, so new upholstery and carpets were made using materials very similar to the original ones. At some stage in Forito's life, the roof was converted to a solid one. Andreu made a nice reproduction of the original soft fixed roof, which he then placed over the solid one. For more than 30 years I've been

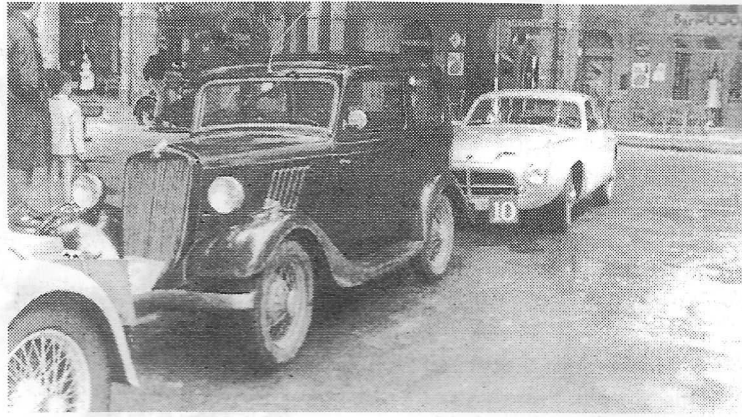


looking for a set of original headlights, with no success. Two weeks before the end of the restoration, Andreu remembered that he had an old pair of headlights of unknown origin (to him) on a shelf. Believe it or not, they were original Model 'Y' lamps with diamond bars!

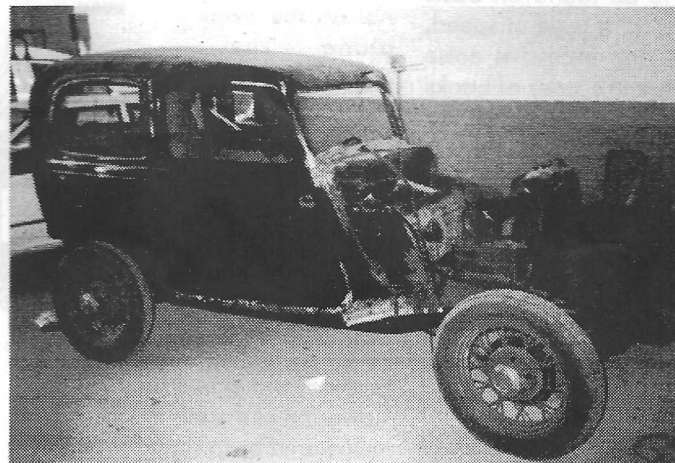
In August 2002, 'Forito' passed the ITV test (a test similar to the British MoT) and is now on the road again and running very well after its 4 years rebuild. As in the good old days, Tatat, myself and the forito are once again driving through the Catalan country-side.

I'm very grateful to the Y&C Register, which has assisted me in many aspects of the restoration, especially with the knowledge of the car and in the provision of some re-manufactured parts. And to Sam Roberts too, who helped me in an extremely efficient way to find many of the spares I needed that are very scarce here in Spain (do you remember my 'shopping lists', Sam?). Many thanks to all of you.

**Luis Cascante Gomis.**



Luis Cascante's 'Forito' in 1967, taking part in a very wet rally. It is parked in the village of Berga, where it had lived for 10 years in the ownership of Dr. Soler. It is parked in front of a Pegaso, the Spanish sports car of the 1950s.



Re-assembly after Forito's body-off restoration. The solid roof is evident in this photo, taken in 1998.

## Doctor Ford looks at the Rear Axle

(Part 1).

Sam has asked if the good Doctor would consider the rear axle in some detail. First a word of caution! The articles are directed at those of you, who have little or no understanding of the motor vehicle and how it works. I don't want to preach to the converted. So with that in mind, we'll make a start. We all know where it's located, but what are its duties? There is of course the obvious, it supports the rear of the car and keeps the rear wheels in place, but it also transmits the power from the engine and thus causes the rear wheels to move the car. Let's start by considering rear axles designs of the twenties and thirties and gain an understanding of just how the wheels stay in place and transmit power to the road when asked to do so.

What are the main components named, and what do they do? Well most members have heard the 'diff', to give its correct title, the 'differential'. But what is it and what does it do? Then there are half shafts, what ever they are! Couldn't Fords afford complete shafts? In recent times we've heard a lot about rear hubs. Then there are casings, pinions, crown wheels, bearings, sun gears, planet gears, splines, keyways. It all sounds like some sort of jumble sale of bits! So what do all these bits and pieces do, and are they all really necessary? Trojan didn't think so; they managed without most of them. So why did the Ford 'Y' & 'C' need all these parts, when controlling costs was everything?

These then are the questions, so now to get some answers.

In just about ever car of the period, the engine was mounted in the front of the chassis, with its crankshaft facing axially (fore and aft). Behind it is placed the clutch, followed by the gearbox, which again faces axially, with a shaft emerging from the rear. The power, via the prop shaft, is transmitted to the rear axle. In order to transmit the power to the rear wheels, it needs to turn the drive through 90 degrees. This is achieved by the design of the first of the components from our jumble sale of bits - the 'Crown Wheel and Pinion'. Take a look at Fig. 11.

The Pinion Shaft, is driven in a rotating motion by the power from the engine. It has a number teeth cut into its head and these teeth are designed in such a way as to engage into a greater quantity of teeth cut into the Crown Wheel. The calculation by division is known as the rear axle ratio. For example on the very early short rad 'Y' model, the quoted ratio was 5.43 to 1, (38 crown wheel teeth to 7 pinion teeth). The later replacement components had the ratio 5.5 to

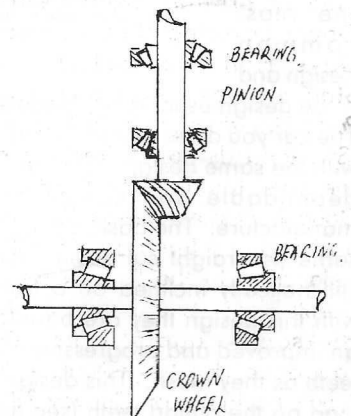


Fig. 11. Crown wheel and pinion.

1 (33 crown wheel teeth to 6 pinion teeth.). This ratio, once introduced, was to last until production of the 'Y' & 'C'/'CX' finished. On the face of it, one would think 7 teeth are stronger than 6 - not so, since the teeth are machined on the same Pinion Shaft. 6 teeth have a greater area of contact at their base than 7.

**Pinion/Crown Wheel design types.**

The most basic design is the Straight Cut Bevel Gears, (see fig 1A). This simple design uses straight cut gears, and is to be found on basic machinery where speed is low. If used at speed, noise would be a problem and excessive noise means wear. If you think back to scenes of banks of Lancashire weaving machines, taking power from a common drive shaft; these gears were frequently used. It is used where speed and lubrication is of low importance.

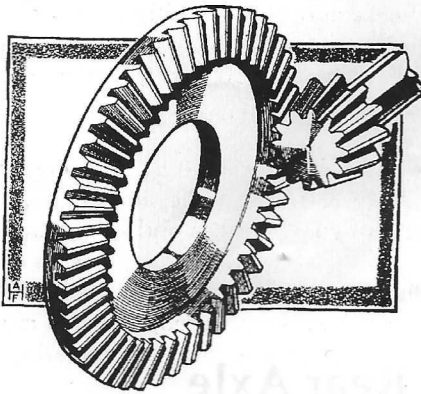


Fig. 1A.—STRAIGHT BEVEL GEAR.

As with all pinion designs of this nature, the designer will graduate the teeth to the same central point (see fig 17), thus ensuring the same angle of inclination for all teeth. The principal applies to all gear sets of this nature.

