

Issue 146 January / February 2004



REGISTER OFFICERS

Acting Chairman/ Vice Chairman	Mike Samuel	The Willows, Stoney Road, Garndiffaith, Pontypool, Gwent NP4 8PY Tel: 01495 772418 e.mail: mksamuel@tiscali.co.uk
Secretary	Bob Wilkinson	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463 e.mail: bob@bwilkinson49.fsnet.co.uk
Treasurer	Bruce Allan	37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA e.mail: bruceallan@telco4u.net
Membership Officer	Adrian Chapman	9 Maple Close, Littlestoke, Bristol BS34 6HQ Tel: 01454 850391 e.mail:thebristols@mapleclose.freemove.co.uk
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX e.mail: Graham@FamilyMiles.com
Spares Administrator	Jim Sharpe	23 Rous Chase, Galleywood, Chelmsford, Essex CM2 8QF Tel: 01245 351546 e.mail: jajm.sharpe@virgin.net
Regalia Officer	John Argent	35 Brookmans Ave., Brookmans Park, Hatfield, Herts AL9 7QH Tel: 01707 662049 e.mail: john@argy.fsnet.co.uk
Editor & Archivist	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF. Tel: 01264 365662 e.mail: sam@samroberts.demon.plus.com
Technical Advisor	Geoff Dee	27 Ladycroft, Cubbington, Leamington Spa, Warwicks CV32 7NH Tel: 01926 334780 e.mail: GJDee@hotmail.com

THE FORD Y & C MODEL REGISTER web site is at <http://members.pipemedia.net/ford-model-register/index.htm>
Annual Subscriptions:- UK & Ireland £25.00 (S/order preferred); Overseas £30.00

REGIONAL CONTACTS

01/02 Devon/Cornwall Somerset/Avon/Wilts/Glos <i>Ivor Bryant</i> The Cottage, The Street, Alveston, Bristol BS35 3SX Tel: 01454 411028 ivor_bryant@msn.com	08 Oxon/Berks/Bucks <i>Roy Hocking</i> 69 Aylesbury Road, Bierton Aylesbury. Bucks HP20 5BT Tel: 01296 427706 rhock@btopenworld.com	14 N. Wales/Cheshire/Lancs Merseyside/Manchester <i>Peter Ketchell</i> 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856	19 Ireland John Fitzgerald 17 Kilgobbin Heights Stepaside, Co Dublin, Eire Tel: 00 353 1 295 4299 Mobile: 00 353 (0)87 2556872 jfitzgeraldfordyc@eircom.net
03 Dorset/Hants/I of W/Channel Isles <i>Colin West</i> 49 Grange Road St. Leonards, Ringwood Hant BH24 2QE Tel: 01202 873620	09 Beds/Herts <i>John Argent</i> 35 Brookmans Avenue Brookmans Park, Hatfield Herts AL9 7QH Tel: 01707 662049	15 Notts/Derby/Lincs/S. Yorks <i>Ken Sleight</i> The Forge Cottage Owston, Askern, Doncaster DN6 9JF Tel: 01302 337483	20 London/Middx <i>Jim Miles</i> 23 St Alban's Crescent Woodford Green, Essex IG8 9EH Tel: 020 8924 4449 (afternoons only)
04 Surrey/West Sussex <i>Julian Janicki</i> "Riverside" Blackbridge Lane, Horsham, W Sussex RH12 1RR Tel: 01403 251184	10 Essex <i>Dave Gustard</i> 44 Park Dale Danbury, Chelmsford Essex CM3 4EH Tel: 01245 222921	16 North, West & East Yorks <i>Barry Diggle</i> 16 Croftlands, Idle Bradford BD10 8RW Tel: 01274 614729 barry.diggle@btinternet.com	Australia <i>Bill Ballard</i> 24 Rowan Ave, Boronia Victoria 3155, Australia Tel: 00 61 3 9762 9974 sfbill@bigpond.com
05 East Sussex/Kent <i>John Keenan</i> 41 Ghyllside Ave, Hastings E.Sussex TN34 2QB Tel: 01424 424323	11 Worcs/Staffs/W. Mids/Warks <i>Geoff Salminen</i> 2 North Pathway, Carless Ave., Harborne Birmingham B17 9EJ Tel: 0121 427 2189	17 IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Cvlnd <i>Trevor Walker</i> 4 Pauline Gardens, Denton Burn, Newcastle NE15 7TD Tel: 0191 274 5660 trevor@walke12.freemove.co.uk	TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB
06 South Wales/Hereford <i>Mike Samuel</i> "The Willows" Stoney Road Garndiffaith, Pontypool Gwent NP4 8PY Tel: 01495 772418	12 Leics/Northants/Cambs <i>Roger Hanslip</i> 165 Hungate Road, Emneth Nr .Wisbech PE14 ;8EQ Tel: 01945 430325	18 Scotland <i>Drew Barr</i> 30 Weavers Crescent Kirkcaldy KY2 5LN Tel: 01592 269266 drew@barr493a.freemove.co.uk	DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed.
	13 Norfolk/Suffolk <i>Brian Mace</i> 5 Glenburn Ave. Sprowston Norwich NR7 8DU Tel: 01603 425558		Printed by CPS-Airedale Leeds 0113 226 7497 Specialist Print for Classic Car Clubs

Editorial

May I wish all our readers a healthy and happy 2004, with enjoyable motoring in, or positive progress with the restoration of, our old cars. With the Rugby World Cup Final (what a great game – eat your heart out Aussies!) and Christmas now well behind us, the New Year promises to be an even better one for the Y&C Register. The spares organisation has now been revamped to meet members' requirements more promptly; we have what promises to be a super tour of Wales arranged for June and an enthusiastic group of Committee members and Regional Contacts in place to help members with advice and news of local shows and activities. Enjoy!

The first event on the calendar is the Bristol Classic Car Show over the weekend 31st January/1st February. I hope that as many members as possible go along to visit and support Ivor Bryant on the combined Y&C Register/Ford Sidevalve Owners' Club stand at the Royal Bath and West Showground at Shepton Mallet in Somerset.

Speaking of calendars, at the NEC International Classic Car Show, I was given, for the archives, a copy of the 2003 'Past Times' calendar depicting 'The Golden Age of Car Advertising'. It was pleasing to see that the cover advertisement (and the one for August) was the Mobil Oil, 8 hp Ford advert, illustrating EV 5689 and the golfing ladies, which was the first Ford promotional advertisement for the Model 'Y'. As we are aware, EV 5689, was the Dearborn built pre-production Model 19, shipped into England in March 1932, five months before production of the Model 'Y' started at Dagenham.

The same car, this time photographed outside the Ford Engineering Laboratory in Dearborn, two days before it was shipped to England, appears as the illustration accompanying the write-up on the Model 'Y' in 'The Encyclopedia of Classic Cars', edited by David Lillywhite, published in 2003 and given to me as a Christmas present. Despite the misspelling of 'encyclopaedia', this is a British publication.

Once again, I must apologise for the quality of the last issue (145). The print and photographs were very faint, which caused a number of you to write and e-mail concern that you were unable to photocopy your chosen photographs, or the text, in the case of our Australian syndicate. Apparently, when compiling this issue, the text was over-exposed to try to improve the photographs! It resulted in both being more than a tad faint.

I will make apologies in advance for the next issue (147), which will hit your doormats one week later than normal due to Paula and I visiting our daughter and grandchildren in Singapore over the last two weeks of February.

John Coleman continues the clear-out of his attic and has donated to the Y&C Register library a wonderful set of five volumes of illustrated 'lectures' on each of the mechanical and electrical aspects of the Ford car. The booklets, written in 1952 and published by the Ford Facilities Department at Dagenham, obviously relate to the then current models, but the vast majority of the information is relevant to our cars, especially the basics.

The series of booklets is titled 'Motor Vehicle Mechanism' and the volumes:- Vol. 1 'The Engine', Vol. 2 'Transmission', Vol. 3 'The Electrical System', Vol. 4 'Brakes, Steering and Suspension' and Vol.5 'The Fuel System'. Over the past couple of years, John has donated interesting photos and other Ford items to the archives. I wonder when his clear-out will be finished.

As you are aware, we do maintain a comprehensive listing of the details and present owners of all known surviving Models 'Y', 'C' and 'CX'. It must be one of the most comprehensive records held by any car club. We are very grateful to those of you who tell us when you sell your car and to whom. Also to those of you who discover a car that has obviously been hidden away, or who see a 'for sale' advertisement for one of our cars and pass on the information to us. I maintain the up to date listing on my computer, but those who would like a copy of the last publication, which was printed at the end of 2002, should contact Bob Wilkinson. Two members have disposed of their cars recently, Ty Payne, in Gloucestershire, and Stephen Hewlett on the island of Jersey. In reporting his sale of two Model 'Y's and a van, Ty says:- "Thank you for all your help and encouragement, I wish you and the Club all the best." Stephen wrote, "Many thanks to you and the Committee for the excellent magazine and service advice so helpfully given over the years." Thanks for that, guys.

The excellence of the magazine is dependent on you the members sending in articles, snippets of information and photographs/illustrations. Please keep up the good work in 2004.

Sam Roberts.

Change of e-mail address:- Please note that I have changed my e-mail address to sam@samroberts.plus.com I have gone Broadband.

**Copy deadline for the next issue is
Friday, 5th March 2004**

Photograph on back cover

Mark Turner's Model 'Y' Kerry sports tourer taking centre spot in front of the Ford World Headquarters in Dearborn, Michigan, at the Ford Centenary celebrations in June 2003. See Members' Cars article.

Contents

Our rambling Secretary	4
Paul Foulkes-Halbard	5
and the Model 'Y' Racing Car	5
Bezzoni update	7
20 years ago	8
Ford Motor Company of Great Britain (FMCGB) – Part 11	9
Model 'Y' restoration -	10
Our Cars in Print	11
Events 2004	11
Did you know	11
The Ford Motor Company centenary	12
Update on new Club Spares Organisation	12
For sale	13
Members' Cars	14
The International Classic Motor Show – NEC Birmingham	15
Members' correspondence	16
News of new members	19
International correspondence	20
Eifel roadsters	21
Report from the West Country	23
Northern sidelights	24
Continuing the search for 'C's'	25
Down Under	25
Model 'CX' police cars - 'allo', 'allo', 'allo'	25
That spare wheel on the van.	27

Our rambling Secretary

In this first edition of the year may I wish you all Happy Times and Happy Motoring in 2004!

Your Club is now in a healthier state than at any time in the past. How do I measure this? We now have an active (and well-stocked) spares service, an enthusiastic organised team, an excellent magazine, regalia, technical advice, events, books and much more. Your Committee and officers are all positively involved, enthusiastic and incredibly generous in giving their time for FREE! However we are far from complacent and need feedback from members to ensure that the Club flourishes in the way the members, that's YOU, want. "

New faces during last year became involved in the running of the Club and we are constantly looking for others to play their part. What do you intend to do this year to ensure that your Club flourishes?" All clubs need to increase their membership and ours is no exception, since this is how we are able to maintain a healthy financial position and invest in manufacturing parts to keep our hobby alive for years to come. There are owners out there who are not members so, when you meet one this summer, make sure you tell them about the Club. It amazes me that some owners are so short sighted (and mean too!) not to join a club without which their car will grind to a halt in a few years time.

"The Club in turn supports, through membership, the work of the Federation of British Historic Vehicle Clubs and, elsewhere in this issue, appear notes on important issues in which the FBHVC has acted on behalf of enthusiasts to promote and support our interest.

Another way I measure our Club's progress is through my increasing awareness that it is easier to restore one of our cars in 2004, with Club support, than it was 20 years ago. During the past 12 months I have purchased from our spares section numerous parts necessary for my 'CX' tourer restoration. All I had to do was to send in my order, write a cheque, and await the postman! I could then examine the NEW parts prior to fitting same. 20 years ago I would have

obtained some parts from the Club, but I would also have had to travel many miles to autojumbles in the hope (not certainty) of sorting through grotty boxes, picking up parts of dubious quality. All good fun, but I now prefer the present arrangement whereby I know that the track-rod ends I have bought ARE CORRECT for my car without guessing!"

