

Issue 144 September / October 2003



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THE FORD Y & C MODEL REGISTER web site is at <http://members.pipemedia.net/ford-model-register/index.htm>
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	13 Norfolk/Suffolk <i>Brian Mace</i> 5 Glenburn Ave. Sprowston Norwich NR7 8DU Tel: 01603 425558		Printed by CPS-Airedale Leeds 0113 226 7497 Specialist Print for Classic Car Clubs

Editorial

It has not been the easiest of two months to work at matters Y&C. Youngest daughter was married on 2nd August, so we were inundated with six grand children, plus daughters from Singapore and Germany. Oldest grand daughter is more competent than me on the computer and was downloading her 'hotmail' e-mails each evening from her Singapore chums and inadvertently infested my computer with the dreaded Blaster Worm. Although it doesn't affect the files on the disk, it powers down your computer when you connect to the Internet. This is a great help when you are trying to send e-mails. It also prevents you downloading the cure! It cost me £40.00 at my local computer shop to have the infestation removed and a patch put over the hole through which the worm got into my Windows program. Apart from that, it has been a very exciting couple of months on the Y&C front with interesting stories coming to light (see Members' Cars in this issue for one such story.)

It is an Editor's lot that rarely does one receive positive feedback from the readership. Following the last issue, I received two criticisms. Firstly, I apologise for referring to Nigel Stennett-Cox's Model 18 as a Model A in the Enfield write-up. I was also guilty of not checking Jose Luis Gabas' statement that his Spanish car, which he has owned for 22 years, is a Model 'CX'. The chassis number C13066 puts the car as a Model 'C' of May 1935 manufacture. As the critic informed me, it is 'obvious' from the photograph that it has horizontal bonnet louvres and is hence a Model 'C'. With Spanish cars this is not so obvious as, during the Spanish Civil War, many hybrid requisitioned cars appeared. Jose Luis' for example has a chevroned 'CX' radiator grille. However, I stand corrected in this instance.

I am amazed at the cars still coming out of the woodwork in this country. I am not surprised (although delighted) when they appear out of barns and the outback Down Under, but I would have thought that we had exhausted the hidey-holes over here. Not so. For example new member, Gail Longman, has come up with a perfectly roadworthy, hitherto unknown, Tudor Model 'Y' in Chester. Where has it been hiding all these years?

In this issue, there is hopefully sufficient variety to satisfy all readers. Both restoration projects are coming on apace, despite the inconvenience of having to go on summer holidays! The final part of the Isle of Man tour report will hopefully stir many of you into joining us on the Welsh trip next year. On that point, please note Bruce Allan's plea for names for Wales as soon as possible, as he has the difficult task of booking hotels at this early stage.

Under 'Events', please note the change of date for the A.G.M. next year. It is now to be held on Sunday, 18th April at Willoughby to avoid Easter. There will be two major events remaining in 2003 once you receive this issue. We hope to see many of you, with cars if possible, at the All Ford Rally on Sunday, 28th September. John Argent will be bringing Y&C Register umbrellas for sale, so it won't rain this year! The second event is the International Classic Car Show at the NEC, Birmingham over the weekend 9/10 November – always a good show. Note the cheap entrance ticket offer.

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Photograph on back cover

(Farewell Geoff.)

If you are a west-country member, please note that your Regional Contact has changed from Nick Glenister to Ivor Bryant. Nick has served us well over many years, but has decided to stand down and Ivor has taken up the challenge. Ivor seems to collect old Ford memorabilia. He sent me copies of original purchase and every other invoice, pre-1948, relating to a now defunct Model 'Y' 'Popular', EAE 418 (Y192953). EAE was a Bristol registration dating from July 1937. He also found three logbooks for sale on eBay; for a defunct Model 'Y' van (no details), a Model 'Y' saloon (Y169406) and a Model 7W saloon (C213560). The latter was advertised incorrectly as 'Old Logbook FORD C-Type Mae West? 1940'. Apart from me cringing at the C-Type bit, it was interesting to see the Model 'C' being referred to as 'Mae West'. In the last issue we saw it referred to as the Barrel Ford in Spanish i.e. Ford Cuba. Model 'C', Barrel, Mae West, whatever. They were all very rounded!

I am grateful to Jim Sharpe, who sent me a copy of June's 'fordnews', the Ford UK employees' and pensioners' magazine. In this issue is written up the Henry Ford Day at Gaydon and includes a photograph of Ron and Mavis Kendall (and their 'Westie' Chester) enjoying a picnic on their DIY table attached to the rear of their Model 'Y'. He also sent me the July/August issue, which covered the Ford Centenary day at Dunton, but failed to give a mention to our cars. Thanks Jim for these.

I see that Jim Miles' 'rare' 1937 Eifel was illustrated in the August issue of 'Classics' in their write-up of the Enfield Pageant.

New member 'BT' Kelly, in Tennessee, told me an interesting tale. M. Dixon, on the South Island of New Zealand recently sold 82 cars as a job lot. They were purchased, and presumably shipped, by Robert Weidemeyer of Brunswick, Georgia, U.S.A. He was

only interested in the Morrises, of which there were many, and sold the one Model 'Y' to 'BT' across the border in Tennessee. 'BT' was eager to sell it on as he knew nothing about Model 'Y's and advertised it on eBay, the Internet auction site. It was at this point that it came to our notice, via Reg Ward in California, who spotted it on eBay and who told Bill Ballard in Australia – with me so far? – I telephoned 'BT' to get the details of the car and to ask him to let us know who bought it. As I was phoning, he was reading my book on the Model Y and, as a result, had formed an attachment to the car and had decided to keep it. So we now have another convert to the little Fords of Europe in the U.S.A.

BT' Kelly's ex-New Zealand dark and light brown 1935 Tudor, Y117332, which still carries its New Zealand registration (LT 8425) on the rear.



Ben, my 'navigator' on the Isle of Man trip, has given me a book called 'Handbook of British Classic Cars' by Graham Robson and Michael Ware. Michael Ware, late of the National Motor Museum, is a regular reader of 'Transverse Torque'. I am delighted to see, on pages 78 and 79, situated between the 1932 Alvis Speed Twenty (my really favourite sports car) and the 1933 Aston Martin Le Mans, is the 1932 Ford 8hp Model Y. The excellent write-up is obviously by Michael Ware. He makes one error, which I suspect is how Eric Dymock made the same error in his 'Ford in Britain File' book (see last issue). In the last paragraph, Michael writes, "Nearly 158,000 (Model 'Y's) were produced in five years, before the restyled and somewhat larger Model C 8hp and 10hp Fords took over in 1937." As we all know, the 10hp Model 'C' production ran in parallel with the Model 'Y' on the same production line. In fact the production of

the Model 'Y' continued for a further five months after the cessation of Model 'C' production. The article is illustrated with a beautiful photograph of BPH 790, Eric Street's June 1934, vineyard green, Tudor. Eric chooses to set off the radiator grille with a red Ford badge. All Model 'Y's and 'C's/'CX's had blue Ford badges. The red badge was not introduced until the 7Y and 7W in 1937 and indicated a de luxe model.

My brother also put me on to another book featuring the Model 'Y'. This is the Shire Album series, No. 237, 'Motor Cars of the 1930s' by Ian Dussek, published in 2001. In its 32 pages, it summarises the motoring revolution of the 1930s and covers a number of models from Britain, Europe and the U.S.A. Pride of place, in the foreword is illustrated the 1937 Tudor Model 'Y', DOA 244, owned by the Ford Motor Company. Regrettably, there are two errors in the caption, which describes the Model 'Y' as 'the first truly Dagenham-designed model'. It also states the engine capacity as 939 cc (in the main text the engine capacity is stated as 937cc). As we know, the 933 cc Model 'Y' was designed and developed in Dearborn, U.S.A.; the first Dagenham-designed car being its successor, the 7Y. I note that the Editorial Consultant was Michael E. Ware!

A friend of our printer, Steve Waldenberg, attended the Portsmouth Motor Show in July and snapped the 1933 short rad Tudor Model 'Y' of Jenny Bone looking very smart. Those of you at the All Ford Rally last year may remember Derek and Jenny's daughter, Rebecca, with her Australian fiancée, Steve Teichert. I am pleased to report that they are now living in wedded bliss outside Sydney and are keen to get involved in the Australian sidevalve scene. Bill Ballard is charged with helping them.

The beautiful 1933 shortrad Tudor belonging to Jenny Bone at the Portsmouth Motor Show.



My thanks, once again, to those of you who have sent in snippets from auction advertisements, E-bay details and the like. Keep them coming. Each of them is followed up and possible new members are joining the Register. At least we are able to track the known surviving vehicles appearing in the adverts.

Someone sent me three photographs of a very smart looking 1936 Model 'Y' based special with a boat-tail rear, CXV 229. Normally, my administration would overcome these filing problems but, as you have read in the first paragraph, things in the Roberts household have not been normal for the past two months and I have lost track of who sent me the photos. Would the owner please let me know who he is and the chassis number of the car.

Late Subscription Payers

Last, but by no means the least important, is the final plea for those who have not paid their subs for 2003/2004 to do so a.s.p. If you do not pay, this will be your last copy of the magazine. I know there have been some problems with those of you who had thought that you had paid by Standing Order. Unfortunately, as explained in the Membership Pack which you received last year, if you have not made out a new Standing Order to the Limited company, you have not paid. The old Standing Orders will not be honoured. If you have any problems, please talk them over with Adrian Chapman, the

Membership Officer, on his new telephone number, 01454 850391.

Stop press:- The Great Dorset Steam Fair lived up to its title of 'Great'. It was fantastic. The 12 Model 'Y's in the Ford Y&C Model Register line-up on the Saturday (yesterday as I write) was impressive. Thanks to David Lovering. A full write-up will appear in the next issue.

Copy deadline

The deadline for copy for Issue 145 is Friday, 31st October 2003.



This pretty looking Model 'Y' sports special belongs to whom? Please let me know.

Secretary's ramblings

I write this in what must be the latter part of a wonderful hot summer, with temperatures regularly well into the upper 20's C. and occasionally into the 30C region. (eat your heart out you Aussies!). All this brought a halt (almost) to my 'CX' restoration as I found the temperature and humidity levels too high for me. No doubt as you read this we will have returned to normal, just in time for the Abingdon All Ford Rally monsoon at the end of September.

Our club website, in the care of Roy Hocking, has carried a record number of cars for sale but the good news is that several have sold, bringing some new members into the club. If you haven't checked out our website (address inside front cover) please do so, even if you have to visit a friend to access this facility. The site is being picked up all over the world judging by recent contacts. If you have any comments or suggestions for changes to the site please let me know.

Nick Glenister has for some years been our Regional Contact in the south-west. Having recently sold his Model 'Y' he has stepped down from the post and Ivor Bryant has volunteered to take his place. Ivor is a Y&C Ford enthusiast, expert and is well known in the region. Please give him your support. Thanks to Nick for his work and welcome to Ivor.

During August I visited Eileen Murrell and presented her, on behalf of the Club, with a glass bowl suitably inscribed in memory of the friendship of Geoff, our late chairman. The bowl also carries an etching of their beloved 1936 CX Tourer, in which they travelled on so many club rallies. We are still getting messages from members relating to Geoff's travels and exploits with the club. We knew he would be missed.

Sadly, as I write, we have had the sad news of the passing of our long-standing friend Carlton Thisse in America. (See obituary).