Spiral Bevel Gears, or Single Helical Bevel, is the most common design and

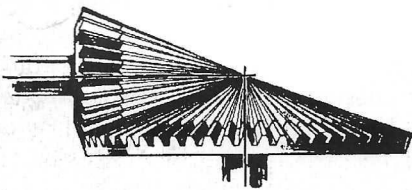


Fig. 17.—SHOWING HOW ALL PORTIONS OF THE TEETH OF A PAIR OF BEVEL GEARS CONVERGE TOWARDS THE SAME POINT.

is the design used in our Models 'Y' and 'C' cars. The car you drive today is, in all probability, fitted with the same design, as it has proved to be both dependable and comparatively cheap to manufacture. The basic design is in principal the same as straight cut gears. The gear teeth are still helically inclined on a truncated cone, but with this design they are bevelled. This leads to an improved and progressive engagement of the teeth as they mesh. This design also spreads the load on the pinion teeth (see fig 1).

Hypoid Gears, are basically the same as Spiral Bevel gears, but are used where the shafts are

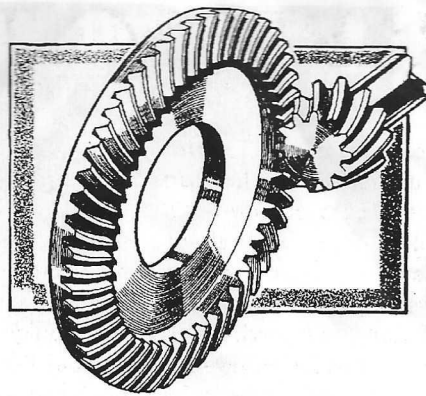


Fig. 1.—SPIRAL BEVEL GEAR.

not on the same plane. The gears are cut at an angle to compensate for the offset intersection of the pinion shaft. The design has a greater area of tooth contact and quieter running. The lowering of the pinion will permit a lowered prop shaft, and hence lower floor height. Production cost is higher than that of spiral bevel (see fig 21).

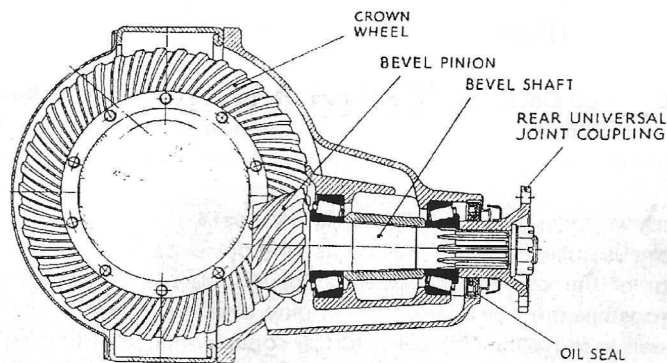


Fig. 21.—The Hypoid Spiral Bevel Drive.

Worm Gearing. This design is the most dependable, but with dependability comes cost. The teeth are again cut at an angle, as with Bevel gears. However, they have an even greater area of contact on the outer circumference of the crown wheel gears, thus reducing the load on individual pinion teeth. In worm designs, the pinion is supported at both ends with bearings - a considerable advantage. (This extra support

bearing is possible with Bevel Pinions, but is nominally only found on heavy commercial vehicles.) The design was to dominate early vehicles, but by the 1940s it was virtually phased out, mainly due to cost. Its other problem lay in its rather bulky design. However, when used on cars with the under slung pinion design, the floor height could be considerably lowered. (see figs 22/3 )

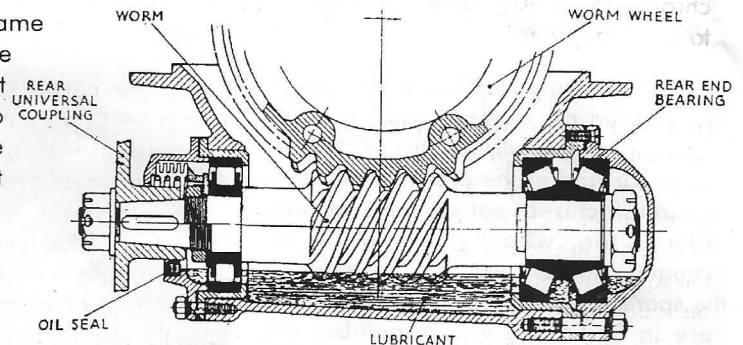


Fig. 22.—The Underlung Worm Final Drive.

To be continued.

Doctor Ford.

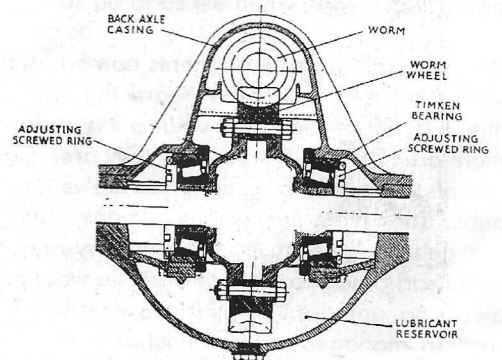


Fig. 23.—Overhead Worm Final Drive.



# SPARES MATTERS

Headlamp rims, as promised in the previous 'Transverse Torque', are now listed. These rims cover, at a guess, 80% of the cars owned by members. The balance of the cars are early 'Y' models, which are something of a problem as, between them, they had four types of rim. We are considering manufacturing 1934 model rims in steel, as they are often badly rusted. These rims can be used on the 1932/3 model, but not the other way round. There are also stainless appearance rims for both years. We may be able to recreate the appearance with a nickel or chrome finish. Anyway, time will tell. First things first: we need to cost the project.

On the subject of chrome, Peter Ketchell has entrusted our work to a new company. The previous people simply shut up shop without explanation, which left us in the lurch as they held a lot of our material. As a result of this new contact, we are able to offer Model 'Y' front bumpers once again. The 'C' model also had a single groove, so we can make one to order but, due to the mounting holes having a different spacing, they will have to be made specially. However, the 'CX' model tooling, which is double grooved, was never produced, due to cost being related to a low volume. The cost of tooling alone was over £3,000. However if 'CX' owners can bring themselves to accept a single groove, as with 'C' models, they can be produced.

On the subject of 'C/CX' models and shock absorbers, John Keenan has come to your aid. He has offered to do a trial fitting of the long rad Model 'Y' kit on his Model 'C'. We await the outcome of his findings.

We now stock HT lead kits for the distributor, consisting of 10 cable ends and braided cables.

Deleted from the parts list are 'Fibre Glass Running Boards'. I have simply run out of stock and the original manufacturer has long ago closed shop. I had foreseen this possibility and retained the moulds on my last visit. When time permits (whenever that will be) I'll lay down a few pairs but, in the meantime, we still have two suppliers of steel boards, namely Ken Arthur and Dave Tebb (see 'Useful Contacts'). I have already ordered more pyramid rubber matting to boost our stock.

