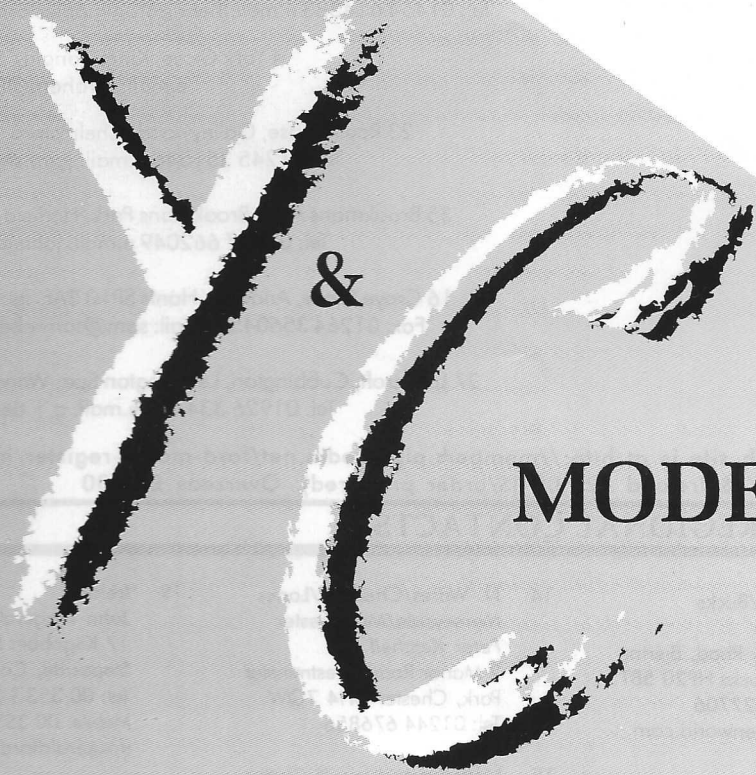


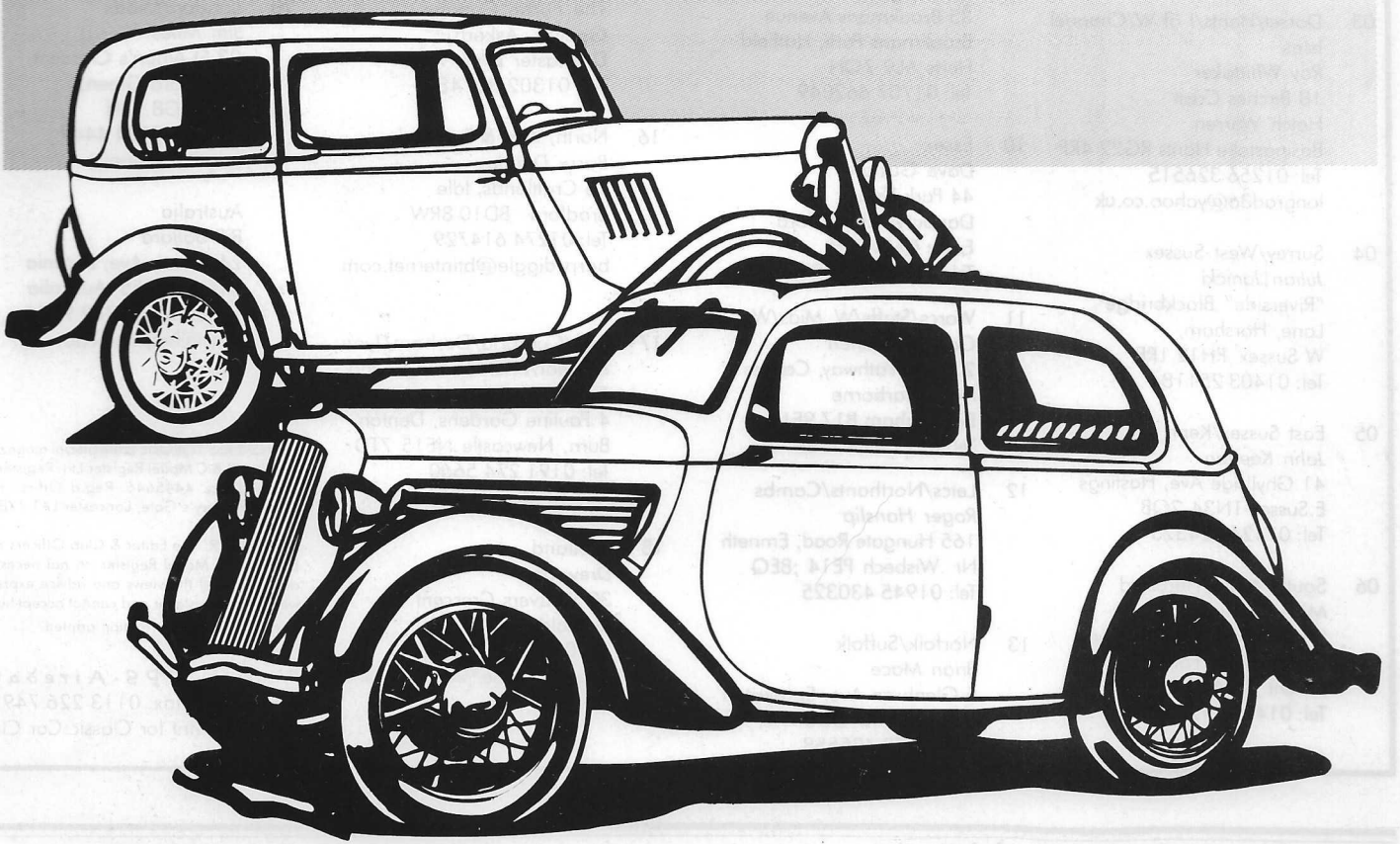
TRANSVERSE TORQUE

FORD

Issue 141 - March - April 2003



MODEL REGISTER



REGISTER OFFICERS

Chairman	Geoff Murrell	76 Heydon Road, Great Chishill, Royston, Herts SG8 8SR Tel: 01763 838909 (7 - 9pm only) e.mail: geoff@audleycott.f9.co.uk
Secretary	Bob Wilkinson	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463 e.mail: bob@bwilkinson49.fsnet.co.uk
Treasurer	Bruce Allan	37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA e.mail: bruceallan@telco4u.net
Membership Officer	Adrian Chapman	9 Maple Close, Littlestoke, Bristol BS34 6HQ Tel: 01454 614583 e.mail: thebristols@mapleclose.freeseve.co.uk
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX e.mail: Graham@FamilyMiles.com
Spares Administrator	Jim Sharpe	23 Rous Chase, Galleywood, Chelmsford, Essex CM2 8QF Tel: 01245 351546 e.mail: jajm.sharpe@virgin.net
Regalia Officer	John Argent	35 Brookmans Ave., Brookmans Park, Hatfield, Herts AL9 7QH Tel: 01707 662049 e.mail: john@argy.fsnet.co.uk
Editor & Archivist	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF Tel: 01264 365662 Fax: 01264 356045 e.mail: sam@samroberts.demon.co.uk
Technical Advisor	Geoff Dee	27 Ladycroft, Cubbington, Leamington Spa, Warwicks CV32 7NH Tel: 01926 334780 e.mail: g_j_dee@hotmail.com

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Annual Subscriptions:- UK & Ireland £25.00 (S/order preferred); Overseas £30.00

REGIONAL CONTACTS

01/02 Devon/Cornwall Somerset/Avon/Wilts/Glos Nick Glenister West End Garage West Street Stoke-sub-Hamdon Som TA14 6QL Tel: 01935 822566 (Day) nickglenister@hotmail.com	08 Oxon/Berks/Bucks Roy Hocking 69 Aylesbury Road, Bierton Aylesbury. Bucks HP20 5BT Tel: 01296 427706 rhock@btopenworld.com	14 N. Wales/Cheshire/Lancs Merseyside/Manchester Peter Ketchell 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856	19 Ireland John Fitzgerald 17 Kilgobbin Heights Stepaside, Co Dublin, Eire Tel: 00 353 1 295 4299 Mobile: 00 353 (0)87 2556872 jfitzgeraldfordyc@eircom.net
03 Dorset/Hants/I of W/Channel Isles Roy Whittaker 18 Birches Crest Hatch Warren Basingstoke Hants RG22 4RP Tel: 01256 326515 longrad36@yahoo.co.uk	09 Beds/Herts John Argent 35 Brookmans Avenue Brookmans Park, Hatfield Herts AL9 7QH Tel: 01707 662049	15 Notts/Derby/Lincs/S. Yorks Ken Sleight The Forge Cottage Owston, Askern, Doncaster DN6 9JF Tel: 01302 337483	20 London/Middx Jim Miles 23 St Alban's Crescent Woodford Green, Essex IG8 9EH Tel: 020 8924 4449 (afternoons only)
04 Surrey/West Sussex Julian Janicki "Riverside" Blackbridge Lane, Horsham, W Sussex RH12 1RR Tel: 01403 251184	10 Essex Dave Gustard 44 Park Dale Danbury, Chelmsford Essex CM3 4EH Tel: 01245 222921	16 North, West & East Yorks Barry Diggle 16 Croftlands, Idle Bradford BD10 8RW Tel: 01274 614729 barry.diggle@btinternet.com	Australia Bill Ballard 24 Rowan Ave, Boronia Victoria 3155, Australia Tel: 00 61 3 9762 9974 sfbill@bigpond.com
05 East Sussex/Kent John Keenan 41 Ghyllside Ave, Hastings E.Sussex TN34 2QB Tel: 01424 424323	11 Worcs/Staffs/W. Mids/Warks Geoff Salminen 2 North Pathway, Carless Ave., Harborne Birmingham B17 9EJ Tel: 0121 427 2189	17 IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Clvnd Trevor Walker 4 Pauline Gardens, Denton Burn, Newcastle NE15 7TD Tel: 0191 274 5660 trevor@walke12.freeseve.co.uk	TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB
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Editorial

Suddenly, I am delighted to say, we have a plethora of events to celebrate the centenary of the Ford Motor Company. Although they are detailed in the press release issued by Ford Central Office in Brentwood in January, which is printed in this issue, a quick summary would not go amiss in the Editorial. The Ford U.S.A. event at Dearborn remains the major focus, but in this country the Henry Ford Day at Gaydon (May 11) and the Goodwood Festival of Speed (11 - 13 July), at which the 1966 Le Mans winning trio of GT40s will be present, are given star status. I also note that the Enfield and District Veteran Vehicle Trust (EDVVT) have adopted '100 Years of Ford' as their theme for the Enfield Pageant, to be held over the late May Bank Holiday (24 - 26 May). Meanwhile, David Lovering is making the centenary of Ford his theme at the Great Dorset Steam Fair (30 August) by organising a Y&C Model Register stand on that day. David Gustard has also agreed to fly the Register flag at the big in-house Ford Motor Company event at their Dunton location in Essex on 15 June. No doubt, Bob Tredwell might arrange a few surprises for us at the All Ford Rally this year (28 September). See the Events page for entry details for each of the above.

In this issue, we have a number of varied and interesting articles and letters submitted by members, for which many thanks. However, we have been thin on the ground with letters from our overseas members (other than Bill Ballard in Australia and Luis Cascante in Spain, who do a grand job keeping us abreast of Y&C matters in their neck of the woods). Please keep your news coming in to add to the variety and interest of 'Transverse Torque'. I am grateful to non-member, Frank Ashton in Nottingham, who is a member of several car clubs, each of which appears to have difficulty in getting input from members. He contacted Bob Wilkinson to see if his Model 'Y', BLG 324, was still in existence (which it doesn't seem to be) and followed his query up with a sheaf of jokes, electronic gibberish and crude cartoons, "just in case you are ever really desperate." Even Bob rejected the jokes, which shows you how bad they were! Frank said that he had bought his car at the end of World War Two, during which it had been carefully stored. Unusually, before the war it had been driven by a uniformed chauffeur. There's posh!

Graham Miles (alias Dr. Ford) has had a busy couple of months relocating the Register spares (see 'Chairman's chatter' article) and taking a spot of leave in Scotland. Whilst there he had intended drafting the next Rear Axle article for this issue and giving us an update on spares manufacture. Unfortunately his steam-driven laptop computer produced smoke, rather than prose, so we do not have the benefit of his contributions this time round. Thankfully, I had an article on removing half-shafts on my 'butcher's hook' from Geoff Dee. So we have some continuity in the current rear axle theme of the magazine.

I am delighted to say that I received three bids for the lockable petrol cap, auctioned in the last issue. It went to David Hall of Doncaster, whose Fordor Model 'Y' is the subject of Members' Cars in this issue. £40.00 has been added to the Register funds as a result of the auction.

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Photograph on back cover

A photograph taken inside the London Transport, Hanwell trolley bus garage in September 1960. The 1936, Surrey registered Model 'CX' is parked alongside two F1 trolley buses. Those parked facing the cars are Q1s. Thanks go to Mick Hicks for this photograph.

Under the New Members column in Issue 140, it was mentioned that Rob Ford, in Worcester, had rescued the black and red Model 'Y' which had been advertised for sale for many moons by Avondale Classics Ltd. I am delighted to report that another long advertised Model 'Y' has now been rescued from dealers' clutches. Roddy Murray, from Stornoway on the Isle of Lewis, has bought the reported excellent condition, vineyard green Tudor Model 'Y' from Malcolm Elder and Son Ltd. This car was manufactured and registered in February 1937 (Y171570). We now have two members living in Stornoway on the Outer Hebrides, as Roddy joins Ian MacDonald in Model 'Y' ownership.

I stated that the photograph on the back cover of the last issue was taken in Luis Cascante Gomis' garden at La Seu d'Urgell - wrong, it was in the garden of his father, fellow member Luis Cascante Davila, which is in the Mountseny mountains, 70 km from Barcelona. My apologies to the Luises. In the same vein, although he did not formally apologise, Steve Waldenberg, our printer, did comment "What a plonker", when I pointed out that the cover of the last issue still boasted 2002 as the date of issue!

Please note the change of e-mail addresses for Roy Hocking (Region 8) and Barry Diggle (Region 16) and the details of our new Membership Secretary, Adrian Chapman, listed on the inside front cover.

I regret to say that the next issue will, in all probability, be a week or so late in reaching you, as I will be in Singapore and Australia for most of April. Whilst in Australia, I will be attending

the biennial Ford 8 & 10 Side Valve National Rally, this year being held in the Barossa Valley in South Australia. Apart from sampling the famous wines of Barossa, I hope to learn at first hand all about the Australian bodied small Fords and look forward to meeting our fellow Australian enthusiasts.

In the meantime, we hope to see many of you at the A.G.M. on 6th April. I reiterate Bob Wilkinson's comments that this is a fun event, giving the newer members in particular, the opportunity to meet the Officers of the Register, as well as exchanging banter with the longer serving members.

I hope you enjoy your read.

Sam Roberts.

Copy for Issue 142 to me, Sam Roberts, by the end of April 2003 please.

SOLD YOUR CAR?

Each year we lose members and cars because we are not informed by members when they sell their cars. A new buyer may not always respond to your suggestion of joining the club but, if we have their details, I can make a personal approach offering membership and, at the same time, Sam Roberts can maintain the accuracy of the List of Surviving Vehicles. Maintaining and indeed increasing membership numbers is vital if we are to continue to offer remanufactured spares and services over the coming years. How often have we all been to shows and come across cars belonging to non-members or even those who do not know of the club? Please do all you can to help increase membership since we are all recruitment officers for our club! Thank you,

Bob Wilkinson.

