

Issue 147 March - April 2004



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Editorial

This is the pre-A.G.M. issue of the magazine. I hope that as many of you as are within driving distance of Willoughby (middle of England) come along and enjoy the day. Bring your cars so that we can chat over them, as well as giving visual help to those who are in the middle of restorations. Sunday, 18th April is the date for your diaries.

This is also the issue in which we remind you to renew your subscriptions for 2004/2005. Many of you now pay by Standing Order, which is much appreciated by the Membership Officer and the Treasurer. Those of you in the UK who don't, are asked to change to that method of payment, as it reduces the workload on your volunteer club officials significantly. See the enclosed insert for details.

Once again, I must apologise for the weakness of the print in issue 146. It is beyond my control, but the message has been heard and I hope that this issue returns to the quality we enjoyed prior to issue 145.

I hope you enjoy the varied content of this issue and I am grateful to those who have contributed. We seem to be going through a series of centenaries; first, last year, the Ford Motor Company, then, in this issue, the Registration of Vehicles in the UK and now I am reminded that this year is the centenary of Ford Canada. Ford Canada played a crucial part in the distribution of our cars throughout the British Empire, but more about that in a future issue. Another centenary this year, of which I'm sure Geoff Salminen, our resident musician, is aware, is that of the birth of George Formby. I'm sure we will be celebrating that on the tour of Wales with Geoff's ukulele!

There has been great excitement in London with the filming of a 1930s based film called 'Piccadilly Jim'. Five of our members and their Model 'Y's took part in the two filming sessions in the heart of London. I look forward to seeing the results on the silver screen in due course.

Another excitement this time is the discovery of not one, but three, all-German built Model 'Y' Ford Kölns. One, a limousine (saloon) belonging to new member, Paul de Groot, in Holland and, through his contact with the Ford Oldtimers and Motorsport Club Cologne, two in the Ford Köln collection - one a limousine and the other a cabrio-limousine. In my book on the Model 'Y', I said that there were no known survivors!

Another discovery, thanks to Dave Minnett, is a very tidy-looking Fordor Model 'Y' in Dorset, complete with Dorset registration, JT. It is in need of a full restoration and I hope that we can persuade the owner to do just that, or sell it on to an enthusiast.



An eminently restorable find in Dorset. An early 1935 Fordor Model 'Y'.

Ivor Bryant continues to trawl the Internet (e-bay) for matters sidevalve. He has come across a couple of Model 'Y's for sale recently, but the photographs do not give any indication of their identity. One only hopes that the eventual purchasers get to hear about the Y&C Register and join up.

Geoff Salminen is replacing the inner trim on his Model 'Y' and wanted to make sure that he has the right shaped cardboard for the trim bits around the doors and windows. I am grateful to Nick Smith for providing a set of photographs giving the panoramic picture of the inside of his original interior. All good grist to the archive mill!

For those of you who need new seat springs, please note that the Bristol Upholstery Spring Company no longer exists, as it has been bought out by Wade Springs Ltd., based in Long Eaton, Nottinghamshire. See 'Useful Contacts' for details.

Please also note the revised Footman James insurance premiums and coverage. They are our recommended insurers, although, after January 2005, we will not be able to recommend them due to government restrictions! (All part of this namby-pamby society we seem to be sinking into)

Barry Diggle responded to my plea for a copy of 'The Automobile' from December 1983, in which appeared an article on the Model 'Y', written by members John Guy and Graham Miles.

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Chairman's chatter

As you have gathered by now, I am a man of few words, but I am glad to say that the winter is coming to a close and we can look forward to a new season's events. It is nice to see our Regional Contacts are organising some interesting events in the coming summer months. Well done all.

I am sorry to see that Adrian Chapman is giving up the Membership Officer's job and would like to thank him for his hard work. On the other hand I would also like to thank Colin Rowe for filling the post. Bob Wilkinson, as always, seems to work these miracles.

The A.G.M. at Willoughby village hall on 18th April is not far away and I would hope for a good attendance. Come along and make your presence felt. The more the merrier. WE NEED YOU.

On the tour side of things (Taith O Gymru), Bruce Allan is putting the final touches together. Please give him your full support.

On the web front, Roy Hocking is doing a marvellous job keeping the club in the forefront of computer technology. Well done. I am trying hard to master this complicated beast myself.

I look forward to seeing you all soon. Happy Motoring.

Mike Samuel, Acting Chairman

Continued from page 3

Without wishing to appear too patronising, it was a remarkably well-informed, accurate and well written article.

As Bob Wilkinson explains later, it is regretted that Adrian Chapman is no longer able to perform the duty of Membership Officer, due to personal reasons. We thank him for his efforts in the post and look forward to passing the mantle to another member at the A.G.M. (You don't have to keep your heads down as we have a volunteer!)

In addition to the A.G.M., this issue is a rally call for the Enfield Pageant of Motoring. Jim Miles is keen to see a good turnout of our cars so, if you have no other plans for the late May Bank Holiday, get your entry form now from the EDVVT at Whitewebbs Museum – see 'Events'.

As I said in my last editorial, this issue is one week later than usual, due to my visiting daughter and grandchildren in Singapore during the critical week of magazine production. I hope you will forgive me. We hope to see a goodly number of you at the A.G.M.

Sam Roberts, Editor.

Next issue.

Deadline for copy for issue 148 is Friday, 23rd April – one week earlier than usual.

Photograph on back cover

A fine herd of cows passing the picturesque old church at Birling, near Maidstone in Kent, en route to the milking sheds. Oh, and by the way, they happen also to be passing a March 1936, Middlesex registered Tudor Model 'Y'. Our thanks to Jim Miles for this super photograph.

Secretary's ramblings

Welcome to 2004! Where does time go.... and so quickly? Winter is drawing to a close and, with spring in the air, young men begin to think of restoring that old Ford! If you are one of our members who has been promising to get moving again on the work of restoration, do it this year! I know full well how house decoration etc. keeps pushing the old car down the priority list (I've done that!) but let's recall the enthusiasm we showed when we bought it and get on with it this year. Remember that, thanks to our club spares stocks, it is easier now to restore one of our cars than it was 10 years ago. Our spares group is also putting together various sales offers for restoration and general servicing of our cars. No excuses now for not getting on with it all!

Nostalgia rules – OK. Film-makers rely on this and the fact that our cars are still up and running some 70 years after production. Elsewhere in this issue we have the story of our cars with their owners being central to the making of the film "Piccadilly Jim". If you would like to go on my register of cars available for film work please let me know."

Nostalgia was also on the minds of two recent non-member enquirers for cars to attend quite different events. One was for a surprise 90th birthday and the other to surprise a couple celebrating their 60th wedding anniversary. In both cases a Model 'Y' had been a significant member of the family in the past, hence the request. I was able to find local members who, in true Club spirit, agreed to respond by turning up in their cars. We look forward to seeing the photos of these celebrations.

The Club year is well under way with the AGM approaching on Sunday April 18th. Our AGMs are important in deciding how the club is to be run, but they are also a very enjoyable social event for members old and new. We always have a good selection of our cars there on show too. I hope to see you there. (See notice in this issue).

The FBHVC has informed our club that the DVLA is running short on registration marks to allocate to vehicles under the Age- Related Registration Scheme. This scheme is for vehicles needing registration but which have no documentation. To members in this situation, my advice is to contact me for details of Club support so that an early application can be made whilst numbers last.

Thanks once again for his work go to Adrian Chapman, who is standing down as Membership Officer. Welcome to Colin Rowe who is taking up the reins."

Enjoy the spring as our season gets under way.

Bob Wilkinson. Secretary.

Regional News

Bristol and South West report.

As seen in the February issue of Sidevalve News, I attended the New Year's day run to Taunton in the Anglia, but I don't know how and when the late Henry Ford managed to be photographed in the Anglia!

There were a few sidevalves at the event, including a Model 'Y' and a number of 300E's, but unfortunately we failed to get together. It was a bit of a bad start to a new year early in the day. Three of us arranged to travel to the event together, my brother Dick with his 1960 Bedford T.K, his mate Will with a Leyland FG and myself. The plan was to load the Anglia on the back of the T.K and travel to Taunton. When loading my exhaust bottomed out on the back of the T.K and sheared off the bottom of the manifold. A quick look in the stores for another manifold and a few spanners and we set off, arriving in Taunton market an hour or so later. We unloaded, bonnet up and fitted the manifold before the run. It

Bob's Joke Corner.

Parrot Joke:- John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of the bird's mouth was rude, obnoxious and laced with profanity. John tried and tried to change the bird's attitude by consistently saying only polite words, playing soft music and anything else he could think of to "clean up" the bird's vocabulary.

Finally, John was fed up and he yelled at the parrot. The parrot yelled back. John shook the parrot and the parrot got angrier and even ruder. John, in desperation, threw up his hand, grabbed the bird and put him in the freezer. For a few minutes the parrot squawked and kicked and screamed. Then suddenly there was total quiet. Not a peep was heard for over a minute.

Feeling guilty and fearing that he'd hurt the parrot, John quickly opened the door to the freezer. The parrot calmly stepped out onto John's outstretched arms and said "I believe I may have offended you with my rude language and actions. I'm sincerely remorseful for my inappropriate transgressions and I fully intend to do everything I can to correct my rude and unforgivable behaviour.

John was stunned at the change in the bird's attitude. As he was about to ask the parrot what had made such a dramatic change in his behaviour, the bird continued, "May I ask what the turkey did?"

Please send in your favourite joke for us all to share

Bob Wilkinson.

was a good turn out and lets hope we go again next year.

The last weekend of January saw the Bristol Classic Car Show at Shepton Mallet.

We had on display Brian Gallet's Model 'Y' and Peter Lintern's 300E van. There is an unwritten policy that we show different vehicles at each show, these two fitting the policy. We have not met Peter before, but he volunteered his van from all of about 2 miles from the show. There was a lot of interest shown in both vehicles on our joint Y & C Register / Sidevalve stand, with at least 2 offers to buy the van, albeit not for sale and somewhat in excess of the £358 price displayed in the window. The 'Y' displayed a £100 price tag, with a copy of a receipt and guarantee showing the additional cost of the luggage rack, number plates and £10 part exchange for the "old car taken in" I wonder what it was?