Thanks are due to those members who sent me details of companies used to provide restoration services (e.g. radiator rebuilds, upholsterers etc.). I am still compiling the list for publication in 2004, so please send in details to me please. Barry Diggle, our man in Yorkshire, suggests keeping a list of MoT garages where they test our cars with some understanding. Let me have those contacts too.

LRP fuel has now virtually gone from our forecourts – thankfully in my view, since it had no consistent standard or formula and was thought by some to seriously attack fuel seals in old cars. Increasingly, I am being asked by members about fuel and additives. My response is as always to use one of the 8 or so FBHVC tested additives (look for the logo on the box) with ordinary grade unleaded petrol, following the maker's directions on dosage. I note that Tetraboost has been added to the list of approved brands."

Thank you for your comments during last year. Please keep those phone calls, e-mails and letters coming in. I'm off to put the heater on in my garage and do a few little jobs to keep my 'CX' restoration going. Good luck with your cars this year."

Bob Wilkinson. Secretary."

PS. Forgot to thank our Aussie hosts and to mention the Rugby World Cup win.....but we don't talk about cricket though!

The Spares Holders attending a teach-in by Graham Miles. Here he is discussing engine valves and guides

Bob's Joke Corner.

Early in the New Year, Scottish members will no doubt celebrate the anniversary of their most famous poet. With this event in mind, I include the following, which was sent in by Ivor Bryant (our man in Region 2). All complaints direct to him please...

"TONY BLAIR'S VISIT TO EDINBURGH"

Tony Blair is visiting an Edinburgh hospital. He enters a ward full of patients with no obvious sign of injury or illness and greets one. The patient replies:

"Fair fa your honest sonsie face, great chieftain o' the puddin' race, aboon them a you take your place, painch, tripe or thairm, as lang's my airm." Blair is confused, so he just grins and moves on to the next patient. The patient responds: "Some hae meat and canna eat and some wad eat that want it." But we hae meat and we can eat, so let the Lord be thank it." Even more confused, and his grin now rictus-like, the PM moves on to the next patient, who immediately begins to chant: "We sleekit, cowerin, timrous beastie. Thou needna start awa sae hastie," wi bickering brattle." Now seriously troubled, Blair turns to the accompanying doctor and asks "What kind of facility is this? A mental ward?" "No", replies the doctor. "This is the serious Burns unit." Thanks Ivor! Good jokes always welcome. If yours hasn't been published yet, it was either too risky or is still in the pending pile. Keep them coming."

Bob Wilkinson."



Paul Foulkes-Halbard and the Model 'Y' Racing Car

I was upset to read, in the January issue of 'The Automobile', of the death, in October, of Paul Foulkes-Halbard. In the outbuildings of his 15th Century house, Filching Manor, near Polegate in Sussex, he housed a wonderful collection of veteran and vintage vehicles. The museum was also a shrine to Sir Malcolm Campbell and his son, Donald. Amongst his collection was the 'Bluebird' boat, K3, in which Malcolm Campbell broke the world speed record in both 1938 and 1939 (129.5 and 130.98 mph respectively), as well as the prototype, K7, which was built for the TV film on Donald Campbell. Of interest to us in the collection is the, so-called, Model 'Y' racing car. It was this which attracted me to the museum in 1988; a visit which I wrote up for Issue 56 of 'Transverse Torque' later that year. I repeat that article with up-to-date comments added in square brackets:-

"The Model 'Y' Racing Cars.

There is little authenticated written evidence to reveal the true story behind these little cars. The following is the best evidence available at the time of writing. I would be interested to hear of any contemporary letters or articles which either support or contradict this submission.

Harry Armenius Miller, the designer of the Ford V8 Indianapolis cars of 1935, was also that year asked by Henry Ford to design a prototype midget racing car based on the small Ford cars (the 'Y's and 'C's) that had recently been introduced into Europe. The resultant two racing cars, which some say are a re-instatement of Harry Miller's beautiful 122 car of 1922, are thought to be the first attempt at

producing a Formula Ford racing car within easy reach of the average driver's pocket. Whether any serious attempt to promote the cars as such was made is not recorded. Suffice it to say that in 1939 the idea was abandoned and Henry Ford presented the two "Y Type" midgets; one to his grandson, William Clay Ford, the



John Côté Dahlinger in his red and black midget racing car.

son of Edsel, and the other to John Côté Dahlinger, the son of his secretary, Evangeline. The boys were 15 years of age at the time and contemporary photographs show the boys in the cars, each with its own 'vanity' number plate; WCF 15 and JCD 15. It has been assumed that, as the cars were manufactured at Dearborn, they were partially constructed from the left-over bits from the Model 'Y' prototypes. [As we now know, the prototypes were not roadworthy vehicles and that Dearborn also manufactured twelve Model 19 ('Y') pre-production models. The parts for the racing cars were probably from the production of this second batch as well as any from the Model 'C' (20) programme.]

They were certainly attractive looking cars. Bright red in colour with large chromium plated radiator grilles and tyre hugging, black, cycle type wings. [In fact, only John

Dahlinger's car was red with black wings; William Clay's was all black]. Regrettably, only one car remains; that which was given to William Clay Ford and which now resides in Paul Foulkes-Halbard's recently opened museum in Filching Manor near Polegate in Sussex. [This car is red with black wings, which casts doubt on it being William Clay's car. It is more likely to be the better looked after one belonging to John Dahlinger]. The story of how it got there is equally as fascinating as the museum and Paul Foulkes-Halbard himself, who has a fund of interesting stories and supporting material about his amazing collection of cars. He also has on display to the public, Sir Malcolm Campbell's speedboat 'Bluebird', in which he broke the world speed record, and the beautiful Foulkes-Halbard fifteenth century house, which is well stocked with antiques and by-gones. The house and collection of cars and automobilia are fully written up in the January issue of the new magazine 'Old Car'. On one of the shelves in the house are the personal scrap books of Sir

Malcolm Campbell, which were presented to Paul Foulkes-Halbard by Paul's friend Leo Villa, the chief mechanic to both Sir Malcolm and Donald Campbell in their world record breaking attempts. I was privileged to be able to look at the relevant scrap book for 1939, which has newspaper and magazine cuttings relating to the Model 'Y' racing car.

It transpires that Sir Malcolm visited the U.S.A. in early 1939 as a Director of the Ford Motor Company [Ltd.] to accompany Bluebird, which was on display there; (presumably at the invitation of Henry Ford). [This should read 'Blue Bird'. 'Blue Bird' was the name given to the record-breaking cars; 'Bluebird' to the speed boats] In gratitude, Henry presented William Clay Ford's racing car to Sir Malcolm. It would seem that William Clay, who looked like his grandfather and had inherited his zest for tinkering with



William Clay Ford with his stripped down and souped up all black midget racing car on the Ford test track in Dearborn.

engines, would roar round the Ford test track at breakneck speed, despite Edsel's attempts at governing it to 40 mph. In the best interests of his grandson's safety, Henry therefore presented the car for use by Sir Malcolm's son, Donald, who was then 17 years old. The presentation is recorded in an extract from the 'Belfast Telegraph' of the 13th June of that year. It was shipped to England and was displayed at Brooklands at the large Ford Gymkhana gathering on Saturday, 17th June 1939, which is fully written up in the 'Autocar' of the 23rd June. The article refers to the 'pocket racing car'. [As explained above, because William Clay souped up the car, stripped it down to racing trim and tore around the test track with it, it is more than likely that Henry presented John Dahlinger's car to sir Malcolm, which ties in with the colour of the car in the museum.]

Despite its size, it could manage 90 mph with its 10 hp Model 'C' engine, and 8 hp cylinder head, lightened flywheel and all up weight of only 1000 lbs. I am told that the torque tube and rear axles are standard Model 'Y' with a Model 'C' gearbox. I noticed that it is presently fitted with a reconditioned 10 hp engine No. RC 23465P – obviously from Dagenham. The inlet manifold has 20-9425 stamped on it, which is the part number for the later Model 7Y of 1938. Hence the engine compartment would appear to have been significantly

modified and modernised during the car's history. Additionally, the front axle, which is original, would appear to be that from a Model B Ford. Hence the car should not really be classified as a Model 'Y' derivative.

Shortly after its arrival in UK, Sir Malcolm obtained the present registration number, LMG 613. [This is not correct. LMG 613 was issued by Middlesex County Council after the war, in 1945.] There seems to be little evidence of Donald Campbell driving the car in earnest, probably due to the intervention of the Second World War. It was sold after the war to a dealer by the name of King in the Edgware Road and then to G.D. Ginsberg in 1947. Ginsberg obviously got a lot of enjoyment



Paul Foulkes-Halbard at the wheel of the Model 'Y' racing car as it now appears in the Filching Manor Museum. Note the lack of front bumper, skirting and the painted radiator grille.

out of it. The first of the accompanying photographs shows the car, with its original skirting and front bumper, but alas not its mudwings, at a standing quarter of a mile race meeting in 1948 on the beach at Ainsdale, near Formby in Lancashire. Apart from concealing the front and rear axle A-frames, which protruded from the narrow, parallel sided chassis, the skirting also covered the steering drop arm and link rod which ran along the UK near side from the bulkhead to the front axle assembly (this can be seen on the large photograph).

The car passed through the ownership of a speedway driver before it came into Paul Foulkes-Halbard's possession in 1973. Because of his close association with the Campbells and Leo Villa, you can imagine his delight and pride at owning this pretty little car. He had great fun with it, cocking a snoot at those who looked down at this Ford on the starting grid but later, who had to eat their words as it beat the pants of them! He has a wonderful photograph of him driving it at Brands Hatch in a handicap race, where he is way, way out in front, zipping along. [This photograph was shown in Issue 57 of 'Transverse Torque'. At the 1974 Brooklands Reunion, it proved capable of 100 mph performance, outrunning MG Midgets and the like.]

Regrettably, when he took possession of it, in addition to its cycle type wings, the car had lost its skirting and front bumper and its radiator grille had been painted. It can be seen in its present day red livery in two of the photographs in the aforementioned 'Old Car' article on the Filching Manor Museum, where it proudly sits between a 1923 Brescia Bugatti and a 1907 Corbin. I commend a visit to the museum and would drop a suggestion to Owen Baldock that a combined Region 4 and 5 meeting at Filching Manor is worth considering for 1989. Paul would love to host you at a pound a head (half price entrance fee). [To my knowledge, it never happened]. I am grateful to Paul for showing me around the car and for providing us with an unusual fascinating story for the Newsletter."



LMG 613, when owned by G.D. Ginsberg, on the sands at Ainsdale, Lancashire, where it raced in standing quarter mile events in 1948. Note front bumper and A-frame skirting.

Bezzant update

Unfortunately, Terry Mortiboy slipped a disk at the base of his spine and has been 'hors de combat' over the past month. As a result, there is little progress to report on the Bezzant body restoration in this issue. However, Terry now has his next project lined up; this time, his own vehicle. He has bought three quarters of a Model 'Y' Arrow Alpine tourer. The body tub is missing, but with help and advice from fellow Alpine owner, David Grace, and the application of his own superb coachbuilding skills, I'm sure we will soon see the car on the road in all its glory.

Terry Mortiboy's next restoration project; the Model 'Y' Arrow Alpine tourer, which is minus the body tub to the rear of the doors."



He writes:- "I have not progressed too far with the Bezzant, as I have been laid up with a slipped disk. However, before my back started playing up, I managed to repair the rear wings and fit them and also repair the four sections of the bonnet, which are almost complete. I still have the front valance to complete. Then the final fitting of the front wings, bonnet, grille and valance – which will probably take some time. After that – a final coat of primer and then the car will be going back to John Griffiths' for the next stage (painting all the mechanical parts). Hopefully, by the next issue of the magazine, I will have finished my bit."

We wish Terry a speedy return to fitness. I am delighted to say that John Griffiths picked up the gauntlet, which I threw down in the last issue, and dictated a progress report on the Bezzant's mechanical bits over the telephone (the day before the closing date for copy for this issue!). It goes something like this:- "The back axle and gear box have been rebuilt by Tim Brandon. They did look in good condition but, on closer inspection by Tim, all bearings needed replacing. I bought a set of Club rear hub sleeved bearings to fit – an essential modification in my book.