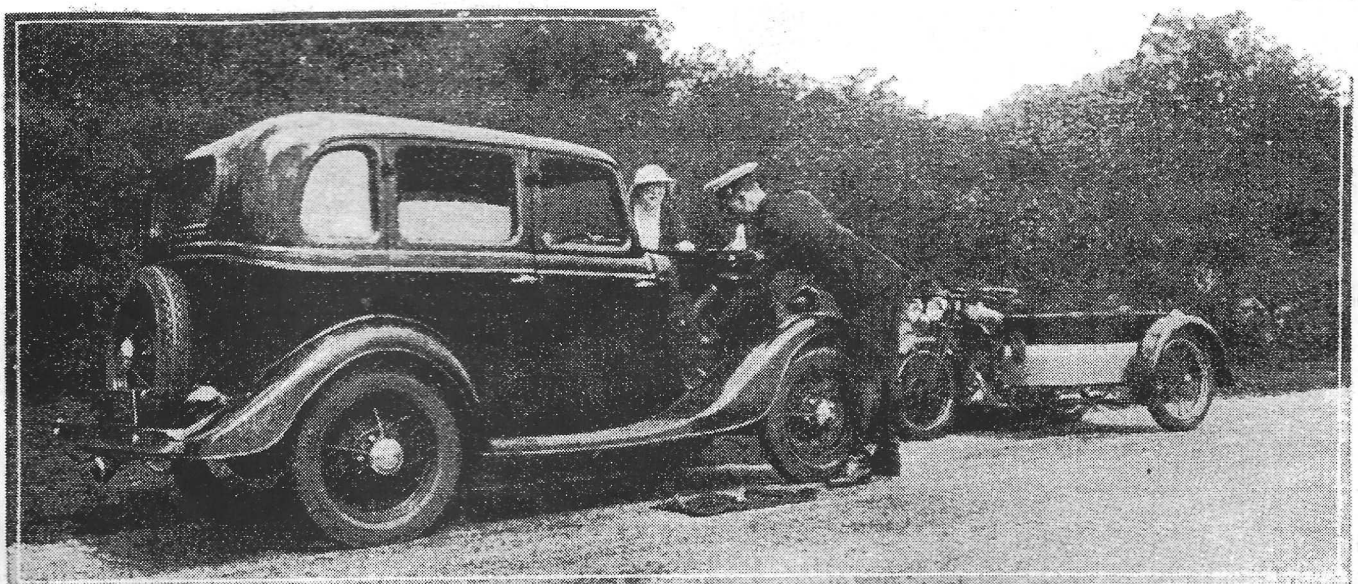
Once again I'll ask if there is any member support for Model 'Y' luggage carriers? We have produced them in the past, and still have the drawings. The previous stock was sent out in kit form for self-assembly. This time I'm considering sending them out assembled and painted, as well as in kit form. Obviously assembled will be considerably more expensive. So gentlemen, any takers, or is it just talk?

Please remember I'm collecting old parts:- engine pulleys, U.J.'s and long rad 'Y'/'C'/'CX' brake shoes to recondition. Please clear these out of your garages and send them to me.

Apart from these points, I don't have a great deal of progress to report at present but, rest assured, we have many irons in the fire and, in the main, we're currently spending our money on restocking.

Graham Miles

## A Third Motoring Organisation



The N.M.A. Scouts are fully-trained engineers, able to give competent and free "get-you-home" service on the road.

According to 'The Practical Motorist' of September 7<sup>th</sup>, 1935 a new motoring body had recently been created, called the National Motoring Association (N.M.A.). The founder and secretary was Capt. A. Charlton Elliott, whose main aim was to see

that the motoring public received fair play. The advisory committee of the Association would make direct representations to authorities on any new legislation, which they considered to be opposed to the interests of the motorists. Motorists' grievances would be aired to the press, and propaganda would be sent out calling for equal responsibility of pedestrians, motorists and all other road users. A proportion of fees subscribed by members would go to the hospitals in their districts.

The article goes on to say that "the main object of the N.M.A. is to aid the motorist. Additionally, an ambitious car service and patrol scheme will be put into operation. Experienced mechanics will be enlisted and stationed on the roads to render skilled assistance to members. Not only will there be patrols, but all garages in the United Kingdom will be at the service of members. Free emergency repair bills will be paid; each bill not to exceed 5s. Four of these services are allowed each member a year."

There was also a free recovery service to a garage within 20 miles of the breakdown, free information on technical matters and touring abroad (including maps), free legal advice and a free insurance policy against personal accident through Lloyds. Lloyds also provided members with a car insurance policy at lower rates, together with 'additional benefits'. All this for an annual subscription of £2 2s (2 Guineas).

The article was accompanied by two photographs of a patrolman helping out a stranded lady driver of a Fordor Model 'Y'. It appears to have a 1935 East Suffolk registration, ART 654.

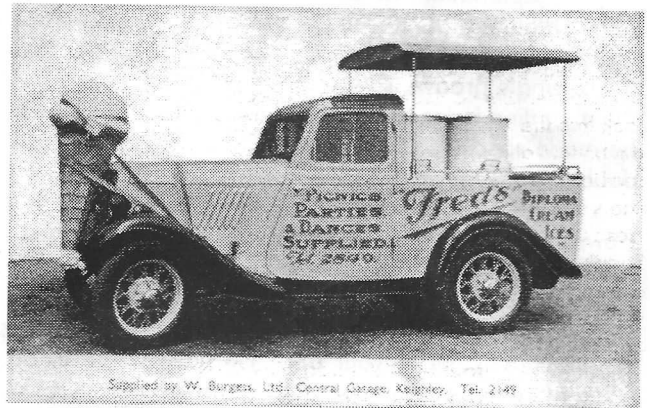
Can anyone tell us what happened to the N.M.A.? It was due to be publicly inaugurated a few weeks after the article was written. Did it ever get off the ground? We are grateful to Bill Ballard for spotting this article and sending it in.

## Stop me and buy one.

*Our observant magazine printer, Steve Waldenberg in Yorkshire, spotted an article in 25<sup>th</sup> September's Yorkshire Evening Post and sent it in. The article was about Richard Etherington who, at the age of 92, is still working as a Director of the Ford agents, Burgess Ford of Keighley. To illustrate his longevity at the garage (72 years), a photograph of the garage's service vehicle in 1939, a Model 'Y' pick-up, was included in the article. It was this which fired our Steve to pass the paper to your Editor.*

I wrote to Mr Etherington asking about the pick-up and was pleasantly surprised to receive a reply in which he outlined its history and included two photographs. It was originally a late 1933 long rad Model 'Y' 5 cwt van, YG 5859 (West Riding of Yorkshire registration). In April 1934, the garage received a commission from a local Keighley ice-cream man, Fred Greenwood, to provide him with an ice-cream pick-up. Richard Etherington designed the conversion, which was carried out by Midgley Bros, Motor Body Builders, Ingrow Bridge, Keighley (which unfortunately went out of business in the late 1940s). The cost of the conversion was £37. 10s. 0d. The conversion had to be completed in time for the Keighley Gala Day when Fred's Ice Cream was to be in evidence. As you can see from the photograph of the conversion, his presence would have been pretty obvious!

*The Ice Cream Pick-up conversion from a 5 cwt van, supplied by W. Burgess Ltd., Ford dealers in Keighley, West Yorkshire.*



*Supplied by W. Burgess, Ltd. Central Garage, Keighley. Tel. 2149*

Fred kept the pick-up for three years before trading it in for a new model. At this point, it was decided to use the pick-up as a service vehicle for the garage. It was stripped of all its ice cream paraphernalia (less part of the handrail at the rear) and re-liveried in 'Ford, Always at your service' colours. From the photograph, it would appear to have a leaping something as a radiator mascot. Note also the one circular window behind the driver.

The photograph also gives a good insight to the marketing methods employed by the Ford dealers. Note in the dingy looking showroom the Model 'Y' and the 30 h.p. V8 Model 48 (or its smaller 22 h.p. engined sister, the Model 60). Along the top of the windows, from left, are advertised Tractors, Trucks, Chassis, Vans, Saloons, Coupes, 8HP Popular Saloon £100, 10 hp De Luxe ..... Under the large poster for 'The £100 Ford Saloon' is advertised De Luxe 10 H.P. Saloons for £135. All very fascinating. We are very grateful to Mr. Richard Etherington for providing this snippet of history.

**Sam Roberts.**



*The Pick-up in 1937, outside the W. Burgess Ltd. premises, in its new livery.*



## Spain's first Ford agency.

When researching my book on the Model 'Y', I was somewhat confused as to who established the first Ford agency in Spain. Having read in Manuel Martínez-Cordero's book on the History of Ford Spain that, although it was Eduardo Chalaux of Barcelona who first contacted Robert M. Lockwood, Henry Ford's foreign sales manager, in 1907 and arranged for the first cars to be imported into Spain, it was Juan Casajuana, another native of Barcelona, who was in charge of the agency. Yet, the one photograph I have of a Model 'Y' from that agency, quite clearly displays the agency as 'A. Casajuana' (Amado) - not 'J. Casajuana' (Juan); (see photograph). I assumed that Amado was the son of Juan and had inherited the agency from his father. I wrote the Spanish chapter of my book on that surmise.