Visitors to the stand included David Lovering and Julian Janicki, with Dave Curtis passing by. The Y and C flag was flying high. Thanks to all those who helped set up the stand, man it and clear it up. We came back with a box of assorted bits and a gearbox in excess of what we took.

Invitations to future events have started arriving, The Lister Petter/ North Nibley event will be from 18th to 20th June. This unfortunately clashes on the Saturday with the Sidevalve A.G.M, and on the Sunday with the Chipping Sodbury Run to Wroughton, near Swindon. Contact numbers are:- 01453 884820 for North Nibley and 01454 313221 for Chipping Sodbury. There is an Antiques Fair and car show at Berkeley Castle, 31st May, likewise a Selwood Event at Trowbridge, tel. 01373 471071 for the latter. Also a Vintage Rally at Coalpit Heath, Bristol on 4th July, tel. 01179 574654, the Wells to Weymouth run on 13th June, tel. 01935 872390, Sherbourne Castle, 20th June, tel. 01935 474630 and Knowle Hall, Bridgwater, 20th June, tel. 01278 794163. Looks like the 20th June is going to be a busy day!

Ivor Bryant, Regions 1 & 2

East Sussex / Kent.

We had a great Christmas Dinner at the Buddies Restaurant, Polegate on the 18th December. Mary and I were joined by Chris and Carol Jarvis and Owen and Christine Baldock, along with a dozen or so Sidevalve Club friends. We changed the venue from last year and it was a good move with a far better quality and selection of menu.

The first major car show for the New Year will be at the Historic Dockyard Chatham 11th & 12th April 2004; the Medway Festival of Steam & Transport. For information, phone Bill Fowler at the Dockyard on 01634 823800. This is an excellent show on hard standing, good facilities and plenty to see. Happy

New Year. I hope to see you at some of the shows.

John Keenan. Region 5

NORTHERN SIDELIGHTS

I was very sorry to hear that Region 16 member, John Jennings, died over Christmas. John was a colourful character, who always attended local events and will be sadly missed by all. Our deepest sympathies go out to his family at this time.

By the time you read this, the current "cold snap", which has certainly kept me out of the motor house, will have disappeared and we can look forward to the warmer and longer days. Needless to say, the events organisers are now starting to advertise their wares, and I have received an entry form for the Kirkstall Classic Car Show organised by our printer, Steve Waldenberg. As usual, this is a Saturday event being held this year on 10th July in the grounds of Kirkstall Abbey. Those who wish to enter should contact me and I will send you a photocopy of the entry form *pronto*.

Whilst sitting in a professional person's waiting room the other week and thumbing through a copy of 'Yorkshire', a picture of Ken and Ruth Sleight with their Model 'CX' came into view amongst the glitterati of Yorkshire society. Actually, they were taking part in the Pickering Wartime Weekend and, judging by the photographs, it looked like a good do. I'm sure that the Ford would have attracted much attention, as indeed would its occupants dressed in appropriate forties attire.

Having said that, the local rag decided to do a feature on CNN and the Y&C Register in early January. CNN, not quite in the mood for it, refused to co-operate when asked to move on to the road outside and point in a certain direction! The picture was duly taken on the driveway with yours leaning over the bonnet, breathless having demonstrated to the photographer the art of hand cranking! (see photograph under Members' Correspondence.)

CNN never ceases to amaze me with technicalities, (see my notes in issue 145). This time it was the float chamber of all things, which had lost its buoyancy due to a pinhole in the soldered seam. Fortunately, I have one or two Zenith type carburettor spares, which used to be quite plentiful at autojumbles a few years back, so a cheap repair was had.

Looking forward to a good rally season.

Barry Diggle Region 16

20 years ago



Issue 28 of 'Transverse Torque' (March/April 1984) reported on the A.G.M., which was held again on the premises of Tom Morgan's glass works, The Anchor Glass Co., at Brent Cross, on 8th April 1984. It was obviously not very well attended, but managed to agree two major items of business. Firstly the Rules and Aims of the club were agreed. Graham Miles advised that they would appear on the reverse of the proposed membership cards. As we know they did and still do. For those who don't read the reverse of their membership card, they are:-

Aims

1. To compile and maintain an accurate register of all surviving Ford Y and C Model vehicles and their owners.
2. To provide a complete service to the Members of the Ford Y&C Model Register to assist them in obtaining maximum pleasure from their vehicles.

Rules

1. Members should either own or have an interest in a Ford Y or C Model; these vehicles being restored or maintained as closely as is possible to their original specification.
2. The Committee will be elected each year at the A.G.M. which is to be held in April.
3. The Register's financial year is from 1st March to 28th February. Financial statements for the preceding year will be presented at the A.G.M.
4. The Committee reserves the right to refuse or discontinue membership of any person whose activities are not in keeping with the general aims of the Register.
5. Membership will be deemed to have lapsed if not renewed by 1st September. At the Committee's discretion lapsed members may be asked to pay part or all of arrears due.
6. The Register is non-profit making.
7. The annual subscription for the ensuing year is to be agreed at the A.G.M.
8. Spares published prices are for members' benefit only.

Note: Applications for membership, enquiries, changes in car details, etc. should be made to the Membership Secretary.

The second major point agreed at the 1984 A.G.M. was the appointment of the directors of the newly established company, Ford Y&C Model Spares Limited. Trading under that name had commenced the previous week on the 1st April. The directors were Graham Miles, Chairman and Managing Director; John Guy, Company Secretary and Jim Miles, General Director.

The Committee was elected as follows:- Graham Miles, Chairman; Treasurer, Tom Morgan; News Letter Editor, John Guy; Archivist and Librarian, Jim Miles; Technical Adviser, Jeff Cole; Membership Secretary, Bob Wilkinson; Secretary, Jill Miles; Assistant Secretary, Siobahn O'Leary.

The remainder of issue 28 was taken up with a few car histories, advertisements for various shows and extracts from articles on the Model 'Y'. One extract in particular caught my eye, illustrating the prototype and production vehicles. The production vehicle being a short rad taking part in the September 1933 Dependability Demonstration. It was entry number 93 with the Hastings registration DY 7578; it therefore being supplied by James Hollingsworth Ltd., the main Ford dealer in Hastings. I am still trying to compile the complete listing of the entrants in the 1933 Dependability Demonstration, so if any reader has a photograph or documentation which links an entry number to a particular car or dealer, please let me know.

The car histories included one from ex-member, Mike Shum, who doesn't give any details of his car; one from Phil Gillberd, who had had his car since 1968 and had recently restored it. His main message comes out of the following:- "Work started in the form of shot blasting. Fifteen years in one thin undercoat had taken its toll. My

advice to anyone considering the same treatment is DON'T. The bonnet, the bottom half of the doors and the rear of the body shell have warped badly. But, trying to look on the bright side, there is no rust left, just holes." The car was eventually restored and is now owned by ex-member, Roger Frowdes in Liskeard, Cornwall.

The final history amused me. It was written by Ron Smith:- "We had travelled some distance to Chobham and at last stood looking lovingly and longingly at the car. Yes, she certainly was a Model 'Y' with a long rad, of about 1935 vintage, but very, very sad looking. She had no lights and her back panel and window were non-existent. Her owner said she was in good running order, so we started talking money. After taking his mortgage and ten kids into consideration, we finally made a deal.

Getting her home was no bother, but then the fun began. After removing her body, we found her mechanics were indeed in good nick and we decided to make up our own rear panel. After several wasted attempts, we finally made one good enough to satisfy our high standard and had great fun fitting it.

The chassis was re-sprayed and she was looking pretty good. The body was re-fitted and after a good rub down and re-spray she was looking great. A test run told us that she was at last finished.

The only problem is the doors don't open and the lights don't work Still, they never did on the Triang models did they???"

I should mention that Jim Fitzgerald, the then Regional Controller for Ireland, reported on his many activities, including a full-length radio interview. He stated that the only vintage car, apart from a Rolls Royce, on the St. Patrick's Day parade in Dublin was his Model 'Y'. This is the car now lovingly restored and owned by Jim's son, John Fitzgerald, our present Regional Contact for Ireland and current holder of the coveted Maurice Billings Trophy for services to the Y&C Register.

Model 'Y' restoration

– Part 6 by Neil Bray

OH YES! OH YES! OH YES! IT RUNS IT RUNS IT RUNS.

Well, what a lot has happened since my last report. The bad news is that I had a bad accident in my little recovery lorry three days before I was due to fly to Florida. The good news is that, by some miracle, I was not injured. After a fight with the insurance company, the lorry is being repaired and I with my family had a fantastic holiday in Florida.

Right, back to the Model 'Y'. We worked forward and positioned the running boards. The front wings were then fitted along with the radiator cover. The bonnet was then fitted and two days of struggling followed to achieve some decent gaps. The new front screen was fitted, then bumpers, followed by the headlight bowls and rear lights. Indicators were purchased, brackets were made and the indicator lights were fitted just below the bumpers. The headlights were then assembled (glass, reflectors, etc.) and then fitted to the bowls. Door handles were purchased from Paul Beck, plates made and fitted to the door. I asked Graham for conformation of the registration number. This was confirmed as DYU 188. Black and silver pressed registration plates were purchased, one for the front and the back one was fitted to a registration plate mounting plate with

lights. This was fitted to the luggage rack, the rack having been prepared and painted prior to fitting.

We could not resist it any more. We had to hear my little girl run. We ran a wire from the coil to the distributor. God knows which side of the coil we fitted the wire too, as there was no markings on the coil. A wire was then run down to the starter and then jump leads fitted to a battery. We removed the plugs and dropped the rear wheels into the brake rollers in the M.O.T. bay. First gear was engaged, the clutch released and the turning began. Oil pressure came up in the engine, fuel arrived at the carb and sparks jumped from the end of the leads. We refitted the plugs and let the rollers turn to start the engine. It just would not kick in to life. We removed the spark plugs again and checked the compressions. HORROR! No. 1 had nothing, No. 2 had 30psi, No. 3 also had nothing and No 4 had 25 psi. We warmed the plugs with an acetylene torch, fitted them quickly and started the rollers and yes, it fired. First on two cylinders, then three and, after almost four minutes, the last one came into life. We ran the engine for a good fifteen minutes, making sure the engine did not get too hot, and afterwards removed the plugs to find all the pots had sixty five-psi. SUCCESS !!!