Secretary's ramblings

It doesn't seem very long since Christmas was upon us and now this issue is looking forward and advertising our A.G.M. in April! (Is time flying by more quickly, or am I just getting older?no, I didn't want an answer as my question was purely rhetorical.) I am however glad to see better weather on the horizon to be able to get on with more 'CX' restoration work.

Thinking of time brings to mind that our 'Y' and 'C' Models are now between 65 and 70 years old. Not bad for cars that were designed with reliability in mind, but built to last, in truth, probably only ten years or so. Since we can now remanufacture virtually all parts, at a cost naturally, the only limiting factor to our continued use of our cars is government legislation. The Federation of British Historic Vehicle Clubs (FBHVC), to which we are affiliated, keeps a watchful eye on legal proposals, which may

Chairman's chatter

For several years now we have had plans to produce something more akin to a workshop manual than the reprints of the original Bulletins. These really were issued, as far as I can see, to Ford agents to act as Technical Instructions with problem fixes. We have two members, Neil Bray in Hertfordshire and Peter Vickers in Essex, who have bought proverbial basket case cars and are slowly repairing and reassembling them, taking notes and photos as they go. The idea is that our Technical Advisor, Geoff Dee, will then bring it all together. Please be aware that this is going to take some time! If you think you can contribute to this tome please talk to Geoff Dee.

The actions of the Ford Motor Company in closing the Ford Heritage Centre has worried me for some time, especially in this the Ford Centennial year. Just recently several of the cars have been on display at Ford locations in Essex. The Dunton Research centre has a Mk1 Cortina (developed by Lotus) in the foyer and at Warley we currently have a Mk1 Fiesta. I know this is a use for the cars that Tom Malcolm, the Ford Heritage Centre Manager, wants to expand. It can only be a matter of time before the Model 'Y' Popular in the collection is displayed for all to see. We intend to have club representation at all Ford Centennial events, so please get involved and promote the clubs image wherever possible.

Graham Miles and the spares team, plus volunteers, are in the process of relocating the spares from the barn, which we have been renting from a farmer, to two large containers. These are being racked out and made serviceable for storage purposes. The task is labour intensive. About one third of the stores, by weight and volume, have already been moved. Once neatly stacked in the containers, a full stocktake will be taken. Help from volunteers within striking distance of Hertfordshire would be much appreciated during March/ April/May. Please give Bob Wilkinson a call if you are able to help.

We have identified a concern with Club Insurance for our members who reside or operate outside the UK. Normally, when we as a club officially (by notifying the Committee) participate in an event, whether it be with a display of cars or with a stand, members are covered by the club's Public Liability Insurance. The concern applies in particular to Eire and Australia where we have Regional Contacts (John Fitzgerald and Bill Ballard) listed in the magazine. Will members who participate in locally organised events outside the UK, even in the club's name, please ensure they make their own arrangements for Public Liability Insurance. We are looking at how this issue can be resolved, but forewarned is forearmed.

Geoff Murrell.



inadvertently impinge on our area of interest. A current case in point is the new legislation concerning the manufacture and sale of number plates. In a laudable attempt by DVLA to cut down on fraud etc., it is now compulsory for anyone buying number plates to prove ownership of the vehicle by presenting the V5 document. Given that our style of plates are probably only available by mail order, this presents a problem in having to send the logbook with our order, as

photocopies are not acceptable. This is an excellent example of a law which, inadvertently, creates problems for an important minority. FBHVC representations on this have, so far, fallen on deaf ears.

Continuing the theme of the passing years, this year as we all know is Ford Motor Company's 100th anniversary and our club will be well represented at the various events around the country in celebration. Please do all you can to go along, preferably with your Model 'Y' or 'C', to lend your support. Ford rightly proclaim that they have "touched more people's lives than any other car company in the last hundred years and intend to do the same over the next century". I will let you know if they succeed..... 'cos I will have to live that long to finish off all my jobs!

We are indeed fortunate to have dedicated members willing to take on responsibilities and, in this edition, we must mention Adrian Chapman, who has taken over as Membership Officer. Due to promotion with its increased pressure of work, Roy Whittaker has had to sadly relinquish the role as, being away from home for several days every week, his time available for club work was seriously limited. Many thanks Roy for your work over the past year and thanks again Adrian for responding to the needs of the club. Adrian and Julie ('The Bristols') have shown a great deal of commitment to the club already, being veterans of Convoy 2000 and 2002.

Volunteers have also been at work supporting Graham Miles in the huge move of spares from the barn to a new location. Work will continue over several weeks to come so, if you are able to help, please give me a ring.

Graham Miles will be relinquishing guardianship of spares in the near future and the Spares Committee is looking to allocate some of the higher turn-over spares to a devolved network of members for storage and distribution. If you feel able to offer your help, along with a small but appropriate storage area/cupboard, please contact me or Graham Miles.

Our A.G.M. is to be held on Sunday April 6th (see separate notice in this issue) and,

as always, I ask you to come along and express your views on how the club should be moving forward and to support your club officers in their work on your behalf. This is always a social occasion too and our meetings are run on user friendly lines, consistent with the need for important decisions to be made. As well as an excellent venue for newer members to meet and discuss their cars with the older hands, it is also a good opportunity to buy and sell spares and to have a good look at members' cars on display. See you there.

Isle of Man tour. (19th - 24th June 2003)

Travelling companion places. There are two places remaining for travelling companions on this tour on a first come, first served basis. You don't need your car just your toothbrush! This is a good opportunity to enjoy a club event when your car may be out of action or still under restoration. If interested contact Bob Wilkinson (01832 734463) but be quick! Details of trip on page 11 of Issue 139.

Bob Wilkinson. Secretary. BOB'S JOKE CORNER.

The following was sent in by Peter Vickers:-

Bill Gates reportedly compared the computer industry with the auto industry and stated, "If General Motors had kept up with technology like the computer industry has, we would all be driving \$25.00 cars that got 1,000 miles to the gallon."

In response to Bill's comments, General Motors issued a press release stating:- "If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics:-

1. For no reason whatsoever, your car would crash twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the free-way for no reason. You would have to pull over to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and

refuse to restart, in which case you would have to reinstall the engine.

5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive — but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
7. The airbag system would ask "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced, car buyers would have to learn how to drive all over again, because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off".

Thanks to Peter for that one..... let me, Bob Wilkinson, have yours for the next edition.

ANNUAL GENERAL MEETING. SUNDAY 6th. APRIL. WILLOUGHBY VILLAGE HALL.

Members, and family/friends, are invited to come along to this meeting where, apart from the usual yearly reports and election of officers, we take the opportunity to enjoy this as a social occasion. Club Regalia items will be available and you may bring and buy spares of all kinds. Hopefully Tony Butterfield will be there with his stall of parts. Bring your 'Y' or 'C' along too.

Gather from 12 noon and AGM starts at 2pm. Bring a picnic or have a pub lunch next door.

Venue: Willoughby Village is located just west of A45 between Rugby and Daventry (4 miles north). The Village Hall is situated on the right about 800 yards along road into village. Ample parking.

Contact Bob Wilkinson for further details. (01832 734463)

'The 1928 Plan'

- 75th anniversary
(1928 - 2003).

Whilst most of the excitement this year has been focussed on the centenary of the Ford Motor Company, it is also a major anniversary year for Ford England and Ford Europe. Seventy-five years ago, the decision to establish a separate company to manage Ford affairs in Europe was formulated and implemented. This focus on Europe led directly to the introduction of a smaller horse-power car, specifically for the continent, which turned out to be the Model 'Y' and which, in turn, spawned the family of successful small Ford cars which continue to this day.

In May 1928 Henry Ford and his wife, Clara, sailed to England and stayed with Sir Percival and Lady Catherine Perry and toured the country with them,

as they had done on a previous visit to England in 1912. Although Sir Percival was not a Ford employee at this stage, having fallen out with the Ford hierarchy (mainly Bill Knudson) and resigned in 1919, the Fords and the Perry's had remained friends and corresponded regularly. During the 1928 visit, Sir Percival outlined a plan, based on the original proposal which he had put to Knudson in 1919 and which Knudson had rejected. The plan was for a separately funded British Ford company to supply Ford products to the other European countries. Up until this time, Ford Canada had supplied the British Empire Dominions and colonies and Ford U.S.A. had supplied the rest of the world.

Incidentally, it was on this visit that Henry Ford endorsed Edward Grace's choice of Dagenham as the site of the new English factory. In 1923, Ford had tasked Edward Grace, the American managing director of Henry Ford & Son Ltd. in Cork, to find a suitable site for the English plant to replace the cramped Trafford Park factory in Manchester.

Following the 1928 visit, on the Fords' return to the U.S.A., Charles Sorensen, Ford's overseas manager, met them at Detroit station. Sorensen relates that the first thing Henry said to him was: "Perry is coming with us again. He will be here soon to settle the matter. He has a plan which I want you and Edsel to go over." Two months later, Sir Percival arrived in Dearborn to outline his plan. "He was welcomed with open arms by everyone," relates Sorensen. "His plan for the European branches was to consolidate them under the Ford Motor Company Ltd. of England; making public companies of each one in the countries in which they operated. The Ford Motor Company Ltd. of England was to promote the overall plan and control them by owning fifty-one percent of the stock issued for each company. The Ford Motor Company of Dearborn would own fifty-one percent of Ford Motor Company of England Ltd., which would result in all these companies being owned by Ford of Dearborn. The plan called for the liquidation of all these present companies, which meant that Ford of Dearborn would get back all their investments in the companies and still own fifty-one percent of each company."

Production was to be centralised at Dagenham, in England, with key assembly plants in each of the major countries in Europe. The question of Ford issuing stock on the market went very much against Henry's philosophy, having learned from the company's early days to keep ownership within the family. However, despite Edsel and Sorensen pointing this out to him, he agreed to the plan. By the time he had second thoughts, it was too late; the plan had been put into effect.

A delighted Perry returned to England and, after explaining the plan to each of the



Sir Percival Perry and Henry Ford view a possible item for incorporation into Henry's pet project, the Edison Institute (now renamed The Henry Ford Museum), during Henry's visit to England in 1928.

European branch managers, drafted the prospectus. He also drew up the lists of Officers and Directors of each company. Sorensen observed that: "These directors when listed looked like a Who's Who of Europe." Edsel Ford, Charles Sorensen and Sir Percival Perry were appointed directors on the boards of each company. An extract from the prospectus reads: "The company has been formed to acquire and carry on as a going concern as from 28th October 1928 the business of motor vehicle manufacturers carried on by Ford Motor Company, Ltd., England including Henry Ford & Son Ltd., Cork, Ireland and the following associated companies in Europe:

Automobile Ford, S.A., Paris, France
Ford Motor Company, A.G., of Berlin, Germany
Ford Motor Company, D'Italia, S.A., Trieste, Italy
Ford Motor Company of Belgium, S.A., Antwerp, Belgium
Ford Motor Company S.A.E., Barcelona, Spain
N.V. Ford Motor Company of Holland, Rotterdam, Holland
Ford Motor Company, A/S Copenhagen, Denmark
Ford Motor Company, A/B Stockholm, Sweden
Ford Motor Company of Finland, O/Y, Helsingfors, Finland"

'And so the Ford Europe empire was formed. Over the next few years, despite the Great Depression following the Wall Street Crash of October 1929, each of these plants was injected with capital. Many of them were totally rebuilt, some of them in different cities, e.g. the German plant was built in Köln (Cologne) and the Dutch plant in Amsterdam.

Although 'The 1928 Plan' and the subsequent small Fords saved Ford in Europe, Sir Percival's dream was not to be fully realised in the short term due, not only to the economic depression of the early 1930s, but also to the effects of the rise of nationalism in each of the major European countries.

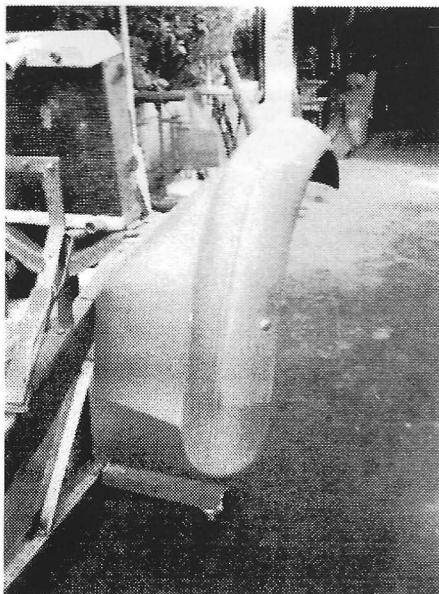
Sam Roberts.

Bezzant update

Terry Mortiboy reports from Blackburn on his continued progress with the restoration of John Griffiths' Model 'Y' Bezzant sports special:-

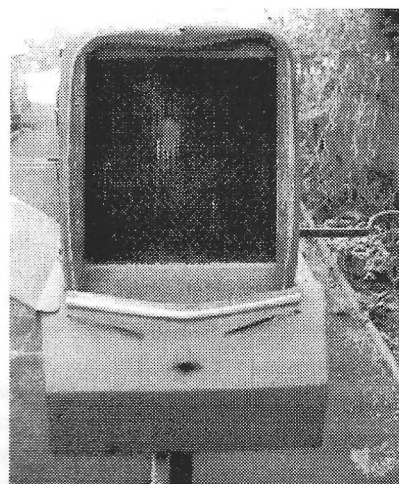
"Christmas holidays and the cold weather have all helped to keep me out of the garage during the past two months, so I haven't progressed as much as I had hoped.

I have completed the stiffening of the chassis and extensive repairs to the offside front wing are now complete. I have made a new front valance. This was missing, so I had to rely on photographs from your Model 'Y' book to reproduce it. Work on



the nearside front wing is now in progress. As you can see from the photos, the work on the ash frame is coming along nicely."

Terry, if this is a report on little progress, then I'm a fairy! Keep up the good work.



The 'extensively repaired' offside front wing, the helmet cycle wing shape of which is similar to the front wings of my Kerry sports tourer. Note the stubby, thick radiator core from the original Bezzant. This was necessary as the car has a lower bonnet line, with no room for a fan blade."

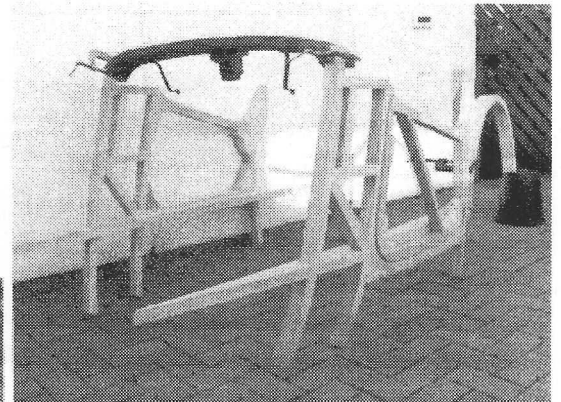
Obituary – Peter Lines.

It is with regret that I learned of the unexpected death of member, Peter Lines, on Friday, 13th December 2002, in Salisbury Infirmary, following a short illness. Peter has lived in Grately, near Andover for many years. As was reported under Members Cars in Issue 133, Peter had a passion. It was not for his Model 'Y' per se, but for anything 1930's. To Peter, the 1930s was the greatest decade ever as, having been born in 1925, this was the decade of his youth. His favourite year was 1936:- "There were even three kings that year!" It was also the year in which his father bought a Tudor Model 'Y'.