I'm having trouble with the brakes as the car has had hydraulic ones fitted. I am told not to use the Morris aluminium cylinders, especially as they have no dust shields. I have yet to identify suitable hydraulic replacements. The rear brake drums are in good condition, but the front ones are shot. I'm considering having them metal sprayed, but am worried about the distortion of the wheel face with the applied heat – not to mention the cost! Any advice on this process will be welcomed from members.

I have fitted new king pins, but need thicker thrust washers. The car had a tuned 8 hp engine fitted when built by Jack Bezzant, with

Continued on page 9

20 years ago

Issue 27 of 'Transverse Torque' heralded the new year of 1984. John Guy, the Editor, was delighted with the correspondence which he had received from members. In this issue, there was a lengthy article on 'Practical Blast Cleaning Techniques' by R.F. Mann of Langhorne Blasting Services in Yorkshire and the first part of a lengthy extract from an unidentified handbook on the dual piston, vertical cylinder type of shock absorber, as retrofitted to our early Ford cars.

Jim Miles, in addition to including the next part of his history of the Ford Motor Company of Great Britain (FMCGB) – see next article – reminded us that in 'the autumn of 1984', we would be celebrating the 30th anniversary of the launch of the Model 'C'.

Having been introduced to the membership in the previous issue, in this issue Bob Wilkinson introduced himself and his Model 'Y' Mistral tourer, BUA 914 (Y107081) as follows:-

"My motoring started in the middle 1950s with Austin 7s, Morris 8s, a 1946 Prefect and the obligatory Ford 'Pop' and a Morris Minor. My late father had run a 'Y' saloon at the end of the war – I will never forget leaving my tricycle in such a way as to puncture the petrol tank when the car was reversed. Five gallons of rationed petrol ran away – and so did I for an hour or two!! "Gosh" was not a word used by my dad!

However, despite being aware of various models, I had never seen a Ford 8 Tourer until I bought mine from a friend over 10 years ago. It was reasonably complete (seats and interior missing) but very rough. BUA 914 was put away for future restoration. The years rolled by – change of job, move house, kids arrived – you all know the story. But August 1983 saw the start of the rebuild. Had I known how rare the 'Mistral' was, I would probably have started years ago.

After weeks of hard work, I now have a de-rusted and painted rolling chassis. The side members had to be re-plated to carry the running boards, but I understand that any chassis strengthening on these tourers is to be welcomed. The aluminium body will need some panel beating and new timbers before being replaced on the

chassis. The wings were in a very poor state and require a good deal of new metal. However, I was amazed how much metal remains on body and chassis after all the years.

The engine was stripped but found to be fine. It would appear that a reconditioned unit had been fitted during the 1950s and of course since the car had not been run since 1958 (according to the log book) should be good for a long while. I have fitted an original 'Y' head and manifolds to satisfy the purists! The radiator was rebuilt and it was then marvellous to hear that familiar Ford engine note, particularly when starting on the choke.

All seems well with the running gear but a road test on a private road (somewhere?) would help. Replacement clevis pins should help the braking dept., but no doubt I'll have lots of fun in store in that area! I hope to re-assemble the bodywork soon but I must locate a reasonable radiator cowl as the original is in a desperate state and very bent (Members help!). The interior has disappeared! I need seats (help again!), but should be able to have the hood made by one of the specialist firms.

I hope to have the car on the road during the summer of 1984 but I will keep members informed of progress in due course. According to the article written by John and Graham (The Automobile Dec. 83) very few tourers now exist, so naturally I will be pleased to hear from any owners or indeed any 'Y' members. Happy 'Y' motoring for 1984."

Bob's unusual 'Mistral' (it has a boot) is now owned by member, Guy Maurin, who lives on the Spanish island of Mallorca. It would be interesting to hear



Not included in Issue 27, but found in my archives, a young looking Bob Wilkinson with his restored 'Mistral' chassis. Circa. 1983.

how it is coping with the Mediterranean climate Guy.

I was not aware of the December 1983, 'The Automobile' article, written by John and Graham. It would be appreciated if a member would send me a copy, or photocopy, for the archives.

In Issue 27, Graham Miles, under the heading "A small amount of chat from the Chief Nutter!", fills five sides of A4 with the latest progress on the spares front and presents an up-beat forecast of events for the new year, including no less than three trips over the Channel to Europe. It would seem that the only regular Channel-hoppers were Tim Brandon and Jim Miles.

As was a regular feature of successive 'Transverse Torque' issues, Graham had included the next Model 'Y' Bulletin in the series. This time round was the first of Vol. 3., dated January 1934, covering the intermediate gear assembly in the gear box.

Ford Motor Company of Great Britain (FMCGB) – Part 11

(The final part of the story by Jim Miles, as recorded in Issue 27)

In 1957, a new foundry was opened at Dagenham, and two years later at the also brand new Assembly Plant, the 105E Anglia was produced. It was the company's first light car with an overhead valve engine and four speed gearbox. Production ceased in 1967, and by that time over one million Anglias had been off the line. Two engine types were available, 997cc and 1200cc.

The U.S. parent company completed purchase of outstanding Britain Ford shares at a price of £119,595,645 in 1961.

Ford of Britain introduced in 1961 the Classic range. Styling was quite bold, with four headlights, rear fins and reverse slope rear windows. Two and four door models were available, along with ohv 1340cc and 1500cc four cylinder engines. It ran for three years, alongside its coupe sister the Capri, which was produced at the Merseyside factory at Halewood that Ford opened in 1963. These were the first disc-braked cars from Ford. The production (with Capri) 126,206.

Top of the range for 1962 were the new Mark III Zephyr/Zodiac. A very strong American influence in design was present, resulting in luxury motoring at reasonable prices. The Zephyr 4 four cylinders ohv 1703cc, Zephyr 6 six cylinder ohv 2500cc, produced until 1962 (*should read 1966 – Ed*). Production figures (Zephyr 4) 105,236, (Zephyr 6) 107,006, (Zodiac) 77,323.

The Product Planning Staff under a keen manager called Terry Beckett, told the Ford directors there was a market gap waiting to be filled. It was for a new family car that allied small car running costs, with room for five passengers and luggage. The project was given tentative approval in the spring of 1960 and code named Archbishop. The clay model was approved in November, 1960, and the directors meeting on June 1, 1961, gave the Archbishop programme the go-ahead. A time schedule of 19½ months was laid down from clay model approval until the first production car leaving the assembly line in June 1962, and was kept.



Extracted from Issue 27, the Model 'Y's of Tim Brandon and Jim Miles which completed a number of tours, in convoy, on the continent of Europe in the 1980s and 90s.

When at last the Consul Cortina was announced in the autumn of 1962, it caused a sensation, it was orthodox. This was at a time when all the trends were to mechanical complications e.g. front wheel drive Mini, 1100 hydrolastic suspension and the Ford Cologne front wheel drive V4 Taunus 12M. Here was a car with simplicity and space. A two door de-luxe cost £494 (basic) at a time when Austin charged £596 for an A60.

The power units were four cylinders ohv 1200cc, 1500cc, and in the case of the Lotus Cortina, double overhead cam

1558cc. This same engine went into the Twin Cam Escort, built up to 1970. Suspension was true Ford with MacPherson telescopic struts at the front and a rigid rear axle on semi-elliptic leaf springs. In the first three months 67,000 Cortinas were sold and 300,000 in the first year. Overall production by 1966 when the Mk II Cortina appeared was just over one million.

Jim Miles.

Continued from page 7

twin SU carburettors, etc. It had a standard 10 hp engine when I bought it, which I shall keep and tune. So I am looking for suitable parts, i.e. steel crankshaft, con rods and flywheel – not drop forged. I already have twin SU carburettors and a possibly OK? Aquaplane cylinder head.

I need a new radiator grille surround – hopefully from Club spares. The old one had been chrome plated in the 50s or 60s and is now so thin and pitted that Terry Mortiboy (the metal magician) declares that it is too far gone. I can't rebuild the radiator as yet, as Terry has it for a mock-up for mounting it on the chassis and fitting the bonnet [The bonnet has a low profile, which does not allow enough space for a fan. Hence the radiator (original) is a three inch thick, squat honeycomb, which allows for increased circulation – Ed]. I might fit an 'export' water pump as, in modern traffic, there will be many occasions when the airflow through the radiator will be insufficient to cool the water without a pump.

The car also came with a mix of short rad and long rad wheels (the valves being central on the short rad and offset on the long rad). I hope to show the car in the spring."

Keep up the good work, John.

Model 'Y' restoration -

Part 5 by Neil Bray

JUNE IS COMING. JUNE IS COMING

Help! I'm starting to panic as the months go speeding by. We seem to be getting on ever so well but getting nowhere.

First job since the last report was tackling the back axle as, although it had been fitted to the car, it had not been checked. We had a spare axle, which from the outside looked nearly new. I kept looking at it, trying to decide whether to just put it in as it was or strip and inspect it first. (You know, "do the job properly"). Uncle Graham decided for me as, when he came to visit, he told me it would still run if one tooth was broken; just run with two broken, but would not run if three were broken. He insisted that I at least strip the unit and take a look, as there are a lot of hills in Wales. Uncle Graham lent me the special tools required and I started the job. First thing to do was spread the rear spring by welding the large nut on a gigantic G. clamp tool. This took forever and I was extremely worried that the clamp would slip. The spring was finally removed by undoing the shackles (which were seized in the spring and axle). I then proceeded to split the axle to check the crown wheel and pinion. Uncle Graham was right, as there was one tooth broken off the pinion completely and parts of another missing. A replacement crown wheel and pinion with new bearings were found and, with Graham's tools, the axle was reassembled obtaining the required 5-6ft.lbs. load on the pinion bearings. The old axle was then removed and the fully reconditioned one was fitted. The pile of brake rods was then sorted and made into pairs, fitted and adjusted. The hand brake leaver was then fitted and connected which, I hasten to add, requires re-chroming if I get time. The clutch and brake pedals needed return springs, so I took a trip to the local MG Specialist and obtained two clutch slave cylinder return springs for a Morris Minor 1000, which were exactly the right length. On walking around the showroom, I put my head in one of my favourite MGs (an M.G.A) to find that it had pull starter and choke cables. They only had the letters C and S on them instead of the complete word,

but beggars cannot be choosers. There was a matching pull switch, which I could use for the interior light. That was also purchased. The front and rear shock absorbers were fitted to my little 'Y' and I now think the running gear is ready to go and complete. The trouble is that, after all this work, the little 'Y' looks NO different from two months ago.

To rectify this, the back panel and the rear wings were fitted. The running boards were fitted and we are now in the process of fitting the front wings, bonnet and grill, trying to achieve some decent gaps. This has restored my confidence that we are getting somewhere and WE WILL SUCCEED. On the down side, I sat in front of my little 'Y' and had a chat to it. We discussed all its missing parts, (a bit more of that 2%). We have produced a great long parts list, so I am now on the prowl to source them. That's enough for now. Christmas will be over when you read this. I hope you all have a very happy and enjoyable one.

As I have worked so hard and was told that Minnie Mouse has missed me, on the spur of the moment I have booked a holiday for the family in Florida from the 20th December to the 4th January. Alison and I are taking the children with the excuse that it is for them. They don't know about this adventure, as we plan to tell them on the day we are leaving. That way they should sleep properly until we leave.

Still I will tell you all the news next time. Happy Christmas and Happy New Year from the 'One Armed Bandit'.

Car looking good (from the rear at least) and confidence restored.



Alistair and Emily, Neil and Alison's children, suitably dressed in matching red overalls, display the dismantled propshaft and rear axle.



The chewed pinion with one and a half teeth missing. Obviously not the One Armed Bandit holding it, but Alistair.



Our Cars in Print.

Synchronicity! That's when a series of connected matters pop up at the same time.....

At the NEC Classic Car Show I again met a good friend, and fellow Yorkshireman, Dave Turner, who was sharing a section of the FSOC stand adjacent to ours. Some 20 years ago, Dave Turner wrote the book "Ford Popular and the Small Sidevalves", covering the development of the small Fords from Model 'Y' to the 100E. This book, the first of any depth on our cars, became the definitive history for many years.

