

Issue X148 May / June 2004



# REGISTER OFFICERS

Chairman	Mike Samuel	The Willows, Stoney Road, Garndiffaith, Pontypool, Gwent NP4 8PY Tel: 01495 772418 e.mail: mksamuel@fiscal.co.uk
Vice Chairman	Peter Ketchell	2 Manor Road, Wesminster Park, Chester CH4 7QW Tel: 01244 676856
Secretary	Bob Wilkinson	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463 e.mail: bob@bwilkinson49.fsnet.co.uk
Treasurer	Bruce Allan	37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA e.mail: bruceallan@telco4u.net
Membership Officer	Colin Rowe	65 Orford Rise, Galley Common, Nuneaton, Warwicks CV10 9SA Tel: 02476 397409 e.mail: Susten@aol.com
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX e.mail: Graham@FamilyMiles.com
Spares Administrator	Jim Sharpe	23 Rous Chase, Galleywood, Chelmsford, Essex CM2 8QF Tel: 01245 351546 e.mail: jajm.sharpe@virgin.net
Regalia Officer	John Argent	35 Brookmans Ave., Brookmans Park, Hatfield, Herts AL9 7QH Tel: 01707 662049 e.mail: john@argy.fsnet.co.uk
Editor & Archivist	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF. Tel: 01264 365662 e.mail: sam@samroberts.plus.com
Technical Advisor	Geoff Dee	27 Ladycroft, Cubbington, Leamington Spa, Warwicks CV32 7NH Tel: 01926 334780 e.mail: GJDee@hotmail.com

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

## REGIONAL CONTACTS

01/02 Devon/Cornwall Somerset/Avon/Wilts/Glos <i>Ivor Bryant</i> The Cottage, The Street, Alveston, Bristol BS35 3SX Tel: 01454 411028 ivor_bryant@msn.com	08 Oxon/Berks/Bucks <i>Roy Hocking</i> 69 Aylesbury Road, Bierton Aylesbury. Bucks HP20 5BT Tel: 01296 427706 rhock@btopenworld.com	14 N. Wales/Cheshire/Lancs Merseyside/Manchester <i>Peter Ketchell</i> 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856	19 Ireland John Fitzgerald 17 Kilgobbin Heights Stepaside, Co Dublin, Eire Tel: 00 353 1 295 4299 Mobile: 00 353 (0)87 2556872 jfitzgeraldfordyc@eircom.net
03 Dorset/Hants/I of W/Channel Isles <i>Colin White</i> 49 Grange Road St. Leonards, Ringwood Hant BH24 2QE Tel: 01202 873620	09 Beds/Herts <i>John Argent</i> 35 Brookmans Avenue Brookmans Park, Hatfield Herts AL9 7QH Tel: 01707 662049	15 Notts/Derby/Lincs/S. Yorks <i>Ken Sleight</i> The Forge Cottage Owston, Askern, Doncaster DN6 9JF Tel: 01302 337483	20 London/Middx <i>Jim Miles</i> 23 St Alban's Crescent Woodford Green, Essex IG8 9EH Tel: 07901 561866 (afternoons only)
04 Surrey/West Sussex <i>Julian Janicki</i> "Riverside" Blackbridge Lane, Horsham, W Sussex RH12 1RR Tel: 01403 251184	10 Essex <i>Dave Gustard</i> 44 Park Dale Danbury, Chelmsford Essex CM3 4EH Tel: 01245 222921	16 North, West & East Yorks <i>Barry Diggie</i> 16 Croftlands, Idle Bradford BD10 8RW Tel: 01274 614729 barry.diggie@btinternet.com	Australia <i>Bill Ballard</i> 24 Rowan Ave, Boronia Victoria 3155, Australia Tel: 00 61 3 9762 9974 sfbill@bigpond.com
05 East Sussex/Kent <i>John Keenan</i> 41 Ghyllside Ave, Hastings E.Sussex TN34 2QB Tel: 01424 424323	11 Worcs/Stuffs/W. Mids/Warks <i>Geoff Salminen</i> 2 North Pathway, Carless Ave., Harborne Birmingham B17 9EJ Tel: 0121 427 2189	17 IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Clvnd <i>Trevor Walker</i> 4 Pauline Gardens, Denton Burn, Newcastle NE15 7TD Tel: 0191 274 5660 trevor@walke12.freemove.co.uk	TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB
06 South Wales/Hereford <i>Mike Samuel</i> "The Willows" Stoney Road Garndiffaith, Pontypool Gwent NP4 8PY Tel: 01495 772418	12 Leics/Northants/Cambs <i>Roger Hanslip</i> 165 Hungate Road, Emneth Nr .Wisbech PE14 ;8EQ Tel: 01945 430325	18 Scotland <i>Drew Barr</i> 30 Weavers Crescent Kirkcaldy KY2 5LN Tel: 01592 269266 drew@bars493a.fsnet.co.uk	DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed.
	13 Norfolk/Suffolk <i>Brian Mace</i> 5 Glenburn Ave. Sprowston Norwich NR7 8DU Tel: 01603 425558		Printed by <b>CPS-Airedale</b> Leeds 0113 226 7497 Specialist Print for Classic Car Clubs

# Editorial

I was delighted to see the improvement in the quality of the text and photographs in the last issue and congratulated Steve Waldenberg, our printer accordingly. What I failed to notice when checking the proof copy, was that we had been short-changed by four pages, it having only 24 pages, rather than the usual 28. So yet again, I must apologise. It is becoming a habit, which I must break!

The A.G.M. has been and gone. As always, it was a most enjoyable day, spoilt only by the rain, which did let up for an hour or so before the meeting to allow us to look over the cars. I note that, every time Regalia doesn't bring along Y&C umbrellas for sale, it pours down! John Keenan and Chris Jarvis manned the Regalia and Spares stand and sold over £600 worth of stock, which is not bad going.

We celebrate another anniversary in this issue; that of fifty years since the first stock car race meeting in this country. In 2003 and 2004, we seem to have been recording anniversaries in every issue. The one that, surprisingly, seems to have passed by unnoticed is the twenty-fifth anniversary of the founding of the Ford Y&C Model Register! The inaugural meeting was held on Sunday 19<sup>th</sup> March 1979 at Graham Miles old house on Gallows Hill. To mark the silver anniversary, the '20 years ago' feature in the next issue will be replaced by a 25 years ago article.

Another unusual car has appeared out of the woodwork. This time it is a 'woody' which has come to light in a derelict state in Northumbria. It is now owned by new member, Andrew Black, who sent in the accompanying photograph. Its registration, AG 9762, puts it as a 1934 car, from Ayrshire. This is confirmed by Andrew, who reports its chassis number as Y47758, a January 1934 product from Dagenham.



Andrew Black's recently found and acquired 'woody' in Northumberland.

In this issue	
Chairman's chatter .....	4
Our rambling Secretary .....	4
20 years ago .....	5
Bezzant update .....	7
Events 2004/2005 .....	8
TAITH O GYMRU MEHEFIN 2004 .....	8
ANNUAL GENERAL MEETING 18th. APRIL 2004 .....	9
DVLA update .....	10
Ford Cologne .....	11
Members' correspondence .....	12
Spares report .....	13
Stack Car Racing .....	13
Book reviews .....	15
Members' cars .....	17
For sale .....	18
NEWS OF NEW MEMBERS .....	18
International correspondence .....	19
Keeping track of 'Y's Down Under' .....	21
Northern sidelights .....	24
Ford Heritage Vehicles .....	24
'Famous Fords' 1990 calendar .....	25
Accidents will happen .....	26
More from Julian's album .....	27
Dung ! .....	27

## Illustration on back cover

Bill Ballard found this English advertisement at a 'swag meet' in Australia. From the Christmas 1935 edition of 'The Bystander', it shows the then new Model 'CX', the production of which, in Fordor, fixed roof form, commenced on 14<sup>th</sup> October 1935.

Barry Diggle and Ken Clarke also reported its appearance in 'Practical Classics' magazine, where it was announced as a 'barn find' by a chap called Mark Taylor. This is the second known surviving 'woody', the first being discovered by Geoff Dee in a barn near him. Colin Rowe is also aware of this one and has been to see it. We hope to have some more news on this one, and some photographs, soon. 'Woodies' were not manufactured by the Ford Motor Company and are, in the main, converted Tudor saloons, as is the Northumberland find, which has a Briggs body number 165/4543, giving its provenance as a long rad, fixed roof, Tudor.

Recently joined Gary Brownlie immediately recognised the Dorset Fordor Model 'Y' illustrated in last issue's Editorial as the one he had bought off ebay, the Internet auction house. As it was without registration plates and documentation when he bought it, he was delighted to see its registration number, JT 2127, in the photograph. He now has the DVLA investigating the number removal with a view to recovering it.

Having stated that we know of no known Cordoba tan surviving Model 'Y's in

'Members' Correspondence', I was corrected by Nigel Stennett-Cox, who had seen one in the Kirkby Museum in Lincolnshire. He is quite correct. The Tudor belongs to Phillip Panton (Y108900) and is shown in the register as Cordoba tan. I eat humble pie.

At the last Committee meeting, Jim Sharpe gave me some recent back copies of 'Ford News', which is the in-house magazine for Ford's UK employees ('@ford' is the one for European employees). There is occasionally an article about Ford's heritage in the UK magazine. Jim also gave me a copy of the English version of the large 1990 Ford Cologne, 'Famous Fords' calendar, extracts from which appear elsewhere in this issue. The calendar has been added to the archives. Thank you Jim.

David Gustard kindly sent me the latest copies of '@Ford' and 'Ford News'. Nothing of historic interest to report, but it was interesting to note the present percentage of Ford sales to total car sales in each European country: GB, 17.4%; Germany, 7.5%; France, 5.3%; Spain, 9.5%; Italy 8.0% and Belgium, 5.7%. Apart from Italy, I would guess that those were the sort of ratios in the 1930s.

David Gustard's wife, Jackie, tripped over a super website whilst researching her family history. It is the historic archives' website of the London Borough of Barking and Dagenham and has some fascinating photographs of Ford's Dagenham site from 1721 to the present day. Briggs Motor Bodies, Kelsey-Hayes Wheel Company and W.J. Reynolds (Motors) Ltd, are also featured. David spotted only one photograph with our cars in it and that is of a Model 'Y' at Chadwell Heath. The caption says "in about 1935", but it can't be as the Model 'Y' was registered in early 1937. The website address is:- <http://www.barking-dagenham.gov.uk/ha2/search.asp?archid=66>

A further addition to the archives has been possible thanks to the generosity of Robert Moore in Illinois, U.S.A., who sent me copies of two Eifel brochures; the first, in colour, undated, but probably of 1934/35 vintage, illustrating the Model 'C' styled limousine, cabrio-limousine, the sport roadster and the cabriolet, and the second, black and white, dated March 1938,

**Continued on page 4**

# Chairman's chatter

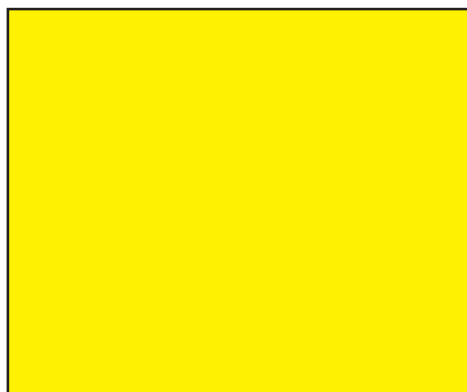
After returning from the A.G.M. and having spent a very enjoyable day meeting friends old and new, I must say that it was excellent to see so many people attending the meeting. We as a club have been moving forward at a fast pace in keeping with all needed changes. Again, I must say that we are fortunate to have so many good committee people. As was said at the meeting, it is so important to make sure that you as members have your say in keeping our cars on the road, so all points are always welcome.

The spares team have done such a good job in making so many items available. All we need to do now is BUY THEM AND FIT THEM.

On the events front, we look forward to the coming season's activities and hope to see you all at some of the venues (especially in SUNNY WALES). Enjoy your Motoring.

**Mike Samuel.**

**Continued from page 3**



*An early 1937 London registered Tudor Ford 'Popular' at Whalebone Bridge, Chadwell Heath, looking northwards. Traffic conditions were congested in the mid-1930s before this road was widened."*

**DEADLINE FOR COPY FOR ISSUE 149 IS SATURDAY 26<sup>TH</sup> JUNE 2004**

illustrating the 'alligator' bonneted 'Eifel Tudor de Luxe Sedan' and the cabrio-limousine. Thanks to you Robert.

Please note under 'Useful Contacts' that Tony Butterfield has changed his telephone and fax numbers, as well as his e-mail address. Tony graced us, with his small Fords spares stall, at the A.G.M. Regrettably, he is to cease trading and move to Scotland. He has kindly offered his stock of Y&C spares to the Club.

Whilst on spares, it was mentioned in committee that one of our members sent some old brake shoes, on exchange, from outside mainland UK and declared them as having a value of 'up to £250'. The Post Office levied an import duty of £45.00! Members living overseas and on the off-shore islands are advised to declare 'nil' value on such 'scrap' items.

I hope you enjoy this edition. If not, please let me know why – I get very little feedback.

**Sam Roberts**

# Our rambling Secretary

I write this a couple of days after our very enjoyable A.G.M. What a lovely day ..... except for the weather this year, which put a damp outlook on the range of cars brought along by members. The well attended event, as always, was a mixture of social gathering and necessary business. Apart from Tony Butterfield's stall and member Jeff Hancock's spares cache, Club spares were also available and, judging by the favourable response from members, this will probably become a regular feature. It was good to see some new members there alongside many old friends..... if you missed it note the date (April 10<sup>th</sup>) for next year!

The minutes of the meeting are included in this issue, but please contact me if you need any elaboration on any matters regarding the running of the Club. It's YOUR club don't forget.

The warmer weather has brought my winter indoor jobs on the house to a close and restoration of the 'CX' tourer is now under way again. The rear of the chassis and wheel arches, etc. will need some new metal welding in and I have removed all the floor section to gain access. I am hoping that this will obviate the need to remove the body – not as easy on the 'C' Models as on the 'Y'. Sadly the car will not be finished for this summer season, but the Club tour to France in May 2005 is my target, with some running-in miles on the clock before that date."

