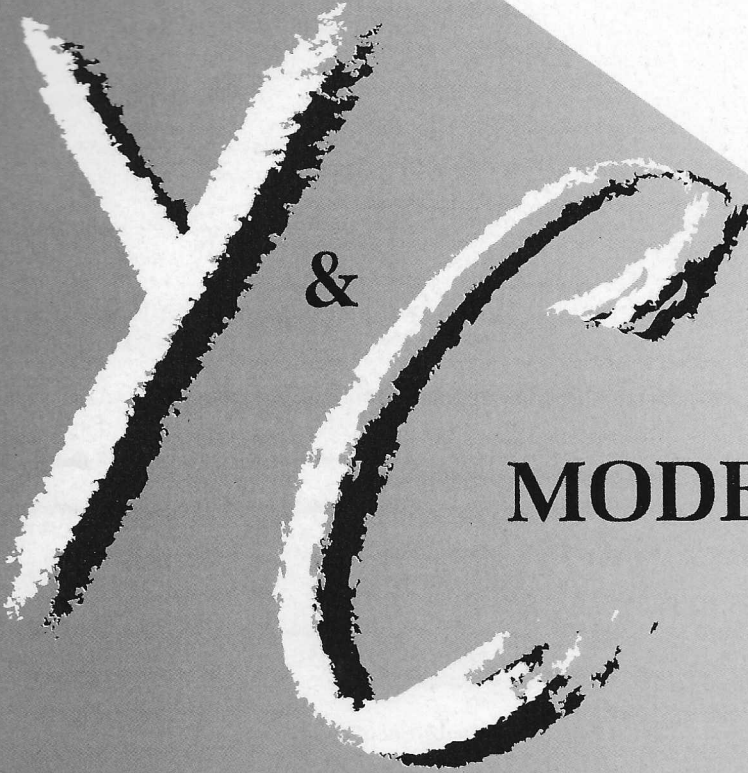


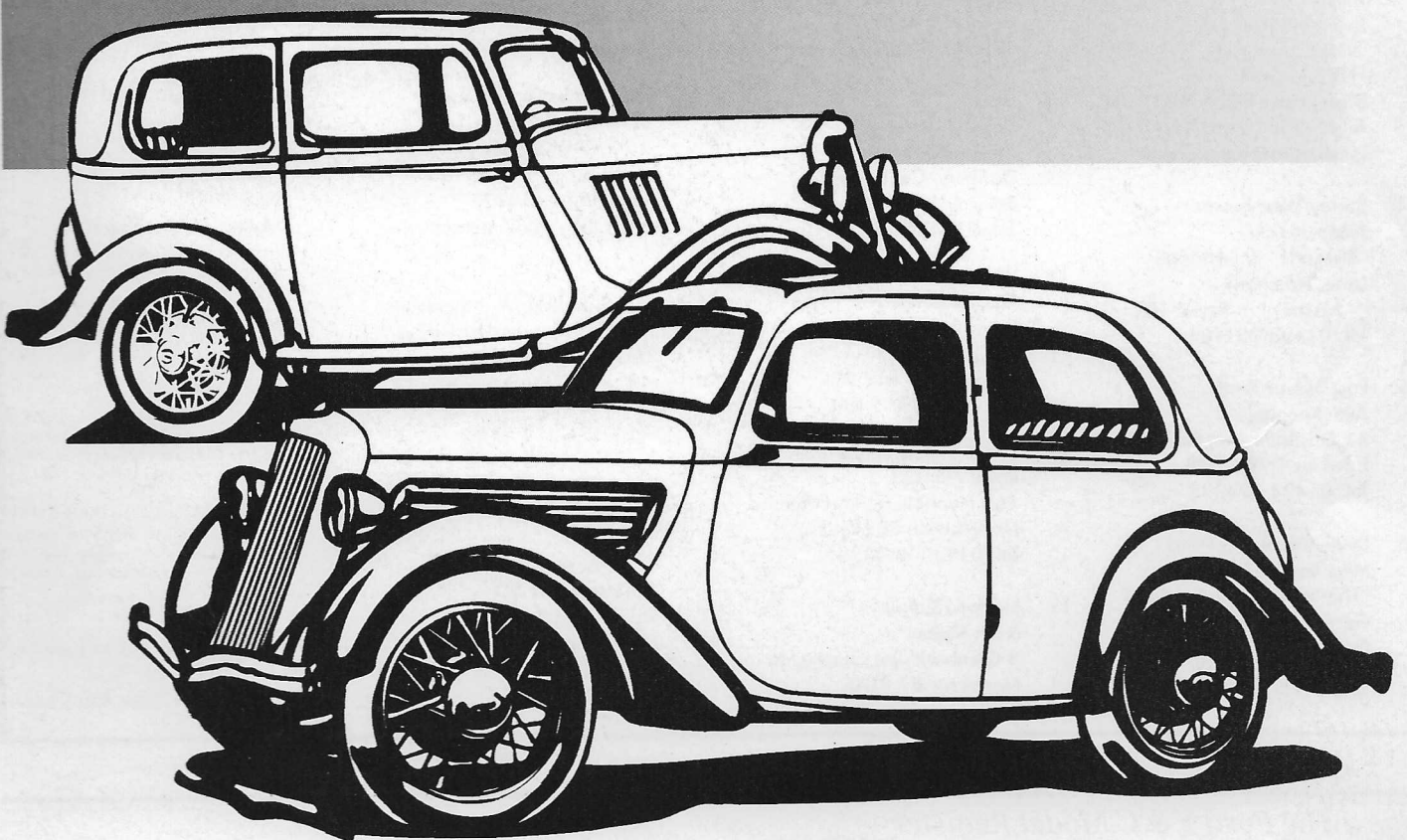
TRANSVERSE TORQUE

FORD

Issue 142 May - June 2003



MODEL REGISTER



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Editorial

Just as I had prepared this issue for printing, I received the tragic news of our Chairman, Geoff Murrell's sudden death from a heart attack. The news overshadows any that is in this Editorial and other articles in this issue, which had already been written. I have not changed anything, as I'm sure Geoff would want the Club to continue spreading the 'Y' and 'C' word and to grow in stature, as it has done under his excellent chairmanship. His plea in his final 'Chairman's Chatter' is indicative of his desire to see the club flourish. He will be sorely missed. The condolences of the Committee and members of the Register, whose messages are already being received, have been sent to Eileen, his widow.

Geoff's last official function was the A.G.M. This was well attended with some 10% of the membership present. As always, it was an enjoyable day, if not a little cold. It was a pleasure to see so many new faces this year. Bob Wilkinson has covered the gist of the decisions made in his Secretaries Rambles article and the minutes and accounts are included in this issue. We are grateful to Doug Hickson for bringing along three books for the library and to Frank Johnson, who arrived clutching a bag-full of those old bits which Graham Miles is always after – king pins, engine pulleys, brake shoes, etc. One of the pleasant surprises was to see a very proud Derek Birch with his beautifully restored April 1934 Model 'Y' Tudor – it was a long time coming!



Doesn't he look proud? Derek Birch with his finished restoration.

In the 'Life of Brian' article in the last issue, Brian M a c e mentioned that he had picked up a Ford Road

Atlas in an antique shop, which listed all the Ford dealers and spelt out the Highway Code. Brian loaned it to me and, as it advertises Ford Motor Company Ltd. of London and Manchester, I date it at about 1929, which seems a bit early for the Ministry of Transport first edition of the Highway Code (1931). I suggest that this could have been an unofficial version (on which the Ministry's was subsequently based), possibly prepared by the Society of Motor Manufacturers and Traders (SMMT). The list of Ford dealers is a superb reference and lists the addresses, telephone numbers and telegraphic addresses of all dealers in the British Isles. I counted 527 in England and Wales, 85 in Scotland and 20 in Ireland (north and south). This is a superb find and has made my growing database of known Ford dealers redundant in one fell swoop. Mind you, I am still trying to establish which dealers provided cars for the September 1933 Dependability Demonstration.

Geoff Murrell lent me a recently published book, 'Handbook of

Contents

Editorial	3
Chairman's chatter	4
Secretary's rambblings	5
For sale	5
Obituary Geoff Murrell	6
ANNUAL GENERAL MEETING	6
Bezzant update	9
CX - Oz Update	9
20 years ago	11
Book review	12
Obituary, Bryan Dixon	12
Forthcoming events	13
The Australian National Sidevalve Rally	14
International news	16
Members Cars	18
New members	19
New Members News	19
Northern sidelights	19
Spares report	20
More from Julian's album	20
Kelsey-Hayes and wheels	21
'An unlikely story' -	23
Model 'Y' restoration	24
Motoring organisations	25

Photograph on back cover.

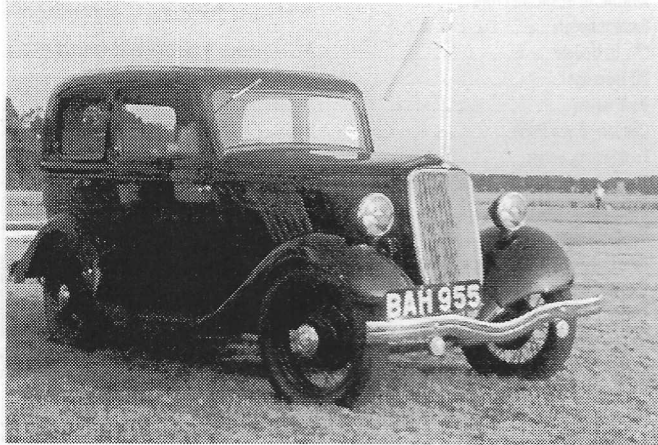
"Without doubt the best Model 'Y' in the world." Jack Clarke's claim for his January 1937 Tudor (Y169453) after its total, no-expense-spared restoration by the Fullbridge Carriage Company, Ltd. in Malden, Essex, in 1995. Few can dispute the claim.

Classic British Cars', by Graham Robson and Michael Ware (ISBN 1-86147-099-1). Although most of the cars illustrated are what you might term 'exotica', there on page 78 in the 'Vintage & Thoroughbred' chapter is a description of the Model 'Y', beautifully illustrated with Eric Street's June 1934 vineyard green Tudor (Y64533). The photograph is apparently out of the National Motor Museum archives. This is a car we haven't featured in the magazine and hasn't appeared at events. Perhaps, Eric, who lives near Newport in Pembrokeshire, might like to let us in on its history. The book is a handy reference. The Model 'Y' write-up is good, but spoilt at the end where it states that "Nearly 158,000 were produced in five years, before the restyled and somewhat larger Model C 8 hp and 10 hp Fords took over in 1937."

I was disappointed to read that one of our members had let down the organisers of the Bristol Classic Car Show by saying that he would attend with his car and then just not turned up on the day because he 'was too busy'. The stand, which only displayed a few cars, was a combined stand with the Ford Sidevalve Owners' Club. The incident was reported in the 'Sidevalve News', the FSOC magazine, as follows:- "I was miffed to say the least about being let down with the Model 'Y' at the Bristol Show and can understand why the local Y and C rep gave up the stand. As is often written in the club mag, this is a club for members, run by volunteers. As others will know, organising a show stand, however simple takes time and effort. The Bristol Show costs me at least one day's holiday, at least one day of Peter's new retirement, a number of phone calls and a lot of running about. If you can help, please do. If you can't, please let the organiser know." Although it involved yet more phone calls and a visit to his house to deliver the show pass, Phil Wookey saved the day with his Model 'Y' at very short notice.

Well done Phil! However, it doesn't alter the fact that the Y&C Register has been embarrassed by the lack of consideration of one of its members.

On a brighter note, Philip Swan, the Curator at the RAF Wickenby Airfield Museum in Lincolnshire now has his November 1936 Tudor Model 'Y' back on the road. I only mention this because it was manufactured about three weeks before I was born!



Philip Swan's November 1936 'Popular' (Y162043) back on the road at RAF Wickenby in Lincolnshire.

Member Paul Beck of Vintage Supplies and Small Ford Spares informs me that he now has a stock of Pytchley sliding roof clamps for the Model 'Y' sliding roofs; cost £21.40 each. These and other spares can be found on his

website: www.vintagecarparts.co.uk Note also that we have been advertising complete Model 'Y' wheels, with or without good hub caps, under the For Sale section as supplied by member Tony Etheridge, who is also our main tyres, inner tubes and rim tapes supplier (see Useful Contacts).

Some of our earlier 1932/33 short rads have already passed their 70th anniversary of production at Dagenham. I hope that the appropriate celebrations have been taking place. I see that, over the next couple of months, 10 more members' cars come of age. Kate McConnon, for one, should be downing a few Guinness in Alaska!

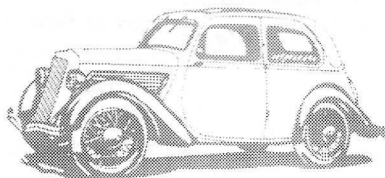
I have received a letter from Eddie Nolan, who will be very familiar to those who went on Convoy 2002. Eddie, who is the ex-Chairman of Henry Ford & Son, Ltd. in Ireland, was responsible for nominating the charity to which the members of the Y&C Register raised and donated the vast sum of £10,000 as an offshoot to Convoy 2002. The money went towards an extension to St. Luke's Home in Cork, which caters for Alzheimer's sufferers. In his letter, Eddie reports, "I cannot express how thankful I am to the Ford Y&C Model Register for supporting the St. Luke's Home fund. We have commenced the extension and Day Care Centre, so it's all hands to the pump for more fund raising." It is good to hear that we have helped so positively.

Whilst on Convoy 2002, there was a poor response to the appeal for video footage of the Convoy. Those of you with clips, please contact Geoff Dee to help him with his quest to produce a film of the event.

It is with great sadness that I heard of the death of Bryan Dixon. Bryan has been a member of the Register for many years and, until his illness, was ever-present with his immaculate Fordor Model 'Y', complete with radio, at our rallies in the Midlands. Bob has included an obituary to him in this issue.

Sam Roberts.

**Deadline for copy for Issue 143
Monday, 30th June 2003**



Chairman's chatter

Age? What does this mean to you? Age of the cars, members, parts or what? Graham Miles has already given notice that by next year he wants to be able to move house and pass on the spares responsibility to someone else. At the Club AGM last month Sam Roberts and Bob Wilkinson gave notice that in some 3 years time they will stand down from their posts as Magazine Editor and Club Secretary respectively. This will leave us in a dilemma unless we prepare for it. The committee members are predominately in their late 50s or early 60s. Within a few years they will be in their late 60s or early 70s.

Something drastic needs to happen. It has started with Adrian Chapman taking on the Membership Secretary post. Adrian looks in his 30's but is probably older! The spares administration is now under Jim Sharpe's care, but he is not getting any younger. We need members in their early 50s or less to come forward for committee posts. We know you are there. Your father or grandfather had a Model 'Y' or 'C', or you are just a plain 'Y&C nutter'. Either way, please give Bob Wilkinson a call and tell him that now is the time you made your contribution to the club.

Thanks.

Geoff Murrell

Secretary's ramblings

This has been a hectic few weeks for the club. The spares relocation from the Watford barn to containers in the Stevenage area is well under way, thanks to willing volunteers under the direction of Graham Miles. Tony Etheridge, well known as our club tyre man, has made several trips with his Transit van entirely at his own expense. Thanks are due to him in particular. Much work remains to be done in terms of sorting and racking so, if you can spare a few hours, please let me or Graham Miles know.

The AGM was once again a well attended pleasant social event with 36 members, plus family and friends, and 9 of our cars on show. On the coldest April day I can remember for a long while, Sam Roberts in his Kerry and Doug and Bessie Hickson in their Mistral braved the weather to be there hoods down. Brave souls! The AGM is a splendid day out when, apart from the necessary club business, time is given in pleasant surroundings for members to meet and natter, buy and exchange parts and generally to share in the running of the club. If you missed out on this event, then make sure you are there next year, you will enjoy the day. We welcome Mike Samuel, our man in south Wales, as Vice-Chairman and he will take over as Chairman next April. Graham Miles has given notice of his withdrawal from the Spares Officer post next year and both Sam Roberts and I have indicated that we intend to stand down from office in 3 years or so unless you decide to show us the door before then of course! Our Chairman, Geoff Murrell has, in his column, written about the need for the next generation to step forward. Adrian Chapman, our new Membership Officer is certainly the next generation getting involved in club work. You will be hearing from him personally seeking your annual subscription renewal, so please pay promptly and make his workload lighter. (See notice). The AGM Minutes and financial report appear elsewhere in this edition.