In the issue of 'The Automobile', which arrived a few days after the show, lo and behold, there was the review by David Burgess-Wise of 2 books on our cars. Our own Sam's book "Ford Model Y, Henry's Car for Europe" and our Australian member and regular contributor Bill Ballard's recently published book "English and Australian Small Fords". David Burgess-Wise, one time Ford's Corporate Historian, reveals his long standing affinity, from childhood, with the Model 'Y' and later variants.

In his review, David talks of "..... Sam's ambitious plans to write the definitive history of the model..... compiled the most exhaustive history.... remarkable effort for a first book..... picture work exemplary.....(the book) is in the front rank.... (you will) learn a lot from it; I know I did."

Of Bill's book, David writes "...covers 8 & 10hp cars built at Dagenham, Doncaster and Geelong....enthusiasts will be glad of a guide to the unique variants built.... Australia....numerous photographs of every possible variant".

We know Sam and many of you will have read his book. Bill is less well known as an author, but has been well known in old Ford circles for many years, both here in the UK and more recently in Australia. Bill emigrated from UK to Australia only a handful of years ago yet, in his typical beaver style, he has accumulated a mountain of research for this book.

I am privileged to have met and know all three authors and real enthusiasts they are too not just for the old Fords but for anything in which they become involved.

Congratulations to you all for playing your part in giving our cars the prominence they deserve in the history of motoring. Your bookshelf is incomplete without these editions.

Synchronicity that's when you've got all three books!

Bob Wilkinson.

Book details:

"English and Australian Small Fords." Bill Ballard. Ellery Publications (Australia).

"Ford Model Y – Henry's Car for Europe." Veloce Publishing. Tel: 01305 260068.

"Ford Popular and the Small Sidevalves." Dave Turner. Osprey Publishing.

Events 2004

31Jan/1 Feb	Bristol Classic Car Show	Ivor Bryant	01454 411028
	Shepton Mallet		
20 – 22 Feb	International Historic Motorsport Show,	Ticket Hotline 0870 906 2002	Save £3.00 by advance booking
	Stoneleigh.		
18 April	Annual General Meeting.	Bob Wilkinson	01832
	Willoughby Village Hall.	734463	
9 May	Basingstoke Festival of Transport	Colin White	01202 873620
7 – 16 June	Club tour of Wales (Taith O Gymru)	Bruce Allan	01995 601041
26 September	All Ford Rally, Abingdon	Bob Tredwell	01235 530720

Tour of Wales

Taith o Gymru 2004. Bookings are now well advanced with over 30 participants looking forward to this summer's event. Those who have booked will receive an information pack before the end of February giving Hotel details / locations and Trip details as well as Regalia Items, Sponsor forms etc. If you haven't booked, don't despair. You can always contact me and I'll do my best to get you 'on the trip' one way or another. Bruce Allan. Contact details inside front cover.

Did you know

Detroit was originally called Ville De Troit, which translated means Village of the Straits. It was on the route taken by Indians and French voyageurs. The 'straits' refer to the River Detroit, which connects Lake St. Claire to Lake Erie and which, at this point, forms the border between the U.S.A. and Canada. Interestingly, it is one of the few places along the lengthy border where Canada is to the south of the U.S.A. Detroit became a truly international port with the opening of the St. Lawrence Seaway in 1959.

Windsor, Ontario, lies immediately across the river from Detroit and is where the Ford Motor Company set up its first branch (Ford Canada) to overcome the import tariffs imposed by British Empire countries on U.S. goods. Even though Model 'Y's and 'C's/'CX's were shipped from Dagenham to British Empire dominions, colonies and dependencies, orders were placed for these vehicles on Ford Canada.

The Ford Motor Company centenary.

(A left over from my 2003 'butcher's hook' - Ed)

At the age of 33, on 4th June 1896, the young Henry Ford drove his first self-designed and self-built automobile, the Quadricycle, around the streets of Detroit. Having previously seen an imported Benz, which he thought was too heavy, Henry designed his car with lightness in mind. The third car which he built inspired him to leave the post of Chief Engineer at the Edison Illuminating Company and to form the Detroit Automobile Company. This failed and so he took to building a racing car to promote his engineering abilities. In 1901, he achieved the notice he was craving by driving the car in competition with, and beating, Alexander Winton, the fastest American driver at the time. As a result, backers helped him to form the Henry Ford Company, which he left in less than four months. Two more successful racing car projects followed, allowing him to concentrate on the design of a 'family horse', a cheap, rugged run-about for the average family.

His work attracted the interest of Alex Malcolmsen, a successful coal merchant, who found the money necessary to complete the 'horse' and to form a company to build and market it. The company, the Ford Motor Company, came into being on 16th June 1903 with an authorised capital of \$150,000, of which only 1000 shares at \$100 each were issued. Initial stock holders were Henry Ford and Alex Malcolmsen, John S. Gray (a banker and Malcolmsen's uncle), Vernon C. Fry (his cousin), John Anderson and Horace H. Rackman (his lawyers), Charles H. Bennett (Daisy Air Rifle Co.), Charles Woodall and Albert Strelow (Malcolmsen's friends) and, possibly the best catch of all, James Couzens (his assistant in the coal business). Henry Ford was responsible for enrolling John F. and Horace E. Dodge as stockholders. The Dodge brothers manufactured bicycles, steam launches, engines and various machine parts in what was considered to be one of the best machine shops in the mid-west. Once the 'family horse', the Model A, was ready for production in quantity, the Dodge brothers supplied the chassis, engines, transmissions and axles to the Ford Motor Company, which had set up shop in a new plant on Mack Avenue, Detroit. Other suppliers

provided wooden bodies, cushions, wheels and tyres etc.

The President of the new Ford Motor Company was the banker, John S. Gray. Henry Ford was Vice-President; Alex Malcolmsen, Treasurer and James Couzens, Secretary. The Dodge brothers also sat on the board. Although Henry's aim was to manufacture his high quality 'family horse' in quantity – an aim which he shared with John S. Gray, James Couzens and the Dodge brothers, Malcolmsen, the main benefactor of the Company, was more interested in producing a luxury car. Because of his influence, this was achieved in 1904 with the Model B, priced at \$2000. Production of the low priced Model A continued in parallel. Fortunately for Henry, the Model B did not sell and Malcolmsen was forced to give way to the cheaper model.

Between June 1903 and April 1904, the Ford Motor Company manufactured 658 units, which was not a spectacular output, but sufficient to keep the company viable. It is interesting to note that, at that time, there were some 100 plus companies manufacturing steam, electric and gasoline vehicles in the U.S.A., of which, Buick, Cadillac, Oldsmobile, Packard and Rambler were still in existence fifty years later. The most successful competitor on the formation of the Ford Motor Company was R.E. Olds' company, selling about 4000 cars in 1903. Cadillac, which had been founded in August 1902, sold 1895 units during its first year of operation.

Update on new Club Spares Organisation

In Issue 144 we told you how the Club's parts supply process has changed.

Our first few months have gone really well with only the odd mishap. Generally the system is working very well and we continue to look for ways to ensure you get the parts you order in the shortest possible time.

In past times, when all the parts were in one place, Graham Miles had total control of the stock. When certain items were running short, he could order, or remanufacture, more. All old stock items, including those for reconditioning, went straight to Graham and he did the necessary.

With the new system all this has changed, we now have six Club members who are responsible for various items listed in the Magazine and hold those parts at locations around the UK. They are also responsible for stock control and the handling of returned parts for reconditioning.

When placing an order where exchanged parts are involved, please hold the old parts, I will contact you and let you know where the used parts are to be sent. The replacement items will not be shipped until the old parts are returned.

DO NOT SEND THEM TO GRAHAM MILES.

Jim Sharpe, Spares Administrator

The advantage that the Model A had over the single-cylinder Oldsmobile and Cadillac was that it had a two-cylinder engine. Also, the car was lighter, easy to manufacture, reliable and, according to Henry Ford and his engineering assistant C. Harold Wills, there was plenty of scope for improving and simplifying the design. It was, however, more highly priced than its main rival, the 'curved dash Olds'. Whereas an Olds cost \$650, the Model A 'run-about' cost \$750 and the tonneau version, with an extra rear seat, cost \$850. This competition was soon to slip away, due to R.E. Olds falling foul of the same problem, which nearly caused the collapse of the Ford Motor Company. The two sons of S.L. Smith, Olds' principle financial backer, wanted the company to enter the high-priced luxury car market. Olds refused and resigned in 1903 (to form the REO car company, named from



The 'family horse', the Ford Model A "run-about". This colour photograph appeared on the 'Best Wishes for 2003' card, sent to the Ford Y&C Model Register by the President and Committee of the Club Obsolète Ford France – for which, many thanks.

his initials). Although 5000 Oldsmobiles were sold in 1904, thereafter sales dropped sharply.

One financial problem hanging over the company from its inception was the threat from the Selden patent. George Baldwin Selden was a lawyer specialising in patents, as well as an inventor. In the late 1870s, he was following the work being carried out in Europe on the internal combustion engine and devised a precisely worded patent document giving him the sole right to charge royalties on the future automobile development in the U.S.A. In 1899 Selden formed a partnership with a group of Wall Street investors, who saw the opportunity to make an easy buck out of the budding American motor industry. In 1903, a few weeks before the Ford Motor company was formed, this group, which had now persuaded the five largest U.S. car makers to pay them royalties, formed the Association of Licensed Automobile Manufacturers (ALAM). Henry Ford, backed by James Couzens, refused to join. Lengthy court cases ensued. At the end of the first case, in 1909, the judge upheld the Selden patent. Henry appealed and, eventually, in 1911, he won. The ALAM was disbanded

and the American motor was liberated from a shameless scam. Henry became a folk hero.

It was also in 1903 that the benefits to business of foreign trade became apparent to the Ford board. Already, in July, James Couzens had appointed an agent in Toronto, Canada, and the sixth Ford to be built had been shipped to the agent on 1st August. In September, Couzens and Henry Ford had selected Robert M. Lockwood, the foreign salesman from the Daisy Air Rifle Company, to handle all other exports outside Canada on a commission basis. Charles H. Bennett, one of Ford's main stockholders, headed up the Daisy Air Rifle Company and agreed to this arrangement. The Company provided Lockwood with 3000 catalogues (Ford's only capital outlay on their foreign venture!), illustrating and describing Ford's business and products. He was allowed to sell the Model A runabout for \$830 FOB ('freight on board' (ship)) New York and the tonneau for \$120 more; subject to a trade discount of 20 percent.

Sam Roberts.

For sale

Brighton taxis

A good home is wanted for two very original 1936 Model 'Y' Brighton taxis, consecutively registered DCD 700 and DCD 701. In keeping with all Brighton's public transport in the 1930s, the taxis are cream in colour. Each has a TAXI light on the roof and taxi meter, roof rack and rear luggage rack carrying the Hackney Carriage symbol, twin windscreen wipers and spare wheel cover. They are roadworthy and have been well maintained and garaged, but do not currently possess MoT certificates. They are backed up with many spares and documented history.

Offers in the region of £10,000 for the pair.

Dave Ball Tel:- 01245 400560 (West Hanningfield, Essex)

1936 Model 'CX' tourer for complete restoration. A brave restorer required.

K. Evans Tel:-
0 1 6 3 9
883884 (South
Wales).
see photo:-



Parts for sale

Model 'Y' parts: Headlamps pair, complete with glass. Sidelamps pair, complete. One wheel. One tyre. Pair track rod ends. Radiator.
Tel: 01360 311587 (Glasgow).

