

Issue 145 November / December 2003



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Editorial.

Christmas is upon us once again so, in this issue, I have included all the goodies that are available to you and the family for your Christmas stocking!

Editorially, Issue 144 was a disaster, for which I apologise. In my defence, the proof copy which was sent to me to check before printing was fine and only required a few minor adjustments. However, the copy which dropped onto our doorsteps was full of type-setting errors. Steve Waldenberg, our printer, is full of apologies and embarrassment. Apparently his new Xante/Adobe image scanner misbehaved by not correctly 'translating' type fonts, causing lines of text to slip about on the odd page. Hopefully he has now cured the fault. As he said, "I know you put a lot of effort into your magazine, and I also have to spend many hours getting it together on screen, and it is galling when the damned system makes a fool of us both, as it has done with 144."

On a brighter note, and totally unrelated, today I bought a copy of the 1932, AA Road Book of Ireland at a local antique fair. It is a very comprehensive guide to Ireland and includes many itineraries for trips out of the towns and cities. It evoked many memories of our tour last year on Convoy 2002. Particularly interesting was the chapter on the Customs' requirements of the day at the tightly controlled and specified border crossings between Northern Ireland and the Irish Free State and vice versa. The forms which had to be filled in, in triplicate, and the different Customs' duties depending on whether you were driving a British or foreign car were quite horrendous. I will pass the book on to John Fitzgerald who, I'm sure, will find it fascinating.

I was amused by a short piece in September's 'Jaguar Driver' magazine. It was an announcement by an exasperated driver on the London Underground, "Passengers are reminded that the big red slidey things on the side of the train are called doors. Let's try again shall we? Please stand clear of the doors."

It is nice to know that our magazine is read by other than members (although, I occasionally wonder whether some members read it!). In the Federation of British Historic Vehicle Clubs' (FBHVC) latest newsletter is a reference to Kevin MacManus' photograph of a Model 'Y' trundling down the inside lane of the M1 near Luton in 1962, which appeared in issue 143. They also comment on the fact that there were only 12 other vehicles in sight, no lorries, white vans, central barriers, lighting, etc.

In issue 144, I included a photograph of a Model 'Y' special with a boat tail rear end (CXV 229), having lost track of who had sent it in. John Griffiths had sent it in, having seen the car in the Stockport area. Apparently, it competed in 'mudplugging' events. We still do not know who is the owner – does anyone know?

Bad news, I'm afraid, on the Model 'Y' Alpine discovery in California, which was the subject of Members Cars in the last issue. The present owner is more interested in monetary gain than the preservation of this rare car and is offering it to 'street rodders' who will pay him well over the classic car odds to convert it and destroy its originality. What a shame!

We are grateful to Philip Albers once again. Bob Wilkinson holds sample paint chips of all the Dagenham production body colours for our cars, which are available on loan to members for reference purposes. He was short of a Tacoma cream chip, but is no longer.

Amazingly, there are only two cars for sale in this issue, which is most unusual. As most vendors will testify, 'Transverse Torque', in conjunction with the Club website, is a good medium for passing our cars on to good homes. There has, however, been a number of our cars, owned by non-members, appearing for auction on the e-bay web site. Where possible, I have been following them up to see whether they are included on our register of survivors and possibly to recruit buyer members. Please continue to send in 'for sale' or auction advertisements for our cars.

Whilst mentioning the Club web site, it is now under new management. Roy Hocking, in Aylesbury, is now at the helm and is continuing to improve it. We are grateful to Dave Newman, who set it up initially (and paid for it for many years) and to Geoff Murrell, our late Chairman, for injecting new ideas and pages into the package. Roy says he is finding it an enjoyable, rewarding and slightly challenging project.

We are continually adding books, booklets and documents to the Register library and archives. By the time you read this, the expansive list will have been updated on the Club website. We are grateful to Doug Hickson, Bill Ballard, Tim Brandon and latterly, John Coleman and Ivor Bryant for their recent donations.

Finally, we are sorry to read that Brian Heath, having reached 70, has stood down as Editor to that excellent magazine, 'The Automobile'. He has always lent an understanding ear to the Y&C Register. We wish him a happy retirement and welcome Michael Bowler in his stead.

Membership cards

Enclosed with this issue are paid up members' membership cards for the year 2003/2004. They are exceptionally late in being dispatched this year, as there were a number of very late payers. Please remember that the subscription year runs from 1 April to 31 May. I hope that next year, you will all be prompt with your payments. Ideally, payment by Standing Order is preferred and saves such a lot of hassle on the part of the Membership Officer. If you are not paying by standing Order, please contact Adrian Chapman for a form.

The deadline for copy for the next issue is Tuesday 30th December 2003.

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BACK COVER

The late Dennis Crook stands proudly alongside his recently restored Model 'C' Roadster Utility Well-type in 1997, with Edna, his charming wife, at Whyalla in South Australia. See Members' Cars.

Secretary's ramblings

The end of a superb year gets ever quicker as I realise that this is the last edition of 2003. Looking back, I think that there can have been no better year in terms of UK weather for us all to get active, either out and about, or in restoring our cars. The All Ford Rally was held in glorious September weather befitting a fine show of cars on our stand and at the show in general. The "oldies", in terms of our 'Y' and 'C' models along with Model As, were present in equal numbers, with far newer Dagenham produced Fords (together we had about 80 cars). All this probably demonstrates that restoring pre-war cars is surely getting easier. Although, sadly, we look like being the only pre-war car club at the prestigious NEC show, rubbing shoulders with a growing majority of moderns.

I met with Colin and Julie White at the All Ford Rally and was able to persuade Colin to take over as Regional Contact for Region 3. Roy Whittaker has stood down due to work pressures, so welcome Colin and thanks to Roy. If you live in Region 3, please give Colin a ring and offer your support (contact details in front of mag).

Your Committee, which met on 5th October, has been active on your behalf with the near completion of the reorganisation of the Spares Section. The "heavy iron" has been relocated in containers and the new/reconditioned stock is held by 6 Spares Holders, who respond to your orders sent to Jim Sharpe. The system seems to be working well with the only change to customers being that a complete order may arrive in several packages from different locations. Stocks now run at a good level, with only a few items currently not available, so this is the time to buy those items you know you need whilst the price is held. It is not possible to list every item in the magazine so please ask about any item you may need, new or used.

Bruce Allan has been working hard to put together a Wales Tour for June 2004 and a few places remain. A good feature of this tour is that it is organised so that members can either join the selected trip of the day or simply do their own thing and meet up at the same hotel at the end of the day. Book now and join the group for what will be a very enjoyable tour. Jim Miles is planning a France and Belgium Tour for 2005.

Your Committee decided to inaugurate a Geoff Murrell Trophy. Eileen is supplying the award and has agreed to make the presentation. Geoff was an exuberant character, never daunted by problems, and always involved himself and was supportive of others on an event. The award will be presented to the member best fitting this profile on the Wales Tour of 2004.

On behalf of our club I attended the Federation of British Historic Vehicle Clubs (FBHVC) AGM and seminar. The FBHVC continues to do a splendid lobbying role in safeguarding against wayward UK and EC legislation which, if left unchecked, could seriously curtail our hobby. There is the good news that proposed legislation has been amended to allow the continued (but limited) use of coach enamels and cellulose paints as used originally on our cars, and many others. More worrying is the proposed law concerning the removal of abandoned cars left in the open, with local authorities empowered to enter private property (but not buildings) to remove same. One can sympathise with the law-makers addressing this important issue, which blights many areas, but what constitutes an abandoned car? Could your 'Y' or 'C' model left in the open, awaiting restoration, be so judged? The FBHVC continues to lobby in an attempt to restore the rolling date on no cost excise duty on vehicles (now a 30 year date rather than the original 25). The FBHVC is our watchdog on this kind of proposal. Our membership of FBHVC is money wellspent.

I'm permitted one moan per mag and this is it In the last mag. I asked for names of companies which you may have used to help with your restoration (radiator repairers, chromers etc.) to use in compiling a list for circulation to other members. Only 4 members responded! Come on the rest of you, help me to help you!

On the personal front, I have now completed building a small workshop at the rear of my bulging garage so restoration work on my 'CX' tourer can move on more effectively. I have booked it in for the Wales Tour, so I had better get a move on over the next few months. You do the same !

Bob Wilkinson. Secretary.

Bob's Joke Corner.

I have a fan who appreciates the finer points of my sense of humour as this letter proves!

Dear Bob,

I have just read your joke in the Sept/Oct issue of 'Transverse Torque'. Seemed like a typical Aussie joke! Just to let you know that some little Ford Nuts' wives do read the magazine. I thought I would give you one that I thought was very good. As you may remember I "love" your jokes and read that part of the mag first.

Here we go:

The Pope had finished a trip to Boston and was taking a limousine to the airport. Never having driven a limo, he asked the chauffeur if he could drive for a while. The chauffeur obediently climbs in the back seat and the Pope takes the wheel. Eager to see what the limo can do, the Pope accelerates to 150km/h. Soon he sees the flashing blue lights on the highway patrol car in his rear view mirror. He pulls over and an officer comes to the window.

"Just a moment, please," says the officer politely, seeing who is behind the wheel.

Quickly, the officer gets on the phone and asks for the chief, telling him he's pulled over a really important person and asks how he should handle it.

"It's not Ted Kennedy again is it?" asks the chief.

"No sir, says the officer. " This guys more important."

"Its not the governor?" asks the chief.

"No! Even more important!"

"Its not the President?" asks the chief.

"No, even more important!" replies the officer.

"Well, who is it?" screams the chief.

"I don't know sir," replied the officer, " but he's got the Pope as his chauffeur!"

Regards from down under.
Rikki Oliver. (Victoria, Australia)

Send me your favourite stories clean please, otherwise Sam wont publish them!

Bob Wilkinson.



Original Paint Colours.

I now have a sample of Tacoma cream as used on the wheels and coachline of our cars. May I remind all members that I hold the sample chips of all the major original colours of our cars. These are available on loan (free but 75p stamps appreciated) to enable you to obtain the correct matching paint. They weren't all black you know! Contact me to use this club service.

Your Car May Become a Star!

I have been asked by a film company to provide 6 Model 'Y's (though 'C's and 'CX's may be OK too) for film shooting in late January 2004. The location will be somewhere in London appropriate for a 1930's street scene. Expenses will be provided. If you are interested in finding out more, please contact me as soon as possible.

Bob Wilkinson. Secretary

Recovering Lost Registration Marks.

The rules have been tightened concerning applications to recover lost registrations, through the DVLA V765 Scheme. This will be of concern to members who only have the old style logbook (RF60), or no paperwork at all, and wish to apply to retain the old registration number.

In recent years I have asked for owners to provide photographs and pencil rubbings of chassis/body numbers as part of the evidence to support their claim. From now on, in addition, vehicles will need to be inspected for authentication to meet with DVLA guidelines. These inspections will be made at the applicant's expense. This will normally be at a level to cover the travel involved by a local officer of the club authorised to inspect the vehicle in question.

