

Issue 149 July - August 2004

25th Anniversary
Issue

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Editorial

As I stated in the last issue, 2004 sees the 25th anniversary of the founding of the Ford Y&C Model Register. This time round we have included a brief résumé of our history and have squandered the scarce Y&C Register funds on providing a celebratory colour centrefold, portraying some of the events over the years. I keep my fingers crossed, hoping that the colour pages are up to scratch.

The tour of Wales was a great success. Ben and I covered a smidge under 1200 fault-free miles in my Model 'Y' Kerry. The weather was kind to us and we had some good laughs. Bruce Allan, the organiser, has written up the tour elsewhere in this issue, so I will only express our thanks to Bruce for all his hard work on our behalf in this editorial. It was an unexpected pleasure to happen upon recently joined member Tim Warmington-Gardner on a garage forecourt near Kidderminster on the way home. A couple of funnies: In one of the hotels, we were talking diets with big Dave Nash. He said he had been on a whisky diet for a whole week and had lost three days! Ben, my 'navigator', said that he had learned two things on the trip; one was that his memory is failing and he couldn't remember the second one!

In the April edition of 'Sidevalve News', John Porter, the FSVOC Chairman, reports on his trip to the Algarve, in Portugal, and on how he was told of an old Ford "out in the sticks", 700 metres above sea level, up in the hills in a village called Monchique. He eventually tracked down Y&C Register members, Mike and Rosie White, who emigrated to Monchique in 1999 with their Model 'Y'.



"Mike White and his 1935 Tudor Model 'Y' (Y107022) en route to Portugal (1200 miles) in November 1999. Photograph by Rosie White.

Browsing the web, Chris Jarvis came across the notice that the Filching Manor Motor Museum, in Polegate, East Sussex, is now a private museum and is no longer open to the public. This is the museum in which the Model 'Y' 'racing car' is kept (see issue 146). Paul Foulkes-Halbard, who built up the museum, died from a stroke last October. As Chris states, "It is a real pity. I'm sure Paul wouldn't have wanted this....."

I received the Spring 2004 edition of the Friends of the National

Motor Museum Trust Newsletter, which announces the launch, in April, of the 'brand new stock image website for the Motor Picture Library.' The address is www.motoringpicturelibrary.com I keyed in 'Ford' to the search engine and 342 successive photographs appeared, none of which featured our cars. The nearest to them was a 1949 sit-up-and-beg Anglia. They do say that there are 'many thousands' of images waiting to be uploaded. Watch this space!

Regrettably, Jeff Hancock has decided to retire from the world of Model 'Y's and do something less exciting in retirement. He is selling his part restored 1937 Tudor and was selling off his spares at the A.G.M. At the A.G.M. he handed me his collection of literature to add to the archives, for which many thanks. I was taken by an action photograph of an early 1936, Sheffield registered, Tudor Model 'Y' 'Popular' taking part in some driving tests. You can almost experience the sensation. The photograph appeared in the 'Autoclassic' paper, dated April 22, 1992. BWJ 303 does not appear on our register of surviving cars, even though it looks to be in good condition. Does anyone know what happened to it?



What happened to BWJ 303, which appeared to be in good order as recently as 1992?"

Also at the A.G.M., John Griffiths kindly donated the May 12th 1939 edition of 'The Autocar' which contains a heavily illustrated, 64-page supplement on the building and running of the Dagenham plant.

Graham Rudd, in addition to the amusing article elsewhere in this issue, sent in a photograph of Plymouth just pre-war, with two Model 'Y's going about their daily business. The photograph appeared in the August 1996 edition of 'Practical Classics'. (SEE NEXT PAGE)

We are aware that there has been a backlog of orders on Regalia for the model Model 'Y's. Milestone Miniatures, the manufacturers based in Truro, Cornwall, are suffering from relocation problems with their local council, who refuse to give them planning permission. They have put plan B into operation and have taken on more employees on their present site. In early May, we were told that they would be producing a batch of Model 'Y's by the end of May. Hopefully, by the time you receive this, all orders have been satisfied.

We are grateful to Footman James & Co. Ltd., our recommended insurance company, for donating £74.83 to the Register coffers. The amount they donate annually is dependent upon the number of members with their policies, so please remember to state that you are a member of the Y&C Model Register when you renew or apply for a Footman James policy.

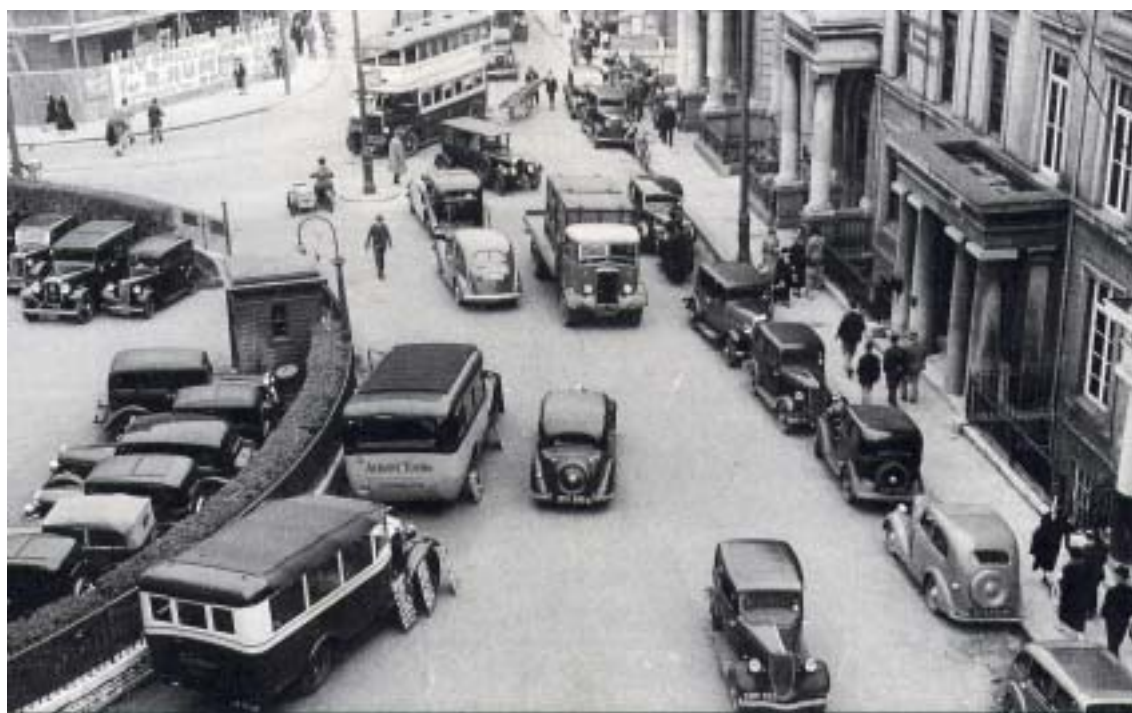
Finally, by popular demand at the A.G.M., the All Ford Rally on Abingdon airfield is to be the Y&C Register National Gathering

Day for 2004. As many cars as are able will be welcomed onto the Register stand. There is no entry charge if you pre-book with Bob Tredwell, 32 Caldecott Road, Abingdon, Oxfordshire, OX14 5HB, or by phone on 01235 530720. The date for your diary is Sunday, 26th September 2004.

**Sam Roberts,
Editor**

**Deadline for copy
for Issue 150 is**

**Saturday 28th
August 2004**



A busy street scene in Plymouth just pre-war. Two Model 'Y' Tudor 'Popular's in view. COF 120 is a long way from home, it being a July 1936 Birmingham registration.

Chairman's chatter

Greetings once again to you all. Having just returned from the Welsh Tour, first let me start by thanking Bruce and Jim for all their hard work that went to making the convoy such a great success. My prediction in the last Newsletter, inviting you to sunny Wales, proved to be correct. I feel confident enough to say that there would be no hesitation for participants to take part in another Welsh Trip in future years, touring around different locations. I must mention that the camaraderie was second to none. As usual our travelling musician did an excellent job and kept us well entertained at night.

It was good to see that there were no major problems en route. I hope Neil is back home at Stevenage, resting after working hard for ten days, and that everyone arrived home safely, as Kath and I did. Well done to Sam and Ben for covering so much of the Welsh countryside.

I look forward to seeing you at some of the summer events. Enjoy your motoring.

Mike Samuel

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FINAL REMINDER - SUBSCRIPTIONS 2004-5

If 2004/2005 subscription payments are not received by 31st JULY, unfortunately it will be necessary to remove those members from the mailing list. All Club privileges will be lost and no further copies of the excellent Club journal "Transverse Torque" will be sent.

Subs £25.00 - UK & Eire. £30.00 Overseas incl. Europe.

DON'T LET IT HAPPEN! - OVER TO YOU.

Colin Rowe. (Contact address inside front cover.)

Photograph on back cover
The Y&C Register flag flies high over the Big Pit car park at Blaenavon, Gwent, South Wales during the Welsh tour.

Secretary's ramblings

Events. I hope you have been getting out and about to some of the many classic car events this summer and enjoying the trip yourself, as well as seeing the pleasure the general public derive from seeing our cars out and about. I must admit to having some negative, even cynical thoughts on this subject, as we seem to be asked increasingly to pay for being the attraction at shows. Hardly a week goes by without a notice of a new event landing on my doorstep (or via e-mail) as the number of events increases each year. Everyone seems to jump on the bandwagon!

I am strongly in favour of spreading any interest in our hobby, which is why I support almost any opportunity to expose our cars to the gaze of the general public. We are part of a rich vein of history, as our cars represent much of a bygone era. What I object to is the increase in the number of shows demanding an entry fee. One I was sent recently had an entry fee of double the cost of an adult spectator attending the event – a village fete! After all, without our cars, there would be precious little show! I do not object to paying to enter shows where there are excellent facilities and possibly prizes etc. I do object to those newcomers to the scene, who offer very little in terms of facility, yet feel they can jump on my bandwagon. They forget that my bandwagon takes a lot of maintenance, love, care and attention over the whole year and extra effort to get to a show. (I will get off my soapbox now!)

MoT. I noted some recent correspondence in a classic car magazine advocating the scrapping of MoT testing for pre-war vehicles. I am personally not in favour of such a move, but there may be some justification to proposing a shift in the law to having a mandatory MoT test every 3 years. After all, our cars cover very little mileage annually and at speeds rarely above 40mph and, even over a 3-year period, this will probably fall well short of the annual mileage for a modern car. Given the responsible attitude of owners, conditioned by years of stringent testing, I see no consequent dangers, given that fines for driving a car in an unroadworthy

condition are in place. The loss of income to the motor trade would prove insignificant. Is this a feasible proposition to carry forward to FBHVC? Please let me have your views." "Wales Tour. Thanks to Bruce Allan for organising a splendid tour. The Welsh countryside was magnificent and the pace I found to be relaxing. Great, for a change, to spend more than just one night in a hotel without having to move on, as with some of our more demanding tours. Martin Bolland, over from Holland on the tour with Patrick Van der Meer and family and friends, won the new Geoff Murrell Award. Eileen Murrell was on the tour and presented the trophy.

Work on my 'CX' tourer has concentrated on replacing the rear chassis rails, as the originals, visible only when rear floor and footwells were removed, were in a parlous state. Thanks to Roger Hanslip (see 'Useful Contacts') the new ones should last for a further 70 years, but his guarantee might take some following up! Work on the inner wings and floor sections should be completed fairly soon to allow work on re-assembly and paintwork to progress. Watch this space.