In the meantime, I had contacted Luis Cascante, our key member contact in Spain, to ask him to look into the mystery. Only now has Luis got to the bottom of it. In September of this year, he e-mailed:- "Never give up! Finally, after three years searching, I've solved the doubt about the Casajuana Agency. Talking with Carlos Pérez-Portabella, a friend of mine who is also a classic car enthusiast, I knew that Amado Casajuana was a good friend of his grandfather. He consulted his mother, who is 90 years old, and she replied that undoubtedly Amado Casajuana founded the Ford agency in Barcelona, not Juan Casajuana. The bad news is that the Casajuana agency closed some years ago, contrary to what I said you."

I e-mailed back, referring to Martínez-Cordero's book, "I refer you to page 87. What was the relationship between Juan and Amado? I assumed that Amado was Juan's son, which is why it is A. Casajuana advertising on the promotional Model 'Y' in the 1930s; Juan having passed the agency on to his son. I'm not convinced that the old lady is right. Are you?"

Luis replied:- "I have no evidence that Amado Casajuana founded the Barcelona Ford Agency, only some clues: 1). My friend Josep Castells (80 years old) worked for Casajuana in the thirties and he never heard that Amado's father was the founder of the Agency. 2). The previously stated assertions of Carlos Pérez-Portabella's mother. She said also that Amado's mother was of American origin (her name was Pfeiffer), which would have been a good basis on which to be appointed a Ford Agent. 3). By 1911 Amado was member of the Real Automóvil Club de Cataluña. 4). In 1915 my grandfather Luis Cascante Portavella bought his first car, a Model T, from his classmate Amado, also an industrial engineer.

In order to clarify this problem, I've been reading my 1912 yearbook of the Real Automóvil Club de Cataluña, a rare book in my own library which contains the complete list of the vehicles registered in Catalonia up to 31 January 1912. The

Fords listed are:

Regn.	Year	Owner / Address
B-13	1907	Emilio Chalaux Cortes 617 probably a Model N, R, or S.
B-199	1908	Victoriano Muñoz Lérida
B-206	1908	Rafael Coll Valencia 270
B-378	1909	Juan Bertrand Paseo de Gracia 109
B-436	1909	Juan Bertrand Paseo de Gracia 109
B-593	1910	Juan Bertrand Paseo de Gracia 109
B-603	1910	Marcelino Casajuana Carretera de Mataró 191
B-604	1910	Marcelino Casajuana Carretera de Mataró 191
B-636	1910	José M <sup>o</sup> Camps Cortes 687
B-668	1910	José Santana C. Tibidabo 16-18
B-804	1911	María Ribas S. Juan de M. 233
B-879	1911	Gregorio CanetNotariado 10
B-888	1911	José Sabater Unión 8
T-24	1911	Carlos Wagner Tarragona
B-911	1912	Francisco Alegre Fuente vieja 28

I wonder if Marcelino Casajuana, the man that acquired two Model T Fords simultaneously, was related to Amado Casajuana? Please note that the number of Fords registered every year in Catalonia, which was the more advanced and industrialised region of Spain, does not agree with the figures stated by Martínez-Cordero in his book. I have asked Carlos to arrange a meeting with some of the Amado's grandsons. Perhaps they could enlighten this puzzle. I don't give up!"

And he didn't! In October, Luis e-mailed:- "Do you want to know who founded the Casajuana Ford agency in Barcelona? Last Tuesday I visited in Barcelona a delightful lady, Mrs. Rita Ibáñez, the widow of the late Amado Casajuana Cañellas, one of the sons of Amado Casajuana Pfeiffer. She gave me much information about her father-in-law, Amado Casajuana Sr., the founder of the oldest Ford Agency in Spain, and possibly the oldest still existing in Europe until the eighties, and provided me with some original documents for photocopying.

This is the history:- In 1865 Mr. Amador Pfeiffer, probably of German origin, grandfather of Amado Casajuana Sr., opened a metallurgical factory in Barcelona named

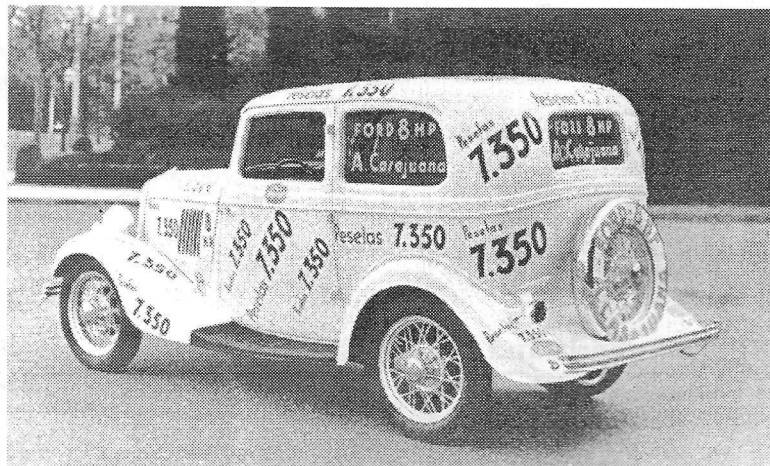
Talleres Pfeiffer. The works manufactured hydraulic pumps, presses and other agricultural items, made under foreign licenses.

Unfortunately, all the Pfeiffer family died in a horrible explosion in their home, due to a gas leak in the house basement. The only survivor of the family was Amado's mother, Mrs. Teresa Pfeiffer, who lived in another house with her husband, Mr. Marcelino Casajuana, a physician. Marcelino had to take care of the works inherited by his wife; the factory was then called Talleres Pfeiffer de Marcelino Casajuana.

In 1905 Amado - 22 years old - finished his studies as an Industrial Engineer in the Barcelona High School (where he was a classmate of my grandfather Luis Cascante Portavella) and took over the management of the family's business. To celebrate the graduation, Marcelino presented his son with an Hispano-Suiza.

Very early in his new task, Amado was interested in the car business. He bought enough components in Paris (engine, gearbox, etc) to assemble a car, which he sold afterwards. He obtained also the agency for Catalonia for De Dion Bouton, Marmon and Regal cars.

On November 20th 1906, he wrote to the Ford Motor Company in Detroit, asking that his firm becomes the Spanish Ford agency. R.M. Lockwood, manager of the Foreign Dept. of the Ford Motor Company, replied that they had already made an agreement with Mr. Eduardo Chalaux of Barcelona. Chalaux had bought previously some Ford cars and the Company gave him an option on the sole agency for Spain, conditional on a 'good size order' being placed after testing the cars. Possibly the batch of cars bought by Chalaux were some of the five Fords registered in Barcelona between 1908 and 1910 (B 199, B 206, B 378, B 436 and B 593). The 'good size order' never was placed and Amado obtained the agency, but - I think - only for Catalonia (I have photocopied, from an old photograph, the complete letter sent by Lockwood).



The well-known photograph of the Amado Casajuana agency's promotional long rad Model 'Y' in 1934 (note usual short rad bumpers found on export cars and wing mounted number plate and light).

The first two Fords ordered by Amado were both very, very early Model T's: Numbers 899 (Touring body) and 917 (Landaulet body). Incidentally, only 300 Landaulets were assembled, and were discontinued in 1910. Both cars were registered in Barcelona - B 603 and B 604 - (I have photocopied the original Ford invoices of these cars).

In 1918, Amado moved to bigger premises in c/ Diputación 279 in Barcelona, selling Ford cars; some of them with special bodies made in his works. (In my own files I've some original photographs of these specials). In 1931 he closed the old works Talleres Pfeiffer, but continued with the car business. During the Civil War (1936-1939), he escaped to the Nationalist zone, where he sold some of the 5798 Ford cars and lorries to the Nationalists, imported from Portugal.