If you have any questions regarding the process of recovering your registration mark, or applying for an age related number, please contact me.

Bob Wilkinson. Secretary.

Chatter from the Chair.

Well another year has almost come and gone. Can I say that, although not being able to be involved very much on the motoring side of things, our trips to the Isle of Man, the Great Dorset Steam Fair at Blandford and the All Ford Rally were all most enjoyable. Regrettably, due to me failing my M.o.T., my car only achieved 24 miles between its M.o.Ts.

Can I say a special thank you to all the people who have helped with the spares move from the barn to the containers. Well done all. Winter Well.

Mike Samuel, Acting Chairman

In memoriam to Geoff

Following the tragic death of our Chairman, Geoff Murrell, in April and in recognition of the warm friendship, which developed over the years between members of the Y&C Register and Geoff and Eileen, it was agreed by the Committee that we should present a gift to Eileen to remind her of the happy tours and times we had together.

On behalf of us all, Bob Wilkinson arranged for a crystal rose bowl to be engraved with suitable wording and a sketch of a Model 'CX' tourer. He presented it to Eileen, who was naturally very touched.

The chosen wording was:

Remembering the friendship of
Geoff Murrell
from all members of the
Ford Y & C Model Register.
April 2003



Bob Wilkinson presents the Y&C Register rose bowl to Eileen Murrell in front of Geoff's 'CX' tourer.

Christmas presents

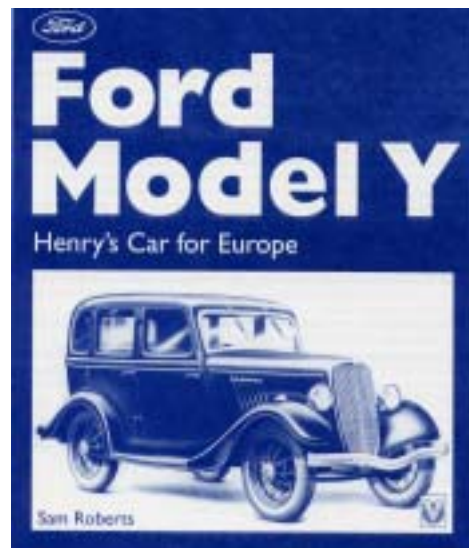
It's that time of year again, when the family are scratching their heads over what to buy you for Christmas. Here are some ideas. You might like to leave the magazine lying around the house, open at this page!

John Argent, our very active Regalia Officer, starts the ball rolling:-

"I am sure that all members are considering their ideal Christmas present - and surely this can be found on the Regalia Order Form in the centre-fold of the magazine!

We now have in stock, cosy dark green fleeces for the very reasonable price of £27.50. They are ideal for winter motoring in cars which have no heaters. We also have our regular stock of sweatshirts, polo shirts and tee shirts in navy, wine and grey so why not ask someone to buy you one of each. Please order early as it will be first come first served and, as the Christmas post is slow, it could be a long process to re-order supplies.

May I also remind members that the model cars are not always immediately available, as we do not keep a stock of them. Last year we had a few disappointed members as, once our supplier's stock of each model was exhausted, it took a month or two for him to replenish, so again, it is first come first served.



✕ MODEL 'Y' & MODEL 'C'/'CX' PUBLICATIONS ✕ (Reprinted by kind permission of the Ford Motor Company Ltd.)

Service Bulletins:

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

- Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7 (Sept. 1932 - Aug. 1934)
- Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:- Vol. 3 No. 8 to Vol. 7 No. 6 (Sept. 1934 - Dec. 1938)

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

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Books:

Model "Y" 8 H.P. Covers 'Short-Rad' models 1932/33
The "Popular" Covers 'Long-Rad' models 1933/37

Illustrated Parts List:

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

Model 'C' & 'CX'

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

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

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

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

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

Card number Amount £

Name on card Valid from

Expiry date Issue No: (Delta/Switch cards only)

* delete as appropriate.

Date of purchase Signature

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

I am still looking for ideas for new regalia, so please contact me with any ideas that you may have. Have a happy Christmas."

Haynes Books for Christmas ?

Haynes Publishing are offering a 10% discount to our members on all their publications on quotation of club and your club membership number. After 10th November you can buy on line and obtain a membership discount. Log onto Haynes at www.haynes.co.uk and quote "FOYR" after selecting our club from the list. Then complete order as instructed. Happy fireside reading!

Bob Wilkinson.

'Ford Model Y – Henry's Car for Europe', researched and written by Sam Roberts, is the definitive work on the Model 'Y'. The book describes and fully illustrates the reason for its introduction, its design and development in the U.S.A., its production and assembly at Dagenham, in Europe and the British Empire, as well as covering the technical aspects of the model – a must for serious Model 'Y' enthusiasts. ISBN No. 1-9011925-88-5. Hardback with jacket. 250x207mm with c. 224 artpaper pages and over 250 illustrations.

Retail price £29.99. Surface package and posting per book £4.50 UK/ £6.00 EC/ £13.00 Rest of the world. Orders with a credit card can be taken over the phone.

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Bezzant update

After a long summer break, work got under way again at the beginning of September on the near side of the car, (again, keeping as much of the old skin as possible).

The new skin was made in two sections, as it would have been difficult to handle in one piece, because of the narrow section under the door opening. It was welded together on the frame (just as easy as the off-side Bob!)

Then came the door !!! Not being made of steel, you can't just twist here, bend there; so it had to be plane a bit here, sand a bit off there, until it fitted the frame perfectly.

The door skin was made in two parts – an inner skin, which was nailed to the outside of the wood frame, then an outer skin, which was flanged and then folded round the inner skin. I kept the top 2 ins. of the old door skin to keep some of the original metal.

Next, the scuttle top over the dashboard, which I had repaired earlier, was welded into place.

The metal work on the main body is now pretty well complete.

I have cut some of the floor boards, fitted the gear box cover and nearly finished the foot wells and bulkhead.

The bonnet has been chemically stripped and the rear wings have been shot-blasted. These are in a bad way, and I have now begun repairing them.

That's about all for this time round.

Terry Mortiboy

[I hope that John Griffiths is making similar progress with the engine, gear box, axles, etc., as the body will soon be ready to mate with the running gear. Perhaps, in the next issue, we can have an update, John.]

Latest progress, showing near-side skin and door and the bulkhead and scuttle in situ.



The expertly crafted near-side door, showing the outer skin folded round the inner skin.



Internal view of bulkhead, showing gear box cover in position.



20 years ago

In 'Transverse Torque', issue 25 (November/December 1983), John Guy, the Editor (*and still a member*), announced the arrival of a baby daughter in the summer, which had taken his mind off the magazine for a spell. Graham Miles had stepped into the breach for the previous issue. She must be now a bonny 20 year old Yorkshire lass.

An interesting letter had been received from Richard Wakefield in Brighton (*now unfortunately no longer with us*) enclosing a paragraph from the Newscircular of the Southern Counties Historic Vehicles Preservation Trust:-

"We hear from Michael Ware, of the National Motor Museum, that a rather interesting discovery has recently been made in Brighton. It seems that two Ford Eight 'Y' type (*ugh!*) four-door saloons have been uncovered in a Brighton garage. Nothing too unusual in that, except that DCD700 and DCD 701 are both painted bronze and one at least still carries a taxi-light on the roof and a taximeter in the front passenger window! Apparently both these cars were specially prepared and used from new, in 1936, for taxi work. It would appear that they proved rather unsuitable for this task (rather too small I would have thought) as they were withdrawn from service after a little more than a year, locked away and forgotten. When unearthed this summer, they were still in fair condition, although they had obviously been cannibalised for spares to a certain extent. Assorted spare engines and other bits were piled around them. Quite what has happened to them now I do not yet know, but they should have been found new homes about a week before you read this. If any more news of these two somewhat unusual Fords comes to light, I will of course let you know."

Subsequently, Richard wrote:- "The two cars concerned are of 1936 vintage and

have in fact just been purchased by a Mr. Jonathon Gates of 31 Southdown Road, Shoreham-by-Sea, West Sussex, just along the coast from here. I haven't met Mr. Gates yet as he doesn't appear to have a telephone, but I understand from Graham Miles that he has been in contact with our club, so we should have another new member together with an interesting story hopefully to appear in a later issue of Transverse Torque."

Coincidentally, Dave Ball who has owned the two Brighton taxis for at least the last fifteen years and kept them in good condition, is trying to find a good home for them. Unfortunately, there is not a transport or motor museum in Brighton, but I have e-mailed the curator of the Bentley Wildfowl and Motor Museum, near Lewes, a few miles from Brighton, to see whether he would be interested in buying them. Incidentally, Dave displayed the taxis at the in-house Ford Centenary celebrations at the Dunton Technical Centre in June of this year. The colour of the taxis is cream, not bronze. All public transport in Brighton in the 1930s was painted cream.



Dave Ball's two cream Brighton taxis on display at the Ford Technical Centre at Dunton earlier this year. Photograph courtesy of Bryan Baker, Ford Sidevalve Owners' Club.

John Guy also reports that he had a telephone call from a "Bob Wilkinson, of No. 2 Oulton Lane, Woodlesford, Leeds. He has a Mistral and would like to hear from anyone else with a similar special." It is fascinating to know that that upstart new member was to become a leading

light in the club. I wonder who of the present membership will be at the helm of the Y&C Register in 20 years time?

In issue 25, there was also a write up of the 1983 All Ford Rally, which was run by Bob and Garry Tredwell in conjunction with the Quainton Railway Society in Quainton, near Aylesbury in Buckinghamshire and at which some 200 old Fords were on display. This was only the second time the rally had been held. The write-up was by Chris Saunders of the Pre '50 American Auto Club and only mentioned the V8s when describing the Class 2 entries (1931 -1941). However, as a post-script, Graham Miles did say that "without exception, all 'Y's present, together with one 'C' were owned by members of this club."

F.M.C. G.B. - Part 10

(as recorded by Jim Miles in Issue 26)

A design team from Dagenham visited the U.S. and were shown the new 1949 Customline Sedan designed by George Walker. On their return, the team produced the slab-sided Consul and

Zephyr Six. The prototypes were unveiled at the 1950 Motor Show at Earls Court and billed as 'Five Star Cars'. The body resembled a scaled down Customline and on 1 January, 1951, the Chairman of Fords, Sir Rowland Smith, drove the first Consul off the new line. The Zephyr Six followed on February 12 and was designated EOTTA while the

Consul was EOTA.