Summer is hopefully upon us and with it some important events in this, Ford's Centenary Year. Please attend some of these events (see Events List) and show your support for the club. The Isle of Man Tour in June is now booked up with 16 cars

entered. We are hoping that some of our IoM members will join in the activities. This tour should be a less strenuous event than the Convoys of the last 3 years, but hopefully equal on enjoyment.

Matters are relatively quiet on the FBHVC front, but I did pick out that representations are to be made to the government to re-introduce the 25 year rolling date for eligibility for nil rate UK excise duty. I'm sure there are members out there who, like me, bought a 1973 car just before the rule change! My other car is an MGB apart from the Model A. Work on my 'CX' tourer continues, with most front end mechanical work to steering and suspension now almost completed. The warmer weather should help the ageing Wilkie muscles and joints, so progress should be more rapid. Have a good summer with your 'Y' or 'C' Model.
Bob Wilkinson.
Secretary.

BOB'S JOKE CORNER.

Aspiring Irish psychiatrists were attending their first class on emotional extremes at Trinity College.
"Just to establish the parameters" said the professor to the student from Cork "What is the opposite of joy?" "Sadness" said the student.
"And the opposite of depression?" he asked of a young female student from

Belfast.

"Why, elation sir" she said.

"And you young sir" he asked of a young man from Kerry, "How about the opposite of woe?" The man replied "Sir, I believe that would be 'Giddy up' "!!!

(I withhold the name of the member sending this one for his protection from the riposte from members in Kerry. Tho' like Yorkshiremen, they must get used to this kind of comment.)

Bob Wilkinson.

Postage Rates: An Important Moan.

Will members writing to Club Officers, PLEASE ensure that adequate value in postage is made. Royal Mail now use a system on underpaid mail which is punitive in cost and convenience to the recipient. The recipient is notified by postcard that an item is held at the sorting office (in my case 12 miles away), where you pay a 40p administrative charge. Alternatively, the offending item will only be delivered if the shortfall and £1.00 excess is paid in stamps on the notification card, which is then posted back to the sorting office. Thus after about 3 or 4 days the item is then delivered. (Failure to pay results in the item being returned to sender).

I suggest that important documents (photos, logbooks etc) are sent by recorded delivery to ensure safe arrival. Moan over.... Thank you.

Bob Wilkinson.

For sale

1936 Model 'Y', Tudor, blue, was registered VG 5925. Chassis number not determined. No engine, otherwise complete. Rusty, so good for spares only, although not impossible to restore. No history or paperwork. £250.
Roger Booth Tel: 01747 - 854595 (evenings)
(Shaftesbury, Dorset)

1937 Model 'Y' Van, EGW 994, chassis number not determined. Timber renewed, bodywork restored and painted green. Probably 85% restored. Requires fabric roof and all the fiddly bits doing to complete. Moving house so will lose storage space.
Roger Booth Tel: 01747 - 854595 (evenings)
(Shaftesbury, Dorset)

1934 Tudor Model 'Y' (Y59933), ESJ 409. Maroon over black. 12 months MoT. Same owner since 1987. Garaged and driven only to

annual MoT! Excellent condition. £3000.
Steve Hatton. Tel: 01908 584212 (Nr. Milton Keynes, Buckinghamshire)

1936 Fordson Model 'Y' Van. (Y154941), EU 6132. Restored with The Royal British Legion livery. Excellent condition. £4,495
Grundy Mack Classic Cars. Tel: 01944 758000 (Malton, North Yorkshire)

Model 'Y' road wheels with good hub caps: £16.00 each. Without hub caps: £12.00 each. Buyer collects, or carriage extra.
Tony Etheridge Tyres. Tel: 01923 231699 (24 hr Ansafone) (Watford, Hertfordshire)

Wanted

'C'/'CX' Model sidelamps, either complete or individual parts required to refurbish my set.
Bob Wilkinson. 01832 734463 (Northamptonshire).

Obituary –

Geoff Murrell, Chairman Ford Y&C Model Register.

It is with great sadness and shock that we learnt of the death of our Chairman, Geoff Murrell, who died of a heart attack at home on 23 April 2003. With only 30 days to go before his retirement from the Ford Motor Company, his passing is that much more tragic, especially for his widow, Eileen. Our thoughts and prayers are with her at this terrible time.

As Chairman, Geoff has been the driving force behind the successful transfer of the Club to limited company status; a move which has benefited us all. He has rejuvenated and expanded the Club website, improving the standing of the Y&C Register amongst classic car enthusiasts. He oversaw and was actively involved in the move of the Register spares from the barn to the containers. We shall sorely miss his no-nonsense style of managing the Committee and his energetic, ebullient, cheerful and enthusiastic manner.

Geoff and Eileen changed hobby-horses from actively supporting a steam preservation society to ownership of a Model 'Y' and membership of the Ford Y&C Model Register in June 1989, when Geoff bought a restoration project, DKE 912, a 1936 black Tudor. As he said at the time "As a fuel injection expert at the Ford Motor company, I find the Model 'Y' refreshingly easy to work on." It was soon on the road and he and Eileen toured the countryside around their home on the border of Hertfordshire and Cambridgeshire, enjoying the car and the scenery.

His involvement with the management of the Y&C Register came in January 1996, when he volunteered to fill the vacancy of the Regional Coordinator for Leicestershire, Northamptonshire and Cambridgeshire (Region 12), even though his home address was just outside this region, in Hertfordshire. Then, at the 1999 A.G.M., a plea from the Chair called for a Regalia Officer. Geoff and Eileen stepped into the breach and raised the standard of the Club regalia significantly; providing personalised shirts for Convoy 2000 and, later, for Convoy 2002. It was only last year that he handed over the Regalia Officer post to John Argent.

In 1998, Geoff bought the May 1936 maroon Model 'CX' tourer from John Griffiths. It was on Convoy 2000 that the bugs were ironed out of the engine, which subsequently performed well at each of the events he attended, often with Eileen, and including Convoy 2002. We shall miss their cheerful personalities at our gatherings and rallies. The effects of his passing will be felt throughout the Y&C Register. He was a good man.

Sam Roberts.

ANNUAL GENERAL MEETING

6th. APRIL 2003. WILLOUGHBY VILLAGE HALL.

Present: 38 members plus family & friends. (On display 8 Model 'Y's & 1 Eifel saloon).

Chairman Geoff Murrell welcomed members & friends to 24th. AGM of Register.

Apologies: Neil Bray, Roger Hanslip, Bill Headde, Mike Samuel.

1. The Minutes of 2002 AGM as previously circulated were accepted as a true record.

2. Committee Reports:

Chairman: Geoff Murrell in his report calculated that Committee Members had collectively travelled over 12k miles in year attending meetings and had obviously spent many more hours working for the club. This was a measure of the commitment shown for which he expressed thanks.

The change to Limited Company with a constitution and all attendant changes have given the club a more professional edge. He thanked Bruce Allan (Treasurer) and Bob Wilkinson (Secretary) for their efforts in implementing the changes for the benefit of all members.

Much has happened on the spares front during the year thanks to Graham Miles, Jim Sharpe and the very busy spares sub-committee. New items were added to the remanufactured list and the relocation of spares was well in hand.

The club magazine continued to be a source of pride in the hands of Sam Roberts and the new Regalia team of John & Carol Argent are developing new lines. Both Sam Roberts and Bob Wilkinson had indicated their intention to step down in 3years or so and the club will need the next generation of members to step into these key roles.

Secretary: Bob Wilkinson reported on a busy year of consolidation, development and events. The move to limited company had consolidated the decisions made at the previous AGM and had safeguarded the legal and financial interests of club and members alike in a changing society.



An attentive membership, with spouses, listen agog to the glowing reports from the Officers at the A.G.M."

Bob praised the detailed work undertaken by Bruce Allan in this connection.

Insurance cover (public & product liability) had been reviewed but at present public liability was not available for Eire. Consequently club events there will not be possible until this matter is resolved.

The club had been able to support 10 members' applications to DVLA for registration marks. Our club website had flourished in Geoff Murrell's hands with regular topical updates.

The well reported Convoy 2002 to Ireland had proved to be a magnificent event and thanks were due to John Fitzgerald and Sam Roberts. £10,000 was raised for the Alzheimer Charity.

John Argent (Regalia), Jim Sharpe (Spares) and Adrian Chapman (Membership) were welcomed into office. Roy Whittaker was thanked for his work as former Membership Officer.

Bob spoke of his and the general sense of pride in the club and concluded by urging all members to take every opportunity to recruit new members as this was the sure way of ensuring that the cars survive.

Treasurer: Bruce Allan presented the Audited Annual Accounts on behalf of the Directors. These were approved by the meeting, being proposed by Geoff Dee & seconded by Jim Sharpe.

Bruce responded to questions relating to supporting the continued use of credit card facility and seeking magazine advertising revenue.

(See summary of Accounts appended to Minutes and also Agenda item 4 below).

Membership Officer: Adrian Chapman reported 394 as present membership. Presently 162 pay by St. Order and Adrian asked that more members take up this payment option. Incentives for doing so, and saving the club a considerable amount of admin. time, were under consideration.

Spares: Graham Miles reported sales of £9.4k and that now only about 10% of spares sold were used items thus reflecting the increasing wide range of new/remanufactured items stocked. Remanufactured or reconditioned items added this year included valves and guides, drag links, and carburettors. Recon engines are in stock and it is intended to make serviced steering boxes and rear axles available in the near future. Spares relocation is in hand and thanks

were given to Tony Etheridge in particular and other members who had helped in this process.

Spares Administrator Jim Sharpe outlined the intended scheme, to be phased in, allowing Graham to relinquish his post, of holding new stock in 5 separate divisions/locations under the care of interested volunteer members prepared to pack and despatch orders received by him centrally. From the meeting Owen Baldock Geoff Dee, John Keenan, Peter Ketchell and Colin Rowe declared an interest in becoming involved. Jim Sharpe noted that it was taking 5 people to replace Graham Miles' role!

Editor: Sam Roberts thanked members for maintaining a flow of valuable items for the magazine and sought reassurance from the meeting on the overseas balance of content, particularly contributions from Australia and Spain. Sam had been in discussion with our printer on the quality of photographs appearing in the magazine.

Archives/library. Sam Roberts reported that the club archives on our vehicles was now, without doubt, the most comprehensive held anywhere in the world. In addition the history of each individual car is being recorded and Sam asked members to submit details of their vehicles to him. The club also now has the most extensive library list on Y & C Models. These items are available on loan from him and lists are published on the club website.

Regalia: John Argent commented on the large proportion of overseas sales within the total of 1.2k for the year. The new 'C' model car had sold well. Ideas were sought from members for new lines but fleeces, hats and tour special items are under consideration.

The Chairman thanked all officers for their reports and for their work in the year.

3. Donation of previous Association Funds.

Following the item in his report the Treasurer, Bruce Allan explained that it was necessary to formally transfer all funds of the former club to the new Ford Y & C Model Register Limited. This was proposed by Geoff Dee, seconded by Jim Sharpe and accepted by the meeting.

4. Election of Officers: The following were elected by the meeting:

Chairman	Geoff Murrell
Vice-Chairman.	Mike Samuel
Secretary.	Bob Wilkinson
Treasurer.	Bruce Allan
Membership Officer.	Adrian Chapman
Spares Officer.	Graham Miles
Spares Administrator	Jim Sharpe
Editor/Archivist/Vehicle Registrar.	Sam Roberts
Regalia Officer.	John Argent
Technical Adviser.	Geoff Dee.

5. Awards: Maurice Billing Award. To be announced later.

6. AoB:

(i) Events Reminders: Chairman urged involvement in the following Ford Centenary events.

- (a) Isle of Man : 16 cars were booked. List now closed.
- (b) Ford Centenary. Gaydon All entries welcome to club area..
- (c) Great Dorset Steam Fair.
- (d) Wales Tour 2004. Bruce Allan asked members to indicate their interest in this event.

(ii) Date of 2004 AGM .

Change of date: now Sun. 11th. April 2004.

The Chairman thanked all for attending particularly members bringing their 'Y' or 'C' Model for display.

The meeting closed at 3.20pm.

FORD Y&C MODEL REGISTER LIMITED (BY GUARANTEE)

**DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE PERIOD ENDED 28 FEBRUARY 2003**

	General 2003	Spares 2003	Total 2003
Turnover	£	£	£
Subscriptions	5,851	-	5,851
Donations/credits	1,095	(129)	966
Isle of Man trip	1,475	-	1,475
Alzheimer's fundraiser	7,956	-	7,956
Regalia	925	-	925
Books and bulletins	225	-	225
Reproduction spares	-	5,830	5,830
Old stock	-	574	574
Other income	10	157	167
	<u>17,537</u>	<u>6,432</u>	<u>23,969</u>

Cost of sales

Engine purchases	-	777	777
Body parts	-	1,007	1,007
Mechanical parts	-	4,992	4,992
Purchases of old stock	-	30	30
Regalia	1,222	-	1,222
Show materials	660	-	660
Alzheimer's event	8,256	-	8,256
NEC event	132	-	132
Closing stock	10,270	6,806	17,076
	<u>(3,637)</u>	<u>(12,626)</u>	<u>(16,263)</u>
Gross profit	(6,633)	5,820	(813)
Administrative expenses	10,904	12,252	23,156
Operating profit	<u>(6,451)</u>	<u>(1,117)</u>	<u>(7,568)</u>
Other interest receivable and other income	4,453	11,135	15,588
Bank interest received	65	-	65
Profit before taxation	<u>4,518</u>	<u>11,135</u>	<u>15,653</u>

Notes:-

- 1) The full version of the accounts can be obtained from the Treasurer.
- 2) At the A.G.M., members voted to amalgamate the old association funds with the Company funds, which will remove our creditors' figure next year.
- 3) The three named Directors receive no emoluments or fees.
- 4) All profits are reinvested in the Company for the members' benefit.

Bruce Allan, Treasurer.

FORD Y&C MODEL REGISTER LIMITED (BY GUARANTEE)

BALANCE SHEET AS AT 28 FEBRUARY 2003

Fixed Assets	£	£
Tangible assets		450
Current assets		
Stocks	16,262	
Debtors	502	
Cash at bank and in hand	13,489	
	<u>30,253</u>	
Creditors: amounts falling due within one year	(499)	
Net current assets		29,754
Total assets less current liabilities		<u>30,204</u>
Creditors: amounts falling due after more than one year		<u>(14,551)</u>
Capital and reserves: Profit and loss account		<u>15,653</u>
Members' funds		<u>15,653</u>

These financial statements have been prepared in accordance with the special provisions of Part VIII of the Companies Act 1985 relating to small companies and with the Financial Reporting Standard for Smaller Entities (effective June 2002).

The financial statements were approved by the Board on 6 April 2003.

B Allan
Director

G Murrell
Director

R Wilkinson
Director

SCHEDULE OF ADMINISTRATIVE EXPENSES - 2003

Administrative expenses (£s)	General	Spares	Total
Barn rent	-	734	734
Meetings	86	-	86
Printing, postage and stationery	632	383	1,015
Magazine costs	4,189	-	4,189
Telephone	27	-	27
Accountancy	566	-	566
Audit fees	499	-	499
Bank charges	46	-	46
Credit card charges	325	-	325
Sundry expenses	31	-	31
Depreciation on fixtures, fittings & equipment	50	-	50
	<u>6,451</u>	<u>1,117</u>	<u>7,568</u>

Bezzant update

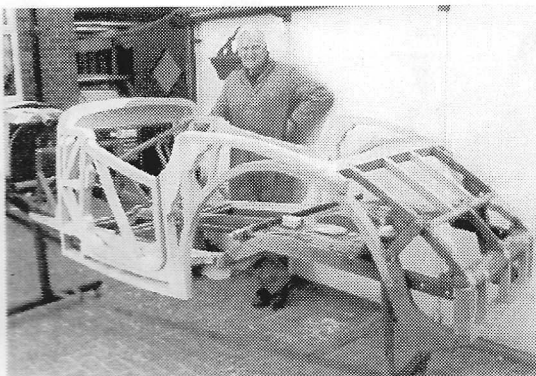
Progress on John Griffiths' Bezzant restoration continues apace. Terry Mortiboy's latest report follows. Incidentally, I believe I have been pronouncing the name incorrectly. Rather than Bezzant, with the accent on the 'a', I now think it should rhyme with 'pleasant'. Terry writes:-

"George Higham, a friend and very talented retired wood-machinist, became interested and then very involved in the restoration after offering to make a new ash frame. The car has been at George's, in Preston, for the last six weeks, whilst the work on the frame was finished. I mistakenly thought I would be able to take a break for a few weeks, but this was not how it turned out as I became involved in labouring for him. (A very hard task-master, but we've worked well together and thoroughly enjoyed it.)