On a happier note, whilst at Eileen's, I took the tourer, not used for several weeks, for a short trip around the village. The 'CX' started up on the button and ran beautifully. A few days later the car was sold to Paul White in the Romford area and hopefully he will have joined by the time you read this note. I'm sure that using the car will give you a great deal of pleasure, Paul.

Brian Gurney was the only member to respond on MoT matters (Last issue). He finds that very few mechanics today understand our cars, but is fortunate that he can have a helpful positive dialogue with his local tester to mutual advantage. Brian chuckled (he usually does!) when he told me that his tester had initially spent 10 minutes looking for the hydraulic brake master cylinder!

The work continues to move the used stock of club spares from the barn to the containers. If you live in the Watford or Stevenage areas, and are able to lend a hand to sort, shift or stack etc., please give me a call (01832 734463) as we hope to complete the move during the next few weeks. The whole Spares Section has undergone some changes recently (see note elsewhere in this issue from Jim Sharpe) in terms of spreading the workload across several volunteers. The spares group is very active and typical of your Committee in terms of being prepared give time and to work with energy and enthusiasm for the benefit of members. After all, don't forget, we are all volunteers!

The autumn is a busy time for your Committee, under the guidance of Mike Samuel our acting Chairman, and with events. I'm also going to push on with my 'CX' restoration. See you all at the Abingdon All Ford Rally at the end of September John Argent our Regalia man will probably be there selling club umbrellas! Isn't life fun?

Bob Wilkinson.

Bob's Joke Corner

Dole (that's Unemployment Benefit for non-UK members!)

A scruffy looking young Yorkshireman walked into the local dole office, and after signing on said, "Y'know, I hate being on the dole! I would really rather find a job." The man behind the counter replied, "Your timing is amazing. We just got a listing from a very wealthy man who wants a chauffeur/bodyguard for his nymphomaniac daughter. You'll have to drive around a big black Mercedes, and the suits, shirts, ties and all clothing are provided. Because of the long hours of this job, meals will also be provided and you will also be required to escort the young lady on her overseas holiday trips. The salary package is £200,000 a year." The young man said, "You're bullshitting me mate!"

The man behind the counter said, "Well, you started it!"

Send me your favourite stories clean please, otherwise Sam won't publish them!

Bob Wilkinson.

LIST OF LOCAL SERVICES.

As part of our Spares operation I am looking to compile a list of companies which provide restoration services or supply items. If you have had good service from a company restoring your radiator, chroming, paint spraying, upholstery restoration, etc., please let me have the contact details and any comments.

I will collate all the information into a booklet, which can be made available to members and will be invaluable when maintaining, improving or restoring one of our cars. Phone me (01832 734463) write or E-mail me now before you forget!

Thanks.

Bob Wilkinson.

Acting Chairman's introduction

Following the tragic death of Geoff Murrell, Mike Samuel, as Vice Chairman, has assumed the role of Acting Chairman until such time as he can be formally elected at the next A.G.M. To give members some background, Mike has sent in the following:-

"Kath and I became involved with the Y & C Model Register in 1985. We both enjoyed the annual event that year at Stanford Hall and decided to purchase a Model 'Y'. We acquired a 1936 two-door, registered DMY 73, which was in very poor condition and which I have since been re-building (?). As is the norm, the rebuild is taking longer than originally planned and is still ongoing.

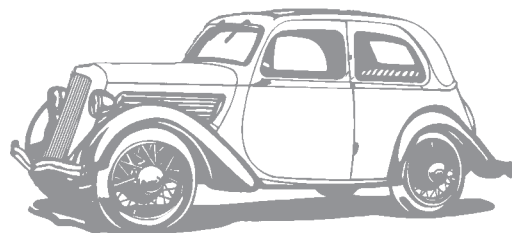
I took over the role of Regional Coordinator for South Wales and Hereford from Jeff Hancock in approximately 1990 and have held the post since. Kath and I continued to support and enjoy the club activities through the years and, when the club planned Convoy 2000, Kath was disappointed in not taking part. So, to solve the problem for Convoy 2002 to Ireland, I purchased DXU 244 an 'on the road' 1937 Model 'Y'.

Over the years we have thoroughly enjoyed the friendship and companionship of all the members and hope to do so for many more years to come. Kath and I would like to thank all the members for their kind thoughts during my recent illness.

Looking forward to seeing you all in Wales next year. Gweld chi pawb yn Cymru nesa blwyddyn.

Mike Samuel

Kath and Mike Samuel enjoying the recent club tour of the Isle of Man. Because of his recent illness, they were car-less on this occasion.



Obituary – Carlton E. Thisse

It is with great sadness that we heard of the death of Carlton Thisse, at 82 years of age, in a residential home in Grand Rapids, Michigan on Sunday, 17th August 2003. Carlton has been a tremendous supporter of the Y&C Register since he joined us in 1992.

His love of the 'Baby Fords' goes back to when he and Evelyn, his first wife, were on a teacher exchange programme in England for a year in 1960/61. He returned to the States with a 1937 Tudor Model 'Y', WG 5793. Sadly, Evelyn passed away in 1972.

It was whilst he and his second wife, Delores, were back in England on a sentimental visit in the late '80s, that he met Bob Wilkinson and was introduced to the Y&C Register. Fired with enthusiasm, he returned to the States and was a regular contributor to the build up of the history of our cars. It was he who established contact with Dahleen Flaherty in the Ford Motor Company archives in Schaefer Court, Dearborn on our behalf and he who alerted us to the existence of the only surviving pre-production Model 'Y' (Model 19) in Detroit, although none of us knew it at the time.

Carlton and Delores spent the winter months at their home in Florida and, in 1992, bought ALD 130, a 1934 Tudor Model 'Y', so that they would have a Model 'Y' at each location. Carlton and Delores were regular attenders with ALD at the local motor shows and rallies. In 1995, he bought Kevin Devine's 1936 Fordor 'CX', which he also based in Florida. This he sold in 1997, when he purchased Kath Devine's 'CX' tourer. Carlton was an associate of 'Bob' Gregorie, who also lived in Florida. Gregorie designed the body for the Model 'Y' and, at Edsel Ford's request, formed the first Ford Design Department in 1935.

During the summer, Carlton and Delores regularly attended rallies in Michigan. Member, Mark Turner, accompanied them annually in his Kerry on the 'Mad Dogs and Englishmen' rally at Kalamazoo.

Carlton regularly corresponded and telephoned Bob Wilkinson and me over the years. Regrettably, his health noticeably deteriorated following Delores' stroke three years ago and his last telephone call came the day before he went into the residential home in July. To quote Bob, "He was a gentle soul of generous spirit and will be sorely missed."

Carlton, who served with Catalina flying boats in the South Pacific during World War II and completed a full teaching career, leaves his second wife, Delores, two sons, Alan and Larry and a daughter, Margie. Each of Alan, Larry and Margie was given one of the cars two months ago by Carlton. Our thoughts and prayers are with them all at this sad time.

Sam Roberts.

Carlton and Delores Thisse in happier days with their Fordor 'CX' in Florida in 1996.



Bezzant update

Another couple of months gone already and it's time for the latest update! Thankfully, I am feeling better than when I last wrote. I had hoped that the car would have come on in leaps and bounds – but there have been so many interruptions with holidays, visitors, etc., that unfortunately this hasn't been the case.

I have managed to complete the driver's side (the easy side according to Bob Wilkinson!). The old side skin was so rotten, I only managed to save about the top two inches, which I welded on to the new. This saved me a lot of time and kept some of the original panel. I'm pleased with the end result, as it seemed to work very well.

I have now started on the passenger side and I will give you the next update at the end of October. Cheerio for now.

Terry Mortiboy.

It is good to hear that Terry is feeling better. For new readers, Terry is restoring the only known surviving Model 'Y' Bezzant, which was the actual car owned and trialled by the well-known Aston Martin racing driver, Jack Bezzant, in the 1930s. It is currently owned by member John Griffiths. There was no door on the driver's side, hence Bob's comment.

The restored off-side side panel on the Bezzant.



The inside of the new panel showing the superb craftsmanship of the woodwork.



Also looking good when viewed from the front. The rectangular bracket forward of the dashboard is where the bulkhead will be.

Eifel elegance

Jim Miles sent me a lovely period photograph of an attractive lady leaning on her black Eifel Roadster. On the reverse of the photograph was a message, written in old German handwriting, which hinted at romantic liaisons:- It read, "Mit Krampus in der Heide 9.7.39. Herzliche Grüsse und Kuss für den frühen Donnerstag!", which translated means, "With Krampus on the heath 9.7.39. (Heide is the name of the heathlands of north Germany). Best wishes and a kiss for an earlier Thursday." The card was dated 6.12.39. Saint Nicholas' Day.

In Germany folklore, St. Nicholas (Father Christmas) visits all children on 6th December distributing presents. Krampus is a nasty piece of work, who accompanies him and tells him which children have been naughty during the year, and hence not deserving of a present. Krampus is depicted as a witch-like character, dressed overall in black. It would appear from the text on the card that the nick-name for the lady's black Eifel was Krampus.

Interestingly, the photograph was taken before and the message written after the outbreak of World War II.

My thanks to my daughter, Nicola, and an elderly German friend for deciphering the old handwriting and providing the translation. Not forgetting Jim for sending in another fascinating piece of memorabilia.

Sam Roberts.

The lovely period photograph of a well-dressed German lady with her black Eifel roadster, Krampus.



20 years ago

F.M.C. G.B. Part 9

By Jim Miles (as recorded in Issue 25)

Issue No. 25 of 'Transverse Torque' (September/October 1983) reported on the first major annual gathering of the Y&C Register at Stanford Hall in Leicestershire (20/21 August). David Laxton and his wife, Julia, had carried out the preparations for the event, which was a great success and was to lead to many annual gatherings at Stanford Hall in future years. The format was also to be repeated in future years, with a barbecue on the Saturday evening in the camping field, prior to the main gathering on the Sunday by the lake. On this particular occasion, the chairman, Graham Miles, Peter Ketchell and Graham Forbes retired to a public house after the barbecue and slept in the following morning! It was the late Bert Thomas who woke them to tell them that the show had started.

Just under 30 'Y's and 'C's drove or were trailed to Stanford, which gave the judges sufficient of a challenge to nominate the winners of the prizes. This was the first year that the Eric Bufton Memorial Trophy was awarded for the best home restoration; it going to Don Malin for his Model 'C'. As was explained in this issue, Eric Bufton was a personal friend of Graham Miles, who was restoring a dilapidated Model 'Y'. As he wasn't too au fait with the vagaries of the Model 'Y', Graham used to spend several hours on Wednesday afternoons and evenings with him on the car, setting him up with sufficient work to carry him over to the following Wednesday. Regrettably, after nine or ten months, Eric was taken ill and diagnosed with cancer. Undeterred, he carried on working on the car. After breaking a collar bone on one occasion lifting a door into place, he carried on working with his arm in a sling. He worked on for six months from diagnosis before succumbing to the disease, having been working on the car six days before he passed away. As Graham said, "I think such people's courage should be an example to us all."

Before and after the Stanford Hall meeting, Graham drove up to Scotland with his caravan and told some lovely stories of various members, characters and buildings he visited on the way. After the first trip, the caravan was groaning with sheet-metal panels and parts (including a Model 'Y' chassis) that he had found or collected on his travels. Ten days after his return home, he was running the club stall at the three-day Beaulieu Autojumble at which £700-worth of parts were sold.