Rear view of DYU 188.



Nearly there. Neil Bray's superb restoration of the vineyard green, July 1937 Model 'Y'."

I hunted the Internet and drove miles to find my two trafficators in boxes. I have been told that they may be an inch long but they are good enough for me (what's an inch among friends). With all this done, I loaded my 'Y' onto my spare recovery truck and took it to my friend Eddie, the electrician, to fit the new wiring loom and make everything work. On the way I dropped by another friend, the upholsterer, and again warned him that the car should be with him in a couple of weeks. He was told that he was to get straight onto it working through the night if he had to!!! Enough for now.

**Neil Bray,
'The One- armed Bandit'**

ANNUAL GENERAL MEETING

The A.G.M. of the Ford Y&C Model Register is to be held on Sunday, 18th April 2004 in Willoughby Village Hall (Willoughby is just off A45 between Daventry & Rugby).

Gather from midday onwards for 2 p.m. start. Members are encouraged to bring their cars and any unwanted parts to help those present who are in the throes of restoration. Regalia and Tony Butterfield's spares stall will be present.

Meet the club officials. Always an enjoyable day. If you have an item to be added to the agenda, please let the Secretary know at least 14 days before the meeting.



Obituary - John Jennings.

Sadly we report the death of member John Jennings of South Milford, Leeds who died on Christmas Eve after a short illness.

"JJ", as he preferred to be called, had been a member of the Y&C Register for about 7 years, after buying DVT 788, a 1937 Model 'Y', which he improved before selling to Colin Rowe in 2003. John also bought FMK 146, another 1937 Model 'Y', from former member Craig Ainge. It was in this car that John did most of his old Ford motoring and participated in the Club tours of recent years.

His colourful character became obvious to all who participated in the 2002 Convoy to Ireland. His laconic style and dry ready wit was in evidence too on the 2003 Isle of Man Tour, as he travelled the island with fellow member cum- navigator, Michael Capps. His interests were far and wide and he always had an apt story to add to any topic. In the later telling of some potential disaster he generally made it into a worthwhile experience, rather than a misfortune which had befallen him.

John had retired some years ago from Shell Oil and had a wide interest in cars. Exotic Jags and Ferraris had graced his collection in recent years, alongside more mundane Ford 'Y's and Prefects. They were all of interest to John far beyond mere value.

My last sight of John was as we rounded the Liver Building in Liverpool on disembarking the Isle of Man ferry last summer. Wearing a big smile and his wide brimmed Texan styled hat, he waved all farewell and literally drove off into the sunset. Thanks for some good memories John.

To his wife, Margaret, and family we extend our deep sympathy.

Bob Wilkinson.



John Jennings and his Model 'Y' outside the Grand Island Hotel, Ramsey, Isle of Man, in June.

Obituary - Clive Hamer.

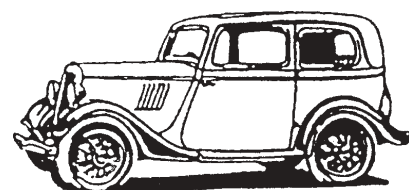
Clive Hamer, from Manchester, died in January after battling, and winning for some years, with lung cancer. He had retired only 6 months ago after a career as a technical college lecturer.

I recall Clive visiting our Club stand at Tatton Park (Cheshire) in 1987 and joining the club to gain support with the restoration, or was it a rescue, of WM 9991, his 1934 Model 'Y'. He told me with some glee that he had taken his wife Brenda to see "an old green Ford" and she had shown some surprise when confronted by the remains of the Model 'Y' rather than an early Capri she really hoped for! It took great dedication, hard graft and patience over the next 12 years to complete the restoration and I well remember Clive telling me that he had now perfected the art of welding fresh air and was adding this to his students' curriculum!

Latterly, whilst fighting illness, the car had been an object of great pride, despite refusing to start for a family wedding occasion. Clive would see the humour in knowing that the family did get it started to precede his funeral cortege.

We will miss his wonderful sense of fun and that lovely Lancashire accent. To his wife Brenda and family we send heartfelt sympathy.

Bob Wilkinson.



Events 2004

Ford Köln

11/12 April	Medway Festival of Steam & Transport, Chatham, Kent	Bill Fowler 01634 823800
18 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
9 May	Basingstoke Festival of Transport, Hampshire	Colin White 01202 873620
29 -31 May	Enfield Pageant of Motoring Enfield, Middlesex	Jim Miles 02089 244449 (afternoons only) or EDVVT: Tel: 02083 631904
5 - 12 June	Sidevalve Owners' Club 7-day Sussex tour. Hastings based.	John Keenan 01424 424323
7 - 16 June	Club tour of Wales (Taith O Gymru)	Bruce Allan 01995 601041
13 June	Chester Festival of Transport. Chester Racecourse.	Pete Ketchell 01244 676856 for entry form.
13 June	Luton Festival of Transport Stockwell Park, Luton, Bedfordshire	Pre-book for free entry:- lft@cvpg.co.uk
27 June	Bromley Pageant of Motoring, Kent	John Keenan 01424 424323
10 July	CPS Kirkstall Classic Car show Yorkshire	Barry Diggle 01274 614729
10- 11 July	Ardingly Vintage Vehicle Show South of England Showground, W. Sussex.	John Keenan 01424 424323
28/30 Aug	Hellingly Festival of Transport Nr. Eastbourne, E. Sussex.	John Keenan 01424 424323
18/19 Sept	North Norfolk Railway 1940s weekend	Brian Mace 01603 425558
26 Sept	All Ford Rally Abingdon, Oxfordshire	Bob Tredwell 01235 530720
22 - 24 Oct	International Classic Car Show NEC Birmingham.	Geoff Salminen 01214 272189
5/6 Feb '05	Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet	Ivor Bryant 01454 411028

Holland is becoming a real treasure-trove! First we had the Copenhagen, Denmark, assembled Model 'Y' saloons of Rob Bolland and Maurice Meys and then the French Model 'Y' SICAL coupé of Wim Hofstede. Then, in issue 145, we reported the discovery by Martin Bolland of a French Model 'Y' Kelsch coupé, belonging to Nick Schaaf. Not satisfied with Danish, French and English provenance Model 'Y's in Holland, we now have a German Model 'Y'!

Out of the blue, Bob Wilkinson received an e-mail from Paul de Groot saying that he owned a Ford Köln, built in Berlin. Bob passed the action to me and I have had an interesting exchange of e-mails with Paul. I told Paul that this was very exciting news, as his car is the only surviving Ford 4/21 PS Köln that we know. I am sure there must be more in Germany, but I do not know about them (but see below!). I suggested that he confirmed this with the Alt-Ford-Freunde eB, which is a German old Ford Club.

I referred him to my book, 'Ford Model Y - Henry's Car for Europe', which he had bought, where I record that there were three phases of the Ford Köln production.

1. 276 Dagenham (UK) built cars were imported into Germany in 1932/33.

2. Because Hitler demanded that cars sold in Germany be made in Germany, there was an interim model with English bodies and German engine and transmission assembled in Köln in late 1933/ early 1934. These cars had running boards.

3. Hitler was not satisfied that the cars were German-built, so the bodies were then built by Ambi-Budd in Berlin and Karl Deutsch. These bodies did not have running boards and had rounded mud flaps at the rear of the front wings.

As Paul said that his car was built in Berlin, I assumed that it was the final version (3) and asked him to e-mail photographs of the car to me, so that I could properly identify the type.

He replied "I am Paul de Groot from Ameide, Holland. I am almost 27 years old.

My grandfather bought this Ford many years ago in Germany (I think in the early 70's). It was in a bad shape. He began with the restoration of the car but never finished the job. He worked on the car until 1995 when he died and always told everybody: "When I'm history, the car is for my little Paul." Now I want to continue what he started and finish the job. Now you know a little about me.

I will e-mail you some pictures of my car as soon as possible.

Chassis nr;74155 ; hubvol. 921ccm; steuer.PS. 4; eff.PS. 21; Eigengewicht 700kg; tragfähigkeit Pers. de chassis ; 385kg.

And I found a number on the engine; Y 74671 A. My car does not have running boards, but mud flaps at the rear of the front wings. The car is built in Berlin that's for sure. So it must be the final version as you wrote in your e-mail."



I was still not sure whether the car was a 'limousine' (saloon) or a 'cabrio-limousine' (coupé) and eagerly awaited the photographs. When they came, I was delighted to see that the car is the standard two-door Ford 4/21PS Köln limousine. Incidentally, as explained in my book, the 4PS (Pferde-Stärke – literally 'horse power') is the fiscal horse power rating (as calculated using the

formula in Table 7 – page 152), whereas the 21PS is the brake horse power at 3400 r.p.m. Note that the English Model 'Y' was rated at 22 h.p. at 3750 r.p.m.

I was delighted to see from the photographs that Paul's car is maroon and black. All the German brochures I have are in black and white, so I had no idea on colour schemes for the German models. Amazingly, the only clue I had, I found in a souvenir shop at the top of the High Street in Kenmare on our tour of Ireland in 2002. In amongst the tripper dross on sale were some enamel 'Tin Cards' (made in Ireland) stuck on a board, depicting various advertisements and Irish jokes. One of the advertisements was a Ford one and, below the Ford logo, was a family having a picnic in front of a maroon and black Tudor Model 'Y'. I naturally bought it and it wasn't until I unpacked it at home, that I realised that it was a Ford Köln with mud-flaps clearly visible on the rear of the front wings. Perhaps maroon and black was the standard colour combination for these cars. Incidentally, the wheels were painted Tacoma cream, the same as Paul's

If the chassis number of Paul's car falls into the same sequence as the Dagenham built cars, it was manufactured in late 1934. This is plausible, as the total German manufacture had started by then. The different engine number implies that the car was fitted with a reconditioned engine at some stage, which is probably what the suffix 'A' indicates.

Ford Oldtimer und Motorsport Club Cologne e.V.