The front suspension was by MacPherson-Strut. After the Ford patents had run out of this type of suspension it was adopted throughout the motor industry. An overhead valve engine of 1508 cc was used in the 4 cylinder Consul and a 2262cc in the 6 cylinder Zephyr. A single Zenith carburettor was used in both cases. Carbodies of Coventry made a convertible

Continued on page 10

Model 'Y' restoration -

Part 4 by Neil Bray

Well I collected John Argent's car and safely placed it in the workshop behind my 'Y'. We dismantled it to uncover the secrets of how the side windows were fitted. I also found out many other things at the same time, (brackets to hold the rear seats in place, back panel stiffening brace to increase strength for holding spare wheel, light positions and many more.)

We duly put in the back and front side windows using new window runners obtained from Woolies of Peterborough. The window winder mechanisms were then fitted, after they had been freed off with some heat and easing oil.

The next job was some woodwork. We first repaired the wood surrounding the rear window and then assembled the roof rails from the kit that I had acquired. It fitted superbly with very little trimming.

The rest of the time has been spent doing lots of work, but feeling like you are achieving nothing. As you can see from the picture of all the door and panel fittings, these were all shot blasted, prepared and painted. To make it seem like I had achieved something I tapped out all the holes in the floor and fitted the floorboards. I then assembled the gauges to the dash and fitted that to the body shell.

The next job was the rear panel. This was again sandblasted to show all the rust and lack of metal. The off side wing has had the same treatment and is painted ready for assembling. Graham has done a fine job and has returned the running boards fitted with the rubber so all I was waiting for was the near side rear wing. I rang Ken Arthur to find out his progress and was told it would be ready the following week. I again went for a trundle to Ken Arthur's workshop to find a truly remarkable guy. I must say that he is a super craftsman, as well as being very friendly and happy in his work. He showed me his many other projects; making a complete body for a Jaguar SS100 and a Bristol as well as my much-needed wing (see photograph). His tea was pretty good as well and, I have got to add, if you have any spare time, I strongly recommend you arrange a visit. Perhaps we can organise a run one-day with a stop at his workshop. Anyway, back to business, I brought the wing back and my son Christopher is preparing it for paint at this minute. I can then start from the back and start fitting all my little black bits. That's enough for now, see you next time.

'The One Armed bandit.'



The sand blasted spare wheel carrier having been patched up."



The superbly crafted off-side rear wing made by Ken Arthur.

Continued from page 8

de Ville on the Consul, but with the addition of an X frame to strengthen the chassisless body. The Zephyr Zodiac was launched on October 21, 1953, opening day of the Motor Show. It was finished in a two-tone colour scheme. A Zodiac convertible was never offered although one was made for Mrs Benson Ford, wife of Henry Ford's second grandson. E.D. Abbott of Farnham was responsible for the estate car variants, which proved very popular with the public. Yet another variant was the Raymond Mays conversion kit featuring alloy head and triple carbs.

With the sales still rising of the Consul/Zephyr range, production ceased on February 22, 1956, which was the day after the Mark II models were announced. A total of 231,481 Consuls, 153,677 Zephyr Sixes and 22,634 Zephyr Zodiacs had been produced in five years.

During the same period the small car side of Dagenham was being shuffled about. In 1953 the 1172cc Anglia was dropped but became the 103E Popular. Then the Anglia reappeared in slab-sided design, designated 100E. The old E493A Prefect was dropped the same year and was replaced with the 100E shape new Prefect.

The next year, Ford of Britain inaugurated a £75 million five year expansion plan. The post war growth figures speak for themselves. Employee strength in 1946 was 15,700 – by 1958 it had risen to 45,000. Dagenham floor space had risen from 2.2 million square feet to 9.2 million square feet in the same period.

'The Three Graces' was how Fords billed the Mk II Consul, Zephyr and Zephyr Zodiac range. They were an immediate success and very stylish with good value for the motor buying public. A more powerful engine was used in the new range; 1703cc for the Consul and 2553cc in the six cylinder Zephyr/Zodiac. The factory designation was 204E and 206E. Borg Warner automatic transmission was offered on six cylinder models only.

Over 650,000 saloons were produced by the end of April 1962. Convertibles accounted for 2% of total and 30,000 Estate cars were made.

Great Dorset Steam Fair

Tim Brandon drove down in his Lotus from Stowmarket on the Friday to stay overnight with the Roberts' here in Andover. We woke the following morning to wall-to-wall sunshine – a perfect day for the Great Dorset Steam Fair. As an exhibitor, we had to get my Model 'Y' Kerry to the showground by 10 a.m. No problem, we thought. Leave at 8 o'clock to allow time for traffic queues at the entrance to the show, a mere twenty miles away. We hit Salisbury at 8.45 and the end of the queue about six miles from the showground! It took us a further three hours to get into the show!! What a crawl. Having got there well after 10 a.m., they initially wouldn't let us in and fed us into a holding area, where we were to park until 5 p.m. when they would let us in!! An approach to the chief marshal did the trick and we joined the line of Model 'Y's just after midday. Needless to say we were the last to arrive, a number of cars having driven down the previous day and some had been there since the start of the show on Wednesday.

Member, David Lovering, who has organised the classic car exhibit at the Steam Fair almost since its conception 35 years ago, did us proud. The other 110 old cars were corralled in a paddock away from the arena, whereas the Model 'Y's had pride of place lining the main thoroughfare to the arena. It is after all the Ford Centenary year and David wanted everyone to know. As we were the last to arrive, we went to the right of the line and hoisted the Y&C Register flag.

I had my come-uppance from David though. Whilst grovelling with apologies in his marshal's tent, he explained that the Model 'Y's were to enter the arena first at 1.30, have a special commentary, and line up in the centre whilst the other vehicles swept in, round and out of the arena. Not only that, but that I was to do the commentary!! I couldn't really refuse, could I?

You will note that I have only mentioned Model 'Y's. For some reason the shy Model 'C' and 'CX' owners failed to make an appearance. There was a good and varied turnout of Model 'Y's to make up for the lack of our De Luxe sisters. Thelma Marsh arrived in her lovely May 1933 short rad Fordor, David Lovering and Herbert Wingate (with Norman) in their long rad Fordors and Geoff Dee, Fed Hooper and Phil Wookey in their long rad Tudors. Fred Hooper was to win the 'best of show' award in the arena.

We were particularly pleased to see non-member Mike Workman and son, Paul, with their Model 'Y' trials car. The engine compartment was spectacular. The trials rules say that you can do anything with the engine, as long as you retain the stock block. It had a 10 h.p. block with Aquaplane head, twin SU carburettors, individual cylinder exhausts, electric petrol pump, an additional electric fan in front of the radiator grille and of course a 12 volt charging system. The rear wheels were also interesting, as extensions had been welded onto the standard rims, so that the wider 550 x 600 tyres could be fitted for extra grip. I am hoping that Mike and his good friend, fellow Model 'Y' trialist, Ian Moss, will give us an insight into this sport and their cars.

The line-up was made complete with no fewer than four special bodied Model 'Y's. It was a great pleasure to see Bob Stay again, from the Isle of Wight, with his beautiful Cairn Coupé. Not only is the Cairn the most de luxe of the special bodied 'Y's, but Bob has restored his to a superb condition. Colin and Julie West were also present in their Knibbs Parkyn tourer and Doug and Bessie Hickson in their Jensen Mistral tourer, both dark blue and both gleaming in the sun. My Kerry sports tourer made up the foursome.

It was also a pleasure to meet up with other members and friends on the hoof. Our apparently ubiquitous, omnipresent Acting Chairman, Mike Samuel, accompanied by his lovely lady, Kath, graced us once again with their presence. Peter Baggott, Robert Pavitt and John Williams each called by to see us, as did Eileen Murrell's sister accompanied by new member and the new owner of Geoff's 'CX' tourer, Paul White.



David Lovering, looking justifiably proud, with the row of eleven Model 'Y's to the fore at the Great Dorset Steam Fair.

The cars, military vehicles, tractors and commercial vehicles, of course, are only a side-show. The main thrust is on the steam tractors, cars and lorries, of which there were over 200, and they were very active. There was even a steamed up railway engine on the back of a heavy haulage vehicle! Big boys' toys with a vengeance. It is impossible to describe it. The steam show ground is so huge and so full of activities. Add to that the huge funfair, which is powered by rows of steam driven generators on the front of the circus tractors, the hundreds of trade stalls, the pipe bands, jazz bands, folk groups and masses more. It has got to be one of the greatest shows on earth.

We played our part. It was great fun and a pleasure to celebrate the Ford Motor Company's centenary so auspiciously. Thank you David Lovering for all your hard work.

The December issue of 'Classics' magazine gave us an uncharacteristic mention. Although its coverage is mostly of post-war classics, a report on the Great Dorset Steam Fair included, "a special Saturday display of 20 Model Y 8hp Fords. Celebrating 100 years of the Ford Motor Company and arranged by the Y&C Model Register, these included many rare drophead models." The article was accompanied by a photograph of Colin and Julie West's Knibbs Parkyn and Fred Hooper's '£100 Popular'.

Sam Roberts.



The four special bodied Model 'Y's; from left:- Doug and Bessie Hickson's Jensen bodied 'Mistral', Colin and Julie White's original Knibbs Parkyn bodied tourer, Bob Stay's beautiful Salmons Tickford Cairn coupé and my Whittingham and Mitchel bodied Kerry sports tourer.



Mike Workman's trials Model 'Y', with fan assisted cooling and extraction tow ring at front in lieu of bumper. Other modifications are hidden in this photograph!

For sale

1937 Model 'Y' Tudor (Y183847). Beige with chocolate wings and lovely tan interior. Has original number, AJU 409. Subject to lots of care and attention. Runs beautifully. Taxed and MoT'd. £2750.00 – o.n.o.

John Cole Tel:- 01752 661724 (Plymouth, Devon) or 07798605397 anytime

1936 Model 'CX' Tudor (C28532) Reg. WV 9737. Unfinished project. In running order 10 years ago. All parts boxed and numbered. Original bill of sale and V5 log book. Two previous owners from new within the same family. Offers around £550 considered. Please ring for further information.

John Howard. Tel:- 01923 440337 (Watford, Hertfordshire)

Stop Press

1936 Model 'CX' tourer for sale. Previously unknown to the Register. Complete but needs full restoration. Details at present unknown but will be known by the time you read this. Contact Bob Wilkinson for details. Tel:- 01832 734463

Wanted

For late 1936 Model 'CX', a good speedo in full working order as the one fitted to my car has developed an old age seizure! If you can help, please contact:- Tony Eldridge. Tel: 020 8550 3021 (Ilford, Essex). E-mail:- anthony.eldridge@btinternet.com

Events 2004

18 April

Annual General Meeting. Willoughby Village Hall. Bob Wilkinson
01832 734463

7 – 16 June

Club tour of Wales (Taith O Gymru)
Bruce Allan
01995 601041

26 September

All Ford Rally, Abingdon
Bob Tredwell
01235 530720

Spares comments.