The Model 'Y' Mistral tourer, which I restored 20 years ago (you saw my photo in last edition working on running chassis), is now with Guy Maurin in Majorca. In a recent telephone call he told me that he is seeking an air cleaner modification to cope with the dusty conditions on the island. I do know that our cars exported to various overseas counties were fitted with air cleaners. Can anyone help with sourcing the parts he needs? I wonder if our friends on Australia can help? – are your 'Y' & 'C' Models out there fitted with air cleaners? The tourer is a pleasure to use out in Majorca – except that, according to a phone call just now (how about that for coincidence!), Guy is having head gasket problems.

Armando Torres, in Gibraltar, is seeking photographs of the inside of a door of a Model 'Y'. Following a lay off from restoration due to a serious break of his arm, Armando is facing a pile of car bits and a collapse of his memory! Can anyone help please? (Photos to me and I will forward).

## **Seats and Springs.**

I was called recently by Wade Springs, the company which has taken over the Bristol Spring Co., which our members have used for some years. I understand that Wade Springs now have some patterns for making spring bases for our models, but, to be certain, they prefer to work from your patterns. The company is now listed on our Useful Contacts page, tel: 0115 9463000. They seem a very helpful company.

## **Footman James On Line.**

Members can now access footman James on line for classic car insurance quotations "(www.footmanjames.co.uk). Have your club membership details to hand. Footman James also offer a wide range

of insurance products, including car, which may be of interest to members. You can of course telephone on the number listed on the Useful Contacts page.

#### DVLA & SORN:

I have had a few calls recently from members concerned, and confused, over the SORN regulations with reference to our cars. Please see the article elsewhere in this issue which should put your mind at ease. Also note my comments on obtaining registration marks (V5) if you don't have current papers.

#### **Companies' listing**

I am still putting together a list of companies offering services, which help in the restoration or servicing of our cars. So, any information you have, either local or national, will be welcome. Roger Hanslip has just given details of a company to restore my dashboard instruments – part of my 'CX' tourer restoration. If you have used such a company in your region, with success, please let me know, as this is one area of restoration where finding better used instruments is proving impossible. I hope to make the booklet available to members later this year.

#### Help from your mates.

Having just spent two consecutive long weekends removing, then refitting, engine, gearbox and rear axle with a friend on his car, this made me realise how much easier most jobs are when working with someone, rather than alone.....Yes, even Pete Ketchell! Firstly there is the motivation of arranging a day, then not putting it off for some reason we will regret later. Those extra hands make most jobs so much easier and generally the companionship makes the job far more pleasant – fun even. Learning from someone else's experience is useful too..... and I have much to learn! But that is what a club is about – why not make contact with your local members and give mutual support?

#### Subscriptions

Don't forget to pay your subs NOW as your last reminder is enclosed with this issue."Anyway work calls so back to the 'CX'. Enjoy your summer by getting out with the old Ford..... or under it!"

Bob Wilkinson.

#### BOB'S JOKE CORNER.

Tony Butterfield sent the following newspaper story which will appeal to all members and particularly our friends Down Under! "Aussie Bravado Foils Cops."Four young Aussies pulled off a trick of amazing bravado recently to gain revenge on a mobile speed trap van operating in their area."Three of the group approached the van and distracted the operator by asking technical questions about the equipment. The fourth member of the group was meanwhile unscrewing the number plate from the police van."They bid the police a cheery farewell and went on their way, but later fixed the stolen plate onto their own car and then, over the next few hours, they drove at high speed through as many camera traps as possible. Spies inside the police department reported the acute embarrassment when the electronic computer system generated and sent to themselves 17 speeding fines!" "Thanks for that Tony. I look forward to breaking the motorway limit in my 'CX' soon!

**Bob Wilkinson.**

## 20 years ago

Issue 29 of 'Transverse Torque' contained little of interest, other than a very informative article by Graham Miles on lighting regulations as they apply to our cars. This is a topic, which needs to be aired in an up-to-date light, so I have forwarded the article to our Technical Advisor, Geoff Dee, who is in the process of preparing a series of articles on MoT requirements. Lighting is obviously one of those areas.

### More than 20 years ago!

At the last Committee meeting, I was handed a pile of old magazines, donated by ex-member, Glyn Jones, from Hertfordshire. They consisted of a selection of 'Three on the Floor' dating from 1972 – 1975, and early newsletters from the Ford Sidevalve Owners' Club, published at about the time of the formation of the Y&C Register in 1979. 'Three on the Floor' was a magazine for Ford, Americana and Military Vehicle enthusiasts, whose main contributors were the late, and great, Michael Sedgwick and Steve Southin. It is fascinating to see photographs of cars and read of people, who are still around and active in the present-day Y&C Register. Julian Janicki and Tim Brandon's names appear in many issues, as does Philip Albers', our paint expert, with his 1933 Model 'Y'.

There is a photograph of the 1935 Model 'Y' van, FMH 824, which was last known to be for sale by the dealer P.O'Leary in 1997; then owned by A. Oliver. Where is it now? In a letter

**Members, your subscriptions are due now for 2004/2005.**

**If you do not pay by Standing Order and have not already paid, please complete the insert form and send it with your cheque to Colin Rowe.**

from Clive Saunders of Walkford, Hampshire, dated July 1973, he refers to his Model 'CX', BOU 423. I note that we have this on our register of survivors, having been seen in Classic Car Weekly in October 1991. Where is it now?

Unfortunately, I do not have the July 1972 copy of the magazine, in which, apparently, Michael Sedgwick wrote an article entitled "Y Indeed". In the November 1972 issue, Jem Bowkett responded with an article "Y Because". It reads:-

" Although, or perhaps because, I know and respect Michael Sedgwick as a man of great knowledge and wit, I found his "Y Indeed" feature in the July issue rather incongruous for a Ford enthusiasts' magazine. The Y has, except in the past couple of years, been largely ignored by old car enthusiasts and left to the old-banger and stock-car markets, yet it is one of those vehicles which exact tremendous loyalty from those who use them. Indeed, I expected the Editor to be flooded with protesting letters from the proud owners, whose shiny model Ys had all shamed mine at the Ford Rally, but there was not a single one, so I will have to redress the balance on their behalf.

The family design resemblance to the 103E Popular of the 1950s is obvious, yet the cars are completely different in character. I only recently realised how strong the contrast is when I discarded a 1959 Popular and bought a 1936 Y Tudor for everyday use. Despite many hundreds of miles as a passenger in various Y cars, the first week was spent adapting to the unhurried gait and learning the tricks of braking and steering needed for traffic survival – in comparison, the 103E had been like a bouncing rocket-propelled inverted blancmange mould, but could be thrown around in traffic with ease. Model Y techniques were soon mastered and I now have an unshakeable faith in the ability of my 'hundred-pounder' to carry me anywhere.

Going from the general to the specific, I will consider that "alarmingly noisy" engine with its "tricky cold-starting" and "dipsomaniac thirst": the Ford exchange 8 h.p. unit, mileage unknown, in my Tudor starts first pull after standing all night on a misty Berkshire hillside and pulls smoothly up to that fussless 50 m.p.h. with very little of the carburettor roar which my 10 h.p. Prefect exhibits on acceleration. In local use, including a daily thrash through the heavy A4 traffic to Slough, it averages 40 m.p.g. and merely has an occasional nibble at the oil-level. During the last week of September, I had a few days' holiday in Cornwall and kept a careful record of expenditure:- loaded with my personal luggage and full camping equipment, I covered a total of 640 miles for £6 3½, being 16 gallons of petrol and 1 pint of oil. By simple arithmetic this works out to 40 m.p.g. exactly, and just under 1p per mile – good going considering the hills that required me to use full-throttle in the lower gears much of the time. (Note: at no time did I have to resort to the old trick of going up in reverse!) Returning, I left Newquay just before lunch and arrived home before 8 p.m. – no great feat of endurance or speed, but I did stop for a good lunch and a look at the Fleet Air Arm Museum at Yeovilton. For feats of endurance one must turn to Bill Finch, well-known for his Lands End to John O'Groats trip in a Model T tourer, who once drove a Y Tudor London - Lands End – John O'Groats during a week's holiday for a £5 bet; or John Carter, who brought ½ ton of vintage 78 rpm jazz records back from Scotland in a 1937 Fordor.

It is the suspension that seems to characterise the Y: the springs are short and mounted directly above the front axle and almost so above the rear. This leads to a very rigid ride but with the body roll typical of transverse springing. I am certain this had a marked effect on the braking as there is almost no nose-dive tendency, so the wheels tend to lock and skate over the road sur-

face. The E93A and 103E have longer springs hung on a longer spring-base; hard braking creates a nose-dive which helps the front tyres to bite. Ride and handling stand up well in comparison with its contemporaries and I am sure a Ford could easily outpace an Austin 7 or a Morris 8. Our burly Art Editor once drove Y-based stock-cars and I still vividly remember sitting in transfixed terror in the passenger seat of a fairly new 1966 105E Anglia, being hurled from side to side as the driver tried desperately to keep up with John's 30 years old Fordor along 10 miles of winding country road. The cart-tracks of Berkshire (jokingly called roads) demand keen observation to avoid pot-holes, but otherwise any pitching is the price one pays for a short wheelbase light car with cheap, simple suspension: on many surfaces a modern BLMC Mini is more uncomfortable.

This hard suspension does have its advantages as the Y is an excellent 'mud-plugger' and I am assured by those who have survived winter in an 8 h.p. that it will keep going in snow where only 4-wheel drive vehicles otherwise survive.

It may be that I see all Fords through rose-tinted spectacles or perhaps Henry himself blessed my 8 h.p., but if that is so, why does at least one person a week walk up and say: "I used to have one of these ... wonderful ... so simple ... nothing to go wrong ... wish I had it now ..."

Technical note: Mike Sedgwick's historical facts are, as ever, beyond argument but I would correct the technical specifications he quoted:- prototype and possible early production engines were splash-lubricated, but early in 1933 full pressure lubrication was introduced and continued right through on all 8 h.p. and 10 h.p. engines. Metalled main bearings were replaced by shells at a later date but the big-ends were never to be blessed with shell bearings.

Footnote: Having been totally converted to the Model Y, the author has acquired a 1933 Kerry, totally dismantled (a sort of second-hand kit with no assembly instructions) – anyone who can help with photos or early Y parts will earn eternal gratitude (at least)."

The only surviving 1933 Kerry we have on the register is the unrestored one of David Tebb. I wonder if he has the documentation to show whether this is the one referred to above.

In the January 1973 issue, Bill Finch followed up the London – Lands End – John O'Groats £5 bet story:-

"Having been referred to in your magazine as a navigator and fan of Model Y Fords,

might I be permitted to admit it – with pride. I have owned either 5 or 6 of the beasts and would like to get my hands on a van version now.

On the trip referred to, I won a bet of £25 actually and my overall fuel consumption was 36 m.p.g. on a total of 2,121 miles. I tried to stick to 40 m.p.h. as much as possible, and started with an oil consumption of 150 m.p.p. and came back at 450 m.p.p. The car was originally registered in December 1932 and had some 72,000 odd original miles on the clock when I bought it for £12, and was (from memory) the 517<sup>th</sup> vehicle of series production. During the run I had a tail lamp bulb fail and a brake shoe return spring come adrift.

Not having all that much 'lolly', I took out the passenger seats and managed to make up a bed of sorts and lived aboard. It was great fun and the old car never gave me a moment's anxiety."

The copies of the Ford Sidevalve Owners' Club newsletters cover the period from 1978 to 1982, when Bill Cooper was the President (World authority on tuning and racing 100Es) and David Burgess-Wise (Corporate Historian, Ford Motor Company) and Roger Palmer (Founder of FSVOC) were joint Vice-Presidents. Over this period, our present day magazine printer, Steve Waldenberg was the newsletter Editor, the Northern Region Organiser and the keeper of the E93A spares.

Model 'Y' photographs featured include: CVT 201 in Otley (now owned by Tony Wilkinson in Northwich); John Poyzer's PV 3115; Peter Fawcett's CWE 929 (now owned by Miss J. Henry); John Gibson's ETA 808 (this is the car that is on long loan to the National Motor Museum at Beaulieu); TS 1933 (a nice looking short rad in Johannesburg, South Africa); JJ 4556, the short rad van owned by Norman Anscombe (now owned by Paul Beck and registered YPJ 700); UP-35-17, a LHD short rad owned by J. Veer of Bergen, Holland; Arthur Tavener's CG8491 (now owned by new member, John Doublet on Jersey and registered J 3947); Tim Brandon's CHW 404; Angus Barry's Fordor de luxe, SB 4468 (which appeared in the film 'The Pinch') and Doug Hickson's Mistral tourer, JB 3018, (captioned as 'Ford's own tourer – details unknown'). There was one Model 'CX' photograph with an indistinguishable registration, a "vey rare" 'CX' tourer "from Kent" (Peter Baggott's?), Ivor Bryant's Model 'C' (on trailer as usual) and JB 8739, then owned by Sid Sheppard (of Model A fame), recently owned by the late Ivan Wyatt in Lincolnshire and registered USK 107 – where is it now?

**Sam Roberts.**

# Bezzant update

Terry Mortiboy reports:- "I have been slowly getting back to something like normal with my back problem, though some days are still not so good – so only the odd hour here and there has been able to be spent on the Bezzant.

The car now has its wheels and axles and the rear wings have been fitted. I had to put it up on stands as it was far too low for me to work on when it was on the floor. (When it is on the floor, the car looks fantastic; low, with a nice line – built to race!! I'm sure it will be the envy of Club members when John (Griffiths) gets it on the road.)



*The rear wings expertly manufactured and fitted by Terry.*

I finished the front valance – or thought I had. I made it to fit round an old and very rotten radiator grille; then another one arrived from Graham Miles and, guess what? It's not the same fit! 'Still, I'll just have to make it fit as Graham said it was the best one he had in Club spares. (I'm glad he didn't send the worst one, as this one was bad enough!). It needed a complete new bottom section and four or five new bars had to be fitted.

Then on to the bonnet. This was in fairly good condition, but needed modification around the engine mountings. John decided that he would like me to change the piano-type centre hinge for a chrome strip type. To achieve this, I had to carefully remove the centre hinge from one and a half Model 'Y' bonnets, remove the piano hinge from the Bezzant bonnet, then re-bend it to give a one inch gap instead of a half inch one; then weld on the hinge from the Model 'Y' bonnets. All went well and the car looks much better with a chrome hinge.



*The repaired radiator grille in situ with the unique front valance of the Bezzant.*

After weeks of fitting, removing, adjusting then refitting, a last coat of primer was applied and, for my part, that was it. The car has now gone back to John's, awaiting running gear, painting and trim. We look forward to seeing it at Club events in the not too distant future.

I can now get on with the small amount of work that needs doing on my Model 'Y' Alpine.