The plaque given to all participants at the 1983 Stanford Hall gathering, paid for and donated by Wards of Leicester.

Between 1939 and 1945, Ford Dagenham built about 360,000 military vehicles to a total value of £138 million and paid £25 million in wages and £12 ¾ million in taxes. Civilian production started again in October, 1945, with the Anglia E04A 8 hp. It was a carry over of the 1939/40 model, but with some detail improvements. It remained unchanged until late 1948. Also carried over was the four door 10 hp E93A Prefect. The millionth vehicle to come out of Dagenham was a white Prefect in August 1946. It was driven off the line by Mr. John Wilmot, the Minister of Supply. His passenger was Lord Perry. He had been elevated to the Peerage as Lord Perry of Stock Harvard in 1938. The commercial derivatives of these cars were the 5 cwt., E04C and the 10 cwt., E84W.

The year 1946 also marked the jubilee of Britain's Motor Industry. This event was marked with vehicle cavalcades through major British cities. No less than 493 vehicles drove through the West End of London and were reviewed by the King and Queen.

Changes were slowly taking place in the UK Ford operation concerning the American monopoly on design. As early as 1935, a young executive, Patrick Hennessy was sent to Dearborn with two prototypes, styled in Dagenham, of the Eight and Ten. These were eventually accepted, even though British participation in design was 'sternly forbidden'. A small Engineering Department was set up which was having some say in overall design, even though it was not until 1950 that an entirely British designed Ford appeared in the shape of the Zephyr/Consul range.

On May 26th, 1943, Edsel Ford died from illness brought on by sheer overwork. So 80 year old Henry came out of retirement to be President and Chief Executive. However, on September 1st, 1945, the ailing founder was at last persuaded to step

down in favour of his grandson Henry Ford II, already a Vice-President at the tender age of 25.

Meanwhile back in England, Dagenham was working flat out to meet the pent-up demand for new cars. Despite a shortage of steel with which to build them, Dagenham produced 115,000 vehicles – cars, trucks and tractors – in 1947. Expansion was aided by the take-over of the Company's body-makers, Briggs Motor Bodies, with factories at Southampton, Doncaster and other locations.

From January, 1947, cars registered for the first time were taxed on the basis of cylinder cubic capacity and, in 1948, a flat rate system was introduced: £10 annually for any type of car. This had an almost immediate effect on engine design, replacing the slow revving long stroke units of the thirties and encouraging larger piston area.

1947 saw the death of the founder of the world wide empire, Henry Ford, who passed away on April 7th. One of his finest achievements, the V8 engine, was used in the Pilot Model E71A, introduced in August 1947 and continued until 1951. It was very similar to that of the pre-war Model 62, 22 hp, apart of course from the imposing front end. For export only was an 'equipped chassis' (Model E71C) for pick-up truck bodies. The Pilot sold over 22,000 units in its production time and the V8 engine had an enormous following, which it thoroughly deserved. The sidevalve V8 engine was finally replaced by an overhead valve unit in 1953, over 20 years after its introduction.

In October, 1948, design took a backward step when the Anglia received a new grille based on the 1937 Eight and Ten and was redesignated Model E494A. At the same time, an Anglia export version, with the Prefect 10 hp engine, was announced. From this model came the 1953 –59 Popular 103E. The Prefect was also restyled and now designated E493A. The headlamps were incorporated into the wings and the radiator grille was not unlike that of the Pilot.

Lord Perry resigned as Chairman of Ford Motor Company Limited in 1948. The following year, an ex-government factory at Langley, Buckinghamshire was purchased by Fords and still houses heavy truck production.

Jim Miles.



Model 'Y' restoration

– Part 3

by Neil Bray

I hope you get this report as I have presented it to Sam late, due to my August holiday in Spain.

Since the last report, the following tasks have been achieved. You can see me standing in my 'Y' body shell in the first picture. I think I was saying something to the effect, "I'm sure I put the chassis somewhere!" When the chassis was found, said body shell was fitted to it, bolted where necessary and scissor jacks placed everywhere to get some decent gaps around the doors, bonnet, etc. Once this was achieved, the welding started.

The rear inner wings were rebuilt and then secured to the chassis to hold the back half of the shell in the correct position. The next job was the lower section of the B posts, where the rust was cut out, new panels made and welded in position. Then the bulkhead; this had been completely removed by the previous owner to enable the fitting of a V8 engine! The bulkhead was found in my pile of bits and duly refitted to the shell. Toolbox panels were made and also fitted.

The preparation for painting then started, first, by rubbing down the complete shell to bare metal. All the dents (I think) were found filled and the body covered in a good five coats of primer. The shell was again rubbed down and made ready for the colour. YES, THE COLOUR!

I thought maroon would be nice for my project, but was informed in no uncertain terms by an unnamed person that the year of my project, 1937, should be either Vineyard Green or Black. You know that I am one to always obey the rules so, on looking in Sam's Book (the 'Y' bible) the Datsun colour stated as being an up to date match was chosen. The shell was duly painted in said colour.

I had a trundle up to York to see Dave Tebb and acquired a pair of his running boards, which I must add fitted perfectly. These were painted black and given to Graham Miles to be covered in rubber to the proper spec.

My next problem was the windows and the fitting of all the runners, seals, etc. You have to remember that, although I have looked at a lot of members vehicles at rallies, I have never thought of how they went up and down without falling out and here I am looking at a bare shell

I came up with the idea that, if I rang up a fellow member, he would probably let me pop round, see his car and hopefully find out how the windows are secured and operated. I could not believe my luck and good fortune and must thank John Argent of Hatfield for his kindness and trust. He not only said that I could look at his vehicle, but I could actually take it to my garage and, providing I put it back together again, I could strip it down as needed to obtain the secrets held within. That's what I really call a friend and I again say a BIG THANK YOU.

I have now started repairing the front wings, but I will tell you about that next time.

Ta ta for now,
'The One Armed Bandit'

The One Armed Bandit' with his body shell, looking for the chassis!

*(below)
Repairs carried out to the inner wings, which were bolted to the chassis to align the rest of the body shell.*



The body now finished in a gleaming vineyard green; as is correct for a 1937 car!"



Taith o Gymru 2004 (Tour of Wales 2004)

June 7th to 17th 2004 inclusive.

As was indicated in the last issue of Transverse Torque in some detail we have organised a Tour of Wales for our members for June 2004. This is your final chance to obtain the full details and make a booking, as The Register must confirm the numbers with the various hotels within the next four weeks.

With a minimum of two nights in each location participants can decide whether or not to visit the suggested sights or indeed have a day out of the car. This is something that has been requested after previous trips where a drive was obligatory each day.

Members wishing to receive full details of the Trip should in the first instance request an information pack which will include individual Hotel costs and a booking form which will need to be completed and returned with a deposit. Places are limited so booking is essential. Members who may wish to join us for a part of the trip only will be most welcome, just mark your booking form accordingly. Please note that individual members will be required to consider their own Holiday Insurance arrangements.

**INFORMATION PACK AVAILABLE FROM
Bruce Allan, 37 Meadow Park, Cabus, Garstang, Lancashire. PR3 1TA
Or telephone 01995 601041 or e-mail bruceallan@telco4u.net**

Forthcoming events

- 14 September Bradford - Morecombe Run.
Entries 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

18 April A.G.M., Willoughby Village Hall Bob Wilkinson 01832 734463
(Please note change of date)

International Classic Car Show - 9/10 November 2003

This is a must for all classic car buffs. Each year the size of the show increases and now takes up three of the massive halls at the NEC in Birmingham. All makes of classic car are represented, with the majority being post-war, but with a good smattering of pre-war makes. The Ford Y&C Model Register stand this year will be displaying four different styles of our cars under the guidance of Geoff Salminen. Members who attend are encouraged to come along and make yourselves known to the volunteers manning the stand. It's always good to see a friendly face.

The organisers have, this year, offered cut-price tickets for those members of car clubs who pre-book (see advertisement for details). The club also benefits financially from those of you who use this facility.

We look forward to seeing many of you there.

Normal ticket price £12.00 (car park £6.00)
but

£4.50
SAVING FOR YOU
AND
£1.50
FOR YOUR CLUB

When you book a ticket in advance for
Britain's biggest classic car show

↓

All you need to do is:
Log on to the International Classic Motor Show website
www.necclassicmotorshow.com
type in the password 'CLX' and your membership number to qualify

Or telephone ticket hotline 0121 767 4767
Quote booking ref. CLX and membership no.

THE MESH
**CLASSIC
motor**
SHOW

09 NOVEMBER @ THE NEC BIRMINGHAM

CLXs MOTOR FOOTMAN JAMES

New Spares Organisation.

During the past few weeks, as part of a wider reorganisation, the spares listed in the Magazine have been divided into separate divisions, e.g. Engine, Transmission, Brakes, shiny bits, etc., and relocated with 6 volunteer "Spares Holders" around the country.

Although this has necessitated a series of internal changes to our administration system, the way that members order spares from the club, and the invoicing process, **WILL NOT CHANGE.**

The current method of ordering remains the same and is clearly described in the Magazine; you will continue to send your forms, or e-mails, to me. I will pass your order to the "Spares Holders" and they will ship the parts to you. The only change you will notice is that orders for several items may result in your parts arriving in separate packages and possibly on different days.

Our intention is to be able to respond to your orders efficiently and promptly, but please remember that our club is run by volunteers, who undertake all this work in their spare time. For this reason we ask that you allow up to 28 days for your orders to be completed.

Don't forget that the club has stocks of other spares, new and used, which are not listed in the magazine. At the bottom of the Parts Order Form it tells you how to find out about these extra bits and pieces.

To avoid any errors I will only accept written orders, using the current order form or e-mail, that includes all the relevant information. Remember you can now use your credit/debit cards as well as cheques for payment.

Many thanks,

Jim Sharpe. Spares Administrator.



This is Jim Sharpe, who volunteered his services a year ago as our Spares Administrator. He has the unenviable task of spearheading the Spares Committee programme to reorganise the spares administration of the fast moving items (as described above) and to relocate, label and stock-take the slow moving spares into the containers from the barn. He is doing a fantastic job with invaluable help from a number of members."

For sale

1934 Model 'Y' Tudor, JB 4054 (Y51399), currently in yellow primer. Under restoration. Complete less running boards. Off road for 18 years but in dry storage. Spare gear box and radiator. £500.00

Alfred Phelps Tel: 07771 616191 (Hungerford, Berkshire)

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

Gilbert Dickson. Tel 01483 566128 (Guildford) e-mail

gildickson@microactiv.net



1937 Model 'Y' 2door (Tudor), DLJ 855, (Y197680), Green and black. One of last produced. Body been off for chassis and mechanical restoration. Parts for straight forward completion, new windscreen, roof sticks, etc. Many spares. Full history, original documents (Bill of sale etc.). Reluctant sale by club member. £1500 o.v.n.o. Derek Micklewright. Tel: 01293 862717. (Horley, Surrey)

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

Photographs and dimensions of a Model 'C' / 'CX' chassis to help in the production of a large scale model of a 'CX'. Any assistance welcome.

Robert Moore, Illinois, U.S.A. e-mail PARMOR@aol.com

Steering box wanted for a Model 'Y'. Douglas Foreman. Tel: 01530 458535. e-mail douglas.foreman1@ntlworld.com

Isle of Man tour.

19 - 24 June 2003 Part 2.