Peter's bungalow was a treat to visit. It was dotted with 1930s' art deco ornaments and paraphernalia. As his uncle had been the 'Film World' magazine reporter in Hollywood during those wonderful days of Bette Davies and Greta Garbo, his bookshelves were full of 1930's film star autobiographies. Old film posters as well as period posters were also evident. Peter described his house as "a time warp of the 1930s". The memory of the smell of his father's Model 'Y', persuaded him to buy one in 1992, which was when he joined the Ford Y&C Model Register. He subsequently kitted-out his garage beautifully (it was featured on the back cover of Issue 133) and lovingly polished and cleaned his Model 'Y'. Apart from the very occasional local show, I think he only ever drove it to have it MoT'd each year. That did not bother him particularly as he did not own it to drive it, but rather to add to his home-built 1930s' atmosphere.

Because of this, I was possibly the only other member of the Ford Y&C Model Register privileged to have met him. I shall miss bumping into him in Andover and having a chat on a Saturday morning. He is survived by his only son, Roland, who, regrettably, does not share Peter's love of Model 'Y's.

Sam Roberts



The progress on the ash frame is commendable.

A good copy of the front valance, as illustrated in the book on the Model 'Y' (page 122).

Sam Roberts

A tale of two 'C's (and two 'CX's)

by Cyril Johnston in Australia.
Story submitted by Bill Ballard.

My 1935 Model "C" 5-window coupe had been hot-rodged with a Simca V8 engine in the 1960s. At some stage it had passed to a nurse in Townsville, Queensland. By 1984 it had found its way to Mackay, also in Queensland, where it was advertised for sale in the local paper.

At the time, I was looking for a Ford V8 to restore and I knew of several restorers who thought that the car wasn't worth restoring. I just took one look at it and bought it on the spot! It had already been stripped and sandblasted. I repaired the bodysheet and painted the car maroon (the actual colour was Austin 1800 Special Burgundy) with cream wheels. My wife, Gayle, was responsible for doing the upholstery.



"The 5 window coupe as acquired by Cyril Johnston in 1984 as an abandoned hot-rod project. Note the 'CX' grille and bonnet and the later axles and 'Easyclean' wheels."

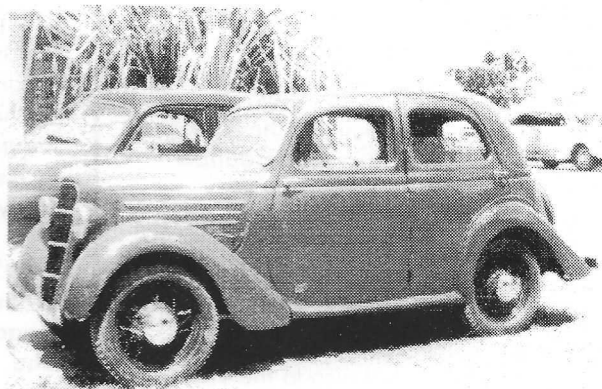
We bought a sedan (saloon) from John Fisher in Rockhampton, Queensland and raided it for parts to help us to restore the coupe. The sedan had originally come from Mt. Morgan and had been used by John to drive between Biloela and Rockhampton whilst he was at college. His father, Harley Fisher, had owned Fisher Ford, the Ford Main Dealership in Biloela

in the late 1960s and 1970s. I had first seen this car in a backyard in an unrestored condition in 1972, just before John had bought it. It had recently been fitted with new tyres. I removed these, together with the wheels, bumpers, dashboard and gauges, engine and gearbox, the differential and the front end, and sold its remains to Doug Kurl in Moranbah, another enthusiast who restored it and painted it in the same colour as the coupe. He fitted it with a home made bumper. He restored the car for his daughter to drive when she obtained her first licence, but she refused to drive "the old heap"! When Doug took early retirement and moved to Sarina, he took the car with him and that's when it was later advertised for sale.

When restoration of the coupe was completed, I obtained the Queensland cherished registration "001-935" for it. Bill Ballard now tells me that the number stamped on the side of the toolbox on the bulkhead (which is the original bulkhead for the coupe), "20 C45", is that of a very rare 1935 Model "C" coupe. It is not a 'CX' after all! In fact there are no other known survivors,

so the car is unique! He has now advised me to remove the chevrons from the grille and to obtain the correct-type bumpers and bonnet for my coupe. I have located a suitable grille, but the search is on to find the other parts I need to make the car more original in appearance.

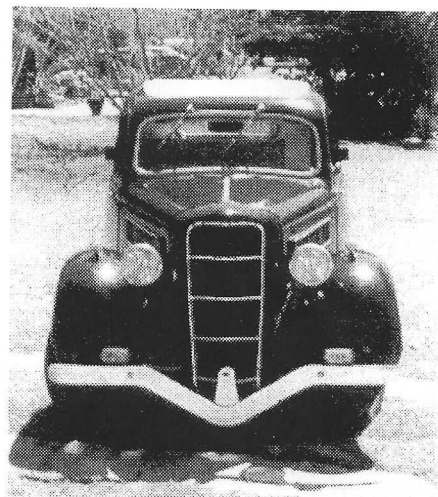
But best of all, Bill has now informed me that the sedan "parts car" turned up a while back, being easily distinguishable by its colour and that horrible home-made bumper! It was then being sold by a Chris Smith in Tieri, which is about 160kms



The 'donor car' when bought by Cyril. Note again the 'CX' grille and bonnet.

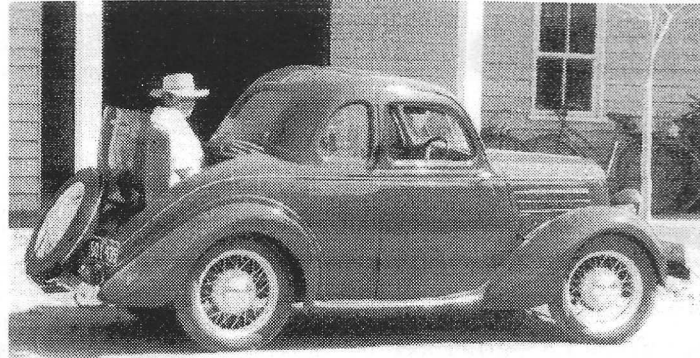
from where I live in Moranbah, and about 360kms from Sarina, where I had last seen it advertised. Like my coupe, it had been fitted with the grille and bonnet off a later Model "CX" sedan, and Bill tells me that it, too, is actually a rarer Model "C" sedan, as the body number (20 S343) testifies.

Unfortunately, the coupe doesn't get much use as we live 420kms inland from Rockhampton, in "country Queensland" and I have to trailer it to and from most rallies. In 1999, I took the coupe to the 21st Birthday Rally of the Capricornia Motor Club in Gladstone, Queensland and as a result of that appearance, it was featured on the club's website, where it was spotted by Bill, who did not hesitate to contact me via the club's secretary! The rest, they say, is history....!



The 'donor car', after it had been restored by Doug Kurl of Moranbah, with hideous home-made bumper

And where do the two "CX's" come into the story? Well, the photographs of the coupe and the "donor car" clearly show them fitted with Model "CX"-type grilles and bonnets - proving that two of the later model cars had been sacrificed to keep the "C"s going at some time earlier in their lives!



A tight fit!
Gayle Johnston sits in the dickie seat of the restored coupe."

20 years ago

There was little for the Editor to report in Issue 22 (March/April 1983). He freely admitted to having not opened his toolbox so far that year, but was delighted with the size of his mail bag from members. Graham Miles, the Chairman, was more forthcoming. He was disappointed at the relatively low turn-out at the A.G.M. but was upbeat over the planned events for the year ahead. These included a repeat of the previous year's London Run, a proposed trip to Belgium, supported at that stage only by Jim Miles and Tim Brandon, and an invitation from Jim Fitzgerald, in Ireland (John's late father), to join a Y&C sponsored event, open to all makes, outside Dublin. Graham and his sister, Jill (the Club Secretary), were planning to attend. [Unfortunately, due to poor support on both sides of the Irish Sea, this was later cancelled.] The National Day at Stanford Hall in the autumn, was gaining momentum under the guidance, and personal expense of Dave Laxton.

Graham also reported that he had added the long awaited wooden roof stick kits for the fixed roof long rad Model 'Y' to the spares list, as Alan Ogden had found a chap in Manchester prepared to make them up in hard wood. Also added were the straight water inlet and outlet hoses for the Model 'Y'.

One of the letters received was from Ian Smith, the Norfolk/Suffolk rep, who had been along to John Keeble's yard in Leiston, on the coast of Suffolk, to look at three Model 'Y's which were advertised for sale. He reported on two, DLW 557 and FPF 458, which seemed to be sound, but could not see the third as it was buried under hundreds of seats from more modern cars! I note that both DLW 557 (Y172945), now owned by ex-member, M.D. Baldwin, and FPF 458

(Y183288), now owned by member Lester Bennett, in Somerset, are still shown as 'under restoration' in the latest list of known surviving vehicles.

Jim Miles' history of the Ford Motor Company of Great Britain continued in this edition with a look at the commercials:-

F.M.C.G.B. Part 7 by Jim Miles

The Model 'A' chassis and cab was used for light commercial uses, e.g. vans and pick up trucks. Then the Model 'AA' was introduced in 1928, one ton and 30 cwt versions, both in long and short wheelbase. The 4 cyl. engine developed 40 B.H.P at 2000 R.P.M. and was cooled by thermo syphon and water pump system. The fuel was gravity fed from the scuttle tank. A power take off opening on the gear box side provided for a great number of uses, such as dump bodies, winches, hoists, etc. The first vehicle of the line at the new Dagenham factory on 1 October, 1931 was a drop sided Model 'AA' truck.

Dual rear wheels were offered for extra carrying capacity, 5600 pounds on the rear axle as contrasted with 3900 pounds on single wheels. The Model 'A' engine was also popular as an industrial unit, saw mills, fire pumps, etc. Fords also tried to braek into the London taxi market, then as now dominated by Austin, but their Model 'A' based 'Fordalette' cab was unsuccessful.

The 'Y' type (*ugh!*) chassis was used for a light delivery van, and proved very popular. Another development of Fords in conjunction with County Commercial Cars Ltd of Fleet, Hampshire, was a tiny three wheeled articulated tractor unit, and semi-trailer known as the 'Tug'. This vehicle's base was the Model 'Y', and was aimed at yard and local delivery work in competition with the Karrier and the Scammel mechanical horses.

In 1935 a forward control truck, Model 'BBX' 2 tonner with either truck or van versions was introduced. This year also saw the introduction of the V8 engines into Ford commercials. County Commercials also developed a six wheeled version with a 6 tons payload capacity chassis with the choice of two wheelbases.

A 15 cwt. Van, Model 67 followed. The new 'Eight' saloon, Model 7Y was also produced in a 5 cwt. van version. 1938 saw the introduction of the E83W, 10 cwt. van, which was joined later by a larger van, a 15 cwt., the Model E88W. More new models were announced in 1939, powered by the 30 HP V8 petrol engine; these were the models '91T' and '197T'.

The Blackpool Dealers' Convention

September 17 – 20, 1934

Extracts from 'The Ford Times' article, October 1934.

"Since January 1st, 1931, when I was appointed Editor of 'The Ford Times', I have had some fairly educative experiences, but none approaching that of this Blackpool Convention.

The Hastings Rally, last year, following on the famous 72 – hour Dependability Demonstration, was something to remember; but there was about that an atmosphere of independence or individuality of effort.

The Blackpool gathering of September 1934 was of a more uniform nature, because a majority of the dealers attending it drove from their home towns, a distance of anything from five to five hundred miles, in what we used to call 8 h.p. (but now call Popular, £8 - tax) Fords, all finished in one colour scheme, cream and vermilion.

They had all bought their cars expressly for the Convention, and paid good, hard-earned money for the special colour-scheme. This is not mere chat. It is fact; and I want to know, for a start, if any other English company's dealers would, so near the end of their contractual or trading year, pay for a new car and pay extra for having it finished in a colour-scheme which is not everybody's fancy – being extremely smart, but a little, shall we say, "noticeable"? - just to roll up to Blackpool, to hear what Ford Motor Company Limited had to offer them at the Royal Albert Hall on October 11th 1934.

How many dealers had given this evidence of their enthusiasm, exactly how many, I do not know. I should guess that there were close on 300 of those cream-and-red cars lined up outside the Convention headquarters, preparatory to driving to St. Annes on Sea in as close formation as was safe and considerate, on the second day of the meeting.

Of course they made a most impressive spectacle, at rest and in motion. And that spectacle hit Blackpool and her natives, and her visitors, bang in the solar plexus. Onlookers stood and gazed, spellbound.

I saw the cars off. I then drove thoughtfully back to my hotel. A little later, going out to the post, as I had taken less than my usual amount of exercise for the past two or three days, I met them returning to their garages, and I really have never known anything quite so impressively arresting as that procession of cream-and-red Popular Fords threading noiselessly, slowly through Blackpool's early-evening traffic, on Tuesday, September 18 last.

I have taken a look at most of the displays organised by motorists and motor vehicle manufacturers and dealers during the past 30 years or so; but never previously had I seen 300 cars all finished alike, uniform in every detail excepting their number-plates and

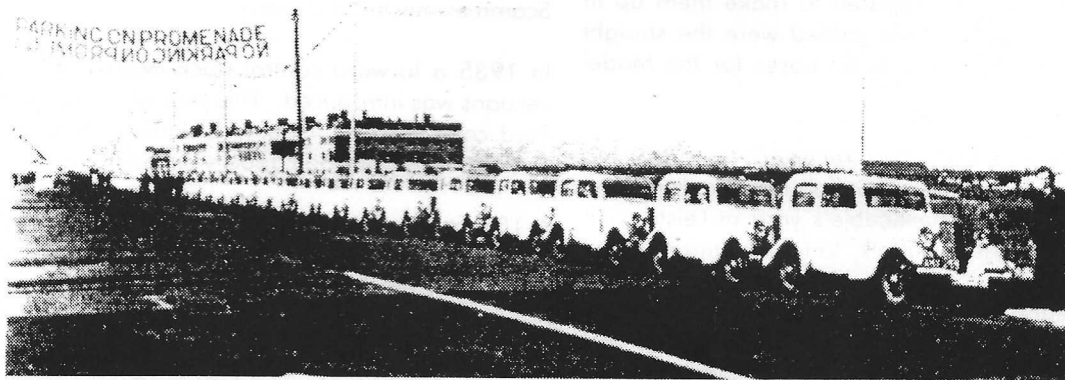
the "slogans" lettered neatly on their windows – prizes, incidentally, being awarded to the dealers (and to the Ford Company's road representatives) whose slogans were considered the best, by a committee comprising the Mayor of Blackpool, Alderman C. E. Tatham, Mr. W. A. Foster, who is Blackpool's publicity organiser, and Mr. Douglas Meldrum, of N. W. Ayer & Son, Ltd., who are advertising contractors to the English Ford Company, just as their parent house, in the U.S.A., are advertising contractors to the American and Canadian Ford Companies.

Perhaps our pictures – which I have not seen, as I write – will tell the story more crisply than can I. Anyhow, I should never have guessed how really impressive so long a stream of uniformly finished cars could look. On the road they extended over 2½ miles, I understand, because the police had very reasonably insisted that the progress of no other vehicles must be hindered by this string of Fords. There appeared to be an interval of about ten yards between each two cars, both at starting out and on the return trip, so that nobody need have been – or, so far as I heard, was – at all inconvenienced.

But local dealers, handling Blackpool and district agencies for other cars, must have thought a great deal of that procession, although they may have been ignorant of the facts, (a) that every car had been purchased by the dealer or his representative using it, and (b) that every dealer had paid extra for its special finish.