At long last, I can report that the Club's storage at Watford has been cleared. My thanks go to Jim Miles for his regular contribution of help; to Tony Etheridge (our tyre supplier) for his many van runs, as well as valuable contributions from David Burke and Jim Sharpe. Most used parts have now been moved to the Club's containers at Stevenage. (Here we must remember the contribution that Ford Motor Company made in donating the containers to the Club, via Geoff Murrell.) However we're not finished yet for, although the containers are racked out, a great deal of sorting and clearing still needs to be done.

With every copy of 'Transverse Torque' we try to include a Club parts list and this edition is no exception. The enclosed list was revised on the same day as a Spares Committee meeting (2nd November), so it's bang up to date. It reflects a number of changes, mainly the revised procedure for handling exchange items. This new procedure is stated at the end of the parts list. Regrettably the list also carries some price increases, the major one being the increase in costs related to the bumper bars. Here we have not only been faced with an increase cost of chrome plating, but also in the blacksmith's labour charges. Incidentally can we please ask you to read thoroughly through the parts list before enquiring if we stock a certain item, as all too often a listed part is the subject of such an enquiry.

This edition reflects the return of an old friend, the front brake rod Support Spring, part number Y2502. A remanufactured item is the Rear Spring Shackle, part no. Y5715. These have been produced to high engineering standards, which reflects their critical contribution they play to road safety. Apart from these your money is being spent replacing stock lines.

Members, we have a lot of capital invested in stock and winter is the time for maintenance, so please keep the orders flowing in.

Graham Miles

TAITH O GYMRU 2004 (Tour of Wales)

Bookings are now well advanced and the numbers have been advised to the Hotels concerned. I have had some feedback that perhaps this Tour is a little too expensive and that perhaps some members may like to join in the motoring element but make their own accommodation arrangements, either at a local B & B or camp site. I would be only too pleased to see these members join us and look forward to hearing from them for Tour details. I do feel however that the accommodation package that we have obtained will be difficult to beat using smaller hotels and 'eating out'.

It is now proposed that this Tour will be a sponsored event with the participants raising money for The Mountain Rescue Services of both North and South Wales and to this end Sponsorship Forms have been sent to all participants. If you feel that you would like to donate please let me have your payment direct. We will also be doing 'Bucket' collections during the trip to maximise our potential.

Members who have not booked as yet can still book with me by requesting details as before. I will then confirm with the hotels for further availability.

INFORMATION PACK AND BOOKING DETAILS FROM
Bruce Allan (address in front cover) or by telephone to 01995 601041.

The All Ford Rally – 2003

As always, we had a good turnout for what is traditionally the last major event of the year open to all members. Not as always, we experienced a dry day, although those travelling from the north came through some rain en route. This is the second year running that the weather has worked in our favour – is this a record?

Tim Brandon was the first to appear in his unique Model 'Y' pick-up and parked up in the prime position alongside the arena, thus establishing the area for the Y&C Register stand. The flag was hoisted, so acting as a rallying point for other members as they arrived. Within a couple of hours, we had 20 cars present; 18 Model 'Y's, Steve Whiteley's Model 'CX' from Rochford in Essex and Jim Miles' beautiful 'Eifel' from Woodford Green, also in Essex.

There was a goodly selection of Model 'Y's. The short rads were represented by Kevin Briggins' maroon Tudor (May 1933), Graham Miles' van (August 1933) and Jenny Bone's Tudor short rad (September 1933). Derek Bone managed to find a Ford ammeter in the autojumble and spent most of the day fitting it in place of the CAV one in the car.

Each year of production of the long rads was also represented. Bill Baxman drove from the Isle of Wight in the earliest known surviving long rad (Y36250 – October 1933) pipping Doug and Bessie Hickson to that privilege in their Jensen bodied 'Mistral' tourer (Y40483 – also October 1933). 1934 was represented by my 'Kerry' sports tourer and Tony Brasher's Tudor in electric blue; 1934 being the only year when this body colour was available. Alone in the 1935 slot was Tim Brandon's pick-up. 1936 was a good year for production, as demonstrated by the seven cars on show. In order of production these were Phil Francis' Tudor, Brian Drake's Tudor, Herbert Wingate's Fordor, Adrian Chapman's Tudor (the wounded Adrian was chauffeured by Emyln Smith), Bruce Bebbington's Tudor, Brian and Yvonne Mace's Fordor and Geoff Dee's Tudor, which he uses as his everyday car. Finally, representing 1937 were Jack Clarke in the immaculate ENO, non-member Norton Brock, who has owned his Tudor for 35 years, and Ron and Mavis Kendall in their Tudor, the youngest car present (April 1937).

It had been agreed that the Bert Thomas Trophy would be awarded to 'The Best in Show' for 2003 at this gathering. Tim Brandon was asked to judge, but not to include Jack Clarke's immaculately restored ENO (it cannot be beaten!). It was a difficult choice, but Tim plumped for Adrian Chapman's 1936 Tudor. I must say that the gloss on it was superb. Julie must have spent hours polishing it! Our omnipresent Acting Chairman, Mike Samuel, did the honours, watched by those present who were not trawling through the autojumble.



Jim Miles tells war stories to Kevin Briggins, John Griffiths and Graham Miles between the rows of Club cars. Ron Kendall, in the foreground, has heard them all before.

The day wore on and the voice of 'Spanner' on the PA system gradually became general background noise. There was much wheeling and dealing going on at the back of Graham's van and Tim's pick-up, and Jack Clarke forsook his shorts for trousers. We were delighted to welcome a number of non-driving members on the stand. In addition to Mike and Kath Samuel, there were Bob Wilkinson, Peter Ketchell, Paul Beck, Stan Bilous, Brian and Roger Gurney, Des and Ron Stephens, Chris Jarvis and Frank and May Johnson, accompanied by ex-member Paul Bainbridge and wife, Janet, to mention a few. Ivor Bryant, Colin White and Julian Janicki, with Peter Richardson, decided to drive their 'other' old Fords to the show on this occasion. Even Dave Tebb emerged from his nearby autojumble tent to come and say 'hello' at one stage.

Talk about busses coming along in twos; you will recall that, at the Enfield Pageant, Peter Richardson found a Model 'Y' wireless in the autojumble. I declared it as like finding hens' teeth. Needless to say, we found another one at Abingdon, this time complete with knobs. There is some discussion as to whether it belongs to a Model 'Y' or to a Model B or Model 40, both of which have glove compartments of a similar size and shape as the Model 'Y'. Because these were early days in wireless technology, it would not have been possible to build a smaller in-car wireless than those found. It could be that they were universal to all three models.

Most of us did our bit in the arena when Class 2 vehicles were called forward. Our presence was accompanied by a fairly accurate commentary on our cars by 'Spanner'. Later in the afternoon, we realised that Spanner's background noise was announcing the prize-winners for the day. Apparently they were announced three times but few were listening. However it emerged that we had won the first and third prize in Class 2, which will have really upset the American contingent, as there were some beautiful Model Bs and Model 40s present. Mind you, they walked off with all three prizes last year. Our winners were Jack Clarke's ENO (who else?) and, surprise, surprise, Tim Brandon's partially restored pick-up! Apparently the female judge (Spanner's wife) was smitten (with the pick-up, not Tim – although, could be!).

So ended an enjoyable and successful day. With over 400 pre-1965 cars there, we had our fill of old Fords. Our thanks go, once again, to Bob and Phylis Tredwell for masterminding and administering the event and to the Rotary Club of Abingdon, which organised the show and provided the marshals.

Sam Roberts.



Mike Samuel presents Adrian Chapman with the Bert Thomas trophy for the Register car of the show.

Jack Clarke (ENO) and Tim Brandon (Pick-up) with the first and third awards in Class 2. Well done both.

The reason for the 'well sides' to the loading bay is open to speculation. Some say that the width of the well-side is the same as the length of a 'star dropper' post for fencing and there were miles of fencing to be kept in order around the farm. Others say that rabbits were strung on poles across the back. In my ignorance, I suspected that the ledges formed by the well sides were used as seats to carry farm hands to work the land, but that was poo-pooed by the Australians I spoke to. Interestingly, the later post-war Prefect utes are known as 'plumbers' utes', which infers a more civilised urban role for these later models.

Members' cars

This time round, we return to Australia to write up the rare Model 'C' well-sided Ute belonging to Edna Crook and son David in Whyalla, a township at the top of Spencer Gulf, about 200 miles north west of Adelaide in South Australia. David is a member of the Australian Syndicate, which subscribes to Transverse Torque.

To give the vehicle its correct name, it is a 'Model "C" 10 HP Roadster Utility Well Type' which was designed in early 1935 by Lew Bandt, the young Australian designer at the Ford Motor Company of Australia, Pty., Ltd. in Geelong, Victoria. He designed the vehicle specifically for the wheat and sheep farmers living out in the bush scrubland, each of whom was scraping a living from hundreds of acres of parched soil, usually miles from habitation. The Geelong body numbers for these cars was prefixed with 'LD', short for Light Delivery. The ute in question has a body number 20 LD68, which means that it was the 68th Model 'C' (20) Light Delivery body to be manufactured. The body was mated to a Model 'C' running chassis imported from Dagenham. It is highly likely that the running chassis arrived by ship from

Dagenham into the harbour at Adelaide, where Ford Australia had one of four dispersed assembly plants (Adelaide, Sydney, Brisbane and Fremantle). The body would have been shipped round the coast from Geelong.

The ute was bought new from Ford Adelaide by a wheat and sheep farmer living out at Yongala, on the edge of the inhospitable outback. Apparently, the original engine (C21659) was burning oil badly and Ford replaced it. Whether this meant that the farmer had to drive the return journey of some 400 miles along dirt tracks and roads to have it replaced or not is not known. It obviously, subsequently, gave the farmer good service as it was not until the early 1970s that the car was sold on to the Crook family.

The ute was bought by David's Uncle Rex, who wanted the engine for a boat. David's father, Dennis, kept the body and remains of the vehicle and, in 1973, put it into a shed where it stayed until Dennis retired in 1990. The restoration of the ute was Dennis' retirement project. He bought back the engine and over a two years period (1994/95) restored it back to its original specification, aided by son, David, and stepson Ryan. Other than replacing the canvas roof, reupholstering the seats and replacing the cab floor, there was little major work required. It was a matter of stripping down, cleaning up and reassembling (sounds easy doesn't it?). Having seen the quality of the Tasmanian oak from which the rear loading bay was made, it is not surprising that it has survived intact for so long. The work of the family was overseen by Dennis' wife Edna.

Unfortunately, Dennis died a couple of years ago and the ute was left to Edna. This year, the biennial Australian National Sidevalve Rally was held in the Barossa Valley in South Australia in April. David drove Edna down from Whyalla in the ute and we had the privilege of meeting this lovely lady. They had only intended staying for one night, but were persuaded to stay another night so that they could attend the rally dinner, at which I had great pleasure in presenting Edna with the award for my favourite vehicle on the rally. To me, the ute and its history just summed up the spirit of Australia in the 1930s. It was also a fitting recognition of Dennis' work on the restoration. Edna was so thrilled that she presented me with the photograph on the back cover, which she had brought, framed, to the rally to show to participants. I was equally moved by her gesture.