Enjoy the rest of the summer.

Bob Wilkinson.

BOB'S JOKE CORNER.

Burglar gets the bird.

A burglar broke into a house one night and as he shone his torch around, looking for valuables, a voice echoed from the dark saying, "Jesus is watching you.

After nearly jumping out of his skin he put out the light and waited. After a minute or so he heard the voice again, "Jesus is watching you".

His torch went around the room and finally came to rest on a parrot.

"Did you say that?" he demanded of the parrot. "Yep," confessed the parrot, "I'm just trying to warn you."

Warn me! And who are you?" responded the burglar. "Moses," replied the bird. "Moses! What sort of people would name a bird Moses?" laughed the burglar.

"The kind of people who named their rottweiler Jesus" giggled the parrot.

Thanks to my neighbour Tom for telling me that one.

Send me your favourite funny for publication."

25 years of the Ford Y&C Model Register

It was 25 years ago, on Sunday, 18th March 1979 to be precise, that the first Annual General Meeting of the Ford Y&C Model Register took place in Graham Miles' house on Gallows Hill in Abbots Langley. Graham had placed an advertisement in 'The Exchange and Mart' paper the previous November, calling for all Model 'Y' and Model 'C' enthusiasts to contact him with a view to forming an owners' club. He received a favourable response and wrote out to all respondees in January 1979 outlining his thoughts:-

"Being the owner of a 'Y' Model Ford it has been my intention for a number of years to join a Ford Model 'Y' register. However, to the best of my knowledge, such a register does not exist. I have come to the conclusion, therefore, that the next best thing to do is to try to form one myself. Exactly what is involved or how to go about this I am not certain but I hope that once I make a start others of you who are interested in this idea will come forward with suggestions and offers of help."

A subsequent letter called the meeting at Gallows Hill Lane to elect club officers and discuss the way ahead. Those present at the first meeting were:- Maurice Billing, Tim Brandon, David Cummons, Terry Hollister, Graham Miles, Jill Miles (Graham's sister), Jim Miles (no relation), Tom Morgan and John Symondson. Graham was elected Chairman; Tom Morgan, Treasurer and Jill Miles, Secretary. Outline Rules and the Aim of the club were then presented (it is interesting to note that they are almost identical to the Rules and Aims we have today – see back of your membership card). Under A.O.B., suggestions for a newsletter, car badges and a library were put forward. April was suggested as a better month for the A.G.M. weatherwise.

A second meeting swiftly followed on 29 April. This time, Richard Adcock, Tim Brandon, Jeff Cole, Maurice Croxon, Terry Hollister, Graham and Jill Miles, Jim Miles and Tom Morgan were present. Richard Adcock agreed to edit the newsletter (although Peter Fawcett took over in the August 1979), Jim Miles and Jeff Cole were appointed the Y&C Register Ford historians and Tim Brandon and Terry Hollister agreed to act as Rally Secretaries. It was suggested that, in future, Regional Co-ordinators should be appointed throughout the country. Tom Morgan brought a sample Club badge design, which was approved.

And so the Club was launched. The first gath-

ering as a club was at the Enfield Pageant the following month – May 1979. Eight cars joined in and a ninth was enrolled at the show, as well as seven other owners who did not have their cars with them. By June, membership had risen to 60 [including me - Sam] and by the end of 1979, 120 paid up members were on the books..

In the first few months, Graham tried to organise meetings around the country, with little success. He also started buying up spares and handbooks and set up an annual Y&C Register stall at the Beaulieu Autojumble. The second A.G.M. was held at Tom Morgan's Anchor Glass Works at Brent Cross, where it was to be held for a number of years to come.

The first 'Transverse Torque' was published in May 1980. It was Peter Fawcett's first publication, the previous five newsletters coming from Graham's pen. They were all typed out by Jill Miles on skins and reproduced on a hand-wound ink duplicator (remember them?). I am embarrassed to say that the first member contribution to the newsletter was a detailed account of the purchase and restoration of my Model 'Y', CNN 125, which spread over two issues (6 and 7). Each newsletter now included extensive lists of parts wanted and for sale by members. Issue 12 (June/July 1981) included the first extract from the original Ford 'Model 'Y' Bulletins', which Graham incorporated into every issue until issue 49. The first photographs appeared in Issue 12.

The first 'successful' event was the Hope Valley gathering in the Peak District of Derbyshire in June 1981. John Guy (who, with the able assistance of Siobahn O'Leary, was to edit the magazine for a number of years), 'cunningly devised a scenic route for the Saturday's run which taxed the 'Y's braking system somewhat.' Cars present included Jim Fitzgerald's Model 'Y' from Dublin (now son, John's). The following year saw the first of what was to become a regular feature on the calendar; the Annual Gathering. Stanford Hall in Leicestershire was the venue for a number of years, with a barbecue on the Saturday night and driving tests, display and judging on the Sunday. 30 plus cars were present most years. Since 1999, the annual gathering has taken the form of a super week or ten day tour of the British Isles, there being many other drive and park up events during the year (Enfield Pageant, All Ford Rally, local shows, etc.). However, there were a couple of tours in the '90s. A number of us joined the Model A Club of Belgium in their 20th anniversary celebrations and, in another year, visited the Ypres battlefield sites, thanks to Jim and Yvonne Miles. Mentioning the All Ford Rally, the Y&C Register gained much prestige (and some welcome coffers in the account) by organising the rally for three consecutive years (1991 – 1993) on various farmers' land around Abingdon. It was hard work but enjoyable – even in the mud! Then there were

the 'Battles of the Roses'; the agony of deciding whether to drive up to Lancashire for Peter Ketchell's shows at G- Mex in Manchester or his Ruthin Rally, or to drive up to one of Bob Wilkinson's 'Yorkshire 'Do's'. They were all a great success and good fun. The convoy run through Liverpool and the Mersey Tunnel on its 60th anniversary in 1994 will be especially remembered.

Ever since the formation of the Y&C Register, Graham Miles has worked tirelessly to ensure that we hold the necessary spares to keep our vehicles on the road. As fewer become available in autojumbles, more and more he has had to turn to manufacturing. In this respect, with the help of Peter Ketchell in particular, he has been successful. We are also grateful to Ken Arthur, of KA Developments Ltd. for keeping members supplied with necessary body panels.

And so into the 21st century. Great strides were made under our late chairman, Geoff Murrell. We are at long last a limited company, with all the benefits and extra work that brings. The spares have been relocated and a much more devolved, and thus more flexible holding and dispatching service is offered to members. Regalia is offering a wide range of goodies and the library and archives are probably the best held by any Ford club. The register of surviving vehicles now lists some 1500 cars and commercial 'Y' and 'C'/'CX'/Eifel models worldwide. We also exchange newsletters with some 15 clubs around the world. The Club is healthy, vibrant and positive. Here's to the next 25 years. However, remember that we are but temporary custodians of our vehicles. It is up to us to maintain and improve them for future generations.

Sam Roberts.

Graham Miles, our Founder, has contributed an item titled:-

Well it seemed like a good idea at the time.

And what was that idea? A simple one, to try to form an organisation dedicated to Ford's humble Model 'Y'. For, although Ford clubs existed, none was devoted to the Ford 'Y'.

There having been a Fordor, 1933, Short Radiator model with me all my life, I naturally had a soft spot for them and thought it time that somebody made an attempt to rescue the survivors. The sixties had witnessed hundreds, if not thousands, going off the road with the introduction of the MoT test. Already, in the early fifties, many hundreds had already been destroyed due to the growing popularity of stock car racing, a practice that was to carry over into the sixties. The seventies brought the surviving vehicles a new enemy, 'the customiser'. It was time to save the survivors.

It had been my practice, soon after its conception in 1970, to share a stand at the Beaulieu Autojumble, which was, at that time, a Sunday only event. I would grab a Transit Van from work, get to Beaulieu and other Autojumbles as early as possible, whip round and buy anything related to early Ford- and there was a lot to buy-fill my stand with the junk and put the goodies in the van to take home. I must have been the only Autojumbler who went with a nearly empty van and hoped to leave with a full one! These goodies, over the coming years, helped to get the Register established. I remember an old friend, Bob Fagin, who helped run the 'Ben' stand at Beaulieu, calling me over to buy the Ford 'Y' parts he had sorted out for me. From memory, about seven new front brake drum/hubs and about four or five rear, a small sack of assorted 'Y' and 'C' king pins, along with other goodies. There was also the occasion when I purchased five new crown wheel and pinions for £35. The early seventies was the time when Ford dealers woke up to the fact that dead shelf space was dead money and they were clearing out obsolete parts. This created halcyon days that clearly would not last forever, so it was time to consider the future.

Armed with a pile of parts and a great deal of enthusiasm, I started to advertise the Register by having a sign made to display at the 1978 Beaulieu Autojumble. This attracted a small number of owners, which increased following a series of advertisements placed in the Exchange & Mart. The inaugural meeting took place at my home in Abbots Langley in March 1979. Of those present, only Jim Miles, Tim Brandon and myself remain as founder members. Tom Morgan had been elected treasurer, (a keen eye could see he wore hand made shoes, so clearly he had a bob or two!) He was in fact to fund the club in the early days. Although he was always reimbursed, it was comforting to know that with my 2.4 kids and a mortgage, I had a cash rich backer. The principal aims of that meeting were simple,

- preserve the remaining cars
- incorporate their sister model, the 'C'/'CX',
- retain originality
- most important of all, see that the cars are used!

Convoy 2000 was to take a further twenty years before thirty or so members accepted the fact that a sound car could cover at least 2000 miles. The best assembly to date has been 52 cars at Ballinascarthy, the Ford family's ancestral home, when John Fitzgerald organised the fantastic trip around Ireland. I would like to see forty or more cars in Normandy next year. The future may see us on a run in Holland and, the following year, Western Scotland, amid the high hills. For my part, I still have in mind a trip around the Baltic with a visit to St. Petersburg. I have every confidence that the car I use will cover the distance. Are there any other members with me?

What is my ultimate goal? To see a gathering of a hundred vehicles. However only you as the owners can make that happen.

Graham Miles.

Events 2004/2005

18 July	Newby Hall Show, Yorkshire Closing date for entries – 30 June	Barry Diggle 01274 614729
28 - 30 Aug	Hellingly Festival of Transport Nr. Eastbourne, E. Sussex.	John Keenan 01424 424323
12 Sept.	Bradford-Morecombe Run	Barry Diggle 01274 614729
18/19 Sept.	North Norfolk Railway 1940s weekend	Brian Mace 01603 425558
26 Sept.	All Ford Rally (National gathering) Abingdon, Oxfordshire	Bob Tredwell 01235 530720
22 – 24 Oct.	International Classic Car Show NEC Birmingham.	Geoff Salminen 01214 272189

Events 2005

29/30 Jan 2005	Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet (Note change of date from last issue)	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)

Enfield Pageant of Motoring

After a glorious week of sunshine, the weather pundits forecasted a dull and wet late May Bank Holiday weekend. Thankfully, they were wrong and the three day Enfield Pageant of Motoring enjoyed sunny weather throughout.

Jim Miles had organised the Y&C Register stand and entertained a wide variety of vehicles on the Saturday. Graham had his Model 'Y' van and KP tourer, Jim his Eifel limousine, Tim Brandon chose his Model 'Y' pick-up for that day, Neil Bray was there in his Model 'C' and Rob and Ans Bolland came over from Holland in their LHD Model 'Y' Tudor. Chris Cheesman obviously couldn't find the stand and parked his Model 'Y' with the pre-war 'Show vehicles' for two days.