Paul also introduced me to the website of the Ford Oldtimer and Motorsport Club Cologne, on which is published their magazines (Fordsetzung), including back-copies. The site also links into our own Y&C Register website. I have since struck up correspondence with Thilo Moerke, who explains that the majority of

their 150 members are employees or retirees of the Ford plant in Köln (Cologne). Thilo mentions that these include some "Model Y and C (Eifel, Ten, Fordson Van, Popular...) owners." Looking through the back-copies of their magazine, I came across two photographs of Model 'Y' Ford Kölns, a limousine (like Paul's) and a cabriolet. There was also the rear view of an Eifel roadster.

Thilo tells me that "Both Köln models (1933 two-door and 1935 convertible) belong to Ford's own collection here in Cologne. They have been completely restored in plant and are frequently used at various events. The 1938 Eifel Roadster with Karmann body belongs to one of our members. This vehicle was restored by the owner and is used at club events or rallies. Eifel Roadsters with Karmann, Gläser or Stoewer bodies are still quite popular here in Germany. In the last years several Eifel have re-appeared in Eastern Europe, often in a very poor state."

For those of you who are interested, the Club website can be found at:- <http://www.website.webcenter.lycos.de/www.fomcc.de/start.htm>

Sam Roberts



Report on the February spares meeting.

Following the meeting we are able offer four additions to the Spares List. First is the return of an old friend, the Model 'Y' Rear Light Mounting Bracket. These brackets are hand made and finished in black enamel and are complete with their special mounting bolts. Priced individually £37.50. We are now able to offer the post-1935 Distributor Cap, which is another new item for us. Priced at £14.00. (These are the type with the carbon centre contact brush). Flywheel Ring Gears are now to be found on our parts list, for the first time, priced at £25.00. Finally a new exchange item, a re-chromed and polished radiator grill Badge Mount. At present this is restricted to the long rad Model 'Y' and priced at £15.00 (We need a Model 'C' mount to start the exchange chain. Can any member help?)

For the present we have withdrawn the serviced steering box offer. This item is withdrawn until the boxes that are in service with members have been tested and reported on.

Front drum/hub assembly. Amongst other ideas being considered is a new technique for reconditioning the brake drum. In future, these hubs will only be supplied with new bearings fitted, at a budget price of £120.00 each and I am looking for advance orders. Remember that only with a perfect pair of front brake drums and shoes can you expect the brakes to work.

Model 'Y' luggage carrier. Four or five Newsletters back I mentioned that I intended to make up a small batch of these carriers. I now hope to be able offer these within a couple of months, against orders only as they're not an item that I want to carry as stock. A budget price, assembled and finished in Black is £125.00.

That's about it at present folks, keep the orders flowing in, we need the turn over, and you and your family need to be safe in these ageing cars. Spring is the time for maintenance and if you're on the Welsh trip, you will need both good brakes and clutch. We have the parts, so fit them now.

Graham Miles

As a PS, I'm trying to sort out my personal piles of junk and can offer interior window winder handles, for both the long rad and Intermediate Model 'Y'. I will donate these to club funds and charge out at £5.00 each, plus 70 pence postage. The best condition ones go out first, so jump in. Orders on the Parts Order Form and cheques in normal manner via Jim Sharpe please.

Another centenary – vehicle registration

Following the Motor Car Act of 1903, it became compulsory, from 1 January 1904, for motor vehicles in Great Britain to be registered and carry number plates. Most other European countries had already introduced vehicle registration before then, the first to do so being Holland, which had completed registration of all vehicles in 1899. Needless to say, it was the civil liberties lobby, which delayed the introduction in this country (sounds familiar?).

Under the Act, local authorities were responsible for registrations and each was issued with one or two letters as the code for their region. Codes containing G, S and V were reserved for Scottish authorities, those with I and Z to Ireland and the remaining codes were to be used by English and Welsh authorities. Interestingly, the English and

Welsh letters were issued alphabetically based on population size i.e. A to London, B to Lancashire, etc. down to Y. Then AA to the next largest population, Hampshire, AB to Worcestershire, until they came to Rutland, the smallest, which was allocated FP. In Scotland, G was allocated to Glasgow, S to Edinburgh and V to Lanarkshire, the three largest authorities. The remaining Scottish codes were allocated in alphabetical order, e.g. SA went to Aberdeenshire, SB to Argyll etc. Ireland also allocated letters alphabetically, it being one country at the time. The Irish registration system remained based on the British one even after the establishment of the Irish Free State and, later, the Irish Republic. It was not until 1987 that the present Irish system was introduced.

Although A1 is probably the most prestigious registration (Earl Russell queued all night in London to obtain it for his Napier), it was not the first to be issued, as other authorities started issuing before London. As authorities ran out of numbers, 9999 being the highest each letter or pair of letters could go, or when a new borough was created, new codes had to be issued. These often reflected the name of the authority to which they were allocated. For example, London, the first to reach 9999, was allocated LC in 1905 and LN in 1906. Middlesex, the second to reach 9999, was given MX. Kent was allocated KN. Some authorities kept an alphabetical sequence. Cheshire, for example had M originally and was later allocated MA and MB. Then MC, MD, ME, MF, MG and MH were allocated to Middlesex. Others were allocated the remaining sequence from Rutland's FP. Preston was allocated FR and Tynemouth FT (FS being reserved for Scotland). Scotland, however, could not absorb all the G, S and V codes, so some with G and V in them came south of the border, e.g. many of the G combinations went to London, VF and VG went to Norfolk and Norwich.

Eventually, in 1932 (the year in which the Model 'Y' was launched), the authorities ran out of two letter registrations and three letter combinations were introduced; the first one being ARF in Staffordshire in the July. When these became exhausted, in 1953, it was decided to put the numbers before the letters; Staffordshire once again taking the lead with 1000 E. In 1963, the yearly

letter suffixes were introduced; Middlesex took the lead this time with AHX 1A in the February. Twenty years later, in 1983, the suffixes were exhausted, having reached the letter Y (I, O, Q, U and Z were not used), so the government decided to reverse the system and made the annual letter a prefix. Because the annual letter change caused a major disruption in the motor trade, with buyers waiting for the new registration in the August of each year (in which month, one quarter of registrations occurred), it was decided to change the letter every six months, on 1 March and 1 September. The letter S was used as a prefix for seven months and the letter was changed every six months thereafter, which meant that the letter Y was used from 1 March to 31 August 2001.

Computerisation had resulted in a major change in 1974, with the records office opening in Swansea (Driver and Vehicle Licensing Authority [DVLA]) and regional offices around the country. All registrations were controlled by Swansea. Thus the new, present, system, introduced in September 2001, is based on letter codes for each region, followed by a date pair of figures (changed every six months) and a random set of three letters e.g. HW 53 RFH. H covers the Hampshire/Dorset region, W is reserved for the Isle of Wight local office, 53 indicates the second six month period of the licensing year 2003/2004 i.e. now (03 indicated the first six months period) and RFH is a random selection of three letters. The regional first letter codes are:-

Letter	Region	Local offices
A	Anglia	Peterborough, Norwich, Ipswich
B	Birmingham	Birmingham
C	Cymru	Cardiff, Swansea, Bangor
D	Deeside to Shrewsbury	Chester, Shrewsbury
E	Essex	Chelmsford
F	Forest & Fens	Nottingham, Lincoln
G	Garden of England	Maidstone, Brighton
H	Hampshire & Dorset	Portsmouth, Bournemouth
	HW – Isle of Wight	
K		Luton, Northamptonshire
L	London	Wimbledon, Stanmore, Sidcup
M	Manchester	Manchester
N	North	Newcastle, Middlesborough, Beverley
O	Oxford	Oxford
P	Preston	Preston, Carlisle
R	Reading	Reading
S	Scotland	Glasgow, Edinburgh, Dundee,
	Aberdeen,	
		Inverness
V	Severn Valley	Worcester
W	West Country	Bristol, Exeter, Truro
Y	Yorkshire	Leeds, Sheffield

Note:- J, T, U and X can be seen, but these are normally ones people have bought under the Select Scheme.

For much of the above information, I am grateful to John Harrison, who wrote a fuller article, entitled '100 UP' in the Institute of Advanced Drivers (IAM) magazine 'Advanced Driving'. John edits a quarterly newsletter on all aspects of vehicle registrations, called '1903 and all that'. If any member would like to obtain a copy, please send John an A4 s.a.e and 46p's worth of postage stamps. John will also answer any queries you may have on registration numbers, e.g. entitlement to unclaimed marks and tracing the history of a particular mark (an s.a.e. would be appreciated). He can be contacted at 175 Hillyfields, Loughton, Essex, IG10 2PW, or at harrison@unisonfree.net

Sam Roberts.

For sale

1935 Model 'Y' Tudor. EW 8625 (Y92009).

This vehicle is probably the best example of a 1935 two door Model 'Y' to have been offered 'for sale' via the register. Originally owned by Jeff Cole, it has been dry-stored since his death in 1998, during which time some deterioration to the paint surface has occurred, but otherwise it is absolutely sound and correct in every detail. With reluctance, the family has decided to put the car on the market, but seek the new owner via the Y&C Register, thus trusting the vehicles future will be in good hands. I have serviced the car, fitted a new battery and obtained a current MOT. I can arrange for the necessary



paintwork to be carried out at extra cost. The car is offered at a realistic non-negotiable price of £2,950 and can be inspected at my home in Kings Langley, Hertfordshire. My address is on the inside front cover of the magazine, as is my email address. Callers by appointment only.

Graham Miles. Mobile: 07889 844949.



EW 8625, which belonged to the long-time Y&C Technical Adviser, the late Jeff Cole.

Technical advice

Good Home wanted for 1935 Model 'Y' Tudor, (Y113755, CTN 992) black with green wheels and interior. Complete. No rust but paintwork needs attention.

David Love. Tel:- 01444 471851

Good home wanted for very rare 1936 Jennings converted Model 'Y' (3-door) with fascinating provenance (Y153065) [see page 112, Model 'Y' book]. Restoration nearly complete. House move forces sale. Any reasonable offer considered.

Also 1948 Morris 10/4.

John Follon. Tel: 01534 617214

(Jersey, Channel Islands)

e-mail: somjohn@localdial.com

1937 Fordor Model 'Y',

sliding roof. GV5157 (Y173892). Green. Totally renovated and immaculate. MoT. Full original support documentation. Offers and full details:-

Eddie King. Tel: 01621 892754 (Nr. Maldon, Essex)

1933 Short rad Tudor Model 'Y', ZV 2007 - Ex PO 7765 - (Y28408).

Black with wine interior and new carpets. In very good condition and running well. I have had this car since 1980. Recently has had a lot of care and attention. Original old seats in very good condition and side trim recently replaced to match. New door handles, exhaust, HT leads, plugs, condenser, distributor cap, etc. Old UK log book. Car in Ireland about 20 miles from Dublin airport (cheap flights available via Ryanair). E-mail for pictures. Seek £5750 o.n.o.