Since the Barossa rally, David Urry, the President of the Ford 8&10 Sidevalve Club of South Australia, has informed me that he now knows of another Model 'C' or 'CX' well-sided ute. Now that the South Australians have come out of winter hibernation, I am hoping to bring you news of this, the second known surviving Model 'C' / 'CX' ute in the near future.

The Tasmanian oak panels forming the loading bay of the Model 'C' ute. Note the construction of the well sides on this and the photograph below. The horizontal white strip of wood above the tail gate and the two pieces of wood at the front of the well side have been added. Originally, the ends of the well sides were open to carry longer poles. The tarpaulin support pole is also an added extra.

Sam Roberts.



Yours Truly standing to the rear of the Edna and David Crook's Model 'C' well-sided ute at the Barossa Bivouac, Australian National Sidevalve Rally in April this year.

Stock Car Racing

Thanks to member Fred Hooper in Christchurch, I had the chance to look through a number of stock car magazines, newspapers and programmes from the mid-1960s. They belong to John Holley, who was a driver to be reckoned with during those mad days, which saw off many of our cars to that scrap yard in the sky. John not only held the lap record on the Bristol and Ringwood quarter mile oval circuits (an amazing 13 seconds), but was also the Formula II British drivers' champion in 1969. He raced as number 554. Despite holding down a 'proper' job, most nights in the mid-60s he was racing at Plymouth, St. Austell, Newton Abbott or other tracks in the West Country.

I had the pleasure of a long telephone conversation with John, who told me the incredible things they did to the cars to add edge to their performance. But first to the beginning. Stock car racing was introduced into this country from the States in April 1954 by 'Digger' Pugh. As the name implies, the idea was that the cars were to be of production ('stock') specification, although minor changes and additional safety modifications were permitted. In those early days, the cars were the 'big'uns' rescued from scrap yards; the bigger the better. They were mainly pre-war Ford V8s, although the odd Packard and similar 'Yanks' appeared at meetings. The sport developed within specified rules and regulations. The cars developed also and, in 1957, 'specials' were permitted which allowed owners the freedom to build a vehicle most suitable for the job in hand.

The sport became specialist and expensive and beyond the pocket of the average youngster who was keen to burn up the track. As a result, 'jalopy' racing started in fields and on speedway tracks around the country, with smaller and less expensive cars being driven by 'the boy next door'. This took many spectators, and their entrance money, from the formally organised stock car meetings. In 1964, the British Stock Car Drivers' Association decided to bring the 'jalopies' into the stock car fold by introducing a Formula II for cars up to 10 h.p., leaving the V8s and larger cars to partake in Formula I races. The first Formula II race took place at Tamworth. From the start, the Model 'Y' was the favourite car for this formula. As a letter sent to 'Stock Car Racing News' in June 1964 states:- "Ford Model Y cars are the accepted 'tool' for Formula II stock car racing, and the majority of competitors are using them."

Although 'stock', in that the bodies were as production, to have the edge over the competition, cars needed more speed and less vulnerability than the competition. The speed was improved firstly by souping up the engine. It was normal to fit a 10 h.p. engine with an 8 h.p. cylinder head into the Model 'Y'. Aquaplane inlet manifolds were also fitted with twin SU or Webber carburettors and enlarged, polished inlet ports to improve the flow of the fuel mixture. We all know how prone the 'Y' is to breaking its half shafts on rapid acceleration. This was overcome by welding up the star wheels in the diff casing, thus doing away with the differential between the rear wheels – and it worked! To overcome the relative frailty of the spoked wheels under acceleration and heavy cornering, the road wheel back plates were changed to accept Easiclean wheels. The 17 inch wheel rims were removed using a hacksaw

through the holes in the wheel and 13 inch wheels welded on so that they were offset and gave, not only a lower centre of gravity, but a larger track-width (and hence more stability and adhesion). Having started in first gear, the races were run in second gear only. To stop the gear lever jumping out of second, as it is prone to do in the 'Y', an obligatory hook was welded to the dashboard to hold the lever in place.



"John Holley driving his 'non-stock' Formula II car (554) after the rule change of 1965.

It should be noted at this stage that all these modifications were carried out in back yards and owners' garages, unlike the more professional, workshop improvements carried out on the Formula I cars. The main tools for the Formula II owner were a hacksaw and an arc welding kit.

To make the cars less vulnerable than the competition, stability and protection were the main concerns. Good stability was necessary to lessen the chance of either rolling the car on corners or being tipped over by another. Stability was achieved mainly by lowering the centre of gravity. Apart from reducing the diameter of the wheels, the top three or four leaves were removed from the top of the rear spring and the long leaf heated and kinked alongside the shackles. Telescopic shock absorbers were fitted between the front wheels and the chassis and strips of inner-tube wrapped around the rear axle and the rear chassis cross-member to prevent tilting on cornering (racing was always anti-clock around the tracks). The battery was lowered on the bulkhead and covered so that the acid did not spill when the car rolled. Weight was reduced on the upper half of the body by the removal of all glass (for safety reasons) and by welding an aluminium sheet over the roof (also for safety reasons). The doors were welded up and cut-away to help escape when the car stops on its side or roof. The driver sat in a central position in an Irving parachute harness, which was anchored to the chassis side members. Later, roll bars were fitted. The steering was up-gear by extending the drop arm. This allowed the driver to hold the wheel at 'a quarter to three' and turn a complete lock to 'a quarter past nine' without letting go of the wheel. The final ruse for better stability at speed was to cut off the top of the front A-frame (including the ball), open it up and insert track rod ends into each of the open ends. A strip of metal was then welded between the chassis side members, with holes into which the track rod ends were inserted and bolted. By holding the A-frame apart and downwards at the rear, the king pins were at an inclined angle which, apparently, aided cornering. It goes without saying that the brake rods were replaced by compensated cable brakes.

It was essential to have protection against the inevitable thumps received on your back end and those you inflict, unintentionally, on those in front of you. Owners went to great lengths to protect the car against crash damage. Firstly, the reason why the Model 'Y' was preferred over other cars was its relatively light-weight, straight ladder chassis, which didn't buckle when hit end on. It was also easy to reinforce by welding square tubing along its length. Large bumpers could be fitted easily at either end, with a strengthening web of steel being welded between the front and rear chassis cross members and the protruding chassis side members. As a precaution against fire, the petrol tank was removed from the rear and a two-gallon tank with an on/off tap fitted in the cab. To protect the engine and radiator from a major shunt from the rear (i.e., prop shaft pushing engine and gearbox forward into radiator), the middle chassis cross member was moved one foot to the rear, along with the engine and gearbox. This meant cutting one foot off the prop shaft and torque tube and welding it back together. By moving the engine and gearbox back by one foot, it also made the front of the car lighter, giving more adhesion to the front wheels, which was essential when throwing the car into corners. Also the fan and dynamo were done away with and a heavy chain was tensioned around the front of the engine from anchor points on the chassis side members. These measures protected the radiator from damage. However, remembering that the races were run in second gear, the engines did get hot and so, to compensate for no fan, a Standard Vanguard radiator replaced the Model 'Y' one.



Protection against thumps was essential. Here, local driver Ron Pears (731) gets hooked up with 'Slick' Slater (666) during a meeting at King's Lynn in September 1966.

There was a major change to the rules for the 1965 season. By this stage, drivers were removing one foot or so from the bottom of the 'stock' body to lower the centre of gravity even further. It was therefore decided not to insist on stock bodies, leaving the field wide open for other bodies to be fitted onto the Model 'Y' (or the 7Y) chassis. One of the favourites was the Fiat 500 body, which was the lowest available. However, soon there were 'special' bodies appearing, bearing no resemblance to cars seen on the roads. This spelt the end of stock car racing as such as the cars resembled more the oval circuit specials, based on the American sprint cars. Another offshoot of the sport was 'banger' racing, which developed in the 70s and 80s and is still with us today.

In the past, I have often blamed the demise of the Model 'Y' partly on the high casualty rates on the stock car tracks but, as John Holley points out, the cars used were, in the main, MoT failures from scrap yards or very tired cars just dumped in quarries. So the stock car craze at least gave them an extended lease of life!

Interestingly, Fred Hooper's May 1935, Tudor (Y101297) was originally obtained by John Holley as a potential stock car. However, it was considered too good for the race track and was stored by John and kept in a driveable condition in his garage. Fred saw it at John's house in 1996 and took pity on it. He persuaded John to part with it and carried out a lengthy restoration. Fred's conversion to Mini shock absorbers, which was written up in Issue 131, is the only modification to an otherwise excellent, original condition car.

I am very grateful to John Holley for his help in the writing of this article.

Do we have any ex-stock car drivers amongst the membership, who can add to or comment on this article? Anecdotes and photographs would be welcome.

Sam Roberts

Post script:- I have since spoken to Geoff Dee (our Technical Advisor), who was also one of the intrepid stock car drivers in the early days. He is involved with an organisation (the Historic Oval Club), which is planning to bring the original stock car back to life next year, 2004, the fiftieth anniversary of the introduction of the sport to the UK. Geoff plans to recreate a Model 'Y' stock car for the anniversary and race it, but needs a donor car to modify. Does anyone have a scrap or 'spares only' Model 'Y' suitable for the job. The body needs to be reasonably sound, but the chassis condition is immaterial. Possible donors are asked to phone Geoff on 01926 334780. Here is an opportunity to get shot of that heap, which has been lying in the shed or lean-to for years!



John Holley on his lap of honour after winning the Formula II World Championship Consolation Race at Swindon in September 1965. He is riding high on his 'stock' Model 'Y'.

International correspondence

Rear engined Ford

Our ever-observant Luis Cascante in Spain sent me the following e-mail:-

"Are you reader of 'The Automobile'? If so, you surely read an article on American rear engined cars in the August issue. Karl Ludvigsen explains Henry Ford's involvement in rear engined cars in the late thirties, following the ideas of Ferdinand Porsche and the Volkswagen.

It seems that in 1940, Henry Ford ordered an engineer called Albert Roberts(!) to build an experimental rear engined car, with a little four-cylinder motor, planetary transmission and controlled by pedals. Roberts built it. The article includes a photograph of its rolling chassis (see photo), in which the engine is clearly seen. It's a Model Y engine! With some differences, but it is. In my opinion, this engine was one of the experimental engines made in Dearborn for the Model Y, probably the same that was on display in the Henry Ford Museum when I visited it in 1970. What do you think?"