## Terry Mortiboy

*We are very grateful to Terry for recording the work which he has so professionally carried out on this rare and prestigious car. His Model 'Y' Alpine is in a very sorry state, with no body to the rear of the A pillar. The 'small amount of work' comment should be read in this context! We wish him success with this project and look forward to seeing him driving the Alpine on one of our future Club tours.*



*All primed and loaded up, ready for return to John Griffiths. Terry Mortiboy, justifiably, proudly stands alongside his restoration. Sue Griffiths looks on.*

## Events 2004/2005

29 -31 May	Enfield Pageant of Motoring Enfield, Middlesex	Jim Miles 07901 561866 (afternoons only) or EDVVT: Tel: 02083 631904 John Keenan 01424 424323
5 - 12 June	Sidevalve Owners' Club 7-day Sussex tour. Hastings based.	
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 (Sat)	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
18 July	Newby Hall Show, Yorkshire Closing date for entries - 30 June	Barry Diggle 01274 614729
28 - 30 August	Hellingly Festival of Transport Nr. Eastbourne, E. Sussex.	John Keenan 01424 424323
12 September	Bradford-Morecombe Run	Barry Diggle 01274 614729
18/19 September	North Norfolk Railway 1940s weekend	Brian Mace 01603 425558
26 September	All Ford Rally (National gathering) Abingdon, Oxfordshire	Bob Tredwell 01235 530720
22 - 24 October	International Classic Car Show NEC Birmingham.	Geoff Salminen 01214 272189

### Events 2005

5 - 6 Feb 2005	Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet	Ivor Bryant 01454 411028
10 April 2005	A.G.M. Willoughby Village Hall	Bob Wilkinson 01832 734463
10-17 May (Prov)	Club tour of Normandy Beaches, France	Jim Miles 07901 561866 (Tel. afternoons only)

## TAITH O GYMRU MEHEFIN 2004 (TOUR OF WALES, JUNE 2004 )

The above tour is now fully organised and those of you who are participating will receive a pack with the final details direct to your membership address.

For those of you who cannot attend but would like to either see us on route, or come along for a day and join in the fun, I give below the Itinerary

Monday 7 <sup>th</sup> June	Arrive at the Castle of Brecon Hotel, Brecon Town Centre
Tuesday 8 <sup>th</sup>	Tour of South Wales incl. The Big Pit National Mining Museum
Wednesday 9 <sup>th</sup>	Journey to St Brides Hotel, Saundersfoot, near Tenby
Thursday 10 <sup>th</sup>	A Circular Tour of Pembrokeshire to St David's
Friday 11 <sup>th</sup>	Journey to Belle Vue Royal Hotel, Aberystwyth
Saturday 12 <sup>th</sup>	A Circular Tour of the Rheidol Valley
Sunday 13 <sup>th</sup>	Journey to Waterloo Motel, Betws Y Coed
Monday 14 <sup>th</sup>	A Circular Tour of Mid Snowdonia taking in Ffestiniog
Tuesday 15 <sup>th</sup>	A Circular Tour to the North Wales Coast
Wednesday 16 <sup>th</sup>	A Circular Tour through the heart of Snowdonia
Thursday 17 <sup>th</sup>	Depart for home.

I hope that as many of you as possible will come and join us for as long as you can. If anyone now finds that they are free to come and stay with us, please let me know and I will do my best to sort out the accommodation.

Please remember that we are looking to raise funds for the Mountain Rescue Services and if anyone feels like making a donation then please send it to Bruce Allan

### Club tour to France - 2005

It has been agreed that next year's tour will be across the Channel in Normandy. We plan, provisionally, to travel from Portsmouth to Cherbourg on the catamaran on Tuesday, 10<sup>th</sup> May, returning one week later, on the 17<sup>th</sup> May. Jim Miles is looking for a suitable large hotel in the Caen area, from where the Normandy beaches, the Bayeux tapestry, large gardens, abbeys and other magnificent sights are within easy driving distance. The estimated costings are in the region of £175 return for car plus two on the ferry and 50 euros per night B&B, i.e. a basic cost of £600 for a couple for the week. Add on to that midday and evening meals (cheap in France) and normal personal and car running expenses.

Already 19 members have showed interest at the A.G.M. If you would like to put your name forward on a provisional 'Yes' basis, please let Bob Wilkinson know a.s.p., so that we can gauge the size of the party and keep you informed on progress.

### WHAT SPARES DO YOU CARRY?

This is a question that we should all ask ourselves from time to time, bearing in mind that those of us who use the cars regularly should carry enough 'get you home' spares as these are not available at the local car care store. How much should we pack into our limited space, well may I suggest the following;

Plugs, Points, Condenser, Distributor Cap, Fan Belt, Spare Tyre and Inner Tube with the appropriate tools for changing the wheel including a Jack, Top and Bottom Hoses unless recently changed, Oil, and An assortment of split pins. Other useful items to carry are of course Insulating Tape, and a small box of tools to undertake road-side repairs.

Further to these items, as our cars have in the past, when undertaking the longer journeys, suffered from Shackle Failure, again these should be carried if not recently replaced.

This article is inspired with our soon to be undertaken Tour of Wales in June and I would hope that all our participants either have or will purchase from the Register the above items before they set off.

**Bruce Allan.**



# ANNUAL GENERAL MEETING 18<sup>th</sup>. APRIL 2004. WILLOUGHBY VILLAGE HALL.

Present: 38 members plus family & friends.  
(On display: 8 Model 'Y's, 1 Eifel saloon and 1 E93A).

Chairman Mike Samuel welcomed members and friends to the A.G.M.

Apologies: John Argent, Owen and Chris Baldock, David Gustard, Roy Hocking, Graham Miles.

1. Minutes of 2003 A.G.M. were accepted as a true record. No matters arising.

## 2. Officers Reports:

(i) **Acting Chairman:** Mike Samuel thanked officers and members for helping him into the role following the death of Geoff Murrell. The spares group had reorganized successfully and is providing a professional service. Roy Hocking was thanked for taking on the website role and Colin Rowe the membership office. The club magazine, under Sam Roberts' guidance, continued to be a source of pleasure and information. In all aspects the club had functioned well during the year.

(ii) **Secretary:** Bob Wilkinson reminded members of the legacy left by Geoff Murrell in terms of the club giving all support and encouragement to members in the use of their cars. Developments begun previously had continued apace during the year. The Spares Group, an excellent team, has relocated and reorganized storage and mailing of parts. The club website had received 14,000 hits in the year and Roy Hocking was presently introducing some changes to the site. About half the members present indicated that they had accessed the site recently.

Club links with FBHVC continue as it is necessary to guard against UK and EEC legislation, which may be careless of our interest, e.g. local authority powers in dealing with what may be (or not!) dumped cars. Following a FBHVC conference on manufacturing parts, the club has reviewed all internal procedures relating to companies used, traceability and product liability insurance cover. The club has now reviewed procedures in line with DVLA guidelines for processing applications to retain registration marks. In addition to previous authentication requirements, all vehicles will now be inspected by an approved club officer local to the applicant.

On the activities front, thanks to an enthusiastic membership, the club had joined the Ford Centenary celebrations and flown the flag at various events, including Stoneleigh, NEC, Bristol and the All Ford Rally and had undertaken a tour of the Isle of Man. Such is the bank of enthusiasm in the club that members had also responded positively to various requests for film-work and surprise turnouts at a 90<sup>th</sup> birthday party and a 60<sup>th</sup> anniversary. Bob emphasized the need to retain members and

to recruit new ones as this is the life blood to ensure that we are all still able to enjoy our hobby in future years.

The Committee and all officers were thanked for giving greatly of their time and enthusiasm in support of the Club.  
(iii) **Treasurer.** Bruce Allan presented the Annual Accounts to 29<sup>th</sup> February 2004, which were formally accepted by the meeting. The main points are: Cash in hand: £8.3k. and Stock held £26k (parts, regalia, etc.). Additional expenditure had been incurred due to the spares section reorganization. Parts stock was now in a healthy state and it was hoped that members would buy those much needed parts that were now readily available. (A full copy of the accounts may be obtained from the treasurer on receipt of A4 sized SAE.). Bruce was given a vote of thanks for his detailed preparation of the accounts.  
(iv) **Membership Officer:** Colin Rowe reported current membership at 396. He re-iterated the need for us all to recruit new members and to increase the numbers (presently 35%) paying subscriptions by Standing Order. Colin commented, as a relative newcomer in only his second year of membership, on his perceptions of the high standards of professionalism in the workings of the Club.

(v) **Spares:** In absence of Graham Miles, Jim Sharpe reported on a busy year for the spares section. Parts were now located with 7 Spares Holders and dispatched by them following central receipt of orders. The changes and this system, thanks to the hard work and enthusiasm of those involved, has proved speedy and effective. Over £9k sales were recorded during the year, providing necessary capital for existing and new projects. Recent projects include: valves and guides, draglinks, spring shackles, front brake drums, ring gears, and various shiny parts. Steering boxes (on trial presently) and exchange rear axles are under review.

Jim outlined a new handling charge sliding scale, which will come into operation from June 1<sup>st</sup> (Details in magazine). Jim reminded the meeting that all surplus monies went straight back into providing new stock and asked for the support of members to enable improvements in the range of parts available.  
(vi) **Editor/Archivist/Librarian.** Sam Roberts felt flattered by supportive comments from members regarding the quality of the magazine. However it was only possible to produce a variety of content through the contributions of members around the world for which he was grateful.

Through the exchange of magazines we are affiliated to numerous Ford clubs in UK, Europe and around the world. The Club Library and archive is now without doubt the most extensive collection on our cars.

Sam reported that he continues to build data files on the history of each car known to the Register based on information supplied by members. He requests that members send him any known history on their cars and equally that members ask him for what he may have recorded on their cars.

3. **Election of Officers:** The following were elected unopposed:

Chairman .....	Mike Samuel
Vice Chairman .....	Pete Ketchell
Secretary .....	Bob Wilkinson
Treasurer .....	Bruce Allan

Membership Officer ..... Colin Rowe  
Spares Officer ..... Graham Miles  
Spares Administrator ..... Jim Sharpe  
Editor/Archivist / Librarian: ..... Sam Roberts  
Regalia Officer ..... John Argent  
Technical Adviser ..... Geoff Dee.

#### 4. Awards:

The Maurice Billing Trophy: Mike Samuel awarded this to Jim Sharpe for his outstanding work with the spares group through the year.

Bob Wilkinson announced that the new Geoff Murrell Award would be presented on the Wales Tour in June.

#### 5. Events:

(i) Wales Tour, June 2004. Bruce Allan indicated that there were still places available

(ii) France May 2005: Jim Miles outlined proposals for a tour of Normandy (details in the magazine).

#### 6. AOB

(i) Following a suggestion from Jack Clarke, Committee would look into promoting a larger gathering at the All Ford Rally on lines of a Club National Day.

(ii) Raffle prize of a Ford jack, donated by Jeff Hancock, was awarded.

(iii) Date of next AGM. Sunday 10<sup>th</sup> April 2005.

7. Close: The Chairman thanked all for attending, the helpers with hospitality and stall holders for contributing to a successful and enjoyable day. The meeting closed at 3.30 p.m.

**Bob Wilkinson, Secretary.**

## DVLA update

### DVLA and SORN Regulations. (UK members)

There has been much misinformation around recently regarding Statutory Off-Road Notification (SORN) regulations. I will attempt to clarify the position for our members.

a.) If your car has not been licensed since January 1998, then SORN regulations do not apply. So if, like me, your car has been off-road, under restoration, etc., then **YOU NEED TAKE NO ACTION**. Once finished and licensed then you will come under SORN regulations as below.

b.) If your car is on the road and has been licensed at any time since January 1998, then SORN regulations do apply. If you decide to not license the car, you must declare SORN. This is despite your licence fee being nil rated.

### New V5C registration document.

By July 2005, all owners of cars currently licensed will be automatically issued with the new V5C registration document. For our restoration projects, cars not on road since 1998, the

process to obtain V5C has not been finalised, but we are assured that we will not lose any current entitlement to our registration marks.

These new regulations have come into being in an attempt to reduce vehicle licence dodging, which defrauds the country of millions of pounds per year. Whilst we all applaud this end, we must ensure that we do not unwittingly fall foul of the system. DVLA is sympathetic to our cause and the FBHVC continues to be our watchdog on these and many other similar matters.

No V5? No problem. "If you have no current V5 registration documents for your car, then I can help you to apply to DVLA for either (i) the old registration mark, or (ii) obtaining an Age-Related Registration mark. (SAE please for information or by e-mail). I suggest that you contact me to start the application procedure, as I understand that DVLA is running out of appropriately styled numbers for our cars.

If you have any queries on these, or other DVLA related matters, please contact me.

**Bob Wilkinson.**

*4 door raises money for 2 doors .*

*Last summer, just after joining the Y&C Register, David Sutcliffe completed a sponsored charity run from his home town of Penistone in West Yorkshire to the seaside town of Bridlington. The journey of nearly 200 miles was completed without a problem in VSJ 936 his 1936, 4 door Model 'Y'. David raised £500.00 for the local church to repair some vandal damage to the main door. David has recently moved to Aberdeenshire and is looking forward to some local runs on the quiet roads up there. The only problem is that it's a long way from Bridlington now David !*

# Ford Cologne

In the last issue, I mentioned that Ford Cologne had two Ford Kölns in its heritage collection. Thanks to the newsletter of the Ford Oldtimer and Motorsport Club, Cologne, I am able to show you these rare surviving examples.

The 1933 4/21 PS, all-German built, Ford Köln Limousine in the Ford Cologne collection. Apart from Paul de Groot's in Holland, this is the only other known survivor.

(Below)  
The 1935 4/21 PS Ford Köln Cabrio-Limousine, also in the Cologne collection. Note the spires of Cologne cathedral in the background.



Coincidentally, David Kent sent me the following:- "Whilst on holiday in Tuscany last Autumn I was rifling through the villa owner's collection of LPs when my eye was caught by the enclosed, showing a 'Y' outside a Munich hotel (and is that Eva running to embrace a seated Adolf – or does the pugilistic stance indicate she's about to put one on him?). I managed to borrow the cover, but it has taken me some time to achieve a copy that is, I hope, of printable quality. Sadly the registration was not discernible on the original."

The LP cover shows, on the right of the parked cars, what is indeed a Model 'Y' with short rad bumpers. It is presumably left-hand drive as the square German number plate is on the normal LHD off-

side. You will recall that there were three phases of production of the Ford Köln:- Firstly, the import of Knocked Down LHD complete cars from Dagenham, which were assembled at the Ford Cologne plant; second, the German transmission cars with Dagenham bodies and, finally, the all-German made cars with their no running boards, Ambi-Budd bodies.