Sunday is always the most popular day and the stand was full to overflowing. Mike Meadows, in his Tudor Model 'Y' accompanied Tim Brandon, this time in his Tudor, en route from Stowmarket. Brian and Yvonne Mace drove down from Norwich in their Tudor. Jack Clarke popped over from Waltham Abbey in ENO and his fellow film star, 'Piccadilly' Jim Sharpe, was also on set. Tony Eldridge in his newly restored 'go-faster' Model 'CX' joined Graham, Jim, Rob and Ans, who had slept over in their caravans.

Also present was a member and his son in a maroon and black long rad, whose name Jim could not remember! (please let me know who you are). I only know this as I drove my Model 'Y' Kerry sports tourer up to the show on the Bank Holiday Monday and had a de-brief from Jim. When I arrived, there was very little activity on the showground and at the massive autojumble. Only Jim's Eifel was on the stand, as Graham had moved out with his van and KP tourer, to get the tourer ready for the Welsh trip. However, the show came to life after about 11 o'clock.

I had a walk round the show, the theme of which, this year, was the 'Rock an' Roll Years'. The show stand was bristling with Consuls, Zephyrs and Capris from this side of the pond and an array of gaudy Chevrolets and Fords from the other side, some the length of a football pitch with fins and chrome in abundance. Our Aussie friends will be pleased to hear that there was also a 1961 Holden present. Talking of Aussie friends, Brian Shields of the British Ford Car Club of Queensland said he would be at Enfield on the Sunday. I hope he enjoyed the show.

Taith O Gymru, Mehefin 2004, or A Tour of Wales, June 2004.- part 1

Whether in Welsh or English, it all adds up to the same thing. Another very successful Y&C Register tour. In the past, we have driven from England to the Scottish Highlands, toured France, Eire, Northern Ireland and the Isle of Man, but this year's tour to Wales was a first for us, keeping all the trip entirely in the Principality. What a marvellous country to visit, with mountains, sea, industrial heritage and wonderful hospitality.

The tour started off with 27 members gathering at Brecon in the late afternoon of Monday 7th June at the Castle of Brecon Hotel, where we were warmly greeted. Much of the late afternoon was taken up greeting friends old and new and, before dinner, we had 'A Brucie Briefing' to let the participants know what was in store for them over the next ten days. Route cards and brochures showing the attractions for each day were distributed together with Magnetic Door Y&C logos.

The following morning with route card (supplied by Mike and Kath Samuel) at the ready, we were off to the Valleys to The Big Pit and Blaenavon Village, a World Heritage site. The cars were parked in the top car park and the Register standard raised (see back cover). Here, local members John Fletcher joined us with his Model 'Y' Van and Dave Sheldon in his E93A Thames Van. Our display alone was impressive, but the journey down the mine was an experience

I arrived back at the stand, via the beautiful V8s of the Early Ford V8 Club of America, to find ENO had arrived (still the best Model 'Y' in the world!), with both Jack and the gorgeous Shirley. I was also pleased to see Rob and Ans before they departed for Holland in their Model 'Y' (only to return later that week for the Welsh trip!) and Tony Eldridge (on foot on this day). Both Jim Miles and Tony had found some literature in the autojumble, which they passed on to me for the archives. Thanks guys.

Sam Roberts.

not to be missed. We donned miners' helmets and head lights and were lowered 300 feet down into the mine in the pit-head cage, just as those miners who had worked there had done for many years before us. The underground tour was both interesting and stimulating and, on ascending back to ground level, we undertook the interactive pit experience where, with the aid of televisions and sound, the noise of working underground was brought to life. A noisy experience, until it suddenly stopped and our guide said, "Well David, it's bugged again", referring to the machine breakdown. An eerie silence fell over the assembled crowd as one of the two ladies in front of me said to her friend "What's he saying?" and the reply "It's Welsh for broken".

We travelled back to the hotel over the highest crossing point on the Brecon Beacons by road to marvel at Pen Y Fan and the other mountains. That evening, our guest for dinner was Peter Bradley from the Brecon Mountain Rescue Service, the charity for whom we were collecting donations. As the evening progressed,



Sam trying to emulate Malcolm Campbell on Pendine Sands. Note; not a wheel is turning!

Kath was trying to explain crown green bowling to the members and, with Sam's help, a game was started on the large lounge table using cups and saucers for bowls and the sugar bowl as the jack. I'll leave it to your imagination as to how it all ended but lets just say a cracking good time was had by all!

The next morning saw us off to Saundersfoot in Pembrokeshire, with a visit of a very different kind en route to The National Botanical Garden of Wales. Many miles were walked and we listened to very interesting talks by some of the staff. The domed greenhouse, the largest

single spanned glass greenhouse in the world, is a must and is full of plant species from Australia, North and South America and the Mediterranean Countries. One or two members went on to the Museum of Speed at Pendine Sands, where they sped along the beach before carrying on to St. Bride's Hotel in Saundersfoot, which is on the hilltop overlooking the bay, with a magnificent view from the dining room.

The next day we did a circular tour to city of St David's stopping off at the Pembroke Motor Museum to see this small private collection. On arrival at St David's, the cathedral, the Bishop's House and the town centre were all explored, with some members driving off to the headland car park and walking the last mile and a half to St David's Head. The weather was glorious but, with a sharp ten-minute downpour, Bruce and Jim had a good soaking, only to dry out just as quickly when the sun came out again. In the evening, after dinner, Geoff Salminen entertained us with his ukulele and some George Formby classics.

Friday 11th June saw us off to Aberystwyth across mid-Wales, taking in some steep ups and downs. Although no visits were planned for the day, various stops were made to enjoy the scenery. Two or three cars returned to Pendine Sands for another race along the beach (with wives or partners driving), arriving for a late lunch in Aberystwyth and taking in the town sites in the afternoon.

In the next issue, find out how many Ford 'Y's & 'C's you can fit into a five car garage and get the low down on the second week's adventures.

Bruce Allan.



The evening sun glints on Patrick van der Meer's L.H.D. Model 'Y' from Holland outside the Castle of Brecon hotel on day one of the tour.



The largest glass greenhouse in the world, designed by Norman Foster (of wobbly bridge, the London 'egg' and Reichstag, Berlin fame), at the National Botanical Gardens of Wales.



The front rank in the hotel car park at Saundersfoot. Wim Hofstede's SICAL bodied French Model 'Y' is alongside Rob and Ans Bolland's Model 'Y' from Holland, which is alongside the Model 'Y', very recently restored by Neil Bray and serialised in recent issues of the magazine.

Members' correspondence

West Country capers

Ivor Bryant, our Regional Contact for the West Country, sent in two photographs of events earlier this year in his parish; namely; the Taunton Show on New Year's Day and the combined Ford Sidevalve Owners' Club and Y&C Register stand at the Bristol Classic Car Show over the last weekend in January.

A very smart looking Ford 'Popular', WSV 752 (ex-BFJ 855), looking resplendent amongst the West Country tractors at the Taunton show on a sunny New Year's Day this January.

Brian Gallett's April 1936 Tudor propping up the Y&C Register flag at the Bristol Classic Car Show in January, showing its original selling price of £100.



Ignition keys

John Armstrong, from Tadcaster in Yorkshire, took his 1935 Tudor Model 'Y', 'ATD' down to the local brewery (none other than John Smith's) to a car show and met up with fellow member, John D'Alessio, from Rotherham, in his beautiful blue and black May 1937 Fordor (Y187870). I would comment, not disparagingly, that in 1936 and 1937 the only colours available for our cars from production were black or vineyard green and black (vineyard green all over for Model 'CX's). I would also comment that my preference is for real ale, rather than the 'smooth' stuff!

John Armstrong managed to lose his ignition key over the same weekend and is panicking, as he doesn't have a spare. There is a lesson to be learnt by us all here. Have a spare cut in case of loss. I

have suggested to him that he reads the MRN number of his key, which is engraved on the ignition switch of the car. He should then go to a locksmith (not a key cutter) and ask for a replacement. I checked this out with my local locksmith and he immediately identified the Ford MRN keys on his computer. Apparently



a second.

Stock car feedback

Alan Ogden, in Leeds, kindly sent in some extracts from 'Old Motor' magazines, published in the 1970s, which include articles on German Kölns and Eifels and photographs taken at Briggs Bodies Ltd. in 1934. I hope to include the latter in a future issue of the magazine.

In his covering letter, Alan wrote:- "Regarding the Club magazine, I think it's a pretty good effort [praise indeed from a Yorkshireman - thanks Alan]. One very minor niggles, the Contents table is a bit microscopic if you are trying to locate an article in a past issue. I've enjoyed the articles on Stock Car Racing in recent issues. It's almost 50 years since the first meeting in the north at Odsal stadium in Bradford, which I attended as a

schoolboy. I'm trying to get 'The Yorkshire Post' to do a piece on it. In the early 60s, I used to go over to Belle Vue, Manchester to the stock car racing on Saturday nights. I used to do the 90 mile round trip in my old four-door Model 'Y'.

I've recently had chance to drive my old 1936 Tudor Model 'Y', EML 816, again, as new owner Peter Dacre is a friend of mine.

Last October, Elizabeth and I went down to Cornwall and were able to retrace all the old routes where I did my early Model 'Y' motoring during National Service. All the memories were there; coming back to camp late at night, smoke and steam from under the bonnet and about two pints of petrol left in the tank. That's the good thing about being retired, you have so many happy memories."

Reunited

Richard Atkins contacted Bob Wilkinson to see whether his grandfather's car (ANP 969) still survives. Bob was delighted to say that it does and that the present owner (ex-member, Stephen Clee, who lives in Worcestershire) would be interested to hear the history of the car. Richard Atkins e-mailed the following to Stephen:-

"I am delighted that Bob has been able to put us in touch. My name is Richard Atkins and I am a bit of a car enthusiast (I have a couple of MKII Cortinas waiting restoration) and when my Mum gave me a copy of the photo below, I thought I should try and follow up its history. My grandfather, Frederick Vaughen Orme, was, I believe, the first owner of ANP 929.

Grandad is sitting the car and I think it is his mother, brother and sister sitting on the running board. If I remember what I have been told correctly, Grandad bought the car new in 1937. He lived just outside Worcester and was married with 4 children; my two Aunts, my Mother and my uncle born in that order.

It wasn't long before the war interrupted the car's use and I suspect it was largely unused again until 1945. Sadly my grandmother died soon after the war and Grandad remarried. However, by then,

his daughters were all old enough to leave home. Sadly Grandad suffered a series of strokes during the late fifties and died in the early sixties after a long illness, so the car was largely unused during his lifetime.

After he died, the car was laid up in the garage, with my uncle occasionally starting it up and checking oil etc. My mum has a photo of me aged about 10 or 11 sitting on the same running board (back in 1976/77) which was shortly before it was sold. I am told a local enthusiast had been after the car for some time and, when it got to 40 years old, the offer went up and my step-grandmother sold it and bought a colour telly.

That's about as much as I know about the car, other than in 1977 the only obvious non-original part was a domed headlight glass that had replaced the original flat glass. My Uncle Stan still lives in Worcester and I am sure has very fond memories of the car. Next time I am in Worcester (which is I am afraid not as often as I would like), it would be great to meet up and see the car again - not least because Uncle Stan will have far more memories and information about ANP 929."



Grandad Atkins in his new car in 1937, with his mother, brother and sister on the running board.