By now the programme (for the Convention) is history – the reception by the Mayor, the announcement of the newly introduced De Luxe Ford (taxed at £10 during 1934, but at £7 10s. from January 1 next), and of the newly reduced price of the double-entrance or four-doored Popular Ford, which we knew formerly as the Model Y, and so on, and so forth, the tea at Convention headquarters, the film displays, similarly at those premises. That was the schedule for the Monday.

Next morning the Company's policy for 1935 was announced to dealers, from 9 a.m. until lunch-time. From 2.30 p.m. until 4 a number of dealers delivered addresses upon trade topics. Then, at 4.30 commenced the procession of cream-and-red Popular Fords (£8 tax during 1934, £6 per annum for 1935) to St. Annes on Sea, the cars returning at 6 p.m., and their return concluding formal business, although there were many conferences and sub-conferences, of dealers, road representatives and other busy fellows."



"Over 200 cream and red Model 'Y's line the promenade at Blackpool on 18th September 1934, prior to their return run down the coast to St Annes on Sea."

Book review

English & Australian Small Fords - Recognition & Restoration

Bill Ballard

Bill Ballard is well known to many of us. He has been involved with Small Fords since 1978; as a member of the Sidevalve Owners' Club, as the founder of The Small Ford Club, is currently the Australian Contact for our own Y&C Model Register and, since emigration to Australia, has been a member of the 8 & 10 hp Side Valve Club of Victoria.

Since his first involvement with Small Fords, Bill has been researching this book. It is very comprehensive and covers all models and many variants built between 1932 and 1962. It covers the standard British and export models manufactured at Dagenham and the special bodies designed for Australia, which were built at the Ford plant at Geelong in Victoria. The book is divided into three parts. Part 1 - Recognition, is a fully illustrated chronological coverage of all 'upright' and 100E models and many of their variants and is a useful reference manual for identifying the many types, marks and body styles in both the 8 and 10 h.p. ranges. Useful recognition tips accompany each of the photographs. It is a pity that Bill was unable to update the introductory histories to the Model 'Y' chapters based on recent research. Part 2 - Restoration, is a useful guide for anyone contemplating a

Continued on page 12

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Life of Brian

Two of the most active ambassadors for the Y&C Register are Brian Mace, the Regional Contact for Norfolk and Suffolk, and his wife Yvonne. Both are familiar to most members as they take part in all the major events in their 1936 Fordor Model 'Y', VG 9361. Brian sent a report on their latest activities:-

"In the Region 13 report in Issue 139, you will recall that I was interviewed by Radio Norfolk and I told the County of Norfolk the wonders of the Model 'Y'. I did not know at the time that we were being photographed by our local camera buff, Joyce Lambert. In the attached photograph we see Wally Web with the 'mike' and a judge looking at the camera. Incidentally, in 1994, I won a cup and £25 from the same people, so they must like the Model 'Y'.

In October last, I was asked to take my 'Y' to our local school and to give a talk on

Continued from page 11

restoration of one of these Fords. Although it is one of the more simple restorations to undertake, there are still many points to consider before embarking on your project and useful tips to be given which apply to some models and not others. The book covers all these aspects. Again, this part of the book is well illustrated. The third part of the book is a useful series of appendices, laid out in simple, easy to read block diagram form and covering chassis and body numbers, production figures and body paint colours.

Published by Ellery Publications in Australia, this soft back publication, 21cm x 30 cm, containing 160 well illustrated pages, is good value for money at £16.00 plus £2.50 postage and packing if sent within UK (£4.00 - Europe). ISBN 1 876720 07 7 The UK distributors are SMALLFordSPARES, Crosswinds, Happisburg, Norwich, NR12 0RX. Tel: 01692 650455
www.smallfordspares.co.uk

Sam Roberts



Yvonne and Brian Mace (in baseball hat) being interviewed alongside their Model 'Y' by Radio Norfolk.

there were various bombs dropped in our area."

In an antique shop, recently, I found a Ford book circa 1935 in good condition with the road maps of Great Britain and Ireland. They are coloured maps with details of Ford dealers and facilities depots, as well as the new Highway Code. On the back of the book, it reads 'Lincoln, Ford, Fordson, Aircraft.' and inside the front cover, 'Issued by Ford Motor Company.' A good find, I think."

Brian and Yvonne in period dress with some of the children.

life as an 8 year old during the war. So, armed with a tin of spam and a wind-up gramophone, Yvonne and I set off. We were greeted by 60 children aged 7 and 8. Our local newspaper, the Evening News was involved and the Model 'Y' received a full page coverage. [Part of the coverage reads:- "The youngsters are studying the Second World War and Brian and Yvonne arrived in the vintage car, dressed in vintage 1940s clothes to answer their questions. "I've got a herringbone overcoat with an original utility mark," said Brian. "My wife carries a basket with a tin of spam and a gas mask. I do like collecting things from the 1930s and 1940s. Perhaps we live in the past. I don't know." Despite his love for the period, Brian was a mere baby in the late 1930s, but he does have some memories of the Second World War. "I lived in Rose Lane, on the corner where the pizza place is now," said Brian. "We used to shelter from the air raids in these murky cellars, still damp from the 1912 floods," he recalled. "Father decided they were too damp to sleep in, so we moved to the communal shelter across the way, where the Hotel Nelson car park is now. It's a good job we did, because



Ford Centenary – Press Release

“COUNTDOWN BEGINS TO FORD’S 100TH ANNIVERSARY

BRENTWOOD, ESSEX, 8 January, 2003 —

On June 16, 1903, Henry Ford and 11 investors signed the articles of incorporation to establish the Ford Motor Company. 100 years on, plans are being finalised by the company to celebrate this historic milestone. “Our centennial offers us a unique opportunity to celebrate our past, but it also challenges us to look ahead and build our future,” said Bill Ford, chairman and CEO, Ford Motor Company. “As we observe our 100th anniversary, our goal is to have an even greater impact on people’s lives in the next 100 years,” he added.

Ford’s 100th anniversary programmes will be targeted primarily at company employees and Ford enthusiasts.

The centenary celebrations kicked off this week at the North American International Auto Show in Detroit by looking back on a century of great products and looking forward with its biggest wave of new product introductions ever. Ford Motor Company and its global brands are introducing more than 15 new products at the 2003 Detroit show. The product onslaught is unprecedented in the company’s history. It is the result of an intensive product-led revitalisation that has mobilised Ford as it enters its second century of innovation.

The major centennial celebration will be centred on Ford World Headquarters in Dearborn, Michigan. On a 152 acre site over the weekend of June 12-16, Ford will host an exposition dedicated to the Ford centenary. THE ROAD IS OURS 100th Anniversary Celebration will feature historic Ford and Ford group vehicles from around the world, as well as present models and concept vehicles from all of Ford’s brands. In addition, the event will feature interactive displays, live entertainment and many other great attractions. It is anticipated over 100,000 Ford employees, retirees and Ford enthusiasts will gather for this unique occasion.

Outside of the United States, the largest Ford centennial-themed activity will centre upon the Goodwood Festival of Speed to be held over the weekend of July 11,12,13 in

Sussex. Ford is the featured sponsor of this event and for 2003 there will be a spectacular Ford motorsport heritage/centennial presence, including the GT40s, which finished in the memorable 1-2-3 formation at Le Mans in 1966. The Goodwood Festival is one of the largest motorsport events in the UK and attracts over 138,000 visitors from around the world.

Centenary celebrations are also planned at Ford plants in the UK, particularly over the centennial weekend itself. One of the largest will be at the company’s technical centre at Dunton in Essex, which will host employees and their families from a number of major south-east England sites.

Other activities planned for this country include a Henry Ford Day (May 11) at the British Motor Industry Heritage Trust museum at Gaydon in Warwickshire and a European employee football tournament at Rush Green, Essex, in May. Teams from Britain, Germany, Italy, Spain, France, Belgium, Turkey and Russia will play over a weekend for the honour of winning the Ford European Centennial Cup.

Already well under way is the Ford-supported ‘Model T Challenge’ competition for enthusiasts to restore Ford Model Ts. Judging takes place on May 31 at the Haynes Motor Museum in Somerset and while it was initially thought some 10 or 12 entries would be received, the response has greatly exceeded expectations and some 45 entrants, from as far afield as Orkney and Cornwall, have registered. Competitors include a Church of Scotland minister and a father and daughter team. “The great thing about this competition is that when the judging has been completed, 45 more working Model Ts will be around than was the case in early 2002 when the project was first announced.” explained Daniel Ward, executive director, public affairs for Ford of Britain.

Throughout the year selected advertisements and product brochures will carry the Ford Centenary logo to convey the centennial message to

consumers. Dealer point of sale material and the Ford roadshow activity will also carry a centennial theme.

Through a dedicated website, accessed via www.ford.com, Ford is not only giving enthusiasts the opportunity to keep abreast of global centennial events as they are confirmed but also contribute to Ford’s history through a section of the site called “Your Stories”. This interactive section allows site visitors to share their Ford stories, everything from their first Ford product to how the company has impacted their lives. “Ford has touched the lives of people in virtually every corner of the world, and ‘Your Stories’ gives people the opportunity to share experiences,” said Roger Putnam, Chairman, Ford of Britain. “We’re encouraging Ford enthusiasts worldwide to share their stories, with the goal of creating a rich historical database that cannot be found in traditional historical material.”

Editors’ notes:

Ford Motor Company is the world’s second largest car manufacturer, with approximately 335,000 employees in 200 markets, on six continents.

In the UK, today Ford Motor Company has 38,000 employees, including 19,000 working for the ‘Blue Oval’ at over a dozen locations.

The first Ford cars (Model As) shipped to Britain arrived in late 1903 and sales were handled by a succession of private sales agencies until 1909 when a British branch of the company was established.

Find three 100th anniversary publication-quality download photographs on our dedicated media website www.media.ford.com Find all Ford Motor Company Limited news now also on Newspress www.newspress.co.uk

For those of you who might be interested in attending the events at World Headquarters in Dearborn, I repeat the website address given in Issue 139:- <https://fordcentennialreg.com> If you are without access to the Internet, to book tickets, telephone Sarah McMahan on 00 1 313 957 5456.

In addition to noting the above activities, please support the centenary Y&C Register stand at the Great Dorset Steam Fair on Saturday, 30th August. Telephone David Lovering on 01202 572304 to see if there are still vacancies.

Events 2003

30 March Spring Restoration Show, Stoneleigh, Warwickshire.
Geoff Dee 01926 334780

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 Geoff Murrell 01763 838909

24-26 May Enfield Pageant of Motoring.
Entries through EDVVT: 020 8367 1898
Theme this year "100 Years of Ford"

19 - 24 June Isle of Man tour (see comment below)
Bob Wilkinson 01832 734463

21/22 June Yorkshire Hot Air Balloon and Vintage Car Festival, Huddersfield.
Entries through Barry Diggie 01274 614729

5 July Ardingly Car Show, West Sussex
John Keenan 01424 424323

12 July Kirkstall Classic Car Show, nr. Leeds

Barry Diggie 01274 614729

Sponsored by CPS Airedale - our magazine printers.

18 - 20 July Thornes Park Gathering, Pontefract, Yorkshire
Ken Sleight, 01302 337483

23 - 25 Aug Hellingly Festival of Transport, East Sussex.
John Keenan 01424 424323

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 30th
August only (see below for details).

30/31 August 'Classics in the Park'. Horncastle, Lincolnshire
Ken Sleight, 01302 337483

14 September Bradford - Morecombe Run.
Entries through Barry Diggie 01274 614729

29 September All Ford Rally, Abingdon
Entries through Bob Tredwell 01235 530720

26 October Stoneleigh Restoration Show, Warwickshire.
Geoff Dee 01926 334780

9/10 Nov. International Classic Car Show, NEC Birmingham.
Geoff Salminen 0121 427 2189

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 (27th - 31st 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, 30th August. As space is limited, he can only accept 25 vehicles. You are urged to request an entry form from David (closing date for entries is 1st 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 19th - 24th.

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.

Basingstoke Festival of Transport

Sunday, 11 May

Although this clashes with the Henry Ford Day at Gaydon, This popular annual event, organised by the Thorneycroft Society, always produces a good show with 450 - 500 vehicles of all types present, arena events and autojumble. If you want to enter your vehicle, telephone Tom Mansbridge on 01256 322376, or if you just want to be there, make for the War Memorial Park.

12th Luton Festival of Transport at Stockwood Park on Sunday 8th June.

The LUTON FESTIVAL OF TRANSPORT

is firmly established in the classic vehicle calendar. The show, now in its eleventh year, attracted over 1250 entries in 2002 and over 60 club stands as well as an autojumble of over 100 stalls.

Admission to the event which is run entirely by the Chiltern Vehicle Preservation Group allows entry to the Mossman Collection of horse drawn vehicles and the Transport Wing of the Stockwood Park Museum. The Vauxhall Heritage Centre is also open in conjunction with the show (the only day when the museum is open to the general public). A FREE bus service will be provided from the show ground to the heritage centre. Vauxhall are also mounting a special display to celebrate their centenary at the show.

If you would be interested in bringing a vehicle to exhibit, please email your address to fft@cvpg.co.uk and we will put a form in the post, or you can enter online at www.cvpg.co.uk. Entry is free to all vehicles entered before 20th May 2003 and a commemorative plaque will be given to each vehicle. Vehicles registered after 1980 are only allowed as part of a club stand. Details of the show and the club can be found at www.cvpg.co.uk

The Annual Reunion of the Brooklands Society

Sunday 29 June 2003 at the Brooklands Museum, Weybridge, Surrey

David Burgess-Wise writes:-

The Best of British - 100 years on.

Following the huge success of last year's "French Connection" Reunion, in 2003 the Brooklands Society will be celebrating the "Best of British" at its Reunion, with particular emphasis on the centenaries of four British firms that played a major role in Brooklands' history.

Founded in Detroit in 1903, the Ford Motor Company began shipping cars to Britain the following year and, in October 1911, began building the famous Model T Ford ("the car that put the world on wheels") in Manchester. A year later, Henry Ford came to England and watched Model T Fords racing at Brooklands. The father of our President, Sir Stirling Moss, successfully raced a Model T Fronty-Ford Speedsport at Brooklands in the mid-1920s and, in 1939, Ford of Britain hosted the most successful event ever held at Brooklands, the Ford Gymkhana.

It is our pleasure to invite the Model T Register - and, indeed, all Brooklands-era Fords - to our Reunion.

The other three marques celebrating their centenary this year are Talbot, which became part of the Sunbeam-Talbot-Darracq combine in 1920, Vauxhall and Lea Francis. Each owners' club representing these famous marques has been invited to this very special 100th birthday party. And so has, of course, all our regular entrants and owners of marques featured in past Reunions:- Aston Martin, Bentley, Delage and all the other "French Connection" marques.

The format for 2003.

We intend to retain the relaxed style of our past Reunions and, following comments about the changes introduced in 2002, we shall be making some minor alterations to the format to reduce the cost of the day. Simple driving tests of the "non car breaking" variety and Test Hill ascents will be retained (at a small extra cost), while the traditional Grand Parade will be retained.

The lunchtime celebrity reception introduced last year proved so popular that we shall be holding it again this year (again at supplementary cost), so that entrants can meet Brooklands personalities past and present.

Join Us on Sunday 29 June 2003

Replacing a broken half-shaft.

We continue our coverage of the Rear Axle with a contribution from our Technical Advisor, Geoff Dee, who spent quite some time on Convoy 2002 stripping rear axles:-

To remove a broken half-shaft, first slacken the rear wheel nuts, raise the rear of the car to give it good access around the rear axle and place on axle stands. Position stands forward of the rear wheel arch. Remove road wheels, remove shock absorber links and remove rear brake drums. Disconnect nearside brake rods and A frame. Then drain rear axle.