In my response I said:- "Yes, it certainly looks as though Albert Roberts used the left over baby Ford engine for his project. As the date was 1940, I suspect that it

was a 10 h.p. Model 'C' engine, rather than the earlier 8 h.p. one." Luis' refers to the engine that was in the Henry Ford Museum (see photo in Model 'Y' book, page 32). With its minimal cooling jacket round the cylinders, this would seem to have been an early experimental engine for the Model 19 off the drawing board of Ford's chief engine designer, Lawrence "Larry" Sheldrick.

Rear engined small Ford

(extract from the Karl Ludvigsen article in the August issue of 'The Automobile')

Albert Roberts related the way his rear-engined project came about: 'In 1940 Mr Ford took me to the Bagley workshop, which had been moved to Greenfield Village. He said, "You can make this your headquarters for a while. This is where I made my first car and here I will make my last one. Make it small and simple. Put a little four-cylinder engine in the rear, use a planetary transmission and control it by pedals."

'With one young man, Stanley Groth, to help me, we built a chassis right in that little workshop. We had the parts made in scattered places so that no one could find out much about the car. It was unconventional from one end to the other. The rear axle was of the de Dion type, and the engine was bolted to the centre

portion. The engine stuck out back of the axle with no support on the rear end. It could be removed and replaced in a few minutes using six bolts. The throttle control was pneumatic.

'There were no frame side rails; these were replaced by a tubular backbone in the centre. The steering gear was a simple screw and nut. The springs were transverse and mounted high so as to reduce body roll. The planetary transmission was part of the rear axle assembly. The spare wheel and tyre were mounted in front to serve as a pneumatic bumper.

'We completed the chassis,' said Roberts, mounted a seat on it, and found that it operated quite well. Mr Ford had me drive him around in it on the polished hardwood floor of the big Engineering Laboratory. From the economy standpoint, it was marvellous – 51 miles per gallon.' Even with the addition of a body the Roberts prototype would have been a highly economical small automobile, an American people's car that was just what the doctor would have ordered for the petrol rationing to come in the war years that lay ahead for America.

Thoughts of producing such a car extended beyond Henry Ford's private project, according to Lawrence Sheldrick. 'He had been talking about smaller cars since 1935. However, they were always wrapped up in a package with these radical ideas that could never materialise.' That was, of course, an engineer's view from the American perspective; Porsche's Beetle package had been every bit as radical but was able to be gift wrapped in a Europe that was accustomed to, and positively inclined towards, unorthodox engineering solutions.

Another and more daunting obstacle blocked the introduction of the small Ford, Sheldrick added: 'We were always confronted with the same thing – every time we would get up to the point of talking seriously about a small car, the matter of the used car market would come up.' Would such a car, available new at a price of a used Ford, divert customers away from the latter and thus slow the sales of new cars? It was difficult to mount arguments to the contrary.



A mock-up of an experimental rear engined Ford designed in 1940 in Dearborn. Note the 'Baby Ford' engine; probably left over from the Model 'C' development programme.

U.S.A.

The ever-watchful Reg Ward sent me an e-mail with a photograph of Heyden Shepley's Model 'CX' tourer, which is based in Pennsylvania. For some unknown reason, I do not have it listed on the register of survivors and have written to Heyden for the details. It looks to be in very good condition. Reg asks whether this is the only 'CX' tourer in the U.S.A. You will recall that, in the obituary to the Late Carlton Thisse in the last issue, I mentioned that he had imported the ex-Kath Devine Model 'CX' tourer, which now belongs to his son, Alan, in Michigan. So there are at least two over the pond.

Heyden Shepley's smart Model 'CX' tourer in Pennsylvania.

**Spain**

Back to Luis Cascante in Spain. He sent me a further letter:- "Returning home from the Costa Brava in August in my TR4A, I and Tatat spent four days with my parents in my father's house on the Montseny mountain. There I took this picture of 'Forito' [Spanish for 'Baby Ford' - Ed.] with my third love, the TR4A; remember that my second love is the 1956 Mercedes 220 Ponton.

I liked very much the back cover of the last issue of the magazine, as well as its caption. I think it was a very nice tribute to Geoff.

At present I am working on some statistics about the surviving Models 'Y' and 'C'; I'll let you know the results."

Luis Cascante's first and third loves together at Luis Cascante (Senior)'s house. Luis Cascante (Senior)'s first love is a Barcelona assembled Model 'C'.



A Kelsch bodied Model 'Y' – a new discovery.

I was thrilled to receive an e-mail from Martin Bolland in Holland telling me of a Model 'Y' he has located in Wijk aan zee. He enclosed eight photographs of the car, which has eased identification. It is a drop-head coupé, very similar to Wim Hofstede's SICAL bodied fixed head coupé, which accompanied us on Convoy 2002 in Ireland. Naturally, Martin thought it was also a SICAL body.

However, the photographs clearly show raised bodywork to the rear of the bonnet sides, which widen the main body of the car by some three inches. This is the main distinguishing feature of the Kelsch bodied Model 'Y's. Kelsch did produce a drop-head coupé and, up to now, we only knew of one survivor; the one which was owned and restored by Graham Tomlinson and which we last saw at the Enfield Pageant in 1989. This was sold in 1990 and, we think, went to the U.S.A.

So this is an exciting find. Martin read the chassis number, Y18382, which gives the rolling chassis a March 1933 date of manufacture at Dagenham. This would then have been exported to Asnières, on the bank of the River Seine on the north-west outskirts of Paris. Martin also reports that there is not an Asnières assembly plaque on the battery box, which means that it has either been removed (in which case there would be four screw holes) or, it means that the rolling chassis was taken across to the other side of the river, where the Kelsch coachbuilding company was located, and the body put on the chassis on their premises.

As can be seen from the photographs, the car has been superbly restored by its present owner, Nico Schaaf. It is painted dark green with black wings and valances.

More details of the Kelsch company and their Model 'Y' variants are on pages 145 and 146 of the 'Ford Model Y' book.

Sam Roberts.

see photos on next page.....



The ex-Graham Tomlinson Kelsch bodied drop-head coupé at the 1989 Enfield Pageant.

The side view of the Kelsch bodied drop-head coupé in Holland. The raised bodywork to the rear of the bonnet sides is just discernible.



The rear of the coupé showing the rounded back of the body tub and the add-on looking boot. This is identical to the design of the ex-Graham Tomlinson's Kelsch.



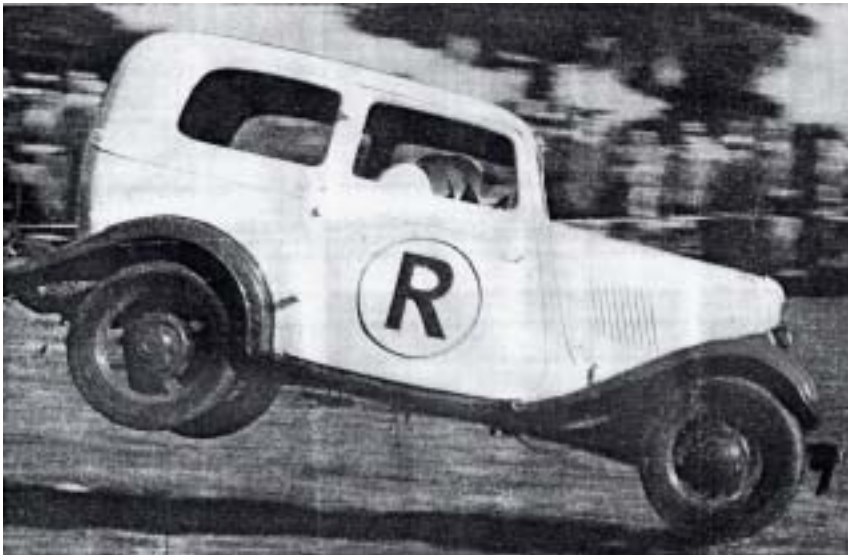
The left hand drive interior of the Kelsch coupé. Note the larger than standard distance between the glove compartments and the sides of the car, due to the wider body shell to the rear of the bonnet sides.

Members' correspondence

'R' for Reliability

This was the heading of the front page article of the 'Ford Mail', Issue No. 3, of October 1954. This Ford Motor Company Ltd, Dagenham publication was found by Kevin Briggins, whilst rummaging through the autojumble at the All Ford Rally. Under the accompanying photograph of an airborne short rad Model 'Y' is written:-

"TWENTY YEAR OLD FORD JUMPS INTO THE NEWS - This picture taken at a recent Rodeo shows how, after a colossal mileage and two decades of service, this Ford car still possesses the strength and safety margins required to leap from a



The high flying rodeo short rad Model 'Y'. The driver and passenger both ducking low ready for the impact on landing. Note, no seat belts!

ramp at high speed – proof of Ford's high quality engineering and materials. This car is twenty years old, completely unmodified and cost £100 when new. Today Ford value for money is greater than ever and these pages will show why the Ford of your choice, backed by the famous Ford service, is the finest car in its class."

Note:- Being a 1932/33 short rad, the car illustrated would have cost £120 when new and not £100. The £100 Popular did not arrive on the scene until October 1935.

Slapped wrist!

Nigel Stennett-Cox rebukes me for taking his 'criticism' in my last editorial too seriously. I was purely pointing out that it is an Editor's lot to receive criticism rather than favourable feedback from the readership. He responds as follows; with some useful comments on the provenance of the Model 'C':-

"Ouch!" Do I correctly detect a note of irritation in your editorial in issue 144 (gross irritation?), when you respond to a couple of criticisms, one from me.

I remember wording my email in as light-hearted a manner as possible, and so

I have also noticed your own penchant for accuracy, and your readiness to go through anyone else's references to Model Ys with a fine-tooth comb. This, by the way, is something I greatly admire, and attune to, as reading detailed and accurate research, perhaps constantly being updated in the light of new findings, is one of the many pleasures which I derive from my abiding interest in old vehicles. I am sure, therefore, that with your readiness to correct other authors, you would not want any perception to gain ground that you were free to do it yourself, but not take it from others.

Actually, I know that I have perhaps become a little sensitised to old-car owners and enthusiasts, never mind the public at large, having no real idea of what model my Ford V8 is, and typically confusing it with Model As and the like. The car gets around, so I meet a lot, and a very typical response is that the only Ford V8 they have heard of is the Pilot. I expect a little more from Ford enthusiasts and buffs, but I must be a little more tolerant.

