

Issue 150 September / October 2004



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	13 Norfolk/Suffolk <i>Brian Mace</i> 5 Glenburn Ave. Sprowston Norwich NR7 8DU Tel: 01603 425558		Printed by <b>CPS-Airedale</b> Leeds 0113 226 7497 Specialist Print for Classic Car Clubs

# Editorial

This issue is probably the most difficult one for an editor to compile. Not only do we have our own family holiday commitments, which eat into valuable available preparation time, but contributions from members are understandably less forthcoming than during the rest of the year. I am therefore very grateful to those of you who have taken time out to e-mail, write or send in photographs over the past eight weeks. Surprisingly, there has been little feedback from the membership on the 25<sup>th</sup> anniversary issue of the magazine, apart from some welcome praise from Luis Cascante in Spain and a whinge from down under that there were no Model 'C's or 'CX's in the colour centre-spread. Actually there were four, although, admittedly, not obvious. Perhaps colour is not seen as an appealing attribute of the publication.

Paula and I have entertained three different grandchildren for a week at a time this summer and then, as a reward, taken ourselves off for a couple of days to the Welsh borders near Hereford and a further couple to Dartmoor; very enjoyable. The Model 'Y' was not forgotten. I had a super day with my 9 years old grandson, Charlie, from Singapore. We went out in Kerry ('Grandpa's Noddy car') on a beautiful day, with the hood down, to visit the mid-nineteenth century Crofton steam beam engines at the top of the Kennet-Avon Canal, near Hungerford. The canal was bristling with narrow boat traffic and Charlie was fascinated with the workings of the locks and the sheer Victorian genius of piloting boats up hill. In exchange for a good look over the car, one of the boat-travellers gave Charlie a lift from one lock to the next.

My next big outing will be to the All Ford Rally on Abingdon airfield on 26<sup>th</sup> September. Remember, this is the **Y&C Register National Gathering Day** for 2004. We are hoping for an exceptionally good turnout of our cars, exceeding the thirty or so, which traditionally come to this excellent old Ford rally and autojumble. Make a note in your diaries and drop a bead for another year of good weather. I'll try to persuade our Regalia Officer, John

Argent, to bring some Y&C Register umbrellas along for sale. That normally ensures a dry day.

One car we haven't seen at Abingdon is Robin Del Mar's attractive short rad cabriolet or drop-head coupé, which was spotted and photographed by Julian Janicki earlier in the year at Woking in Surrey. It is a superbly converted van, which, in addition to an unusual windscreen and hood, boasts a one-man 'dicky' seat in the rear. Come on Robin, Abingdon is on the River Thames, so you aren't coming too far north!



*Robin Del Mar's March 1933 beautiful cabriolet with 'dicky' seat, seen at an event in Woking. Regrettably, its beauty is partially hidden behind presentation boards, the scourge of many display cars.*

It is a pleasure to welcome a goodly number of new members joining the Club. Many have bought cars from members who are now leaving, but a number join to find cars. One such is Tom Tomlin, who, until a few years ago, was 'Mr Ten Percent' as he owned 10%

of all known surviving, roadworthy Model 'C' saloons in this country (three!). It would be a much lower percentage now. Having sold all three and left the Club, his hunger pangs have not diminished, so he has rejoined and is on the lookout for another Model 'C'. Welcome back Tom.

That is the good news. The bad news is that Bob Wilkinson, Colin Rowe and I have had to chase up as many as 60 members, who have yet to pay their subscriptions for 2004/2005. Each has received a final reminder card and, if not paid up, will not receive this issue of the

magazine. What is administratively galling is that the majority of those 60 are in the same boat every year. If you are one such, please, please change to payment by standing order. It will save your volunteer Club officers much time-consuming hassle. End of my whinge!

In this issue, Bruce Allan concludes his write-up on the very successful Welsh tour in June. You will remember in the last issue, he reported on a race of our cars along the famous Pendine Sands in Pembrokeshire. History will record that that was probably the last race to take place on the sands. Jim McVey, Bruce's soul-mate, sent an e-mail with a page from August's 'Land Rover Owner' magazine, which reports:- "Although there has never been an accident between a vehicle and other beach users, Carmarthenshire County Council is

## In this issue

Chairman's chatter .....	5
Secretary's ramblings .....	5
FBHVC NEWS .....	5
Art Deco and the 'baby' Fords .....	6
Events 2004/2005 .....	8
Tony Butterfield .....	8
Alpine restoration .....	9
Taith O Cymru .....	11
20 years ago .....	13
NEWS OF NEW MEMBERS .....	13
Members' correspondence .....	15
For sale .....	17
Members' cars .....	18
Centenary of Ford Canada .....	20
Alpine disaster .....	21
International correspondence .....	22
Fitting the Model 'Y' sliding roof .....	24
Regional news .....	26
Matters 'CX' .....	26

## Photograph on back cover

Bernie Bridle of Victoria, Australia, found this photograph in the manager's office of a car wreckers' in Dandenong. The garage is still there today. Note the old petrol pumps ('bowsers' in 'Strine') and the provision of skid chains and tyre repairs. The state of the Model 'CX' sedan, BN-053, dates the photograph at about 1938. Our thanks to Bill Ballard for forwarding the photograph.