Reunited II

Ian Wright, long time member of the Y&C Register and ex-Regional Contact for Region 17, The Borders, sent the following:-

"CXC 850 has been sold (Sun June 20th) - to the previous owner's GRANDSON!!!!, who has bought it for his FATHER, who is the previous owner's SON (just in case it wasn't obvious). I could not have written this one it is so fantastic.

He rang me up late the previous night asking to see the car, with an unusual sense of urgency in his voice. I challenged him, as I have others, about his intentions. Primarily about removing the number plate, as I had already turned down cash offers over the phone, which I had suspected were for that purpose only. He assured me it was for something better. I immediately asked if he was planning to customise it and he replied as before. "I will talk to you about it when I meet you",

he said and arrangements were made for Sunday evening. I was waiting in anticipation and my curiosity was increasing, to find out what he had in store for CXC 850. Anyway, he duly arrived with two companions in a breakdown recovery vehicle, so I gathered he meant business. Regardless, I had resolved to be discerning about who I sold to.

I opened the garage door to reveal the rear of the car and there followed a prolonged silence. "I'll bring it out", I said and duly pulled the car out of the garage. A further prolonged silence. "Do you have a particular interest in Model Ys?", I asked, still wondering if his intentions were genuine. "Not really", he replied, "But I do have a particular interest in this one, it was my Grandfather's". I was choked as I confirmed the name of his Grandfather and, moreso, when he pulled out a period photograph of the car with his Grandmother, who I had met and written about in the club magazine not long after I joined in 1985. It turns out he was buying it for his father who didn't know about it. Apparently his father had seen me driving around in it about 10 years ago and tried to follow, but lost me at a junction. The son had pledged then to find the car and by chance spotted my advert in the local Autotrader.

There was much exchanging of stories and eventually the deed was done. It is even to be registered in the previous owner's name again, as the son was named after his father.

I gave him all the information about the Y&C register and an enrolment card, so I hope he will follow this up. I said I would not say too much in case the new owner wants to send in his own story, but I did say to keep in touch, as much for me as for the Register.

The only times I have seen CXC 850 on a trailer was the day I brought it home and now, the day it was taken away. I had thought it was going to be tough to see it go after 26 years, but I did feel a sense of inner contentment, especially after he thanked me for looking after it for them.

Now it's back to my other passion, my brand new Yamaha 1100 Dragstar (custom motorbike). Hope this will keep me going until age takes it's toll and I have to change it for another Model Y.....who knows? Best wishes to everyone."

Generosity hath no bounds!

As a result of convoy 2002, the Club tour round Ireland, we raised the tremendous sum of £10,000 for St. Luke's Home for the elderly in Blackrock, Co. Cork. Much of the money raised was as a result of John Fitzgerald, our Ireland Regional Contact, twisting the arms of his business associates. Not content with that, on behalf of the Y&C Register, John has presented the Home with a set of first prizes for their annual golf tournament in 2003 and this year. The Secretary of St. Luke's Home writes to John:-

"Just a short personal note to you to acknowledge the wonderful set of First Prizes for the winners at our recent golf outing at Cork Golf Club on Friday, 30th April, 2004. It was a wonderful gesture.

Continued on page 11

Members' cars

RESCUING AND RESTORING AN AUSSIE RARITY – Part I

by Bill Ballard

During a holiday to Australia in March 1993, I visited Alan Stevens in Bendigo, renowned for his huge collection of Ford sidevalves, many of them rescued from gullies and creeks and nearly all in need of restoration (see my report in Issue 82). When I walked through the gateway to his backyard, the first thing I clapped eyes on was the remains of a vehicle that reminded me of a beheaded bee without legs or antennae. Alan told me that it was a 1936 Model 'CX' roadster, a 2-seater "convertible" unique to Australia. It had an Australian body built on an English chassis. I had never heard of such a beast before, and thought it was a shame that somebody hadn't rescued it and restored it.

I returned from that holiday with a copy of Norm Darwin's book, 'The History of Ford in Australia', published in 1985, which contained many pictures of interesting "Aussie" sidevalves, several built on early 8 and 10hp chassis (Models 'Y', 'C' and 'CX'). One of those pictures

Continued from page 10

Perhaps next year, we can again renew acquaintances with the Model Y&C Register and perhaps receive a team for participation in our event.

Indeed to just mention how grateful we are for all the support Y&C Model Register has given the Home since Convoy 2002, i.e. Donations, prizes, etc. Thank you sincerely."

Well done John. If anyone is interested in making up a golf team to enter the St. Luke's competition, presumably next April, please let your Editor know. (Ryanair fares are very cheap!).

For those who took part in Convoy 2002, John reports that he had dinner with Eddie Nolan recently. He has been off the booze for six months now and is looking well!

was of a Model 'C' roadster, similar to the car in Alan's backyard. It looked very pretty and was totally unlike any sidevalve convertibles I had seen in the U.K. I was smitten!



The 'CX' roadster (20B R220) as found in Alan Stevens' backyard.

Fast forward 7 years to early 2000.... Having been retrenched from the Civil Service and taken early retirement, I had emigrated to Australia to be close to other members of my family. We moved into our present house in February of that year and by May I had redecorated it and had had a new 4-car garage built. I had brought three sidevalves with me from England (a 1937 7W "Ten" Tudor, a 1938 7W "Ten" tourer and a 1960 100E Escort) and thought I could easily fit another in the garage. I also thought that I could spare the time and cash to undertake another restoration. I had vowed to myself that, if I was ever going to undertake another restoration project, it would have to be something "Aussie" and "rare". It had to be something which the "other arf" would travel in. And it had to be something I could cope with.

I'd always fancied a Model Y or Model 'C'/'CX' roadster or coupe. Now these cars don't feature very often in the adverts in motor magazines. In fact you're more likely to find one through the "sidevalvers' grapevine" than anywhere else. And that is exactly how I got to know about two potential candidates - a 1937 Model 'CX' coupe in Shepparton, and that Model 'CX' roadster in Alan's backyard which, to my amazement, was still there. Both were within a day's travel of my current home. On 27th May 2000, I was to take Wayne Brown and John De Vries with me to look at both these cars. I subsequently decided to buy the roadster (20B R220), leaving John to buy the coupe (which, by coincidence, had body number 20B C220).

After another visit to Alan in the following month, a deal was struck and I collected "the roadster kit" from him on 8th July 2000. At the time I bought it, I was aware of only another two Model 'CX' roadsters in existence, but now know of four more (for details of these, see Issues 126, 128 and 142). Tim Grant in Spreyton, northern Tasmania, has a similar-looking, but unique 1935 Model 'C' roadster (20 R30) in 1,001 bits.

Within a few days of acquiring "the roadster kit", I had drawn up a restoration plan and set myself a monthly budget of \$500 (= £200).

I aimed to spend no more than \$15,000 (= £6,000), inclusive of initial purchase, and two years on the project. This took into account a quote I was given by a "friend of a friend" to re-spray the car for \$1,500, on the proviso that I gave it to him already sprayed in filler-primer. My target was to take the car to the National Rally in South Australia in April 2003. What I didn't realise then was that, in undertaking this project, I was discover many untold secrets about these cars, perhaps the biggest being that they were cut-down sedans (*saloons*) and used the same chassis, bulkhead, and doors. I also hadn't realised just how gullible I could be...

My initial target was, within the first six months, to have stripped everything down to bare metal. With the exception of the rear body tub (which had not been touched), this was achieved. I was also hoping to source all the missing parts, but this was to take a lot longer than expected. I had particular difficulty in locating the spare wheel carrier (a special casting unique to roadsters) and the decorative spare wheel cover, but eventually got these items from Alan Stevens, who should really have given them to me with the car in the first place!

Everything went hunky-dory for the first six months. The fact that the car was already stripped down into its component parts was a bonus (Alan informed me it had been an abandoned restoration project when he acquired it). The chassis it came with (C43999) was not necessarily the original one. Most of the important bits like the doors, "boot lid", rear body tub, inner front,; nearside front outer wing, dashboard and instruments,

windscreen supports, headlamp bowls and lenses, radiator, front and rear axles and the five wheels were salvageable and repairable - at a cost! The engine and gearbox that came with the "kit" were of later, post-war design. However, the bulkhead was in a very sorry state and I decided that I could also do with a new bonnet, a better grille, a better offside front outer wing, a pair of headlamp rims, a new windscreen, seats, brake parts and many minor bits. I came to the conclusion that a "donor car" was needed to provide the vital parts. Suffice to say that on 3rd August 2000 I ended up buying an incomplete 1936 Model 'CX' sedan (20B S511, chassis number C31277) and an alternative engine of the right age and type from Wayne Lodge for \$600. Part of the cost was recouped from the sale of unwanted parts, including the spare chassis that came with the "kit".

Perhaps the biggest job undertaken in that first six months was to cut the "donor car" down to an axle-less chassis frame, with just the bulkhead, bottom part of the "B" posts, rear floor pan, rear inner wings and rear body tub left in situ (the latter was left for strengthening purposes only and was subsequently removed). I then set about removing the brake rodding and any other removable parts, and degreased and power-washed the remains before taking them in for sandblasting on 10th November. Nothing was wasted from the "donor car". For example the roof, a door, and a spare front "A" frame (axle) went to David Moran for his Model 'CX' sedan project. The "donor chassis" was collected from the 'blasters on 15th December, and I couldn't believe how good it looked, and thought it was \$400 (= £160) well spent. The biggest areas requiring attention were the tops of the rear wheel arches and the footwells in the rear floor pan.

The sills were surprisingly very sound, just needing some small patches welded on at either end. I was hoping John, a panel beater, would do the necessary work for me and,



The donor car (20B S511) as purchased.

consequently, the "donor chassis" was taken directly round to his garage and exchanged for the bodyshell off his coupe, which was brought round to fill the space in my garage vacated by the "donor chassis". I was to do work on the coupe in exchange for John working on my car.

Whilst the "donor chassis" had been in John's shed, I hadn't wasted time on the project. Parts needing specialised attention were taken here, there and everywhere. This included the parts requiring re-chroming, the dashboard ("wood-grained") and its instruments (overhauled, re-plated, and fitted with new dials replicating the originals), radiator (re-cored), petrol tank (stripped,

tested and repaired), and the front wheel hubs (degreased and skimmed and the brake shoes relined). I had to take 10 wheels in to be "trued" in order to find six good wheels, which were then sandblasted and powder-coated in a light blue-grey colour. I had the 6th wheel done "just in case", and it paid off because I was able to choose the best five to put on the car - the 6th is noticeably more pitted than the rest and was relegated to being the "spare spare"!

I got the impression that the rear axle had been dumped in a creek, because the brake shoes had rusted to the hubs and after struggling with a hub puller to no avail, we had to burn through the hubs to remove them. Somebody had tried to remove the rear spring in the past and found that the rear spring shackles had rusted up, and simply cut through one of the shackles! With the assistance of a friend, we had to virtually do the same to the other side in order to get the spring off in one piece so that I could take it in (with the front spring) to have it

The re-cored radiator.