It would seem that this car is one from the first two phases, as the cars in the third phase had smooth bumper bars. Well spotted David!

**Sam Roberts**



The LP cover discovered by David Kent in Tuscany with an early Ford Köln parked outside a Munich hotel.



# Members' correspondence

## Member's help

Godfrey Dingley-Jones e-mailed to ask for names of local members as he required a starting handle and wanted a pattern to have one made. Thanks to local member David Perks he now has one:- He e-mails, "I am pleased to advise that I have been given a starting handle by another Y & C Register member, David Perks, who lives quite near me. I shall be grateful if you will kindly delete my advertisement from the website (and also accept thanks for including it in the first place). Perhaps David's generosity is worthy of a mention in the next Transverse Torque?"

## Model Model 'Y's

Paul Tritton is always on the lookout for items of interest to members and informed me that a Streetscene series, 7mm 'O' gauge Tudor Model 'Y' kit was available from a supplier in Kent. Regrettably this is not the case. Although the kit number is in the 700 series, the kit on offer is the 4mm 'OO' gauge Model 'Y' (No: 703). If any member would like to try his or her hand at constructing these very good, but fiddly, little models, they can be obtained for £7.00 + £1.00 postage from:- John Gay, 7 Hilsham Lane, Upchurch, Sittingbourne, Kent, ME9 7AL. Tel: 01634 233144. I have a couple in my collection.

## Birthday Treat.

David Gustard reports:- "In mid-January I received a request from Bob Wilkinson. Bob had been asked if it was possible to arrange for a surprise trip in a Model 'Y' for someone's father whose birthday was in early March. The father, who lives in North Essex, used to own a Model 'Y' and has very fond memories of the car. I decided that we couldn't refuse this request, so I made contact with the son, Chris Jessiman. Chris said that, when he was just eleven years old, he had learnt to drive in his father's car on an unmade road in Wickford, Essex. The car was a 1934 Model Y, 2 door, black, Reg No AVW 412.

To celebrate his father's birthday, there was to be a large family gathering on Sunday 7, March and he would like me to arrive in my Model Y at 11-00 a.m., proceed down the long drive and park outside the front of the house. I should mention that Mr. Jessiman senior was celebrating his 90<sup>th</sup> birthday! The

journey to North Essex went according to plan and, on arrival, I was warmly welcomed by Chris. "My father will really enjoy seeing a Model 'Y' again. I'll just go and get him." Mr Jessiman was most surprised to see the car that was parked on the gravel drive. "We had one of these in the 1940's, very much like yours, except that ours had a rear luggage carrier." He walked round the Model 'Y' and viewed it from various angles. I took him for a short ride down the drive and back to the now large family group outside the house.

When I asked him if he would like to drive it, he beamed and said, "Yes please, but I will only take it down the drive." He was into the driver's seat in seconds with myself as passenger. Ignition on, pull the starter, select first gear, ease the clutch in and away. It was a perfect start. He then drove down the drive and stopped as we approached the public road and said, "Would you like to take over now?" A quick change of drivers and we were off for a run around the North Essex lanes. Mr. Jessiman did most of the talking. He told me about the day he applied for his first driving licence in the early 1930s, about the construction of the Ford Dagenham plant and that it was built on thousands of concrete piles. Our nostalgic drive was soon over and we were back at the house for more photos and memories of the Jessiman Model 'Y'. Chris has three sisters, Anne, Lesley and Marilyn, so there were lots of, 'Do you remember?' stories.

The Jessiman association with Ford goes beyond their Model 'Y' and the Ford cars that they now own. On leaving school in the 1950s, Chris joined the Ford Motor Company Student Apprenticeship scheme. I was on the same scheme two years later, so we both knew a number of the training instructors. Lesley had made herself comfortable in the driver's seat and said that she had learnt to drive in their Model 'Y'. She had also worked

for Ford at the European Headquarters at Warley in Essex. She was personal secretary to the chairman Ford of Europe, Sir Leonard Crossland, until his retirement in 1972. She was also secretary to Bob Lutz, who held the same position in the late 1970s. Bob Lutz is currently shown on the "List of Known Surviving Vehicles" as owning a 1935, 2 door, Model 'Y'.

All too soon it was time to call an end to the nostalgia and start the return journey home. Chris and his father were very appreciative of the morning's event. At ninety years old, Mr. Jessiman Senior is very active and, as I was leaving, I could see him in the rear view mirror getting ready to do some fencing repair work in the small field at the front of the house."

## Data Protection Act

I was sorry to receive the following letter from Kevin MacManus in Ireland. The Data Protection Act is just that, and forbids us to give out personal information in bulk, other than to Club officers. He writes:- "I am sorry to state that I am not going to be a member of the Y&C Register any more, due to you, as you won't give me a list of club members names and addresses of owners of Model Y&C cars. You say it is because of the Protection Act. That shouldn't apply to members!

Kevin has been told that he can get specific information on cars local to him, or information on a particular car, through his Regional Contact, who will ensure that his query is a genuine one. Initial correspondence to a second party should be through the Regional contact. Incidentally, if any Regional Contact requires an update of the members and cars in his region, please let me know.

Bob Wilkinson had a recent example of how we work within the Act. He states:- "Only this week I have forwarded a letter from the former owner of a Model 'Y' (in N.E.England) to the new owner in Eire (who is no longer a member!). The ex-owner accepted completely the workings of the law (DPA) but still took the trouble, and expense, to write, through me, giving some history of his ownership some 20 years ago!

We do try to protect your privacy!

## Home-made van

John Griffiths has rediscovered an article in the July 1991 'Practical Classics' and a photograph of a van, which was one of the vehicles owned by the 'scrapie', who was the subject of the article. John writes:- "I have found this photo and information sheet about a 'Y' van. I looked to buy this van at the date of the magazine page, but it was too expensive. After I rediscovered it, I noticed that it does not appear on the list of known surviving vehicles. I wondered whether any of our members bought the van. I don't have the full registration number. The scrap-yard where the van was found was owned by a Michael Wiggs, in Newtown, Powys. Is it still there?"

The photograph shows a rather wide, home-made, van conversion, which covers the whole width of the wheelbase. It is certainly not a Ford manufactured van as it has no rear wings, nor a swage line round the body. The number FF 47?? is a 1936 Merioneth registration. Does anyone know what has happened to this van since 1991?

*The home-made 1936 Model 'Y' based van. Note the extra width gained by extending the loading bay over the rear wings.*



## Spares report

### Important changes to the Parts Order Handling Charge.

In the past eighteen months there have been major changes in the way we handle and distribute parts to members. We have gone from one person, Graham Miles, handling all the items, to seven volunteer stockholders around the country.

This is not the only change. We have also moved our larger and slow moving stock items from a barn in Watford to two large containers based at Stevenage. On a personal note, this has given Graham back his garage, sheds, loft and parts of his house where spares were stored!

After nine months of working with the stockholder system, it proved to be successful. So we will continue to work in this way. Unfortunately, we also realised that the fixed £3.00 handling charge no longer covers our costs of providing storage, packaging and the like. We were spoilt perhaps when Graham held all the stock, as he provided storage and packaging material (we never asked where that came from). This is no longer the case and the Club must foot the bill.

It has been decided that the fixed £3.00 will be replaced by sliding scale handling charge, which will cover the shortfall in funds we have seen in the past few months.

### On all orders received from 1<sup>st</sup>. July a new handling charge will apply:-

From July 1<sup>st</sup> 2004 the handling on parts orders will be calculated as follows;

Orders up to £15.00	Handling charge £2.50
Orders between £15.01 and £40.00	Handling charge £5.00
Orders between £40.01 and £70.00	Handling charge £7.50
Orders for £70.01 and above	Handling charge £10.00

## Stock Car Racing

### - 50 years ago this Easter.

In issue 145, we covered the story of Stock Car Racing in Britain and the introduction of the 'Formula II' category, in which the Model 'Y' was king. The 1979, Special Edition of the 'Stockcar Supporter' celebrated 25 years of Stock Car Racing in Britain by reporting on the first meeting. Here are some extracts which, although before the introduction of the small 'Formula II' races, makes interesting reading.

The racing driver, John Bolster, reported the first meeting as follows:-

" On April 16<sup>th</sup> 1954, the British public saw, for the first time, the American motorised sport of Stock Car Racing. The venue – the New Cross speedway stadium, Hornshay Street, just off the Old Kent Road in South East London.

An estimated 25,000 eager fans crowded into the stadium, reported to only hold 22,000. Two hours before the scheduled starting time of 7.45 pm the standing room sections were jammed full to over-capacity,

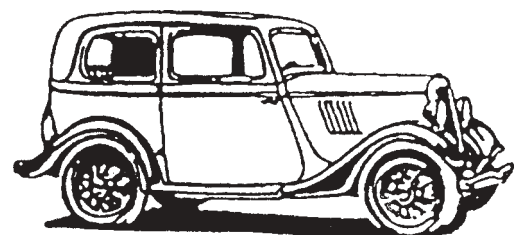


The parts order form will be revised for Issue 149 of the Magazine to reflect these changes. Old (pre-Issue 149) order forms will not be accepted.

Even with the necessary increase in handling, we are still very competitive with other sources of parts for our cars. Compare the prices and then add on the VAT, postage etc, a £50.00 order from most other suppliers will attract £8.75 in VAT and that's without postage. On our parts list, the price you see is the price you pay, plus appropriate handling.

We will continue to review the handling charge price bands to ensure you, the members, get the best possible deal.

### Jim Sharpe



all the seats were occupied. Outside, police cars toured the district with loudspeakers telling those thousands still trying to get in, and making their way to the stadium, that the gates had been locked. Many who failed to see that historic first meeting were advance ticket holders!

Those who were lucky enough to see the meeting welcomed this new sport with rapturous enthusiasm. The teenage element in the crowd really loved the thrill-a-second style racing they witness that night on the 287 yard circumference raceway. The following morning the National newspapers were full of praise for the new sport. It is an established fact that EVERY newspaper carried some reference to the birth of a new stadium sport. Even the normally august 'Times' found space to report the meeting and had this to say – "People inside the stadium were entertained to an evening's racing which, although not nearly as dangerous as it looked, was certainly as exciting as they had been led to believe." "

Other extracts from newspaper comments may be of interest. Experienced racing man-cum-journalist, Tommy wisdom, writing in the 'Daily Herald' said: "I have never seen so many phenomenal avoidances in three hours in all my 25 years of racing ..... What an extraordinary show. No blood at all, although three people in the crowd did faint!"

Charles Fethergill, motoring correspondent of the 'News Chronicle' wrote: "This new sport is smashing ..... as tyres screamed and burst, bits and pieces fell off. Cars caught fire, rolled over, rammed one another, charged the safety fence, or steeplechased over barrels."

The 'Daily Mail' had this to say: "This was Britain's clanging, banging introduction to Stock Car Racing at the New Cross Stadium, London, last night ..... torn off wings, tyre rims and panels were hurled across the track as cars bumped, bounced, whirled half-circle in this grown-up dodgem rink!"

The sedate, authentic 'Observer' summed it up thus: "It is meant to be funny and exciting, and it is undeniably both."

### **Drivers**

The meeting was dominated by the all-white French cars – smart Ford coupes with the French tricolour emblem on the sides. Their drivers had the benefit of having competed before at the Buffalo Stadium, Paris, where the sport made its bow the previous year..... American drivers added to the international flavour and were, in fact students and servicemen stationed over here. Amongst other well known motoring personalities competing were National Trials Champion Tony Rumfitt, racing men Cliff Davis, Claude Hamilton, 500cc racing drivers D. Powell-Richards and Norman Veronique, rally expert E.A. Rollinson, Midget driver Mac McClean and motor cyclist Jack 'Oily' Wells. Tanya Crouch was the only English woman competitor. (Mme. Michele Cancre was competing from France).

### **Cars**

The cars were, as can be imagined, quite a mixture. They varied from an Army-type Humber staff car to a Renault, a Buick, an Austin, a DeSoto and, of course, numerous Ford V8s. Neatest perhaps – and setting the pattern of things to come, were the coupes driven by Tony Rumfitt and 'Whiskers' Jimmy Woolnough, whilst the Cliff Davis car looked resplendent under numerous coats of 'Valspar' and the Tanya Crouch 'Bandbox' Model 40 created

quite a stir too.

The 40 competitors in this first meeting had been carefully seeded after trials and practice sessions which had started on March 17<sup>th</sup>. The sport almost got off to a bad start in these sessions, for when Tony Rumfitt spun Tanya, her car shot across the centre green and headed straight for a party of press photographers, who dropped their cameras and ran!

### **The racing.**

Accompanied by a commentary from John Bolster, assisted by Macdonald Hoble, the starters for the first heat got under way to a tumultuous cheering that lasted until the winner, William Camus, had been given the chequered flag. He had given the crowd a great thrill, and after being spun around did one complete lap in reverse at high speed to the consternation of his rivals; second man home was the Yankee student Don Chaffee, and the third Bob Brown from Wilmington, who seemed to enjoy every moment.

Cliff Davis started out well in the second heat but tangled with the French champion, d'Orgeix, and they both lost ground. Winner was an Englishman, Freddy 'the Mad' Parsons. Not to be outdone, heat three saw John Goody prove that he had learnt the art, and took over the lead when the Frenchman, Pozzoli, crashed into another car and stripped his gearbox trying to get free. He'd previously thrilled the crowd as he fought his way from the back through the spinning, weaving cars. Alan Beaumont and 'Whiskers' Woolnough followed Goody home to make it a British 1-2-3.

The fourth heat was a battle of the fair sex, with English girl, Tanya, setting out to prove that she had the edge on her more experienced French rival. They harassed one another with great gusto until Michele got tangled, leaving the race on a plate to Tanya, who got a tremendous reception from the crowd, who by this time were shouting advice and encouragement to all and sundry. Second place-man was Mac McDonell – later to become the first World champion at Harringay, and third was 'Oily' Wells, who seemed to find great favour with the hundreds of school-children having an Easter treat. After winning the race, Tanya did an extra lap and during this, got tangled with 'Oily' Wells and jammed her gearbox, losing second gear.

Then came the final. Twenty cars – and the big prize money. The British boys made a determined effort to show their French rivals a thing or two, and 'Whiskers' Woolnough set a few hearts fluttering when he caught the Camus car beautifully on the bend, turning it over four times – the second roll-over of the night, the first having been Reg Reynolds.