Tonight, however, George is probably heaving a great sigh of relief as once again the car is back here with the woodwork looking fantastic (see photo). He has done a superb job, but, before members from the Club start ringing up with offers of work for him, I have to tell you that, although he has enjoyed the project, there is no way he wants to take on anything similar (well, not for a very long time!)

Work can now begin on treating the new woodwork and then I will get cracking on repairing the metalwork and reskinning. Before that, however, we're having a few days holiday on the Isle of Wight, hoping that this fabulous weather will last a little longer.

I've just come in from working on the car - this time my Cavalier - the radiator went whilst trailing the Bezzant back this afternoon."



A relieved George Higham with the finished ash frame sitting on the Bezzant's chassis.

CX - Oz Update

Back in Issues 126 to 128 inclusive, I gave details of no less than 29 Model CX's that I had seen at first hand or heard from, if not met in person, their owners since my arrival in Australia in late 1999. Two years have elapsed since those reports were made and it is now time to see what has happened to those cars and to reveal the existence of seven more.

Of those 29, two sedans (20B-S511 and 20B-S2002) have been sacrificed to keep other cars going and no longer exist; one coupe (the so-called blue and black coupe in Spreyton, Tasmania) is believed to be a figment of my informant's imagination, and never existed; and we have lost a coupe (20B-C220) to a "hot rodder", effectively reducing the total number by four to 25, of which 16 have remained "as you were", with only a handful of those turning a wheel in the intermittent period. The balance of 9 have progressed or changed hands as follows.

Wayne Brown has finished the restoration of his beige 1935 "phaeton-cum-tourer" (20B-P2), with the exception of the hood and side screens. He has been using the second-hand hood off an *Anglia* tourer, given to him by James Allan, until such time as he has accumulated the funds to pay for a new one.

Garry Yule succeeded in fettling his black 1936 sedan (20B-S972) and has driven it about quite a bit but thinks the brakes could be improved.

David Moran has been quietly accumulating parts for his blue 1937 sedan, whose chassis and body numbers have been confirmed as C62214 and 20B-S2068 respectively (and not as quoted previously). Other than moving it around his shed, David has made no visible progress on its restoration.

Mike Kirkpatrick of Woori Yallock has sold his cream 1936 sedan (20B-S1356) to Phil Derizario in Werribee, west of Melbourne, who seems keen to restore it.

Greg Rice of Junortoun, a suburb of Bendigo, commenced the restoration of his 1937 sedan (20B-S2404) and had repaired the chassis and bodyshell, spraying the latter in grey primer, when he found a buyer for it from Sydney, N.S.W. in late 2001, and it hasn't been heard of since. Greg had previously bought the 1937 sedan (20B-S2241) that was in red oxide primer from Wayne Lodge, and at the time of writing, this had been repaired and resprayed in a lovely shade of green, and was ready for reupholstering.

Barry Seng had only to spray the front mudguards of his 1936 coupe (20B-C103) when I saw it in Point Talburpin, on Redland Bay, south east of Brisbane, for the first time during a lucrative holiday in Queensland in September last. He has yet to tackle the job of reupholstering it.

Then there's my own blue 1936 roadster which, as you will have seen in Issue 140, is starting to look like a car again, rather than a heap of parts! I hope to finish it later this year (and tell you more about its restoration another time!!).

The very latest news of those initial 29 cars is that David Moran (that collector of all things C or CX) has just acquired Alan Stevens' ultra-rare 1935 roadster, well-sided ute, whose chassis number is C24464. The body number has now been confirmed as 20B-28LD (not 20B-23LD as reported previously). No commercial variants of the Model CX are known to be on the road in Australia at present.

On the same day that I saw Barry Seng at Point Talburpin, I also saw Maurie Graham and his immaculate, white and red 1936 roadster some 50kms further south in Burleigh Heads, on the Gold Coast, south of Brisbane. I was later to confirm that the remains of a Model CX panel delivery van had been used to restore this car in the early 1980's, hence the

body number "20B-PD200" on the bulkhead. But it was the revelation that Maurie had borrowed some parts to replicate from Trevor Greig in Sandy Beach, further down the eastern seaboard of Australia, in northern New South Wales, that led me to discover that the latter owns an unrestored, beige 1936 roadster! Details of this car are still awaited from Trevor, who told me that he knew of a dark green 1936 coupe under a house in Broke, near Singleton, west of Newcastle. Before you conjure up ideas of a house being built on top of the car and the latter being irretrievable, without demolishing the house, let me explain that many houses in northern N.S.W. and Queensland are built on stilts, supposedly to allow air to circulate beneath them to keep the occupants of the house cool in hot weather, so it is not unusual to store things underneath houses in that part of the world.

On 1st October, whilst on the way back from that holiday in Queensland, Sandra and I called in to see Des Hardman and his two-tone brown Model Y roadster in Armidale, N.S.W. Des informed me about David Wilson in Inverell, N.S.W. who I've since contacted and kept in touch with. In his collection of cars, David has a dark green Model CX coupe with body number 20B-C48. David told me that he can only make out the first four characters of the chassis number of his coupe, "C275xx", which is enough to tell us that the original engine was manufactured around December 1935, and makes David's car the oldest Model CX coupe known to exist. The car is currently in storage awaiting restoration.

On the 19th November 2002, I went to the huge Bendigo Swap Meet in Victoria and at the famous "1pm Sidevalvers' Meet" in the Main Hall on the showground, met Andy Leech from Whyalla, South Australia, who is restoring a 1936 sedan (20B-S1913).

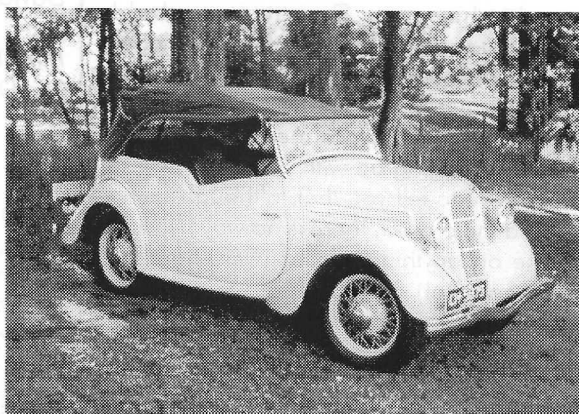
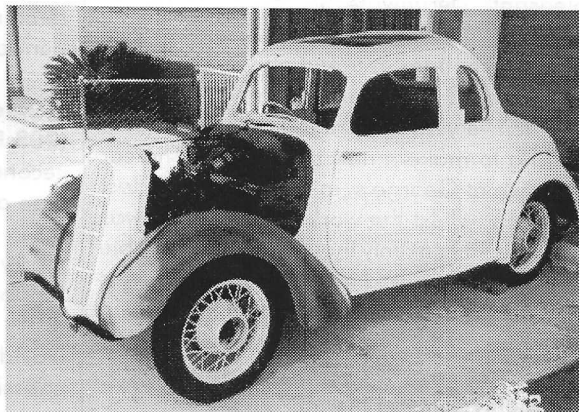
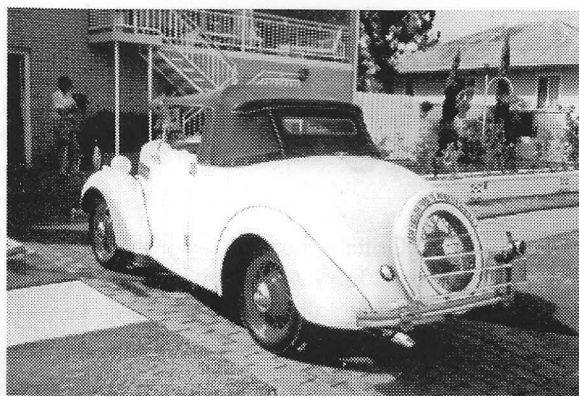
Since my initial reports, I've also met John Penhall of Eaglehawk, Bendigo, who bought a dark green 1937 sedan (20B-S2077) from Alan Stevens some years ago and now wishes to sell it as his wife finds it too small for comfort! I've also met Lloyd Hughes of Maldon, Victoria who owns a brown 1936 sedan that was previously owned by Reg Hawke. The car is kept in a shed in Woodend, Victoria and I have not yet been able to see it and obtain its details.

Finally, it was nice to hear from Giulio Tagliaferri of Casuarina, Western Australia early in January 2003. I first met him and saw his nice black, blue and cream 1936 Model CX sedan at the National Rally in Perth back in 1997. Since then Giulio has been in and out of hospital and had a lot of operations. When I asked him if he felt "fully restored" now, he remarked "I feel as if I'm up to the painting stage" (at least I'm sure he said "painting" and not "panting")!!! Giulio told me that if he can get the loan of a truck, he'll bring the Model CX across to the Barossa Bivouac in April 2003; if not, he'll be driving his little E4930C "Ten-Five" 5cwt van all the way across the Nullabor Plain to Nuriootpa.

So that brings the total of Model CXs I've either seen or been in contact with their owners since 1999 to 36, of which 32 are confirmed to be still in existence (and not hot-rodged).

Bill Ballard

Photos - from Bill Ballard
 1 Maurie Graham's Roadster
 2 Barry Seng CX Coupe
 3 Wayne Brown, 1936 CX Phaeton
 4 Greg Rice, 1937 Sedan
 5 Bill Ballard with Maurie Graham (in hat)
 notice the reg - TEN 36!



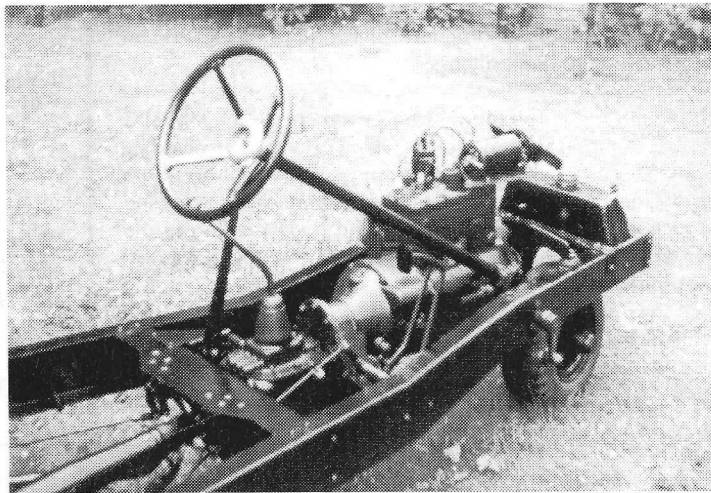
20 years ago

I am pleased to report that, in Issue 23 of May/June 1983, John Guy, the Editor, was proud to announce that he had opened up his tool box and had recommenced the restoration of his Model 'Y', "even if it was only to replace all the front wing bolts ready for removing and renovating the wings, headlamps and adjacent chassis." He was not a believer in the total strip-down philosophy, preferring to tackle a section each year! His estimate was eight years to completion!

The main thrust in this issue was the drive to get members to the planned national gathering at Stanford Hall in the August. David Laxton and Graham Miles had put a lot of effort into the organisation, including the casting of special brass plaques, arranging for trimmers, suppliers and Ford autojumble stalls to be present, plus a double-decker bus with Tannoy! At the time of this newsletter, only 10 members had indicated that they would be there. Apart from my write-up on the London Run in April and Jim Miles' write up on his and Tim Brandon's successful trip to Belgium and the battlefields of north France with the Ancient Ford Club of Belgium, the key article was the Minutes of the 1983 AGM, held at Tom Morgan's Anchor Glass Co. on the North Circular Road at Brent. Amazingly, only seven people attended:- Graham Miles, his sister Jill (Secretary), John Guy, Jeff Cole, Colin Ault, Richard Adcock and me (Sam). The main items covered included advertising the club in the new magazine 'The Automobile', handing over the library from Mrs. Lesley Oakes to Jim Miles and raising the annual subscription from £5.00 to £7.50 to cover the cost of manufacturing and buying spares. A sub-committee, under Tom Morgan, had been set up at the previous AGM to consider the Rules and Aims of the Club. The main recommendation was (as is now) that "members should be interested in renovating and maintaining these cars in their original condition. We do not agree with customizing and we do not wish to have customizers within the Club as members."

Unfortunately, it was not customary to mention registration or chassis numbers when referring to vehicles. Two are mentioned, which are difficult to recognise. Firstly, a Mr. J.S. Brookes of Melbourne, Derbyshire stated that "My Y type (ugh!) has been kept in prestige condition for 46 years, without any assistance from the motor agents. I believe 46 years of ownership makes me the longest owner of a Y type (ugh again!) Ford." Graham Miles also reported "We have been offered what is apparently the remains of a Ford 'Y' Tug model. The vehicle is something like 10 cwt in weight, which isn't a major problem but measures some 14 ft long. Frankly there is a storage problem and I would like, if somebody has spare capacity somewhere in the country, to find somewhere to deposit this vehicle until we can find an owner for it." I have no idea which Model 'Y' was owned by Mr Brookes for 46 years. However, I believe the Tug was the one which was subsequently mechanically restored by Jan Palmer in Romsey, before being sold on to Dave Tebb in Yorkshire in early 1990 (registration no. Q97 NTR, Briggs body no. 161/38).

Sam Roberts



The Tug (161/38) in 1989, less body, after its mechanical restoration, in Jan Palmer's garden in Romsey, Hampshire."

F.M.C. GB Part 7 by Jim Miles
(As recorded in Issue 23)

1937 saw the introduction of the Model 'Y' replacement, the model '7Y'. It had the same engine of 933c.c. rated at 7.96 H.P. This new model was entirely designed in Dagenham and together with the new "Ten" model '7W', introduced in May 1937, was the basis for Ford light car styling for the next 20 years.

The two new models had easy clean wheels, the 7Y "Eight" had a pressed steel spare wheel cover and the radiator grille had one large vertical division, the 7W had three vertical divisions. Also the "Ten" had a boot lid and spare wheel lid. This style was used until 1953 on the E493A Prefect. A four seater 10 H.P. tourer was also offered.

At this point a word or two on model designations will help. The original 'Y' and 'C' models were the 19E and 20E. The "Eight" and "Ten" were designated 7Y and 7W. A new system was introduced at the end of the thirties whereby a Dagenham product was described by "E" for England, a number for its model year, a number for its engine size ("3" for 10 H.P., "4" for 8 H.P.), then a letter for its type ("A" for car, "C" for commercial). Thus E93A, E493A, E04C are the 1939 and 1949 10 H.P. cars and the 1940 8 H.P. van. The "Eight" 7Y was phased out in 1939 after a run of 65,098 units. The "Ten" finished the same year after 41,665 units. In the previous year Percival Perry, who had already received a Knighthood was elevated to the Peerage as Lord Perry of Stock Harvard.

Ford's new small car for 1939 was the "E93A" Prefect, "The Ten ahead of its class." Basically it was a 7W with a redesigned front end and some detail modifications, with a wheelbase of 7ft. 10ins. and the well known 1172 c.c. engine. Later on in the year the model 7Y "Eight" was superseded by the Anglia model "E04A", with its peculiar radiator grille which was entirely out of character with the rest of the body lines. This model was just a reworking of the front end of the 7Y and was the last small

Ford in production in 1940 when the Dagenham factory switched over to the war effort.

Jim Miles.

Note:- It is now known that the Models 'Y' and 'C' were originally designated Models 19 and 20 by Dearborn - without the 'E'. Ed.