In Part 1, the first three days of the Isle of Man tour were covered. By the Sunday, the party had grown to 16 cars and 32 members and passengers. That day, nothing was planned and we were left to our own devices. Ben

and I were determined to do the T.T. circuit, which was still marked up and complete with the straw bags at each corner and telegraph pole. We set out from Ramsey traffic lights and had an exciting and exhilarating drive over the mountains, through Douglas and various villages and back to the Ramsey traffic lights. The total distance is 37.73 miles and we covered it in one hour and 3 minutes, which isn't bad when you consider the long climb out of Ramsey and the speed restrictions and traffic lights en route. Mind you, the lap record is 18 minutes with the bikes reaching 180 m.p.h. over the mountains!



'Racing' down the straight, at the 34 mile point on the TT course, from Kate's Cottage to the 90° right turn at Creg-ny-Baa.

It was a glorious afternoon, which many of us spent in deck chairs in the park, listening to the Ramsey brass band, a local jazz band and a folk music group – it beats work! However, we had to say farewell to John and Lilian Fitzgerald, who had to catch the

was now lost (where were you Terry?). As we travelled to Douglas on the top deck of the bus, we saw Ronnie's Model 'Y' coming the other way!

The stretch of railway line from Douglas



The group photograph. Not present:- John and Lilian Fitzgerald, Brian and Jennifer Mullan and Alex and Gail Pedlow.

afternoon ferry back to Dublin so that John could be at work on Monday morning – roll on retirement John! That evening in the bar, the musically talented Geoff Salminen was persuaded to play his banjo cum ukulele to the strains of some of George Formby's better known songs, which we all enjoyed.

Monday was our Manx transport day. Brian Mullan and Alex Pedlow and daughters had to move off early to catch the ferry back to Belfast and missed the group photograph, taken just before we set off for the Ramsey terminus of the Manx Electric Railway. Here we parked up the cars under special arrangements with the Stationmaster. We then walked to the bus station and caught the bus to Douglas quay, in time to catch the 11 o'clock steam train to Port Erin. Unbeknown to us, Ronnie De La Rue, had gone back to his room after the group photograph to get his jacket and had missed the

convoy from the hotel and to Port Erin is all that remains of the once profitable network joining Douglas to Peel, Ramsey and Port Erin. Now government owned, the standard IoM 3ft gauge engines (3 in service) and rolling stock are well maintained and in good condition, considering they were built at the turn of the last century. The line is being re-laid between Castletown and Port Erin, so we were transferred to a coach for the final leg of the journey. Once again it was a beautiful day and I joined David and Wendy Grace and their dog, the three-legged Ben (appropriate for the Isle of Man!) on the beach. Whilst waiting for the bus back to Castletown, who should appear but Ronnie in his Model 'Y'! It was then back to Douglas on the coach and train, followed by a ride along the 2-mile promenade on a horse-drawn tram. The tram took us to the Douglas terminus of the Manx Electric Railway. The journey to Ramsey is an experience. On the plus side, it travels along the coast and is very scenic. However, in the open carriage, it is noisy, uncomfortable and draughty! On arrival in Ramsey, we drove the cars back to the hotel, leaving sufficient time to prepare for the 'Last Supper'.

No. 11, 'Maitland', built by Beyer, Peacock Company of Manchester in 1905, in Douglas station before hauling our train to Castletown. Mike Samuel and Geoff Dee carry out a maintenance inspection.

As always, the Last Supper is slightly more formal than the normal evening meal, and the hotel had set aside a room specifically for us. We sat at four or five circular tables and enjoyed a pleasant three-course meal. After coffee, Bob Wilkinson thanked everyone for coming and asked Mike Samuel to present the long distance award, which went to Jim Sharpe, who had driven some circuitous route via the south coast to get to Chester! Secretly, we had all signed a congratulations card for Doug and Bessie Hickson's pending Golden Wedding anniversary. Bob presented this and a bottle of champagne to the happy couple. The wine at the dinner was a present from Doug and Bessie, as well as Eileen Murrell, who had phoned the hotel specifically to place the wine order and to see how we were doing. Thanks to you all. The presentation was followed by Bob doing a Bob, who rattled off a stream of Bob-like jokes, which would have had the 'Stars in Your Eyes' audience weeping! In rather quicker time, I thanked Bob and Peter Ketchell for all their efforts on our behalf and presented them each with a small silver mantle clock, suitably engraved with the three legged Manx logo, as a token of our appreciation.

The evening's entertainment was once again led by Geoff Salminen, this time on the grand piano. With the aid of song sheets and a few noggins, we sang gustily some of the more familiar 'oldies'. Talking of 'oldies', Doug gave a touching rendering of his version of the well-known poem 'Now we are old', presumably to Bessie – reprinted below. Once the quality of the songs had degenerated to 'On Ilkley Moor bah t'at', we called it a day!

The Entertainer', Geoff Salminen, leads to singing after the Last Supper.

The ferry to Liverpool was not due to depart until 3.30 on the Tuesday, so in the morning, Ben and I headed off to Ballaugh to visit Brian and Sheila Waiting. Brian Mullan had visited them earlier in the tour and had reported that Brian had a sidevalve Ford engine with a Wilmot overhead inlet valve conversion. The visit was also an opportunity to get a copy of the video tape which Sheila had taken of the cars coming off the ferry and arriving at the hotel in Ramsey. Brian and Sheila



made us very welcome and Brian showed us round his extensive garden, garages and lean-tos, all full of cars in various stages of decay or rebuild. The Wilmot engine was in a partly rebuilt special, which was almost hidden under debris in a garage. The special also boasted a split, independent suspension front axle. Regrettably, because of the poor light and the inches of dust covering the engine, the photographs taken have not come out very well. Having paid Sheila the cost of a new tape and armed with the video for Geoff Dee to incorporate into a Register video of our activities, we left for Douglas, travelling up the beautiful Glen Sulby this time and over the mountains.

The return crossing was even smoother than the outgoing trip, thank goodness! However, because our berth in Liverpool was occupied by the Dublin ferry, we sat off shore for about ¾ hour in glorious sunshine admiring the Liverpool skyline. Eventually, we all said our farewells and set off homewards. It was at this point that I realised that David and Wendy Grace were staying on the island for a few more days, so a belated farewell to you both! Ben and I travelled as far south as Telford that evening, meeting up briefly with Jim and Joan Sharpe and Geoff Salminen on the way. We found an old pub which had a couple of rooms for Ben and me. Ben reckoned the pub was old enough to have a ghost. 'Yes', said the landlord, 'A lady sometimes appears in room 7'. 'Has she got nice legs?' asks Ben. He's incorrigible, but great company. We visited the Iron Bridge the following morning before setting off for Andover. Our total mileage door to door was 650.



And so ended another excellent club tour. No major breakdowns this time. The most serious problem that I was aware of was the dynamo support on Geoff Dee's car which, due to wear, did not enjoy the benefits of a wedge to keep it straight. Letters of thanks were received from our guests, who joined us at various stages during the tour and at the Last Supper, namely:- Ken and Barbara Wilkinson (Ken is Bob's older brother and, unbelievably, there are two like Bob!) and Bill



The anniversary couple, Doug and Bessie Hickson, in their gleaming Jensen bodied Mistral tourer.

and Irene Beattie (hopefully, Bill will soon own a Model 'Y' and join us on future tours.)

The co-conspirators, Peter Ketchell and Bob Wilkinson, leaving the hotel in Peter's Model 'CX' tourer. Lilian Fitzgerald looks on.



Sam Roberts.

Doug's golden wedding ode to Bessie:-

NOW WE ARE OLD

(With apologies to Jenny Joseph.)

Now we are old, we can wear purple
And run around in a little Ford car which puffs
out smoke
And annoys the other drivers.
I can shake my fist at those who annoy
And you can salute them with two fingers.

You can wear trousers that don't suit
And I can wear my cap backwards
And pretend I am a racing driver.
You can scowl at Bob Wilkinson's jokes
And I can annoy Sam with a reference to "Y
Types."

I can bore club members
With tales of the Ford Service School,
And universal joints and fibrous grease,
And you can smile and nod
As if I knew what I was talking about.

I suppose that one day we must give this up,
And be driven around in a boring car.
And smile and be polite.
But until then, we will enjoy the company of
our friends
In the Y and C Register and behave badly,
And wear purple.!

It's a small (Ford) world!

by Bill Ballard

One of the best-kept secrets in the Sidevalve World can now be revealed!

As Sam Roberts explains in his book*, Sir Percival Perry, Chairman of the Ford Motor Company in England, didn't consider the Model 'Y' chassis to be sufficiently rigid enough to be able to take open bodywork. An experimental 'roadster' was built in 1934 and, due to an error in the wording of a transatlantic cablegram initiated by Perry whilst on a visit to Dearborn, this 'OPEN' car was sent across the Atlantic instead of the requested 'OPEL' (a 'foreign' car that had been under scrutiny at Dagenham)! An American

who liked the little "open two-seater car" (as the 'roadster' was referred to) put in a bid of \$100 for it, and Dearborn sought Perry's permission to sell it to him. However, Perry disapproved of the sale, writing *"The reason for my personal objection to the disposal of this car in the U.S.A. is that we feel certain it will give trouble, as the body literally opens and shuts owing to the frame construction."* In an earlier letter to Sorensen in Dearborn, Perry had remarked *"You will appreciate the Model 'Y' frame necessitates a closed body in order to hold the car together"*.

For these reasons, Ford in England never produced a Model 'Y' convertible of any description for general sale. However, a wide variety of open cars (convertibles) were to be built on Model 'Y' chassis/cowls supplied by the Company to various British coachbuilders struggling to keep going in the Great Depression of the 1930s - "but that's another story", as they say!

Ford Australia obviously thought differently too! They went to the other extreme and offered a PHAETON variant of the Model 'Y'! Now I should explain that a 'phaeton' is generally recognised as a 'four-door, four-seater convertible". The one and only illustration of a Model 'Y' phaeton known to exist - actually an artist's impression (and used in books by Sam, myself, Norm Darwin and others), shows an open car with the hood extending all the way to the very back of the bodywork. The doors were hinged on the 'B' post on each side, the front doors being of "suicide"-type and the rear doors opening normally. In view of Perry's remarks, how Ford Australia managed to build such a car has been one of the best-kept secrets in the Sidevalve World.

Sam and I were to crack that secret when we visited the Ford Discovery Centre in Geelong on 16th April last, after the National Rally (Barossa Bivouac). Thanks to Mike Trickey (Director) and Adrian Ryan (Archivist), we were allowed to look through the Ford Australia archives held there. We discovered some blueprints of the Model 'Y' in various forms, all dated 6th October 1933 and signed by Lew Bandt (designer of the "coupe ute"), including one of the phaeton. This showed that the chassis frame on the phaeton was bolstered on the outside by a 1/8"-thick "sub-sill" (metal plate), running the length of the frame from the 'A' post to the point where it starts to rise over the back axle. At this point, there was a "brace-pillar" attached to the "sub-sill" which rose at an angle of about 100° and appears to have supported the front of the rear seat. The 'C' post was effectively a 1 1/4" x 1/4" metal brace, riveted vertically to the "wheelhouse" (inner mudguard) and bolstered by another 1 1/4" x 1/4" metal brace riveted horizontally to the rear floor pan. But probably the most important discovery was the arrangements to strengthen the 'B' post to take the weight of the doors. A specially fabricated "brace-pillar" was attached to both the outer face of the chassis frame and (at right angles to the chassis frame) the "front seat back panel riser"; a cross-member, presumably made of wood, mounted at the bottom of the back of the front seat, crossing from one 'B' post to the other. The door pillar was clasped by the bottom of this "fabrication" and presumably attached to the "riser" (the blueprint doesn't make this clear). A gusset was riveted to the frame immediately to the fore of the fabrication to give additional strength.