Tom Tomlin with one of his Model 'C's at the height of his Model 'C' career. This was taken at the 1996 All Ford Rally, when he was awarded the runner up trophy for Class 2 (1930 - 1940) against stiff competition from the V8s and the later Model 'A's. The winner of Class 2 is parked behind him!!

adamant that vehicles must be banned. The decision to close the beach came after the council applied for Blue Flag status. To win the coveted award, the beach had to be inspected by the Royal Society for Prevention of Accidents (RoSPA), and it was RoSPA's report that prompted the council's action. "Beach users were being put at risk." said council spokesperson, Claire Griffiths. Barriers have been erected across the access ramps. So almost a century of automotive world record attempts by Seagrave, Campbell and Parry, to name but three, has been condemned to the history books by the namby-pamby society in which we live. As recently as 2000, Sir Malcolm Campbell's grandson, Don Wales, achieved a British electric-powered land speed record of 128 mph in Bluebird Electric on the sands.

Scottish members please note the change of e-mail address for Drew Barr - see Regional Contacts on the inside cover.

I had an excited telephone call from Tony Russell, a passionate sidevalve guru and 'Friend' of the Y&C Register, from Reigate, who has, at long last had his book published. For years he has been researching Leslie Ballamy, the motor engineer, who improved the performance of small Fords, and other makes of cars and motor cycles, significantly. Ballamy is probably best known for 'inventing' the split front axle, giving independent suspension to our transverse sprung cars. The book is entitled "Out in Front - The Leslie Ballamy Story", ISBN 1-899870-69-5, price £19.99. I have ordered my copy and hope

to review it in the next issue. The distributor is Vine House Distribution, Ltd., tel:- 01825 723398, or e-mail [sales@vinehouseuk.co.uk](mailto:sales@vinehouseuk.co.uk) The publisher's flyer (Motor Racing Publications) describes it as "The only biography of a brilliant and versatile inventor and automotive engineer whose skills had a major impact on the British motorsport scene both before and after the Second World War. 'Out in front' was the trading slogan of Leslie Ballamy's LMB companies, whose suspension, engine and transmission conversions became a passport to success, not only on race tracks, hill climbs and trials venues, but also on the road, where customers for his 'go-faster' conversions included some of the country's top sportsmen and even members of the aristocracy. This is a story of a forthright

character who was a great patriot, an inspiration to many and a tireless and ingenious 'ideas' man, who never stopped designing until the day he dropped dead at his drawing board at the ripe old age of 87."

*Tony Russell's biography of Leslie Ballamy, the motor engineer, who gave much to the early owners of our cars.*

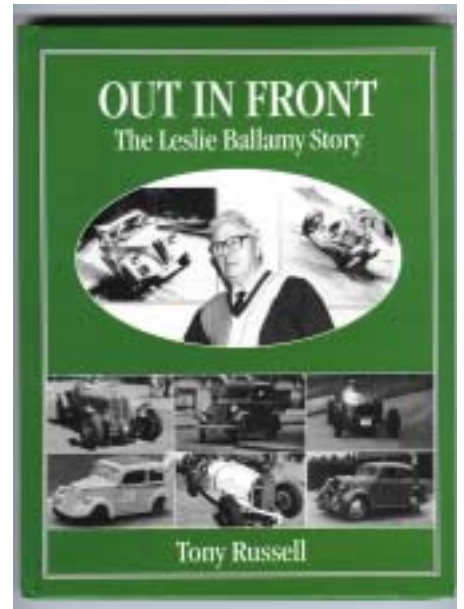
I end on a sad note. It was with deep regret that I read in 'Quail', the magazine of the Model A Club of Great Britain, that dear old Sid Sheppard passed away in hospital on 20<sup>th</sup> June. Sid was a colourful character, whose love of Model As and their restoration was the envy of the old Ford movement, so much so that the Model A Club had made him their one and only life member. Sid was often seen (and his Irish brogue heard!) at rallies, normally with a restored period caravan behind one of his immaculately restored Model As. I am delighted to read that the Model A Club gave him a 'truly momentous and wonderful send-off'. Our condolences are sent to Eileen, his widow.

A photograph sent in by our printer, Steve Waldenberg, of the cars lined up at the Halifax Show, just a b o u t

s u m s u p t h e a p p a l l i n g w e a t h e r w e h a v e s u f f e r e d o v e r t h e p a s t s i x w e e k s . T h e p h o t o s h o w s K e n S l e i g h t ' s 1 9 3 6 T u d o r M o d e l ' C X ' , w i t h S t e v e ' s m a r o o n J o w e t t J a v e l i n t w o c a r s d o w n .



Ken Sleight, under brolly, enters his 1936 Model 'CX' Tudor at a very wet Halifax Show. Steve Waldenberg's Jowett is two cars away.



**Deadline for copy for Issue 151 of 'Transverse Torque' is Saturday, 30<sup>th</sup> October 2004.**

## Chairman's chatter

(or mutterings – Ed)

Well, can I start by saying what an excellent 25th Anniversary issue of 'Transverse Torque'. I feel it was well worth spending those extra few pennies.

On the result of the Welsh tour collection for the mountain rescue teams, thanks must go to all who did so much to make it such a success. Well done all. It seems to me that, since returning from the tour, the time has just flown by, so keep enjoying your events and we will look forward to seeing you at the ALL FORD RALLY.

**Mike Samuel,  
Chairman.**

## Secretary's ramblings

Since the last issue I have rambled through Scotland, done more on the 'CX' tourer restoration, enjoyed the Y & C Register 25<sup>th</sup>. Anniversary issue, amidst day to day club work.