Model 'Y' engine and gearbox. Free, due to house move.
Tel:- 01562 851413 (Kidderminster) (Non-member)

Wanted

Roadworthy Model 'CX' tourer in good condition. Please contact:-
Sam Roberts Tel: 01264 365662"



Members' Cars

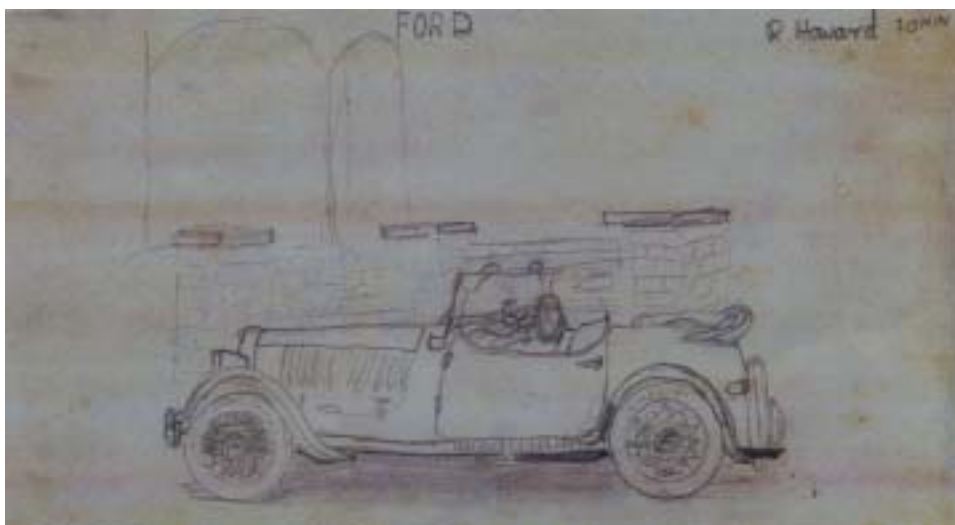
Over the past few months, I have been the middle-man in a fascinating passing of correspondence and knowledge between a Mr. Richard Bothway-Howard of Cawston, near Norwich, and our own Mark Turner in Wixom, Michigan, U.S.A. Mark, who works for Visteon, a subsidiary of the Ford Motor Company in Dearborn, exported the Model 'Y' Kerry tourer, PV 1661, to the U.S.A. in 1996 on the completion of his attachment to Ford Europe.

I remember the very tall American (Mark) coming over to my Kerry tourer at the Enfield Pageant in 1994 and demonstrating a good knowledge and admiration for the car. I told him that there were only two on the road and that the other was owned by Mervyn Cullimore in Sussex. As fate would have it, Mervyn sold his car (PV 1661) to Derek James, the dealer, the following year. So Mark was able to buy it.

I first came across PV 1661 in the mid-80s, shortly after I had bought my Kerry, as a wreck. At that time the car was owned by member, Ray Smith, who lived just outside Devizes, in Wiltshire. I visited Ray on a number of occasions to compare notes, as he had recently restored PV 1661. Unfortunately, he had made up a wooden dashboard and was unable to find the correct four multi-spoked Brooklands steering wheel for the car. However, he had had fabricated four under-door louvred panels and, for some reason, had a spare pair of helmeted cycle front wings. I was able to make use of his spare two under door panels and I still have the spare front wings in my loft. He had painted the car maroon, rather than keeping the original green.

Not much was known of the back history of PV 1661. We know that it was bodied by Whittingham and Mitchel and assume that it was sold by W. Harold Perry Ltd. of North Finchley, London, the main Ford dealer, who commissioned the bodywork. Its chassis number, Y78184, gives the rolling chassis a manufacture date at Dagenham of early September 1934. Whittingham and Mitchel were based in New King's Road, London and would have delivered the finished tourer to W. Harold

Perry's, probably during the first two weeks of October. At a guess, someone living in or near Ipswich then placed an order for a Kerry tourer through one of the two Ford dealers in Ipswich; Botwoods, Ltd. or Mann Eggerton & Co., Ltd. An employee of the dealer would have set off hot-foot to Perry's and driven the car



to Ipswich on trade plates. It was subsequently registered in Ipswich (PV) on 31st October 1934.

Until recently, that was all we knew of the history. Some two years ago, I was contacted out of the blue by a Mr. Richard Bothway-Howard, who said that he had owned PV 1661 and that he had some early photographs of the car. Did it still survive? I was able to tell him that it was in the States and I asked him to send copies of the photographs. In September of this year, the photographs arrived, complete with a sketch of the car, a potted history and an apology for him taking so long to send them. It emerged from subsequent

conversations that, in 1940, the car was owned by Mrs. A.J. Peel of Taverham Hall School, just outside Norwich. Whether or not she was the original owner is not known. PV 1661 was used as school and family transport until October 1965, when the family gave it to Richard Bothway-Howard of Cawston, six miles from Taverham, who had been a pupil at the school and a great friend of the Peel's son, Richard Hugh Peel. In the 1950s, whilst with the Peel's, it had a large amount of restoration work done to it by Robinson's of Norwich, then on Riverside Road. In the UEA film archive, there is a copy of a

A very good drawing of PV 1661 done by Richard Bothway-Howard as a ten years old schoolboy at Taverham Hall School. Note that the car had its little scuttle-mounted sidelights in the 1940s, when the sketch was drawn



PV 1661 when in the ownership of Richard Bothway-Howard in 1965. Note the supported large headlamps, the incorrect front bumper and the starting handle permanently located in a bracket bolted to the bumper.

film made at Taverham in the early 1950s called "The Chase" in which the car featured.

Richard Bothway-Howard only kept the car for three years, until 1968, when he gave it to another old Taverham Hall old boy, Philip Nightingale, of Norwich. He kept it for a number of years. According to Richard, the last he heard of the car was in the late 70s/early 80s "in the Devon area". It is assumed that this was Ray Smith in Devizes, which isn't a million miles from Devon.

PV 1661, is now lovingly cherished by Mark Turner and his family and goes by the name of Henry. It has had a mention on a number of occasions in the magazine, especially on the annual "Mad Dogs and Englishmen" rally in Kalamzoo, in Michigan. Importantly, it was the only Model 'Y' present at the Ford Centenary celebrations in Dearborn in June of this year.

Sam Roberts.



PV 1661, at Hickstead in 1994, after restoration and when owned by Mervyn Cullimore. Note the correct front bumper and headlights.

The International Classic Motor Show – NEC Birmingham

9/10 November 2003.

This year, the show was bigger than ever, covering six of the huge halls at the NEC. Despite this, and the fact that it is the Ford Centenary year, some clubs were not admitted – notably the Ford Model A Club. As a result, the Y&C Register was one of the very few pre-war clubs exhibiting. It may be our turn for the chop next year.

The show was sponsored by the 'Classic and Sports Car' magazine staff who, once again, failed to recognise the Register in its awards for the best club, the best club stand or the best club magazine! They did however provide some enjoyable refreshment at the awards ceremony.

The stand was designed by Geoff Salminen and assembled with the help of Geoff Dee. The theme of the show was 'distances and destinations' and we displayed a four-way road sign with our annual 'Convoy' destinations depicted on each arm, i.e. Britain 2000, Ireland 2002, Wales 2004 and Belgium 2005. Our cars were represented by Derek Birch's lovely 1934 Model 'Y' Tudor, Neil Bray's immaculate Tudor Model 'C' and my Model 'Y' Kerry sports tourer, which looked quite impressive after a rub over with the 'chammy' leather. I had driven the 120 miles up from Andover in glorious sun on the Friday and we had the stand all ready by the 5 o'clock deadline that evening. Our thanks go, once again, to Geoff Salminen for masterminding the stand and carrying out all the administrative liaison duties with the show organisers prior to the show.

Bob Wilkinson joined Derek Birch, the two Geoffs and me on the stand throughout Saturday. Bob jumped on any punter who dared to show the slightest interest in our cars, resulting in three possible new members! Apparently he had no voice the following day having used two days' worth on the Saturday. On the Sunday, Mike and Kath Samuel were already on the stand by the time Geoff Dee and I arrived from Geoff's home outside Leamington. They had set out from South Wales at 6.30!

During the morning we were busy once again, with another new member signing up, but it quietened down after lunch and remained so until the end of the show at 5.30. It's amazing how quickly the stands come down and are packed up. It had been raining all through the Sunday and I was dreading the 13 mile drive, in the dark, to Geoff's house. However, the rain stopped and, apart from road-spray, my small candle-power headlamps saw us safely there, whilst Geoff Dee carted the stand paraphernalia to Geoff Salminen's hide-away in his Discovery. The trip back to Andover on the back roads was very pleasant the following day, Mother Nature looking at her autumnal best in pleasant sunshine.

I'm delighted to say that we were visited on the stand by a number of members and friends. Members included:- Richard Bingham, Tony Brasher, Adrian Chapman, Jack Clarke, Rob Ford, Doug Hickson, David Perks, Colin Rowe, Emlyn Smith, Liam Tomlinson, Clive Watkins, Steven Whitley and one whose signature I can't decipher on the visitors' list. Friends

included:- Tony (Saturday) and Pat (Sunday) Fitzgerald, brothers of member John in Dublin; Steve Waldenberg, who presented me with the proof copy of Issue 145 of the magazine to check through on the Saturday; Philip Albers, our paint expert and John Pressnall, motoring correspondent and author. Other friends were on nearby stands:- Dave Turner, the model man; John Porter, Chairman of the Ford Sidevalve Owners' Club, and members (their stand backed onto ours) and Chris Sanders and Dave Minett (also Y&C member) of the Early Ford V8 Club of America. We welcomed Luke Sherwood as a new member and welcomed back Norris Bradley on rejoining.



In a report on the show in the December/January edition of 'Ford News', it states that "Eighteen Ford clubs exhibited vehicles ranging from historic examples from the Early Ford V8 and Y and C Model Register to the modern Racing Puma and Ford RS Owners Club." Thanks to Dave Gustard for sending that in.

Sam Roberts.

Members' correspondence

The Splendor and the Enjoyment of it all

John Fitzgerald reports on the Powerscourt Picnic Run 2003

It was that time of year again - mid August and preparations were underway for the Powerscourt 2003 Picnic run in the countryside outside Dublin. These preparations of course not only involve the changing of oil and polishing of fenders, but also the buttering of sandwiches and polishing of glasses. This combined event is always one to look forward to and even more so this year with the fantastic summer we enjoyed and also for me as it was my final year as secretary and event organiser.

The very first picnic run took place in 1977, organised by my father Mr. Jim Fitzgerald, and it was an honour for myself and the Fitzgerald family to be so closely involved with the event for the last three years. Starting out at the historic Airfield House, home to the Overend family's museum, all the club members were in receipt of the wonderful hospitality of Brian Durnan and the staff of the Airfield Trust. As with all Irish Veteran and Vintage Car Club (IVVCC) members, we like to arrive in style and that we did..... One hundred and thirty seven cars in all departed from Dundrum Airfield and traveled to the beautiful picturesque Powerscourt Estate made only more glorious by their presence.

St. George's Brass Band arrived complete with tent, which thankfully was not needed on the day, and got the proceedings of in great spirit with tunes from decades as far ranging as the cars surrounding them. Although threatening to rain all day, the weather remained ideal in the friendly and warm atmosphere that is the Powerscourt Picnic Run. Rugs were spread, tables set-up and the wine and chat began to flow. Motor enthusiasts and novice spectators sauntered around, marvelling at the array of vintage vehicles gathered and appreciating the pride and care that these vintage cars hold to be present in this day and modern age. At least five hundred people attended the event and took the opportunity to visit the gardens with the beauty of its Italian and Japanese gar-

Bob Wilkinson and Geoff Dee chat up a visitor on the Y&C stand at the NEC. Derek Birch's recently restored Model 'Y' and my Kerry sports tourer are in this shot. Neil Bray's Model 'C' is behind the gossips in the middle.

dens, the splendid statuary and the incomparable iron work make it a fairytale demesne.

And then onto the difficult task of judging this spectacular range of entries. Fred Lewis, Robin McCullagh and Peter McAlwaine picked their way through all the revellers to select the deserved recipients.