John Dunne. Tel: 00 353 876 161627.

E-mail cdunne@mortgagelink.ie

1937 Tudor Model 'Y',

sliding roof. AOW 480 (Y182532). Was black. Mechanically restored (new king pins, brakes, etc.) Engine runs. Rust free body on chassis in red primer. New floor pan and front wing manufactured by Ken Arthur. Car is complete, but bodywork needs re-assembling and painting. £1500 o.n.o.

Jeff Hancock Tel: 02920 610059 (Cardiff, South Wales)

Short rad Model 'Y' rear valance. Reasonable condition, £50.00

Robert Clubb. Tel: 07764 532040 (Sudbury, Suffolk)

Wanted

Model 'Y' front and rear seat squabs.

David Vinnicombe. Tel. 01473 788534 (Ipswich, Suffolk)

Model 'Y' parts wanted for 1933/34 four door saloon under complete restoration. All parts considered:- trim, lights, panels, engine parts, etc.

Gary Brownlie. Tel: 01375 845642. (Essex) email. clare27@fsmail.net

Model 'C'/'CX' chassis, a complete set of wings, inner front wings, grille, 'CX' bonnet.

Graham Miles: Mobile 07889 844 949 e-mail:-
Graham@FamilyMiles.com or Jim Miles: Mobile 0790 156 1866

Starting handle for 1937 Model Y. Please contact Godfrey Dingley-Jones Tel: 01384 350465 (West Midlands) or dingley-jones@blueyonder.co.uk

This winter I am planning to embark on an overhaul of the steering box of my 1937 Tudor Model 'Y' because there is quite a lot of play in several parts of this. However I am aware from comments of yesteryear from my father that it is well known that they roll when cornering and I have noticed instability with four up on a straight road and clearly improving the steering will not help much with this. Play in the rear axle shafts doesn't help and I suspect neither does the single transverse 'cartwheel' leaf spring.

For my part I would be interested to read a technical article on the subject in the magazine. Is there anything that can be done to improve the handling without, of course, detracting too much from the original parts.

Brain Fleet

Brian,

There is very little you can easily do to the steering box, but you can remove the steering wheel, lubricate and adjust the top bearing. Also check the wear on the sector shaft/ drop arm bush for excessive wear. The only other part that may be worn is the steering nut inside the box. There is little else that you can do.

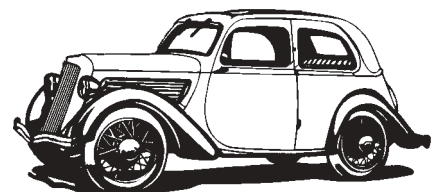
Note: the Club is in the throes of offering a steering box reconditioning service.

Other things to check are the condition of your track rod ends and king pins, the adjustment of your wheel bearings. The front wheel tracking should be set to 1/8 to 1/16 tow-in, try setting tyre pressures at 28lb.

Other things that should be checked are shock absorbers. The original fittings were poor when they were new. I suggest fitting Armstrong types front and rear. Also worth looking at is the front axle A-frame rubber ball/bush.

Hope this is some help in improving stability,

Geoff Dee, Technical Adviser



Members' Cars

This time round, we go to Nicosia, on the island of Cyprus, and visit Marinos Zoomides, who manages the Olympic Bakery. Marinos is also the very proud owner of a short rad Tudor Model 'Y' with a chassis number, Y15531, which gives it a date of manufacture at Dagenham of March 1933.

Coincidentally, ex-member George Drazinos, living in Athens, Greece, owns the Fordor with chassis number Y15532, the next off the production line after Marinos' car. This gives us a clue on the movement of Marinos' car from Dagenham.

Cyprus, geographically, was part of the dependency of Ford (Egypt), which built an assembly plant in the deep-sea port of Alexandria. If the car had been supplied by Ford (Egypt), it would have been shipped in Knocked Down (KD), in crates, from Dagenham to Alexandria, where it would have been assembled and shipped to Cyprus. However, it would seem from the chassis number, that it was one of only six Model 'Y's which were shipped in 1933 to Greece. Because there was not an assembly plant in Greece, it was shipped to Athens in a built up condition. Incidentally, the Greek Ford Motor Company was so corrupt that, when the Government started investigating its activities, the entire management team fled the country!

Cyprus was the venue for the FIVA (Federation Internationale des Vehicules Anciens) World Rally held between 25th May and 1st June, 2003. To celebrate the event, the General Post Office of Cyprus issued a set of three double stamps

on 20th March 2003, depicting 'Historic and Old Cars' owned by Cypriots. The 20 cents stamp showed a 1946 Triumph Roadster 1800; the 25 cents, a 1917 Model T and the 30 cents stamp, Marinos' 'Baby Ford'. Additionally, the Cyprus Philatelic Society issued a limited number (200) of supporting cards, giving details of each of the cars. The card, issued 'specially for Andreas G. Zoomides family, owners of the car' reads:- "Baby Ford Y 8HP depicted on the 30 cent stamp. It was the first real European ford Tudor saloon of small size (3.35x1.40 m). It was imported from England in 1932 by a Cypriot company and sold to a person from Nicosia. In 1968 it was bought, in very bad condition, by another person from Nicosia for £10, who made an overall restoration. It continues to belong to this family. Its engine number is Y357396 and frame number Y15531. It has a 933cc 4-cylinder side valve engine, 3 synchronized gears and a rear one, a petrol tank at the rear side under the seats, a mechanical pump, 6-volt Lucas electric equipment and a speedometer showing up to 60 mph. The English Ford Company produced 157,688 such cars between 1932 and 1937. This small car inspired the production of the 'Morris 8' two years later."

Marinos, in his introductory letter to the Y&C Register, writes "It is true the car has been found in a riverbed and I bought it. Since then I did my best to restore it to the best of my ability. As it is well known, this is the only car found in



The actual photographs from which the stamp designs were taken



The set of three stamps issued by the General Post Office of Cyprus in March 2003 to celebrate the 'FIVA World Rally 2003 Cyprus'. Each of the cars is Cypriot owned. The 30 cents stamp depicts Marinos Zoomides' 'Baby Ford'



Cyprus and it is impossible for me to find any spare parts, such as those for sale in the Y&C Register."

From the photographs which, as you can see, were the ones used for the stamps, Marinos has made a good job of restoring a riverbed find, especially as it is the only Model 'Y' on Cyprus and, hence, Marinos had no other car to compare. The only major problem would seem to be the Model 'CX' wheels (note the larger hubcaps).

Well done Marinos.

Marinos Zoomides demonstrating that he has restored the running boards correctly.

Our Founder's Folly.

For some time Jim Miles and I have been looking for another challenge, well we've found a good one. We had considered the Bezzant when it came on the market, but its asking price vis-a-vis its condition rather ruled it out. When I noticed the Model 'CX' tourer that was advertised in the last issue of the magazine, it was probably the appealing description, 'suitable for total restoration' which really drew my attention. Kelvin Evans in whose garden it been for all these years had reported its existence to the Register via the Ford Motor Company.* The vehicle had for an indeterminate number of years (certainly not less than thirty) enjoyed a splendid view over the Gower Peninsula from its garden resting place, but, I'm pleased to say, not it's final resting place. The accompanying pictures taken by Mike Samuel on the occasion of his visit to the garden say it all, well -some of it!

The car had suffered, but was complete. When Jim commented on its pink interior, as a result of generous applications of upholstery restorer, Kelvin replied 'You don't get a lot of choice in Aberdare!' Mike Samuel had considered it's location, some fifteen feet or so down a steep bank and that, coupled with its deteriorated condition, rather limited the possibility of recovery. We were about to see if he was right but, being the eternal optimist, I chose to ignore these facts. The first task was to try and inflate the tyres so, aided with a car battery and an electric tyre pump, we tried. Alas, although the tubes took air, the perished tyres didn't and blew out with a bang. Jim donned his overalls and set about jacking up the vehicle, while I went up and down the bank collecting a set of slave wheels that we had bought with us. Unfortunately we were only successful in changing three of the wheels. The fourth, due to the corroded wheel nuts, refused to budge, so we had to settle for dragging that wheel over the mud, which, fortunately was in abundance. Then, equipped with a stout

rope provided by Kelvin, one end of which was attached via a chain around the differential and the other to my Mondeo, which now came into its own, we dragged it up the bank. Finally, aided by a number of Kelvin's friends, the car once again saw the road.

Once on the trailer, we returned to Kings Langley, a distance of 180 miles, where a council lock-up awaited its new occupant. The following day, Jim and I set about assessing our new acquisition and began to strip it down to component parts. Do we have a pressing need? Well yes, just one or two! Lets start with a chassis, a complete set of wings, front inner wings, a grille, an inner valance and a 'CX' bonnet, but most important of all- a chassis. Is anybody able to help?

Probably the most amazing incident was when an elderly couple on their daily constitutional came past the lock up. The gentleman asked the make, but before we could answer, the lady said, 'It's a Model 'C' Ford', I can only say she's got a better imagination than me!!

More updates once we have that chassis.

Graham Miles. (Founder, Y&C Model Register)

**Although Kelvin is conversant with the Internet, as are many young people, he was unable to locate the Register via it. Perhaps we have something to learn.*



The Model 'CX' tourer as seen from the road in Kelvin's garden. He now plans to use the area for a barbecue patio. It was suggested that he should have had a 'carbecue'!



Graham trying to inflate the tyres – just before the tyre burst!



Raising the tourer from its grave to the road. Graham's neck seems to be taking the strain rather than his Mondeo! Perhaps this was the first attempt



Picture far left: Back in Kings Langley looking rather forlorn.

Left: The ingenious Graham using a bottle jack to raise the hoist to lift out the engine.