**Anniversary Issue.** In our last issue Sam did a splendid job of recording, in brief, some of the highlights of the first 25 years of our club. All the photographs brought back so many memories for me, and I'm sure for others too. So many events, so many faces, so many happy times. It also made me realise that our founder Graham Miles – it's all your fault Graham - is still heavily involved in club life. Peter Ketchell, Tim Brandon and Sam Roberts too were early members and still heavily involved in club activities, whilst I have been Secretary for a mere 20 years! We take some getting rid of don't we! Here's to the next 25 years..... but I think some younger members must step forward in the near future to carry on the torch. Why not you?

**I must take issue with Sam's comment** (p.25 issue 149) regarding free play in the steering . ".....free play was about 5 inches.... maximum for MoT requirements". I went pale (and so did one or two members who rang me!) at the thought of driving with so much free play and also I now realise why Sam's long suffering rally navigator, Ben

Bennison, looks 10 years older than his age! (No, Ben is as old as he looks! – Sam) I doubt if the MoT tester's handbook allows much more than 2 inches of play. However the club steering box project has a long way to go before we can offer this to members, as all club spares developments in critical areas of brakes, suspension and steering have to pass stringent standards to meet with the requirements of our insurers

Feedback to me on members' attitude to possible change of law affecting MoT frequency etc. has indicated that this topic is of wide concern. I have tabled this for our next Committee Agenda but I need more feedback (see below).

My holiday ramblings into the beautiful Highlands of Scotland included a brief call on Elgin member, Stafford Turnidge. He is restoring a 1937 'Y' Model van, which was in desperate, almost terminal, condition, which he literally dragged out of a field some months ago. I wanted to check on progress and his sanity on taking on such a restoration! I think he is one of few members able to weld fresh air. Work is well in hand and Stafford shows great enthusiasm. Thank goodness there are members about who have the skills, but even more importantly, the dedication, to rescue a piece of our history. Well done Stafford – we hope to see the photos of the finished article in the near future.

**The restoration of my 'CX' tourer** is progressing well with the Club tour of France in 2005 as my target. Chassis work is complete and hopefully by now all welding to inner wings, etc. will have been completed, thanks to Roger Hanslip (see useful contacts). What worries me on the 'C' and 'CX' Models is how many are in use with chassis in poor condition. The problem is that, unlike the 'Y' Model, full inspection of the chassis is almost impossible without removing all the rear floor sections. It is of course these unseen areas which are more prone to rusting through..... 'C'/'CX' owners be warned.

**Tony Butterfield**, our longest standing listing in our Useful Contacts page, has sold all his Ford spares to the Y&C Register prior to a move to Scotland, where he will concentrate on Triumph Roadster spares. Tony has been an ever present at most events, including all

AGM's I can remember, and has given tremendous service to members over the best part of 20 years. Sam has included a piece on his story so far in this issue, but thanks Tony from all our membership. Enjoy the pleasures of Bonnie Scotland. **All Ford Rally:** Elsewhere Sam has waved the banner for all to gather at Abingdon at the end of September. It is our intention to get as many members as possible on our stand as for this excellent show. Drive, trailer or even push ... to get your car there. Restoration projects are welcome as well as shiny cars. See you there.

**Bob Wilkinson.**

## **FBHVC NEWS.**



Extracts from FBHVC  
Newsletter July/  
Aug.2004

### **DVLA News:**

"From July 2005, V5 Registration documents will cease to be valid. This cessation of validity of the old V5 **will not** result in the loss of the registration mark or put any additional restriction on the mark. Any information that you may read, or hear, to the contrary is **not** correct. What it does mean, however, is that the old V5 will have to be exchanged for a V5C at a Local Licensing Office in order to declare a sale or other change of particulars". Members need take no actions as ..... "Each renewal licence application, or SORN declaration, triggers the automatic production of a V5C and this should reach the keeper some six weeks after the relevant renewal

### **Fuel additives:**

"In accordance with our ongoing monitoring of the FBHVC's endorsement of additives, we have recently had five additives re-tested for chemical content to ensure that the product is still being marketed as originally formulated on the FBHVC's engine tests at MIRA. We are pleased to report that all the five passed. These are: Superblend Zero 2000, Millers VSP Plus, Castrol Valvemaster, Castrol Valvemaster Plus, and Red Line". FBHVC website (linked thru' our site) has full list or contact me.(Bob Wilkinson).

MoT Regulations. Survey of Opinion.

In our last magazine (149 p.5) I asked members to contact me regarding MoT testing. I am asking you again for your comments on this topic. A number of members gave good reasons, e.g. low annual mileage, high levels of restoration and maintenance etc., to suggest a move to mandatory MoT test every 3 years, rather than annually. We need a greater response from UK members on this topic to judge if we should in fact campaign, obviously involving other clubs through the FBHVC, for a change in the law. To this end, an informed member (asks not to be mentioned by name) added various suggestions concerning procedures which are followed by government in looking at a proposed change to the law affecting taxation.

**So please let me have your views and arguments, for or against, a change to 3 year testing and any related matters.** Your Committee will then be in a better position to decide on any course of action.

Contact me now !

**Bob Wilkinson.**  
**Secretary.**

#### **BOB'S JOKE CORNER.**

Two short ones this time....Both from Acker Bilk in a recent live show . Yes, he is still going strong!

1. Chap goes into doctor and tells him "Doc, I think I'm a moth".

Doc replies, " In that case it's a psychiatrist you need. Why did you come to see me?"  
"Your light was on", replied the chap.

2. John's dad picked him up from school to take him to a dental appointment. Knowing the parts for the school play were supposed to be posted today, he asked his son if he got a part. John enthusiastically announced that he'd got a part. "I play a man who's been married for twenty years."