And then to the awards. Of course every entrant deserves an award, as evident from the line-up, and in true spirit everyone received one. Each entrant was presented with Waterford Crystal tumblers in commemoration of the day. Denis Dowdall, president of the IVVCC, was on hand to present the Bill Pegum Trophy to which with great honour and even greater surprise I graciously accepted on behalf of all that helped organise and make the event the success it is. Bridgit Greaves presented the Slazenger Perpetual Trophy on behalf of the family to Mr. Peter Jenkins with his Cadillac Sedan Deville 1968. Bridgit very appropriate attired in a stunning Lilac



"John Fitzgerald receives the Bill Pegum trophy from Denis Dowdell, the President of the Irish Veteran and Vintage Car Club at the Powerscourt Rally.

suit complementing the magnificent Lilac Cadillac. The Jim Fitzgerald Perpetual Trophy for Best Ford on the Day went to Pat O'Connor with his 1924 Model T. A number of Pre and Post War prizes of Waterford Crystal Lismore Decanters was presented to members in the following categories; Pre-war Open Tourer – Mr. Sean Carolan with his 1928 Austin 2 STR Tourer; Pre-war Saloon – Mr. Martin Flemming with his 1933 Rolls-Royce 20/25. In the Post war category Mr. Charlie Byrne won the Open Tourer category with his 1949 Riley Roadster and Mr. John Brown won the Saloon section with his 1967 Opel Record C. Also, Avoca Woolen Mills sponsored a beautiful rug, which was awarded to Geraldine Swann in her 1949 MG. A lifetime achievement award, presented by the Fitzgerald family, deservedly went to Mr. Michael Crosbie. A former Director and member of the club for over thirty years, Michael's contributions also included his organisation of the Spring Rally and commitment to position of financial Treasurer for many years.



A 1935 Essex registered Tudor Model 'Y' caught in a traffic jam in Horse Fair, Birmingham in 1950.

And so the 2003 Powerscourt Picnic Run began to wind down, marking the end of the Summer as it always seems to me, made more realistic by just a hint of misty rain as people departed. Yet again the organisation and hospitality afforded to the club through the support of Anne Fitzpatrick, Bridget Greaves and all at Powerscourt must be warmly appreciated and thanked. Another memorable day and indeed one to look forward to again next year.

Model 'CX' on Jersey

The only known surviving cars of interest to us on the Channel Island of Jersey are Model 'Y's (three). However, we now have evidence that there was at least one Model 'CX' at one time. Julian Janicki has been rummaging again. This time at a car boot sale whilst on a trip to Jersey in November. He came up with a lovely photograph of a Riley Kestrel, off the beaten track on the island, probably in the 1950s. The photographer, it would seem, was the owner of the Model 'CX' Fordor parked behind the Riley, registration J 4121. Although J 4121 was issued well before J 6091, the Riley's registration, the Riley looks to be a late 1920s vintage and hence is probably a later import.

Julian also sent in a letter from the second hand car dealers, Raymond Way Motors of Kilburn, N.W. London, dated 21 June 1939, which informed a D.G. Sole Esq. of West Norwood, that the car he had bought was a "1934 Ford 8 h.p. Tourer, Reg. No. BMK. 255, Engine & Chassis Nos. Y.73744." I wonder what type of tourer it was.



Evidence of at least one Model 'CX' on the island of Jersey!

There was a Y in Brum

Julian's recent travels also took him to Birmingham on 29th November, where he purchased a copy of the Birmingham Evening Mail. Inside was a 'Nostalgia' supplement, mainly about the pre-1952 tram era in the city. One photograph caught Julian's eye; that of a Tudor Model 'Y' caught in a traffic jam in Horse Fair on 12th December 1950. The registration, BVX 184, tells us that the 1935 car is a long way from its home in Essex. It also appears to have replacement non-Ford front bumper.

Ford ruggedness

Tony Eldridge sent me a letter, dated 28 November, with a P.S. "Today is my CX's 67th birthday altogether now". His letter dropped onto my doormat the following day, which was my 67th birthday – coincidence or what – I think Bob would call it synchronicity!

In his letter he commented on the Ford promotional films from the mid-1930s, "seeing the model 'C' and V8s being thumped in and out of holes in the ground and over early speed humps made me wonder about the modern 4/4 phenomenon! I have noticed that pre-war, manufacturers frequently showed their ordinary cars being thrashed over surfaces that nowadays would be seen as fit only for four-wheel drive Jeeps. Sometimes one wonders where evolution is really taking us."



Typical cross-country stuff in the 1930s. Here, a November 1937 registered Morris 12 tackles a hill on the 1938 London to Edinburgh Trial. Sensibly, there is a tow chain on the front bumper bar. A late 1936, Inverness registered Model 'CX' tourer waits its turn.



Horley in the early 1930s

Member, Derek Micklewright, found the accompanying photograph in the office of his solicitor in Horley, Surrey. It depicts a locally registered 1933 short rad Tudor Model 'Y' and a Lanchester? Parked rather far from the kerb in Victoria Road, Horley.

An early short rad Tudor Model 'Y' parked in Victoria Road, Horley, Surrey in the early 1930s. Note the black headlamp bodies, which were standard on the 'standard' car. Only the de-luxe Fordor had 'rustless steel' head and side lamps.

Model 'C' / 'CX' hub caps

We reported, some time ago, that the Model 'C' and 'CX' hub caps were the same as those on the Model B and could be obtained, with or without Ford logo, from Saturn Industries. Included in an e-mail from Bill Ballard, who is restoring a Model 'CX' roadster in Australia, was the worrying statement:-

"By the way, we are finding that those American-produced hub caps are about 1/8th of an inch less in diameter than the "originals" - is this a manufacturing fault I wonder, or were "Model B 4-cylinder" wheels just that teeny bit wider? I'm just wondering how we can overcome the problem of the hub caps moving on the 'C' / 'CX' wheel - perhaps by wrapping something round the inner edge of the wheel to take up the slack?"

Has anyone else met this problem?

Greater love hath no man!

Jack Clarke wrote to me from North London to ask for copies of the All Ford Rally photographs printed in the last issue, as they were so faint in the magazine that he could not photocopy them to add to his collection of photographs of events which he has attended.

He also writes;- "Bob (Wilkinson) has put myself and ENO forward to do some possible film work in London next January and, who knows, this might be the start of me being a big Hollywood film star, with big mansion, swimming pool and dozens of leggy birds etc." I told him that the only leggy bird he will get is the one on the dinner table at Christmas!

He went on:- "Our mutual friend, Roger, who I bought ENO from, is constantly on the phone requesting that I sell the car back to him. "No way José." I might sell him my house, my wife and my blue suede shoes, but I will never part with old ENO. In fact, one day, some grave-diggers are going to have a big job to dig a hole big enough to lower ENO into the ground with me laying inside.

It seems so wonderful that my wife, Shirley, enjoyed herself at the All Ford Rally in 2003, because she has now promised me she will accompany me again to the show in 2015, so things are looking better as she didn't say, "Never again!".

Jack, you are having more success with Shirley than I am with Paula. What's your secret?



It wasn't the cough that carried him off, it was the coffin they carried him off in! - An ode to Jack!

Edsel's MG

I have been having an interesting e-mail conversation with non-member Sam Christie, which might be of interest to Fordophiles:-

Sam C. "Just a brief question. In a book on Ford I once saw a picture of an M-type MG which Henry Ford bought during a visit to the UK in 1930. I cannot recall which book this was. Can you advise me?"

Sam R. "I have looked through our reasonably extensive library of Ford books and can find no reference to Henry buying an MG during his European visit in 1930. His aim on that visit was to inspect all the European Ford plants, which were being built to meet the needs of the 1928 Plan. I cannot believe that he took time out to buy a non-Ford sports car - it was not in his nature. Are you sure it wasn't Edsel who came over to UK to dig the first sod at Dagenham in May 1929. He was a great fan of the English sports car and could well have bought one on that trip."

Sam C. "You could well be right about Edsel. The M-type has been referred to as the 'Edsel Ford M-type' and so far as I can tell it is either a late 1929 or 1930 example. It spent most of its life in the Ford museum in Michigan but was sold off a few years ago and is now owned by a doctor in Connecticut and is said to have only 7000 miles on the clock. Since I am rebuilding one and the 'Ford MG' is probably the best preserved, un-restored M-type anywhere, I am keen to find any information I can about it. The doctor in Connecticut (Doctor Curtis Beck) has proved difficult to contact and the museum seemed to know nothing about it, though perhaps I spoke with the wrong person. I suppose the photo (which I saw a long time ago) may have been in an MG book though I still have the impression it was a book on Henry Ford." Sam C. "An MG enthusiast has just e-mailed to say that the 'Benson Ford Research Center' responded as follows to a request for information on the M-type- "...We did have a 1929 MG Midget Open Sports 2 Seater in our collections that was sold at auction on September 18, 1982. The car was owned by Edsel Ford and donated to the museum back in 1933....It sounds as if Edsel had it imported...." "Even if I do not find the photo I am thinking of the Benson Ford Research Centre may have something. Thanks for your help."



Luke Sherwood found this Model 'CX' Fordor growing wild in a Cumbrian scrap yard. He now has it in captivity behind bars!

News of new members

Since our last issue we have welcomed the following into membership:"

Cyril Beck.	B1301 Kings Lynn, Norfolk. PE32 1JW.
Norris Bradley.	B1952 Coleraine, N. Ireland. BT51 3QE"Godfrey
Dingley-Jones.	D1101 Kingswindsford, West Midlands. DY6 7RY
John Doublet.	D0320. St.Clement, Jersey. JE2 6LS.
Tony Green.	G1001 Canvey Island, Essex. SS8 0QP.
Len Lea.	L1424. Malpass, Cheshire. SY14 7JL.
Luke Sherwood.	S1101 Halesowen, West Midlands. B63 2SR
Alistair Webb	W0101 Redruth , Cornwall. TR16 5SJ.

I am writing this on behalf of Adrian Chapman, your Membership Officer, as his computer has crashed. In this edition we welcome six new faces and two members rejoining.

Len Lea in Cheshire rejoins to further the restoration work on his 1933 short-rad Model 'Y', which he has owned for several years. Also rejoining is Norris Bradley, who is keen to make some progress on restoring IB 4242, a very early Model 'Y', registered in August 1932, the first month of production at Dagenham.

Luke Sherwood visited our stand at the NEC Classic Car Show and generated more enthusiasm to restore his recently acquired 1936 Model 'CX' saloon. Luke's car is in need of extensive work, which will take some considerable time. He is lucky in that he has time on his side, since he is probably our youngest member. Don't forget to let us know the body and chassis numbers Luke as, although we were aware of this car when it was in the Cumbrian scrap yard, we were unable to obtain any details from the 'scrapie'.

Cyril Beck, in King's Lynn, has some work to complete on his long-rad Model 'Y'. The car was bought from a former member with most of the restoration completed, except for the roof panel and upholstery. Cyril has all the work in progress and promises to share with us some memories of owning a Model 'Y' about 40 years ago. Godfrey Dingley-Jones now owns AJU 409, the 1937 Model 'Y' recently purchased from member John Cole in Torquay, who in turn had bought it from Club Friend, Jon Davies. Godfrey is looking forward to some fine weather motoring in the West Midlands this year." On fine days this year John Doublet will be taking the warmer Jersey air in J3947, his 1934 Model 'Y', recently purchased from member Stephen Hewlett on Jersey.

Alistair Webb, in Cornwall, now owns FMT 963, the lovely 1937 'Y' restored by former member Stan Rice. On your outings in Cornwall Alistair, you are unlikely to meet another Model 'Y', as we are very thin on the ground in the West Country. In fact it is hard to imagine a nicer region in which to enjoy some nostalgic old car trips out in peaceful countryside.

Tony Webb, living in Essex, is currently looking for a car. Unlike Alistair, there are more cars in your county than anywhere else in the country, so we await your good news Tony."

Welcome to you all. We hope you enjoy membership but, more importantly, enjoy using you old Ford.

Bob Wilkinson . Secretary.

(for Adrian Chapman).

International correspondence

More Eifels

In Issue 141 we featured a photograph of a modified Eifel cabrio-limousine, with trailer, loading cobblestones in a German railway yard. The modifications included a wider, heavy duty rear axle. I am grateful to Robert Moore, from Illinois in the U.S.A., who sent in further photographs of Eifels. The one featured here is of another heavily modified car; a saloon this time. The rear axle modification on this one extends the width of the rear of the vehicle to grotesque proportions. The tyre width is still narrow, so one can only assume that this modification is to give stability when towing a large trailer, as this car is doing.

seem that the photograph was taken during winter. But what does the triangle on the roof above the windscreen signify? Perhaps that tells oncoming traffic that it is towing a long trailer. Any ideas?