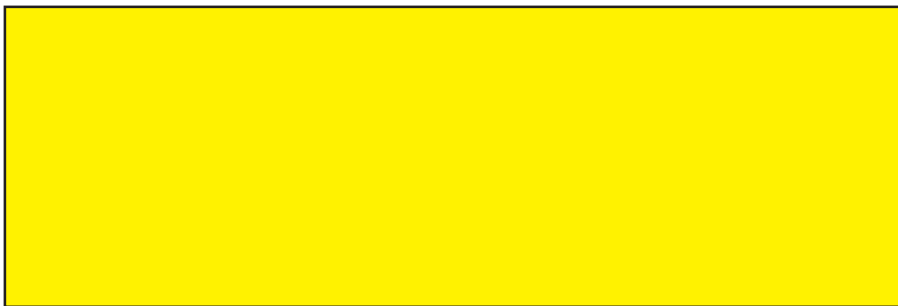
de-tempered, repaired and re-tempered. The axle housing itself was to be taken apart, cleaned and reassembled with a brand new crown wheel and pinion and new pinion bearings and oil seals. Oh, and as a precaution, I fitted a "sleeved hub bearing kit" obtained from the Club! The shackle bush housings were welded and machined back to shape to accept the new shackle bushes I'd obtained.

I was very fortunate that one of the other surviving Model 'CX' roadsters was located about 90 minutes' drive from my house. It is owned by Peter Izzard of Tonimbuk, in West Gippsland, whose father had bought it new in 1936 and used it as a rally car. Although the dashboard on this car had gained a lot of extra instruments and it had non-standard bumpers fitted, it was still in largely original condition. I was to visit that car a few times to take photographs and measurements and, thanks to Peter's generosity, was able to borrow the windscreen, hood, hood frame and side curtains from his car for replicating. The windscreen is unique to the Model 'C'/'CX' roadster and well-sided utility roadster. It is like a cross between the 'screen for a saloon (bottom half) and tourer (top half). I sent Peter's 'screen to Ellis Baron of Frankston, who made me one in solid brass (Peter's "original" was



The cut down donor car after sandblasting.

made of steel and had badly rusted). Due to metrication, the frame had to be very slightly thinner (but still of the same external dimensions) and the laminated glass screen had to be made of slightly thinner glass. The frame was chromed "the traditional way" (copper-, nickel- and chrome-plated). It was to be some eight months before I collected the new windscreen, complete with the glass and rubber seal, ready to put on the car.



The restored dashboard with wood-grained finish, which seems to have been an option for Geelong assembled cars.

Eighteen months into the project and I felt I had "turned the corner" when the last two pieces - the rear body tub and the replacement front, offside mudguard - had been stripped down to bare metal. There was no "going back" to bare metal now, and from the beginning of 2002 it was all "moving forward", repairing, repainting and reassembling.

(Parts II and III of the restoration will appear in the next two issues of Transverse Torque.)

For sale

1933 Model 'Y' short rad Tudor (Y31410) APH 661. Terrific amount of money spent on this vehicle to restore it to near original condition. £6500, or might take part exchange.

Cyril Loder. Tel: 01258 453400 (Blandford, Dorset)

1936 Model 'Y' Tudor. CXC 850 (Y132275). Black. Restored 1978-1984, used and abused regularly until 2002. 993cc 8hp side-valve engine runs well, many new parts, lots of work done. Bodywork needs attention. To include spares, books and history. £1650 o.n.o. Ian Wright Tel. 0191 2520920 (Whitley Bay, Tyne & Wear) see photo below:

1937 Tudor Model 'Y' (Y182509), FMV 264. Restoration practically complete. Garaged. Bodywork and chassis complete. Primed (was Vineyard Green/Black). Seats upholstered (green). Roof lining to complete (material with sale). Engine runs as sweet as a nut. Many spares and documents. Requires loving enthusiast to complete my late father's restoration and enjoy. Offers around £2200.

Keith Barber. Tel (evenings and w/e)

01473 827784 (Hadleigh, Essex.)

Model 'Y' First registered 1932 (RT 9194). Original buff log book and aluminium number plates. Body without rust and paint work in good order. Interior all re-upholstered in red. New tyres, new exhaust, new roof inside and out, new battery. Needs new windscreen. Asking price £2,000 o.n.o.

Cyril Beck. Tel/fax 01760 337 419 (Swaffham, Norfolk)

[See photograph:- This is a long rad car which appears to be a post November 1934 model. I suspect the log book and number plates are from an earlier short rad -Ed]

The tidy looking car for sale by Cyril Beck. It is certainly not a 1932 model.

1936 Model 'CX' Tourer, CYL 392 (C43628). Green. Restored and in lovely condition inside and out. MoT and tax until September. £7,500 o.n.o. Information or photos available.

Frank Croucher. Tel: 01438 368849 or email

f.croucher@tesco.net
(Stevenage, Hertfordshire).

1934 Model 'Y' Tudor. WM 9991 (Y50032). Black. Restored and with some spares. Must sell due to bereavement. Open to sensible offers.

Tel: 0161 724 4247. (Manchester)

1935 Model 'Y' Tudor long rad. CTN 992 (Y113755). Black with green wheels and interior. Complete. V5. No rust but paintwork needs attention. Good Home wanted - offers around £3,000

David Love. Tel: 01444 471851 (Haywards Heath, West Sussex).

Model 'Y' short rad bumpers. Not pitted, but ready for re-chroming. Offers.

Alex Stephen. Tel: 01343 842294 or e-mail crinabhat@fiscal.co.uk (Moray,

Scotland)

Wanted

Our Founder desperately wants the following for his Model 'CX' "Folly":- All four wings, bonnet, grille and now bulkhead and, top of the list, a chassis. Also a long rad Model 'Y' grille for another member.

Graham Miles: Tel (mob) 07889 844949 (Kings Langley, Hertfordshire)

Wanted for long rad two door Model 'Y':- full set of seats, any condition considered. Richard Crabtree. Tel/fax 01729 840108 or e-mail dick_crabtree@lineone.net (Settle, North Yorkshire)

photos removed to see if it will create pdf file without them

page 14 colour

page 15 colour sep PM file

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

Service Bulletins:

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

Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7
(Sept. 1932 - Aug. 1934)

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

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

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Books:

Model "Y" 8 H.P. Covers 'Short-Rad' models 1932/33

The "Popular" Covers 'Long-Rad' models 1933/37

Illustrated Parts List:

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

Model 'C' & 'CX'

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

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

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

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

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

Card number Amount £.....

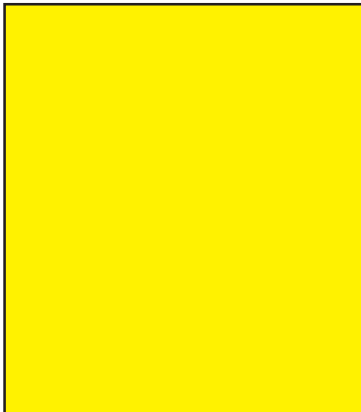
Name on card Valid from

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

* delete as appropriate.

Date of purchase Signature

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



Also available, through Veloce Publishing Ltd, 33 Trinity Street, Dorchester, Dorset, DT1 1TT, "Ford Model Y – Henry's Car for Europe", the definitive work on the Model 'Y'. £29.99. Tel:- 01305 260068 or e-mail:- sales@veloce.co.uk "

Model 'Y' restoration

Part 7 by Neil Bray

The Welsh tour is getting closer by the day!

My last report was in the March/April 2004 issue. I missed the May/June issue as work on the 'Y' had ceased. As I told you, DYU 188 was left with the electrician on 1st February. A new loom was fitted and everything was wired up, until we got to the semaphores. I wanted the flashers to flash and the semaphores to activate on the same switch. Eddie, the electrician, had a board that would do this, but it was 12 volts! A decision had to be made and made quickly. I decided that it would be best to convert the car to 12 volts. The dynamo was removed and rewound to the new voltage. All the bulbs and coil were changed for the 12-volt variety. The only headache was the fuel gauge. This was overcome by putting a bulb in the circuit, which dropped the voltage to 6 volts. Success.

The only thing that was left was the starter, which would spin much faster on the higher voltage, and those good old semaphores. We either had to rewind them or find replacements. With all this completed, the car was taken from Eddie's to Baldock, where the upholsterers, Fred Pound, were situated. The date was 14th February, spot on, as previously arranged. I had given Fred six weeks to complete the upholstery but, as usual, he had loads of work. I visited him every day to try and steer him into getting on with the job. I had excuses like, I must remove the bumper to re-chrome it. I would have hoped to have had the car completed by the A.G.M., but that passed me by. At the A.G.M. I bought hubcaps, an oilcan and bracket, bumper ends, etc. That gave me lots more excuses to visit Fred. After much hounding, I finally got the 'Y' back on Thursday the 3rd June 2004, four days before the start of the Welsh tour.

I worked through the night sorting split pins, adjusting brake rods, etc. Friday was again spent with Fred, working on the upholstery, while we were working on the mechanical jobs. Fred again worked on the car on Saturday morning and the



moment of truth came at 10.30 am. with the first road test. After some 10 miles, the engine died as a result of the distributor falling apart. A replacement distributor was fitted, but still no spark. Leads were changed and finally, we found the new coil to be the problem. A replacement was fitted and the engine burst in to life, but ran very rough. The carburettor was dismantled and, in the end, that had to be replaced to try and make the vehicle run smoother. Finally, at 4:30 pm, I left the garage to pick up my children, Alistair and Emily, from Stevenage and we drove the 'Y' home. We were cruising at a healthy 45 mph, when I noticed, to my horror, that I had a colossal 6 p.s.i. oil pressure in the engine. Saturday night was spent playing with the oil pressure release valve to finally produce 12 p.s.i. when hot. We also noticed that the front of the car had sagged, so a new front spring was needed, but time had run out. So with the car nearly finished, with no power,

Neil Bray's Model 'Y' and Model 'C' near enough ready to set out on the Welsh tour.

hardly any oil pressure and a low front end, Graham Miles was telephoned. He advised me not to take the car on the rally to Wales. But I felt we had got so close and it wouldn't be fair to not give the 'Y' a chance. Dave Nash turned up at my house on Monday morning to collect the Model 'C' and we both set off on the start of an epic journey, not knowing how far we would get.

Stay turned for the answer in the next issue.....

The 'One Armed Bandit'

NEWS OF NEW MEMBERS

Prepared by Colin Rowe, Membership Officer.

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

Steve Fisk	F0916	Bishop's Stortford, Hertfordshire.
Lloyd Bowen	B0638	Ammanford, Camarthenshire.
John May	M0932	Sandy, Bedfordshire.
John Thomson	T1813	Huntly, Aberdeenshire.
Dennis Becker	0-B105	Denver, U.S.A.
Gerard Sweeney	S1917	Cork, Ireland.
Dennis Warner	W1304	Stowmarket, Suffolk.
Mike Wrixon	W0307	Hayling Island, Hampshire.

In the last two months 8 new members have joined us, one in Wales, one in Ireland, one in the USA, one in Scotland and four in the UK. The USA vehicle is of particular interest as it is a sedan or flat bed type vehicle. Three of the vehicle are in maroon, with black wings. (I'm very interested in the colour scheme of the maroon body with black wings as that was exactly how my 1933 short rad vehicle "Annie" was finished - see Transverse Torque issue 148)

Steve Fisk has owned COV 853 since 1988, when it was purchased in a totally derelict state. The chassis no. is Y169266 and the vehicle is a March 1937 'Y' Tudor. Steve has put in a lot of hard work and now he looks forward to some happy motoring and hopefully attending some events around the country. Welcome back into the Y&C Register Steve. We look forward to meeting up with you again.

Lloyd Bowen Lloyd bought his car, DGN 166, a 1936 'Y' Tudor, chassis no. Y156194, in 2003 from Ian Evans, who had

bought it earlier from ex-member Vivian Belcher. Lloyd learnt of the club from documents he received with car. The car is in good bodily condition, having been kept garaged for most of its life. The car is currently under restoration and not on the road. Some work on the engine may be necessary and the interior trim requires re-installation. Lloyd is confident there is not too much to do to make it roadworthy before the end of the summer. We wish him well with the project and thank him for rescuing it from a somewhat sinister future, which had been planned for it. We hope the vehicle will be on the road soon. Welcome Lloyd.