"That's great, son. Keep up the good work and before you know it they'll be giving you a speaking part."

If you don't like these then send me your favourite story. Clean of course 'cos I don't understand the other  
sort!

Bob Wilkinson.

## Art Deco and the 'baby' Fords

Rather like a number of members I know, I look back to the 1920s and '30s with nostalgia and enjoy reading about and researching that period. It was for this reason that Paula and I made one of our rare trips to London last summer to visit the Victoria and Albert Museum, where there was a superb Art Deco exhibition.

The term 'Art Deco', coined in the 1960s, refers to a style of design which spanned the boom years of the roaring twenties and the bust years of the depression-ridden 1930s. Many international exhibitions fuelled the Art Deco movement, but none so much as the 'Exposition Internationale des Arts Décoratifs et Industriels Modernes', held in Paris in 1925 and, from which, the name 'Art Deco' was derived. Art Deco was the style of the flapper girl and the factory, the luxury ocean liner and the skyscraper as well as the fantasy world of Hollywood. It affected all forms of design, from the fine and decorative arts to fashion, film, photography and product design. It was modern and it was everywhere.

No wonder, then, that the motor industry was pressed by its customers to add a bit of flair and modernity to the design of its cars. They saw beautiful curvaceous shapes appearing on their everyday utensils and furniture, on new buildings and in shop windows. Yet right until the end of the 1920s, they were driving cars, which were made up of two rectangular boxes by design; one box in the front in which the engine sat and one at the back in which the passengers sat. It was not until the late 1920s that the major body builders and car manufacturers in the U.S.A. realised that body style was a major selling point and quickly recruited the leading designers from the world of commerce. General Motors took on Harley Earl; Murray Corporation, Amos Northrup and Ray Deitrich and Briggs recruited Ralph Roberts and John Tjaarda. In the background, but very influential, was Edsel Ford, whose eye for design was recognised by all the leading stylists.

However, it wasn't Edsel who was responsible for the then very modern design of the Model 'Y', or Model 19, as it was still called at that stage. Eugene 'Bob' Gregorie, at 23 years of age, had been seconded to the Ford Motor Company from the Edsel-owned Lincoln Motor Company, to help out with the design of the 'baby' car for Europe. He had been selected by Eugene 'Gene' Farkas, Ford's transmission engineer, responsible for pulling together, at very short notice, the team to design the small car. This team was working in parallel with the team headed by Lawrence Sheldrick, which was designing the prototype Model 19, to be displayed at The Royal Albert Hall in February 1932.

Before joining the Lincoln Motor Company, Gregorie had worked in the General Motors Art and Colour Section, where he saw many of the new ideas emanating from the Art Deco influence. Farkas and Gregorie had only six months to produce and trial the production Model 19, as it was planned for production to commence at Dagenham on June 1<sup>st</sup> 1932. Hence Gregorie had little time to develop, to his full satisfaction, the design of the Model 19. Even so, the 'short rad', as we now know it, was a major step forward in design, introducing 'streamlining' for the first time in a mass-produced car. Twelve 'pre-production' Model 19 cars were built, one being ready for shipment to England by April 1932. Having completed his work on the 'short rad', Gregorie now had time to look more closely at what other designers were doing and to apply these ideas to the Model 19. The result was the 'long rad', which Edsel Ford liked so much, he had

Clare Kramer scale it up to become the beautiful V8 1933/34 Model 40.

Thus, in the Model 'Y', as it was called after June 1932, we have the first Art Deco influenced mass-produced car. The styling was so advanced, when compared with its British competitors, that it was soon out-selling its rivals in the small car market. By 1934, it commanded 54% of the 8 hp market in Great Britain.

But back to the Art Deco exhibition in London. Usually at these design shows, the influence of the style on automobiles is not included. Not only was it included at the V&A, but the automobile on show appeared as the main logo on all the posters and literature advertising the exhibition. The car in question was a beautiful 1935 Auburn 'boat tail' Speedster. Having visited and admired the Auburn-Cord-Duesenberg museum in Auburn, Indiana, in what was Auburn's beautiful Art Deco show room, it is no wonder that this car epitomises the Art Deco influence in automobile design.

As a post script, it is interesting to note that once in production, the Model 'Y' chassis was used by a number of coachbuilders on which to build special bodies emulating, in their design, the



A French Art Deco artist's impression of the 'short rad' Model 'Y', drawn in 1932, showing 'streamlines', 'airflow' and speed lines from the wheels and wings. Even the driver's hair is slicked back.

larger and more powerful sports cars of the period, using 'airflow' and 'streamlining' as concepts. One company, Holland Coachcraft, formed in Scotland in 1931, went further and designed cars and commercial vehicles (including Model 'Y's) based on a futuristic 'teardrop' shape. Member, Yvon Precieux, is following some research into the story of this company and, hopefully, will be able to tell us more at a later date.

Sam Roberts.