D'Orgeix proved the value of his experience and was just too wily to be caught by the English lads, and even when he was spun, he snicked into reverse and did half a lap at speed. Tanya hit the fence and took a battering from passing cars. Mac McDonell proved that his heat placing was no fluke by following the Frenchman home in second place, with Ron Wood a good third.

So ended the meeting that started us all off on our present path in the tyre prints of the Americans. Things have changed since then. Changed a lot. Whether for the better is a matter of opinion. There are still some schools of thought that persist 'those were the days', yet on the other hand, time must not be allowed to stand still. Progress will always be made – it's man's natural instinctive ambitious strivings, and we must look forward to it.

# Book reviews

**Three more books have been added to the Register library:-**

## Edsel – The Story of Henry Ford's Forgotten Son

This is an excellently researched biography by Henry Dominguez, who you may remember from a previously book review, wrote the story of "Edsel Ford and E.T. Gregorie". Once again, Henry Dominguez has delved into the archives at the Henry Ford Museum and interviewed many of Edsel's acquaintances, including the late Eugene Gregorie, and produced a very comprehensive, well illustrated, life story. Many books have been written about the Ford family, but this is the first one devoted solely to Edsel, who lived in his father's shadow for all of his life. However, in this shadow, and that of the infamous Harry Bennett, he contributed greatly to the Company, especially in breaking the mould of the Model T syndrome and bringing Ford car design back to public acceptance (and beyond with the introduction of the Continental). Edsel was also a great philanthropist and art connoisseur, helping the city of Detroit through the worst of the Great Depression, supporting the Detroit Institute of Arts and, in 1936, establishing the Ford Foundation, whose prime aim was philanthropic. His close family relationships with Clara, his wife and his sons, Henry II, Benson, Josephine and William Clay is graphically recorded, as is his terminal illness, which resulted in his untimely death, aged 49, in May 1942. An excellent book.

Published in 2002 by the Society of Automotive engineers (SAE). ISBN 0-7680-0920-0

## The Ford Century

Written by Russ Banham, this is regarded as the 'official' 100<sup>th</sup> anniversary book. It is heavily illustrated, coffee-table sized book, which describes the history of the Ford Motor Company under five chapters, each covering a different aspect of the company. Needless to say, it is heavily geared to the U.S.A. company, although the European and Australian plants in

particular do get a mention. 'The 1928 Plan' and its undoing is treated to half a page, with the Geelong plant taking up a further quarter of the same page. Our Australian members would cringe at the statement "Geelong was chosen because of excellent road and rail facilities .... and its close proximity to the wealthy Western District of Australia." Whereas, Geelong was chosen because of its port facilities; the railways not having a standard gauge across the Dominion, and the 'close proximity' is a bit optimistic!

In a later chapter, in what must be a mis-print, it states that "The Dagenham plant in England unveiled three additional models in 1925: The Popular, Anglia, and Prefect. The Popular (a reconfigured Model Y) was extolled by advertisements as "not only roomy and comfortable but exceptionally economical." On the same page appears the only photograph of the Model 'Y', which is in fact the pre-production Model 19 photographed in Dearborn, under the caption, " ... and built the small Ford Model Y at the Dagenham plant, selling it in England and Latin America."

It is a fascinating book from the American point of view.

Published in 2002 by Tehabi Books. ISBN 1-887656-88-x

## Ford and Canada – 100 Years Together

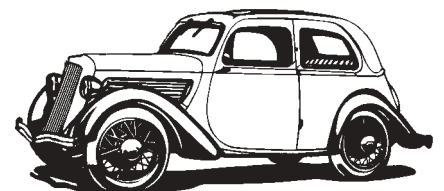
A paperback, researched and written by James C. Mays, an automotive historian of some repute. His main source of information and photographs was the archives of Ford Canada. This is a book with a difference, chronicling the first one hundred years of Ford Canada in diary form. Starting with the entry for "August 17, 1904. Henry Ford and Gordon McGregor ink a deal that makes McGregor's Walkerville Wagon Works a producer of automobiles in Canada and throughout the British Empire. ....", it concludes with "August 17, 2004. Ford marks a century of building automobiles and trucks in Canada and enters its second century as a healthy and vital part of the country's economy."

The diary entries are novel in that they include major events in Canada's history over the century, putting the Ford history into perspective with what was happening elsewhere in Canada (and to Canadian forces in the theatres of two world wars).

My only disappointment was that there is no mention of the role played by Ford Canada in the exporting of our cars from Dagenham to the British Empire plants. Gordon McGregor and Sir Percival Perry, with Henry Ford's blessing, agreed to split the British Empire and Europe markets, with Ford Canada receiving orders for Dagenham-built cars for the British Empire and Ford England taking care of the European market (under 'The 1928 Plan'). This is covered in my book on the Model 'Y' at Chapter 10.

More information about the book is available on James' website [www.theoilspoteh.ca](http://www.theoilspoteh.ca) It is available for US\$15 plus postage from [www.transportbooks.com](http://www.transportbooks.com) or tel:- 001 416 744 7675. ISBN 0-9733812-0-5.

## Sam Roberts



**Annie in the sixties.....**  
**Colin Rowe.**

You may recall the photograph of "Annie", the 1933 short rad Model 'Y', framed against Ribbleshead Viaduct in Yorkshire in February 1965. The photograph was published in Issue 141 of 'Transverse Torque', March-April 2003. Here is the full story....

In the early sixties, it was not every family who owned a car. With World War 2 only 15 years behind us, there was still an air of austerity and "make do and mend". Some of my peers' parents owned cars; A30s, Morris Minors, Ford 5cwt vans and the like. My parents did not own a car, so I was brought up with a respect for time keeping, having to rely on an infrequent local bus service to get anywhere. Travelling to my work as an apprentice engineer was by bike, 7 miles each way, 6 days a week. At least I was fit in those days!

After leaving school, a group of us, who had been keen cyclists throughout our secondary school years, continued with our weekly sorties. Gradually, the group started to take an interest in motoring and it was Dave, I recall, who first left the cycling group. He passed his driving test and bought his first car – a fibre-glass bodied Austin 7 special. He paid £30.00. Well that was it. That was way beyond my budget. Another friend, Jeff, bought a Hillman Minx for £25, which he later sold. He then borrowed some money from his father and bought an MG YB – a troublesome car I recall. Meanwhile Dave had sold the Austin 7 special and bought a 1947 MG TC, which we restored together. He still has possession of that car.

The cycling group continued to become smaller. One Saturday afternoon, in June 1964, wondering how long it would be before I could afford motorised transport, I was cycling with a friend, Brian, in Hampton-in-Arden, Warwickshire, when behind an opened garage door there it was – the radiator grill of an old car. It turned out to be a Ford 8. Brian knew the owner. The car had not been used since the owner's husband had died 6 years earlier. The owner and her late husband had owned the car since new. It was a 1933, 2 door Ford Model 'Y'. Although the car had been fitted with a

replacement engine shortly before the owner's husband's death, a relative had told her that the gearbox had "gone".

So it was decision time. "Do you want to sell the car?" "Yes, give me £5.00 and its yours" said the lady! "It's a deal." Two days later, we arrived back with my friend Dave's pick-up truck. I paid Mrs Annie Saunders £5.00 and she gave me the log book, which I still have. Dave tied the rope on to the axle and off we went. I was steering the 'Y', which must have been illegal, as I didn't even have a provisional driving licence. In those days, we lived next door to a policeman. He

## Members' cars

was in the garden when we arrived, following quite a "hairy" journey. He was good enough to lend a hand to push the car into the garage at my parents home – no questions asked! The car became known as "Annie"(after the former owner) as it was the custom in those days, I recall, to name your car.

The bodywork was painted maroon with black wings. Its registration was OJ 9768. It had covered a grand total of 53,000 miles in just over 30 years. It had a new engine, fitted at about 47,000 miles in 1955, by Burgess and Garfield, Ford dealer of Sheldon Birmingham (according to receipts shown to me by "Annie" Saunders.)

So what about this gearbox problem? Most people offering advice suggested the fault was the clutch. Some advised accessing the clutch by removing the gearbox, torque tube and rear axle and the rear spring. This was attempted and it was decided to replace the rear shackles, which were worn. There were many problems spreading the spring. Replacement shackles were obtained at 2s. 3d. each from Burgess and Garfield, the local Ford dealer. This approach to accessing the clutch was finally abandoned after discussing the matter with my girlfriend's father, Patrick, a Ford expert, with a Fordson Van. He suggested taking the engine out.

After work one Monday night during August 1964, Patrick arrived at my

parents' home with an array of tools, block and tackle and a spare gearbox primary shaft for aligning the clutch drive plate. There was a 9"x 4" roof support beam in the garage at the side of the house. Patrick set to work and hoisted the engine out of the chassis. The clutch plate was "stuck" to the flywheel. This was soon rectified, the engine replaced and running before nightfall.

The maroon body and black mudguards were badly faded. It was all rubbed down and the body brush painted with Permoglaze varnish. It looked brilliant. The wings were re-painted using Tekaloid black brushing cellulose. The car looked like new. The only serious corrosion was on the running boards. Materials were difficult to obtain in those days. I made a hard-wood frame and found some old biscuit tins in the garden shed, which I hammered flat and screwed to the frame. One of my neighbours had a roll of ridged rubber sheet, spared from the boot floor of his car. This was used to cover the running boards. The result looked good and was a sound repair.

All that remained now was to obtain an MOT and tax the vehicle. This was fairly straightforward. The car was left at the Forge Garage in the road where I lived in Castle Bromwich. It was there for 3 days while the brakes were adjusted. This involved mainly road testing. The car was seen several times locally, being driven by a mechanic, who admitted it was the oldest car he had attended to. I applied for a driving licence and booked 10 driving lessons with a local driving school. Their car was a Triumph Herald. Between October 1964 and January 1965, I covered about 3000 miles in "Annie" - yes in the depths of winter, on "L" plates and, of course, with a competent driver along side most times; Roderick, an old school friend. It suited him as he had a girlfriend but no car! On one occasion, we drove as far as Weston Super Mare. I quickly learnt, on that trip, on the approach to Stow on the Wold, that when driving in snow, the large narrow wheels, by modern standards, gave excellent traction.

Finally on January 14<sup>th</sup> 1965, I passed my driving test, threw away the "L" plates and started my travels in "Annie", covering around 14,000 miles before the following October



Even in those days other motorists took great interest in the Ford 8, often claiming to have owned one and carried out their courting activities in such a vehicle! Journeys undertaken in the summer of 1965 were to Lands End, the Yorkshire Dales and the Scottish Borders, as well as using the vehicle every day for travelling to my place of work. During those journeys, the vehicle only suffered two break-downs. The first one which occurred on Easter Sunday 1965, just north of Winchester I recall, on returning from a Bournemouth day trip. The car was making good progress along the A34 dual carriageway, in the half-light, at around 55mph, when there was a misfire, followed by the engine cutting out. The car finally came to rest in a bus lay-by, where it remained for 36 hours. In the meantime I had thumbed a lift and taken a train ride, to return to Birmingham. A replacement distributor head was obtained. This was fitted at the side of the road, the timing reset and we were off again. In those days you could leave a car unattended at the side of the road with some certainty of finding it there, complete with wheels, on returning!

The most difficult problem to overcome was the leaking roof. Girls were happy to go out in "Annie", but complained about having to use an umbrella to keep their "hair dos" dry. After applying various paints and sealers, without success, a sheet of PVC (I don't know where it came from) was cut over-size and glued to the existing soft roof. The edges were sealed using Sylglas glazing bar tape. This, when cured, was painted black. It worked and didn't look too bad either.

I am ashamed to say that "Annie", not originally fitted with any form of indicators, had "pigs ear" type attachments bolted to the roof by me. One Saturday night, I was driving out of Coventry in front of a bus. An intending passenger put his arm out to attract the bus driver's attention, as the car passed the bus stop. He caught the near-side lens, breaking it off. With his hand dripping with blood, he apologised. It would be a different story these days, I fear!

"Annie" (Y23409) finally came to rest on the forecourt of a garage near the village of Repton, North of Burton on Trent. I was returning from a weekend, with friends, in Sheffield. A police car was

following me along the A38. I was ordered to abandon the car - there and then - because of a noticeable "list" to port. It would appear that the near-side shackle had broken. It was never properly investigated. I thumbed a lift home and never saw the car again. The garage scrapped the car and offset the proceeds against the storage charge. My father gave me a £250 loan, so that I could buy a Ford 105E Anglia. This was a great car in which, during the next 3 years, I clocked up over 100,000 miles.

Since those days I have always been pleased to see the odd Model 'Y' during my travels. It was on one Friday afternoon during September 2002, whilst driving through the village of Saltfleetby, in Lincolnshire - I saw a red Model 'Y' parked outside a house. The car had a For Sale sign in the windscreen. On closer examination - it was a Fordor, so I knew it was not my beloved "Annie". The owner seemed vague about its pedigree, etc. I decided to return on the following Sunday with my son to have a good look at the car. The owner could not be bothered to find the battery to start it, so I lost interest. The vehicle registration was FV 4912 (Y69320 owned by non-member P.Ellis. - Ed).

I think I was now seriously infected with the idea of owning a Ford 8 again. I quickly realised that there was no known cure! On returning home, I typed in "Ford Eight" into my web browser. The name Bob Wilkinson was quoted as Secretary, for the Ford Y&C Model Register. After phoning the man and leaving a message on his answering machine, it has been impossible to shake him off! I joined as an associate and bought a car on reading the first 'Transverse Torque'. - DVT 788- "Billy" - from the late John Jennings of Wetherby. "Billy" has provided me with a year of wonderful motoring memories. Less ambitious than I was in the 60s, in terms of distance travelled, but I can say



"Annie" in the 1960s. Note the fog lamp pointing to the near-side kerb - a vital necessity in the smogs of the time. OJ was a Birmingham registration



"Billy" at the Henry Ford Day at Gaydon last year. Colin still reliving the 1960s in his dress!

its great to be back. "Billy" is now undergoing some serious mechanical restoration. Although some six years younger than "Annie", "Billy" with his many "refinements", has brought back all those wonderful memories of the 1960s.

Attending the AGM in April of 2003 has led to my involvement with the Y&C Register as 'engine externals and ancillaries spares holder' and now Membership Officer.

**Colin Rowe.**

## For sale

1934 Tudor Model 'Y' (Y59728), DG 9147, black with green upholstery. Good running order and good condition throughout. Recently re-trimmed and re-carpeted. MoT and V5. £2500 o.n.o.