By diligently looking through some original Ford sales ledgers held at the Ford Discovery Centre, Sam was also to establish that 54 Model 'Y' phaetons were sold in 1933/34/35. However, we

were uncertain if any still existed. Andrew Cameron believed that Dr Shepherd, the local G.P. in Jamestown, South Australia, where he used to live before moving to Mt Gambier, owned a "Model 'Y' tourer". It was thought that this could possibly be a phaeton, as opposed to a roadster (a two-seater convertible, with or without dicky seat, which Ford Australia also offered as another variant of the Model 'Y'). Jim Puust, well-known Sidevalver and another one-time resident of the area, had advised Sam at the Barossa Bivouac in April that he had seen the vehicle in question and confirmed it was a "four-seater tourer", but he couldn't remember if it had four doors as well!

After Sam had departed from Victoria, I decided it was time for the Bazza-Bill Detective Agency to swing into action again, and within a short period of time, I had traced the owner of that mystery 'tourer' in Jamestown - a Mrs Dianne Shepherd, wife of the local G.P. She was contacted and described her car to me as a "four-door, four-seater tourer". It was indeed a phaeton - THE ONLY PHAETON KNOWN TO EXIST!

Mrs Shepherd confirmed that she was given her car by a relative and it had always been painted black, with black hood and black upholstery. She was the second owner; it had originally been supplied to a clergyman in the Congregational Church, which explains its unusual livery. Unfortunately, the car was damaged when the building it was stored in collapsed during a storm and it now needs repairing. A job for John Turner perhaps; a panel beater by trade, resident of Jamestown, and owner of the beige E03A Prefect coupe ute and restorer of the black 103E Popular coupe ute, both seen on the National Rally.

In the meantime, what would we give for an original photograph of Mrs Shepherd's phaeton?!!

* *"Ford Model Y - Henry's Car for Europe"* by Sam Roberts, Veloce Publishing Ltd 2001.

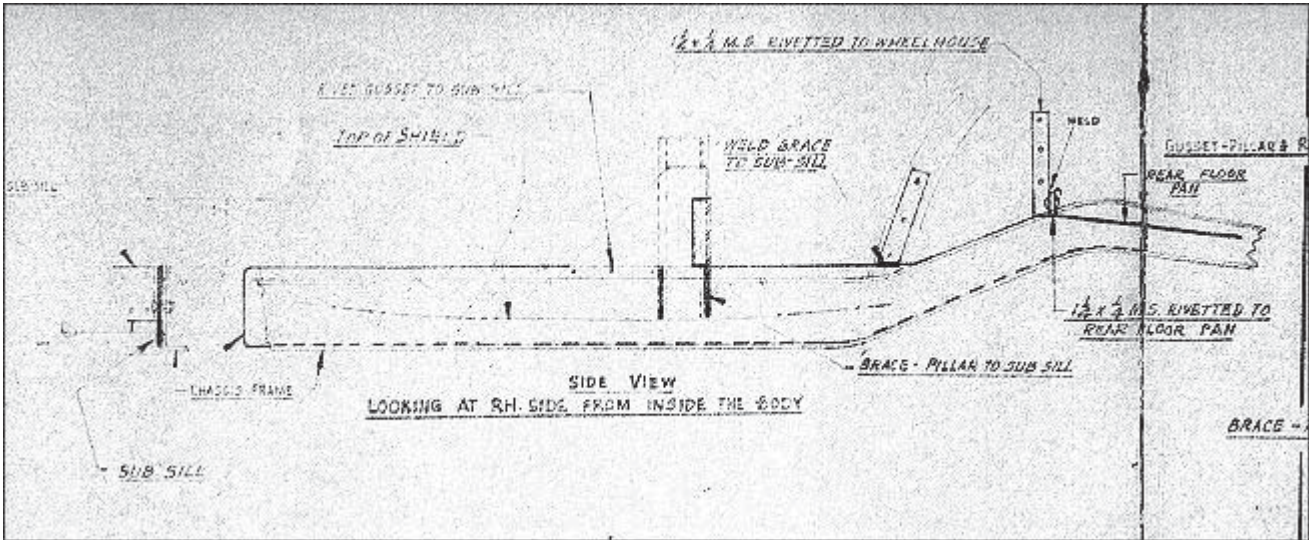
With thanks to the Ford Discovery Centre, Geelong, and Sam Roberts for their help in the preparation of this article.

Bill Ballard

Found by Bill Ballard in the Victoria State Library copy of the local Melbourne paper 'The Herald' dated 23 October 1933. The, as yet, only known photograph of a phaeton.

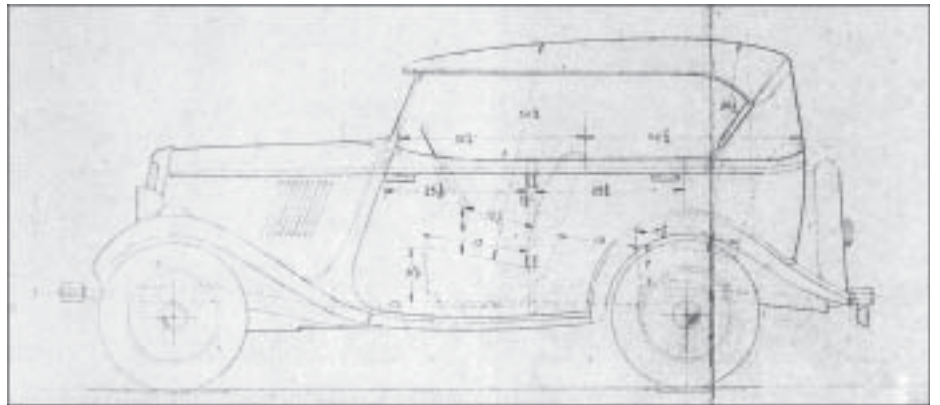


The New 1 h.p. Ford Tourer

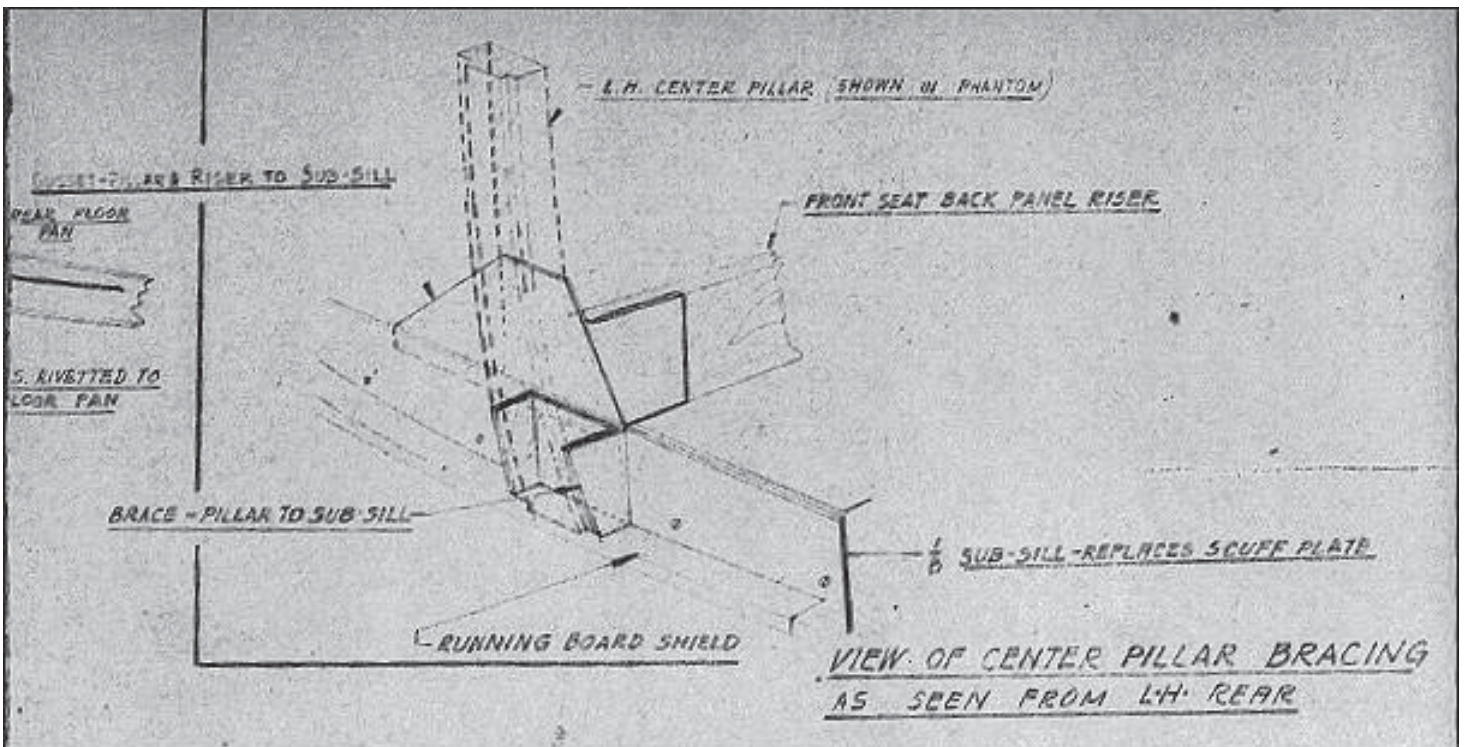


Above: The secret is revealed! This is how Ford Australia modified the Model 'Y' chassis to take the phaeton body.

Right: The handsome lines of the Model 'Y' phaeton as revealed by the blueprint.



Below: This is the bit that mattered! It is the "fabrication" that supports the bottom of the 'B' post on the Model 'Y' phaeton.



International correspondence

U.S.A.

Paul Beck, of Vintage Supplies and Small Ford Spares, alerted Bill Ballard, in Australia, to an ex-Australian bodied Model 'Y' roadster, which has been in the U.S.A. for 15 years and is presently under restoration by Nick Cassaro in Hayward, California. It is a May 1933 short rad (Y25462) and carries the low body number



The ex-Australian May 1933 'standard' Model 'Y' roadster with the early Geelong body number 19 R11, under restoration by Nick Cassaro in California. Note the straight topped door.

19 R11. From evidence which Bill is gathering and researching in Australia, this is a 'standard' roadster, i.e. it has a top hinged boot, rather than a bottom hinged dickey seat (de luxe). Also because of its low body number, it has straight topped doors, rather than curved topped, which would appear to be a design change on later bodies. Nick Cassaro also owns an ex-New Zealand Tudor Model 'Y', but the details of that are rather hazy at present.

Still polishing

George Pierce sends this semi-political e-mail and photograph:- "Here is a photograph of yesterday's car show here in Santa Maria (24th August, see top of p20) Note the Union Jack. I also fly one at my home, with the Stars & Stripes, for your

country's support during Iraqi Freedom. There is as much good feeling here for GB as there is bad feelings for the French. My son has been over in Iraq for almost a year now. He is now running the humanitarian aid logistics for the northern part of the country."