In 1956, to commemorate his 50 years of association with the Company, Henry Ford II presented him with one of their products, a Mercury car; Amado had to pay a lot of money in import taxes however. (I have photocopied too the letter sent to him by the Ford Motor Company announcing the presentation).

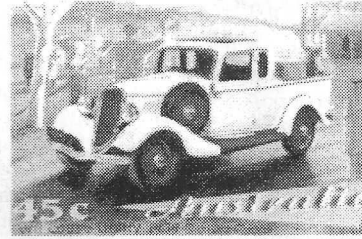
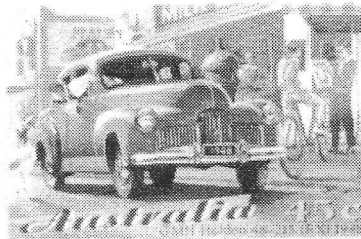
From the late fifties to the eighties, when the agency closed, the business was managed by his son Amado Jr. An interesting history, isn't it?"

I thanked Luis profusely for this fascinating history, but still one question remained; who was Juan Casajuna and what was his relationship to Amado? Luis cleared that up as follows:- "I'm sure that there is a confusion with the Christian name and the family name CasaJUANA. Any relevant member of the business was named Juan Casajuana. I'll send you by post the photocopies as a complement to the story." So Juan was a family nick-name!

**Sam Roberts and  
Luis Cascante.**

## Australian stamps

**Alan Ogdon sent in a set of four 45 cent Australian postage stamps, each depicting a car with a body made in Australia. The four cars illustrated are:- GMH Holden 48-215 (FX) 1948, Chrysler Valiant R Series 1962, Austin Lancer 1958 and Ford Coupe Utility 1934.**



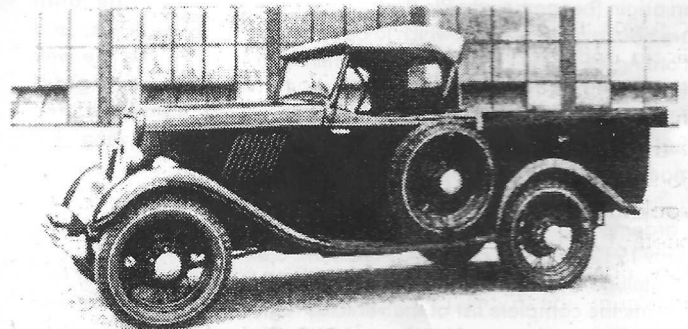
In 1917, the Australian government introduced a ban on the import of 'luxury goods' to save shipping space for essential items following the Great War. Car bodies were considered 'luxury goods', but not chassis. Hence, the Australian coach-building industry went into top gear building bodies on imported chassis. It was also the case that many imported bodies could not stand up to the harsh rigours of the Australian

outback and that special bodies, more suited to the terrain and the way of life in the bush, were better built in-country.

Alan sent in the stamps as I believe he thought that the Ford stamp depicted a Model 'Y' coupe (seen in normal stamp size, this is excusable). It is in fact a Model 40 V8 Coupe Utility, which was designed by a young Australian in his early 20s, Lew Bandt. He is credited with inventing the Coupe Utility ('Ute') in 1934 following the receipt of a letter by Ford Australia which read:- "Couldn't you people at Ford build a vehicle for people like me on the farm? My wife doesn't like the rain on her when she goes to church on Sunday and steps out wet and sees other ladies stepping out dry from your coupé (a two-door model). On Monday, I may want to take my pigs to market. Couldn't you combine a utility box on the back, into that coupé?"

And so the automotive word 'Utility' or 'Ute' was born. The difference between a Utility and a Pick-up is that the Pick-up has a separate carrying box or platform behind the cab, whereas the Utility has smooth steel sides the same width and as a continuum of the cab extending the length of the carrying box. Henry Ford asked to see Lew Bandt and one of his Utes and so both were sent over to Dearborn in the U.S.A. Although Henry liked it, a prototype American Ute received the thumbs down from the U.S. dealers, who said it would not sell. The Utility was not introduced into the U.S.A. until 1957, when the Ford Ranchero came out of Dearborn.

Lew Bandt had already designed a Model 'Y' Roadster Utility in 1933. Rather than having a steel roofed 'Coupe' cab, this had a canvas hood. It did not sell very well; only 127 being made at the Geelong, Victoria plant. It was probably considered to light for the tracks and the required carrying capacity (pigs to market) in the outback.



A well-sided Model 'Y' Roadster Utility as designed by Lew Bandt.



# GLORIA.

by Terence Mitchell

*(Some thoughts and memories of motoring in the past, written for Bob Wilkinson by Terence Mitchell who owned EMF 151, the 1936 Ford CX Tourer; now owned by Bob)*

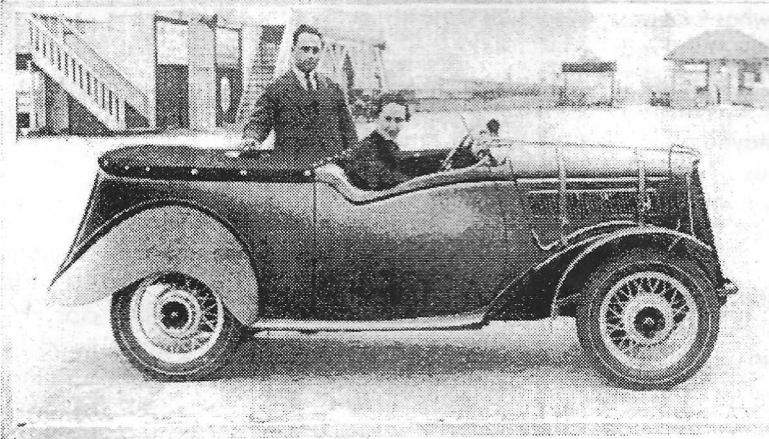
I first came across Gloria way back in 1967 when, for me, the world was young and the sixties scene was in full swing. Gloria was born in another era - 1936 to be precise, when England was reeling from the events of Edward and Mrs. Simpson. Gloria today is like an old film star; wherever she appears, people strain their necks to catch a glimpse of her and to make her acquaintance.

I purchased her from a milkman, who used her as daily transport to and from the dairy. I don't think she was special in any particular way but, in those days, most people thought that all 30's vehicles should be scrapped as soon as possible. They were considered as wildly out of date and almost odd; certainly not to be seen in! The scrapyards of the day were full of 20's and 30's cars waiting to be broken up, along with scores of lorries and trams.

Life was changing. Flower power, hippies, and beatniks were in vogue, along with hot music and tight jeans. The 1930's era was as out of date as lace-up boots and everything to do with it. As a country, we wanted change and new thinking. In a way it was exciting and, being young at that time, was intoxicating and probably the best time to be a teenager, compared to today when a grim darkness has crept over our society.

So it was in this climate that I purchased Gloria and towed the car several miles home to my garage on Salisbury Plain, to an isolated village where she became part of the social scene. This Ford Tourer model had been tested at the famous Brooklands racing circuit in 1936 at a speed of 70mph, which was quite fast for those days when one considers that the maximum speed for a large lorry was restricted to just 20mph and, only one year

earlier, the 30mph speed limit was introduced for built up areas. Cats-eyes first appeared in the centre of our roads in the same year. For many in our country this was a golden era of motoring.



*Our old friend, Jack Bezzant, and Miss Richmond at Brooklands in 1936 with Mr. Bilney's 'CX' tourer, which was being prepared for Le Mans that year.*

In the road test report published in "The Light Car Magazine", the cruising speed of the Ford Ten could be pitched at the sixty mph mark for mile after mile, whenever conditions permitted. Drivers preferring to drive at 50mph could do so indefinitely with complete assurance that the engine would be working well within its capabilities. The new car price for this model was £135 and was voted as one of the best buys of 1936. The petrol consumption worked out at 33mpg with a 6½ gallon tank situated at the rear of the car. The streamlining was serious and successful according to the magazine, with a neatly folded hood below the top body-line.