David Donson. Tel: 0113 232 0899 (Nr. Leeds, West Yorkshire)

1933 short rad Tudor Model 'Y' (Y28408), ZV 2007. In very good condition and running well. Owner has had the car since 1980. Has recently had a lot of care and attention. Black with wine interior and new carpets. Original seats in v. good condition and side trim recently replaced to match. Many dealings with Vintage spares for new door handles. New exhaust, rewired and all new HT leads, plugs, condenser, distributor cap, etc. Have the old brown log book to confirm original registration (PO 7765). Car is in Ireland, about 20 miles from Dublin airport. Cheap flights available via Ryanair! Seeking £4750 o.n.o. (or 6,500 Euros o.n.o.)

John Dunne. Tel: 00 353 876 161627. E-mail: [cpdunne@iolfree.ie](mailto:cpdunne@iolfree.ie)

1933 Model 'Y' Tudor, WFO 749. (Y16821). Blue with black wings and blue interior. Lots of money spent on total rebuild. Tappet adjusters fitted. Working hydrosopic fuel gauge. Probably the best 1933 Ford Model 'Y' I have ever seen. £4750 ovno.

Phil Denson. Tel: 01282 774768. E-mail: [modely@tiscali.co.uk](mailto:modely@tiscali.co.uk)

(Burnley, Lanashire).

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. Car is complete, but bodywork needs re-assembling and painting.

£1100 o.n.o.

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

A 1930s ride-on Ransome grass mower for restoration. 10 hp sidevalve engine. £300.00 o.n.o.

Frank Johnson. Tel: 01159 119732 (Radcliffe on Trent, (Nottinghamshire))

### Wanted

Pair of Model 'Y' short rad front wings.

David Kent Tel:- 01799 540105 e-mail: [david\\_kent.outspan@dial.pipex.com](mailto:david_kent.outspan@dial.pipex.com)  
(Saffron Walden, Essex)

2 servicable Model 'Y' front seats (for re-covering).

Chris Jarvis Tel: 01273 554595 e-mail: [c.jarvo@ntlworld.com](mailto:c.jarvo@ntlworld.com)  
(Hove, East Sussex)

Model 'Y' front seats. Any condition acceptable.

Paul Margetson. Tel: 01283 225277 (Swadlincote Derbyshire)

Centre circular section for Model 'Y' spare wheel cover.

Model 'CX' handbrake lever, instrument gauges, front and rear wings and grille.

Mike Meadows. Tel: 01473 624650 (Ipswich, Suffolk)

Wanted for Model 'Y:- Set (5) 16 inch wheels.

John Griffiths. Tel: 01244 534562. (Ewloe, Flintshire)

Bonnet centre end stops for chrome hinge strip as fitted to 'C' / 'CX' and late Model 'Y'.

Bob Wilkinson. Tel: 01832 734463. e-mail: [bob@bwilkinson49.fsnet.co.uk](mailto:bob@bwilkinson49.fsnet.co.uk)  
(Thrapston, Northamptonshire)""

## "Go fourth" – an appeal from member Roger Corti

In June 2004 I will be taking up the biggest challenge of my life. I am going to Tanzania to take part in the Mount Kilimanjaro Hike Away for Scope, the charity for people with cerebral palsy. We will be trekking for five days to reach the summit of Africa's highest mountain. The route will take us through jungle, moorland and snow, with temperatures ranging from tropical to sub-zero. We shall be hiking up to 14 hours a day. And I will be 60 this year! But not over the hill - yet!

The reason I am doing this is to help people with cerebral palsy. It will also demonstrate my Scouting belief that we should help others. (I am a Scout Leader and run the 4th Ruislip Scout Group - Our group motto is "Go Fourth"). Please give as much as you can to encourage my effort! If you are a UK taxpayer your donation will be increased by almost a third at no cost to you. You can contact me on 01895 638198 or e-mail: [rogercorti@aol.com](mailto:rogercorti@aol.com)

## NEWS OF NEW MEMBERS

Prepared by Colin Rowe April 11<sup>th</sup> 2004

Since the last issue of 'Transverse Torque' we are pleased to Welcome to the Club the following new members:-

Barry Barnes..... B1139  
Tamworth, Staffordshire

Andrew Black..... B1710  
Morpeth, Northumberland

Eric Lynn ..... L1717  
Gateshead, Tyne & Wear

Henry McConnon ..... O-M107  
Philadelphia, U.S.A.

I am writing about members for the first time since taking over the role of Membership Officer early in the New Year. Thanks to Bob Wilkinson for helping me out by writing the notes 'News of New

Members' for the March – April issue (147).

In this issue we are pleased to welcome back a previous member and a transfer of a vehicle from Ireland to France. There are two new members, both in the North East. One of these new members has brought a rare find to the club – a utility “Woody”.

**Barry Barnes** Barry has rejoined after a break from membership caused by a house move, a career change and setting up a new business, which have taken up a great deal of his time. Barry has a May 1936 Tudor Model ‘Y’ (Y155193) reg: BG 4864, not currently on the road, but this will be rectified, hopefully, in the coming season. See you at Drayton Manor! We are pleased you are back, Barry.

**Henry McConnon** is the brother\_of Kate McConnon (O-M105) who, those members who entered the Ireland Convoy 2002, will remember. She flew in from Alaska for the event to drive her 1933 short rad Tudor Model ‘Y’ (Y27704) reg:CSL 875.(See issue 137). Kate has passed the car to Henry, who will keep it at his home in France - where he lives for part of the year. Kate remains a fully paid-up member of the Club. Welcome Henry and we hope you will find the time to bring the car across the channel in due course.

**Eric Lynn** has joined the Club after owning a Model ‘Y’ Tudor (Y193361)for 26 years. Although in the early days the engine was re-bored, restoration of the rest of the vehicle has not been completed. There are still no windows and the body work needs some attention, although generally sound. Eric and Sue are hoping to complete the work and put the vehicle to good use on the road. Welcome to the Club at last. Eric & Sue, we look forward to meeting you at future events.

**Andrew Black** Whilst chatting to a local builder, Andrew was told of an old vehicle which had been found while a site was being cleared for re-development in Swarland, near Morpeth. Andrew has a preserved steam roller and so was approached as an authority on old vehicles. Andrew quickly identified the Model ‘Y’ as a utility “woody” based on the Model ‘Y’ van (Y47758), estimated to be a 1934 model. It shows a tax disc, which expired in 1960. In poor shape, it was shown in Practical Classics (issue 5, Spring 2004) as found by Mark Taylor. It is without front wheels. Andrew intends to restore the vehicle, although it requires a lot of work. Andrew quickly identified it as Model ‘Y’ because his father-in-law owns one - GRT 7270. It does not appear to be in the register. Perhaps Andrew can persuade him to join the Club, or at least send the details of the car to Sam? Welcome Andrew and we hope that you can fully restore the Woody in the fullness of time.

A warm welcome to these new members who are encouraged to get in touch with their Regional Contacts (see inside cover of ‘Transverse Torque’ for details. There is plenty of support available within the club for those who need help and encouragement. Enjoy your membership and happy motoring re-living the thirties.

# International correspondence

## Spain

In the last issue, we reported and illustrated the Model ‘C’ find on the island of Majorca in Spain. Fidel León Darder reports further:- “I’ve had news from the model C recently discovered on Mallorca. Its owner reports that chassis number is C-19706, engine number is B-2620, and was registered HU-2210. This registration (from Huesca) indicates the car spent its early years travelling through the narrow Pyrenean roads.”

Interestingly, it slots neatly onto the register of known surviving vehicles after the Model ‘C’ of our senior Spanish member, Luis Cascante Davila (Luis Cascante senior), although, admittedly there are a hundred or so Model ‘C’s manufactured between the two of them.

Fidel e-mails later:- “Two weeks ago, at class, I used classic cars to exemplify some”questions. At the end of the class, a student approached and told me “You are very keen on classic cars”. I obviously confirmed. The student, Rafael Mahiques Montaner, proved to be an enthusiast too. He owns one Simca Ariane, one Citroën 11L, and one Ford ‘Y’. The baby Ford has recently been acquired by Rafael from an old man who owned it from the early sixties. The car is a long rad model in a quite good condition. Rafael hopes to have it on the road next summer. The previous owner preserved it during the last decades upon a set of axle stands.”

The car, a two door version, was probably assembled in Barcelona 9<sup>th</sup> August 1934, and was registered in Soria (SO-988) 21<sup>th</sup> September 1934. During the Spanish Civil War the car was requisitioned. In the early forties new papers were supplied using the original registration number. The “forito” (Spanish for ‘Baby Ford’) has spent its last six decades in the dry climate of Valencia, where garaged cars never corrode. Both chassis and engine numbers are Y-69682. I’ve encouraged Rafael to join the Club. He will contact you soon. I’ve asked him for some pictures of the car. I’ve reported Luis Cascante about Rafael’s car, and about another Model ‘C’ advertised in a car magazine. It’s the black car, registered B-66717, which picture is attached. I hope send you more news soon.”

Since writing the above, I have received the following sad e-mail from Luis Cascante (Junior) about his father:-

“As a new Club year is coming, I inform you that my mother asked me to give up my father’s membership of the Register. Sadly, Dad has lost most of his memory, as well as any interest in his hobbies after his last hip operation. I should be grateful if you pass to Colin Rowe.

Thank you for your last e-mails, about Fidel Leon’s discoveries; Fidel has informed me about them.

Forito is still running very well; Tatat and I we have covered 2000 km after its restoration with no troubles. The only snag encountered is an oil leak from the front oil seal of the engine, possibly because it was not enough soaked before mounting; the pulley sprays the oil into the engine bay, which is always dirty. I’ll buy a spare from the

Register's stock and change it.

After the reading of your interesting article about the British vehicle registrations, I think that finally I can understand your intricate registration system."

### U.S.A.

You will remember the drama of the Model 'Y' Alpine, which turned up in California, U.S.A. (Issue 144 – Members' Cars) and our fears that it was to be sold to a 'rodder'. I was pleasantly surprised to receive the following e-mail:-

"My name is Greg Kraft. I live in Michigan, USA. I have just purchased and am the new owner of the 1933 Alpine Tourer, #Y1646 from Gary Brownell of California, USA. I am immediately starting a full restoration on the car. I have your book and enjoy it thoroughly. I am looking for more information on the Arrow.

The car is quite complete, but I am going to need a few small parts. I have an Anglia and a Prefect. So, mechanically, I understand these cars. I wondered if you could forward any other information. Any help would be greatly appreciated. Thank you in advance."

I replied:- "Your e-mail contains some of the best news we've heard in a long time! I spent many an evening pawing away at the computer, trying to convince Gary Brownell that he should not sell the Alpine to a 'rodder', given its rarity and its provenance. In one last desperate plea, I suggested that he advertised it on ebay to see what bites he would get. I am delighted that it has gone to a good home; someone who appreciates sidevalves and is an enthusiast for our cars.

Pages 107 - 109 of my book (I'm delighted that you are enjoying it) cover the Arrow Coachwork products and the Alpine in particular. Bearing in mind that these were all hand-built, there are differences in each of the cars built by a particular coachbuilder. I attach a photograph of David Grace's Alpine, which has a different valence to yours below the radiator grille. Yours is a very early model (Y1646 puts the date of manufacture of the rolling chassis at Dagenham as October 1932. When you consider that production of the Model 'Y' only started, and then very hesitantly, on

10 August, yours would have been an initial design of the Alpine.) David's car (Y49638) was manufactured in January 1934, by when, they had started up the design somewhat. However, what all Alpines had in common was the split leather strap over the bonnet (hood) - hence the lack of louvres along the bonnet sides. Unfortunately, none of the five known surviving Alpines has the leather strap. I presume it served no useful purpose and was a hindrance to opening the bonnet, so was disposed with. A pity really as it adds an attractive and unique feature to the design of the Alpine."

### Car show, California style

George Pierce reports from California, "We just had one of our first local car shows of the season, on the beautiful central coast of California; 30 Model A's, 1 Model B, and 1 Model 'Y'. Another nice show here in Santa Maria on Sunday, but I will have to miss it; going to Vegas to meet our son who is coming home on leave from the war zone."

### Germany

Thilo Moerke, of the Ford Oldtimer und Motorsport Club Cologne e.V., e-mailed:-

"Yesterday I found the latest edition of your club magazine in my post-box. Again, very interesting reading. Thank you for referring to our club in your Ford Köln article.

You also mentioned a tin plate you purchased with Ford Köln advertising. Actually there are two different plates available: the picnic scene you have and a Köln in front of a big ship with people waving "good-bye". Usually these metal plates have a larger size (20x30 cm) and come in a set of five (including Model-T, V8 and other German pre-war Fords), but at least the picnic version is available

in postcard size as well.

I believe we still have a pair in our club archive. If yes I'll send you the two Köln plates. Sometimes they are also available via in the internet:

<http://www.reklamewelt.de/1616.html>

Incidentally, 11,121 Ford Köln were built between 1933 and 1936."



A photograph of the second plate showing a *fräulein* waving 'Good-bye' from a Ford Köln cabriolet.

Douglas Hand also rang to say that he has had a 12" x 16" framed poster of the picnic scene, illustrated in the last issue, hanging in his cloakroom for the past 15 years.

### New Zealand

The Y&C Register has recently struck up an affiliation with the Ford 8 & 10 Enthusiasts Club on the South Island of New Zealand, where there are a goodly number of our cars surviving. These, in the main, were exported in a 'Knocked Down' (KD) condition and assembled at Ford's Lower Hutt plant outside Wellington. I sent the listing of those cars which we know do survive, asking for their members to please update that listing. To date, I have received one reply from Roger Healy, who is now the owner of the third oldest known surviving Model 'Y', Y490. Roger reports:- "I have recently purchased David McKelvey's early Ford 'Y', chassis no Y490. As you may well have noticed we also have a 1935, 4 door Ford 'Y' saloon

on your register. I thought I would drop you a line to let you the change of ownership of this car, so that your register is correct in its detail. I have enclosed some pictures of the car when we picked it up. It seems to be reasonably complete, only missing the headlights, parkers, tail-light, badge for the grille and interior handles and winders. All the other hard to get parts are all there, e.g., the correct early steering box and the exterior door handles, including a locking one. The dashboard and instruments are complete, including the matching pair of glove box lids. The car is very tired, as you can see from the photos, and requires a full restoration. I have made a start on some of the woodwork as the winter is now upon us and it's time to get cracking on some of these projects."