Support the axle under the diff and, using a spring spreader, remove the nearside spring shackle and lower the axle slightly. The next step is to remove the bolts around the diff housing and split the axle. Slide out the nearside axle case. The diff with half-shafts may all come out with the casing. If not, pull out the diff with half-shafts and examine. To split the diff to remove the broken half-shaft, firstly remove the locking wire from the six bolts around the diff assembly and remove bolts. This will allow the diff to part, giving access to the nearside half-shaft.

If you need to replace the offside half-shaft you will need to remove the planet wheels to access the half-shaft. The planet wheel spindle is held in place by a central locking pin through the centre of the planet wheel spacer. Remove pin and then remove spindle. Remove planet wheels. The half-shaft can then be removed. Ensure that the diff and axle casings are clean of any debris. Whilst the axle is stripped, check the wheel bearings and the underside of the axle casing for wear. (Why did it break?)

If, as is probable, there is wear on the underside of the axle casing, fit a pair of the sleeved rear hub bearings available from the Y&C Register spares. Your chances of a recurrence of a broken half-shaft will be greatly reduced. It will be further reduced if you fit an unused half-shaft on re-assembly. If you can only fit a used one, it is wise to fit an old nearside half-shaft to the nearside and an old offside one to the offside, as there will be built-in twist in each, through usage, in the opposite direction to rotation. Sheer could occur if the used half-shaft is fitted to the wrong side.

Geoff Dee.

Convoy 2004 – the next big one!

At this years A.G.M., Bruce Allan will be giving information on the proposed 'Tour of Wales' to be held in June 2004. Instead of moving location each night we will more than likely stay for a minimum of 2 nights at each location, enabling us to tour the area before moving on to a new part of the Principality.

The proposal is to start in the Welsh Borders, move on to South Wales, going across to the West Coast and finishing up in Snowdonia. Details of the trip will be available at the AGM when members in attendance can put their names down to allow us to judge the support for the event at this early stage.

Please come along to the A.G.M. and see what's in store for 2004.

For sale

Rare Jennings conversion 1936 Model 'Y' with door at rear. (Y153065).

Converted by J.H. Jennings and Son of Sandbach, Cheshire, for cotton plantation owner in the Sudan. Fascinating history. Car imported to Jersey in 1951. Has since undergone major restoration, but still has upholstery and minor electrics to do. Roadworthy with Jersey registration, J 1714.

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

"Henrietta" - 1936 Model 'Y' Tudor (Y139640), EMD 386. Black with green interior. Taxed, MoT to Sept 03, VGC, runs well. Luggage rack with period trunk. Needs a new owner who has time to enjoy. Comes with lots of spares: 2 x 10HP engines, Gearbox, Front and Rear Axles, plus 6 crates comprising carburettors, manifolds, gaskets, seals, new old stock pistons 8&10HP, etc. A small van/estate required to collect. £2750 o.n.o.

No splits. Roy Whittaker. Tel: 01256 326515
(Basingstoke, Hampshire) Mob: 07802 653 854
email: longrad36@yahoo.com

1937 Model 'Y' 2door (Tudor), DLJ 855, (Y197680), Green and black. One of last Model 'Y's produced. Body been off for chassis and mechanical restoration. Parts for straight forward completion, new windscreen, roof sticks, etc. Has been garaged. Many spares. Full history, original documents (Bill of sale etc.). Reluctant sale by club member. £1500.

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

1934 Model 'Y' Tudor, AVR 501 (Y77865). Part restored. Chassis, engine, transmission and mechanics completed. Body off and partially restored. Wings finished. Now needs putting back together. Has V5. Spare early engine. £500 or near offer.

Jim Parker. 01295 279707. Banbury. (ex-member)

Outdoor Cover for Model "Y" by Covercraft of Europe in grey "NOAH" Fabric with bag. Cost £220. New last year. Only used this winter "in garage".

Offers around £100. . Jim Collins.

Tel:- 0191 217 1701 (Tyneside)

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)

Model 'Y' spares mostly from rear end of along rad and including luggage rack, side windows, etc.

Ty Payne. Tel: 01454 774717 (Near Bristol)

Wanted

Model 'Y' chassis wanted, to build a special. Kevin Briggins. Tel: 01582 601692. (Dunstable, Bedfordshire)

Short rad Model 'Y' parts wanted, especially from doors forward. Will consider complete 4-door, van or pick-up for spares, if reasonably priced.

Ty Payne. Tel: 01454 774717 (Nr. Bristol)

For CX (tourer): starting handle, oilcan, headlamp reflectors (without integral sidelamp) genuine horn.

Bob Wilkinson. 01832 734463. (Thrapston, Northamptonshire)

International correspondence

Germany

Another Eifel barn find.

Bill Ballard's friend, Reg Ward, in California, is becoming quite a regular contributor to our magazine. He has been 'browsing the web' again and has found an advertisement for a rare Eifel cabrio-limousine with a capacious boot. I would guess that it is the later 1937/38 model. It has a two door, four seater body built by Gustav Drauz of Heilbronn. I regret that the photograph (taken in July 1999) is not very good, but it gives you some idea of the exceptional size of the boot. The car is green in colour and is languishing in Thringen Arnstadt in Germany.

A large-booted cabrio-limousine Eifel sits in a barn in Germany.



Another picture of an Eifel cabrio-limousine was found on the web, on a separate occasion, by Reg Ward. This is a fascinating shot of an Eifel, taken probably in the late 1940s/early 1950s and probably in north Germany. The Eifel has had major transplant surgery as it seems to have a heavy duty rear axle and foreign rear wings. It would also appear to have been converted to run on producer gas. The rest of the scene is fascinating also. The chap and the two 'fraus' off-loading the railway truck are not dirty, so they are not unloading coal. Initially, I thought they could be unloading beet, but it is too small. Under the shuffy-scope, the bits on the ground appear to have geometric shapes, so I bet they are unloading cobblestones. The driver of the Eifel is obviously on the scrounge! I am grateful to Bill Ballard for forwarding both these photographs.

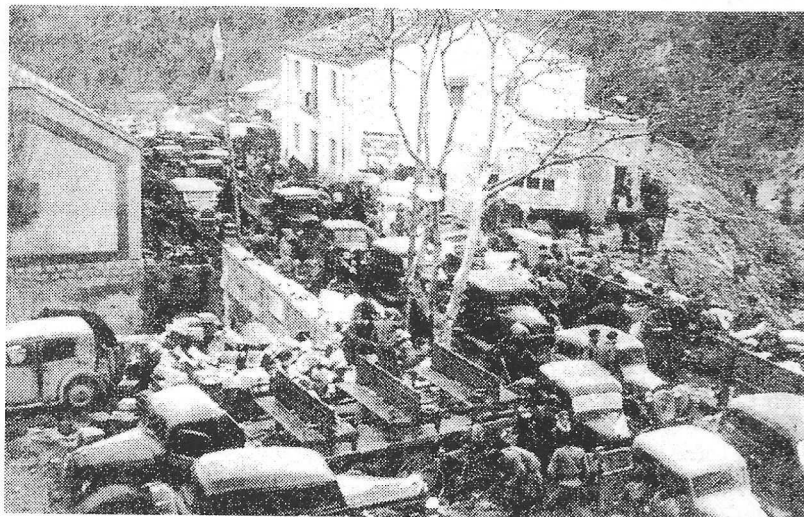


A modified Eifel cabrio-limousine in a railway sidings in north Germany."

More Early Spanish photographs

I am grateful to Luis Cascante for sending in two photographs, which were taken from recent editions of 'La Vanguardia', the leading newspaper in Barcelona.

Republican sympathisers escape in their cars from the Nationalists in February 1939. Most of the cars in this photograph had been requisitioned and were abandoned at the border with France. Some months later, after the end of the Spanish Civil War, some of the owners could retrieve their cars. There are no fewer than three Model 'Y's in the foreground of this shot.



Much later, in October 1947, this Ford Ibérica assembled long rad Fordor Model 'Y' (with the ubiquitous Dagenham surplus straight short rad bumper) was photographed in the Plaza Catalunya in Barcelona.

Members cars

Whilst speaking to David Hall, who put in the highest bid for the Model 'Y' lockable petrol cap advertised in the last issue, it transpired that he owned a very original Fordor Model 'Y', DYF 68, (chassis no.Y187324 and Briggs body no. 164/7294), first registered on 1st June 1937. What is more, he has the documentation relating to the car back to its first sale. The history is now recorded for posterity on the Register database.

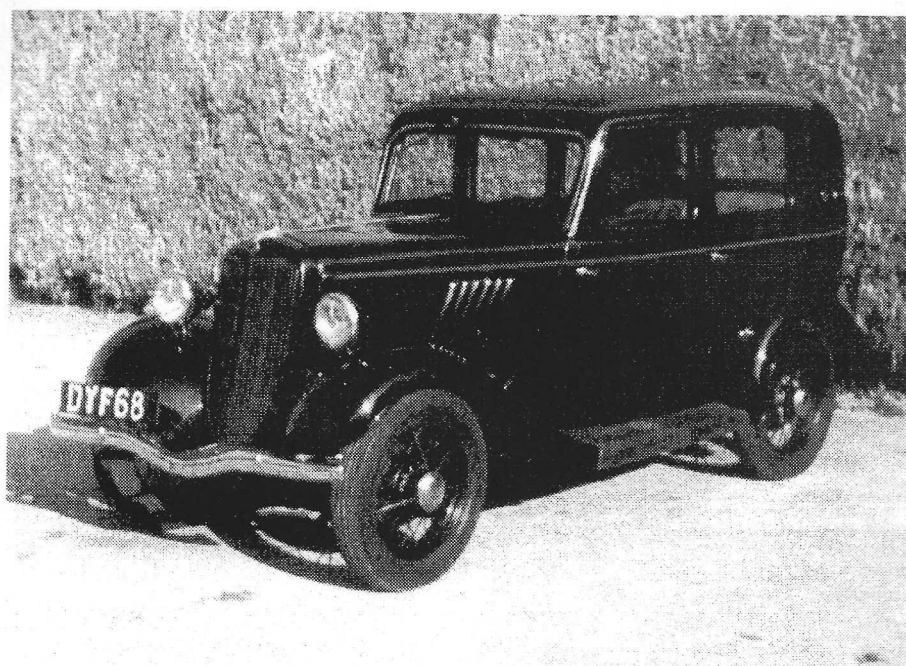
As far as David's part in its history is concerned, he writes:- "In 1995, I was in Derby on one of my frequent deliveries of cars to BMW dealerships. One of the salesmen, Nigel Thomas, who checked new cars for damage, raised the subject of classic and vintage cars. He mentioned that his father had left him a couple of cars when he had passed away, one of which was a Model 'Y'. I was interested in this car, as it was the type of car my father-in-law owned when I met my wife thirty-five years previous.

I arranged to view the car sometime. It was a year later that I travelled from Doncaster to his home in Staffordshire and when I saw the car in his garage, I knew I had to buy it. We could not start the car, as there was no battery. I returned home and, later that night, spoke to Nigel on the phone and we agreed a price. I collected the car on a trailer later that week, but it was sometime later that I was able to start the engine.

The only repairs that I have done to the car are to put on a new canvas roof, fit a stainless steel exhaust and change the points and plugs. The car still has its original tools and oil can. It really needs a complete restoration, but it will have to wait another three years until I retire. It is in very good condition considering it has not had a great deal of work done over the years; the engine has not even been cleaned down, but all these jobs I will look forward to in our workshop. I have two other vehicles awaiting retirement also; a 1970 A60 pick-up and a 1960 100E Ford, so will be kept busy in retirement."

David sent in the documentation to photocopy for the archives. Apart from the original log book, the earliest

documents were a Manufacturer's Warranty (Ford Motor Company Ltd. document 'Form E611') and a Ford Service Certificate issued to Captain C.A.G. Roberts, the first owner, by Ford



dealer, Morgan Motors of 119 Queens Road, Bayswater, London, W2. Both these documents are held in a Ford card wallet, which I have not seen before.

It would appear that the good Captain Roberts owned the car for only four months before selling it to a Mr Goode in Cheltenham, Gloucestershire. He kept the car for 33 years before selling it to Victory Motors (Cheltenham) Ltd., the main Ford dealer at 83 - 93 Winchcombe Street, Cheltenham. It was two years before William Thomas, the

father of Nigel Thomas, took ownership. As we heard above from David, on his father's death in 1994, Nigel inherited the car. Whilst William Thomas owned the car it was apparently used as a promotional display at the Ford agents, which changed name to Bristol Street Motors Ltd. of Winchcombe Street, Cheltenham, where Mr Thomas was the General Manager.

David Hall's original black May 1937 Fordor with red upholstery and coachline. Note that, by 1937, it would appear that wheels and radiator grilles were black.

I would ask any other member with a car with an interesting history to let me have the details, as I would prefer voluntary contributions to this regular feature in the magazine, rather than having to cajole members each time.

Sam Roberts.

Correspondence from members.

Digging up family history

Jim Sharpe e-mailed the following Christmas story:-

"You will find attached four family pictures which include shots of a "CX" tourer owned by my uncle, Robert Howard. As far as I know my uncle purchased the car new and sold it before the end of the second world war. I know he didn't have it immediately after the war as I remember travelling with him in a series of Austins, from a 7 to a more luxurious 16.

The interesting thing about these photographs, for me anyway, is how and when they came to light. My youngest daughter, who lives in Clapham, came to stay overnight

just before Christmas to go shopping with her mother the following day. After dinner we were chatting and she asked if we could look through a box of odds and ends she had found in one of our spare rooms. I recognised the box as one that came from my mother's house after she passed away in 1998. I had previously opened the box, but not looked through the contents. My daughter, being very inquisitive, decided we should sort it out. This is when we found three of the photographs you have here. I cannot remember having seen any of these pictures before.

Three days later we received a Christmas card from my aunt, the widow of the "CX" owner, in which she enclosed picture number four; she had no idea we had found the others. She thought that I might like to have the picture as it taken in early 1939, with my uncle holding me. I'm the one sitting on the front mudguard. Both small pictures were taken by my mother. She passed one to her brother and kept the other for herself.

Within days the four pictures had come together after so many years, we found this an amazing coincidence and my aunt was thrilled to receive copies of the other three photographs.

A bit of family history will explain where the two large photographs were taken. My grandfather owned a haulage business and, as a separate company, traded in scrap metals; something like Steptoe but with trucks rather than a horse and cart. Two of my uncles ran the scrap metal side of the business, one of which is photographed with the car. He is looking on enviously at his brother's car. So he should because at the time he had to make do with the company van."

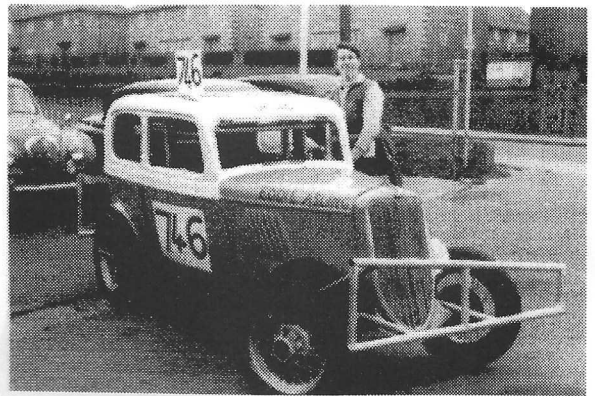


Jim's other uncle 'looking enviously' at his brother's gleaming car. There is a Model 'Y' in the background (or is it a Model 40 truck or van?). Perhaps he owned that, in addition to the company's Albion? van. Regrettably the quality of the photographs of Jim as a baby were too poor to reproduce.