John May has bought EW 8625 (Y92009), formerly owned by the late Jeff Cole. The car is in immaculate mechanical condition, as you would expect, having been owned by the Club's former technical adviser. With an MOT and some final touches to the Orient Blue bodywork, the car should by the time of publication be on the road. Good motoring ahead for John - a very warm welcome to the Y&C Register.

John Thomson Bought this car, RG 5590 (Y99587), a 'Y' Fordor in Aberdeenshire, where it has been since first registration in May 1935. It is in "on road condition" although it needs some work on the interior. The Club is supporting the V765 application to DVLA to enable John to keep the original registration number. We look forward to hearing news of this vehicle in the near future. Good luck and welcome.

Dennis Becker Describes his acquisition as a Ford "Y" "Open" van, based on a long rad. It is described by Dennis as having no doors – open sedan. The only information we have is the number Y138565, which appears on the application against registration and engine no. There is no age recorded. There is a considerable amount of work to be done as Dennis is expecting to remove the body and overhaul the engine and transmission. We look forward to receiving a photograph and more details in due course. Good luck Dennis. Please keep us informed of progress.

Gerard Sweeney has bought this car, reg. GMH 900, from a family in Ipswich, who had kept it in the family from new. It is described as a Model 'Y' 2 door, Y195809. The vehicle is currently under restoration, having mainly interior work done to the head lining and upholstery. A re-wire is also proposed and also some re-painting needs to be done. We hope Gerard will keep us informed of progress. Good luck.

Dennis Warner bought this car in an auction in June. VG 9538, a 1936 2door 'Y', (Y165770) came complete with picnic basket, which Dennis hopes to make use of in the lovely Suffolk countryside this summer. The car has been fully restored. He bought it from member, Peter Murrell. Dennis, welcome to the Club. We would be pleased to hear of your experiences with your first old car; a great choice of vehicle.

Mike Wrixon has owned his 1937 'Y' model (Y188205), reg. JN9279, for four years. The car is in good order and on the road. Welcome on board at last, Mike. We look forward to meeting you at future events, with your car.

There are many reasons for owning an old car. One of the great pleasures is driving it and showing it off. You will find that there is a great interest shown in your car when you travel around. With nostalgic weekend venues, which are becoming very popular in the UK, it is possible to completely revel in the past, as well as just driving a car of the period. So enjoy your new investment and show it off to the full!

International correspondence

Spain

Although not an international donation, I show this photograph of an unusual conversion seen in Spain. It would appear to be a converted saloon with the B posts and roof removed, resulting in an open, no doors, fully upholstered body shell. A rakish windscreen has been fitted. It all makes for an attractive run-about. The photograph is from Frank Johnson's collection in Radcliffe-on-Trent, Nottinghamshire. The photograph was taken in August 1975 (when Frank was a younger blade and in his prime!). The hairstyle, dress and shoes of the passing young lady also dates the photograph to the 1970s. Luis Cascante comments:- "All the cars parked along the street are SEAT: an 1500 'double headlight' (1969), a 800 type (the Spanish four door 600), and an 850. The Model 'Y', HU 2045, was registered in the province of Huesca (between Saragossa and the Pyrenees) in January 1935 and later converted into a 'funny' beach car, in the Mini Moke style. The front bumper, seats, headlights, wheels and windscreen, obviously are not original."



The beach-buggy conversion, photographed by Frank Johnson in Spain in 1975.

Luis also sent the following:- "A neighbour of my brother-in-law Alfonso, Mr Sanjust, gave me this photograph, taken in the 50s, of his late father's Spanish intermediate Model Y (sidelamps and the ubiquitous straight front bumper). The car was registered in Navarra in early 1934. The headlamps are not original, the rear mudguard is dented, and a hubcap is missing. It is not clearly seen but it seems that a luggage rack was fitted at the rear, instead of the much more used roof rack."

Note: All export long rad Model 'Y's (less those to Ireland) were dispatched from Dagenham with the

surplus short rad straight front bumpers; until they ran out in about March 1934.



The Navarra registered, early 1934 long rad, with short rad front bumper.

Germany

The Eifel Roadster

Our 'Eifel-Freund from Krefeld', Wolfram Düster, took up the challenge to name the coachbuilder (Karosserie) of the Eifel Roadster published in the last issue. He writes:- "First, thank you very much for sending me the Transverse Torque 148 May/June 2004. There is a photo at the top of page 26 and you asked for help to identify the body. It is a Ford Eifel 1938- 1940 with folding windscreen. It is a Roadster or "Sportzweisitzer" (Two-seater sports) from the Karmann karosserie. I enclose an 'Original' Ford-Köln-Foto ! With all best wishes to all Model 'C' friends."

Wolfram is the world's expert on the Ford Eifel and has written a book on the marque. Unfortunately, Ford Cologne has turned down his request for them to publish it. I have asked him what are his plans now. It is important that his in-depth knowledge and expertise is not lost.



The Ford Köln 'original' photograph of the 1938-1940 Karmann bodied Eifel Roadster. The collection of Ford chassis in the background include Model 40 trucks and 1938/39 V8 chassis with horizontal chrome strips on the grille, which were peculiar to Germany.

Further comment

In Issue 147, I quoted Thilo Merke of the Ford Oldtimer and Motorsport Club of Cologne as saying that Ford Eifel Roadsters were built by various German coachbuilders: Karmann, Stoewer, Gläser and Deutsch. Paul Tritton writes:- "I'm not an expert on pre-war German cars, but I don't think the Eifel on page 26 is a Stoewer. Stoewers were made in Stettin between the wars and were into front wheel drive early in the 1930s. They then made a huge Greif V8 in 1936, which lasted to 1938. From 1936 to 1939, they made a small Tatra under licence. I don't think they had any connections with Ford chassis. I think they made their own to build on themselves."

I do have a reference to the 1936 Model 'C' grille Eifel Roadsters being bodied by Stoewer, so I am not in total agreement with Paul on this one. Perhaps our German readers can comment.

Australia

I spotted an advert in the Classic English Ford Club of Western Australia April edition of their magazine "Enformation". 'Denis' had a spare Model 'C' chassis. I have been after a good photograph of a Model 'C' chassis for some time and asked Chris Newman to see if he could get a photograph of said chassis. He replied:-

"G'day Sam. Here is the pic of the Model 'C' chassis you requested. Not sure if it's"going to be of value to you - what



The 'restorable' up-side-down Model 'C' chassis in Western Australia. Can someone please supply me with a photograph of one in better condition chassis than this?

Denis calls 'restorable', needs someone with a degree in welding! As you can see it is upside down, but that's only because it was taken in Australia."We are also entering our wetter period, occasional rain, some thunder and" hail, cold nights, 20C days - much like you just described in UK! Cheers."

New Zealand - South Island

The Members of the Ford 8 & 10 Enthusiasts Club (SI), New Zealand, will be celebrating their 10th Anniversary at Easter Weekend, 2005, in Geraldine, south of Christchurch. This date will also mark the birth of the first Ford 8, some 73 years prior. The South Island Club was first started following the purchase of a little Ford by one of its founding Members, who knew little, if anything, about the car itself. The Club now has over 40 members. Details regarding the weekend can be obtained from:- Ron Clifford, Secretary, Ford 8 & 10 Enthusiasts

Club (SI), 4a St. Leonard's Square, Sumner, Christchurch, New Zealand. Email: agealive@xtra.co.nz If you are planning to visit New Zealand over this period and would like to attend, I have the details [Sam] .

New Zealand - North Island

Ray King, from Taupo, at the head of Lake Taupo, in the middle of North Island, kindly sent in an update to the register of surviving vehicles based on his knowledge of those on North Island. He also sent a 1986 pamphlet entitled, "Ford Celebrate Fifty Years in New Zealand", which includes the statement:-

'January 1936, and a new motor company was incorporated in New Zealand. By the end of 1936, Ford New Zealand had opened a new assembly plant at Lower Hutt and was assembling Ford products for sale to a young, vibrant country which was growing rapidly following the depression years of the early 30s.

Before that, the assembly and sale of Ford products was undertaken by Colonial Motor Company, a company which itself has a long proud history and strong association with the Ford name and the Ford Motor Company.'

This is all added grist to the history of our cars (see page 186 of the Model 'Y' book)

Ray, in his covering letter, says:- "I am an ex-Ford mechanic now retired. I am a current member of the Ford 8&10 Club in Auckland and they sent me a copy of your Model Y&C register of vehicles in N.Z. and suggest we add any new information or corrections and return it to you. I was a member of the Ford Sidevalve Owners' Club in the U.K., but resigned from that as, with the exchange rate the way it is (3 & a bit to 1), it became too expensive. However, they produce a great magazine..... Enclosed is a pretty battered pamphlet of the 50 years celebration of Ford New Zealand. Fords were assembled here until about 1992. Then, the "knowing" Government removed the import tariff on fully assembled new vehicles, which killed the assembly industry, along with associated industries, which supplied radiators, tyres, batteries, upholstery material, paint, etc., used by the local assembly industry. So, one by one, all the assembly plants in

N.Z. closed as it was cheaper to import new vehicles from overseas, i.e., Ford Falcons from Australia, Ford Mondeos from Brazil, Ford Ka, Transit, Focus and Festivas from U.K. and Lazars and light trucks from Japan – also some very expensive F Series U.S.A. Ford trucks from Mexico."

Australia again

Roadster handles

As we received and studied photographs of Geelong-built Model 'Y' roadsters, Bill Ballard and I noticed the chrome 'handles' either side of the dicky seat. To me, they appeared to be 'hang on tight' handles for the passenger in the dicky, but to Bill, they were hood rests on which the hood sat when folded. I bowed to his superior Aussie knowledge! Imagine my delight when I received the following e-mail from Bill:-

"I'm eating a lot of humble pie lately and hope you will accept my apologies for a change! Let me explain! Take a close look at the picture of the rear of Bernie Bridle's Model 'Y' 'standard' roadster and you will notice the absence of those "handles" which the hood bow rests on. I suspected that they were the same as those fitted to the early Fords and, sure enough, my importer of American-sourced Ford fittings had them listed in one of his catalogues as

'Rumble seat grab handles' for the 1929-32 models!! I seem to recall that is what you called them in the first



Rear view of Bernie Bridle's roadster, before the handles were fitted.

place and I said "No! They can't be! You wouldn't want to hold on to them when getting in and out of the car – they're totally in the wrong position for that. Bernie's new handles arrived yesterday and are exactly the same as those fitted to Matthew Watson's car! The 'penny has now dropped', as they say, and the handles are nothing to do with getting in and out of the car! They are for the rumble seat passenger to grab hold of when the car is in motion, rather like a 'strap hanger' above the doors in saloons."



Side view of Gavin Welch's Model 'Y' roadster, now in Auckland, New Zealand, showing the off-side grab handle behind hood.

Spain again

Fidel Leon Darder sent the following e-mail from València in the south-east of Spain:- "Some weeks ago, driving along the A7 about 20 minutes south from València, I recognised the rusty silhouette of an old car. In the distance it seemed quite similar to our baby Fords. I went closer and confirmed the car was a Fordor short rad Model 'Y'. Some days afterwards, I succeeded in contacting the owner. The car's condition was worse than I expected. It was fire damaged, so there was no interior, no trim, no glass, the wood had burnt, the sun-roof was out and the body was severely damaged. Only the engine and gearbox were saveable. I was not able to find any chassis, engine or registration number. Initially, I was tempted to buy the car, but the owner was "convinced he was in possession of a treasure, so I suspected that the asking price could be sufficient to buy two restored cars in Britain. The following week, the car had disappeared."