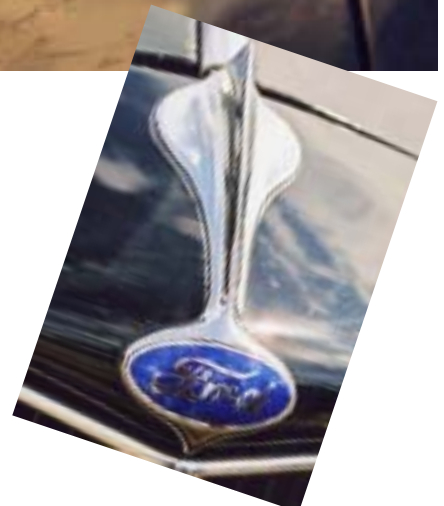
The Morris Minor was the competition that the Model 'Y' was up against. From a styling point of view, there was no contest. The upright design of family cars had had its day. However, it was not until 1934 that Morris departed from the upright and came up with its copy of the Model 'Y' in the form of the Morris Eight. Our thanks to Harry Edwards of the Morris Register for this photograph.



Gregorie's graceful, flowing Art Deco door handles on the 'long rad'.

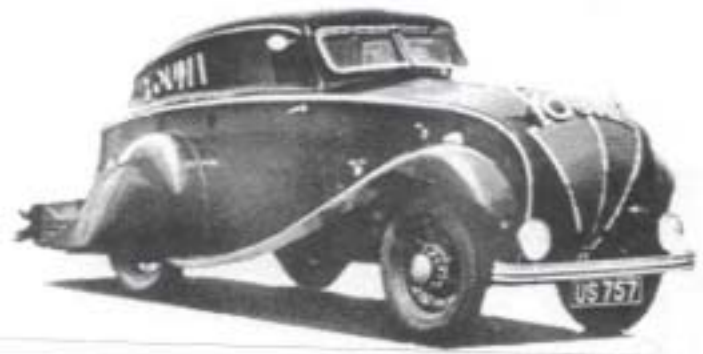


The radiator cowl, grille surround and badge spoon; all pure Art Deco.



The advertisement for the 1925 exhibition in Paris, from which the term Art Deco derived, albeit, not until the 1960s."





A 'teardrop' design body on a short rad Model 'Y' chassis by Holland Coachcraft. US 757 was an April 1933 Glasgow registration. Photograph thanks to Yvon Precieux.

## Events 2004/2005

18/19 September North Norfolk Railway  
Brian Mace 01603 425558  
1940s weekend

**26 September All Ford Rally (National gathering)**  
**Bob Tredwell 01235 530720**  
Abingdon, Oxfordshire

22 - 24 October International Classic Car Show  
NEC Birmingham.  
Geoff Salminen 01214 272189

### Events 2005

29/30 Jan 2005 Bristol Classic Car Show, Royal  
Ivor Bryant 01454 411028  
Bath & West Showground, Shepton Mallet  
(Note change of date from last issue)

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)

## Tony Butterfield

For many years now, Tony Butterfield has supported Y&C Register events with his autojumble stall, with its myriad of Ford spares for our cars. It is our loss that he has decided to shut up shop and move from his home in Leyland, Lancashire, to the brisker climes of Scotland. I am delighted to say that we are buying up his stock of spares, 'new' and used, and wish him happiness in his new environment north of the border. He recalls how he became involved with the small Ford spares:-

"It all started in 1961, when I left school to work in the parts department, or stores as we called it then, at Leyland Garage Co., the local Ford dealer here in Leyland. The business was started in 1919 by Frank Marsden when he was demobbed after the war. He used to line up the cars for sale in the street, starting at 10/-. The customers would walk along the line until they reached the garage door and the £5.00 cars. The rule of thumb was £1.00 per wheel for a "good un".

I was always interested in pre-war cars, as that is what I grew up with. Usually, we had what we called 'bread and butter' cars, Austin, Morris or Flying Standard. My father did get a new Model 'Y' in the '30s when

**Note the special offer for Club members at the NEC - save £4.50"**

the price dropped under £100, but we do not have any photos of it now.

One of my first jobs was to empty the cellar of all the old junk and throw it on the scrap pile at the side of the garage. I won't list all the goodies that went, but I do remember a 'Y' radiator grille and several new aluminium cylinder heads for Models A and B. I asked if I could have some of the parts, since they were throwing them out, and was laughed at. "What do you want with that old junk? Nobody will ever want it!" So for months after, I was carrying home boxes of 8 and 10HP parts on the back of my bike and filling the cabin at the bottom of the garden, under my bed and in the attic.

As soon as I could drive, my first car was a 1934 Triumph Gloria, run on a shoestring, but now fully restored by a later owner. I went to a few car rallies, but not many allowed modern!!! 1930s cars. I always took a few parts in the boot to spread out in front of the car - no autojumbles in those days. I remember we only had one Model 'Y' customer, but the local vet had a very nice beige Model 'C' convertible. Several V8 Pilots customers regularly visited, but we did not have much in stock for the V8. We had lots of call on



parts for the later 8 and 10 HP Fords, usually two or three in the garage for repair, but the new MoT test was forcing them off the road at an alarming rate.

The 100E/107E was reaching the end of production when I started. We did sell a few when I was there, but the 105E was the car to have then. This was followed by the Classic and Cortina, which, although interesting to our customers and drew big crowds on launch days, to me they were and still are modern heaps, so not really of much interest to me. Funny that they are now older than my 1934 Gloria was then.

I still have loads of 'Y' and 'C' part numbers in my head, having had them drummed into me all those years ago. By the time the Granada and Sierra came out, I was getting too long in the tooth and was moved to 'warranty admin', which involved travelling to Daventry and meeting many interesting people there. On the warranty courses, the instructor always looked at me during the lecture, as I kept interrupting him with corrections, as for some reason he was out of date with a lot of his information.