One more for the graveyard

As has been illustrated before in this publication, the stock car race tracks of the 1950s and 60s were the main graveyard of the Model 'Y'. The light weight and low centre of gravity of the Model 'Y' made it ideal for the 'boy racers' of the time. It was an exciting ride as well, with the transverse springing throwing you around as you threw the car around. Unfortunately, we don't see many pictures of stock car races, so I was surprised to receive an e-mail from Bill Ballard with pictures he had received from his friend, Reg Ward, in California.

A Model 'Y' stock car stripped of wings, windscreen and all glass and with adequate protection bolted to the chassis. I wonder what became of Eddie Asling?"



Note the anti-roll cage inside the non-existent door and, what appears to be, two wheels welded together to form extra grip double tyres on each of the rear wheels. The exhaust looks as though it would add the appropriate noise to the racing event!"



Whoops!

Jim Miles sent in this photograph with the comment:- " This is bizarre. It shows a Model 'C', BYB 574, holding up a Bedford S Type, which looks as if its chassis was well twisted. Maybe a sharp right hand bend is just out of view on the left of the photo."

The car certainly looks to be a Model 'C', rather than a 'CX', which is even more bizarre as BYB is a 1936 Somerset registration. Production ceased on Model 'C's in November 1935."



Jim also sent a post card of Hoddesdon High Street (the old A10 in Hertfordshire). It is unusual to see a Model 'Y' tourer on post cards, but here we have an Arrow Coachworks 'Alpine' parked on the left (complete with leather strap across bonnet), whilst owner is no doubt downing an ale in The Bull! Behind the 'Alpine' is the rear end of a Model 'Y' van, which could be picking up deliveries from the shop.

"An Arrow 'Alpine' Model 'Y' tourer parked up in Hoddesden High Street, with a Model 'Y' van beyond."

Yorkshire relish

Having had a mention in the last two issues of 'Transverse Torque', I happened upon the membership application form for recently joined member David Donson who, you will recall, was persuaded to join the Y&C Register by the Region 16 Contact, Barry Diggle, at the Otley Show last year. I was amused by David's report on his introduction to the Model 'Y'. David underwent surgery and chemotherapy in 2001 (he relates that the op was not too painful, but the chemo was nasty. "It was as bad as putting diesel into a petrol engine.").

Feeling fed up, he saw non-member, Alan Goodall in his drive in Swillington, near Leeds, as David writes:- "with DG 9147 and the rest of his old Ford and Fordson pick-ups and vans – Model Bs I think they were.

He told me a little bit about the Model 'Y' and said I could have a drive, which I did. I thought that was just what I needed to get me going again. I had a quick look round and underneath the car and asked him if it was for sale. It was, so I bought it.

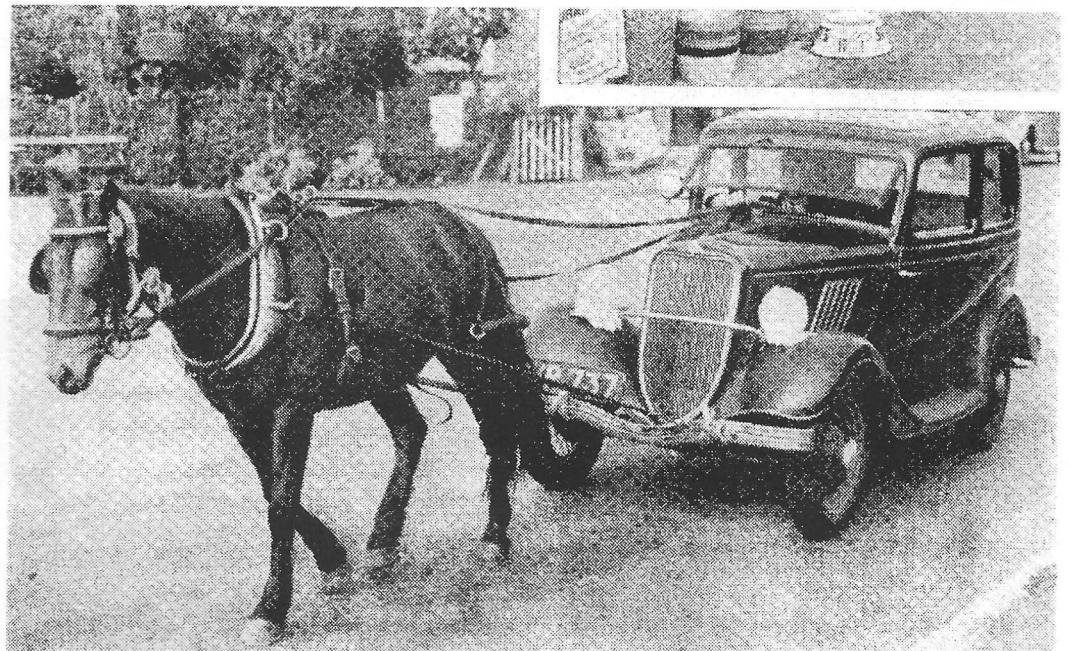
When I had been out in DG 9147 a few times, I thought, "What the hell have I bought here? – One step down from a motorbike." But now, after a year and about 500 miles, not to mention a lot of rubbing and TLC, I don't think anybody could buy it from me. Mind you, you need to be a bit crazy to drive Model 'Y's."

[Try writing about them all the time, David, I'm completely off the wall! - Ed]

One horse-power

Roy Cleaves sent in this unusual photograph which appeared in 21st October 1939 issue of 'The War Illustrated', which was printed not long after the war began. Although the headlamps appear to have cloths wrapped round them, I presume to act as blackout covers for wartime night driving, neither the wings or running boards have the white lines painted on them, which became obligatory for blackout driving later.

Presumably, unable to get petrol for his car during the war, this tradesman in Westwood, Thanet, Kent, resorted to more traditional means of power, even though his brake horse-power dropped from 23 to one! I like the steering method, with the reins through the open windscreen.



New members

Philip Cannon C0401
Send, Guildford, Surrey

Philip Davis D0407
Birdham, Chichester, West Sussex

John Dunne D1912
Naas, Co. Kildare, Ireland

José Luis Laguens GabasOL103
Barcelona, Spain

Chris McCormack M1406
Prenton, Wirral, Merseyside

Steve Minns M1305
Tivetshall St. Margaret, Norfolk

Colin Rowe R1107
Galley Common, Nuneaton, Warwickshire

Philip Cannon has purchased EMD 386, the May 1936 Tudor Model 'Y' which belonged to Roy Whittaker. The car is in good condition and will hopefully put on a few more miles than Roy was able to, due to pressure at work. We wish Philip hours of enjoyment in her.

Philip Davis has purchased the tourer which belonged to Frank Hicks. The car was originally a Tudor saloon manufactured in February 1934. It has been known to the Y&C Register, in its converted form, since the 1980s. Unfortunately, Philip has taken possession of the car with a new registration number, NSL 20, its number from birth having been LJ 9475. There should be a law against 'living' cars losing their original registration number! I have never seen this tourer in the flesh and would appreciate a photograph of it, Philip, for the magazine and the Y&C Register archives please.

John Dunne joins the Register with a short rad Model 'Y' which is new to us. It was exported to Ireland having been bought in Devon in 1980, when it was registered PO 7765 (a 1933 West Sussex registration). John has the car on the road. It would be appreciated if you would let us know the present, Irish, registration number and the Briggs body number, John. The Briggs body number should be embossed on a metal strip on the cross member under the carpet in front of the passenger seat and look something like 135/17500.



José Laguens in Barcelona is the owner of a May 1935 Model 'C', although, being Ford Ibérica assembled, it was not registered until August 1935. The car is under restoration. José was introduced to the Y&C Register by Luis Cascante. We wish him success with the restoration.

Chris McCormack joins us as a result of buying member Jerry Morris' 1935 Tudor long rad Model 'Y' and seeking out the Y&C Register stand at the All Ford Rally. Unfortunately, in the transfer of the vehicle, the car also lost its birthright. It was registered BRA 606 (a proud mid-1935 Derbyshire registration) but now sports the anonymous, so-called 'period registration' KAS 583. Chris has a full restoration job on his hands, but is satisfied that the car is solid and complete. We wish him plenty of enjoyment and job satisfaction as the restoration progresses.

Steve Minns is no stranger to the Y&C Register. He rejoins us after a few years saving his subscriptions on the back burner. In addition to his 1936 Tudor Model 'Y', which is 'laid up', he has taken ownership of an earlier March 1935 Tudor, which is up and running and, more recently, has bought Robert Hadfield's Model 'C', which was advertised in the For Sale columns of the last issue of Transverse Torque. As he comments:- "Plenty of work there!"

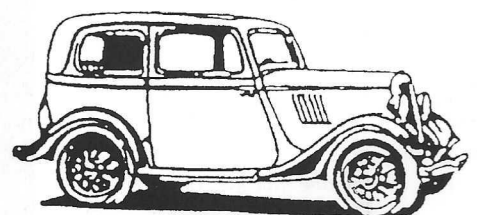
Colin Rowe joined the Y&C Register in January under the 'Friends of the Register' scheme, whilst looking for a Model 'Y' similar to the one he owned

and loved 40 years ago. Through an advertisement in the magazine, he bought member, John Jennings', late 1936 Tudor 'Popular', which is on the road and ready for Colin to rekindle many happy memories of long distance journeys on the quieter roads of the 1960s.

Welcome aboard all of you. We hope to see you at the A.G.M. and on the rally and show circuit this year.

Sam Roberts

(with help from Bob Wilkinson)



Region 15 News

I don't have much to report from Region 15, but would be delighted to hear from our members, as to how their winter restorations are progressing, or any other interesting news.

Here are a couple of events I would like to bring to your attention. The first one is on 18th 19th and 20th July at Ackworth near Pontefract. This is an excellent weekend and now incorporates the old Thornes Park Gathering, which is held on the Friday afternoon and evening. The Ridings Run on Sunday is about 10 miles in length.

The second event is more central to our region and is the 7th Annual "Classics in the Park" Classic Car Meeting on Saturday 30th and Sunday 31st August 2003. Celebrating 100 years of the Ford Motor Company, it takes place on the A153, two miles north of Horncastle in Lincolnshire.

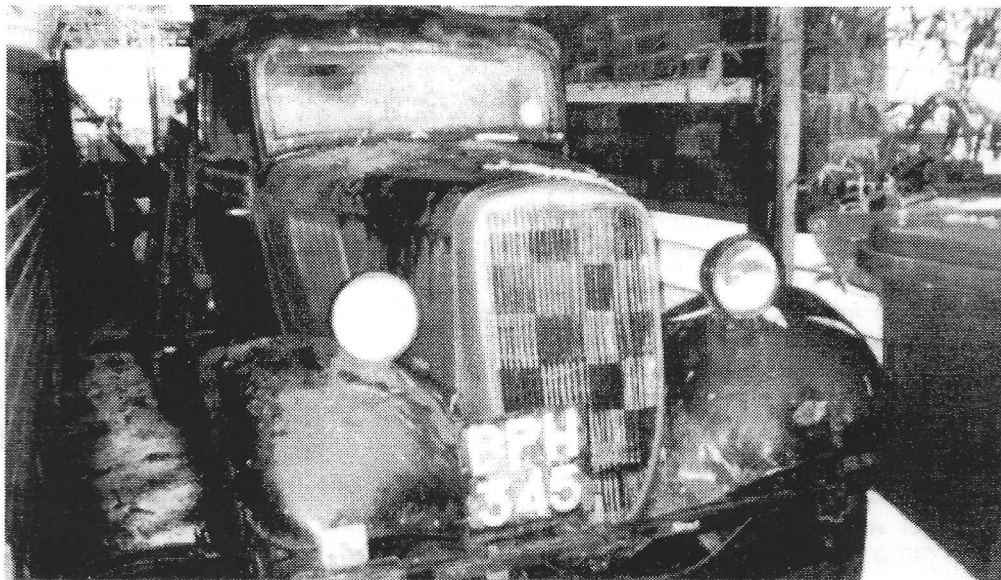
I hope to see a good turn out of Region 15 cars at both events, as I look forward flying the new Y & C Register flag. Both events are free of charge, which can only be good news. For more details ring me on 01302-337483.

Ken Sleight.
Region 15

Northern sidelights

Region 16 member Roy Fisher has been very active recently in tracking down a Model 'Y' to restore. It has not been an easy path, but Roy is at last in possession of a 1937 Tudor. His quest began in nearby Dewsbury where a 1934 Model 'Y' Tudor, registration number BPH 345 in pretty poor condition, is languishing in the open air. Unfortunately, negotiations to buy this car reached a hiatus and a down-hearted Roy had to look further afield. Not long afterwards, however, he located Y169750, Briggs Body number 165/56859, formerly registered as JC 4359, but now sporting a replacement number, in far away Wales. A deal was struck and the car was eventually delivered to Yorkshire. I am looking forward to seeing this acquisition soon, but wish Roy good luck in the refurbishment.

We wish a welcome to Peter Dacre from Castleford, who joins us having taken over the stewardship of Alan Ogden's Tudor, Y162110. I am looking forward to meeting up with Peter and EML over the coming summer.



*The one that got away!
The rather tired looking 1934
Tudor deteriorating near
Dewsbury.*

The rally season will soon be upon us, and, I am beginning to receive notification of both familiar and new events. The Kirkstall classic Car Show, a favourite, organised by our printer Steve Waldenberg, is to happen on Saturday, 12 July in the historic grounds of Kirkstall Abbey, Leeds. Ken Sleight, (Region 15 Contact), sends me details of an event at Filey. It is an Edwardian Festival at Glen Gardens, held over the week of 28 June to 6 July. Ken tells me that he and Ruth will be present during the first weekend and would be delighted to see Y&C members. If interested please contact Ken on 01302-337483 or rks@connectfree.co.uk. On 21-22 June the Yorkshire International Hot Air Balloon and Vintage Car Festival takes place at Huddersfield, and the Bradford Morecambe Run is on 14 September. Closing date for both these events is the 1 June, and, I have entry forms for interested parties.

Finally, I am hoping that we can have another good turn out of cars for the Newby Hall event in July. Already one or two people have expressed an interest and I am hoping that entry forms etc will be available by April.

Barry Diggie
Region16

Spanish competition.

Once again, Luis Cascante has dug up yet more history of Spain's Model 'Y' (Modelo 8) production in Barcelona. He e-mails:-

"On page 172 of your book (the 'Bible' for the Model Y Ford owners) you wrote about the Spanish 'Ford Week'. You wrote "At the Ford Week exhibition, held between December 5th and 10th 1932, a Model 'Y' was awarded as a prize in a contest to guess the number of Ford cars registered in the whole of Spain in December 1932" (not December 1931 as stated in the book).

Searching in copies of 'Revista Ford' (the Spanish equivalent of 'The Ford Times') and in some old newspapers, with the help of my friend Tomás Flaquer, another old car enthusiast, I could trace the complete history of the contest.

On Sunday, December 4th, the day before the start of the Spanish 'Ford Week', a full page advertisement appeared in the most important Spanish newspapers, which said:- 'During the Ford Week, from December 5th to December 10th, Ford Motor Company, Ibérica, will present you with a new Ford car of 8HP, if you indicate, separately, the number of Ford cars of 8 cylinders, 4 cylinders and 8HP, that will be registered in Spain (Canary Islands and Spanish Morocco included) during the present month'.