I attach also some pictures of Rafael

Mahique's car. As reported in the last issue of 'Transverse Torque', it is a green long rad Tudor version. Rafael planned to have it on the road this summer, but I think this is too optimistic, even more since he has purchased a 1972 Mini from a scrapyard. As you can see, the car is complete but tired. Note that the sunroof has been replaced by a practical luggage rack."

I've found some spare time to translate into Spanish some pages from the Register's website. If you agree, I can translate the remaining contents. Don't be afraid, I'm better translating into Spanish than writing in English. Best wishes.

The burnt out Model 'Y' Fordor found by Fidel Leon south of València in Spain.



Raphael Mahique's 'tired looking' Tudor Model 'Y'.



Australia and Spain again!"

We are great believers in

coincidences (or 'synchronicity' as Bob Wilkie prefers to call it). Following receipt of the above from Fidel, I received an e-mail from Bill Ballard in Australia, telling me of Wayne Parkhouse, an 100E owner and member of the Sidevalve Owners' Club, who was at the Australian National Rally with me last year. Bill relates: - "You will remember Wayne & Bill Parkhouse and their prize-winning "Heartbeat" police uniforms at the National Rally in Nuriootpa last year. They have recently moved to somewhere near Alicante airport in Spain [About 100 miles south of València - Ed], where Wayne now has a job in the bar! The reason I'm telling you this is because Wayne has found a long rad Model 'Y' Tudor in a scrapyard in Almoradi, near Alicante. It is currently sitting on top of an old lorry trailer - ex-TESCO, would you believe! I thought you might want to pass the word on to our Spanish contact, as it looks too good to be sitting up there! Note the interesting roof rack on this car!

The remains of the long rad Tudor sitting on top of a Tesco trailer near Alicante in Spain.



Replacement steering column.

For a year or so, the spares section has been working on providing members with refurbished steering columns, which include new steering nuts. It is the brass steering nut which wears and causes excessive play in the steering. There are apparently twelve wearing surfaces on the nut. Thanks to the work of Tony Hurst, a refurbished column has been built and is ready for trial. At the last Committee meeting, a volunteer was asked to step forward to trial the new column. As there is plenty of slack in the steering box on my Model 'Y' Kerry and as I am about to complete a few hundred miles on the Welsh tour, I offered to carry out the trial.

27 April 2004

Today, Ben, my 'navigator' on our Register tours, and I set about changing over the steering columns. The first task was to measure the slack on the old steering wheel. The totally free play was five inches from left to right, just about the maximum for MoT requirements. The car was then driven up on to ramps and the offside front axle jacked up and supported by an axle stand. The offside front wheel was removed. We thought that the best place to start was to undo the large castle nut at the base of the steering shaft and knock the shaft off the splined steering gear arm. The spline was so tight that the arm would not budge. Plan B was brought into effect and we easily knocked the drag link end taper out of the other end of the steering arm.

The next task was to take off the steering wheel and the blanking surround on the bulkhead, which sits round the column - no problems here. Then to undo the nuts and bolts holding the steering box to the top of the chassis. I'm sure this is no problem with a standard Model 'Y' but, on the Kerry, it is not easy as the bodywork frame almost covers the two bolt-heads, making it very difficult to get a spanner onto the heads. This is where it is imperative that you have a friend to help you. With Ben tackling the bolt-heads from above and me trying to grip the nuts from underneath the car, we finally managed to remove the bolts. The third and final bolt was the one through the side of the chassis and the shock absorber back-plate into the side of the steering box. Again, no problem. The removal of the column (and steering arm) was now easy. On the Kerry, we managed to extract it over the front wing, taking care to ease the top of the column between the clutch and brake pedals.

We then realised that, before tackling the removal of the steering arm from the splined shaft, we should note the angle of the steering arm in comparison with the angle of the top of the steering shaft. So off came the top of the two steering boxes. The old one had the steering arm at right-angles to the top of the steering shaft. Now to remove the arm off the splined shaft. There was no option but to resort to brute force. A couple of chisels and hammers and the two of us wedged and hammered the chisels, either side of the splined shaft so as not to damage it, between the steering arm and the steering box case. Eventually it gave and came off. Big sighs of relief. If we had had a puller of the right dimension, life would have been much easier.

Reassembling and refitting the new column was easy. We noted that there are four master splines at right angles to each other on the splined shaft, so it was obvious onto which splines to fit the steering arm. After re-assembly, we measured the free play on the steering wheel and it was

only two inches! Oil (EP 90) was poured into the box before a short run round the local roads. The steering was fairly tight with no self-centring. Perhaps, as the nut beds in, the steering may well self-centre. We await the long haul round Wales to test out that theory. If it does not, there will need to be some adjustment to the nut clamping the bearings at the top of the steering column. After a final check and top-up of the oil in the steering box, we called it a day.

Photos right, top to bottom:

i Removal of the steering wheel was no problem. Note the two nuts at the top of the column, which hold the bearing. The tightness of the steering can be adjusted by slackening or tightening the top nut."

ii The drop arm held on the splined steering shaft by a split-pinned castle nut. It was easier to take the steering column out by disconnecting the drop arm from the drag link, as the drop arm was tight on the splined shaft."

iii In order to line up the drop arm with the correct master spline, ensure that the drop arm is at right angles to the top of the steering shaft."

23 June

The steering column has taken the Kerry to the Enfield Pageant and round Wales on the Register tour, a total of 1386 miles since fitting. After slackening off the nut at the top of the steering column a tad, it behaved perfectly, self centring and feeling much more direct than my old column. The oil needed topping up after the run to Enfield, it having penetrated the finer recesses of the steering box.

Overall the trial was a great success. My only comment and recommendation is that the Club exchange columns be complete with the drop arm, as most members will not have the correct puller to take it off the splined steering shaft.

The British designed Burman-Douglas steering columns were, in fact, delivered to Dagenham, with the drop arm attached, by Burman & Sons, Ltd., Ryland Road, Birmingham.

(See illustration of Y-E-3503-A, Gear steering assembly, in Parts Catalogue)

Regional news

Ivor Bryant (Regions 1&2) West Country, presents a combined FSVOC/Y&C Register report:-

"I am writing this on a wet Saturday lunchtime in June; not too inspiring for the time of year. We continue to meet monthly at Horton, near Bristol, with their club. The May event involved an evening run of about 20 miles around the local by roads including a run through the Badminton estate, home of the horse trials, finishing for a ploughman`s at a pub in Yate. About 20 vehicles took part in the run, ranging from a moped to a Rolls Royce. The Roller didn't end at the pub due to the unavailability of Newcastle Brown No pleasing some people!

31st May saw the antiques fair and car show at Berkeley Castle. There was a turn out of about 200 old cars. Ford sidevalves attending included the usual locals; an E83W, Brian Gallett in his Model 'Y' (see Members' correspondence), an E494A and, more unusually, an F type Morgan and a 100E Utility. The 100E being a modified Anglia from Gloucester in need of a paint job and a few finer details.



20th June, the Chipping Sodbury Run of about 85 miles through South Gloucestershire and North Wiltshire. Over 200 cars and bikes took part, dating from the early 1900's to early 1970's. The route took us through Castle Coombe, stopping for coffee at Bowood House, where we listened to the Goons, Lonny Donnegan and such-like on the wind up gramophone, lunch at Wroughton, (in our case, cooked on Camping Gaz and methylated spirit picnic kettle) and back to Chipping Sodbury for tea. Unfortunately, it rained on and off in the afternoon and, due to the vacuum wipers, we had a very limited view of Malmesbury on the way home. Motorbikes and open top cars were seen sheltering under trees on the return journey. Sidevalves on this event included two Lotus Sixes, a 100E, an E83W and my E494A. The next run

will be the Devon Coastal of 18th July, write up to follow.

We have a stand allocated at the restoration show at Shepton Mallet on November 7th, a space of 7m x 5m, say 20 foot by 15 footish. At least two vehicles required... any volunteers?

We have another stand at Shepton Mallet for the show on January 29th and 30th. This time, 12 m x 7m. This is the biggest stand yet that we have been allocated. Our policy has been not to show the same vehicle twice at this show. Hence, we need about 6 "new" vehicles if we can. We have a few possibles, but again, volunteers required please with any condition, cars, vans, agricultural machinery, whatever. Basic vehicles get more attention.

Contact me if you can exhibit a vehicle or provide other relevant automobilia at either of the above shows - phone number inside front cover of the magazine.

John Keenan (Region 5) East Sussex and Kent reports:-

"Whilst you were touring Wales, I was organising the Ford Sidevalve Owners' Club Sussex Holiday event, which went well. We even had an afternoon shopping trip to France.

Our next big event is at the South of England Show Ground, Ardingly, West Sussex, on the 10th/11th July, where we will have a Club stand. All are most welcome to visit.



John and Mary Keenan's granddaughter, Chloe, polishes John's Model 'C' to a high gloss.

I enclose a photograph of 'Black Beauty', all cleaned up and ready to show. My ten years old granddaughter, Chloe, is putting the finishing touches – no doubt

a future Club member, as she is always keen to help with the Model 'C'."

Northern sidelights. Barry Diggle (Region 16 – most of Yorkshire) reports:-

"An object lesson in the workings of an efficient and well-organised club was to be had last week when the combined resources of the Y&C Register led to the rescue of a Model 'Y' "at risk". A phone call from a lady in Doncaster set the ball rolling. Her son had a 1934 car, which he intended to restore, but never got around to. The passage of time and the intervention of other interests meant that the space occupied by the 'Y' was required for other purposes. In short, unless the car found another home fairly rapidly, it would be scrapped. Could I help? The most obvious remedy would be an advertisement in 'Transverse Torque', but this would be too late. I immediately contacted Ken Sleight, in whose Region the car lay, and he very kindly, and with no prompting, telephoned the lady and made an appointment to see the car. A few nights later, Ken rang to inform me of a very satisfactory outcome. He had brought the car home on a trailer, but found that restoration would be fairly formidable, but, through his contacts, had found a willing member of the Ford Sidevalve Owners' Club, who was prepared to undertake the work. Moreover, this gentleman has promised to keep a photographic record of the work and keep the previous owners informed of the progress.

Apparently, the car is known to the Register, and, no doubt, we shall hear more about it later. An excellent piece of news and many thanks to Ken, who did the actual rescue work.

Pressures of work and other commitments are, alas, affecting my Ford activities at least for the early part of the summer. Sadly, I won't be able to attend Kirkstall, and I may only be able to make a fleeting, non-participatory, appearance at Newby Hall. I often think that sometimes it's a question of whether the owners are up to it, rather than the cars! I hope that other members locally will attend these two enjoyable events.

Australian utes

In May last year, Bill Ballard kindly sent me the 1935 Ford Industrial Units brochure, published by the Ford Motor Company of Australia Pty. Ltd. Later in the year, he kindly sent the 1936 Australian 'Body Parts Catalogue' for the Models 48, 68, 'C' and 'CX'.