Book review

"The Ford in Britain File – Model by Model"

by Eric Dymock

As is to be expected during the Ford Centenary year, we have the pleasure of a book which describes and illustrates every model assembled or manufactured by Ford in Britain to date, from the Model T through to the yet to be sold StreetKa. This is followed by a useful 'Chronology of Ford in Britain', listing all the key stages of its history. The book consists of 480 pages, each, unusually, 10 inches x 6 inches. (ISBN 0 9534142 6 4, price £19.99.)

Following a foreword by Roger Putnam, the Chairman of the Ford Motor Company Limited, is a comprehensive summary of the history of Ford in Britain. The book then launches straight into each model, with a double page devoted to each. The left hand page giving a 200 word description and the history of the model and listing the technical characteristics. The right hand page illustrates the model. Most of the photographs are from the Ford archives at Aveley.

Eric Dymock is a well-known motoring correspondent and author and has carried out research in depth for the book. However, as I know from first hand, there are inevitably mistakes. The write up on our cars does not quite hit the spot, even though my Model 'Y' book is listed as a reference in the bibliography at the rear. There are four pages devoted to The Model 'Y' and the 'C'/'CX'.

The '1932 Model Y' pages unfortunately illustrate the 1935 £100 Popular long rad, rather than a 1932/33 short rad.

The '1935 Model Y' page states, incorrectly, that "..... from 1933 it took on some of the new V8's character, with a longer radiator and gracefully bent bumper." We all know that it was Gregorie's design of the long rad Model 'Y' which Edsel had scaled up to become the 1933/34 V8 Model 40 and not the other way round. The page is illustrated with a 1934 Fordor De Luxe, which had all the accessories included in production (and not as 'optional extras' as stated in the text). Also illustrated is a Cologne built, Deutsch bodied 1933 short rad!

The pages on the '1934 Model C and CX 10HP' and the '1935 Model Y Fordson 5 cwt van and Tug 3-wheeler' are accurate and are illustrated respectively by the Ford promotional Model 'CX', CVW 937, and the artist's impression, taken from the sales brochure, of two Tugs, one towing an articulated trailer and the other, a four-wheeled flat bed trailer.

I cringed at the point in the foreword where it stated "The Model Y and its successor the Model C brought style to a sector of the market". Although the Model 'C' was originally conceived by Dearborn as the successor to the Model 'Y', Sir Percival Perry would have none of it and both were manufactured on the same production line at Dagenham, the Model 'Y' production continuing after the cessation of Model 'CX' production. Incidentally, I note on the page relating to the '1933 V8 40 30HP' that the same error as above creeps in, when it states:- "The V8-40's heart-shaped radiator and flared wings were reproduced in the Model Y."

You may think that I am being hypercritical but, having thoroughly researched my book on the Model 'Y', I find it a tad galling to come across such inaccuracies, especially when my book is listed as the reference work for the Model 'Y'. This is the second book I have reviewed this year which falls into this category.

Sam Roberts

LATE ADVERTS:

1937 Tudor Model 'Y', GMH 900, Y195809. Green and black. Part restored, new clutch, engine mounts, steering column/box/linkage, ball joints. Re-wired, Reconditioned engine and gearbox. Many spares. £1400.
Philip Schofield: Tel: 01962 818077 (daytime)
e.mail: phil_schofield@uk.ibm.com
Car in Suffolk.

Framed 'Times' sectional picture of a Tudor Model 'Y', signed by Lord Montagu. Buyer collects from Chelmsford. £30 o.n.o. Paul Tritton Tel: 01245 233335

Obituary. Bryan Dixon.

Sadly we report the recent death of Bryan Dixon from Sheffield. Bryan was a member of the Y&C Register for nearly 20 years and, for 15 years until 2001, was the Club's Region 15 Contact for the South Yorkshire, Derbyshire and Lincolnshire area. A retired electrician by trade, he restored GML 146, his 1937 Model 'Y' 4-door saloon to an excellent standard and became a regular at shows in the north of England, the Yorkshire Do's in particular. His Y Model was dubbed "the juke box" by members since he had used his wide range of skills to install a (removable) modern tape deck in the car to entertain show visitors with nostalgic period music - Vera Lynn and Glen Miller filled the air!

He was a classic transport enthusiast for, apart from the 'Y', he also restored an Austin Ruby saloon and a veteran Oldsmobile. I well recall his frequent summertime visits to my previous farm home in Yorkshire, often with his motorbike, returning to his Sheffield home from an outing to the Yorkshire coastline.

Ill health forced him to stand down as Regional Contact, though he attended last year's AGM despite being in poor health. Always cheerful and helpful, he will be missed by members. Our condolences go to his family.

Bob Wilkinson.

Bryan and Sheila Dixon (left) with Geoff Murrell and Bob Wilkinson in happier days at the 1995 A.G.M.



Forthcoming events

2003

- 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.
Bob Wilkinson 01832 734463
- 21/22 June Yorkshire Hot Air Balloon and Vintage Car Festival, Huddersfield.
Entries through Barry Diggle 01274 614729
- 5 July Ardingly Car Show, West Sussex
John Keenan 01424 424323
- 12 July Kirkstall Classic Car Show, nr. Leeds
Barry Diggle 01274 614729
Sponsored by CPS Airedale - our magazine printers.
- 18 - 20 July Thornes Park Gathering, Pontefract, Yorkshire
Ken Sleight, 01302 337483
- 16/17 Aug The Ford Sidevalve Owners' Club have invited our members to attend their National Sidevalve Day at Tatton Park, Cheshire.
Booking forms from Joe Wheatley,
tel. 07831 622075.
e-mail; joe@wheatleyaj.fsnet.co.uk.
- 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
- 7 September BBC Radio Norfolk Show, Norfolk Showground, Costessey.
Brian Mace 01603 425558
- 14 September Bradford - Morecombe Run. **E n t r i e s**
through Barry Diggle 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

Events 2004

11 April A.G.M., Willoughby Village Hall

Bob Wilkinson 01832 734463

Great Dorset Steam 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.

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 lft@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.

Continued on page 16

The Australian National Sidevalve Rally

Barossa Bivouac – April 2003

After 30 long, interminable hours flying, I arrived at Adelaide airport at 8 a.m. on Friday, 11 April, via Singapore and Melbourne, to be warmly greeted by Gaylene Hay and her brother-in-law, Sid Harris, members of the committee of the Ford 8 & 10 Sidevalve Club of South Australia. Gay was holding aloft a banner with the rally logo and 'Welcome Sam' on it, so I knew I had arrived. Jet lag was forgotten as, after a brief visit to Kingsford-Smith's record breaking Vickers Vimy First World War bomber museum at the airport (so that I could have a puff on my pipe), we set off north to meet up with the rally participants. Many had taken part in the 'Pre-ambles', which had started on the previous Monday and had taken in roughly 100 miles per day touring the western end of South Australia. Sidevalves from Queensland, Victoria and New South Wales joined those from South Australia in this most enjoyable biennial event. Unfortunately, none of the Western Australians was able to make it across the Nullarbor Plain (Latin for 'no trees'). We met up with the main body at a reservoir dam, called the Whispering Wall because of its St. Paul's dome like qualities. Here I was greeted by our Antipodean correspondent and contact, my old friend, Bill Ballard and Sandra (UK 7W saloon). I also met Jim and Rikki Oliver (A493A Prefect sedan (saloon) – also owns a 'CX' sedan) and Wayne and Anne Lodge (New Zealand assembled Tudor Model 'Y'). As the aims of my visit were to a) see parts of Australia (first visit), b) see at first hand the Geelong designed and built bodies on our cars and c) to meet up with the names I had been corresponding with, or had heard about, over the years, I had made a good start. From here, I was passenger to John Rimon, a truck driver from

Tasmania, in his A493A Prefect sedan (note the A, which means Australian built – the Australian Prefects have a protruding boot at the rear plus other minor differences to their English counterparts).

After an enjoyable lunch we set off for the main weekend rally location at Nuriootpa, in the heart of the Barossa Valley. Those of you with a taste for wine will recognise that this

is the main wine producing area of Australia; Jacobs Creek and other Orlando wines being the most common on our supermarket shelves. In the Nuriootpa caravan park, I met up with Wayne Brown (New Zealand assembled Tudor Model 'Y'), who kindly agreed to let me share his rented 'unit' (mobile home) on the neighbouring town, Tanunda, caravan park. Wayne, you will recall, is also the owner of the Geelong bodied Model 'CX' Phaeton (tourer), which we have reported and illustrated in past issues of 'Transverse Torque'. I was to accompany Wayne (and given an opportunity to drive his Model 'Y') throughout the weekend. As with everyone I met, Wayne was charming and good fun. He was also one of the 'Mr Fixits', who often had his hands under someone else's bonnet (the main problem encountered on the rally was faulty dynamos. I was surprised to see that even the pre-war cars were fitted with two-brush jobbies with a separate voltage regulators.)

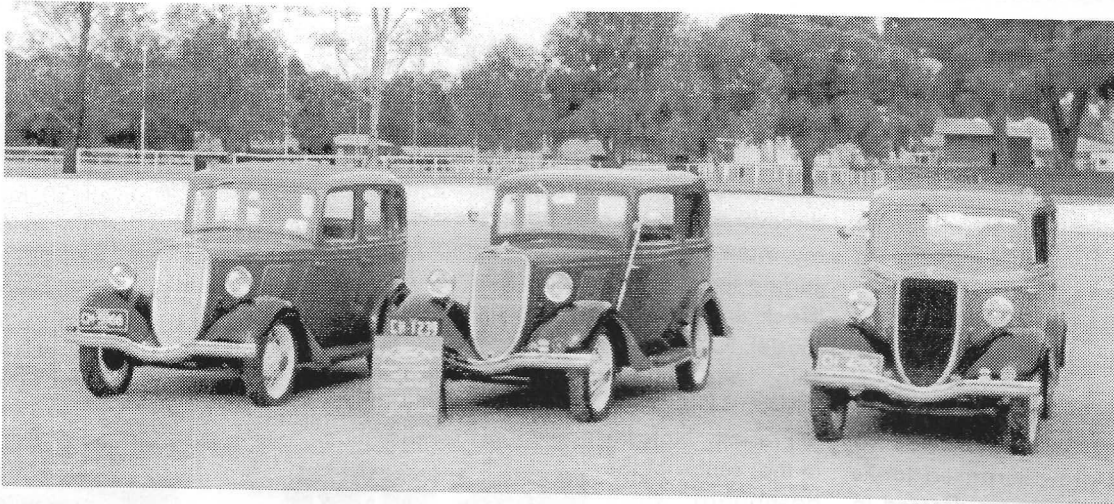
That evening, we gathered in the Nuriootpa Football Clubrooms to register and collect our goodie bags. Here I met David Urry (100E Prefect sedan), the President of the South Australian Club who, with his committee, successfully organised the whole event. Other familiar names present were Greg and Rose Rice (Geelong bodied Fordor Model 'Y' – also owns a 'CX' sedan), Tim and Sue Johnson (A494A Anglia tourer – another 'CX' sedan (saloon) owner), Brian Sheilds (A53A Prefect woody), Secretary of the British Ford

Club of Queensland, Alan Stevens (A493A Prefect Ute), who has supplied many restorable sidevalves from his collection, Rick and Robyn Bushell in their recently restored, beautiful, Geelong bodied 'CX' coupe, Gary and Debra Yule (A493A Prefect sedan), who also owns a 'CX' sedan, and dear old Quentin Durwood, an octogenarian, who had planned to come in his 'CX' sedan, but had problems with it at the last moment. Other 'CX' owners present, but in other cars, were Aaron Keller (A53A Prefect sedan), Andy Leech and David Moran (A494A Anglia tourer). Philip Handel, the Secretary of the Anglia-Prefect Car Club of Australia (the New South Wales sidevalve club) and Elizabeth, his wife, made a dramatic, masked entrance on the proceedings, declaring that they loved 100Es (having hitherto banned their entry into their club. They drove one on the rally!). After plenty of chat, a finger buffet and a late-night shared nip of my duty free whiskey with Wayne, I had some well-earned kip.

We all gathered on the Nuriootpa Oval the following morning for a group photo shoot. Every town appears to have an oval, which is where cricket is played in the summer and, within the same boundary, Australian Rules football is played in the winter. There were 62 sidevalves on parade, lined up in order of age. From our point of view, right of the line were the three Model 'Ys alongside the beautiful Model 'C' sedan of Ken and Karen Codling, the 'Yellow Peril' 'CX' sedan belonging to Wayne Lodge and driven by his father, Ted, and Rick and Robyn Bushell's 'CX' coupe. Tucked away with the 'commercials' was the rare and beautifully restored Model 'C' well-sided ute, belonging to Edna Crook and her son, David – but more about that later. As my camera lens had been damaged in transit from England, I was more than a little miffed at not being able to take full advantage of the occasion.

There followed a wonderful day driving out through Marananga Township and via the Seppelt family mausoleum to the Seppeltsfield Winery, which was established in 1850. An interesting tour and wine tasting was followed by a lunch, provided by the South Australian club, before we headed off to Norm's Coolies for our afternoon's entertainment. A coolie is a sheepdog in our parlance and Norm had about 20 of them. He only had about

six sheep, which made the contest rather one-sided. However, whilst we sat on hay bales, he kept us amused with the antics of the sometimes not too obedient



The three Model 'Y's at the Nuriootpa Oval. From left, Greg Rice's Australian bodied Fordor, Wayne Brown and Wayne Lodge's New Zealand assembled Tudors. Photograph with thanks to David Urry

dogs, before the rain drove us under cover, where more tea and biscuits awaited us, courtesy of the club. That evening we assembled at the Greenock Oval for an enjoyable BBQ (B.Y.O. alcohol - Wayne and I had a slab of tinnies - see, I picked up some of the lingo!).

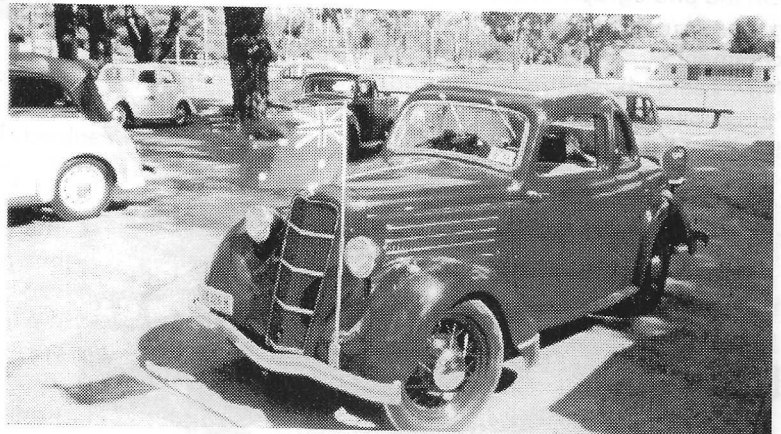
The following morning, Sunday, we gathered in a lay-by outside Nuriootpa to receive our instructions for an Observation Rally (Treasure Hunt to us). Wayne and I were not the brightest and feared that we might win the wooden spoon (we didn't). However, we did reach our destination on time, which was the Chateau Barrosa (note the subtle difference in the spelling!), which housed a porcelain collection and a wine making museum. A conducted tour also took us into the large rose gardens, which boast one of every type of rose. Yet more wine tasting

and on to the Lyndoch Oval for lunch, before visiting the rather disappointing South Australian Company Store.



David Urry, the President of the South Australia club, relaxes outside Chateau Barrosa. His club laid on an excellent event.

That evening, we were invited to dress up in period costume for the final dinner (similar to our Last Suppers on the Convoys), during which we were entertained by Tony Russell and Jim Oliver and after which, the awards were announced. Rick and Robyn Bushell's 'CX' coupe won the pre-war class



Rick and Robyn Bushell's Geelong bodied Model 'CX' coupe, which was the car of the show.

farmer and had spent its working life in the bush at Yongala, before being bought by Dennis Crook, Edna's late husband, who restored it in Whyalla, about 200 miles north of Adelaide. I am delighted to say that Edna and David were more than a little overcome with winning an award at their first rally.

award and was also the car of the show - and deservedly so. I was honoured, as an impartial guest, to be asked to select the car which impressed me most. I chose Edna and David Crook's 'C' well-side ute as that, to me, typified the spirit of Australia in the 1930s. It was designed for the bush

And so, after an open air bacon and egg buttie the following morning, I set off with Bill and Sandra Ballard on our two day drive to Melbourne, in convoy with the other Victorians. It had been a memorable weekend. The organisation of the event was excellent. The camaraderie was superb and the personalities welcoming and very friendly. It was very much like our own major events, which have gone down into the 'unforgettable' category. On a personal note, I would like to thank David and the South Australian committee for their superb hospitality. My congratulations to you all for such a professional, well-run event. I doubt whether I shall make Tasmania in 2005 for the next National Rally, as I pushed my luck to get out for this one, but I shall be thinking of you!