*The third oldest known surviving Model 'Y' (Y490), arrives at Roger Healy's house in New Zealand prior to restoration.*

*The car looks remarkably rust-free, considering it would have left Dagenham during the first fortnight of production in early October 1932.*



## Keeping track of 'Y's Down Under

Bill Ballard

Bernie Bridle is the latest person to learn that I can perform miracles (it is just the "impossible" which takes a bit longer)! At a Victorian Side Valve Club function on the 14th September 2003, he happened to mention to me that he liked the looks of Wayne Brown's 1934 Model 'Y' Tudor and said he wished he could find a similar car for himself. I told him they were like the proverbial hen's teeth to find here in Australia, but I would look out for one for him. And that is where Sod's Law (or Murphy's Law, depending on your location) came into play. "He" must have been listening in to our conversation because, a few days later, I was on the blower to Philip Handel in Sydney, chasing some Model 'Y' parts for Wayne Robertson. I had

known that Barry Hurren, a near neighbour of Philip's, once possessed two Model 'Y' sedans - a fully-restored long rad and a short rad in 1,001 pieces. I was aware that the long rad had been sold to someone else in the Sydney area and that the short rad parts had been split three ways - some to the new owner of the long rad; some to Philip and some to the local tip (what a disgrace!). It was those pieces that Philip had kept that I was after for Wayne Robertson. In the course of our conversation, Philip told me that he had heard that the new owner of the long rad, Michael Nicolau of Bankstown (a suburb of Sydney), had put it back on the market again. He had intended to "hot rod" the car but (thankfully) had found it too much of a challenge and abandoned the idea! A quick 'phone call to Mr Nicolau confirmed he was selling the car and the rest, they say, is history!

Bernie bought the car "blind" and arranged for it to be transported to his home in Dandenong, in the south-eastern suburbs of Melbourne, where it arrived on the afternoon of 8th October 2003. I had last seen the car in the depths of Barry's garage in February 2000 and had kept my fingers crossed that its condition had not deteriorated to any extent and that Bernie would like it when he got it. I couldn't wait to see the car and was down at Bernie's place the day after he got it, when I took some pictures of it and had a close look at it. The first thing I did was to establish its true identity, as we had the car recorded as having chassis number Y35099 and body number 19 S71. These two details hadn't fitted in with the general scheme of things (Geoff Paynter's similar car having chassis number Y35401 and the comparatively high body number 19 S289). I discovered that the true chassis number was Y48233 and the body number was 19 S371, which made it a 1934 long rad sedan, despite being fitted with short rad rear wings (mudguards). I also noticed the "CHASSIS MADE IN ENGLAND" badge screwed

to the dashboard (and non-standard starter and choke knobs) and the "COACHWORK FORD GEELONG" badge on the scuttle, on the nearside of the car, and took pictures of them. [I am working on an article covering all badges on our cars for a later issue – Ed]

This car had not been run for some considerable time, but Bernie soon had it ticking over (after putting the coil leads the right way round!) and it needed just a few jobs doing to it to make it roadworthy. After Wayne Brown had modified the electrics to give the car flashing indicators (much needed in today's traffic conditions), it was inspected for roadworthiness and has now been registered on Club Permit registration "CH 8006". It made its public debut on a Ford 8 & 10 Side Valve Club Victoria run down the Mornington Peninsula on 7th March 2004. Bernie tells me the next job on this car is to have it reupholstered.

Bernie must evidently have been pleased with his purchase because, early in the new year, when word got around that Steve Austin in Ormeau, Queensland was disposing of his interesting collection of rare Small Fords, he was successful in buying the green and black 1933 Model 'Y' "standard" roaster, which Steve had bought from Kevin & Jean Gilbert some 13 years previously and done little with since. Bernie took delivery of this car on 1st March 2004, but has yet to do anything with it, other than clean the petrol tank and turn the engine over. We have established that this car's original engine number (and hence its chassis number) is Y25238, but we have not yet been able to find a body number - there's too much paint on the side of the toolbox!

In the meantime, you may be asking yourself why I was wanting parts for Wayne Robertson. Well, the crafty devil has had a 1933 short rad Model 'Y' chassis (Y27160) secreted away in one of his sheds for the past 12 years and recently brought it out of storage, so that he could transfer the body of his sister Cheryl's 1934 long rad sedan (Y83470) to it, whilst he repaired the latter car's chassis and painted it. Whilst the frame and cross members of Y27160 were good, it lacked a proper front "A" frame and axle and a decent back axle. Within days of me discovering this chassis, and Wayne divulging to me that, when he had finished Cheryl's car, he wanted to use it

to build a replica phaeton, word had got around "The Australian Y & C Syndicate" and Greg Rice had come forward with a front axle for it. I had also located a suitable back axle for it in Uranquinty, New South Wales. This was collected in mid-November and delivered to Wayne, who wasted no time in tidying up his chassis and giving it a quick lick of paint to protect it before transferring the body off Cheryl's car to it. Wayne is now well on with repairing the chassis for Cheryl's car, which had a slight twist to it.

Meanwhile, Bernie has been to Sydney and collected from Michael Nicolau the parts he bought with his Model 'Y' (which could not be accommodated on the transporter that brought the car down to Melbourne), plus some parts given to him by Philip Handel. These included four doors from a sedan and other body parts, which he very generously gave to Wayne Robertson for his phaeton. At the time of writing, Wayne was requiring only a few more parts, including front and rear mudguards, the rear valence and a bulkhead. Ron Day in Otane, New Zealand, has very kindly come forward with these. Last I heard was that Wayne was planning to cross the Tasman Sea to collect these parts and was in the process of obtaining a passport! Having seen what a wizard Wayne is with metal (he repaired my roadster's body for me), I am quietly confident that he'll make a very good job of building the phaeton from all those parts.

A second Model 'Y' has turned up in Australia since my last report was published in Issue 143. This is a 1933 sedan (Y27495, 19-S153) owned by Robert Mason in Dalby, Queensland. Robert had rung Yesterford, a local firm dealing in parts for older Fords, and spoken to one of the partners, Mike Kirkpatrick, who also owns a 1933 Model 'Y' sedan (Y25876). Mike didn't have the parts he wanted but had put him on to me and yes - I could help him! Robert wanted some wheels for his 'Y' and some front wings for a Model 'C' or 'CX' sedan he had been given by a local farmer. I had just got these parts sorted for him when Robert and his family had to make a dash to his terminally ill father's bedside in Esperance, Western Australia. Have a look at a map of Australia and you will see that you couldn't get two places much further apart - there must be over 4,000kms between them! However,

before he went, he sent me some pictures of his 'Y', which looked to me as if it had been scorched in a bushfire. We cannot wait for Robert to return home to Dalby and his projects, but in the meantime, our thoughts are with him and his family.

With these two (Y27160 and Y27495) turning up, the total number of Model 'Y's known to exist in Australia now stands at 31. Turning to the other 27 that we know of (excluding those already mentioned), I have updates on five of them for you. First of all I would wish to apologise on behalf of Sam and myself for recording the owner of the unique Model 'Y' roadster, well-sided utility (Y35081, 19 LD24) and the rare Model 'CX' coupe (C275xx, 20B-C48) in Issue 143 as "David West" instead of David Wilson. David has recently sold his farm and moved to another address in Inverell, News South Wales, aptly named "Vintage Retreat"! We wish him well in his new abode, and hope that the move will mean he can devote some time to restoring his Model 'Y' roadster ute!

Shortly after I had written that report for Issue 143 - on 16th May 2003 to be precise, I had the privilege of visiting Grant Murray in Geelong and being shown round his garage, which contains two 1934 long rad Model 'Ys' - a grey sedan (19-S404), which is totally original but in need of restoration, and a grey and black sports roadster (19-R117) on which restoration commenced some years ago. Grant's garage was rather full and it was impossible to get access to his cars to confirm their details or get decent photographs of them. He has owned these cars for about 40 years but I cannot, somehow, see him having them "up and running" in the foreseeable future! A shame...

Also in Issue 143, I mentioned that Peter Stacey in Dilston, Tasmania had completed the restoration of his Austin 7 "Meteor" and was expected to turn his attention to his grey and black, ex-New Zealand Model 'Y' Tudor (registered VC-1408). Unfortunately, another love of his life - a Mercedes-Benz sports car - came up at an attractive price and as he had only space for two cars in his garage, one had to go - regrettably it was the 'Y'! Fortunately, "Syndicate" member and close friend, Tim Johnson, came to its rescue and made Peter an offer he couldn't refuse. So the 'Y' moved across to the other side of Launceston and

replaced Tim's Washington blue 1936 Model 'CX' sedan (C55396), which has now passed to John Rimon in Bridgewater, also in Tasmania. Upon taking delivery of the car, Tim immediately "bit the bullet" and got down to the job of sorting out the brakes, which have never been very good, he tells me. In the meantime, I've set Tim the task of establishing the true identity of his Model 'Y', which he now calls "Little Henry Jnr"!

From Chris Newman in Perth, I've learnt that Derek Wilson in Western Australia is making good progress on the restoration of his 1934 Model 'Y' sports roadster (Y48703). I was sent some excellent photographs, which show him making a good job with the wooden framework for the rear body tub on his very rare car.

At the time of writing (March 2004), I have just returned from a week-long trip to South Australia and met three more Model 'Y' owners, but that, they say, is another story...!

I'd like to finish this time round with news of a car departed these shores.... Gavin Welch in Auckland, New Zealand, has informed me that he can only read part of the body number on the bulkhead of his ex-Queensland long rad sports roadster - "19 R 1-1", with the middle digit being either a "0" or an "8". Sam and I have opted to record it as "19 R101" until proven otherwise!

Bernie Bridle's very smart Geelong bodied long rad sedan (Y48233), with its new Club Permit registration. Note the short rad bumper, fitted to all export Model 'Y's (except those in the Republic of Ireland) until stocks ran out in about March 1934.



The latest addition to Bernie Bridle's stable, a 1933 short rad standard roadster, which has yet to receive its Club Permit registration.



Wayne Robertson's chassis (Y27160), out of storage to carry sister Cheryl's body whilst her chassis is attended to, and then to be used for a replica phaeton. Note the temporary angle-iron A-frame (and lemon tree).



Cheryl Robertson's short rad chassis having full restoration job done on it .....



Derek Wilson's Model 'Y' sports roadster under restoration in Western Australia

"..... and back together again."



## Northern sidelights

As reported in Issue 147 under the heading, 'Bradford Scoop', the local press coverage of CNN and indeed the Y&C Register was pretty accurate despite the confusion over brake horsepower and fiscal horsepower. In my defence, I would argue that this error emanated not from your scribe, but from the motoring correspondent who perhaps assumed that hp is the same as bhp, he being a young chap and all!

Last month's 'Practical Classics', under its 'Rust in Peace' section, carried a photograph captioned, "Van-conversion early thirties Ford Model Y was found in a barn by Mark Taylor". I have e-mailed the picture to Sam, who will no doubt be able to comment more effectively than I, but it looks almost certainly Model Y than, say, Morris 8. Like many of us, I well remember how commonplace were van conversions of many varieties in the 50s and early 60s, not least of which was the homespun Jowett Bradford van.

One or two enquiries have been made regarding Newby Hall. I can now confirm that this will take place on Sunday 18 July, with a closing date for entries of 30 June. Those who attended last year will have received, automatically, an entry form. If not, please get in touch and I will send you a photocopy. Please don't forget to note down in the appropriate part of the form the "One-Make Club Name", ie: Ford Y&C Model Register.

A reminder also about the Kirkstall Classic Car Show on Saturday 10 July. My favourite day at the seaside, the Bradford-Morecambe Run, is to be held on Sunday 12 September. Details from me for anybody interested.

**Barry Diggle**  
**Region 16**

# Ford Heritage Vehicles Join Museum

**Extract from Veloce Publishing Ltd. February 2004 Newsletter.**

The historic vehicle display at the Heritage Motor Centre at Gaydon in Warwickshire has been boosted with the addition of 16 vehicles on loan from the Essex-based Ford of Britain heritage collection. The vehicles, ranging from a 1912 Manchester-built Model T, through to a 1985 Ford RS 200, are already on display and enhance what is the world's largest collection of British cars.

Roger Putman, Chairman of Ford of Britain, handed over the vehicles to Julie Tew, Managing Director of the Heritage Motor Centre. He said, "Ford has a very proud history in Britain going back 100 years and the vehicles now on public display at Gaydon represent some of the finest products produced by the Company for British motorists."

Milestone Ford cars now at the museum include the last Cortina ever made, the last Capri and an example of Britain's first – and only- £100 new car, the Ford Model Y from the 1930s. Motorsport, a word synonymous with Ford, is also represented in the display by the Ford Escort, which took Hannu Mikkola and Gunnar Palm to victory in the 1970 London-Mexico World Cup Rally and a replica of the Ford Zephyr 6, which won the Monte Carlo Rally in 1953. The Zephyr was driven to victory by the Dutchman Maurice Gatsonides, who went on years later to invent the 'Gatso' speed camera.

The selection of Ford cars will be on display in the main museum, which is open to the public daily (except 24 – 26 December) from 10 a.m. until 5 p.m. Museum admission charges are: £8 adults, £7 concessions, £6 children (5 – 16 years), under fives free. Further information is available on [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk), or telephone general enquiries on 01926 641188.

The full list of Ford heritage collection vehicles on loan to the Heritage Motor Centre:- 1912 Model T Torpedo/Runabout (second oldest surviving Manchester-built Model T); 1926 Detroit-built Model T Tudor (2dr) saloon; 1928 Model AF, Manchester-built; 1937 Model Y, built in Dagenham; 1950 Consul Mk 1, built Dagenham; 1953 Zephyr 6 Mk 1, built Dagenham; 1961 Ford Thames 7 cwt van, Dagenham; 1962 Consul Mk II convertible, Dagenham; 1965 Ford Lotus Cortina Mk 1, Dagenham and Cheshunt; 1966 Anglia 105E deluxe saloon, Halewood; 1970 Escort London-Mexico world cup rally winning car, Boreham, Essex; 1974 Escort Mexico, built AVO Aveley, Essex; 1977 Fiesta L, built Velencia, Spain; 1982 Cortina Crusader, Dagenham; 1985 RS200, Tamworth, Staffordshire; 1986 Capri 280 Brooklands, Cologne, Germany.

**Extract from 'Ford News', February 2004**

Ford's fleet of historic vehicles is on the move in a bid to give it a higher public profile. The cream of the heritage collection has left Dagenham and made its way to new homes at the Heritage Motor Centre at Gaydon and Southampton Plant, where they will be accessible to many more people.