Cars of this type feel very much alive like most 1930's cars. Somehow, reaching the top of a long hill is somewhat of an achievement in many ways. I think it would be true to say that the Ford is a stunning looking car, way ahead of its time in general looks and styling. At the dawn of its introduction, the model gained an extremely high reputation and brought

motoring within the reach of what was known as the common man.

In many respects, before this time, a conveyance was to a large extent the preserve of the rich and successful. People, shall we say, who took afternoon tea, ate off bone china plates with gold leaf edges and with an Irish linen table cloth on the dining room table with doilies much in evidence. The Ford Motor Company literally put the world on wheels, with comparatively inexpensive cars and many aspiring motorists suddenly finding a whole range of cars

coming within their grasp. The style of the thirties cars possessed a certain grace and, with it, was an era of good workmanship. For the first time, cars did not have the hint of being a converted hansom cab or wagon with an engine.

It is amazing to think that it was only some 30 years before our Fords came off the production line that cars had to be preceded by a man on foot carrying a red flag to warn of its arrival. Incredible though it may seem, in the very early days of motoring, people of a curious nature and young children, would run into the road to see any type of conveyance pass by. What many forget, and younger people today probably don't realise, is that in summer a tremendous column of dust tended to herald the arrival of a car. In high summer, the enemy was dust and, in the dark days of winter, the hazard was mud and deep ruts on the usual flint and grass surface. Country yokels in deep remote villages at the start of the 20<sup>th</sup> century, thought the invention was astonishing. On seeing his very first car, a young village boy, living on the edge of Dartmoor, ran in to his kitchen and shouted excitedly, "Mother! Mother! Come quick. It's the devil on wheels".

In an age when new cars look depressingly

similar, it is interesting to look back at the numerous styles of the thirties. 'More show than go' could be a phrase which sums up this period. Nevertheless, everything produced at this time possessed a distinctive personality. Fords were always known as common sense on wheels and I suppose this was a fair summary. Most were clearly British, but the American influence was evident on various models. The Ford 'CX' Tourer reveals a hint of Americana in its styling. Take a long look at the car and you will see what I mean. There was an early saying about the Ford car, "You can go anywhere in a Model T except in society" and this was widely accepted for many years. Maybe all this was due to the ubiquitous Model T wrecked in so many films by the popular comedy duo Laurel and Hardy.

Gloria came out of a wonderful world where the Royal Blue coaches and the Black and White Coach Service criss-crossed Great Britain, taking people on holiday to some coastal destination, or moving large numbers of travellers from one end of the country to the other. The AA man on his motorbike and sidecar saluted all members of his organisation and police, ambulance and fire service vehicles all boasted bells, ringing a warning as they rushed to an emergency.

I have driven many pre-war cars over many miles and thoroughly enjoyed the experience. On modern day roads, of course, one learns to drive carefully, keeping plenty of distance in front to cope with pre-war brakes devoid of modern power assistance. Keep your distance is the key and I would advise anyone driving an old car, to make allowances for its age; have some respect and drive with caution.

If a Ford Model 'C' was purchased in the mid-1930s by a driver who preferred to rest his bottom on leather, the additional cost was five pounds! Leather was fashionable during this period, along with fur coats and car rugs. Without heaters, motoring could be very cold in the winter months and people dressed up in warm clothes to combat any cold weather.

It is now difficult to imagine England without a system of motorways but, in the 1930s, such roads did not exist and consequently the pace of travel was much slower. In some parts of the country, one could motor for many miles without seeing



'Gloria' in the Ford Heritage Museum, Dagenham, where she spent many of her latter years on loan. Bob Wilkinson bought the car following the closure of the museum.

another car. Driving the Ford Tourer on such roads on a bright sunny day made one feel very much alive and at peace, though comfort and luxury were not included in the design parameters. One particular passenger once unkindly commented that the ride was roly-poly and it was nothing but a glorified golf cart that ought to be driven into the sea!

I think that its sleek lines make it look fast even whilst standing still. I recall another unkind remark that it was as sporting as a pair of Wellington boots and had a very slow acceleration rate from 0 - 60mph. There is an element of truth in the comment. However, in its day, the Ford 10 was regarded as being quick off the mark.

I recall meeting an admirer of Gloria at a local bazaar. She was a large woman with gigantic breasts, which would enter a room several seconds before she did. She loved Gloria on sight, but did declare that she would make a good hen coop on her small-holding. She thought that the Ford possessed a glamorous celebrity look, but her husband, an old cavalry soldier, was against all forms of motor transport, thinking that we should have never dispensed with the horse as the main method of travel. They were both a breath of fresh air and lived in a large house with old masters on the walls, but hated modern life, like so many elderly people today who find it difficult to come to terms with the microchip revolution.

I don't suppose that Gloria was designed

for people at the time who were greying at the temples, but nowadays it is a true classic. The jiggly ride takes you back 60 years, but in a way it is as dependable as a Prime Minister and you can also love her like the family dog. Many discourteous things have been written about the "Mae West" model, as it was sometimes known. One such remark was that it's like an elephant..... very nice, but you wouldn't want to own one! It's all a matter of taste really, as with everything in life.

Ford 'C' Models, though remembered fondly by old motorists, also gained a reputation for poor reliability, though I think this was due to poor maintenance. Gloria is a fun car, with all the atmosphere of vintage motoring and, like a steam train she inspires attention. The Ten Tourer is very much a top gear car and this pleasing characteristic is due to the very moderate weight and a small but powerful engine producing good power at low engine revs. Having a healthy respect for fresh air, all admirers of the Ford will find something very near their ideal in this attractive open model.

Terence Mitchell.

December 2002.

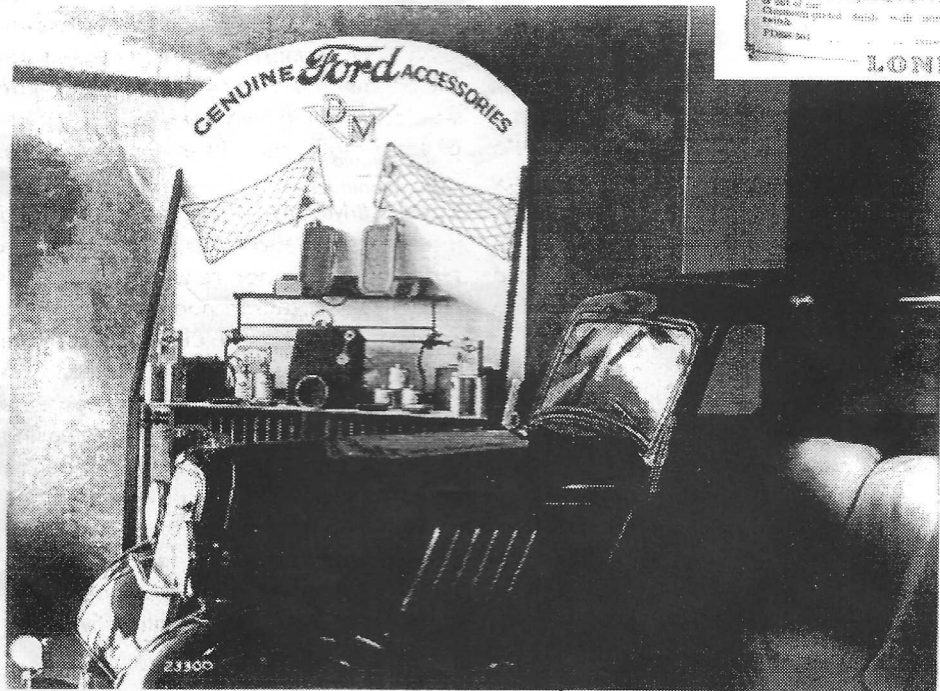


# Accessories

Many of our cars are fitted with 'oddball' parts which do not ring true with the original specification. There is often a fear that 'bodging' has taken place or that a replacement part is from a different vehicle and that you will be ridiculed the next time you show your car to an 'expert'. Fear not; as will be demonstrated here, there were many retailers of accessories for all makes of popular car, supported by a goodly number of manufacturers.