I was intrigued to find in the Industrial Units brochure, that the illustrated Model 'C' well-sided ute was given a model number 304. Comparing this with the Body Parts Catalogue, it would seem that Ford Australia, for some unknown reason, gave numeral identification only to the utes, as follows:-

Standard utility open (roadster):- 302
Standard utility closed (coupe):- 303
Well type utility open (roadster):- 304
Well type utility closed (coupe): 305

Why a 300 series starting with 302? I guess we will never know. Perhaps there was some in-house coding at Geelong, which gave numeral nomenclature to all their models, but they only chose to release the codes to the public for the utes. There is scope for further research in the Geelong archives on this.

Only 'open' (roadster) utes were manufactured on the Model 'Y' and Model 'C' chassis, i.e. Models 302 and 304, but both the 'open' (roadster) and the 'closed' (coupe) ute bodies appeared on the V8 Models 48 (1935) and 68 (1936), i.e., Models 302, 303, 304, and 305.

Sam Roberts.

I sounded out Bill Ballard on the possible explanation for the 300 series. He replies:- "You made the comment "Why a 300 series starting with 302...". May I give you my thoughts on this matter? The most logical explanation I can think of is that these were "1930s bodies", with presumably "301" introduced in the early 1930s.

Bearing in mind (a) that "roadster, straight-sided utes" (as we refer to them) were certainly around in the very early 1930s (if not even earlier, on cars like Chevrolets, etc.) and that Lew Bant didn't get round to designing his "coupe ute" until 1933/34, then the order



ENGLISH FORD UTILITY
MODEL 304

Well-type body with generous loading space. Driver's compartment of smart roadster design. An economical model adaptable to a wide range of uses such as inspectional and maintenance duties and lighter hauling. Auxiliary rear springs optional equipment. Loading dimensions: Length (excluding space taken by spare wheel) at floor, 57 in.; at top, 51 in. Width, 52½ in. Width including sideboard, 64½ in. Height, 21½ in.

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of types 302, 303, 304 and 305, as you have them listed, would seem logical. It will be interesting to see if we can find any reference to the well-known 1933/34 V8 "UTE 1" being of "Type 303".

(b) Ford did not start manufacturing in Australia until the mid-1920s (we celebrated their 75th birthday in 2000). It will be interesting to see if any of the bodies built on Model Ts and Model As, etc., built in Australia in the 1920s were numbered in the "200" series (corresponding to the 1920s) - get my drift? I have "friends in high places" in the "T" and "A" clubs here and will ask them if they know what series their bodies were numbered in. What do you think?"

I replied:- "Following your logic, the 1933/34 V8 coupe ute "UTE 1" would probably be model 301 as that preceded the Model 'C' and the next V8, the Model 48.

Applying your theory, which I must admit seems logical (i.e. that the 300 series signified the 1930s decade), the Model 'Y' open ute came before them all and could well have been model 300. But then we are only considering utes. What about the sedans, coupes, standard roadsters, panel vans and (dare I say it) phaetons? If Ford had a numbering system, surely the other variants would be included.

There might be a clue on the Lew Bant Model 'Y' blueprints we obtained from Geelong. Each of those has an ASK number (whatever ASK is). The phaeton was 276, the roadster 277 and the van 279. I know this destroys your 30s theory, but might be a clue to the overall numbering system. We need Model 'C', Model 40 or Model 48 blueprints to check out their ASK numbers.

Food for thought!"

If any member or reader can shed light on this subject, ye are to declare it.

Sam Roberts

The Model 'C' ute as it appeared in the 1935 Australian 'Ford Industrial Units' brochure. Note the 'Model 304' nomenclature.

60th birthday surprise!

Graham Rudd

It was the big 6-0 for me in February 2004. Yes, I've now got my bus pass (half price fares round this way [Beccles, Suffolk]). My wife, Margaret, told me to take down the "Merry Xmas" banner that had been strung across the wall in our dining room, which I had been meaning to do since Twelfth Night! I climbed on a chair and untied one end, then moved the chair to get up and untie the other. I put the chair back, then carefully folded the banner, ready to put away up in the loft some time later.

"Did you notice anything?" Margaret asked. "No, I had taken down all the other trimmings after Christmas", I replied. "Did you notice anything?", she asked again. "No", I replied. She then came into the room and stared at the wall. I got the impression I was supposed to notice something on the wall. Scanning the wall, I eventually noticed that our picture in the middle of the wall had been changed - "Hey, that's a Ford Model 'Y'. It's really good", I said and moved closer for a better look. Well, I was dumbfounded, for when I looked at the number plate, it was CUW 421. "That's my Model 'Y'!", I exclaimed. It had been painted showing Beccles town centre in the background many years ago and even what looked like Margaret and myself in the front seats. "Happy 60th Birthday", said Margaret. What a surprise; I have to admit to a tear in my eye.

Margaret had commissioned the painting two years ago from a friend of ours, Joe Crowfoot, who is an extremely talented artist, specialising in drifters and trawlers, along with Broads' scenes, local railways, airfields and farms. I have always fancied some of his paintings on our wall, but never dreamed one day I would have a very special one done for me. We do have four of his Beccles and Broads scene prints on the walls in our little Fisher caravan.

What a wonderful birthday surprise.

Next page: The superb painting by Joe Crowfoot of Graham Rudd's Model 'Y'



The first Portuguese automobile

"The 'Edfor', made by Ed. Ferreirinha e Irmão-Porto, was the first genuinely Portuguese automobile. From the early 1930s on, Eduardo Ferreirinha and his brother devoted themselves to transforming Fords, having in mind both racing and the marketing of a short line of cars. A skilful race-car driver and mechanic – and later a successful industrialist – Ferreirinha decided to build the Edfor automobile, undoubtedly one of Europe's most beautiful cars of that period.

By using parts of new cars, modifying some and making many new parts, he created the "Grand Sport" model. With an aluminium body weighing 150kg., its frame made of a special cast aluminium alloy (an unprecedented way to build cars), this automobile was ideal for lovers of car-racing.

The Edfor was one of the main attractions of the 11th Oporto Motor Show in April 1937 and remained in the limelight throughout the entire show.

The Edfor's racing career involved such Por-

tuguese events as the 4th Pedras Salgadas Rally (1939), in which it was the winner of its category with Amadeu Seabra at the wheel, the first International Rally of Lisbon (1947) and



the Rampa da Pena Race (1951). Several different drivers raced the Ford Ferreirinha, including Manoel de Oliveira, the well-known Portuguese film director, who achieved various noteworthy rankings.

Of the "Grand Sport" Edfors made, there presently only exists the one illustrated near Vila do Conde, owned by the family of its maker, and another one presumably in Germany."

The above and the photographs are extracted from the book 'Glorious Machines', which covers the cars on display at the Caramulo's Museum in Portugal. The Caramulo's Museum is located in the Caramulo Mountains, 110 km south-east of Porto. We are indebted to Luis Cascante for sending in a colour photocopy of the appropriate pages.

Can anyone shed any more light on this beautiful looking car? It has a 'CX' grille, with an Edfor grille badge in red, but there, the resemblance to the Model 'CX' would appear to end, as far as we can see from the photographs. Has it a 10 h.p. Ford engine, transmission and suspension I wonder?

Sam Roberts.



The Model 'CX' bonnet with red Edfor grille badge. Note that the chevrons on the grille are thinner than on the English 'CX' and German Eifel.

Our Founder's Folly II

In issue 147, Graham Miles told the story of the Model 'CX' tourer, or what was left of it, which he and others recovered from down a bank on the Gower peninsular in Wales. Having got it home, he discovered the full extent of the task he had taken on and put out a plea for replacement chassis, wings (inner and outer), bonnet, grille, to name but a few.

Since then, he has happened upon a 'CX' Fordor, also in Wales (Glamorgan), which he thought would make a good donor car, providing chassis, bulkhead, etc. This car has been in the Lingard family, since new in 1936, for three generations; grandmother, father and son. Father owned a garage business and had carried out a number of modifications, including installing Ford Pop axles with their larger brake drums and 'easiclean' wheels. The car has not been on the road since 1967. As father never got round to a planned restoration and son has decided to get shot of it.

Along comes our founder, a recent convert to the 'CX' marque from a lifetime of Model 'Y's, and snaps it up. It also happened that Neil Bray was making a delivery about two miles from the car and brought it back with him to Graham's

house in Kings Langley. The car is actually eminently restorable and so, being a true adherent and part author of the rules of the Y&C Register, he has decided that it should be restored – but not by him, as he has Folly No.1 to keep him occupied!

The new member of the Miles' family, ATG 692 (C34461), a March 1936 Fordor 'CX', ripe for restoration rather than acting as a donor car.



The Italian Job?

(submitted by Terry Mortiboy)

In 1954, four young men in their early twenties decided to go on a ten day camping holiday to Rome in an already ageing Model 'Y' Ford. One of the group was my wife's uncle, Peter Myerscough. He recalls:-

"Hannibal, the Roman general, took elephants across the Alps. We took Lulu.

It was 50 years ago this year. Motorways were mainly the dreams of planners. Britain had to wait another four years for its first stretch around Preston. Not that Lulu, then a 20 years old Ford Model 'Y' saloon, would have made your ideal motorway motor with a top speed barely reaching today's legal speed limit of 70 m.p.h. – and that with the wind behind her! And you needed to hold her down at speed

Nonetheless, four of us decided to head for Rome, via Switzerland and the Côte d'Azur, in a round trip of ten days. Half a century ago, such travel was something of an adventure; the package holidays to the Costas had still to come. And cars were basically machines with radios and heaters usually as optional extras.

Lulu's mechanical heart was only 933cc from four cylinders. Could her diminutive 8 h.p. lug four fairly hefty lads (40 stone plus in all), as well as capricious tent,

flysheet, ground sheet, pots and pans, clothes and some food, packed in a roof-rack secure wooden chest with the aerodynamics of a brick? Tent poles were extras and were tied to the rear luggage carrier.

How many miles to Rome and back? We reckoned, with diversions, some 5000 kilometres at least – just over 3000 miles. Trusting luck and Lulu's verve, we even tackled the 2000 metre Simplon Pass, with some of the cols of the Monte Carlo Rally. And Lulu, bless her heart, never missed a beat (unlike ours as we cornered sheer drops).

We camped by and splashed in the Med, to shed en route dust, before reaching our final goal. There was even a blessing from Pope Pius XII in St. Peter's Square (albeit with hundreds of others). How did he know we were coming?

Well fettled before we set off, with a decoke, new plugs and a service, Lulu behaved like a thoroughbred, until on the return trip, as we sped along one of those typically French, tree-lined roads, the old girl ground to a halt with a shudder. And there was a long way to go to the ferry We diagnosed a broken half-shaft.

In this land of Citroën, Peugeot and Renault dealers, could we find one for a Ford? Two thumbed a lift to Dijon to find out. Incredibly, in spite of World War II and the German occupation less than a decade earlier, the Ford dealer rooted one out from his stock, but farmed it out to a back street repair shop to fix. Rising to the Beat-the-Clock challenge, the French mechanics were 'magnifique' and we made it back to Calais on time – even stopping to aid a pair of hapless girls in a Preston-built Bond Minicar near the French port.

Whilst waiting for the ferry, an American tourist spotted our holiday stickers and eyed dusty Lulu. "Say, you've been to Rome. That must be some car!" Lulu could not have been more pleased if Henry Ford himself had said it!



"Lulu, Peter Myerscough's February 1934, Manchester registered Fordor Model 'Y' takes her considerable load to the top of the Simplon Pass. Cause for a celebratory swig of Chainti.



Peter Myerscough, April 2004.

Recovery to a back-street repair shop in Dijon to replace the broken half-shaft.