Australia

National Rally – 2005

Wayne Lodge, from Victoria, Australia, sent his latest news and news of the next National Rally to be held in 2005. If this

year's National Rally is anything to go by (see Issue 142), it will be great fun, so start saving your pennies for a trip Down Under.

"I hope you are not sun burnt in your Model 'Y' tourer, as I hear that you have had an

average Australian Summer in England this year. You will be happy to know that my Model 'Y' is still running well and attended a steam rally last weekend with Aaron Keller's Model 'C' (the ex-Ken Codling car that was at the national rally). Murray Trimble's upright had its first run since breaking its axle at the national rally. It amazed me the number of people that looked at the cars. They knew the Ford badge but not the Model 'Y'. We are heading for a picnic rally on the weekend so I will send pictures of the 'Y' and 'C' together for Transverse Torque.

The Ford 8 & 10 Side Valve Club Victoria Inc. would like to invite all interested enthusiasts to participate in the 2005 National Rally, which will be held in Tasmania for the first time. The rally will

most likely occur in March or April of 2005. The main rally will be based in the Launceston area and will follow the traditional format of a Friday night welcome, activities on the Saturday and Sunday, a formal Rally Dinner on the Sunday night and breakfast Monday morning.

A Preamble Rally centered on The North West Coast, possibly Devonport, will begin on the Saturday of the week before the main rally. The fourth day of the Preamble Rally will be a rest/free day.

The average distance travelled on the rally will be about 45 miles per day. For the first time the 2005 rally will also be offering a Post-amble Rally for those that wish to extend their trip in this beautiful State.

An expression of interest in attending is all that is required at this stage. For registering an expression of interest or for more details contact Wayne Lodge at: 'National Rally 2005', P.O. Box 76, Epsom, Victoria 3551 or awlodge@bigpond.com

'Bluey' coming on

I have given little mention of Bill Ballard's restoration project, which is coming on a treat. Bill is restoring a rare, Geelong bodied, Model 'CX' Roadster (Dagenham chassis number C31277, Geelong body number 20B R220). I had a good look over it whilst staying with Bill on my trip to Australia in April. When it is finished, I have asked Bill to write up the story of the restoration for the magazine. As with all restorations, nothing is straight forward as the following e-mail shows:-

"Bluey" is progressing in fits and starts - I keep reaching impasses! For example, the little bracket that attaches the window-winding mechanism to the bottom of the opening 'screen is missing, and preventing me from installing that mechanism, which in turn has to be installed before I can reinstate the dashboard! I also came to install the steering wheel on Saturday and discovered another bit that's missing! Without mentioning any names, I'm also finding out how some people who think they know it all can actually be wrong! A certain person assured me that the chromed bit he gave me to go into the centre of my aluminium steering wheel was the correct one. I just had to scrape off the powder-coating from the inside of the boss, he told me, and I took his word for it



The beautiful rear end of Bill Ballard's Model 'CX' Roadster.

and had the bit re-chromed. Of course, I came to fit it on Saturday and discovered it was the wrong one! The bit I've got is for your usual three-spoke plastic coated wheel, part number YE-3614-B. Looking at my steering wheel, the inside edge of the boss is stepped with the top 5/16" or so slightly wider than the next 5/16". I think I need part number YE-3614-A, which has slots cut into the circumference to allow it to be pushed into the "stepped boss" easier (the circumference of YE-3614-B is solid with four specially-shaped tabs cut into it to allow it to "clip" into the boss). I've sent Jim Sharpe an e-mail to see if he can help with this part!! And it is going to be fun and games sorting



out those brake r o d s (remember, I didn't have a complete car to start with, just your proverbial "baskets full of bits", so it is a huge learning curve at the moment!!!)."

Bill almost getting his hands dirty as the engine goes into Blueey

In the meantime, here are a couple of shots of the car, which has now been sprayed a beautiful blue and is in the final build stage.

Meanwhile, further west

Chris Newman reports from the Classic English Ford Club of Western Australia:-

"G'day Sam. Thanks very much for a copy of your book. I'll present it to the club at our monthly meeting tomorrow night. It looks terrific - very detailed - only problem is 'our' Bill Ballard, if he keeps finding stuff at his current rate you will have to do a rewrite very soon!

Attached are some pics of the progress on the businessman's coupe by Dereck Wilson. As you can see he is making excellent headway, but his time is limited as he is working in Papua New Guinea and gets breaks every 6 weeks. Currently located in Giulio's shed while he buys another house. This is the vehicle Laurie Guy rescued as a trotting trainer cart and intended to restore as a coupe with a dickey seat like it was when he owned it as a young bloke. Unfortunately his death interrupted progress. Now Dereck is restoring it with a proper boot lid. [Sorry, Chris, to have to correct you. Dereck's car is now a standard roadster - not a coupe.]

The next pics, are of a 'bush rescue'! This was carried out by the famous Denis Johnson, who will go anywhere to rescue a vehicle - as long as it's free! It is he who asserts that if we get our cars for free we've paid too much for them! Working on the premise



Dereck Wilson's Geelong bodied, standard Model 'Y' roadster (body no. 19 R84) under restoration in Western Australia.

that we will spend heaps restoring them. Denis is not keen on bright shiny motor cars - he reckons they should reflect their age! Which is why he rocks up to events in his 'just pulled from the back of the barn' 'C' sedan! But you know - he's dead right, his car has more blokes hanging around it, in it and under it, than any others on show! Denis also owns the red, hand painted 'C' coupe. He 'found' this at a whistle stop on the road to Kalgoorlie. Many of us over the years drove past and didn't see it. He thinks it was dumped sometime in the late 50's and before decimalization in '66. How would he deduce that - simple my dear Watson - he found a child's purse buried in the remains with only pennies in it! The car did not have any running gear so Denis took it all up with him and bolted it on with the help of the tripod and tackle (and a mate - in pic).

Cheers, Chris"



'Mate' installing a front axle under the 'bush rescue' Model 'CX' sedan.



George Pierce still polishing AMG at a rally in Santa Maria, California. Grand daughter, Rachel, looks on.

Members' cars

Rather than describing a member's car, this time round I shall tell you the story of a riddle and how at last we have solved it. I hope that the car in question will, in due course, become a member's car.

In the late 1980s I was sent a photographic slide by Bruce Palmer, who at the time was a leading light in the Ford Sidevalve Owners' Club. It depicted a blue Model 'Y' Arrow Alpine with two gentlemen in it. The only information Bruce gave me was that it was a still from a film set. Bruce had probably had the slide for many years, dating it, probably, in the 1960s. I have hung on to the slide ever since, never expecting the car to have survived or resurface.



A print from the slide, showing two gentlemen in a blue Alpine. It was supposedly taken on a film set, probably in the 1960s. Paula thinks she recognises the passenger as film star, John Gavin, "who was a bit of all right"! I've never heard of him and the film was probably a 'B' movie. Can any film buff shed some light on this?

In 1995, we learned of a 1933 Alpine in Los Angeles needing a restoration, belonging to a William Barker, with an ex-UK registration number AMD 31. It was duly listed on our register of known surviving vehicles under the 'Unknown chassis numbers' list. To my knowledge, we never were able to contact William Barker.

On 31 July of this year, out of the blue, Wayne Brown, in Victoria, Australia, received an e-mail from a chap called

Gary, who said that he had bought this car but didn't know what it was. Could Wayne help? He enclosed a photograph of a rather tired looking green Alpine. Wayne immediately alerted Bill Ballard, a near neighbour in the Melbourne suburbs, and between them they sussed it out to be an Arrow Alpine and reported to Gary with a request for chassis number etc., as well as some idea of where he lived. Bill also told Gary about the Y&C Register. In the meantime, Bill alerted me.

Gary's response clarified that the car was the one we had listed as belonging to William Barker. He said, "I do live in the USA - northern California. The car came from Los Angeles. I was told that some movie star had it at one time. Then it went to Sacramento Ca. to the Towe Ford Museum. That is where the person I bought it from bought it in 1999. It was sitting in the woods with a tarp over it when I found it. I am not sure what I am going to do with it. I do not feel that I have the expertise to do this rare sort of a car. I restore old Harleys and have built many streetrods. This is not going to be a streetrod. The # on the frame is Y 1646. I own a full size 1933 Ford 2door sedan

that is a streetrod. I might sell it (the Y). I do not know yet. I would like to know a lot more about it first."

On further questioning from Bill, Gary said, "The guy I got it from did not finish all the registration so he still had the old paper work. It was registered to William Thomas Barker in Los Angeles. The frame # is on the registration. The tab # on the registration is A2034590 and it also says it is a 1933 car. The Pictures (attached) are of the car. Strange looking fenders aren't they? I might sell it I do not know."

Gary then e-mailed Bob Wilkinson with further pictures of the car, giving more clues to its provenance:- "So far I have been able to find out that William T Barker owned it in Los Angeles. I have been talking to Bill in Australia. He has been very helpful. He told me that the British registration was AMD 31. The registration was issued to him (Barker?) on Feb 2 1966. I do not know if he owned it before that or that might be when it came across the pond. I would like to get hold of the other people that have one so I could see what it looks like finished."

The pictures which Gary Brownell (this was the first time he had given his surname) sent to Bob, clearly showed that the car had been painted light blue under the peeling olive green paint. It was at this point that I realised that this could be the Alpine on the slide, which I had secreted away for so long. The blue body paint and the film connection were the clues. A quick search through the archives produced the slide, which gave me the final clue. The Alpine on the slide had telltale signs of flashing direction indicators having been fitted at the top of the body tub, to the rear of the doors. The same telltale signs appear on the photographs sent by Gary. Eureka! It all falls into place. It is the same car.

The front of David Grace's later Alpine with a more attractively designed front valance.

The problem is now to make sure that the car has a good home where it can be sympathetically restored. George W. Pierce, our man in California, has been alerted and is now in touch with Gary on the future of the car. Watch this space, as they say.

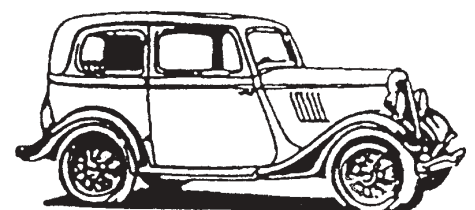


Side view of the Alpine, which has appeared in California. Note the peeling paint and the signs of a direction indicator behind the door (as per slide photograph).

The front view of this early Alpine. Compare the front valance with that on David Grace's car, which was manufactured a few months later.



Sam Roberts.



Members' correspondence

Isle of Man thanks



An unusual sight: three tourers parked up at Laxey on the Isle of Man. The Whittingham and Mitchel bodied 'Kerry', heads up the Arrow Coachworks 'Alpine' and the Jensen Brothers Ltd. bodied 'Mistral'

As well as letters of thanks from our guests on the tour, Bob received a letter from Paul Ormond-Smith, a Manxman, who regrets that he was unable to join in the fun as he was away in Ireland on business that week. I also received a lengthy letter from Mike Capps, who was the passenger of John Jennings in his Model 'Y' Tudor. Mike tells the story of the tour as he saw it. I'm pleased to say that it varies little from the published reports. He did however start by saying that "The trip really was a continuation of the trip to Ireland with a couple of omissions due to the sad loss of our chairman, Geoff Murrell, and our thoughts go to Eileen." He also reminded me of the hotels in Chester, at which many of us stayed en route to Liverpool. They were sited across the road from a church, whose clock chimed, loudly, throughout the night! He concludes (four pages later!) by saying "I think thanks must go to Bob Wilkinson and Peter Ketchell, also to John Jennings for being my partner. Sam Roberts for a wonderful magazine (*I like that bit*). I have driven vintage cars for twenty years and have photographed thousands of cars. I found one of John's in the early 80s. John's car performed well and no repairs were necessary."