A flood of 35,000 answers arrived at Barcelona's Ford Ibérica headquarters during the first fortnight. On January 31st, when the all the official data was available, the Public Notary, Mr Pedro Esteban Lahoz, established that the closest to the exact number of Ford cars registered during December 1932 was stated by a Mr. Francisco Mollá, a clerk of a Bank Agency in Valencia. The difference

between his forecast and the number of Ford cars actually registered was:

8 cylinder Fords: - 5 units; 4 cylinder Fords: 0 units; 8 HP: + 11 units

The award ceremony took place 70 years ago, on February 19th 1933, in Valencia's Teatro Eslava. The car awarded was an early short rad Model 'Y', chassis number Y9510, it being presented to Mr. Mollá by Ford Ibérica's Sales Manager, Mr. Alfonso Rodríguez.

The competition advert as it appeared in Barcelona's newspaper, 'La Vanguardia'.

DURANTE LA SEMANA FORD
5 AL 10 DICIEMBRE



FORD MOTOR IBERICA BARCELONA REGALA A VD UN COCHE FORD DE 8 HP

solo con realizar el número de coches Ford de 8 cilindros, 4 cilindros y 8 HP, independientemente cada grupo, que se matricularán en toda España (comprendiendo Canarias y Marruecos Españoles) durante el corriente mes de Diciembre.

CONDICIONES:

La solución se recibirá personalmente en el Cupón del concurso, que deberá depositarse a mano, en sobre cerrado, en cualquiera de las Agencias Ford de España, Canarias y Marruecos Españoles.

Cada cupón deberá contener una sola solución. En caso de figurar varias, será nula. El plazo para la admisión de cupones se cerrará el

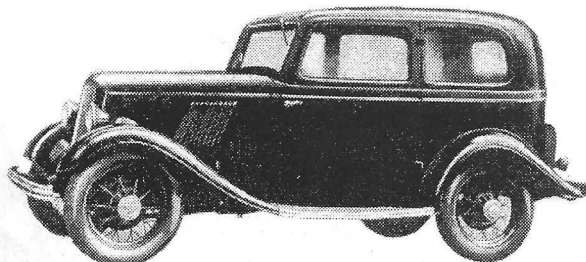
día 10 de Diciembre actual, a las siete de la tarde. La apertura de sobres conteniendo cupones, se efectuará ante el Notario don Pedro Esteban Lahoz, del Ilustre Colegio de Barcelona, el día 31 de Enero de 1933.

Para hacer factible una comparación potencial del contestabilísimo número de soluciones que cabe esperar que serán depositadas, se hará, ante el mismo Notario, un sorteo previo para determinar de cuál de los días de la Semana Ford, y a qué hora del día favorecido, corresponde examinar las soluciones. A tal efecto, cada concursante señalará en el sobre de la solución, un día (del 5 al 10) y una hora (exacta, sin minutos) para suificación en el sorteo previo.

En caso de empate de soluciones, se decidirá por suerte entre los favorecidos. Si ninguna solución fuese exactamente correcta, se otorgará el premio a la más aproximada. No entrarán en concurso las soluciones expedidas en cualquier otra forma que no sea la de entrega a mano en una Agencia Oficial Ford, para ser transmitidas a Ford Motor France. Quedan exceptuados de participar en el Concurso los empleados de Ford Motor Ibérica y de las Agencias Ford, así como sus familiares.

En el sobre figurarán los siguientes detalles:

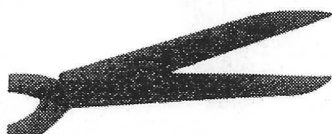
- a) Las palabras «Concurso de Semana Ford».
- b) Día y hora elegidos para el sorteo previo.



DURANTE LA SEMANA FORD

VISITE HOY MISMO LA AGENCIA FORD MAS PROXIMA DE LO QUE ES LA SEMANA FORD QUE EMPIEZA MAÑANA

Las Agencias Ford de todo el territorio español están desarrollando un extenso programa de Demostraciones, Exposiciones Extraordinarias, Facilidades de Ventas y Servicio, etc., que han de interesar a Vd. poderosamente.



CUPÓN		La Vanguardia	
En el mes de Diciembre de 1932, se matricularán en España, Canarias y Marruecos Españoles, los siguientes coches Ford:			
Número total de			
8 cilindros	4 cilindros	8 HP.	
Nombre		Profesión	
Domicilio		Población	
Provincia		Recortela hoy mismo y deposítala mañana	

Carburettor problems.

NEW CARBURETTOR COMPONENTS

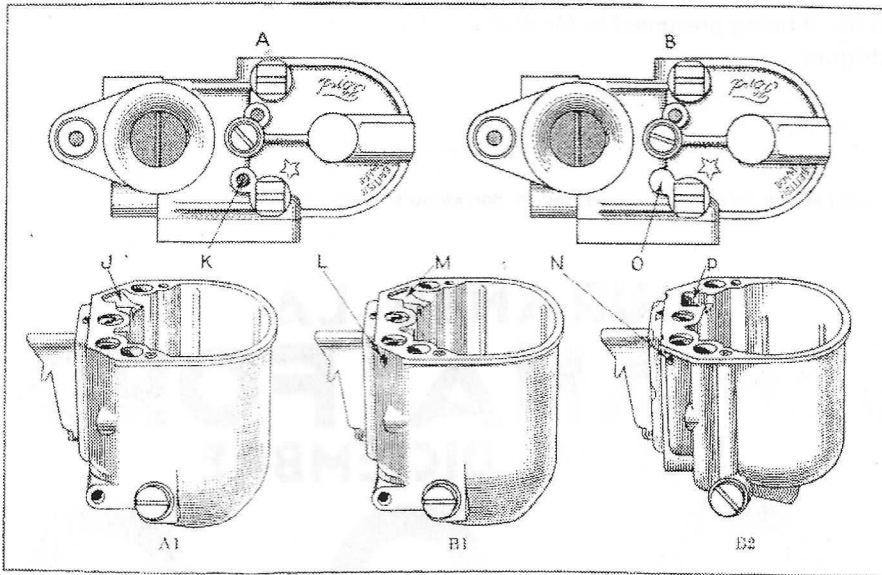


Fig. 11

Instances have come to our notice where the incorrect assembly of carburettor components has brought about poor starting, erratic running and unsatisfactory fuel consumption.

To make the matter clear we have illustrated the differences in the two carburettor bodies and the three carburettor bowls. These differences must be clearly understood if correct assembly is to be effected.

Carburettor body "A" Fig. 11 has a hole "K" drilled through the float chamber cover immediately over the air well that communicates with the emulsion block. This hole is covered with a gauze filter to prevent grit and dirt from entering and eventually choking the small interior passages, it is therefore imperative that the gauze filter is assembled with this pattern carburettor body. The correct type float chamber for use in conjunction with carburettor body "A" is shown at "A1," Fig. 11.

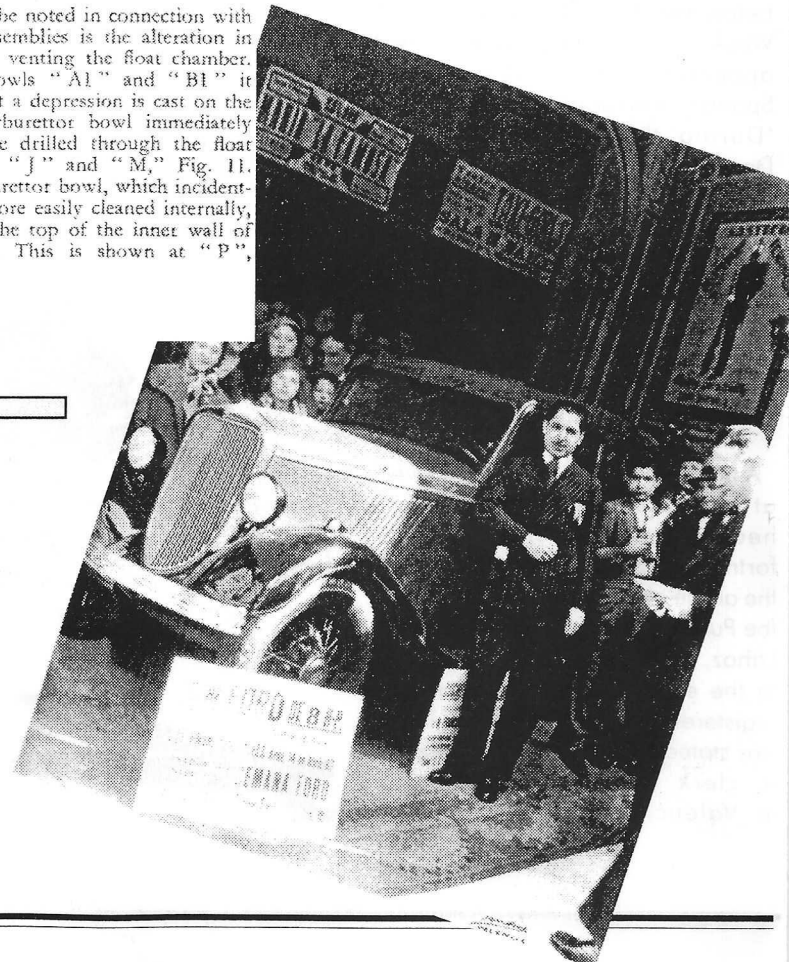
Carburettor body "B", Fig. 11 is not drilled through the float chamber cover immediately over the air well as shown at "O." For use with

this type carburettor body, either carburettor bowl "B1" or "B2" must be used. Both these bowls have an air intake port drilled horizontally through the side wall of the air well as shown at "L" and "N." In this location the air intake is sufficiently well protected to render the use of a gauze filter superfluous. It is obvious that any attempt to assemble carburettor bowl "A1" to carburettor body "B" will cut off the supply of air to the air well and prevent proper atomisation of the fuel mixture at the emulsion block.

Another point to be noted in connection with these carburettor assemblies is the alteration in the arrangement for venting the float chamber. With carburettor bowls "A1" and "B1" it will be observed that a depression is cast on the top face of the carburettor bowl immediately below the vent hole drilled through the float chamber cover, see "J" and "M," Fig. 11. The latest type carburettor bowl, which incidentally is lighter and more easily cleaned internally, has a notch cut at the top of the inner wall of the float chamber. This is shown at "P", Fig. 11.

One of our Bristol members has had problems with his carburettor. He approached Geoff Dee, our Technical Advisor, who identified the problem as being a mis-match of carburettor bodies and bowls. Geoff draws our attention to the 'Eight' and 'Ten' Bulletin, Vol. 7, No. 6., dated December 1938, which explains the differences:-

Mr. Mollá proudly stands by his prize of a new Ford 8 hp, which was presented 70 years ago this week in the Eslava Theatre in Valencia. I love the sartorial elegance of the bank clerk, with his pinstripe suit and floppy handkerchief spilling out of his breast pocket! - photograph from April 1933 'Revista Ford'



An unlikely story!

In January, papers released by the Public Records Office in London revealed that Mrs Wallace Simpson had an affair with Guy Trundle, a married car salesman, while she was being courted by Edward, the Prince of Wales. I am grateful to member, Paul Tritton, who alerted me to an article which appeared in the T2 supplement of 'The Times' on Friday, 31st January. Under the heading of 'True Fiction' was a photograph of a Model 'Y' Ford and the following article:-

FORD ESCORT – What did Wallis Simpson say to her lover-to-be Guy Trundle at their first meeting? Tim Hames knows the answer.

March 1935, a car showroom, London.

GT: Madam, are you looking at anything in particular. May I be of assistance? My name is Trundle - Guy Trundle.

WS: How kind of you. I am Mrs Simpson – Wallis Simpson. Well at least for the moment. Guy Such a dashing name. I've known many Guys in my time.

GT: Oh, splendid. Has anything caught your eye so far?

WS: I am always interested in a shifty little mover.

GT: You might want to try the Ford Popular, extremely popular, as you might imagine. Two doors, exceptionally reliable, can cover hundreds of miles in all sorts of conditions. And it's only £100. From your accent, Madam, if I may discern, have you ever driven abroad?

WS: Well, I suppose I have been about the place in China.

GT: The Far East. How unusual. Did you find the terrain challenging?

WS: Not really, there are all sort of techniques you discover out there.

GT: Fascinating. Now must it be new or would you consider a second-hand item?

WS: I am not opposed to something that has had one or two careless, I mean careful, owners.

GT: And do you have strong views on appearance?

WS: I've tried every colour so far, except black. Then, again, there was that jazz singer in New Orleans

GT: What about the upholstery?

WS: I thought you would never ask.

GT: I mean, how important are the interior features to you? Will you want to take it out to the country?

WS: Yes, I should have explained. It has to be in tiptop condition inside. I will need to entertain a number of friends in high places.

GT: Madam, you struck me as a mobile sort. Pray tell, or let me guess, would you be familiar with Charlie Chaplin?

WS: The Prince of Wales actually.

GT: His Royal Highness! Did you meet at polo?

WS: Well it involved a field, certainly.

GT: You must be on close terms with his friends. Have you met the Prime Minister?

WS: I believe that Mr. MacDonald speaks of me regularly. As does the Archbishop of Canterbury and the Metropolitan Police Commissioner.

GT: Who do you find the most engaging company?

WS: Winston Churchill – although he drinks and smokes too much. He will never get anywhere.

GT: Noël Coward?

WS: Yes, he is.

GT: And anyone else I might have heard of?

WS: I have important friends all over Europe, Mr Trundle. There is a charming bald gentleman in Rome and a dapper sort of chap with a short moustache in Berlin. He has ways of making me talk.

GT: Turning to the car again, Madam. Would you consider a test ride?

WS: Very forward of you, Mr Trundle. All in good time, at least another ten minutes. Tell me, what do you do when not in this showroom?

GT: I am very fond of dancing, Madam, and quite accomplished, too, if I may be so immodest.

WS: Dancing, I love dancing. His Royal Highness tries his best but he seems to have two left feet. It must be all that inbreeding in the House of Windsor.

GT: Well, if you would like to try the foxtrot, Madam, I should be honoured.

WS: That sounds like a splendid idea. With whom

do you normally ... step out, Mr Trundle?

GT: There are many, Madam, but I usually rehearse my most complicated moves with my sister.

WS: Well I'm sure she would not mind if you took me for a twirl. After all, she could say in complete honesty that she had danced with a man who had danced with a girl who danced with the Prince of Wales.

GT: So you have decided which one of these fine models you would like to take out for a turn?

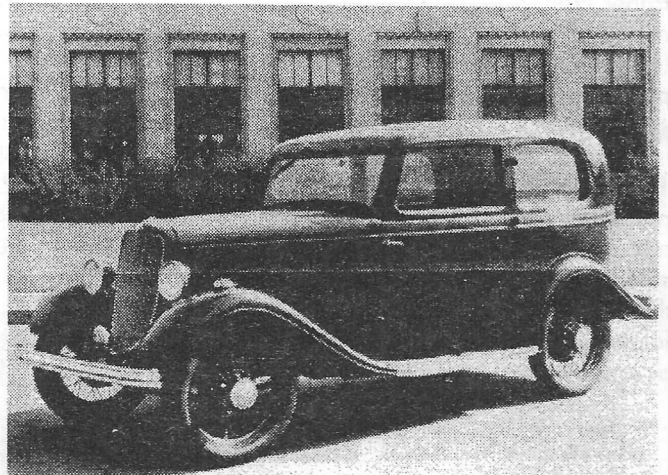
WS: I have my eye on several. Why not join me on the back seat Mr Trundle?

-0-0-0-0-0-0-0-0-

The terrible 'double-entendres' apart, Paul Tritton did point out that Mrs Simpson would have probably gone for a V8 in 1935, rather than a Ford Popular. The only factual error in the above is the statement that the Ford Popular cost only £100. The setting for the article was March 1935, whereas the price of the 'Popular' was not dropped to £100 until October 1935. But what caught my eye was the accompanying photograph, reproduced here. If any member can identify, before the end of March, what it is, where it is and the date when the photograph was taken, I will donate £20.00 to the Register funds. Answers in the next issue of the magazine.