Australia

Bill Ballard has been busy Down Under, not only with the restoration of his Model 'CX' Roadster, 'Bluey', but also helping out a few fellow 'C' and 'CX' owners. He includes the following in an e-mail:-

"I forgot to comment on the wonderful news about the Cumbrian 'CX' going to a

Queensland, so that he can "convert" his 'CX' coupe back to a 'C' coupe, as it was originally!! Cyril told me last night that his car was last painted in 1984 and is getting "a bit rough around the edges" and he's due to respray it next year. He will do the "conversion" at the same time!

I also appealed for 'CX' bonnet strips in that ad. Well, if Cyril does his "conversion", it will release a very good 'CX' bonnet, so customer No.2 (Barry Seng with the white 'CX' coupe, also in Queensland) will be satisfied! Oh, it's nice to be able to help friends with difficult-to-get parts!!



A fascinating photograph of a modified Eifel saloon being used as a tractor during the war in Germany.

The photograph was obviously taken during the war as the headlamps are blacked out. It would seem that there are two cylinders on a luggage rack at the back of the car, suggesting that it is running on 'producer gas'. The IZ registration indicates that the car was registered in the Rhein Province, which is confirmed by the Köln address of Lorenz Willi Weber, the owner of the car. From the radiator muff on the front, it would

new member in Halesowen. You'll have to tell him that if he wants any difficult-to-get parts, he might have to apply to us "Down Under" for them!!

As you will note from the latest Victorian newsletter, I put a "WANTED" advert in for 'C'/'CX' parts and got a response - someone has come up with a Model 'C' bonnet and only wanted a slab of VB for it (\$32)!! I collected it yesterday and took it to be "hot stripped" prior to getting Wayne Robertson to do some minor repairs to it. It is destined for Cyril Johnston in

I have deleted your old "demon" e-mail address from my address book!

In the meantime, "Bluey" has lost her pre-Christmas slot at the trimmers and will not be going in until 12th January 2004 at the earliest. That will give me time to get a lot of minor jobs completed. I've recently put the front panels on and am now tightening up all the nuts and bolts. She's starting to look like a car now!

It has been blooming hot here lately - 41 degrees C here yesterday afternoon! - and I haven't been in the garage for that reason (makes a change from being too cold or too wet!!). But today it has been the opposite - cool and very wet (a mild thunderstorm this afternoon) and it was nice tonight so I spent a couple of hours tinkering around on "Bluey".

Note:- Bill Ballard alerted us to the Model 'CX' in Cumbria being for sale on 'e-bay' way back in August. It is now owned by new member, Luke Sherwood. For the uninitiated, a 'slab of VB' is Aussie for a 24 pack of 'stubbies' (small bottles) of Victoria Bitter - and very nice it is too!



Bluey", Bill Ballard's Model 'CX' roadster (Geelong bodied), ready to have the front panels put on.

Spain - Ford Centenary

Our thanks to member, Fidel León Darder in Valencia, for news on the Spanish Ford Centenary celebrations:- "As you probably know, Ford celebrated its centenary with an exhibition in Valencia. Some historic pictures and an assembling line demonstration accompanied an original Model T, a home made Model T replica, the first Fiesta made in Valencia in 1976, and a long rad Model 'Y'.

A beige L.H.D. Barcelona (Ford Ibérica) assembled Tudor Model 'Y' on display at the Ford Centenary Exhibition in Valencia.



New Zealand

I received a lovely e-mail image of Gavin Welch's 1934, Geelong bodied, Model 'Y' roadster, painted in a beautiful blue. Gavin, imported the car into New Zealand last year from Queensland, Australia. This is one of the later roadsters with the dip at the top of the doors, on which to rest the elbow. Note what look like chromed handles on either side of the dicky seat at the rear. These are not handles, but rather supports for the hood when folded.



Gavin Welch's 1934 de luxe Model 'Y' roadster, which is now resident in New Zealand.

Eifel roadsters

I have received a number of photographs of Eifel roadsters over the past two months. A 'Friend of the Register', Robert Moore in Illinois, U.S.A., came across a photograph of one of these beautiful cars. They were assembled in Köln by the coachbuilder, Deutsch; the rolling chassis having been built at the Ford Motor Company, A.G., also in Köln, and the bodies pressed by Ambi-Budd in Berlin. They were produced between September 1936 and 30 April 1939.

From other photographs received and seen, it would seem that the design changed subtly as time progressed. I was also e-mailed a recent 'find' in Germany, which would appear to be an early version of the roadster, with an elbow rest on the top of the doors and standard Model 'C' type headlamps. Later models appear to have a more streamlined look with a straight, sloping door line, which is integrated into the over-all body design, and larger, more rounded headlamps.

Not to be outdone, Bill Ballard sent me two photographs of later design roadsters, which appeared on the Internet and which were spotted by his mate, Reg Ward in California. I note from these that, despite the comparatively late design compared to the Model 'CX' in Britain, the power cables to the headlamps were not fed through the headlamp support brackets.



The recent find in Germany. Note the dipped doors and Model 'C' type headlamps indicating an earlier design of Eifel roadster.

Sam Roberts.



The later design of the Eifel roadster showing the beautiful flow lines of the straight, sloping door. Photograph courtesy Robert Moore.



The later design roadster with hood erected. Note the exposed headlamp power cables. Photograph courtesy Bill Ballard/Reg Ward."



Another later design Eifel roadster. Note the larger, bulbous lens headlamps, exposed wires and the (incorrect) Model 'C' single grooved front bumper. Note alongside, the much earlier Model 'C' styled Eifel cabriolet (April 1935 – September 1936). This four-seater version was bodied by Drauz.



The beautiful lines of the rear end are clear from this view. The car has the correct, no groove bumper on the rear. Photographs courtesy Bill Ballard/Reg Ward.

Report from the West Country (Regions 1 and 2)

This report has been sent to the editors of both Sidevalve News and Transverse Torque, so apologies to readers of both of which there are no doubt many.

I have been the local contact for the Sidevalve Club for a number of years. Locally we agreed to take on the role for a stint of two years, but no one has volunteered to take the role from me. As announced in the last edition of Transverse Torque, I have now taken on the same role for the Y&C Register following the resignation of Nick Glenister.

Over the past few years I have been in contact with Nick and between us tried to get support for the Club in the region, but this has been limited. We always put on a stand at the classic car show in Shepton Mallet in February under either or both banners.

Last year we exhibited at the same site in November for the Restoration Show and have done the same this year; last year, two 'before' and 'after' Model 'C's, this year two 'before' and 'after' E83W's. This year we received an award for putting on the third best club stand.... recognition at last!

From the Editor's and Secretary's comments in Issue 144 of Transverse Torque, it is suggested that I have some knowledge of 'Y' and 'C' models. I own a 'CX', which I have done for

about 30 years, but it's in a state of disrepair and making steady progress

Beside the 'CX' I have a 1938 7Y, a 1953 Anglia and a 1959 Popular, all on the road. All these cars I have owned for a long period and put back into road-going condition. I have no mechanical training but have learnt if it ain't broke, don't fix it. Alas, this policy also fails, as problems occur which may have been simplified with routine maintenance.

Regional meetings are held on the third Wednesday of the month at Horton Social Club near Chipping Sodbury with the club based Historic Vehicle Club. At the September meeting, among the others were 4 Sidevalve Club members and 3 Y&C Register members, but at least 2 joint members amongst those. October saw the same number but different faces.

We attend shows in the area and beyond, including those at Shepton Mallet, the Chipping Sodbury Run, The Great West Run, Wroughton

(Cirencester), All Ford Rally and North Nibley.

The Great West Run is organised by The Horton Historic Vehicle club. This year taking in about 80 miles of the Southern part of Gloucestershire, from the Severn Bridge at Aust, Chipping Sodbury, Tetbury, Wotton under Edge, a break at the Michaelwood Services on the M5 and through Dursley to finish at Kemble Airfield. Sidevalves included one E83W, one Morgan three wheeler, one E494A, one Model 'Y' and the 103E belonging to Colin Stunnell from Abingdon, within a total of about 100 vehicles.

I am happy to be contacted by phone before 9 p.m., but not too early in the morning, by letter (including s.a.e.), e mail or by visit, for help on where to get parts, what's on, help etc., but not guaranteeing to be available.

If you wish to be involved with the Shepton Mallet events please let me know. We have a 7m x 7m plot for the February Bristol Classic Car Show on 31st January / 1st February this will take 3 vehicles. We have a Model 'Y' available and have asked some rodders for a modded Popular. Thus we need 1 or 2 other vehicles for the weekend, Friday afternoon until Sunday afternoon, and preferably a van which we haven't exhibited before. Also volunteers to man the stand. Please let me know.

Ivor Bryant. Regions 01/02

Northern sidelights (Region 16)

Very little to report this time. It's strange how the problems of earning a crust take over and divert one's mind from something as important as the preservation of old Ford motor cars!

Member John Armstrong, now resident in Tadcaster, has acquired a Model 'Y', as I mentioned in the issue before last. He e-mailed to ask what precautions he should take whilst the car was laid up for winter. This, I have found always to be something of a problem. On the one hand, the free road tax should encourage all year-round usage, whilst the often indifferent weather usually makes one duff at the prospect of opening up the garage and getting the old cars out! Anyway, my best advice was, of course, to safeguard against frost, usually by draining the system - easy enough on a Ford- and making the effort to start them up at least every three weeks. In my experience, hot water out of the tap soon dries out the inevitable condensation and a well-charged battery brings things to life pretty rapidly.

On a personal note, I have been Regional Contact for at least four years. I am mindful of the fact that I am not able to participate in as many Y&C activities as I would like, nor arrange as much as could be arranged. If there is anybody out there who would like to have a go at being the Contact for Region 16, please feel free to volunteer your services. I would be more than happy to continue writing this column if a new Contact were to feed me with snippets of information.

And now, on a fairly mild Boxing Day morning, I shall venture out to the motor house and put in to practice some of the advice given above!

Barry Diggle, Region16



Extracts from FBHVC Newsletter.

Abandoned Vehicles

FBHVC responded strongly to DEFRA - some extracts are shown below.

' Whilst we support measures to deal with vehicles abandoned by the roadside, we believe the proposals relating to private property are draconian. What is worse, they are unnecessary as there is no clear benefit to the public. Many vehicles owned by enthusiasts are temporarily stored in the open or in open sided buildings. Vehicles acquired for spares, or awaiting restoration and kept in the open on private premises pending action, are already at risk of confiscation under existing regulations, if the owner of the land on which they are stored fails to object to a local authority's notice of intent to remove the vehicle within 15 days..... Many people take a fortnight's holiday; many old vehicle enthusiasts are retired and are away for much longer. It is our contention that unless the owner of property on which a vehicle is present has reported the vehicle to have been abandoned, then that vehicle should not be removable by anyone without the landowner's specific consent, unless the vehicle is posing a danger or is leaking fluid. To that extent, we believe the existing regulations to be excessive. '

Tyre Dating

The 'Daily Telegraph' recently carried a piece in the 'Honest John' column suggesting that tyre age was to become a testable item in the MoT test. The Vehicle Standards and Engineering Division at the Department for Transport advised that, although most tyres already carry dates of manufacture in their side-walls, there are no plans to implement regulations to check such dates at the annual MoT test. DfT would, of course, change their mind if tyre failure due to age became a significant cause of accidents.

The British Rubber Manufacturers

Association suggests that in ideal conditions, tyres may have a life expectancy of 10 years. Clearly, if DfT did decide to implement tyre date testing, there would be considerable implications for owners of older vehicles and we would certainly be making appropriate representations.