What ever next?

As we saw on the Isle of Man trip, Phil Denson,

from the wilds of Lancashire, has made an excellent recovery from his heart by-pass op which, unfortunately, kept him away from the Ireland Convoy last year. He sent me the following with accompanying photograph:-

"I have not been sitting idly by while I've been ill. I have invented an electric wheelbarrow. This is a prototype and once I get this sucker off 6 volts and onto 12 volts, it will double its range.

As someone pointed out, there's nowhere to put owt, but at least you don't have to shove. What do you think eh? Good or what!!" [*I'll opt for 'what' - Sam*]



Phil Denson's electric wheelbarrow. Here we have a true 'nutter'!



John Jennings' 1937 Tudor 'Popular' (Y177281) photographed in the early 1980s by Mike Capps. Note the Y&C Register badge on the bumper bar bolt.



Twenty years and seven badges later! John and Mike leave the hotel for another day's outing.

That rear axle problem

John Keenan reports that he was approached by Sheila and Alan Simmonds at the Register stand at the Ardingly Show. They gave him a photograph of a very early short rad Model 'Y' being driven by a chap with a genuine grudge against the Ford Motor Company - and he was prepared to let everyone in London know about it!

As with many of the very early Model 'Y' owners, he had suffered the major teething problem of the car; namely the fracturing prop shaft. This is written up in full in the short rad chapter in my book on the Model

'Y'. The Ford dealers were also in trouble as they could not get enough replacement axles to meet their dissatisfied customers and had to strip new ones from cars in their showrooms. After a couple of attempts at modifications, the problem was solved without a major outcry and loss of sales. Our photographed driver was obviously a minor outcry!

Our thanks to Sheila and Alan for donating this interesting photograph to our archives. A small donation has been sent to their chosen charity, The Children's Trust.

(3.6 litres), both of which were produced in 1935/36. Phil Wright is credited as being the designer of the body style, but I have yet to establish whether he designed the Model 'C' first (for 1934) and then tarted it up and scaled it up for the 1935 Model 'CX' and Model 48/60 respectively. I need another trip to Dearborn to find out! (unless one of our V8 readers can clarify.)

Brian Gurney stands by his latest restoration project, a 1935 V8 Model 60

cabriolet; the big sister to the Model 'CX'.



Early short rad Model 'Y' parked in London street. The owner waging his one-man war against the Ford Motor Company for its failure to solve his rear axle problem. This was the only major design fault in the hastily developed Model 'Y'.

Doncaster High Street

Bill Ballard sent me a photograph which brought back memories of my childhood. It shows a £100 Model 'Y' parked

in Doncaster High Street in the late 1930s, when it was part of the A1, Great North Road. Halfway down on the left of the road is the Guildhall, opposite the Yorkshire

Penny Bank, and on the right at the bottom of Hall Gate (the lower High Street) can be seen the clock tower on Boots corner.

The card itself seems to have been published during the war as on the reverse it has printed ' "We shall never stop, never weary, never give in." – The Prime Minister.', which sounds very Churchillian. I lived in Doncaster during the war, my father having missed the last boat from Dunkirk (he was left to put the guns and instruments left behind beyond the use of the Germans.) He

The latest Gurney project

Brian and Roger Gurney in Spalding, Lincolnshire, are well known to many of our readers as, over the years, they have restored a number of Model 'Y's, 'C's and 'CX's, just because they love doing it. Their best remembered restoration was the Model 'Y' van which they rescued from a field in Cumbria; a project not for the faint hearted.

I have received an e-mail from Brian which reads:- "Nice to see you at Gaydon. Please find enclosed scanned images of our 1935 Model 60 V8 cabriolet. Looks like a big 'CX'."

The UK's Model 60 (2.2 litre engine) looked identical to the American Model 48



A Model 'Y' parked in Doncaster High Street in the late 1930s. This was the A1, Great North Road!

managed to get out of France through Cherbourg and was sent to a workshop in York. We moved up to Yorkshire from Sidcup in Kent. At the top of Doncaster High Street was the Gaumont cinema, now an Odeon, which we went to every Saturday morning for 6d as members of the Gaumont British Junior Club. In the afternoon, we would generally go down to Bellvue, opposite the racecourse, and watch Doncaster Rovers. I've supported them ever since! Happy memories.

'Three on the Floor' at Shottesbrooke

In the early 1970s many of our cars gathered at the annual Shottesbrooke Park rally, near Maidenhead and at the Windsor Forest Motor Show. The rallies were sponsored by the 'Three on the Floor' magazine, whose Editor, John Carter, lived in Shottesbrooke. It boasted that it was the "enthusiasts magazine covering Vintage Americans, Fords, Military Vehicle and Tractor preservation." One of its main contributors was the late Michael Sedgwick, whose trust now supports the publication of motoring books (including mine) through the National Motor Museum.

Frank Johnson was a regular reader of the 'Three on the Floor' magazine and lent me a couple of copies in which our vehicles appeared as well as a photographic record of the 1972 (July 23rd) Shottesbrooke Rally.

Photographed at the 1972 rally were the following Model 'Y's:- Ken Clarke's 1937 Tudor (CHP 127); Philip Albers' 1933 short rad, MJ 3118 – now owned by Eve Chapman; D. Somerfield's 1936 Tudor, BOM 121, which only came to our notice in 2000 when owned by ex-member Joe Berry; J. Day's 1936 Tudor, CDU 160 (Y167279), which is now owned by a Mr. K Haaland in Norway; Julian Janicki's 1936 Tudor; J. Bowkett's 1936 Tudor, BPX 718 (Y140976), of which the last we heard was it being auctioned at the British Car Auctions, Blackbush, in September 2001 – has anyone any news of this car?; A Willson's 1936 Fordor, which is now owned by Herbert Wingate; A. Keeble's 1936 Fordor, which was being sold by John Keeble, with boot added, last October, and finally, P. Johnson's 1937 Tudor, CRW 223, now owned, we think, by J. Hodgkins. Quite a turnout of Model 'Y's for 1972!

The first issue of 'Three on the Floor' (issue 19 – January 1975) had on its cover a recently restored 1934 Model 'Y' van registered AEL 798. We have no record of a van

so registered. At that time it was owned and had been restored by Bill Clarke of Haslemere, who was in the process of selling it. I suspect that it now carries the 1958 registration RAY 553, presently owned by John Hampton. Perhaps John can confirm that AEL was its original registration. Inside that issue, the Editor tells that he had disposed of his two unrestored Model 'Y' vans to Pat Chapman of Greenford, which were exhibited at the 1974 Shottesbrooke Rally. The first, ADP 230 (Y194250), was subsequently owned by Alan Oakes and was sold to L. Corfield of Audenshaw, Manchester, in 1993. Regrettably, he dropped out of membership in 1995, with the van still unrestored, and we have heard nothing of the van since. The second van, CLF 909, is the one which was beautifully restored by John Hampton and is now owned by John and Jim Murray of Wimbledon.

In the same issue was the story of the 'new' discovery by 'reader Jack Barnes (of Suffolk)', namely a 1934 'Mistral'. The article was accompanied by three photographs of the Mistral in a terrible state of disrepair. As we now know, Jack did a wonderful job on the car's restoration, which was written up in the March 1981 'Thoroughbred and Classic Cars' magazine. His son, John, a member in Croydon, Surrey, has inherited his late father's car.

The second copy of 'Three on the Floor', issue 25 of September 1975, contained a write-up by Michael Sedgwick of the Windsor Forest Motor Show and included a photograph of Eve Chapman's (ex-Philip Albers) short rad, MJ 3118, alongside a V8 Model 40 and a Model 'CX', BOU 423, alongside its big sister, a V8 Model 48. The only record that we have of this 1937, Hampshire registered Model 'CX' is that it was advertised for sale in the 9 October 1991 issue of 'Classic Car Weekly'. Can anyone help us to track down this black, apparently roadworthy, Tudor?

At the same show, and illustrated, were Bob stay's beautiful Model 'Y' Cairn coupé from the Isle of Wight and Frank Johnson's Model 'Y' Arrow 'Standard semi-sports' tourer. (That was a long way for you to come Frank, all the way from Nottingham!) In the same issue was a photograph of a Model 'Y', registration 248372, taken in August 1975 in Montevideo, Uruguay, which had picked up a Morris 8 grille somewhere along the way.

Thanks Frank for that interesting insight to the 1970s' rally scene, before the Y&C Register existed.

Back on the road

John Jardine needed a little help with gaskets to get his 1936 Tudor Model 'Y' back on the road. He writes:- "Thanks very much for your phone call the other day relating to gaskets. As it 'appens Jim Sharpe came up with what I needed almost the next day, so panic over. The old girl is all together again, MoTd, insured and disced. My wallet is about 1k lighter!! It seems that some of the garage proprietors who profess an interest in historic vehicles do not necessarily have staff similarly inspired and who would rather be bolting bits on to a Mondeo rather than serious engineering. They also seem to think that the headlamps are there to support the bonnet flaps (thanks Rose's Garage, Sandwich).

Incidentally, I notice that the bonnet hinge on my 97 Morgan 4/4 is the same as the Model 'Y', though somewhat longer – an interesting spares fact. I enclose a copy of the price list that the Vintage Supplies Ltd., Small Ford Spares, came up with. Somewhat pricier than the club, but I think worth knowing about."

I know a man ...

Kevin MacManus writes from Longford in Ireland saying that he attended a local car show, but there were no Model 'Y's present "but I was talking to a bloke who knew another bloke who had a Model 'Y' but didn't bring it out to rallies. He said that he lives in Moyvore, Co. Westmeath, about 20 miles from Longford. I don't know if he is a member of the club or not Would you be able to send me a list of names and addresses of members who own Model 'Y's in Ireland?"

Kevin, Moyvore is a little village on the R392 road from Mullingar to Ballymahon, not very far south from you. I'm sure that most of the inhabitants will know who owns the Model 'Y'. See if you can persuade him to join the Y&C Register, or at least get the chassis, registration and body numbers of the car to list in our register of known survivors.

It is an offence against the Data Protection Act to distribute names and addresses to other than club officials. If you have a question about Irish Model 'Y's, contact your Regional

Contact, John Fitzgerald, whose details are inside the front cover.

An oddity.

Jim Miles sent in three holiday snaps taken in 1937. I include one of mother and baby (who must be the same age as me!) in front of a Model 'Y'. It is an oddity as the car it does not have sidelights (hence post-June 1934), but has early black-rimmed pointed headlamp rims (discontinued June 1934), rather than chromed round rims. Perhaps it was a car caught up in the June 1934 production change over.

Holiday snap, taken in 1937, in front of a Model 'Y' with an unusual head/side lamp, indicating a manufacturing date of June 1934.



Sussex capers

Chris Jarvis faxed me the latest news from Sussex:- "Carol and I drove a 180 mile round trip to a classic sports car day at Lydden Hill race track in July and dear ol' BRR never missed a beat, in spite of shedding the outer edge of the fan belt on the way back! I only knew that because I heard a tinkling sound, which was the flap clipping the fan blades. It still held 'til I got back though. Carol did complain slightly that she could not get her customary snooze on the way home in the 'Y'; saying that 90 miles is far too many without a break – she has been spoilt by the relative silence and head-rests in the BMW!