Sam Roberts.

Guess what, where and when before the end of March and the Register funds will benefit!



Early Encounters with a Ford "Y"

Jonathan Davies

The City of Bath in 1960. As a young boy who was very interested in motor vehicles of all sorts, it was a source of considerable frustration to me that we did not own a car. My Dad often talked about it and was even having driving lessons, but the actual decision to buy seemed to be taking a long time. I was under no illusions about what sort of vehicle we were likely to end up with, and a new Sunbeam Rapier would only ever be a dream. There were however some older and possibly affordable cars about, that we could still be proud of. Each time we were visited by someone lucky enough to own a car I would ask to sit in it to see whether it might be suitable for us, for even at the tender age of 9 I had a fair idea of what things were worth. Most of the time I was forced to conclude that either the car was a bit too good (i.e. new Morris Minor) or too awful even for us (dented and rusted out Austin Ruby).

It was election time and my Dad was acting as someone's agent. (I think - I am rather hazy about the exact political details). The lady candidate was coming to our house to deliver pamphlets for distribution locally. On a beautiful morning she and her husband arrived in a car that caught my attention immediately. I was told that it was a Ford "Eight". It was dark green with black wings and, although obviously quite old and rather tired, it had a shape that pleased my boyish eye. The seats were green leather and what impressed me particularly was that the front passenger seat had been removed (à la London taxi) in order to increase its carrying capacity. This wasn't just a car, it was a multi-purpose vehicle! I walked around it and admired its rather old fashioned but still stylish lines. I liked its running boards and the outside spare wheel, together with the fold down luggage rack that could be used as a seat when parked. In fact even its

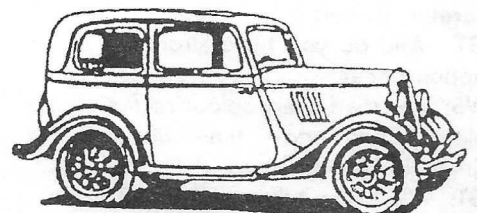
colour added to the impression that here was a sort of family jeep, a very functional vehicle. Sitting inside I couldn't see over the dashboard and barely out of the window, but I liked the smell and the feel of it. At least with a car like this you wouldn't get told off for putting your shoes on the seats.

If we had to buy something old, this then was the car that I decided was right for us. Although not quite the ultra modern "Anglia", it looked more elegant than most of the cars in our price range and had a certain basic honest charm that I liked. I said nothing to my Dad of course, I knew that he had very different ideas about what was a suitable vehicle for our family. And so it turned out. Not too long afterwards the great long-awaited day arrived when we were to take delivery of "our" car. I could barely contain my excitement, but my joy was just slightly marred when I finally saw our new purchase - a stodgy black Austin Eight with all the style of an upturned pudding basin!

Bedford in 1970. I was a student and at 19 the owner of a rather tired ten year old Ford 100E popular, colour dark blue. Much as I loved this my first car, I was not exactly the proud owner, for it wasn't my first choice. I had wanted a Mini, but this had proved to be beyond my budget. The practical Ford ran quite well but lacked one vital ingredient for a young man's transport - style. People accepted a lift in it purely because it was a convenient way to get home and quickly got out once they arrived. It wasn't really a car that you were proud to be seen in, or associated with. I would very much have liked something with better performance, looks, or at the very least, character.

That afternoon I pulled onto a garage forecourt to buy petrol and while putting in my usual 10 shillings worth of the

cheapest "regular" glanced across at the showroom. For sale there to my surprise was a car that did have "style" a pre-war Ford "Eight" and a model that was already a very rare sight on the roads. I went inside for a closer look. Gleaming black with red seats, the "Y" had red spoked wheels and looked almost new. The chrome shone, the tyres looked new and (unlike my "Pop") it sat up proudly on its wheels. Sitting inside, it smelled good and I liked the driving position. This was the car I had been looking for - a real head turner with character that had to be in my price range, after all it was obviously pretty ancient. I could already see myself cruising around in this unusual beauty, in a motoring class of my own. I wanted it! A sheepskin coated moustachioed character with slick Brylcreemed hair approached. "Took her in from the family of an old chap who's died, she's had very little use and was always kept in a garage. Got all the bills from new, she runs like clockwork". That decided things, the car was as good as mine! Just one final thing, the price - perhaps £50? or maybe £75 - after all the salesman did look as if he would drive a hard bargain. Never mind, this beauty would be worth it! So what was he asking? "Two hundred and twenty pounds sir". Ah yes, I'll have to think about it. The crushing disappointment made my shoulders sag. My "Pop" at most was worth about £90 and there was no way I could find the rest. The dreaming would have to stop, the stylish Ford would go to another. I sadly walked back to my plain and characterless 100E. It would be 30 years before I considered the purchase of another Ford "Y".



*** MODEL 'Y' & MODEL 'C' / 'CX' PUBLICATIONS ***

(Reprinted by kind permission of the Ford Motor Company Ltd.)

Service Bulletins:

The nearest we have to workshop manuals. Reprints of the technical and service manuals sent regularly to Ford agents.

Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7
(Sept. 1932 - Aug. 1934)

Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-
Vol. 3 No. 8 to Vol. 7 No. 6
(Sept. 1934 - Dec. 1938)

Model 'Y' owners need Parts I & II; Model 'C' / 'CX' owners Part II.
Service Bulletins are available at £8.50 each plus £1.50 postage in UK, £2.00 Europe & £5.00 rest of the world.

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Books:

Model "Y" & H.P. Covers 'Short-Rad' models 1932/33

The "Popular" Covers 'Long-Rad' models 1933/37

Illustrated Parts List:

The "Popular" Covers all Model 'Y's 1932 - 37)

Model 'C' & 'CX'

Instruction Book: The "De Luxe" (June 1935 Edition)

Each of the above is available to members at £10.00 (UK);
£11.00 (Europe) and £12.00 (Elsewhere): price includes postage.

Please write order clearly & send with payment details as below:-

*Cheque (£GB only) made payable to 'Ford Y&C Model Register Ltd.' or,

*Credit/Debit card type (Visa/ Mastercharge/Delta etc.)

Card number Amount £.....

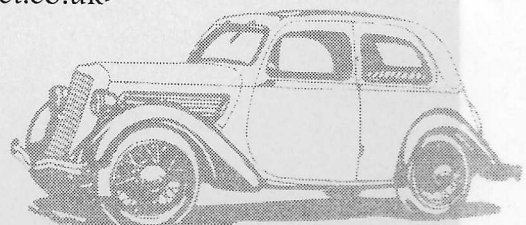
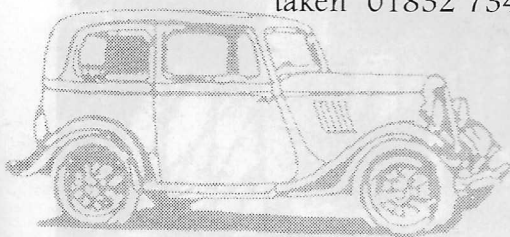
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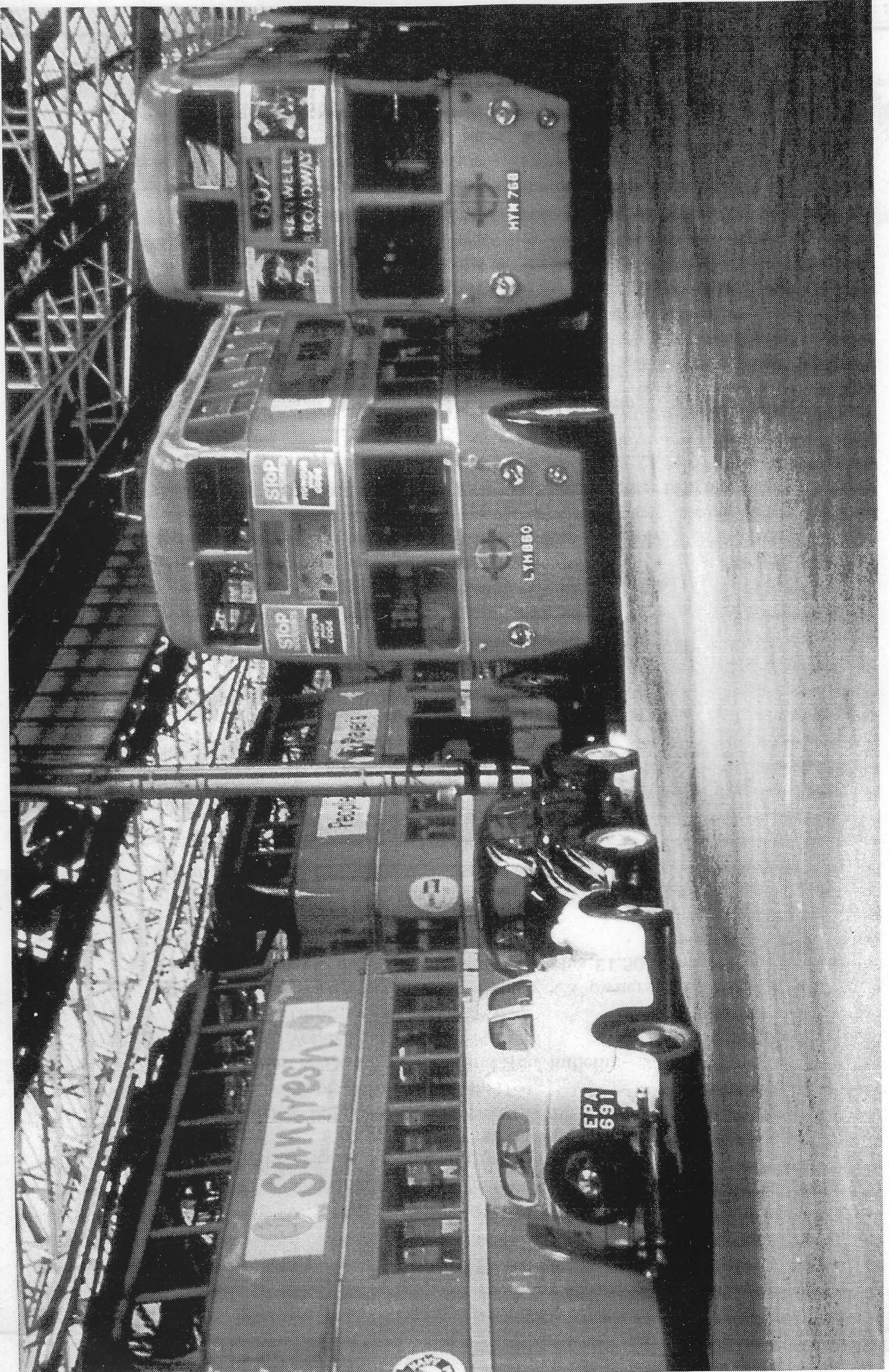
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Send to: Bob Wilkinson, Rose House, 9 Brambleside, Thrapston,
Northants, NN14 4PY, UK. Telephone or e-mail orders can be
taken 01832 734463 or <bob@bwilkinson49.fsnet.co.uk>





Y&C REGISTER PARTS FOR SALE

Y&C REGISTER PARTS FOR SALE PLEASE NOTE ORDERING PROCEDURE: Use the current pricing and Club order form. List items required & prices in columns provided. UK prices include Postage & Packing. **Eire & Europe** postage will be invoiced according to additional costs. **NOTE: EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT.** The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. It is regretted that we are unable to supply beyond European Community. Sheet metalwork can be supplied direct by K.A. Developments - see 'Useful Contacts'. If a required item is not listed, please submit S.A.E. with request to Jim Sharpe.

MECHANICAL-SUSPENSION, BRAKES & STEERING

Clevis pins (20 thou oversize) with split pins:- State S,R/LR/ C	£8.00 set
Front shackles (pattern part)	£7.00 each
Rear shackles (pattern part)	£5.00 each
Bushes for shackles - state front or rear	£2.00 each
Front road springs Y&C (not Ford). (Rear, used on application)	£39.00 each
Shock absorber kits:- Model 'Y' front	£125.00 pair
Long rod 'Y' rear	£90.00 pair
Front brake lever return spring, Y2096 RH or 2097 LH	£6.00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£6.00 each
Brake operating wedge, LR and C 48/2050	£13.00 each
Front brake lever, SR/LR/C Y2084	£13.00 each
Brake operating shaft (top king pin) RH Y2076, LH Y2077	£27.00 each
Rear operating shaft, LR/C. RH CE2231, LH CE2230	£27.00 each
Rear brake cam shaft SR. RH or a/s Y2231, LH or n/s Y2232	£16.00 each
Rear brake cam, SR Y2230	£16.00 each
Exchange brake shoes, rollers removed. Send old first to GM- set of 4	£35.50 set
Brake shoe pull off springs - Short rod, Intermediate 'Y' set 6	£17.00 set
Brake shoe pull off springs - Long rod post '33, 'C'/'CX', set 4	£13.00 set
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.
----------------------------------------------------------------------------	--------

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
Model "C" /"CX" HT lead kit	£18.00 each
6 volt coil	£19.00 each
Change HT lead kit; 10 cable ends & braided cable (standard kit)	£10.00 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 rod. 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 141

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

USEFUL CONTACTS

- Badge Re-enamelling.** **Pamela and David Enamels**
1 New Street, Chumleigh, Devon, EX18 7DB Tel: 01769 581122
- Body Restoration, Panel Repair & Manufacture.** **Ken Arthur, K.A. Developments**
20A Fore Street, Westbury, Wilts, BA13 3AX
Tel: 01373 827746 or 01225 766669 (evening)
- Boring, White Metalling, Bearings, Pistons, etc.** **Ron Topping, Northern Rebores Service**
54 - 56 Elswick Road, Newcastle-upon-Tyne, NE4 6JH
Tel: 0191 273 4326
- Mechanical Overhaul and Restoration.** **Tim Brandon, 5 The Street, Stonham Aspel,**
Stowmarket, Suffolk, IP14 6AG Tel: 01449 711837
- Roger Hanslip.** 165 Hungate Rd., Emneth, Nr. Wisbech. PE14 8EQ. Ring to discuss needs 01945 430325
- Mark Crabtree,** 29B, Moss Rd., Mossley, Congleton, Cheshire. CW12 3BN Tel: 01260 299743.
- Chassis Restoration, Classic Oils, Windscreens.** **Dave Tebb, Little Fenton Lodge, Little Fenton,**
Sherburn-in-Emlet, Leeds, LS25 6HQ Tel: 01937 557410
- Trim, Fittings, Rubber and Accessories, Small Ford Spares. 450x17 Tyres** **Paul Beck, Vintage Supplies Limited, Crosswinds,**
Happisburg, Norfolk, NR12 0RX
Tel: 01692 650455 Fax: 01692 651451
www.smallfordspares.co.uk e-mail: info@smallfordspares.co.uk
- Stockists Early Ford Parts** **Tony Butterfield (Can supply gaskets) 2 Cockers Lane,**
Leyland, Lancs, PR5 3SU. Tel: 01772 424032 Fax: 01772 457542
e-mail: tony@roadsters.freemove.co.uk
- Julian Janicki, Riverside, Blackbridge Lane, Horsham,**
West Sussex, RH12 1RR Tel: 01403 251184
- Headlining material** **Steve Minns, Beck Green Farm, Station Road, Tivetshall St. Margaret,**
Norfolk, NR15 2BB Tel: 01379 677367
e-mail: steve@beckgreenfarm.fsnet.co.uk
- 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.
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