Members' correspondence

New Year's Day

Ivor Bryant reports from Somerset. "We went to Taunton yesterday, New Year's day, for a run/ gathering. Good selection of vehicles out, including bikes, scooters, tractors, steamers, lorries and cars, etc. There was a brace of 300Es (if 3 is a brace). I took my Anglia on my brother's 1960 Bedford. There was one Model 'Y' in attendance, although I didn't see the driver, who has an E Type as well. I took a photo. It's a two door on a date related plate. Will send photo later, ... must get a digital camera but that will be yet more I.T to master."

Spares news (Model B hub caps etc.)

Paul Beck, of Vintage Supplies (alias Small Ford Spares Ltd.), comments:- "Re. your ramblings on page 18 of Issue 146; the Model B hub caps (which we also have from stock at keen price -) as you say are just a tad smaller than required. When we send them out we supply a short length of U rubber to put on to the wheel centre edge; then they are a nice snug fit. See <http://www.smallfordspares.co.uk/part.html?PartID=235>" "May I put out a plea for both locking and non-locking Model 'C'/'CX' door handles to use as patterns. The Model 7Y are exactly the same as the Model 'C'/'CX' ones but, as the door is hung the other way, the pattern locking part we have suits the right door of the 7Y/7W or the left front door of the 'C'/'CX'. The non-locking handles we have suit the left of the 7Y/7W or the left rear door of 'C'/'CX', or the right front door of the 'C'/'CX'. For Model 'C'/'CX' this only really helps the left hand drive people! (see same website as above: PartID=2056).

If we can get a pattern for the other ones (i.e. opposites of illustrations on website), I will make them also. We use an original as the pattern. It does not matter if the alloy has badly pixed etc., but they should be preferably complete and as near original shapes etc. as possible. I can not return them (especially the locking one) as we have to very gently re-machine them to get the locking system

to work on our new ones." "Graham Miles very kindly found a rough but complete early short rad Model 'Y' car and van locking one for me, as the example I had had on my Model 'Y' van had been rather enthusiastically polished and a lot of definition had been removed!! I am going to manufacture the rear van T door handle also later." "I have Y-17759 under production as a chrome on bronze (for strength) casting."

Blackpool Movin

Bill Ballard, in Australia, e-mails:- "In the very same post as issue 146 of the magazine, came a letter from Mrs Jean Weller, Sandra's friend of 44 years' standing who lives in Blackpool, Lancashire, with lots of photos taken on a big classic vehicle event in the resort on 17th August 2003. There are 23 pictures of buses (another passion of mine) and one of a car parked in an area wellknown to Blackpudlians - "Middle Walk", on The Promenade north of Butlins' "Metropole Hotel". Remember, I lived in Blackpool from 1965 - 1973 and met and married Sandra there - and Jean came to our wedding!

And what was the car? Would you believe, it was a black circa 1936/37 Model 'Y' Tudor with the age-related registration FSJ 717. The event was billed as "BLACKPOOL MOVIN" (note the absence of the "G") and organised by The Lancastrian Transport Trust, who I know through my bus interests as being responsible for preserving a large collection of buses and coaches of north west origins. Unfortunately, there is no chance of reading what is written on the



sign hung on the front of the car on the original print sent to me - it is too "bleached out" by the sun."

Bradford scoop!

We were approached by the Bradford 'Telegraph & Argus' for a local Model 'Y' owner to feature in a 'Love of My Life' series of articles. Not a million miles from Bradford - Idle to be precise - lives our regular Northern Sidelights contributor and Regional Contact for most of Yorkshire, Barry Diggler. Not only do we have Barry, but he is the proud owner of my old 1936 Tudor, CNN.

Barry was delighted to wave the Y&C Register flag and the whole page feature appeared in the Friday, 9th January edition of the paper, under the heading, "Barry tells Y he fell for Ford's beauty."! The article quotes Barry as saying, "I use the Ford for rallies and shows and take it on the Bradford to Morecombe run every year. It's pretty reliable and a joy to drive. Many older people will recognise it because there were lots of these models around in the 1930s and 1940s. It was so successful that the Americans created a bigger V8 version for their own market. But it was the smaller model which was sold over here. The brake horse power tax made it difficult for bigger cars but this model is an 8bhp model with a 947cc engine." - You went a little astray at the end there, Barry. We'll give you eight out of ten! It was the fiscal horse power tax which crippled the larger cylinder bore cars. The Model 'Y' rated 8 fiscal horse power and 22 brake horse power (bhp). The cylinder capacity of the 'Y' is 933 cc.

Well done on pushing the Ford Y&C Model Register though, which gets a good airing, including Bob Wilkinson's address for any would be enthusiasts to contact.

If any other member has a friendly local newspaper, why not try to get your car in print?

FSJ 717 (Y129865) a March 1936 Tudor Model 'Y' is owned by member, Barrie Clark from Blackpool. Here seen at the 'Blackpool Movin' last August.



Barry posing with a very smart looking CNN. The brace of Model 'C's which were owned by Tom Tomlin are also pictured (and my book!).

Paul Foulkes-Halbard

Chris Jarvis e-mails from Hove in Sussex:- "I was extremely sorry to read that Paul Foulkes-Halbard has died. I have known him for twenty years and have visited his museum and home on many occasions.

He first 'introduced' himself to me whilst I was visiting with some pals from college on one of our 'boys jolly outings'. Paul sauntered up to me and said "you like that one do you mate?" - I was looking at one of his Buggatti's at the time. I just thought he was another visitor and replied, "Yes, but I doubt I could even afford the cost of keeping it running!" He then proceeded to tell me how he acquired it and approximately how much work and cost had been involved in restoring it. My pals and he sat in his

courtyard and supped a few beers in the sunshine and discussed cars in general, and Ford in particular, in my case.

We had a guided tour around his house and I immediately got on well with him. My lasting impression of Paul will always be that sure, he was 'born with the proverbial silver spoon in his mouth', but he was very much a 'man of the people'.

Mary and John Keenan, Carol and I from the Y&C, plus Sandra and David Taylor, Winnie and Geoff Wilde and others from the Sidevalve Club visited Filching Manor by prior arrangement with Paul during the summer of 2002. He greeted us all with his usual warmth and a great time was had by all, especially those in our party that had not been to the museum before. Neither I nor my local friend in the Sidevalve Club, David Taylor, saw anything in the local press in or around last October.

On a different subject, I see the two Brighton 'Y' Taxis are for sale in the mag. It is a shame they can't be accommodated here in the city - genuine history on wheels! Alas I cannot afford or house them, as I would dearly love to own them. I'm pretty sure if Paul was still around, he would put them in the museum! Anyway, thank you for the efforts you always put into our magazine - I always love reading it cover-to-cover."

Electric Blue

With the introduction of the long rad in October 1933, Ford decided to brighten up the range of colours available for the Model 'Y' by introducing electric blue, vineyard green and Cordoba tan. Up until this point, colours available were deep orient blue, maroon and, of course, black. Thorn brown had been discontinued early in the life of the short rad.

The least popular of the new colours appears to have been Cordoba tan, a sandy/creamy colour. No Model 'Y's appear to have survived in this colour. However, it was adopted in September 1934, and we have survivors, for the Model 'C'. The next least popular colour



Chris Jarvis' Model 'Y', John Keenan's Model 'C' and other sidevalves outside Filching Manor in 2002.

was electric blue. Although the dislike of Cordoba tan is understandable, electric blue was a striking attractive colour, but was obviously considered too bright for the average potential Model 'Y' owner pulling himself and his family out of the depths of the Great Depression of the early 1930s. Both Cordoba tan and electric blue were discontinued at the end of the 1934 sales year. Vineyard green continued through to the end of production in 1937.

Gary Brownlie, a new member living in Grays, Essex, has recently purchased a Fordor Model 'Y' requiring a complete restoration. Scraping off the paint layers, he has discovered that it was originally electric blue in colour. Initially, he had us confused by giving us the chassis and original engine number as Y98343 with a Briggs body number of 164/1225. The chassis number put the manufacture of the car as April 1935, although the Briggs body number placed it earlier. A re-examination of the engine number confirmed the number to be Y89343, which placed its manufacture in January 1935 and which tied in more readily with the Briggs body number. Even so, this date falls outside the 1934 production year by a couple of months. It is also interesting to note that his original engine had 18 mm spark plugs, which were discontinued in January 1935. So here we have one of the last electric blue cars to be manufactured. Gary plans to restore it back to its original body colour of electric blue, with black wings, valance and spare wheel carrier and Tacoma cream wheels, radiator grille and coachline. Bob Wilkinson has provided him with the correct paint chips. We wish Gary success.

A young Lambert

Trevor Walker from Newcastle e-mails:- "Thought you might be interested in this photo of a very young Dave Lambert with his late brother and his Model 'Y', taken in Gateshead in the early '50s. Dave's pretty sure he can remember where the picture was taken, so we'll be taking a picture of my 'Y' in the same location."



A short trousered David Lambert with his big brother and his April 1934 Model 'Y', AVK 311, in the 1950s."

News from Footman James

As most of you know, Footman James is our recommended insurer. We have a partnership through which our members are given the lowest quotes for the maximum benefits (see Useful Contacts). Additionally, Footman James donates a sum into the Register accounts each year, based on the number of policy holders during the previous year.

We have now been informed that, w.e.f. 15 January 2005, we will not be able to recommend Footman James, or any other insurance company, without registering with the Financial Services Authority (FSA), which we have no intention of doing. We can, however, still advertise their name(s) and distribute their leaflets.

In Committee last year, the small-print on our Footman James policies was questioned. On the Certificate of Motor Insurance, at paragraph 6, it states:-

"Limitations as to use Social, Domestic & Pleasure purposes but excluding use for hiring, racing, pacemaking, speed testing, competitions, trials or rallies or for any business purpose."

Most of us attend 'rallies', so the question of what is meant by a 'rallies' in the policy document was raised with Footman James. They replied:- "The word 'rally' is a bit ambiguous, but the easiest way to clarify it is, if the 'rally' is a gathering on a public road or in a public place and that road or place is still accessible to the public, then that is OK. If the road or place is closed to the public and the vehicles are being used for competitive reasons or time trials, then that is excluded by the policy.



Hence 'rally' as defined in the wording is the use of the insured vehicle in any competitive or time trial event on land or roads that are closed to the public. This also includes off road activities.