The Ford dealers provided genuine Ford accessories, but these were, in the main, the additional gizmos which were added to the standard Model 'Y' to make the 'de luxe' specification before the introduction of the De Luxe Model 'C'; such things as sun visors, luggage racks and rear view mirrors with clocks. Radios could also be installed and suspended string parcel carriers could be fitted to the roof.

There were a host of other suppliers. I remember Cheeseman's huge department store in Lewisham, in south-east London, which supplied, among other things, dipped front bumpers for Model 'Y's without a centre groove. As it was easy to break off the ends of the Model 'Y' bumper when reversing out of those tight 1930s garages, these were in great demand.



A display of Ford accessories at Dagenham Motors, the main Ford dealers off Oxford Street in London. Note the additional accessories on the car in front of the stand. It is a two-door (Tudor) with sliding roof, probably 1936/37. Its additions include trafficators, a second (slaved?) windscreen wiper, a racing greyhound bonnet mascot, an abbreviated radiator muff which covers only the radiator grille (presently open and folded down to the front valance), a badge bar between the two headlamp supports and an odd pair of headlamps with unusual rims.

Mail Order Catalogues were another method of obtaining a whole range of major and minor accessories, tools and spare parts. In Issue 132, I mentioned Peter Line's 1935 copy of the East London Rubber Company (ELRCO Limited) catalogue. It is huge. I illustrate part of page 475, which is one of the pages devoted to Ford accessories.

I could do with an ELRCO special grease gun for filling my gearbox. It is the most awkward of jobs without a pit.

Graham Miles has loaned me a copy of Hobday Brothers Ltd.'s 350 page 1938/39 catalogue, the illustrated page of which shows the different type of luggage racks available. Hobday Brothers had offices and warehouses in London, Wolverhampton, Manchester and Sheffield.

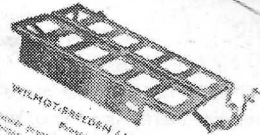
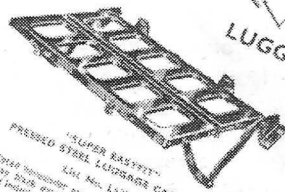
A third example of a catalogue is that of Johnson, Burton & Theobald Ltd. of Norwich. This 1935 extract shows part of the page on Hunts trafficators, the make fitted to our cars by Ford. On the next page are listed Bosch, Desmo, Lucas and Stadium trafficators.

Orders could be placed by writing, telegram or telephone. The latter two methods had to be confirmed in writing. Delivery was by post, rail or van, depending on the size and bulk of the items and payment was by cheque, although cash payment when the order was placed did attract a discount with some companies. Looking at the variety of items available and the number of sources, the motor accessories trade must have been very lucrative indeed.



For those with worn piston rings or bores and suffering as a result from oil fumes in the cab, Hobday Brothers had the answer.

HOBDAY BROTHERS LTD LUGGAGE CARRIERS



Line No.	Description	Price
56-84-1708	Pressed Steel Luggage Carrier	37.6
56-84-1709	Wilmot-Breeden Luggage Carrier	42.6
56-84-1710	Wilmot-Breeden Luggage Carrier	42.6
56-84-1711	Wilmot-Breeden Luggage Carrier	42.6
56-84-1712	Wilmot-Breeden Luggage Carrier	42.6
56-84-1713	Wilmot-Breeden Luggage Carrier	42.6
56-84-1714	Wilmot-Breeden Luggage Carrier	42.6
56-84-1715	Wilmot-Breeden Luggage Carrier	42.6
56-84-1716	Wilmot-Breeden Luggage Carrier	42.6
56-84-1717	Wilmot-Breeden Luggage Carrier	42.6
56-84-1718	Wilmot-Breeden Luggage Carrier	42.6
56-84-1719	Wilmot-Breeden Luggage Carrier	42.6
56-84-1720	Wilmot-Breeden Luggage Carrier	42.6
56-84-1721	Wilmot-Breeden Luggage Carrier	42.6
56-84-1722	Wilmot-Breeden Luggage Carrier	42.6
56-84-1723	Wilmot-Breeden Luggage Carrier	42.6
56-84-1724	Wilmot-Breeden Luggage Carrier	42.6
56-84-1725	Wilmot-Breeden Luggage Carrier	42.6
56-84-1726	Wilmot-Breeden Luggage Carrier	42.6
56-84-1727	Wilmot-Breeden Luggage Carrier	42.6
56-84-1728	Wilmot-Breeden Luggage Carrier	42.6
56-84-1729	Wilmot-Breeden Luggage Carrier	42.6
56-84-1730	Wilmot-Breeden Luggage Carrier	42.6

Wilmot-Breeden were very big in the accessory market, as well as supplying for production

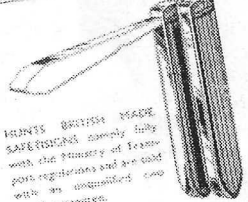
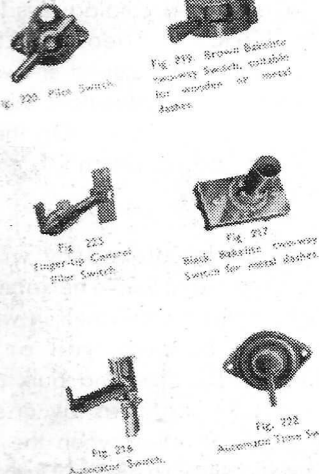
A page from Johnson, Burton & Theobald Ltd.'s 1935 catalogue, showing Hunts trafficators and switches.

DIRECTION INDICATORS

HUNTS "SAFETISION" DIRECTION INDICATORS

With patented spring electric lock, which enables the arm to be pulled without damage.

ALTERNATIVE SWITCHES



HUNTS BRITISH MADE SAFETISIONS comply fully with the demands of European regulations and are sold with an unobscured view from the driver.

Line No.	Description	Price
D187200	Fig. 106 for Junior Indicators	29.6
D187201	Fig. 112 for Junior Indicators	29.6
D187202	Fig. 100 for Senior Indicators	31.6
D187203	Fig. 112 for Senior Indicators	31.6
D187204	Fig. 112 for Senior Indicators	31.6
D187205	Fig. 112 for Senior Indicators	31.6
D187206	Fig. 112 for Senior Indicators	31.6

Line No.	Description	Price	Complete including rubber foot and 1/2" nut
D21706	Fig. 116	18.0	39.6
D21707	Fig. 117	18.0	32.6
D21708	Fig. 118	18.0	32.6
D21709	Fig. 119	18.0	32.6
D21710	Fig. 120	18.0	32.6
D21711	Fig. 121	18.0	32.6
D21712	Fig. 122	18.0	32.6
D21713	Fig. 123	18.0	32.6
D21714	Fig. 124	18.0	32.6
D21715	Fig. 125	18.0	32.6
D21716	Fig. 126	18.0	32.6
D21717	Fig. 127	18.0	32.6
D21718	Fig. 128	18.0	32.6
D21719	Fig. 129	18.0	32.6
D21720	Fig. 130	18.0	32.6
D21721	Fig. 131	18.0	32.6
D21722	Fig. 132	18.0	32.6
D21723	Fig. 133	18.0	32.6
D21724	Fig. 134	18.0	32.6
D21725	Fig. 135	18.0	32.6
D21726	Fig. 136	18.0	32.6
D21727	Fig. 137	18.0	32.6
D21728	Fig. 138	18.0	32.6
D21729	Fig. 139	18.0	32.6
D21730	Fig. 140	18.0	32.6

COMMERCIAL TYPE SAFETISION

Special features - Extra rubber. Double pull wiring. Springproof lock. Complete installation. Quick release. Built-in "off" arm. Wipe switches. Rust-proofed and finished base cellulose. Supplied complete with pilot switch.