DVLA

Recent consultation documents from DVLA/DfT have been about proposed changes to some DVLA fees and the next steps in Modernising Vehicle Registration (MVR). The former will have broadly positive effects on our interests as there will be reductions in some driver licence renewal fees (from 1 March 2004), although at the same time increasing fees for replacement of mislaid or lost licences or V5 documents (£19 from 16 February 2004). Substantial rises are proposed for restoration of licences after suspension and for the initial vehicle registration fee (IRF, £38 from 1 January 2004), which is intended to reflect the lifetime cost of entering and maintaining a vehicle on DVLA records. The IRF is principally for new vehicles, but applies when an historic vehicle is restored to the records under an age-related mark.

The principal change these initiatives created was that the registered keeper would automatically remain responsible for a vehicle (and all penalties and fees accrued by it) until DVLA was notified of a change. The legislation extends the dual notification process (buyer and seller sign) on V5 logbooks to Northern Ireland and introduces other administrative changes that will coincide with issue of a new style V5 (Harmonised Registration Certificate or HRC) that is required under EU harmonisation. Commencing with new registrations from January, the HRC will be phased in monthly for existing registrations from mid 2004 at each renewal or SORN declaration. New identity and address checking procedures will be phased in for new registrations from January. The estimated four million pre-SORN vehicles not currently 'continuously registered' will be able to exchange their logbooks/V5s for an HRC, but the procedure has not yet been finalised. DVLA has assured us that this procedure will not affect entitlement to registration marks or impose restrictions on their transfer - if currently unrestricted.

Since February this year it has not been possible to obtain a new licence at a Post Office without either a valid renewal document (V11) or a formal application (V10) supported by a logbook (V5). If an address has recently changed and/or the vehicle was in use at January 1998, then the taxation class is likely to show 'Historic Vehicle' as a matter of course. If the vehicle has been a project for some time then it may show 'PLG', '25 year exempt', or some other category, and you will not be able to licence at a Post Office without paying the appropriate fee (if applicable) for the class shown. Only a Vehicle Licensing Office can change the category (they will refund the balance of any fee paid to a PO), so please remember this when your project is ready for the road and factor in a visit to your local VLO.

Original Registrations. **(V765 scheme).**

The FBHVC considers that every vehicle seeking restoration of an original mark must be inspected. This is to ensure that the vehicle is what it purports to be and is neither a clone/ringer nor a modern recreation. The person certifying the application need not personally conduct the inspection but has the responsibility to ensure that the inspector is familiar with the marque and all its variations. (Note: For some time Y&C procedures have been more stringent than regulation demanded. We started inspecting vehicles for V765 applications last year.)

TETRABOOST

Following chemical analysis and a detailed study of both labelling and product information, the FBHVC is pleased to announce that it has given its approval to Tetraboost, which contains tetraethyl lead. When added to standard unleaded petrol in the dose recommended, it puts back the same amount of lead as in BS4040 leaded fuel.

Although, if handled incorrectly, Tetraboost is potentially harmful to health, it can be used quite safely by carefully following the comprehensive product information and instructions supplied. (Info - Website: www.tetraboost.com)

Model 'CX' police cars - 'allo', allo', allo!

Martin Nutland sent in this photograph of three new Model 'CX' police cars, which he found in Nick Walker's book, 'British Police Cars'. Nick is better known to me for his excellent book 'The A - Z of British Coachbuilders', from which I gleaned much of the background information on the special bodied Model 'Y's for my book on the Model 'Y'.

I contacted Nick to see how we stood on copyright for reproducing the photograph in 'Transverse Torque'. He sent me an electronic copy from the 'glossy' which he has in his collection. The photograph came originally from a 1936 'Gratis Supplement' to the Cheltenham Chronicle. Two of the three cars, consecutively registered with the mid-1936 Gloucestershire registration BDL, appear to be black and the far one, with Tacoma cream wheels, would seem to be a much lighter grey.



Quote from the Cheltenham Chronicle:-

THE UBIQUITOUS FORDS. Three Ford "10"s are the latest addition to the Ford Fleet of the Gloucestershire Police Patrol - rather a striking testimony to the power, braking and general roadworthiness of this excellent young member of the Ford series. Police cars must be able to stand up to hard work all the time - consequently the Victory Motor Company, Ltd., of Winchcombe-street, the local Ford distributors, felt pleased on Monday when they delivered the little lot illustrated above. "Cheltenham Chronicle" Photograph. Copies 1s. 9d. each."

Continuing the search for 'C's Down Under

When I last reviewed the 'C'-side of things Down Under, there were just 12 of the marque known to exist:- 10 sedans, a roadster and a roadster, well-sided utility (see Issue No. 132, Sept/Oct 2001). So, perhaps it is time to see what has happened since then.

To continue where I left off last time, only two of the 'C's mentioned have turned a wheel in the intervening period:- David Crook's beautiful 1935 roadster, well-sided utility (20 LD68) (see Issue 145), and Ken & Karen Codling's 1935 Cordoba tan sedan (C20222, 20-S391), both of which appeared at the 'Barossa Bivouac', National Sidevalve Rally, in April 2003. The big disappointment as far as I was concerned is that neither of the "local guys", Quentin Durward and John Howard, had their sedans (20-S415 and 20-S515 respectively) at the latter event, although both owners popped in to see us during the rally.

Otherwise, Alan Stevens is still trying to sell his sedan (20-S313), which seems destined to be a parts car, having lost some of its real attractions, like the special gear knob-cum-direction indicator switch and the spare wheel cover to young Aaron Keller (more of which anon). David Moran's sedan (20-S339) and Tim Grant's roadster

(20-R30) have not been touched and the sedans owned by Steve Austin and B. Greig have not been out and about to my knowledge.

If the rumours that have been coming out of Western Australia are true, and the three " 'C' or 'CX' hulks" used by well-known hot-rodder, Mick Cooper, to create an "overgrown sedan" (having been "cut and shut", widened, lengthened and goodness knows what else to create what is recognised in artistic terms as a masterpiece), then I suspect the donors were Model 'C' sedans 20-S117 and 20-S122 and Model 'CX' sedan 20B-S1221, all of which I saw in a very perilous state at the back of Giulio Tagliaferri's shed back in 1997, and we might as well write them off. Perhaps either Giulio or Chris Newman could put us out of our misery and confirm that these "vehicles" no longer exist as separate entities? Incidentally, Mick has a reputation for creating beauty out of "no-hopers". He was responsible for building the bright red roadster I saw at the National Rally in Perth in 1997 and which was pictured in Issue 108.

However, all is not doom and gloom! Regular readers of 'Transverse Torque' will be aware that we now know of a 1935 Model 'C' coupe (20-C45), belonging to Cyril Johnston in Moranbah, central Queensland (see Issue No. 141). Although, as revealed in that article, in appearance it resembles a more-common Model 'CX' coupe. We're still trying our darnedest to find Cyril a decent bonnet to put on his car (he tells me he already has a 'C' grille).

Tell everyone that a vehicle is "unique" and someone is bound to come up and say "It's not! I've found another one in Adelaide!", which is just what David Urry, President of the Ford 8 & 10 Side Valve Club (South Australia) did after seeing David Crook's ute at the Barossa Bivouac. I am still awaiting confirmation from David as to whether it is a 'C' or 'CX' ute, but either way - it is still a terrific find!

As revealed by Chris Newman in Issue 144, Denis Johnson in Toodyay, Western Australia, has rescued the remains of a Model 'C' sedan from the bush. Denis tells me it has chassis number C20149 and body number 20-S403 and he intends to do his best to restore it.

Finally, in a move which surprised many, the Codlings sold their lovely sedan (20-S391) to Aaron Keller of Stawell, Victoria, shortly after the National Rally this year. Disappointed with its performance, Aaron wasted no time in taking the engine out of his new acquisition and discovered worn valve guides as the cause. A new set of valve guides was obtained and installed and the engine reinstated and it now runs like the proverbial sewing machine, he tells me! Aaron has also acquired the parts that were missing from this car to make it 100%

original, such as t h a t special gear knob and the ornamental s p a r e w h e e l c o v e r (obtained from Alan Stevens, a mentioned a b o v e) and the combined clock and rear view m i r r o r.

He is in the process of having a starting handle guide cast for the front bumper. His attention to detail is meticulous - not bad for a 22-year old! This car has now had its latter-day N.S.W. registration "28620-H" replaced by the Victorian Club Permit registration "CH-7645", and Aaron has already taken it to a few shows. I caught it at the Federation Picnic at Marong on 31st August last.

So there we have it - if David Urry's ute turns out to be a 'C', then we shall now have 13 of the marque extant "Down Under" - 9 sedans; a coupe; a roadster and two roadster, well-sided utes.

Bill Ballard



The wreck which Denis Johnson found in the Western Australian bush, which we recorded in Issue 143 as being a Model 'CX'



The rear end of David Crook's Model 'C' well-sided ute, which supplements the Members' Cars article in Issue 145.



Aaron Keller's Geelong bodied Model 'C' sedan sporting its new Victorian Club Permit registration.

That spare wheel on the van.

Bill Ballard, in Australia, came across a letter and photograph in the June 2002 issue of a UK magazine, which is new to me, called 'Heritage Commercials'. In the previous issue there was obviously a query raised by one Iain Bain on the location of the spare wheel on the Model 'Y' van. In this issue, B. Fagg, from Lympinge, near Folkestone in Kent, writes:- In reply to Iain Bain's letter regarding spare wheels on Ford 'Y' vans, I enclose a copy of a photograph of such a van which a local butcher had. Every two years he'd trade in his old van for a new one from Peacock's of Folkestone, the main Ford dealer. I was always very interested in what the new registration would be."

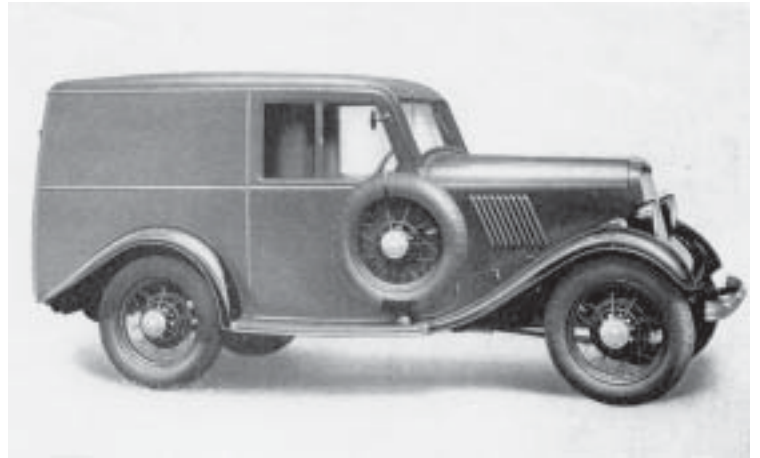
The photograph shows a new-looking van in the livery of the butcher, A.E. Marsh, outside his family butchers' shop, which was next to the Westminster Bank in Lympinge. The Kent registration, DKK 514, dates the van at probably September 1936. An interesting feature is the bowed bar across the radiator grille on which is suspended the number plate, the later vans not being fitted with bumper bars in production. It is assumed that the bowed bar was an add-on and was anchored at the bases of the headlights which, you will note are black with painted rims, as was the case with Model 'Y' vans.

As for the location of the spare wheel, when the van was first introduced in 1932, there was no driver's door, the driver having to mount and dismount through the large nearside door. The spare wheel, consequently, was mounted on the forward edge of the offside running board. In February 1933, the design of the doors was altered to allow a door on the offside. These were smaller doors, similar to the Fordor front doors, but with a horizontally sliding window. To allow the driver to get in and out, the spare wheel was now mounted on a reinforced wooden frame in the offside door. This is where the spare wheel remained through various other design changes to the van until, in October 1936, it was accepted that most drivers preferred to use the offside door, rather than scrambling round the gear lever to get out through the nearside door. The spare wheel was thereafter mounted on the nearside door until the last of the Model 'Y' van production at the end of November 1937.

Sam Roberts.



Proud butcher, Mr. Marsh, with his new 1936 van outside his shop in Lympinge, Kent.



Extract from the 1932 Ford Motor Exhibition catalogue showing the first van design with no drivers' door and spare wheel mounted on the running board.



Extract from 1937 'Ford Commercial Vehicles' brochure showing spare wheel on nearside door.



Extract from 1936 'Ford Commercial Vehicles' brochure showing spare wheel on driver's door."