Incidentally, I would like to comment on the passage "The Latest Gurney Project" in your bit on members' correspondence. You say that Phil Wright is credited with being the designer of the body style for the 1935 V8 Model 48, something I did not know, and then you wonder whether he designed the Model C, or the 48, first. You mentioned that the Model C was designed "for 1934" but I thought that it came out in the latter part of 1934, hence in American terms being of course a 1935 model. By that time too, Fords were established in the practice of introducing the following year's V8 in the autumn of the previous year. So, as far as I can make out, the 48 and the C came out more or less simultaneously, unlike of course the Model Y, in relation to the Model 40. Things are complicated by foreign markets often lagging behind Dearborn in new model introductions by as much as a year. So I don't know when the 48 became available on the British market. That however is probably oblique to the point at issue. Incidentally, as a final aside, I reckon that Model 60s must be extremely rare, and I can't recall ever seeing one; the only 22hp cars I have seen have been the succeeding Model 62."

far as I am aware, I was acting in the spirit of accuracy rather than venom. I didn't even expect you to print a correction. I am sorry that you feel that you rarely receive positive feedback, but I can say that a principal reason for my joining, and then renewing, as an associate member, was because of the quality and information content of the magazine which you produce. You may recall that I was also one of those who ordered from yourself a pre-publication copy of your excellent Model Y book, which I very much enjoyed, and which still sits on my shelf as a valuable reference work.

Wrong identification

I am grateful to a number of members who sent in a newspaper cutting from the 23rd September issue of 'The Times', which depicted John Durnell, the chairman of R. Durnell & Sons, and his son Alexander, sitting in and lolling on a 1930's van. R. Durnells & Sons are a very long established (est. 1591) family building business based in Brasted, Kent. The part of the van, which is visible in the photograph (rearwards from the front wheel), is very similar to the Model 'Y' 5 cwt van. However, you will note that there are seven louvres on the bonnet (not six, as on the Model 'Y'), that the rear wheel hub is different to the Model 'Y' and that the skirts on the wings are not the same.

I stand to be corrected by Harry Edwards of the Morris Register, but it would appear to be the Morris copy of the Model 'Y' van based on the Morris 8 chassis, circa 1934.

see from the photograph, there is a lot of work to be done. This was just the condition of vehicle I was looking for to restore. I have just finished a 1953 E494A Anglia full restoration and was beginning to get withdrawal symptoms, so needed another project to occupy my mind. Unfortunately, I will not be able to start major work on it until after my daughter's wedding next April, so I will just have to be patient, but I will keep you informed of its progress."



"New member, Rod Janes, new project, an April 1935 Ford Model 'C' (C12105) itching to be restored.

1937 'Y'. DPP 383 came in bits from member, Nigel Rowe, in Whitchurch, Cardiff.



The R. Durnell & Sons Morris 8 van, mistaken by some as a Model 'Y' van.

Another Model 'C' to be restored

New member, Rod Janes, writes from Dartford in Kent:- "Enclosed is a photograph of my 1934 10hp De Luxe Model 'C' 4 door, Reg.No. BBJ 16. I purchased the car from Register member, Mr. Bill Yates, on the 23rd August as he is moving to Ireland very soon. As you can

When you make a start, Rod, I'm sure that your Regional Contact, John Keenan, down in Hastings, will be only too happy to give you some helpful hints, having fully restored a Model 'C' himself. See inside front cover for his details (Region 5)

The industrious Ty Payne

Deep in Somerset, lives Ty, who delights in taking on some amazing restorations. In addition to a dilapidated Model 'Y' van, he writes that he has taken on more projects:- "I have taken on two more 'Y's. They are WP 3293, registered 10.02.33 and DPP 393, registered 04.05.37. I got WP3293 from member, Jurek Kamrowski, in Edgbaston. He also has a

I went through some old car magazines for some Scimitar stuff for my nephew and came across a number of Model 'Y's:- In 1967 issues of 'Car Mechanics' was a 1935 'Y', registered ZA 4204, which had done 100,484 miles on its original engine - owner Martin Somers, in Lifford, Ireland. Also a 1933 'Y' with hydraulic brakes, AKK 874, owned by Mr. J. Humphreys in Ashford." [Note: AKK 874 is the car recently bought by Tim Brandon from the estate of the late Jeff Cole. It is riddled with woodworm. Ed.]

He found other Model 'Y's for sale in more recent magazines (post 1990), including some which do not appear on our register of survivors:- AV 9297, BNP982, CBL 376 and CND 797. There are obviously still many more to come out of the woodwork!

I'm sorry I didn't meet Ty at the Great Dorset Steam Fair. He recounts that he looked over the Y&C Register stand and that there was a car for sale. The man who owned it said that he had run out of smelling salts to give to people who were in shock having asked the price! [This was David Lovering who sold his beautiful Fordor at the Fair and received a reasonable and fair price for it. Ed.] Ty liked the Bristol registered trials Model 'Y'

belonging to Mike Workman but was sorry not to see a pick-up or van present. "Nice open tops though. A stainless steel straight through exhaust pipe sounds a lot different." [Whose was that?]

'A Round Tuit'

In addition to his wanted advertisement for a Model 'CX' speedometer (see 'Wanted' ads), Tony Eldridge reports on his latest maintenance chore. "Now that the car is back on the road after a 9 year slumber, all sorts of little things require attention. However, it has taken me 17 years to get round to fitting a new rubber ball to the A frame. On Wednesday, I at last got the inspiration to face the removal of the brake actuation mechanism from the car so that I could fit this small component. The remains of the possibly original rubber consisted of about 1 sq. cm. of sticky rubber and a load of messy gunge. A positive improvement to the steering and brakes is guaranteed. Is this a record for finding the Round Tuit that we all need?

On another tack, with regard to the picture published on the back of issue 143 of Transverse Torque, I am certain that it is not a pre-war photograph. I would guess that it was taken in the early 1950s because the Model 'Y' looks rather shabby and the 7Y is not sparkling either. As for the V8, I suspect that it has been resprayed or 'done up' as people used to say. The garageman appears to be holding a spray gun as there is a hose attached to it. There is another V8 in the booth nearby. Next to it is what I think is a crummy old Flying Standard 12 with ex-WD headlamps fitted. I can remember seeing such scenes of crumminess in my father's garage when I was a child!! In fact, that video I sent you regarding scenes of Essex roads in 1947 reveals that a lot of the cars on the road at the time were rather shabby and run down, unless they were obviously new, which reflects the shortage of money around that time."

A Popular birthday present

Recently joined member, Mike Malyon, from North Wales, celebrated his 60th birthday in June this year. As a surprise birthday present, his daughter, Sharon, and son-in-law bought him an April 1937 'Popular' (Y182969), which they found after following up the Club 'Ford Sale' information. CNY 360 is a smart red and

black Tudor now affectionately known as Berty. The photograph shows a delighted Mike in his gift-wrapped Tudor.



Mike Malyon, the birthday boy, with his smart 1937 Model 'Y' birthday present.

Over optimistic

Jonathan Davies, from Plymouth, has been looking back through old copies of 'The Motor' and 'The Autocar' and came up with the following:-

I have recently been given some pre-war car magazines. From the articles and advertisements for cars and accessories in both 'The Autocar' and 'The Motor' (which are almost identical in format and content) you would be forgiven for thinking that the whole of British motoring took place within a ten mile radius of central London. It is with great difficulty that a reference to anywhere else in the British Isles is found.

I found this ad. in the March 1938 edition of 'The Motor'. It seems a lot of money to pay for a gadget which presumably holds down the clutch pedal on starting!

The letter from a Ford owner published in 'The Autocar' in May 1938 makes you wonder what Mr. McCrodden's motives were. Are his performance figures a trifle optimistic?

Under the title 'Readers' Experiences No. 12771 - 1937 8 h.p. Ford' he writes:- "I bought an 8 h.p. Ford in 1936, but as this is the same as the 1937 model my information may be of interest. The mileage to date is 20,400. I have just completed a tour of the Lake District, covering 1,117 miles in six days, during which the petrol consumption worked out at 42 m.p.g., and the oil at slightly less than 2,000 m.p.g.

The engine seems to revel in hard work, and will "rev" pretty freely. The gear ratios, especially second, are well suited, though first could be a little lower. The maximum speed in first (obtained) is 22-23 m.p.h., and in second, 39 m.p.h., though there are still plenty of revs to be obtained. Maximum speed in top is about 62-63 m.p.h., and the car is still easily capable of 60 m.p.h. The speedometer can be put round to the 30 m.p.h. mark in 10 sec., and 50 m.p.h. in under 30 sec. I have the original tyres, and they are good for another 5,000 miles at least. I have never been held up owing to mechanical defects. It is a jolly fine car! - W. McCrodden."



The Motor' advertisement for easy starting.

Julian moonraking

Julian Janicki sent in a rather dark photograph of him investigating what little is left of a Model 'Y' 'somewhere in deepest Surrey'. As he says, "My findings of Model 'Y's are getting rather thin on the ground." The photograph seems to have been taken at night, hence my reference to 'moonraking' (with apologies to any true Wiltshire Moonraker who may be reading this.)

see photo next page....



Julian Janicki finds the remains of a Model 'Y' whilst on night patrol in deepest Surrey

From the U.S.A. we go to Bonny Scotland, to welcome Stafford Turnidge from Morayshire. Judging from the photos he has sent in of his 1937 'Y' van restoration project, Stafford is obviously a man who likes a challenge. When he removed the van's body, the chassis collapsed but, undaunted, he has bought a car for spares and the restoration has begun. [Stafford, would you please let me know the chassis number of the donor Tudor please, so that we can delete it from the list of survivors. Ed.]

Stafford Turnidge's van, or rather, the remains of it once the body had been removed.



News of new members

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

Brian Eastwood	E1402	Bacup, Lancashire.
Michael Fleming	F1101	Aston, Worcestershire.
Clive Hamer	H1406	Radcliffe, Manchester.
Rod Janes	J0502	Dartford, Kent.
Stephen Smalec	S1501	Aubourn, Lincolnshire.
Lynn Stewart	S1701	Fairfield, Stockton on Tees.
Alan Thisse	O-T102	Michigan, U.S.A.
Stafford Turnidge	T1801	Elgin, Morayshire.
Les Vine	V1501	Sheffield, South Yorkshire.
Christopher Ward	W1901	Co. Kildare, Eire.
Paul White	W1001	Romford, Essex.

Our first new member is Brian Eastwood from Lancashire, Brian joins us with EAS 914 a well restored 1936 Tudor 'Y', which has been seen at many club events with its previous owner Ronnie De La Rue. Brian tells us that he once owned a Morris 8 some years ago when a student, and wanted a 1930's car for reliable use.

Next we go to Worcester to welcome Michael Fleming, who is restoring DLJ 855, a 1937 'Y' 2 door saloon. We wish him the best of luck and hope to see the finished article at future club events.

Ex-member Clive Hamer from Manchester tells us he has been "persuaded" by Bob to rejoin the ranks with WM 9991, a 1934 'Y' 2 door saloon, which is in 'on the road' condition.

Our next new member is Rod Janes from Kent, who has taken on a restoration project in the shape of BBJ 16, a 1935 Model 'C' 4 door saloon, which he purchased from member Bill Yates. [See photograph under 'Members' Correspondence']

From Aubourn in Lincoln we welcome Stephen Smalec. Stephen tells us he has recently bought BDD 712, a 1936 Model 'Y' 2 door saloon, which we hope gives him many miles of enjoyment.