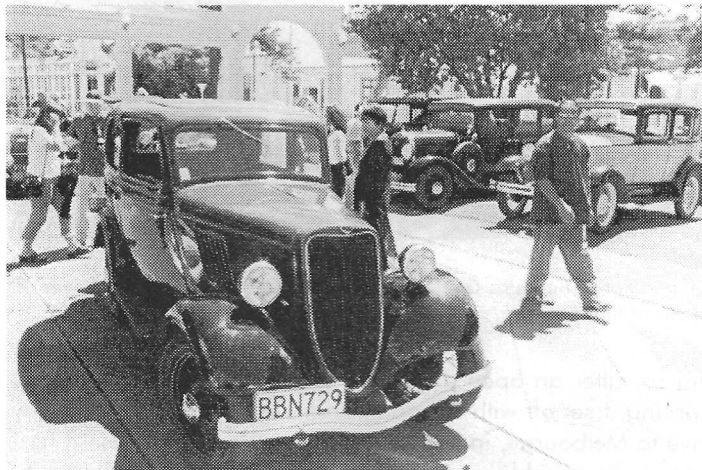
Sam Roberts.

International news.

New Zealand.

Ron Day, our non-member correspondent in New Zealand, who communicates via Bill Ballard in Australia (our Antipodean Regional Contact), relates:- "We had a big weekend a short time ago when Napier celebrated its annual Art Deco Weekend. This started about ten years ago with the VCC [Veteran Car Club?] invited to participate – and drew surprised looks from the public when owners dressed in period costume. It has become huge (over 150 cars) and now the majority present dress up, coming from all over New Zealand and overseas. We even have an airshow called, surprisingly, Aero Deco! So I'll sign off with some of the photos And, before you ask, I know nothing about the Model 'Y' as it was an unofficial 'interloper'. Perhaps it will turn up at the 'British Car Day' in Hastings on 9th March."

On the photograph which Ron sent of the green and black Model 'Y', Bill comments:- "It bears the new-style (for New Zealand) registration, in traditional 'three letter, three digit' format, BBN729, the first I have seen in this form."



A gleaming green and black 1936/37 Tudor at the Napier Art Deco Weekend show in New Zealand. Note the new New Zealand registration format."

Barn find

Bill Ballard also reports the unusual discovery of a Fordor Model 'C' in New Zealand:- "I am attaching some pictures of a genuine "barn find" in New Zealand,

discovered (as you may have guessed) by my mate Reg Ward in California whilst surfing the "Net"! It is held out to be a black 1937 (but must be a 1934/35) Model 'C' 4-door saloon which is for sale. I see it has had the registration "AL 7163". Little else is known about this car at present. Note the additional instrument in the centre of the dashboard, which appears to be "original" [photograph shows a gauge below the window opening handle, which is probably an oil pressure gauge added by a previous owner – Ed].

The vehicle description in the advert says:- "You are looking at a very complete and original example of a Genuine 1937 Ford De Luxe model C located in New Zealand. The De Luxe was driven into the barn it is now in 3 years ago. The engine starts OK but please note this car has not been on the road for many years and will make a very worthwhile restoration project. I think this is one of the nicest shaped models of all the wonderful little early English Fords!"

U.S.A.

Mark Turner reports:- ""Henry" was accepted into the Ford 100th anniversary celebration; it should be a great party if Ford isn't bankrupt by then." "Henry" is Mark's September 1934 maroon Model 'Y' Kerry Sports Tourer (Y78184), which he imported to the States from UK. It is pleasing to know that we shall have at least one of our members and their car at the Ford Centenary Celebrations at Dearborn. Hopefully, Carlton Thisse will be up to attending in

his Model 'Y' saloon also.

As Mark lived about 30 miles outside Detroit, I have asked him to keep a watch over the only known surviving pre-production Model 'Y', a Model 19, which is presently stored in an unrestored state in Detroit and owned by one Al Maynard. Al is trying to sell the car at a ludicrously high price (\$30,000!).



The New Zealand 'barn find', AL 7163. A good condition Model 'C', which is for sale on the Internet.

Continued from page 13

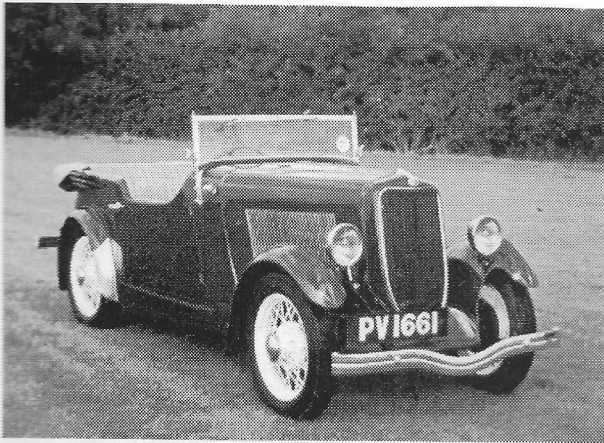
The other three marques celebrating their centenary this year are Talbot, which became part of the Sunbeam-Talbot-Darracq combine in 1920, Vauxhall and Lea Francis. Each owners' club representing these famous marques has been invited to this very special 100th birthday party. And so has, of course, all 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



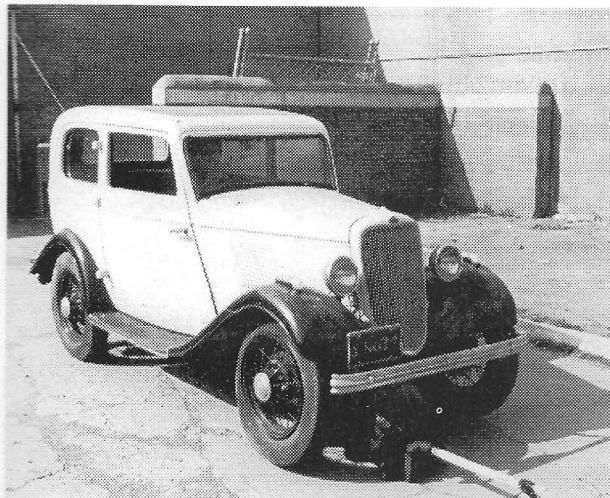
Henry" at Hickstead in 1994, prior to its export to the States. "Henry" is the other roadworthy Model 'Y' Kerry sports tourer, now owned by Mark Turner."

is in very good condition for its age, the major problem is a big hole in the floor, under the rear seat and boot lid. Even the sills and door bottoms seem sound."

We hope that Fidel decides to join the Register and keep us informed on the restoration progress. The car is a new one to the register. I have replied to him that, being left hand drive, the car would have been manufactured at Dagenham (C16753 is a June 1935 date of manufacture) and exported in a 'Knocked Down' (KD) condition to, and assembled at, the Ford Ibérica plant in Barcelona, which makes January 1936 a feasible first registration date.

The boy has tripped over a little known fact. In the British De Luxe ('CX') sales brochures, at the end of the 'Instruments' paragraph under 'Specifications' is stated:- 'Clock fitted on instrument panel.' In the Australian De Luxe ('CX') brochure, this statement is conspicuous by its absence. Why would 'CX' bodies built in the Ford plant at Geelong, in Victoria, not include a clock? There must be a witty Oz joke there somewhere!

Note, we are only talking 'CX's. The Model 'C' was fitted with a clock incorporated into the rear view mirror, as per the 1934 Ford De Luxe Model 'Y', which the Model 'C' succeeded as the small Ford De Luxe. I wonder whether the Australian built Model 'C' bodies were fitted with this mirror?



Al Maynard's pre-production Model 19 in Detroit (registered appropriately 'Y NOT?'). Note 10 louvres on bonnet side and Model A door handles. The side lights are 'foreign' from a later model.

Australia

A hitherto unknown fact has come to light in correspondence with Bill Ballard. We were exchanging e-mails on dashboards (as you do!). Bill had originally commented on an additional instrument that had been inserted in the middle of the dashboard of the unrestored Model 'C' 4-door that had recently been found in a barn in New Zealand and reported above. He sent the following:-



Fidel with his June 1935 Model 'C', which he is about to restore in Spain. The car would seem to have a Model 'CX' radiator grille (with 'chevrons'). The horizontal bonnet louvres denote a Model 'C'.

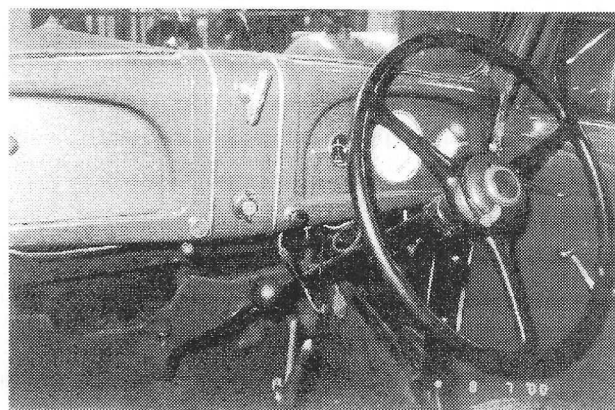
Spain

Non-member, Fidel León Darder e-mails regarding his Model 'C':- "I contacted you (Bob Wilkinson) some years ago, but I haven't restored the car yet. Now I have decided to initiate the restoration. The car has been at home since 1981. I was convinced it was made in Barcelona, as I know that Ford produced their Model 'Y' from 1932 and Model 'C' from 1934, but according to the registration documentation the car comes from Great Britain. Both engine and chassis numbers are 16753. The car was registered 17th January 1936, a few months before the Spanish Civil War. It is a black left hand drive four-door model. The car is almost complete. As far as I know it only lacks front and rear bumpers, original headlamps (the chromed ones which came with the car are bigger than any spotted in photographs I have seen) and other minor bits. The body

"Thanks for the info on dashboards, and I agree with your comments in this instance! But please note: all the sales literature in my possession for Model 'CX's show a clock in the middle of the dashboard, but apart from the one fitted to Maurie Graham's white and red roadster (which I believe to be non-original), I have never seen a Model 'CX' of any description with this feature fitted in Australia!!"

France

In Issue 139, Paul Tritton reported that there was one of the 12 prototype, French built, front wheel drive Model 'Y' Tracforts in the museum at Briare (about 80 miles south of Paris). He had sent a disposable camera to a mutual friend of his and the curator to take some photos of the car. Unfortunately, Paul reports "I never heard any more and I think the camera will have run past its sell-by date by now. Maybe it was a mirage after all. Perhaps they told me what I wanted to hear, but could not back it up when pressed into revealing facts! We will see one day perhaps." If anyone is planning to drive down that way this summer, perhaps you would give me a bell (Sam) and we might give you a task!



The dashboard of Tim Johnson's Model 'CX' Sedan in Tasmania (C55396, Geelong body number 20B S1813). Note the absence of the clock in the centre of the dash, which is finished in a wood-grain effect.

Members Cars

Many of our longer serving members will remember Ian Smith, from Woodbridge in Suffolk. The first mention of Ian as a member of the Register is in a newsletter in 1980, owning the subject of this article, his vineyard green and black 1937 Tudor Model 'Y', CBJ 576. In 1982, he volunteered his services as the Area Organiser for Norfolk and Suffolk, a post which he held until Brian Mace took over in mid-1988.

For the first thirty years of its existence, CBJ's history was rather turbulent, eventually returning to the Smith family after being rescued from a scrap yard. It started life in early February 1937 at Dagenham (Y171570), where it was collected by a driver from the Ford dealership, A.G. Potter & Co., Ltd., St. John's Motor Works, Woodbridge in Suffolk. The salesman at Potter's, Charles Grey, obviously took a shine to it and is the first registered owner. However, the shine seems to have worn off pretty quickly as, in 1938, Kenneth Smith, Ian's father and also an employee at Potter's, bought the car. Kenneth was then living in the family home which, to this day, is in Woodbridge. Again, ownership was to last only one year, as Kenneth sold it on in 1939. What happened to it during the war years is not known, but it more than likely spent the period in dry storage. Its continuation log book shows it being purchased by George Beckett of Bramford, near Ipswich, in August 1947. George kept the car for 20 years, when he sold it on to Paul Smith (no relation to Ian) in 1967. Two years later, for some reason, possibly a major MoT failure, the car was sold to Ponds scrap yard in Ipswich (long since gone). However, it wasn't broken up but, rather, was bought by David King of Lower Ufford, near Woodbridge, along with a second Model 'Y' (BBJ 702) as a source of spares. Ian Smith learned of the fate of his father's old car and bought both CBJ and the spare car in 1974, made CBJ roadworthy again and gave it to his father to drive. At this point, only 70,000 miles were recorded on the clock (hence the surmise that it had been idle during the war).

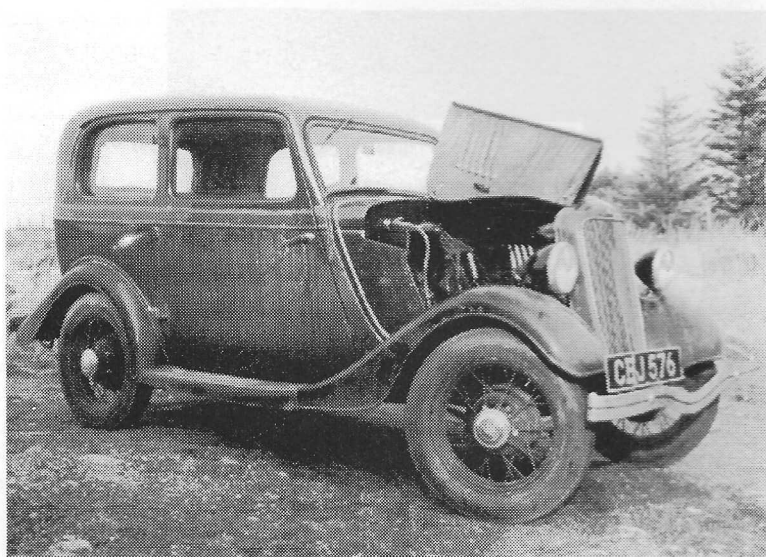
Sadly, Kenneth Smith passed away in 1983 and Ian sold the car to a bookmaker in Great Yarmouth. He was obviously a successful bookmaker (aren't they all?!), for, in 1991, the car was auctioned in Norwich and the proceeds were donated to cancer research. John Brown, the classic car dealer, bought the car and sold it on to Mr. Lodge (Lancelot Anthony John) of Ditchingham, a village just outside Bungay in Norfolk. He, in turn, in 1993, sold it on to Jim North of Hemel Hempstead, in Hertfordshire, who became a

member of the Y&C Register. For the past three or four years, the car has been advertised for sale at £5000 by Malcolm C. Elder & Son Ltd., who were acting as a sales agency for Jim North. The good news is that it has been bought by Roddy Murray, at 'a lot less than the price advertised'. Roddy has now taken delivery of the car in Stornoway (or Steornabagh, to give it its Celtic name), on the Isle of Lewis in the Outer Hebrides of Scotland – a long way from its home in East Anglia.

Roddy is delighted with the car, which was bought with the complete Model 'Y' tool kit and its original leather key fob with the Potter's, Woodbridge logo on it. Also passed on was the original Ford wallet containing the Driver's Handbook, Parts List, Tool Kit list, etc. Other Ford booklets included those on 'Winter Starting' and 'Care of the Cooling system'. There was also an invitation to 'Visit the Works where your Car was Made', with a stamped reply card on which you stated your preferences for 10 am or 2 pm on Monday, Tuesday, Wednesday or Thursday and the date. For the philatelists among you, the stamp was an adhesive George V halfpenny, which was two reigns out by February 1937. George V had died in January 1936, to be succeeded by Edward VIII, who had abdicated in December 1936. Although he had not been crowned in February 1937 (the coronation was in May), George VI was the king.