During this time I developed an interest in old Triumph cars. I suppose, after working with Fords all day, I was ready for a change. I got my first Triumph Roadster in the early 1970s and still have it. Then, when the garage went bankrupt in the late 1990s, as many businesses did at that time, I decided to give autojumbling a try as a living. But, by then, the bubble was about to burst and autojumbles have never really recovered, so I gradually became the sole source of Triumph Roadster spares and am still busily sending them all over the world.



I can't remember when I started attending the AGM with my small Ford spares. It must be 10 years ago, I did go to several Y & C events at Stanford Hall and probably did the AGM as well during that time."

*Coincidentally, Bill Ballard recently sent me this photograph of three Model 'Y' tourers at Stanford Hall in June 1988. In the background is Tony Butterfield selling his wares to members. The three tourers are (from left to right); The yellow Cairn*

*Coupé, Y18680, then owned by John Harrison and now owned by Frank and Pauline Gowing of Horsham, West Sussex; the Jensen Mistral (Y107081), then owned by Bob Wilkinson and now owned by Guy Maurin in Majorca, and the German 4/21 PS Drauz bodied Köln Cabriolet (Y63657), then owned by Jim Miles and now somewhere in Belgium."*



*Tony Butterfield and his sister set up stall at the 2000 Y&C A.G.M. at Willoughby."*

## Alpine restoration

– by Terry Mortiboy – Part 1.

In Issue 146, under 'Bezzant update', mention was made of Terry Mortiboy's next project, which was to rebuild a Model 'Y' Alpine tourer. We had known about this Alpine, or rather, what was left of it, for some time. It had been bought by the well known Ford autojumbler, Keith Ardley, in Cambridgeshire, who had intended resurrecting it, but who had only been able to make a start on it. Terry, who has been wanting a Model 'Y' tourer of his own for some time and had spent many hours restoring the bodywork on John Griffiths' Bezzant special, took the plunge and, despite the challenge of buying only half a car (and not being in the best of health back-wise himself), is already well into the restoration.

For the connoisseurs amongst you, the car started life as an October 1933 rolling chassis off the Dagenham production line, chassis number Y42151. After receiving its body at the Arrow Coachworks, Ltd., it was sold, probably to James Hollingsworth, Ltd., of Havelock Road, who was the main Ford dealer in Hastings, Sussex at the time. Here it was registered with the Hastings registration, DY 7766.

Terry takes up the story:- "I started with a complete strip down to the bare chassis (not that there was much to strip down!). There was just a small amount of damage to the rear of the chassis, which I straightened, and splits in the top and bottom rails which needed welding. The rear end had also been shortened and would not take the fuel tank mounting bracket, so I have had to extend it by three inches (it may need some more when we come to make the rear body tub).

I have boxed in and stiffened the chassis between the gear box and the rear cross members, fitted captive nuts and a new petrol pipe, and it now looks very nice in black gloss. I have made two new cross members, which support the floorboards, a propshaft tunnel and the rear seat support.

I next started on the front bulkhead, which is standard Model 'Y'. The battery box and tool box were badly corroded. I made a complete new section and

welded it in. I have also repaired about a third of the sides.

I then decided to make a new petrol tank and thought I would use lead-coated mild steel (for its anti-corrosive properties, and it solders pretty well), but found that it is no longer in production. I eventually found a stockist with a small amount in stock. So, a sheet was purchased and I have now completed my new tank, all but the filler pipe, which I will fit when I mount the tank and see where it comes through the body tub.

The car is now at my friend, George's, and he is making a new ash frame and making a fantastic job of it. I am grateful to David Grace, whose Alpine body I have photographed and measured in detail. As you can see from the photographs, it is starting to come together very well. The old frame was not well made and most of the old wood was not ash – so we can only improve.



The Alpine tourer as found, with no rear end and no flooring.

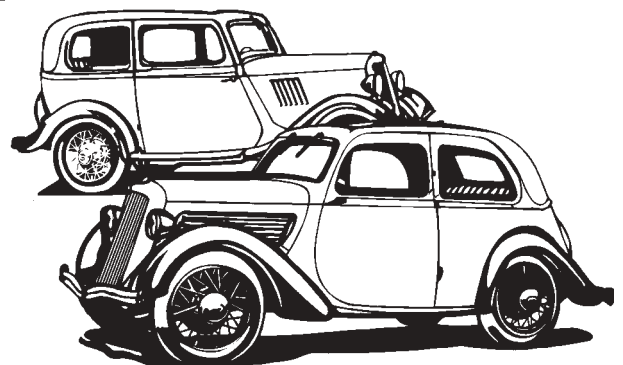


The refurbished bulkhead, with the old, corroded top half sitting on the ground in front."

The ash frame taking shape on the repaired and glossed chassis.



The view from the rear shows the new petrol tank in situ.



# Taith O Cymru

## or A Tour of Wales, June 2004

– Part 2, by Bruce Allan

We left the last issue with a question. For those of you who read that article, you will recall that we pondered how many Fords you could fit into a five-car garage. Well, all the Register cars on the trip is the answer. Yes, all 14 of us managed to get into that tiny space, much to the amazement of the hotel staff.

Having completed this precarious move, we decided to have a day without the cars the next day, the middle Saturday of the tour, and changed our transportation to 'The Vale of Rheidol Light Railway', where we were transported back in time by the age of steam to The Devils Bridge, high in the Welsh countryside, a journey of about an hour each way through magnificent scenery. Some members took the walk to see the Mynach Falls, while others took the shorter option and saw the three bridges, one above the other, at this beautiful spot. The afternoon was spent in and around the sea resort of Aberystwyth, with a brisk walk along the promenade and up Constitution Hill for one or two, a game of bowls (Holland v. Great Britain) for some, or crazy golf and the snooker hall for the less athletic!