FOR CARDED DIRECTION INDICATOR AND STOP LIGHT SWITCHES SEE PAGE 19!

JOHNSON, BURTON & THEOBALD LTD

Jim Miles sent in this lovely photo of a late 1933, London registered De Luxe Fordor Model 'Y', which had most of the additional accessories one would want in a car when manufactured. However, not content, this driver has fitted a 'width indicator' accessory to show how far his nearside wing is from a wall or garage doorpost.



For sale:- Original Wilmot-Breeden locking petrol cap in original box and with key (MRN 9). Made from rustless steel and fits Models 'Y' and 'C'/'CX'. Will sell to highest bidder above £20.00 on 31 Jan 2003. Proceeds to Register funds. Apply to Sam Roberts.



## Post cards and photos

A selection from Jim Miles this time round:-

A dealer's promotion card showing 'The De Luxe Ford Saloon (£1.10.0 Tax'. On the reverse is the standard post card heading and, printed in neat hand-writing on the message side is:- " I have never been in a light car that rode so smoothly as the De Luxe Ford. If you appreciate comfort I strongly advise you try this new car for this quality - apart from others which make it wonderful value for £135. Let me lend you a car to try out." The picture on the front of a maroon Model 'C' is obviously a tinted Ford photograph as the car has no number plate, just the bracket. Jim also points out the starting handle bracket in the dip of the front bumper, common to the Model 'C', and the tree growing out of the roof!

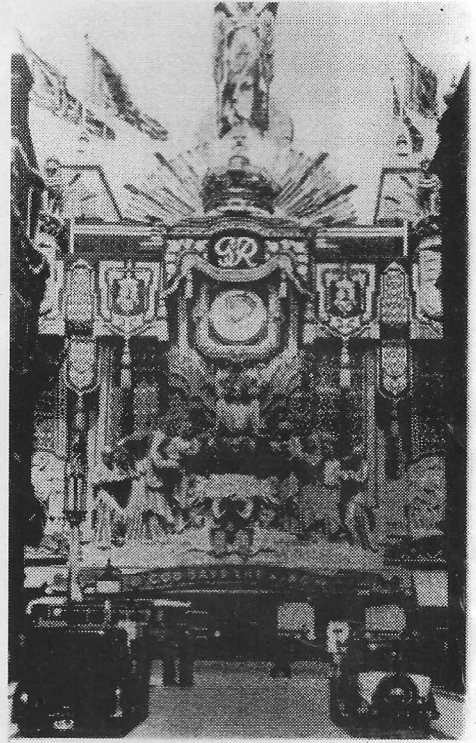


In this Jubilee year of the Queen's coronation, Jim thought it appropriate to show this photograph of Selfridge's store in Oxford Street, London, bedecked to celebrate the coronation of King George VI in May 1937.

Below, right of the façade is an interesting 1936 London registered Model 'Y'. It would appear to be black with a white coat of paint across the lower rear part of the body. Closer examination shows the white patch to curve down and terminate above the centre of the rear wheel arches - perhaps the owner's safety measure to ensure that he is seen from the rear at night. Any other thoughts on this? What is also interesting is that this photograph was taken in Balderton Street and looks across Oxford Street to Selfridges. The Model 'Y' is parked outside the imposing premises of Dagenham Motors Ltd., the main central London Ford dealer. [Jim's a London 'Cabbie' and knows these things!]

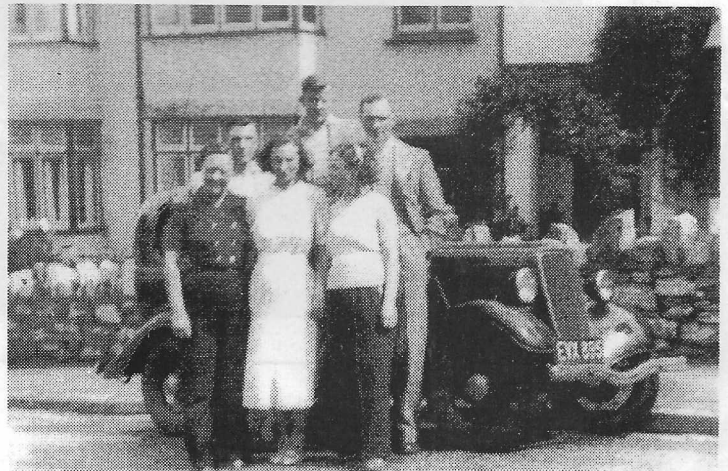


Barely discernible, but a young couple snuggle up in the front seats of their Model 'Y' (ah, memories!) on a camp site in Christchurch in 1937. It must be hot in there as they have the windows, the vent and the windscreen open. The car is an early 'Intermediate' long rad model, which was manufactured between the end of short rad production and the fully design-developed long rad. The registration is



late 1933 Wiltshire. Note the side-lights and headlamps with painted, pointed rims, flat lenses and circular centred Magniflex bars. The bonnet hinge will be of the 'piano hinge' type. This car has trafficators fitted as a post-production accessory."

A family group gathers in front of what appears to be a 'Popular' Tudor Model 'Y'. The lack of lustre on the bumper of the 1937 Essex registered car and the weathered 1930's architecture of the suburban houses dates the photo at probably late 1940s. The relationship between the two families in the photo can only be presumed.









# 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. **Fire & 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 a/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
Relined 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.
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## 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) .....	£34.00 pair
Side lights - base mats, SR .....	£5.00 each
Rear brake rod support rubbers, LR .....	£4.00 each
Under bonnet kit, 'Y' .....	£14.50 kit
Steering joint dust cover .....	£2.00 each
Engine mount - exchange. Send to Graham Miles. ....	£17.00 pair
Engine mount- non-exchange .....	£34.00 pair
Gear box mount .....	£23.00 each
Brake and clutch pedals - exchange. Send to Graham Miles. ....	£8.00 each
- non-exchange .....	£13.00 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
Headlamp rims, late LR and all C/CX .....	£24.00 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
Change HT lead kit; 10 cable ends & braided cable .....	£8.00 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 .....	'Y' P.O.A.
Graham Miles.) .....	'C' P.O.A.

## FITTINGS - BODY

Bumpers, LR Model 'Y' front, chromed .....	£170.00 each
Bumpers, LR Model 'Y' rear, chromed .....	£114.00 each
Bumper bar end caps chromed, LR and SR .....	£8.00 pair
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 140

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					
Y Model Tudor Longrad - on plinth	Vineyard Green (with Black wings) or Black		54.00		<b>Please state colour</b>
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 <i>ford</i> Model Y'	Blue text on white ground		2.50		
'My other car is a <i>ford</i> Model C X'	Blue text on white ground		2.50		
The X can be cut off for C Model owners					
<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 post & packing	£3.00 £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 Metallg, Bearings, Pistons, etc.** **Ron Topping, Northern Rebore Service**  
54 - 56 Elswick Road, Newcastle-upon-Tyne, NE4 6JH  
Tel: 0191 273 4326
- Mechanical Overhaul and Restoration.** **Tim Brandon, 5 The Street, Stonham Aspel, Stowmarket, Suffolk, IP14 6AG Tel: 01449 711837**
- Roger Hanslip. 165 Hungate Rd., Emneth, Nr. Wisbech. PE14 8EQ. Ring to discuss needs 01945 430325**
- Mark Crabtree, 29B, Moss Rd., Mossley, Congleton, Cheshire. CW12 3BN Tel: 01260 299743.**
- Chassis Restoration, Classic Oils, Windscreens.** **Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Emlet, Leeds, LS25 6HQ Tel:01937 557410**
- Trim, Fittings, Rubber and Accessories, Small Ford Spares. 450x17 Tyres** **Paul Beck, Vintage Supplies Limited, Crosswinds, Happisburg, Norfolk, NR12 0RX**  
Tel: 01692 650455 Fax: 01692 651451  
[www.smallfordspares.co.uk](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)