We wish Roddy many happy years with CBJ which, as the photographs show, is in excellent condition and still retains its original vineyard green bodywork and black wings.

To give you an example of the snippets of



A weather-beaten CBJ arrives on the Outer Hebrides



This front view shows the excellent original condition of CBJ, a £100 Ford 'Popular'.

information received (and stored) whilst compiling these articles. There was correspondence between Roddy, Ian Smith and me (Sam) in which we discussed whether the car was originally delivered to Potter's in Framlington or Potters in Woodbridge. Ian Smith reports that:- "Mr. Charles Grey worked at Potter's in Woodbridge, not Framlington. The car was sold in Woodbridge, which was where my father also worked at that time. Potter's Framlington are still in business, now run by Alan Potter and have held a Ford franchise since 1913. The dealership in Woodbridge was sold in 1965 (I think) to Geoffrey Hennessy, son of Sir Patrick Hennessy.

Sam Roberts.

New members

Fidel Leon Darder	O-D104	Valencia, Spain
Thorald Eidson	E1401	Duckinfield, Cheshire
Peter O'Doherty	O1001	Ilford, Essex
Harry Tew	T1101	Trent Vale, Stoke-on-Trent
Tim Warmington-Gardner	W0601	Devauden, Chepstow, Monmouthshire
Tommy Whitfield Co.Durham	W1702	Bishop Auckland,
Marinos Zoumides	OZ101	Nicosia, Cyprus



Membership Officer

The black and grey short rad Model 'Y' belonging to Marinos Zoumides in Cyprus, as it appeared on the 'Historic and Old Cars' postage stamp issue of March 2001.

New Members News

In this Issue we are pleased to welcome new Members from Spain, Cyprus and the U.K.

We begin with Fidel Leon Darder from Valencia in Spain, who joins us with a 1936 four-door Model 'C' with matching engine and chassis numbers. Fidel tells us that he has had the car since 1981 and, although it is in quite good condition for its age, he now intends to restore it. He says the car is virtually complete, missing only its bumpers, original headlamps, and a few other bits and pieces.

Next we welcome Thorald Eidson from Cheshire, who is the proud owner of MSK 676 a 1937 Tudor Model 'Y' which he purchased from fellow member Phil Denson, and is now in on road condition.

From Cheshire we go to Ilford in Essex to Welcome Peter O'Doherty, Peter is currently looking for a car and we wish him the best of luck in his search.

Next, to Stoke-on-Trent to welcome Harry Tew. Harry bought his 1936 long rad Tudor 'Y' back in 1997 and he tells us the car is now on the road with just a few jobs left to complete.

Our next new Member is Tim Warmington-Gardner. Tim, who lives a hop skip and a bridge toll away from me in Chepstow, joins us having bought ex-member Kevan Ashcrofts 1936 Fordor 'Y' fitted with a 10hp engine and is in on road condition.

From Chepstow we go north to Bishop Auckland to welcome Tommy Whitfield and his 1937 Tudor Model 'Y', which is a one owner car with full history. Tommy tells us that the car has been stored since 1956 and is now undergoing a complete body off restoration.

Finally we go to sunny Cyprus to welcome Marinos Zoumides in Nicosia, who sent us a leaflet showing some commemorative Cyprus stamps. One of the set of three shows the very car that Marinos owns, a 1932 short rad Tudor Model 'Y', which was found on a river bed in Cyprus and has now been restored and is on the road. (Where will they find them next?). The other two stamps in the set depict a Triumph Roadster and a Model T – a rather odd mixture!

A warm welcome to you all and we hope to see you and your cars at future events and rallies.

Adrian Chapman

Northern sidelights

Despite the recent good weather, I have done very little practical Model 'Y'-ing, largely because of having to catch up on a multitude of jobs around the house. More's the pity!

Peter Dacre from Allerton Bywater, near Castleford, contacted me with an update on the ongoing work on the ex-Alan Ogden Model 'Y', EML 816. He reports that the wings and bonnet have now received a new coat of black paint and that the interior is being refitted, along with some rewiring and the fitting of new tyres. Peter says that EML will shortly be having its first MOT test in ten years. I'm sure that it will pass and we look forward to seeing Peter and the car at some of the coming events this summer.

Talking of which, I have not yet received entry forms for Newby Hall, but have put out feelers. They will be promptly sent on to those who have asked for one. Can I also remind people that I have forms for the Kirkstall event on Saturday, 12 July.

Ken Sleight from Region 15 has informed me of an event at Cusworth Hall, near Doncaster on 18 May, starting at noon. I also have an entry form for the Normanton & District Classic Vehicle Club's rally at Thorne's Park, Wakefield on 22 June. There is, additionally, an evening event on Tuesday 3 June organised by the Brigg Community Association. The organiser is Dr Cliff Wood, 23 Low Burgage, Winteringham, Lincs, DN15 9PF. Entries for this close on 19 May.

In Issue 140 of *Transverse Torque*, in an article entitled 'Stop me and Buy one', Sam Roberts wrote about Richard Etherington, who, at 92 was still working as a director of Burgess Ford, Keighley, (the information had been provided by Steve Waldenberg). Well, having just broken off to scan the local newspaper, I see a report headed, sadly, 'Mr Ford' Car Sales Boss Dies Aged 93. The report goes on to say how Dick Etherington came to Walter Burgess in 1930 as manager and turned around its ailing fortunes, making a profit in the first year which has been sustained ever since. The current managing director, Chris Gibson, said: "He was an absolutely smashing fellow to work for. Most of our staff have followed in his footsteps and are quite long servers so we will sadly miss him". What a nice epitaph and so heart warming to read of such loyalty and permanence in these transient times.

Barry Diggel
Region 16.

Spares report

Depending on the order that you have chosen to read through the Bulletin, you may have already read that, at the AGM, I announced that this will be my last year as chief packer, dispatcher and, more importantly, stocker of the registers parts. As we continue to increase our lines, the stocking and storing of the items at home has become an increasing problem. In the past, the overflow has been stored in the Club's rented space in the barn at Watford. However, plans are in place to redevelop the farm, as I'm sure many of you already know. So our stocks are being moved to Stevenage, where the two containers that Geoff arranged for us as a gift from Ford Motor Co. are located. A team of members is currently fitting them out. If you would like to lend a hand, please contact either Bob Wilkinson or myself. There is still a lot of stock at Watford to be transferred but, until we are tidy at Stevenage, it will stay there.

Incidentally, we owe a vote of thanks to member, Tony Etheridge, our tyre supplier, for assisting with his van. He has moved well over 4 tons, which meant he covered 300 miles and refused to accept a penny piece for his fuel or time. When you need tyres you know whom to approach!

As Stevenage is a sixty-mile plus round trip, it clearly makes it impractical for the *Status Quo* to continue. The decision has therefore been reached to divide the stock holdings among several members. We are therefore seeking those among you who are prepared to hold, pack, and dispatch a number of the lines that we carry, having first received instruction by email from Jim Sharpe. So email is essential. Don't be shy; let's hear from you! Jim will co-ordinate the operation. I will sort of hover!

The other consideration is that, as I'm now retired, I often spend several weeks at a time away from home. This creates a rather obvious problem if I'm the sole stockist, as when I'm away, nothing goes out. So it's time to restructure!

What's new with this issue? One old friend has made a return; the 'A' frame rubber ball, part no. Y 3446. The item that is completely new is the drag link for both the 'Y' and 'C' models, respective part numbers. YE -3304-E & CE -3304-A. These parts are only suitable for right hand drive cars, left hand drive 'Y' model, part no. YE -3304-F will be supplied, while stocks last, with my made-up link. I'm afraid we can't serve LHD 'C' models. Brake shoes and clutch plates have been restocked and, as we have a new supplier, we are able to reduce the price a little. On the subject of restocking, 800 shackle bushes have been replaced in stock. It sounds a lot, but amazingly we get through them. Our thanks go to Peter Ketchell for arranging the manufacture of bushes and drag links.

More from Julian's album

The ever-resourceful Julian Janicki sent in three more photographs to whet the memory cells. Julian tells me that he has just fitted new Ford pistons to Peter Richardson's beautiful 1934 De Luxe Fordor Model 'Y'.

Julian Janicki's April 1936 Tudor (Y 132742) in its lean-to in his period-looking garden."



In a previous issue I reported that John Keenan was carrying out a trial fitting of a 'Y' shock absorber kit on his 'C'. This he has tried and reported back that it doesn't fit! Which puts me back to square one. So guys, I need a 'C' model owner to come over to my home near Watford for a day in order to make up a trial kit. Remember guys, I don't own a 'C', so there's nothing in it for me.

We have sourced Pop Brown's as a stockist for the long rad radiator badge mount, (see 'Useful Contacts' list) and John Griffiths is looking into the short rad mount. Peter Ketchell has had our new chrome company re-plate his own 'C' model mount, which came out remarkably well. So I'm looking for other 'C' owners who want their mount re-plated. We need to get a small batch together, probably over next winter. If you're interested contact either Peter Ketchell or myself.

Remember members, all of us do this as a hobby and nobody gets paid. We try to turn round the orders as soon as spare time permits. Considering we are all amateurs and part timers, we seem to be able to do better than the offer on my breakfast cereal packet. They are full time and are asking for up to three weeks to supply. The simple solution is for you to think ahead and not to leave orders to the last minute - pressure is something I said goodbye to several years ago!

Well that's it for now folks. See you at Gaydon. So remember to bring all those old parts you may have, i.e. engine pulleys, brake shoes, old universal joints. One day they will all be needing reconditioning. I'll have my van, so plenty of room.

Yours, Graham Miles

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 GEO. W. KENNEDY, U.S.A.
 H. E. LEWIS, U.S.A., ORIGIN BRITISH.
 BERT MORLEY, U.S.A., ORIGIN BRITISH.
ALTERNATE DIRECTOR
 W. F. NEWBURY.
MANAGING DIRECTOR
 W. WILSON HAMILL.

COMPLETE AUTOMOBILE WHEELS
 BRAKES STAMPINGS AND PARTS

TELEPHONE: RAINHAM 420.1, 2, 3 AND 4
 CABLE: KELSEYS, DAGENHAM DOCK
 TELEGRAMS: KELSEHAYES, DAGENHAM DOCK

DAGENHAM DOCK, ESSEX

Kelsey-Hayes and wheels.

The Kelsey-Hayes Wheel Company Limited was a subsidiary of its U.S.A. controlling company (Kelsey-Hayes Wheel Corporation of Detroit), which was co-located with the Ford Motor Company Limited and Briggs Bodies Limited on the Dagenham site. Kelsey-Hayes not only provided the wheels for the Ford plant, but also some of the brake components, such as the backplate.

On the Kelsey-Hayes wheel production line, precision engineering was evident in the production of the spokes and the extremely accurate round wheel rims and hubs. Such accuracy was necessary to suit the series of machines through which they passed in the construction of the wheels. The most ingenious machine was the expander and compressor, which laced and fixed the spokes into the rim and hub (30 spokes on the standard Model 'Y' wheel and 32 on the Model 'C'/'CX'). The wheels were then passed to the welding jig. This rotated each wheel spoke by spoke, welding each end simultaneously. It only took a few minutes to complete the

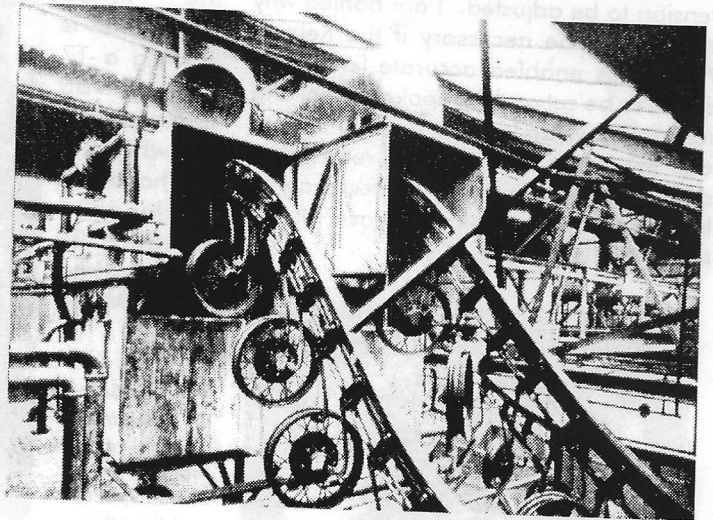
wheel, which was then cleaned, 'Bonderised' and enamelled before dispatch to the tyre fitter alongside the Ford production line. The Kelsey-Hayes plant worked at a capacity of 600 wheels per hour (to fit 120 vehicles).

Both Briggs and Kelsey-Hayes used the Bonderite chemical, anti-rust process on body panels, mudwings and wheels. Having been degreased, the parts, hanging from overhead conveyors, were dipped in the Bonderite solution. A report in the April 1933 issue of 'The Ford Times' comments on the Kelsey Hayes process:-

"Not only does the process cleanse the metal chemically, freeing it from microscopic rust, but it also produces a surface which may be said to be an integral part of the metal itself. This makes a remarkably effective base for the enamel, because it is slightly

absorbent. The enamel is chemically and physically held to the Bonderised steel so tenaciously that jars on rough roads, or eroding action of wind, rain and mud, will not cause the finish to crack, chip or peel. The rust cannot spread."

Model 'Y' wheels being 'Bonderised' at Kelsey-



Hayes Wheel Company Ltd., Dagenham.

The standard Model 'Y' wheel has ten single spokes connected to the outer hub and ten pairs of crossed spokes connected to the larger inner hub, totalling 30. The early short rad Model 'Y's had the inner-tube valve hole centrally located on the rim,



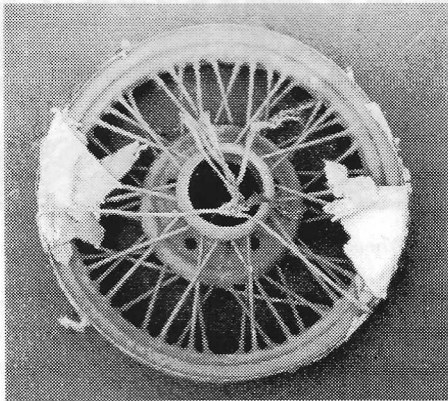
The September 1936 Tudor (Y155008), now owned by John Jennings of Leeds. When and where was this photograph taken?"



Owen Baldock chatting with Ken Clarke in his February 1937 Tudor (Y172347) somewhere in about 1990."

which was awkward for inflating the tyres. The hole was changed to an outer rim location on the long rad. The Model 'C'/'CX', on the other hand, has eight crossed pairs of spokes connected to the outer hub and eight crossed pairs connected to the inner hub, totalling 32, with the valve hole in the off-centre location.

Quite common are wheels with more spokes, which are adjustable. It is probable that these were made for motor sport or heavy duty purposes. They appear also to have been made by Kelsey-Hayes but, instead of the spokes being welded at each end, the outer end has an elongated nut on a screw thread, which enables the rim to be tensioned, or the tension to be adjusted. I am baffled why this should be necessary if the Kelsey-Hayes jigs enabled accurate lengths of spoke to be cut and the spokes firmly and identically welded each time onto the rim and the brake drum. If any reader can shed light on why it was felt necessary to have adjustable spokes, please let me know.



One of the two 17 inch, 50 adjustable spoke Model 'Y' wheels, which Kevin Briggishaw bought at the Beaulieu Autojumble.

The first adjustable spoked wheel I saw was on my own Model 'Y' Tudor, CNN 125. I was followed into the Enfield Pageant site in the late '80s by the late Jeff Cole who, once we had settled on the stand, pointed out that my spare wheel had 50 spokes. It was then that I realised that not only were there 50 spokes, but they were adjustable. The wheel was a normal 450/17 inch size. Then, at the Beaulieu Autojumble in 1999, Kevin Briggishaw found two more 17 inch, 50 adjustable spoke Model 'Y' wheels and reported: - "I found two Y wheels, still wrapped in the original Ford paper, with Ford labels marked with the part number YE 1015A. The spokes are adjustable,

not welded. The valve hole is to the side as long rad wheels." It will be noticed, from the photograph of Kevin's wheels, that these have 10 crossed pairs of spokes welded to the outer hub and 15 crossed pairs welded to the inner hub, all with adjuster nuts at the rim.