The following day, we were off to the heart of Snowdonia with a visit en route to Harlech Castle and Portmeirion to see the wonderful architecture in this eccentric village, created by Clough Williams-Ellis. This was the setting of the 1960's programme 'The Prisoner' starring Patrick McGoohan. After the visit, we all had to do some serious driving by gaining several hundred feet into Snowdonia by the ascent of the Nantgwynant Pass and the drop down to Betws-y-Coed, where we stayed at The Waterloo Hotel for four nights. Our Hotel was very comfortable and the staff very helpful. We were met at the Hotel by Eileen Murrell and her friend Janet who had ventured up to be with us for the last four days.

The following day, we all journeyed over the Crimea Pass, gaining much height in

low gear to the 'Llechweidd Slate Caverns' and took the funicular railway underground to the lower levels to see at first hand the conditions endured by the slate miners of days gone by. A further railway journey took us to other parts of the mine complex for more inspiration. Back into the cars and steeply downhill for a circular route around the Migneint took the members to some of Snowdonia's more remote areas and up and down some very narrow and steep hills.

The next day we all went off to the Great Ormes Head at Llandudno, where we ascended the steep and switch back route to the summit. Martin Bolland was forced to stop on the way up. A gentle push by Patrick and other members got him going again for the last mile to the summit. After a brief photo call on the summit, we adjourned to the café to get out of the wind, which by now was blowing hard and cold. After a break, we descended and continued along the coast to cross the Menai Straits and go to Llanfair PG., where we were fortunate to be allowed to photograph the cars outside Tyn Lon Garage, Ltd., the local Volvo agent, with the full village name clearly seen above the cars. The return journey took us via Bethesda and the Ogwen Valley to view the splendours of the Welsh Mountains and to pass the Mountain Rescue Post for whom we were being sponsored.

Our last full day saw us going over the Llanberis Pass and down to the town of that name where the members undertook various trips, some going up Snowdon on the steam train,

some on a lake cruise on Llyn Padarn and some to The Electric Mountain, etc. The return journey was via Caernarfon to see the castle and onto the Inigo Jones Slate Works to take the audio-visual Tour to see the quarried slate being finished off into useful items for the home and industry. Back to the hotel via Beddgelert and again the Nantgwynant Pass to change for dinner.

Our final evening was spent in the company of Pauline Hallet and Chris from the Ogwen Valley Mountain Rescue Team. Also present were those who were not able to enjoy the whole trip; John and Sue Griffiths (in their 'modern'), and Tim and Glynis Brandon, who had joined us for the Snowdonia leg in Tim's Model 'Y. During our stay at Betws-y-Coed, we also met up with Mike Mallon, John and Lynn D'Alessio and Alan Ogden, who we encountered at Llanberis.

The final night dinner was a tremendous success, with all the participants being given a locally made and screen-printed slate plaque as a souvenir of the tour. Eileen Murrell presented the new 'Geoff Murrell Trophy', awarded to the member who had followed in Geoff's past traditions of team spirit and enthusiasm. This was presented to Martin Bolland from Holland who, despite one or two mechanical irritations, had joined in and

*Joan Sharpe bowls for England at Aberystwyth. The Dutch team looks on; from left, Rob Bolland, Patrick van der Meer, Martin Bolland, Ans Bolland and Wim Hofstede.*



played his part to the full. Well done Martin. We had all been sponsored to raise funds for the Mountain Rescue Association and I can now confirm that we raised £2000 between us, split into two donations of £1000 each to the Brecon and Ogwen Valley Teams.

I know that future events are on the cards, so if this report has inspired you please come and join in the next tour/trip wherever it is. You will be made very welcome.

Neil Bray and Geoff Dee sort out Neil's dynamo at the Betws y Coed hotel. John Argent gives moral support.



Members vehicles at the LLechwedd Slate Caverns, Blaenau Ffestiniog.



Anyone for the summit? What a beautiful little engine.



Some of the cars gather outside the Anglesey Volvo agent at Llanfair PG (for short!).

A group photograph before 'The Last Supper' at Betws y Coed.

# 20 years ago

As we concentrated on the 25<sup>th</sup> anniversary of the Y&C Register in the last issue, I will report on issues 30 and 31 of 'Transverse Torque' (July – October 1984) this time round. John Guy was the Editor, ably assisted by Siobahn on her new Olympia typewriter, which was presented to her by the Club.

In issue 30, John reminisces on his early days of Model 'Y' motoring in the 1950s.

"Achieving ownership of my very own Model 'Y', I was not greatly aware of suffering any real loss in driving quality, apart from the obvious ones of our infamous rod braking system, although, with hard work, even these can produce reasonable results. The Model 'Y' suspension always seemed slightly less harsh than the similar, but beefed up, system on the 'Pop'. I suppose the Morris had a heater but in those days of string vests, overcoats and car rugs, it didn't seem to matter too much anyway. In winter we simply 'toggled up' and carried an ice scraper, snow shovel and wheel chains or straps. Generally, the 'Y' held its own very well. Even on long trips, I was never aware of being significantly slower than the rest of the traffic."