Lynn Stewart from Stockton-on-Tees joins us with HSL 153, a 1933 'Y' long rad 2 door saloon. Lynn tells us the car has been off the road for the past 35 years, but is now fully restored to its former glory and ready to be enjoyed.

Next we go to the U.S.A. to welcome Alan Thisse in Michigan. Alan is the son of long standing and much respected member, Carlton Thisse, who members will know from the Obituary in Mag 144 has sadly passed away. It's good to know that Alan shares his fathers love for our old Fords and has taken over ownership of Carlton's 1936 CX Tourer.



Stafford parades the donor Tudor. Two into one does go!

Our next new Member is Les Vine from Sheffield. Les is the proud owner of EVX 752, a 1937 'Y' 2door saloon, which belonged to ex-member Derek Creaser and is now fully restored and on the road. Les tells us that his dad had a Model 'Y' years ago and this is his first venture down memory lane.

We go across the sea to Ireland to welcome our next new Member, Christopher Ward, who joins us with ZV 2133 a 1936 grey and black 2 door 'Y' saloon. Christopher tells us that the car is in 'on the road' condition.

Last but not least, we welcome Paul White from Romford in Essex. Paul is now the proud owner of JV 4676, the beautiful and probably best known CX Tourer in the Club, having belonged to our late chairman Geoff Murrell. We hope Paul enjoys using the car as much as we know Geoff did.

Welcome one and all, we hope to meet you and your cars at one of our future events.

Adrian Chapman
Membership Officer.

News from the South-East

(Region 5)

- **John Keenan reports**

We tried out a new show early in July, at the Lyddon Hill race circuit for the SEMSEC classic saloon and single seat race meeting. Carol and Chris Jarvis drove 160 miles in their Model 'Y', some effort; John Hammel, Model 'C'; Peter Baggott, Model 'CX' tourer and my Model 'C', along with some friends from the Ford Sidevalve Owners' Club. The day was interesting and we had a good run out in our cars.

John Hammel snaps John and Mary Keenan's Model 'C' following Chris and Carol Jarvis' Model 'Y' en route to Lyddon Hill.

The Ardingly show was disappointing on the Saturday, as Mary and I were the only ones on the club stand. "Was it all worth it?" we asked ourselves. However, on the Sunday we had Owen Baldock, Kevin Burke and Peter Richardson with their Model 'Y's, John Hammel, this time in his delightful Model A, and my Model 'C' making a nice display. Carol and John Argent, Herbert Wingate and Julian Janicki called in for a chat and a glass of wine, so the day went well. Perhaps it's worth a club stand next year.

We took our car up to the Sidevalve Day at Tatton Park, Knutsford. The Sidevalve Owners' Club took third prize for their club stand - nice going out of 96 clubs attending. On the Sunday, they had 29 cars - a very good selection and my car came third in the Best Fordor Ford Class, which finished the day off nicely.

Chatham Dockyard, in Kent, is trying to set up a 'Fabulous Ford Festival' in early September 2004. The Sidevalve Owners' Club will make it their National Sidevalve Day and would like us to join them in a combined club stand. It is a first class venue with easy access and so much to see and do. Do we have the interest amongst our members?

The Festival of Transport at Hellingly, near Eastbourne, was the last combined FSOC/Y&C Register club stand of the year. On the Sunday, we had Owen Baldock, Chris Jarvis and Kevin Burke's Model 'Y's, John Hammel's and my Model 'C's, as well as John's Model A. With a selection of

sidevalves, we had 18 cars on display. To finish the day off nicely, Carol Jarvis won second prize in the 'Lady and Car' competition. We even made contact with a new proud owner of a Model 'C' asking to join the club.

1936, although Nick had to make a few mechanical adjustments to get it through the MoT. Out of 600 old cars, Nick's Model 'Y' became the 'Car of the Year' at the rally.

At the show, I saw, for the very first time, an American Model 40 Fordor and a 7Y. We also had a ride in a double-decker bus c.1947, which brought back many memories. The event was held in conjunction with the Police gala Day. There were some good acts with a fellow on a motorcycle jumping over lorries. A good day was had by all; a day that Nick



Carol Jarvis, in period dress, proudly holds her award in the 'Lady and Car' competition at Hellingly. The car looks pretty as well!

East Anglia (Region 13)

- **Brian Mace reports.**

Sunday 7th September, at the Royal Norfolk Showground, is a day Nick Smith and his lovely wife, Monique, will never forget.

Four Model 'Y's attended the old car rally, run by Radio Norfolk. We arrived at about 10.30 am and raised the Register flag. Within half an hour, the judges were taking an interest in Nick's unrestored 1936 Tudor. It has had very little done to it since

and his navigator, Monique, will not forget in a hurry.

East Midlands and South Yorkshire (Region 15)

Ken sleight reports:-

"Flying the flag! Here is a photo taken at the All Ford Day at West Ashby in Lincolnshire. In the picture is my Model 'CX' and the Model 'Y' van and saloon belonging to Brian and Roger Gurney of Spalding.



Nick and Monique Smith with the 'Car of the Year' trophy for their 1936 Tudor Model 'Y', at the Radio Norfolk annual rally.

The weather was lovely and the venue couldn't have been better. The organisers made us very welcome indeed. I shall look forward to the event next year, and hope to see a few more members from Region 15 there."

Brian and Roger Gurney enjoying the sun at the rear of their September 1935 van at West Ashby.



Northern sidelights –

Region 16

I was pleased to read Steve Waldenberg's comment about the zealous site officials at Kirkstall last July. I didn't mention the matter in my last column because I didn't want to embarrass Steve who has done such sterling work in organising this event over many years and who had no control over the said officials. No doubt they perceived that they were doing the right thing, or at least covering their backs in these litigious times! However, it did need pointing out to them that there were counter arguments over such issues as common-law rights of movement. The intercession of a West Yorkshire constable did enable me at least to leave the site, if not in a reasonable frame of mind.

The annual trip to Morecambe in the Model 'Y' took place in mid-September. As usual the weather was perfect and there were literally thousands of people enjoying the cars and the superb air displays over the bay. CNN decided to opt out of the quiet life on the return journey by blowing the gasket between the two parts of her manifold. It was, of course, beyond the remedy of *gun-gum* and I was glad when the next fifty miles were over. A job for the next weekend! However, if this wasn't enough she also decided to move the water from the cooling system into the sump, which fortunately

happened overnight and not on the run. The same thing had happened two years ago after the Morecambe run!

The manifold was found to be in *extremis* particularly around the flanged outlet. In fact, there was no flange and the only alternative was a refurbished unit from *Small Ford Spares*, which arrived by next-day delivery. The other problem I think stems from a cold-stitch type of repair done to the block at some stage, which periodically disturbs the seal between cylinder head and block roundabout the central stud. A very slight modification to the gasket and use of gasket goo I think may have cured it.

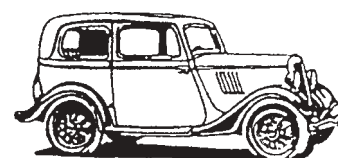
At least the last rally of the season at Bolton Abbey was accomplished without drama. This was an uncharacteristically cold day and the numbers of both cars and visitors was low. Ken and Ruth Sleight were there in their Hillman Imp, a heater being a decided advantage on that particular day!

The Austin Big 7, not to be left out of the technical drama, decided to pose a conundrum to do with fuel supply. I will mention it because both Ford and Austin employ a not dissimilar fuel pump. First, the flexible pipe started leaking and, when replaced, the pump would not deliver fuel, despite hand priming in treadmill proportions. After trying all the usual things, it emerged that corrosion within the pump had produced a tiny hole between the two chambers, thereby disturbing the vacuum necessary to pump the fuel. Fortunately, a good pump was assembled out of two bad ones. I would put it all down to unleaded fuel - or maybe just antique components.

Finally, a welcome to David Sutcliffe, who joins Region 16 with a 1936 'Y' Fordor, which, if I am not mistaken, was advertised by Peter Rodgers in Huddersfield and, judging by the photograph in his advert, looks like a particularly fine specimen.

Best Wishes for Christmas and the New Year

Barry Diggle



Ford Heritage

Ron Staughton, who has for years looked after the Ford Heritage Centre and the Ford collection of vehicles at Dagenham, sent this note:-

"Sad news I am afraid. Due to the financial situation of the company, Ford are closing down the Heritage operation. Nice way to celebrate their centenary! I will be reluctantly retiring at the end of this month after taking 2 weeks holiday. Thanks for your support in the past and the copies of Transverse Torque. Please remove me from your mailing list. No doubt our paths will cross again at one of the Car Events. At the moment I am hoping to be able to keep my Model T and Pilot, but I only have one standard garage at home. Thanks again and continue the good work with the Y & C Register."

I copied my condolences and thanks to Ron for his work on our behalf to Tom Malcolm, the manager of Corporate Affairs at Ford. Tom replied in a more up-beat manner as follows:-

"Thank you for copying me on your note to Ron on the occasion of his retirement. I must admit I was surprised by its downbeat tone. Yes, we will miss Ron. Without him there would be no Ford heritage vehicle collection in the UK. After nearly 50 years' loyal service, he deserves his retirement! These past 12-18 months the team here, especially Ron, has worked hard to improve the quality of the vehicles in the collection and, indeed, bring up to almost 40 the total number of cars/commercial vehicles/motorsport vehicles which are up and running and roadworthy. Our efforts have been rewarded by lots of great media coverage and appreciation from various organisations we have been able to work with during Ford's centennial year. It has been fun. Having done all that hard work, it makes no sense in undoing it. Therefore our vehicle collection will remain intact, cared for and in the ownership of Ford Motor Company. While there won't be quite as many opportunities for us to get out and about we are working on exciting plans to offer on long loan some vehicles to Gaydon so that they can be put on public display. And we are also working on the final details



Ron Staughton at the Henry Ford Day at Gaydon earlier this year. Having built up the Ford Heritage collection of vehicles, Ron trundles into retirement.

of putting another display of our vehicles in the new showpiece \$400 million diesel engine clean assembly room about to open at Dagenham. Please be assured, and assure your members, Ford is not turning back the clock on its heritage operations. Money is tight, but the enthusiasm is just as strong now as it ever was. We only intend to move forwards, not backwards.

Kind regards,

Tom Malcolm,
Manager, Corporate Affairs,
Ford Motor Company Limited."

Another Model 'Y' restored

Ivor Bryant sent in this photograph of Brian Gallett's green and black 1936 Tudor Model 'Y' (Y132212), taken earlier this year at Berkeley Castle, on the banks of the River Severn in Gloucestershire. I am delighted to say that I have been able to change the status of Brian's car from 'R' (under restoration) to 'O' (on the road) on the register of surviving vehicles. Well done Brian. Perhaps you would let me know the Briggs body number to make OW's entry complete.



The recently restored 1936 Tudor of Brian Gallett on show at Berkeley Castle this summer.