I say that these wheels are quite common because of the number which has come to light. Last year, I received a photograph from Luis Cascante in Spain, which he says is taken from an old 'Paris Match' magazine. He swears that it is of Prince Charles! But, whoever it is, the kilted young man is holding a 17 inch, 50 spoked Model 'Y' wheel in one hand and touching a standard 30 spoked wheel on the Model 'Y'.



A young Scot (in his bedroom slippers) realises that one wheel has 30 spokes and the other 50!

A further wheel variant appears on David and Wendy Grace's Model 'Y' Arrow Alpine sports tourer. Instead of being 4.50x17 inch wheels, they are 5.50x16 inch, which call for completely different rims with standard Model 'Y' hubs. These have the valve hole off-set and 50 adjustable spokes (10 crossed pairs to the outer hub and 15 crossed pairs to the inner hub.)

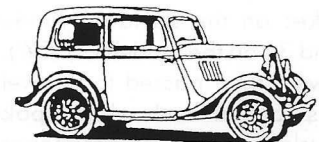
And then, only last month, I received an advertisement, out of an old magazine, from Gavin Welch, in New Zealand, via Bill Ballard in Australia. It was an advertisement for 'Gibson's Tyre Surgery' in Devonport Road, Tauranga, in the Bay of Plenty in New Zealand

(established 1947). "If it's made of Rubber bring it to Gibson's". Apart from a photograph of their retreading factory, there was a photograph of the tyre surgery's van, which looks as though it was a converted Fordor Model 'C' saloon. Interestingly, the van is fitted with what appear to be 16 inch wheels with 50 adjustable spokes (similar to David Grace's Alpine). The size of the hub caps indicate that these may well be Model 'Y' wheels on Model 'C' axles (if this is possible?). Gavin accompanied the photograph with the statement: - "I have four Model 'Y' wheels, 16 inch with 50 adjustable spokes and another seven 17 inch wheels. These wheels have the Ford script stamped on the back of them; also KH for Kelsey-Hayes."

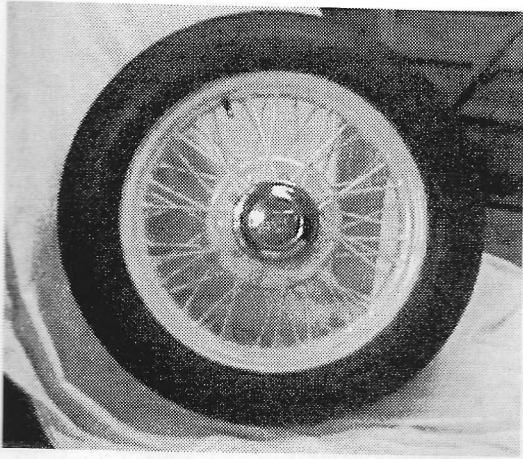
Regrettably, the parts lists don't help. They list only YE 1015-A (the number on Kevin's find at Beaulieu) for the Model 'Y' and CE 1015-B for the Model 'C'/'CX'. They do not differentiate between 30 and 50 spokes, nor 4.50x17 and 5.50x16 rim sizes.

Any comments, observations or additional information on the different wheels fitted to our cars will be appreciated.

Sam Roberts.



One of the 5.50x16 inch, 50 adjustable spoked wheels on David and Wendy Grace's Model 'Y' Arrow Alpine.



One of Gavin Welch's 5.50x16, 50 spoked wheels."



Gibson's Tyre Surgery van, which appears to have been a converted Fordor Model 'C' with Model 'Y' 16 inch, 50 adjustable spoked wheels

'An unlikely story' – answers to questions

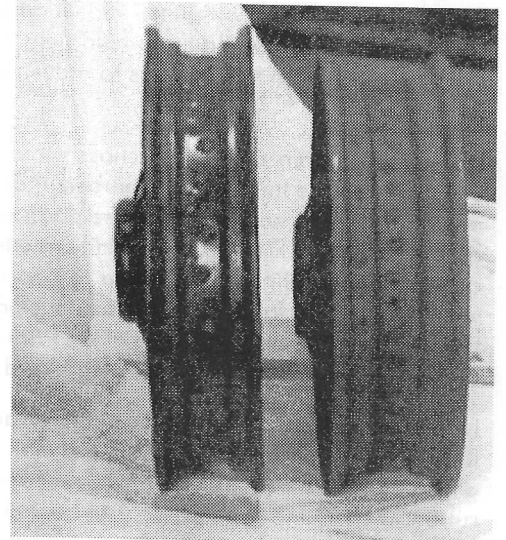
In the last issue, on page 25, I posed the question "What is it, where is it and when was the photograph taken?". I was referring to the photograph accompanying the humorous article about Mrs Wallis Simpson, which appeared in 'The Times' in January. I offered to donate £20 to Register funds if anyone could answer the questions before the end of March.

Unfortunately, the photograph did not reproduce very well, so two of the clues were not as obvious as I would have hoped. What appeared, at first sight, to be a Model 'Y', had ten louvres on the bonnet side and art deco Model A door handles. These were the clues which were not obvious on reproduction of the photo. However, the short rad car in the photograph was not registered and had a horn centrally located above the front bumper. The car was on hard standing in front of an imposing building, which some of you might have recognised.

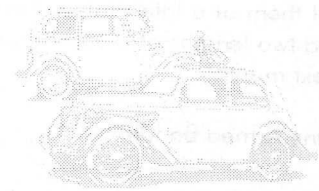
So, to answer the questions:-

What is it? It is a Dearborn-built pre-production Model 19; one of 14 built for development trials. This particular one was shipped to England for Ford, Dagenham to preview and test. It was also used in the British pre-production promotional photographs and appeared in many early advertisements and brochures with its April 1932 Essex registration, EV 5689. It appeared in many colours in the brochures, the original black and white photographs having been tinted. It actually had a dark green (possibly vineyard green) body with black wings and valances. (See photograph of Al Maynard's pre-production Model 19 under 'International correspondence' in this issue.)

Where is it? The photograph was taken at the rear of the Edison Institute, as it was known in the 1930s. This is the name which Henry gave to, what is now, the Henry Ford Museum. Thomas Edison, the inventor, was Henry's role model and hero. The building behind the car in the photograph is the art deco design Ford Engineering Laboratory, now known as the Triple E Building (Engine and Electrical Engineering), which is where both the prototype and the pre-production Models 19 were conceived. Both buildings can be seen in the photograph of the prototype on page 35 of the Model 'Y' book. Another photograph taken on the same day as 'The Times' photo appears on page 46.



The 5.50 x 16 inch wheel (right) alongside a standard 450 x 17 inch wheel



When was the photograph taken? The photograph on page 46 is dated '3-16-32' which, in American parlance, is the 16th March 1932. This, amazingly, is only four and a half months after Eugene 'Gene' Farkas started the design of the production model. The car, and a Model B prototype taxi, travelled six days later as deck cargo on board the S.S. Mauretania, which left New York at midnight on 22nd March and arrived in Southampton on April 3rd 1932. Incidentally, it was not until July 1932 that the name was changed from Model 19 to Model 'Y'.

'Not a lot of people know that!'

Sam Roberts.

Model 'Y' restoration

by Neil Bray – Part 1.

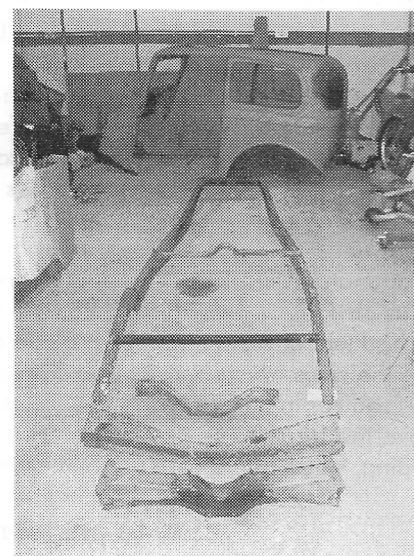
As requested, this is my first effort at writing about this restoration project. For those of you that do not know, I am now the proud owner of the 1937 Model 'Y' which Graham Miles rescued from three lock-up garages in Ipswich. Graham said that I was the right person to restore this vehicle and to write a monthly report on the restoration for the magazine, so that all you members can keep up with my lack of progress. As you can see in the photograph, the vehicle became a lodger in the Club's container in bits and in boxes. Graham assured me that it was 98% complete, so I undertook the challenge. I also stupidly said that I would try to complete the restoration by the Welsh Rally in 2004. The first job was to move the car (bits, boxes etc) from the container.



"The 98% basket case Model 'Y' in the container

I carried the main part of the chassis into my workshop and rummaged around the boxes to find the three cross members that had been removed to enable the previous owner to fit a V8 engine. All these parts were shot-blasted by my son, who now runs his own business, Finish Line UK. He undertakes shot-blasting, body repairs, restoration and vehicle painting. I then had to sort out which way around the cross members went, so that the front and rear suspensions would fit. I had to cut out a piece of 3" box section that had been fitted at the front of the chassis, to form a new cross member and then bolted both the main centre and front cross members.

I then found the main brake rod centre bracket and fitted that to the chassis along with the front suspension. A steering box was then found and was bolted to the chassis, along with the track rods, (with worn ends). The next step was to purchase a gearbox rubber mount and bracket, so that I could fit the box to the chassis. I then bolted the axle and torque tube to the box, so that I could locate the place for the rear cross member. You are all probably wondering why I am putting all these items on. The answer is so that I can get the chassis into a rolling state. I can remove said items and overhaul them at a later date. The rear end of the chassis is in a terrible state, so I have had two lengths of U section pressed, so that I can remove old and fit new - but that's next month!



Chassis with cross members removed.

"The One Armed Bandit".

A poem.

Help, help, help, please try,
'cause I need parts for my 'Y'.
If you have any of these,
get in touch with me please

Part of the 2% needed:- 1. Front Screen; 2. O/s running board; 3. N/s running board; 4. Possibly rear wings; 5. Headlights complete, bowl etc.; 6. Rear lights; 7. Wiring loom; 8. 1 piece dashboard; 9. Instruments:- speedo, petrol gauge, amp meter; 10. Door catch strikers on A post; 11. Both bumpers and irons; 12. Carb; 13. Dynamo; 14. Starter; 15. and there's more! 16. Front prop U/J.

Please ring Neil Bray with any advice or offers on 07850 789834 anytime. Thanks for your help.

STANDING ORDER SUBSCRIPTIONS

After being appointed your new Membership Officer I decided to check up on a few facts & figures, It may surprise you know that out off 394 Members, only 169 renew their Subscriptions by Standing Order. It may further surprise you to know that last year, well over 200 Members who renew by cheque etc, failed to renew by the appointed date of June 1st, some renewing as late as September. The cost of this is considerable, not just in time & effort but in Hard Cash, as chasing up late payers by sending out reminders & final reminders etc makes a noticeable dent in Club Funds, and where do Club Funds come from? You the Members So please help us to reduce this dent by filling out & sending in the Standing Order forms sent to you in your Membership Pack, it only takes a few minutes & would save a considerable amount of time, effort & money in the future. You know it makes sense.

Adrian Chapman Membership Officer

Motoring organisations

In Issue 140, an article on 'A Third Motoring Organisation' described the National Motoring Association and asked what happened to it? Harry Edwards, the Editor and Historian of the Morris Register, who is an avid reader of 'Transverse Torque', spotted the article and sent me a copy of an article which he wrote for the Morris Register Journal. Although he does not answer the question, his well-researched article alerts us to many more motoring associations which appeared before and after the Second World War and tempts us to look out for some of the associated badges at car boot sales and antique fairs. I am grateful to Harry for the following:-

Motor Clubs. Whatever became of

Browsing through pre-war motoring magazines, the reader cannot fail to note mention of many car clubs which appear to have faded with the passage of time. Some of these long forgotten clubs were specifically for one-make while others were general clubs for the motorist of the day trying to compete – unsuccessfully – with the long established Royal Automobile Club and the Automobile Association.

One example of the latter was the 'National Motoring Association' which was founded in 1935 by Captain A Charlton Elliot. Fully trained NMA Scouts were uniformed and mounted on motorcycle combinations in the manner of the AA and RAC. Advantages of belonging to Captain Elliot's new organisation included 'free emergency running repair bills paid, each bill not to exceed 5s (25p). Defray of cost of towing a car to a garage up to 20 miles. Free technical and legal advice. Special department to deal with touring at home and abroad. Detailed routes and maps supplied. Additionally, every member automatically secured a free Lloyds policy against accident while driving or walking.' One interesting aspect of the annual subscription of £2 2s (£2.10) was that a proportion of the fee was to go to hospitals in the district in which the member resided. A colourful car badge was light blue depicting two motor cars on a road surmounted by a Union Flag, above which was a sports car of the period and an NMA Scout saluting. (One of these badges was recently auctioned by Sothebys for several hundred pounds.)

Then there was the 'Society of United Motorists' formed in Cardiff about the same period as a non-profit making organisation to the campaign against what was described as 'the

iniquities of the speed limit' and other new regulations considered unfair to the motorist. Subscription was 5s (25p) per year. This Society certainly still existed during the early days of World War II.

Similarly, the 'Motorists Defence League' was a voluntary organisation founded in the mid-thirties to urge equality of fines, abolition of unnecessary regulations, improved parking facilities, education of all road users, provision of cycle tracks, rear lamps on cycles and non-skid roads. They also demanded that money taken from motorists in taxes be put to its proper use – for the building and upkeep of roads. The League pursued its policy by demonstrations in Hyde Park (for example), press propaganda, windscreen stickers, leaflets and parliamentary activity.

The 'Road Fellowship Club' started in 1930 and had rather different objectives. This club was formed to foster a spirit of friendship between all classes of road user, be they motorists, cyclists or pedestrians. At various centres throughout the country, members met to discuss matters relating to road problems and their verdicts put to the appropriate authorities. The social side of the club included various events and sports meetings, while benefits of the 8 shillings (40p) membership in 1937 included personal injury insurance, reduced rates for RAC and NCU membership.

The 'Motorists League of Brotherhood' was a deserving cause which appears to have centred around the Yorkshire area circa 1936, which organised motorists into providing transport to give outings to the disabled.

In 1928, A. Percy Bradley (Clerk of the Course at Brooklands) and Frank H. Bale OBE, launched a movement known as the 'Order of the Road'. This was something of an up-market club which claimed to be the first motoring organisation in the world to demand definite and stringent qualifications before election and, therefore, 'led the way in the now general belief that good, sound, courteous driving, coupled with a keen spirit of personal responsibility, is a key factor of inestimable value in accident prevention.' Officials and members of the Order included Lieut-Colonel J.T.C. Moore-Brabazon, The Earl of Cottenham, Chairman of the RAC, Sir Arthur Stanley; Professor A.M. Low, Mr Kenneth Lee Guinness (who gave his name to the KLG spark plug), Sir Algenon Guinness and Lord Brecknock. Like a page from Who's

Who, the list continued to include HM King George VI, the Dukes of York and Kent, Sir Malcolm Campbell, Lord Sandhurst, Mr H.M. Howgrave-Graham – then Secretary of the Metropolitan Police – and, as if to prove that this was a club with no class barriers, the entire driving staff of match makers Bryant & May Ltd, earned their badges of the Order.

If the motorist of the mid-thirties had held a British Driving Licence for at least five years without major endorsements, and observed the courtesies of the road and the Highway Code in letter and in spirit, then he or she could join the 'League of Experienced Motorists' on payment of an annual subscription of 10s 6d (52½p) and enjoy the benefits of a reduction in insurance rate, licence renewal reminders, and advice on the changes in road laws.

Similar benefits were offered to members of the 'Motorists Association' when that body came into being in 1926. In addition to a radiator cap mounted badge, which comprised a circular centrepiece with the initials 'MA' and vertical wings, there was available a small pennant carrying the letters 'SOS' for attachment to the wings of the badge when in need of assistance.