This last Bank Holiday Sunday, Carol and I entered the 'Car & Lady' event at the Hellingly Festival of Transport and BRR and Carol achieved 2nd prize this time, which was great considering the competition! We really have been so fortunate to have been awarded 1st prize for 2001 and 2002. A hat-trick would have been nice, but there is always another day. There was a fairly good turn-out of 'our' cars at the show, thanks to John Keenan's efforts. I counted five Model 'Y's and two Model 'C's, plus a lot of other newer side-valve engined cars all in the Ford area.

I look forward to seeing you all at the 'All Ford Rally' at Abingdon next month."



Life of Brian

Brian Mace has been active again. He writes, "Looking through our local newspaper the other day, I came across a photo of Norwich having a face-lift in 1963. Coming into view is a Tudor Model 'Y' which looks to be in good condition, considering it would have been 26 years old.



Six Model 'Y's on the Y&C Register site on the Sunday of the Enfield Pageant in May. Others were assembled in the main Ford display area. Note the Register flag at half-mast in memory of Geoff Murrell.

Norwich undergoing a face-lift in 1963. A very roadworthy looking model 'Y' approaches the intersection – Photograph courtesy of the Norwich Evening News.

On Sunday, May 25th, I

News of new members

In this Issue we are pleased to welcome Nine new Members:-

Dave Bond	B1701 Brandon, County Durham.	John Brady	B1901 County Meath, Eire.
John Fletcher	F0601 Abergavenny, Monmouthshire.	Douglas Foreman	F1201 Coalville, Leicestershire.
Gail Longman	L1401 Neston, Cheshire.	Phil Morphet	M0201 Arlingham, Gloucestershire.
Peter Roberts	R1201 Towcester, Northamptonshire.	Ian Smith	S1536 Chesterfield, Derbyshire.
David Sutcliffe	S1601 Penistone, West Yorkshire.		

Our first new Member is Dave Bond in Co Durham, who joins us with JO 9437, a 1934 4-door Model 'Y'. Dave says he has some work to do to finish the restoration, including an engine rebuild, a radiator repair, a re-spray and retrim to the interior. We wish him luck and look forward to seeing the finished article.

Next we go to the Emerald Isle to welcome John Brady in County Meath, who is rejoining the flock with his 1936 Model 'Y' saloon. Welcome back John. We never did have the details of your car, so it isn't listed on the register of survivors. Please send Sam the chassis, Briggs body and registration numbers.

Our next new Member is John Fletcher from Abergavenny, who joins us with EU 6132, a superb example 1936 Model 'Y' van in The Royal British Legion livery. John says he just has a little tidying up to do. Perhaps we'll get to see it on the Welsh tour next year.

We next go to Leicester to welcome Douglas Foreman, who joins us with KV 6606 a 1933 4-door Model 'Y', which he tells us is under restoration and nearly completed.

In Cheshire we find new Member, Gail Longman, who joins us with CTU 606 a 2-door Model 'Y' saloon, which Gail tells us is on the road.

We then welcome Phil Morphet from Gloucestershire, who joins us with FK 8089, a 1937 4-door Model 'Y', which Phil says is on the road.

Next we go to Northamptonshire to welcome Peter Roberts, who joins us with PV 4443, a 2-door Model 'Y' saloon, which is well known to the club as it used to belong to deceased member Peter Lines and is on the road.

Welcome back to Ian Smith from Derbyshire, who rejoins us with BKK 325, a 1934 2-door Model 'Y', which Ian says is on the road but needs headlights.

Finally we go to West Yorkshire to welcome David Sutcliffe, who joins us with VSJ 936, a 1936 4-door Model 'Y' saloon, which is an excellent example of the marque. This car was featured on calendars in the 1990s and was a regular visitor to the Stanford Hall annual meet. David says he is very pleased with the car and is looking forward to summer runs in the countryside.

We wish all our new Members a warm welcome and look forward to seeing them and their cars at future events. Please remember that your Regional Contacts are available to help you.

Adrian Chapman
Membership Officer.

Northern sidelights

I rather suspect that CNN has had more daily use this summer than she has had rally attendances. Unbelievable faults with the modern car have resulted in CNN being used for many a daily round/common task, including causing some excitement at the dentists where she delivered your scribe one morning to have a rather painful abscess dealt with!

Having said that, the two traditional July events, Kirkstall and Newby Hall went well.

There were two Model 'Y' entries at Kirkstall, CNN and John Jennings with FMK 146. The surroundings and weather were, as always, excellent with a good turn out of cars of many ages and types, including a fair number of later sidevalve Fords. It was good to meet up with Alan Ogden and Peter Dacre who is the new custodian of Alan's Model 'Y', EML. Peter was able to report good progress on the refurbishment of this car and it was a joy to hear Alan's dry humour as he recounted tales of Model 'Y's from the "dark ages" of the sixties! Particularly amusing was his legendary trip to Cornwall from Leeds and the old garage man who had a particular way of dealing with Model 'Y's with refractory starting!

Newby Hall, too, benefited from the good weather with an attendance of about ten 'Y's and 'C's. This year we were placed next to the Ford Sidevalve Owners' Club, which gave interested parties a broad sweep of small Ford history. Trevor Walker provided the bunting and gazebo under which were gathered David Grace and his Alpine, Ron Kendall all the way from Warwickshire, John Jennings, Ken Sleight and his 'CX', E.J. Manuel with CER 46, a 1937 Tudor, and David Donson, with his 1934 Model 'Y', DG 9147. My apologies if I have missed anyone from this roll call!

The autojumble at Newby is an excellent affair, although the days when you could find things for our cars have long since gone. Having said that, *Small Ford Spares*, (Paul Beck), were in attendance with an interesting display of their Ford stock. I was also able to buy from one of the many other stalls an oil pressure gauge reading 0-40 lbs/sq. in., which will replace the one in CNN which reads up to 100 lbs/sq. in., which figure is really quite redundant on a 'Y'!

I see that the latest issue of *Practical Classics* contains a small piece on buying pre-war cars, with a mention of the Model 'Y' - but yes, you've guessed, it is referred to as the "Y-type Ford 8", (sorry Sam!). I note also that this *faux pas* appears in their otherwise excellent *Briefing Books Series* on the Sidevalve Fords which, admittedly, was published some years ago.

Finally, member John Armstrong has at last negotiated ownership of a Model 'Y' of which he is due to take possession in mid-September. John is keen but will be feeling his way with the *foibles* of the 'Y' - any moral support from more experienced 'Y'-people would, I am sure, be much appreciated. Good luck, John.

Barry Diggle. Region 16.

Our printer, Steve Waldenberg, who sponsors the Kirkstall Rally in aid of charity, reported:-

"Yesterday's show was good with wall to wall sunshine. Barry Diggle and John Jennings were there with 'Y's and about 60+ others, as well as 14 Dolomites. The Problem however was with the site officials, who did not want anybody to leave the site until 5 p.m. I reckon you cannot expect people to come along before 11 a.m. and to be "marooned" on site until 5 p.m. Barry had to leave earlyish and I noticed he and the car in front were held up for some time. There are only two gates into the grounds and there are hundreds of people milling in and out, so I can appreciate the need for vigilance and safety. I will have to address this problem before I agree to hold a further event there.

Ford Centenary celebrations.

David Gustard who, until recently, was a Ford employee at the Dunton Technical Centre, coordinated the Y&C Register participation at the Ford Motor Company in-house celebrations for the Dunton and Dagenham employees and their families and friends. He reports:-

Ford Dunton Technical Centre. Sunday, 15 June 2003

The Centennial event for Ford employees and their families was held at the Dunton Technical Centre on Sunday, 15 June 2003. Many activities and displays were arranged and without doubt the star attractions of the static vehicle display were Dave Ball's two 'Brighton Taxis.' These two 1936 Model 'Y' Fordor saloons, DCD 700 and DCD 701, are painted in cream and are complete with taxi lights on the roof, fare-meters, luggage racks and spare wheel covers. The vehicles were discovered in a Brighton garage in 1983. A lot of interest was shown in these two cars and Dave was kept busy throughout the afternoon chatting to visitors. Dave had put a lot of effort into getting these vehicles on display and was well rewarded with the interest shown in them.

The Historic Vehicle Parade was held later in the afternoon. The display consisted of 100 vehicles representing Ford products from the Model T to the present day. The Ford Y&C Model Register was represented by Peter Richardson in his 1933 Model 'Y' Fordor De Luxe, OY 7006. My wife Jackie and I followed in our 1935 Model 'Y' Tudor, ARO 135, with Jim and Joan Sharpe in their 1936 Model 'Y' Tudor, DKE 912. Non member, Mike Riches, was in his 1936 Model 'CX' Tourer, BYD 402. Julian Janicki was also in the parade in his immaculate 1930 Ford Model A.

The parade route took us past the front of the Technical Centre and then on to the high-speed test track complete with a steeply banked turn round loop at the western end. Whilst working for Ford at Dunton, I had often wondered what it would be like to drive a Model 'Y' round this track. Now we know. The weather was excellent and a lot of interest was shown in our vehicles by Ford employees

and their families. Alas, no commemorative plaques or souvenirs were presented to the participants.

Ford Dagenham Plant Family Fun Day. Saturday, 12 July 2003

The Ford Dagenham Plant celebrated the Centenary by holding a Family Fun Day at the Ford Sports Ground at Newbury Park on Saturday, 12 July 2003. The afternoon's events included fairground rides, 'It's a Knockout' competition, marching bands and vehicle displays. The Ford Heritage Centre provided vehicles from the 1960s, 70s and 80s. The Ford Y&C Model Register put on an interesting display of seven vehicles. Tim Brandon had driven from Stowmarket in Suffolk in his 1936 Model 'Y' Tudor, CHW 404, and Jim and Joan Sharpe arrived in their 1936

37 90, owned by Jim Miles, provided a continental flavour. My wife Jackie and I were the last to arrive in our 1935 Model 'Y' Tudor, ARO 135. We had been escorted from Chelmsford by non-member John Macalister, who was driving his fully equipped 1947 E83W 10 cwt. breakdown van. The weather was very hot and sunny. Fortunately the ice-creams and lollies were free. Our display attracted a lot of interest throughout the afternoon from both young and old Ford employees and their families. Our hosts were very grateful to the Y&C Register for making the effort to get so many cars to the show and the Register would like to record our thanks to the Ford Motor Company, Dagenham Engine Plant, for their generous donation to Register funds.



Model 'Y' Tudor, DKE 912. Both the cars had recently completed the Isle of Man Tour. Enid and John Morrish were in their 1937 Model 'Y' Tudor, FMC 628, and Tony Eldridge arrived with his very tidy, recently M.O.T.'d, Model 'CX' Fordor, DLA 329. The 1933 Model 'Y' Van, JH 5750, owned by Graham Miles, created a lot of interest and Graham did a grand job in keeping some of the youngsters' sticky fingers off our cherished vehicles.

The Model 'C' based German 'Eifel', YJ

The Y&C Register doing their bit at the Ford, Dagenham, centenary celebrations. From left: Graham Miles' Model 'Y' van, Jim Miles' Eifel, Tony Eldridge's Model 'CX' Fordor and the three Model 'Y' Tudors of Jim Sharpe, John Morrish and Tim Brandon. Photograph taken by Jim Sharpe before the arrival of David and Jackie Gustard in their Model 'Y'.

David Gustard.