Corporate and Heritage Affairs Manager, Tom Malcolm said: "There are other car companies out there and they all produce fine products, but what separates our company from all the others is our heritage. That's what makes us unique. It's all very well having such wonderful vehicles in our possession, but if they are stuck away and can't be seen by people, what's the point? That's why we have been looking for opportunities to get them more in the public eye."

The Gaydon Centre – which is run by the British Motor Industry Heritage Trust – is to display 15 Ford icons: a Model T Torpedo, a Model AF; a pair of Model Ys; two Anglias;

**Continued on page 25**



## 'Famous Fords' 1990 calendar



This large A3 calendar was published by Ford Cologne and depicted superb drawings of famous German Fords. The artist's name can only be deciphered from his (or her) signature and appears to be Kuttonberg – perhaps a reader can correct me on that. The copy of the calendar, presented to the Register archives by Jim Sharpe, is the English version, so I am able to type the descriptions of the two cars of interest to the Y&C Register as they are written. Regrettably the translator has committed the unforgivable sin, in my book, of referring to the Model 'Y' as the 'Y Type Ford' and the Model 'C' as the 'C Type Ford'.

### 1933 FORD MODEL Y KÖLN

Although designed by Ford of America, the elegant little 8 horsepower Ford was intended specifically to meet the demands of the European motorists looking for economical transport. It went into production in 1932 in Germany as the Ford Köln, and in Britain as the Y Type Ford.

With its 933cc four-cylinder engine driving the rear wheels via a three-speed gear box and torque tube drive, the little Ford echoed American Ford practice at that time, and also in its running gear, with the Model T inspired front and rear transverse leaf spring layout the Köln remained a typical Ford.

Immensely popular, bringing new-car ownership for the first time to many thousands of people, this was the car that really established the European Ford companies as major car manufacturers in their own right, giving the Ford empire a healthy slice of the economy-car market which it has held onto ever since. As a result of price reductions in Britain in 1935, the Y Type became the only real four-seater saloon car ever to be sold at a brand-new price of only £100, when the two-door model was marketed as the Ford "Popular".

### 1937 FORD EIFEL

Based on a chassis frame wider at its centre, but on the same wheelbase and with similar running gear to the Y Type, the first 10 horsepower Ford went into production in 1934 in Britain as the C Type Ford De Luxe whilst being known in Germany by the model name "Eifel".

A larger bore version of the small Ford engine now resulted in a 1172cc power unit, and allowed the Eifel to reach a speed of 65 mph which was an outstanding achievement for a 10 horsepower car in those days. With separate development by Ford of Germany, the Eifel soon became quite distinct from the British C Type, and in 1936 the German car received disc wheels, an extended rear luggage compartment, and an attractive new front grille design based on that of the large Ford V8 models; and in this form the 10 horsepower Ford acquired a very sporty look when equipped with the open Tourer style bodywork.

*The superb March illustration in the 1990 'Famous Fords' calendar. A 1933 short rad Deutsch bodied Ford Köln Cabriolet."*



### Continued from page 24

two Consuls; an Escort Mexico; the last Cortina and Capri; a Lotus Cortina; an RS200; and Escort Mexico and Zephyr 6 rally cars.....

The pick of the company's commercial vehicles will form part of a heritage centre on the top floor of Southampton Plant's C building. They are a model T truck; a Model AA truck; a Fordson Tug; and four vintage Transits spanning the vehicle's four decades. Human Resources Manager Geoff Glover said: "Southampton is the home of the Transit, so it is fitting that these vehicles should be brought here."

Note the contradiction about the number of Model 'Y's on display at Gaydon. I suspect there is only the one; the 1937 supposedly vineyard green Tudor 'Popular', DOA 244.



The equally superb May illustration. A 1937 Ford Eifel Roadster. I am not sufficiently knowledgeable to identify the body. It could be either Karmann, Stoewer, Gläser or Deutsch. Each varies in detail, which I have yet to learn. Can anyone help me please?

## Accidents will happen

### Ipswich.

A mid-1936 standard Tudor Ford Popular, up from London (DLK 737), passes trolley bus No. 109 on its side. The date was 8<sup>th</sup> June 1955. The trolley bus had been driving down Bishop's Hill, in Ipswich, and had skidded. John Fuller, who sent in the photograph, which appeared in the East Anglia Times, appears to be an 'omnibologist' (lover of old buses and coaches) and has asked that the following be passed on to fellow omnibologists. Trolley bus No. 109 had a Sunbeam chassis and a body built by Park Royal. It served Ipswich Borough Transport from 1949 to 1963. Coming up the hill are No. 101, with the same provenance as No. 109, serving until 1961, and No. 86, which was a Ransome's vehicle with a body built by Massey. No. 86 served from 1940 until 1959. Ipswich's last trolley bus, No. 114, made its final run on 23rd August 1963.

John also mentions that Bishop's Hill is extremely steep. He has driven his Model 'Y' up it only once – definitely a second gear job - but it is definitely one that he would rather go up than come down.

### Nottingham.

Ex-member, Paul Bainbridge, who has turned his energies from Model 'C's to matters military, brought the next photograph to the All Ford Rally. It shows a Diamond T tank transporter coming out of Station Street, Nottingham in 1947 with a Comet tank on its trailer. Unfortunately for the driver of a de luxe Fordor short rad Model 'Y' (note chromed windscreen surround), there was insufficient room for him to squeeze through on the corner and the trailer has narrowed his track width somewhat! As the Diamond T is an American left hand drive vehicle, the driver should have spotted the Model 'Y' in his nearside rear mirror. This photograph will evoke many memories for Tim Brandon, who drove Diamond Ts during National Service with 123 Tank Transporter Regiment in Sennelager, Germany.

A Diamond T tank transporter crushes a short rad Model 'Y' against the kerb in Nottingham in 1947.



Ipswich Borough Transport trolley bus skidded in the wet coming down Bishop's Hill. It would seem to have turned through 180 degrees before coming to a halt. Of the 30 passengers, only two were detained in hospital. Apart from noting the Model 'Y' coming up the hill, note also the narrow tyres on the trolley bus"



## More from Julian's album

Julian Janicki's photo album has turned out two more cars which we do not see much of these days. Unfortunately, neither photograph is dated, nor is the location given.

*This car has not appeared in the magazine for many years. It is the French assembled 1932 Kelsch bodied 2-seater drop-head coupé, which was restored by Graham Tomlinson and sold at Sotheby's in 1994. It probably went to the U.S.A.*



*The green January 1937 'Popular' owned by Alf Draper, which did make an appearance at Enfield last year. I note that, in this photograph, the car is advertised for sale at £3500."*

## Dung !

In the latest FBHVC Newsletter is a report on Ken Livingstone's threat to make London a Low Emission Zone (LEZ) by banning vehicles without catalytic converters. FBHVC's research into the facts suggests that, if it does come to pass, it will initially only include buses, coaches and lorries and then may be extended to include taxis and vans. The only threat to our hobby is the statement "the study does not recommend that cars are included in the scheme, but does recommend that some action is needed, alongside any LEZ, to target the removal of very old cars in London (those built before 1993)." No doubt, when that comes up for discussion, FBHVC will work towards an exemption for 'historic vehicles'.

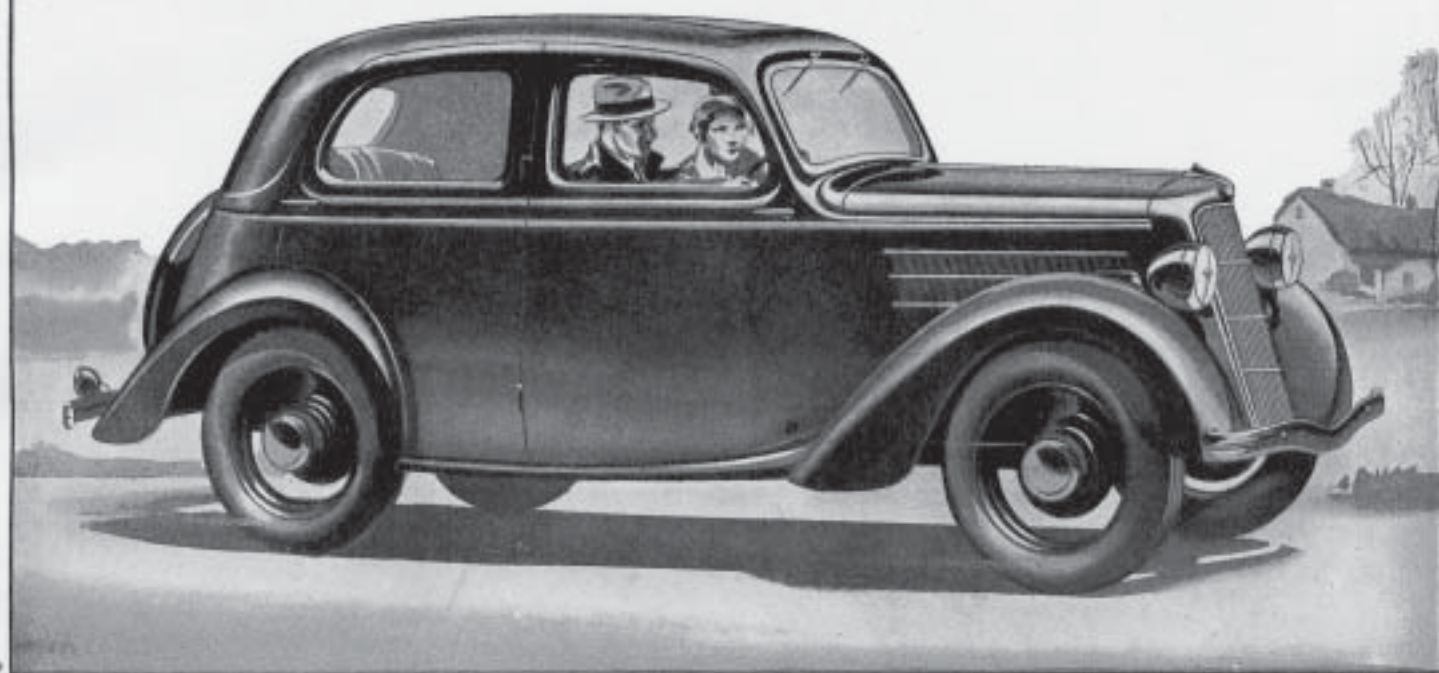
However the whole topic of the city environment brought to mind an extract from a book called 'Automania', written by Julian Pettifer and Nigel Turner and published in 1984, which puts the whole environmental question into perspective. It talks about the introduction of the car (automobile) at the turn of the last century and the irresponsible driving of the richer owners. "In the early days, the friends of the car were frequently its worst enemies. How was this unreliable, dangerous, noisy, dirty and smelly machine able to triumph over its shortcomings? The answer lies not so much in the virtues of the car as in the disadvantages of the horse, particularly in the cities. The principal disadvantage can be stated very briefly: dung. Anyone familiar with London will know that behind all the grander residential streets are the mews: smaller, meaner streets that provided accommodation for horses, coaches, coachmen and grooms. In many of these mews, as many as fifty or sixty horses would have stabled and each one of these animals produced, each day, about 45 lb of dung. It is estimated that by the turn of the century English towns and cities had to dispose of 10 million tons of horse manure every year. As a reminder of those good old days before the car started to pollute our cities, down at St. Katharine's Dock is a hay barge, just one of scores of such vessels that came up the Thames daily, loaded

with feed for the horses; other barges departed the tide with the same stuff after it had been processed by the horse. This never-ending battle with the dung heap was a nightmare for public health officials worldwide. Flies became so bad that those who could afford to abandoned the cities in the summer months. But even in winter it wasn't much fun; in wet weather ladies walked the streets with long skirts raised above their high-buttoned boots to avoid the pools of liquid manure. In London, pedestrians were helped to navigate the sea of horse-droppings by an army of crossing sweepers. Ernst Hancock, who was born in London in 1895, remembers how important these humble public servants were: "As we crossed the Foxley Road, there was the crossing sweeper, and being the youngest I had the honour to hand him a shilling which I thought was a terrible waste of money ..... but the only way you could safely cross any side-road in London, if you had any decent clothes on, was to find a crossing sweeper; because on either side it was a damned mess that was only cleared up about once a week." Mr. Hancock's final verdict on his childhood London: "Everywhere was dung". In those circumstances, those who argued that the general adoption of the automobile would lead to better health conditions were sure of a sympathetic hearing. Medical authorities pointed out that tetanus was spread by horses and the street dust, consisting mainly of dry horse dung, was thought to be responsible for a number of chronic eye and intestinal infections among city children .....

Apart from being blamed for all its pestilence, solely on account of his necessary biological functions, poor Dobbin suffered terrible physical distress in his urban setting. As everyone who has read 'Black Beauty' will know, the city nag was nothing but a wretched drudge. One hundred years ago, New York City and Brooklyn had a horse population of 175,000. Many of the poor jades, overworked and ill-treated, simply dropped dead in the streets and were left to rot there. A description of New York's Broadway in 'Atlantic Monthly' tells of a street made impassable by 'dead horses and vehicular entanglements'. In the 1880s, New York City was removing 15,000 dead horses from its streets each year but not before decomposing carcasses had augmented the foul smells and the flies coming from the stables and dung heaps.

This equine air pollution was just part of the problem; noise appears to have been an equally intolerable nuisance. With thousands of iron clad wheels and hooves clattering over cobbled streets it was often impossible to carry on a conversation outdoors. By comparison, the car on its stealthy rubber tyres offered the peace that passeth understanding ....."

*The Latest*  
**DE LUXE FORD**  
(£7 10s. Tax)



*De Luxe Ford Double-Entrance Saloon, £145, at Works*



The Latest DE LUXE FORD (£7 10s. Tax) sets this model more emphatically than ever at the head of the luxury light-car class, in comfort-provision, generous head-room and nicety of equipment. Improved seating-accommodation, full driving-visibility, synchronised gear-changing, finger-light steering, adequate, noiseless brakes, phenomenally efficient springing, restful, deeply-sprung upholstery, complete and high-grade fittings internally, and liberal under-cover luggage-space. Its streamlined bodywork is resplendent in the latest of weather-proof finish, and its performance is as notable as its economy of running and maintenance. The Local Ford Dealer will gladly demonstrate its competence to satisfy your every requirement, over a route of your own selection, today. Literature on request: Dealers everywhere.

**"THERE IS NO COMPARISON!"**

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. LONDON SHOWROOMS: 88 REGENT STREET, W.1