In a nutshell, the gathering of members in an area that is still open to the public, isn't deemed to be the type of 'rally' we are seeking to exclude cover from under that clause."

So those of you who were concerned that we were not covered at 'The All Ford Rally' for example, can breath again. Now, if you were to enter the Safari Rally in your Model 'Y', you would not be covered under your present policy!

Sam Roberts.



News of new members

Since our last issue we have welcomed four new members:-

Gary Brownlie. B1001
12 Wickham Rd, Chadwell St. Mary, Grays,
Essex. RM16 4TU

Paul de Groot. O-D103
Industrieweg 4a, 4233 Ameide, Holland

Ian Hawley H1101
19 Kimberley St., Penfield, Wolverhampton.
WV3 0BP.

Gerry Horan. H1932 Clouna South,
Ennistymon, Co. Clare. Eire.

As always we ask old hands to look up new members in their area and suggest that new members contact their Regional Contact.

Notes on new members. ”

Our new members in this issue have brought 3 new cars to the Club. The known car is DUV 252, the excellent 4 door Model 'Y' of 1937, which for many years was the pride and joy of member Mike Merry in Plymouth. This is Ian Hawley's first experience of pre-war motoring and he intends to enjoy it."Gary Brownlie is bravely starting a full restoration on an early 1935 Model 'Y' 2 door previously unknown to the Club. The car has suffered great neglect, but surprisingly is still fitted with the original engine. Gary is an expert in the bodywork area and will extend his skills as he restores his first car. It is interesting to note that Gary's 'Y' must be one of the last produced in Electric Blue, a colour which he naturally intends to keep. "Paul de Groot joins our growing number of friends in Holland. His car, also new to the Club, is a German production Köln version of the 'Y' Model, which needs restoration. Sam has had contact with Paul and will no doubt, in due course, tell us more of this type. The Dutch members' cars are certainly colourful and varied in style. I wonder if we could get them all together on a future event. There's a challenge for the Bolland family!"Gerry Horan, in County Clare, Eire joins as we go to press and I don't have much history on his car, which is new to the Club also... I think. Please let us have the chassis and body number Gerry. His 1935 'Y' is in need of an engine overhaul and Gerry has joined to get support in his restoration work. Keep us posted on progress Gerry. Incidentally there are more cars now in John Fitzgerald's Irish patch than any other region and no doubt John will soon have Gerry making contact with some of his group."Welcome to you all. We hope you enjoy membership and of course have fun with your old Ford."

Bob Wilkinson.

New Membership Officer.

In this issue we are pleased to welcome Colin Rowe as our new Membership Officer. Sadly, Adrian Chapman, after much deliberation, has decided that he is unable to continue and we thank him for his work over the past two years. We look forward to seeing Adrian and Julie at Club events in their prize winning Model 'Y'.

Colin joined just over a year ago and bought DVT 788 from the late John Jennings. Colin had owned a Model 'Y' in the 1960s and wanted to revisit nostalgia! He volunteered at last year's AGM to join the club's re-organised spares operation and felt he could give more time to Club activities; hence volunteering for the membership post.

Colin joins just in time for the annual subscription renewals, so you can help to keep his workload smooth by renewing early (see enclosed notice).

Welcome Colin – you will enjoy the job that's an order!

International correspondence

Spain

Luis Cascante follows up Fidel Leon Darder's report on the Model 'Y' on display at the Ford Centenary Exhibition in Valencia, reported in the last issue:- "We spent ten days in Barcelona with my family, during the Christmas and New Year holiday. When we arrived home, I found the copy of your e-mail to Fidel Leon Darder, about the Model 'Y', registered M-87638, which was on the Ford Centenary Exhibition stand in Valencia.

If the registration number is correct, this car was re-registered in Madrid, in early 1951. I looked up the '*Anuario Automovilista de España 1952*', an old book in my humble library, which lists all the vehicles registered in Spain between July 1949 and June 1951. M-87638 was listed as a Renault, and the owner one Mr. D.González of Madrid. Are you sure of that number?

Meanwhile, Fidel, in Valencia, was following up the find and reported:- "Through the exhibition organisers I obtained some information about Model 'Y', M-87638. Its chassis number is Y-69120. The car is owned by a transport company, Trans-Gimeno, S.L. (José Peris-Gimeno)."

This gives it a date of manufacture at Dagenham of July 1934. The car would have been exported in a 'Knocked Down' state to Ford Ibérica in Barcelona, where it would have been assembled.

The photograph shows that the car has a 'piano' hinged bonnet, which would fit the July 1934 date of manufacture; the chrome strip hinge not being introduced until November 1934.

Luis Cascante went further:- "This morning I telephoned José Pérez Gimeno, of Albal (Valencia), who is the present owner of the Model 'Y' that was on exhibition during the Ford Centenary in Valencia. José says that the car was requisitioned during the Spanish Civil War by the Nationalist Army and sold at an official auction in the fifties (that explains the 1951 Registration number). His grandfather, Mr Gimeno, the owner of a transport business, bought it in Madrid in the early fifties, but possibly from another person, rather than from the auction. The car has been with the family since then and José used it in the sixties. They restored the car some time ago, and painted it in cream. The family company - Trans-Gimeno - has a commercial relationship as carriers with the Ford factory in Valencia, hence the presence of the Model 'Y' in the Exhibition.

He confirmed the registration number M-87638, which is recorded as a Renault in the 'Anuario Automovilista de España 1952'. Perhaps there was confusion when compiling the registration numbers, as the next car - M-87639 - is recorded as being a Ford. I suggested José join the Register through the web."

U.S.A.

That Eifel triangle

In the last issue (146) there was a photograph of a heavily modified Eifel saloon being used as a trailer-towing tractor during the war. I asked for any ideas on the significance of the triangle on the roof of the cab and suggested that it might indicate that the vehicle had a trailer. Robert Moore, from Illinois, who provided the photograph, responds:- "You had a question about the triangle symbol attached to the roof of one of the Eifel photos I sent you. You are correct that it had to do with the towing of trailers. Vehicles (usually trucks) in Germany displayed this recognition sign when towing trailers, sort of a caution sign alerting oncoming drivers. As a side note there is what I can best describe as a mushroom shaped metal piece attached to the top of the left front fender. This

was known as a Notek light and was shaped so the light would be cast downwards toward the immediate front of the car and road. Used for very slow travel only. Thought it might be of interest." Thanks for that Robert.

Germany

Thilo Moerke, of the Ford Oldtimer and Motorsport Club Cologne e.V., sent the following informative e-mail:-

"Many thanks for sending me a copy of the latest "Transverse Torque". I really enjoyed reading your excellent club magazine and was surprised to see so many Eifels. The picture on page 20 shows a typical wartime conversion. The Ford range was quite suitable for being converted to a heavy goods tractor, having a simple running gear with beam axles. One of these rare vehicles actually survives in the private "Gut Hand" car collection in Aachen near Cologne. This particular vehicle uses an additional chain-driven(!) back axle, which is driven by the original axle. The car looks very similar to the one in your club magazine, so I assume it is the same conversion. That also explains the wide rear track.

The car on page 20 is probably running on CNG or "Stadtgas" (coal-derived synthetic gas). In contrast to the "Imbert generator", it uses high pressure containers, which are visible on the rear bumper. Again, Ford engines were particular suitable for these conversions with their simple engine design and low compression.

The roof-mounted triangle indicates that the car is towing a trailer. This illuminated signal was used here in Germany until the '50s and a similar sign is still being used in Spain (although nowadays on the front bumper). The photo on our club website shows a similar converted Eifel convertible:

[http://website.webcenter.lycos.de/www.fomcc.de/images/eifel_zugmaschine\(2\).jpg](http://website.webcenter.lycos.de/www.fomcc.de/images/eifel_zugmaschine(2).jpg)

[Note: coincidentally, this is the photo we illustrated on page 17 of Issue 141]

I also enjoyed the picture on pages 21 to 23. As you probably know, Eifel roadsters were built by various German coachbuilders: Karmann, Stoewer, Gläser and Deutsch all produced bodies, that vary in detail."

Australia

A query from bill Ballard:- "A question for you, please! I am attaching pictures of the front axle ("A" frame) received by Wayne Robertson in the pile of bits given to him by Bernie Bridle. The axle beam is clearly stamped "19 - 3010" on the front and back surfaces which would signify that it is Model 'Y', but it is more curved (from front to back and from top to bottom), as shown in the pictures, than a normal axle. It doesn't look as if it has been involved in an accident. Is this a very early pattern of axle, i.e. off a "Shortrad"?"

I replied:- "I have been searching through the parts lists and cannot find Model 'Y' parts pre-fixed by 19. I can only assume that these were either parts manufactured in Dearborn to 'prime the pump', as it were, to establish some spares back-up at the start of Dagenham production, or they were very early Dagenham manufacture.

You will see from my book, pages 49/50 that agreement was reached on 6th July 1932 for the letter Y to replace 19 for the title of the vehicle and for 'service parts descriptions'. It would have taken some time for this to be translated into forging dies to make the parts in time for manufacture to commence in August 1932.

The part number 19 - 3010 would have been for the axle beam only, not the A-frame assembly."



The front axle beam, which has come to light in Australia, with a 19 part number. I wonder what the symbol after the part number signifies; the manufacturer?

A bit of trivia (Model 'C'/'CX' bonnet)

Bill also sent in the following:- "During the course of refurbishing the bonnet for Cyril Johnston's Model 'C' coupe (see

New arrival

page 26, issue 146), I took it round to Wayne Robertson to be "fettled" and, during the course of a chat to Wayne, he pointed out two things about the 'C'/'CX' bonnet that I had not been aware of before.

Take a look at my picture of the "driver's side half" of the refurbished Model 'C' bonnet (which Wayne had etch-primed in white paint) and look closely along the join of the two parts of the bonnet. You will note that the uppermost edge of the lower part is rounded and tapers to a point from the back edge of the bonnet to the front edge. This was necessary because the back edge of the bonnet (left hand end on photo) has to match the swage line on the side of the scuttle, which goes round the middle of the door, etc on sedans, vans and coupes (or the top of the door on roadsters and roadster utes); whereas the swage line is not to be found on the side of the radiator grille. Now look at the vents in the lower part of the bonnet, which are normally to be seen on the vertical side of the bonnet when on the car. Note how the vents are in a vertical plane, which tapers from the front of the bonnet to the back. This I suspect is purely a "styling" thing, but it would have added to the complexity of the original pattern for the pressing. The same features are to be found on the Model 'CX' bonnets (although the latter has vertical vents in the side of the bonnet). And whilst on the subject, note also that the Model 'C' bonnet has only one fixing handle (at the rear of the bonnet) and just a "locating lug" at the front of the bonnet where the other handle is on a Model 'CX' bonnet."