Another 'League' began in post-war years when in 1955 the Road Safety Committee of the Borough of Finchley began its own advanced driving test and formed the 'League of Safe Drivers'. Tests were undertaken by police driving instructors from the Hendon Police College who volunteered their services, largely at weekends. However, as eventually the majority of members were residents from outside the Borough, it became difficult to justify charging the Finchley ratepayers for this laudable scheme. In 1960, the 'League of Safe Drivers' broke the ties with the Borough of Finchley and became an autonomous body with an entrance fee of 19s 6d (97½p), preliminary test 2s 3d (11¼p), and a 45 minute advanced test 7s 6p (37½p). A centre button in the car badge was renewed each year free of charge after a refresher course.

Another club run on similar lines began in 1967 under the auspices of the British Safety Council and called the 'Master Drivers Club'. Again the examiners were ex-police drivers and admission to the club depended on passing a written test paper and an extremely thorough driving test lasting 2½ to 3 hours which covered town, country and motorway driving as well as night driving and skid control.

Some 'Clubs' were in reality merely commercial organisations catering for the car owner who delighted in overloading a badge bar

with such examples as that from the 'RedeX Car Club', free to all regular RedeX fuel additive users in the 1950s. Earlier, in pre-war years, a similar promotion yielded the 'RedeX Tune Up Club' badge. Commercial exploitation was not new for back in 1926 a company specialising in flat rate charges for car repairs issued the 'Owner Drivers Club' badge.

Commercial considerations were to be found behind the announcement on 1st November 1955 by the British Motor Corporation of the formation of the 'BMC Drivers Club' for all drivers and drivers' mates of Austin, Morris and Morris Commercial vehicles used solely for the carriage of goods or passengers. Membership and badge were free and there were some benefits including accident insurance cover, a legal advice bureau and a club magazine 'Sidelights'. The 'Bedford Drivers Club' was a similar arrangement sponsored by Vauxhall for drivers of Bedford commercial vehicles.

'The Fellowship of the Motor Industry' was a club confined to people who had been associated with the motor trade for twenty-five years or more. Their badge of 1936 depicted a symbolic Veteran car, which was appropriate.

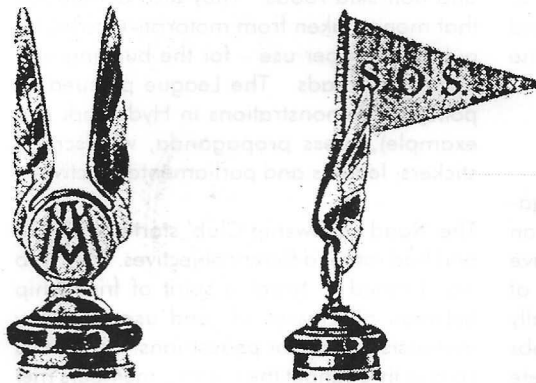
What, the writer wonders, became of 'The Company of Veteran Motorists'? Their car badge, in the form of a letter 'V', had an additional centre button with a number denoting the number of years driving experience of the owner.

There was 'The Steering Wheel Club' located in a convenient little bar-cum-restaurant in Mayfair, London, frequented by racing drivers and other lesser lights of the sport. There, built up many years ago by Desmond Scannell, then Secretary of the 'British Racing Drivers Club', was the finest collection of automobile car club badges. The Club barman, known to the regulars as 'Frank', suddenly produced a handsome round badge decorated with the initials 'FOBMC'. No-one could identify this rare badge until one day, pressed to explain, the barman revealed with a grin that he had had it specially made for 'Frank's Own Bloody Motor Club'. The collection of badges from the Steering Wheel Club in Mayfair was auctioned by Christies at the Beaulieu Autojumble in September 1995.

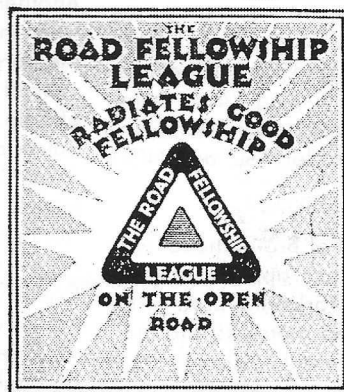
By definition, one club is certainly defunct:- 'The Circle of 19th Century Motorists'!

Harry Edwards
Editor/Historian, the Morris Register

Motoring Association Badge and additional SOS Pennant 1926.



Junior Racing Drivers Club Badge 1933



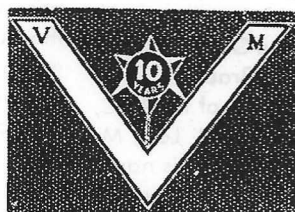
EVERY MOTORIST should assist the campaign for promoting chivalry on the road by subscribing to this section of the National "Safety First" Association.

ANNUAL SUBSCRIPTION is only 5/- and includes a copy of "Safety First," the Official Quarterly Journal of the Association and a badge for personal wear or for attaching to motor.

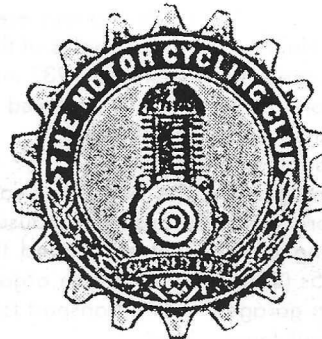
ENROL at Head Office below, or at branch offices or garages, etc., where the badge of the League is displayed, or send the first year's subscription or stamp for particulars, enrolment form, and membership ticket, etc., to the Hon. Secretary —

"SAFETY FIRST" OFFICES,
119, Victoria Street, London, S.W.1.

Company of Veteran Motorists In 1936 35,000 motorists were displaying this Badge.



The Motor Cycling Club founded in 1901



Owner Drivers Club 1926



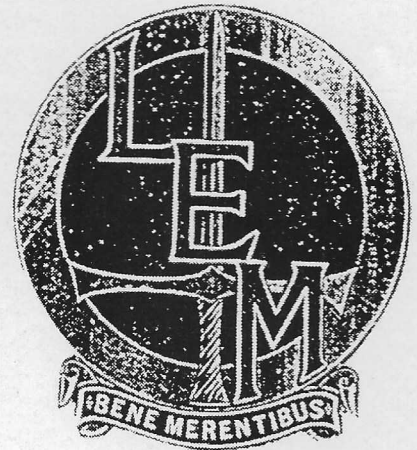
Badge of the Circle of Nineteenth Century Motorists in 1900.



Irish Motor Racing Club



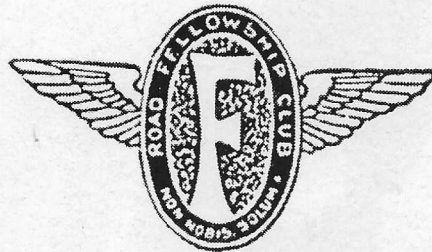
Badge of the Motor Car Club which promoted the first Motor Show ever held in London and organised the original Run to Brighton in 1896.



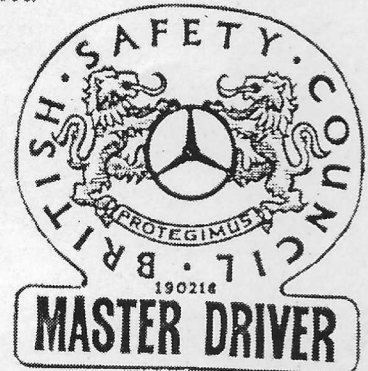
League of Experienced Motorists Badge 1936.



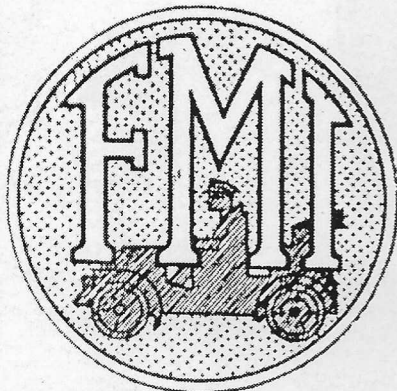
Royal Automobile Club



Road Fellowship Club Badge 1935



Master Drivers Club Badge 1967



The Fellowship of the Motor Industry Badge 1938.



National Motorists Association 1935.



Redex Tune Up Club 1937



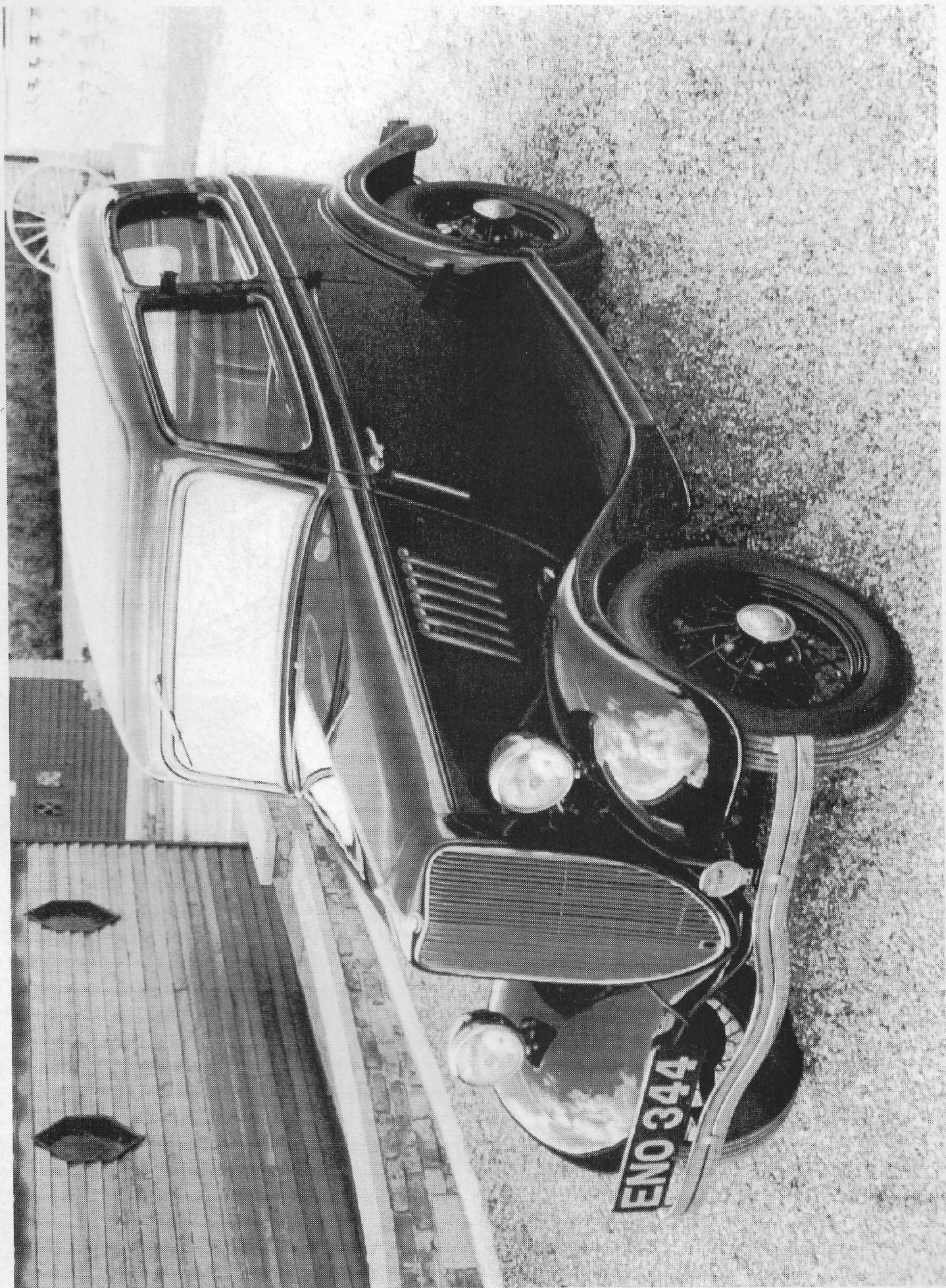
The Order of the Road 1933.



The Light Car Club Badge of 1933



Redex Car Club 1952



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 n/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	£27.00 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' - LHD - £37.00 + p&g; Y or C RHD (state which) £63.00 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.	£29.00 each
Clutch pressure plate - exchange. Send to Graham Miles.	£46.50 each
Clutch release bearings (pre-packed)	£16.00 each
Clutch spigot bearing	£9.00 each

GEARBOX

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

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

Rear hub seals (large outer) Y1175 - original bearing	£3.50 each
Differential bearings	£24.00 each
Pinion bearings	£22.00 each
Crown wheel & pinion	£245.00 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
A frame rubber ball	£4.50 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 rad. badge Dark blue-LR&C - Light blue SR& early LR	£15.00 each
Hub caps - Model "Y"	£14.00 each
Oil cans	£14.00 each
Oil can transfers. Black only	£5.00 each
Oil can brackets	£13.00 each
Wheel nuts, 'Y' set of 20	£35.00 set
Wheel nuts, 'Y' individual	£2.00 each
Wheel nuts, 'C'	£1.00 each
Vacuum Wiper Motor	£26.00 each
Wiper blade, non-standard	£1.00 each

PARTS ORDER FORM - ISSUE 142

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>
_____	_____	_____
_____	_____	_____
_____	_____	_____
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_____	_____	_____

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 mounted	Gold	8.25		
	Grill mounted	Blue	8.25		
Tax disc holder	Blue		1.00		
Key fobs, leather.	Blue		2.00		
Key case	Blue		2.00		
Miscellaneous					
Post Card featuring Y Fordor, Y Van, CX Tudor and CX Tourer		4 cards for	1.00		
Umbrella, with Register motif			12.00		
Lapel badge			1.50		
Leather Coasters, set of 4.			3.50		
Earthenware mug			3.50		
Tea Towel			3.50		
Greeting card (no text message) featuring any model listed below	Please state numbers reqd	Per card	1.00		
Y (Tudor / Fordor / Van) C/CX (Tudor/ Fordor / Tourer)					
Models (O gauge) -	Vineyard Green or Orient Blue (both with Black wings) or Black		52.00	Please state colour	
Y Model Fordor Longrad	Vineyard Green (with Black wings) or Black		54.00	Please state colour	
Y Model Tudor Longrad - on plinth					
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 ford Model Y'	Blue text on white ground		2.50		
'My other car is a ford Model C X'	Blue text on white ground		2.50		
The X can be cut off for C Model owners					
A3 Colour reproduction posters					
1932 Y Model Tudor (prototype)			3.25		
1933 Y Model Tudor (short rad)			3.25		
1934 C Model Tudor			3.25		
Payment UK Sales by cheque					
Please make cheque payable to Ford Y&C Model Register Ltd. and enclose with order.					
			UK Overseas	post & packing	£3.00
				post & packing	£6.00
				Total	£.....
UK or Overseas sales by Credit / Debit card					
Card No:.....			Signature		
Valid from...../..... Expiry date...../.....			Amount to be debited		
Issue No (Delta & Switch only).....			£.....		

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**Body Restoration, Panel
Repair & Manufacture.**

Ken Arthur, K.A. Developments
20A Fore Street, Westbury, Wilts, BA13 3AX
Tel: 01373 827746 or 01225 766669 (evening)

**Boring, White Metalling,
Bearings, Pistons, etc.**

Ron Topping, Northern Rebore Service
54 - 56 Elswick Road, Newcastle-upon-Tyne, NE4 6JH
Tel: 0191 273 4326

**Mechanical Overhaul
and Restoration.**

Tim Brandon, 5 The Street, Stonham Aspel,
Stowmarket, Suffolk, IP14 6AG Tel: 01449 711837

Roger Hanslip, 165 Hungate Rd., Emneth, Nr. Wisbech.
PE14 8EQ. Ring to discuss needs 01945 430325

**Chassis Restoration,
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Dave Tebb, Little Fenton Lodge, Little Fenton,
Sherburn-in-Emlet, Leeds, LS25 6HQ Tel: 01937 557410

**Trim, Fittings, Rubber and
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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

Chrome items, lamps & trim

Pop Brown's, PO Box 2198, Harlow, Essex, CM17 0TA
Tel: 01279 412794 www.popbrowns.co.uk

Wiring looms

Auto Sparks, 80-88 Derby Road, Sandiacre, Nottingham,
NG10 5HU. Tel: 0115 9497 211

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.

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Preferential rates for members only. From £71.80 per policy.
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