Well spotted Wayne. I, for one, had not noticed the tapering of the swage line or the vents.



Cyril Johnson's primed bonnet showing clearly the taper of the swage line from left (scuttle end) to right (radiator grille end) and the taper in the protrusion of the vent from right to left.

I have been apprised of the progress of the restoration of Bill Ballard's Australian bodied Model 'CX' roadster, with photographs, almost on a weekly basis for the past year. However, it was Wayne Lodge, of the Ford 8 & 10 Side Valve Club of Victoria, who provided me with the first formal announcement and pictures of the new arrival in the Ballard family, as follows:- "New arrival. William David and Sandra Ballard announce the safe first outing of 'Bluey' to the Australian public. Circa 1936, 10hp. The proud father has not stopped grinning'."

A full write-up on the restoration is promised by Bill for future issues. In the meantime, here are a couple of photographs of the car's first outing to the 'Picnic at Hanging Rock' gathering on 8th February, at which there were over 1000 cars present. Wayne tells me that the temperature was 40° C !



Wayne Brown's 1935 'CX' phaeton (Geelong bodied tourer) alongside Bill Ballard's, just restored, 1936 Model 'CX' roadster, 'Bluey'.

A proud Bill Ballard stands by his newly restored 'CX' roadster at the 'Picnic at Hanging Rock' gathering on 8th February in Victoria, Australia.



A sad looking left hand drive (Barcelona assembled) Model 'C' on the Balearic Island of Majorca. Does Guy Maurin know of it I wonder?

Spain again!

Fidel León Darder, in Valencia, reports:- "I've found news of another Model 'C' survivor. The attached picture was sent to a car magazine by some car enthusiasts from Mallorca. They requested information about the car they believed to be an 8 hp. I've contacted them giving some information about the car and encouraging them to join the Register."

I have set our Spanish bloodhound (Luis Cascante) on the case and hope to have more details about the car in the near future.

Piccadilly Jim.

It all began last October when Bob Wilkinson was contacted by 'Nine Nine Cars', a company that provides action vehicles for film and T.V. productions. Six Model 'Y's were required to support filming at various London venues the following January. As a result of phone calls, e-mails and a request in the November / December issue of 'Transverse Torque', Bob was able to confirm that the required number of vehicles would be available. A few enquiries revealed that we would be supporting a film adaptation of "Piccadilly Jim", a novel by P.G.Wodehouse, adapted for the screen by Oscar winning "Gosford Park" writer, Julian Fellowes. The film, a comedy, stars the actor Sam Rockwell as Jim Crocker, an American rogue on the loose in 1930s' London, trying to clean up his scandalous reputation in the quest of the girl of his dreams. Tom Wilkinson plays her disapproving British father.

On Sunday, 4th January, at 06-30 hours, six Model 'Y's arrived at Waterloo Place, WC2, located at the south end of Regents Street, in central London. We were directed to park outside the rather grand entrance to the Athenaeum Club. With our cars safely parked we surveyed the scene. There were costume and make-up trucks, a production office, two double-decker dining buses and a number of other support vehicles, including a mobile lorry known as 'The Honey-Waggon'. We joined the production team, 'camera', 'sparks', 'grips' and rigger crews for breakfast, wondering just exactly what had we let ourselves in for. With breakfast over, we were ushered off to the wardrobe caravan to be fitted out with long coats, scarves and hats, 1930s' style. All six Model 'Y's were then driven to Whitehall to receive instructions from John McKay, the director.

The plan was that a chauffeur-driven 1926 Rolls Royce, containing the Duke and Duchess of Axminster, followed by Chris Jarvis in BRR 525, was to drive along Whitehall towards Trafalgar Square. As background vehicles, the remaining five Model 'Y's were to be driven towards Parliament Square. These included my ARO 135, Jim Sharpe in DKE 912 and Jack Clarke in ENO 344. John Argent's BPT 311 and John Coleman's CPC 537 were driven by film support crew-

members. We were given hand held radios and told that the police would action a "Traffic Lock Up" to stop all vehicles entering Whitehall. Back in our Model 'Y's we waited for our instructions.

The radio crackled into life, "Request Traffic Lock Up." Within a short time all vehicles a long Whitehall had disappeared.

"Sound on."

"Cameras running." "All cars go."

So we did; along Whitehall, U turn round the Cenotaph, past Downing Street and back to the starting point. During the next two hours, two rehearsal runs and four filmed runs were completed. Each time Whitehall

was closed to all traffic. I must confess I was most amused when I realised that on a busy Sunday morning we were driving our Model 'Y's along an empty Whitehall, no tax disc on display, going through red traffic lights, U turns round the Cenotaph and back to park on a double yellow line. All this in full view of ten policemen and a horseguard! The sequence was completed by using a second Rolls Royce, mounted on a low loader trailer, with cameras and microphones to record the Duke and Duchess inside the car whilst it was being transported up and down Whitehall.

Late morning the film crews and vehicles moved a short distance to Horseguards Avenue to film an action involving the Rolls Royce and an old man crossing the road. Our cars were either parked or being driven as background action. One modern road sign was covered with a period "Halt Major Road Ahead" sign.



Some of the early risers; from left, David and Jackie Gustard, Carol Jarvis (who, with Chris, had left Hove at 3a.m.), Jean and Jim Sharpe. Missing but present, Chris Jarvis (taking photo) and Jack Clarke, who, from the next photo



..... would seem to have been the last in the queue for 'wardrobe' (probably tucking Shirley up in bed). That coat would have fitted you in the 1930s, Jack!"

This session was completed by mid afternoon. We then drove back to Waterloo Place via a very busy Trafalgar Square for a late lunch.

The last location for the day was in White Horse Street, Shepherds Market, on the north side of Piccadilly. We arrived late afternoon to see a narrow cobbled street enclosed with tall brick faced buildings. The crews were already at work erecting cameras, false brick walls, bright night club signs and switching off unwanted street lights. As dusk fell the street had been transformed into a 1930s night club scene, complete with London fog. Four of our Model 'Y's were parked in the narrow street and DKE 912 was quickly turned into a taxi by mounting an illuminated "Taxi" sign on the roof with



Jarvis' Model 'Y', proceed up Whitehall. At the same time, four Model 'Y's head the other way towards Parliament Square and Big Ben, showing 9a.m.

the help of some gaffer tape. The taxi driver was a suitably dressed Jim Sharpe. Unfortunately we were not permitted to take photographs of this colourful scene, but I can confirm that for a number of takes Jim was seen driving off into the night with three "floozyes" on the back seat of his car. Filming finished at 19:00 hours and we returned to Waterloo Place to reluctantly hand in our coats and hats as we had by now become quite attached to them.

The next filming session was scheduled for Wednesday, 28th January for just one Model 'Y'. This was for 'The Taxi', Jim Sharpe's 1936, 2 door, DKE 912, which arrived as planned at a Battersea location at lunchtime. Jim was then requested to take the car to Wandsworth Film Studios. Early evening he was told to stand down as the car would not be required for filming. This was probably just as well as the Model 'Y' had turned from black to white as it had been snowing hard for an hour or so. The journey home with the car on the trailer was just added excitement to what had already happened, or not happened, during the day. Arriving in Galleywood, the car frozen to the trailer, with deep snow making it difficult to get car and trailer into the driveway, was the end of a perfect day. It was two days before the car was back in the garage, de-iced, dried off and prepared for the next filming session. Our next day of filming was scheduled for Sunday, 1st February. At 07:00 hours, all six Model 'Y's were to be at Montague Place, WC1, which is next to Russell Square. With breakfast, make-

up and wardrobe completed, we drove a short distance to the filming location for the day. This was to be Bedford Square, WC1, one of London's best-preserved squares, which is located between Russell Square and Tottenham Court Road. This large square had been closed off to all traffic by the police, road signs removed and the road surface covered with a layer of black grit to cover any markings. With more than fifty extras and the leading players all in period clothes, plus six Model 'Y's, the scene had indeed been transformed to the 1930s. We parked up and studied the 'Call Sheet' for the days filming. In particular a stunt scene requirement which read:-

"As Jim follows Ann, she steps into the path of an oncoming car. He runs, grabs and spins her out of the way narrowly avoiding being hit himself."

We hear that our leading actor, Sam Rockwell, elects to do the scene himself and does not want to use a stunt double!! The camera crew is to be located in the road for one of the takes, with Model 'Y's passing within inches of them. I am sure I wasn't the only one thinking that this should be interesting, as there are six vehicles in Bedford Square and not one set of hydraulic brakes between them! The action was filmed around five times for each of three different camera

positions. All takes, fortunately for the Y&C Model Register, went smoothly without any engine stalls, collisions with film stars or camera crew. By early afternoon our participation had been completed and we were 'wrapped'.

The last shoot for our cars was on Friday, 6th February at Greenford Studios, when Jim Sharpe's 'Taxi' was needed for one last shot, the one that was postponed for two weeks due to the blizzard. Breakfast, then one hour in the studio and it was all over.

Our thanks go to our wives, who patiently stood around for many hours and kept us up to date with the location of the coffee urns and all the film set gossip. Our cars were not only very popular with the actors and film crew, but also with many London tourists, who were continually photographing six Model 'Y's as they were being driven from one film location to another. No doubt the Model 'Y' footage that will be used in 'Piccadilly Jim' will be measured in seconds, but the many hours that we spent at various locations was quite an experience and great fun.

David Gustard and Jim Sharpe Region 10

A wealth of photographs was sent in by Jack Clarke, Chris Jarvis and David Gustard

The Essex Mafia and no fewer than five Model 'Y's in 'stand down' mode between shoots. From left, Jim Sharpe, Jack Clarke (now better dressed) and David Gustard (with period Afghan collar). Jack reckons that Jim and Dave are not at all happy with the profit they made last year from drugs and prostitution!"