In a similar vein, in issue 31, 'The Ford Times' article in the February 1935 edition, written by Jack Harrison and entitled 'The De Luxe Ford under Test' was reproduced. He recalls driving in a 'smog', which, thankfully, are things of the past:-

"When I drove one of the first De Luxe Ford saloons from Dagenham, shortly after the Albert Hall Exhibition, London was shrouded in one of the worst fogs of the year. Thanks, however, to the sensible design of the windscreen, I was able to make satisfactory progress all the way to Basingstoke, at which town, the pall was mercifully lifted.

On this saloon the screen can be opened so far that the driver can see the road through the aperture. This is a great advantage, for the main obstruction to vision in fog arises from the soot, etc., deposited on the windscreen. It is possible to drive a De Luxe Ford with safety under conditions making it impossible to pilot a car with a fixed

screen. The flat-topped beam of the headlamps, when their rays are dipped, makes an excellent fog-light, for it gives the minimum of back-glare."

Tony Eldridge wrote in on the history of the Model 'C' and recounts, "Many years ago, I met a man at a rally, who used to work at Ford's pre-war and had the job of costing the cars then in production. Apparently, the Model 'C' was too expensive to make by the standards of the day and its American looks were about as well liked as those of a series F Vauxhall Victor. So, in order to widen the appeal and reduce the costs, the 7W was designed. The Ford Motor Company were dismayed that the Model 'C' could not be sold for more than £135 and the chassis cost was too high. There must be some truth in this story because the Model 'C' was face-lifted in Germany right up to 1939, so it was not a total flop as a motor car. Only two years ago at the infamous celebrations at Dagenham, one of the modern day engineers took one look at my car and pronounced it too expensive to make because the multi-compound curves of the body added up to a lot of press work and welding. Even today, it would not be a viable design."

Unusually, two planned meetings of the Register actually took place. One at Hagley Hall in Derbyshire. In attendance

were Dave Curtis in his 'CX' tourer, Eve Chapman in her Model 'Y' Abbey tourer and Arthur Taviner, Sam Roberts, Jeff Cole, Colin Ault, Graham Forbes (in Tom Morgan's 1932 model), all in Model 'Y' saloons. Chris Cheesman trailered Graham Miles' half-restored Model 'Y' van and Graham trailered the Alan Taylor, Model 'Y' based groundsman's tractor. As a result, the Club was judged to be 'the Club presenting itself in the most favourable manner' and was awarded a silver cup.

The other successful trip was a weekend run to Belgium, via Calais, by Jim Miles, Tim Brandon, Ron Smith (all in model 'Y's) and member, Harold Pritchard, in an Austin Ruby! They met up with Roger de Decker, the President of the Ancient Ford Club of Belgium, and took part in one of that club's excellent rallies, along with quite a lot of non-Ford exotica, including a 1910 De Dion Bouton, a Rochet Schneider Torpedo tourer, two Bugattis, a Silver Ghost and a Minerva.

Graham's holiday was taken on the Normandy beaches, where he carried out his first recce for our trip to France next year. He reported on the immense gun emplacements and fortifications there. He did, however, find time to write a full description of the MoT lighting regulations as they apply to our cars, an up-dated version of which our present Technical Adviser, Geoff Dee, is hopefully preparing.

**Sam Roberts.**

## NEWS OF NEW MEMBERS

**Prepared by Colin Rowe August 23<sup>rd</sup> 2004**

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

Dennis Bradbury	B0364	Isle of Wight	Tom Tomlin	T0501	Dover
Ernest Sleight	S1533	Mexborough	Pearse Kennedy	K1901	Dublin
David Bailey	B0351	Bournemouth	John Hedigan	H1959	Co. Cork
Tom Clark	C1751	Stockton on Tees	Sean Jackson	J1010	Maldon
Andrew Northam	N0151	St Austell	Alan Jux	J0101	Cullompton
Arthur Quinn	Q1901	Co. Galway	Albert Huntley	H0216	Swindon
Roy Rowswell	R0109	Hinton St. George	Michael Baker	B0510	Herne Bay
John Morrish	M1028	Harlow			

Its been a busy two months with the total of new memberships at 15. This has brought at least one new vehicle onto the register. We have taken back one member, Tom Tomlin, who had retired from the club earlier.

**Dennis Bradbury** Purchased BDL 279, a two door long rad Model 'Y' from the father of its recently deceased former owner. Although Dennis has been trying to find out more about the history of the car from the relatives of the person who originally purchased it from new, we have little information at the moment. The car is running. A new exhaust has been fitted but the lights are not working. There is work required to restore the headlining and other trim items. Dennis bought the car after seeing it with a "for sale" notice to accompany his other treasure, a 1963 Sunbeam Alpine. The car will be used for touring "The Island" and attending local shows. Dennis is aware of one of the other Model 'Y's on the Isle of Wight. Welcome Dennis.

**Ernest Sleight** Purchased AOB 267 from Mr Tomlinson of Doncaster in June, who was not a club member. This is a black 2 door (Tudor) Model 'Y' listed under body number 165/9529. We are unable to de-cipher the rubbing, kindly sent by Mr Sleight, of the Chassis No. We understand that the car is running at the moment, but have no information about its general condition. Welcome Ernest and please let us have some more information.

**David Bailey** Purchased CLK 317 – a Tudor first registered in December 1935. It's beige with red wheels and coach line, in perfect running order, on the road, with very little work required. This car was advertised by a local enthusiast, who owned anything from Ferraris to Ford 8s! David, through local knowledge, knew that this man was selling off his collection and was looking for another classic to contrast with his MGB GT. Driving the classic is his passion and is showing it at local shows and further afield. We look forward to seeing this unusually liveried car. Welcome to the Club, David.

**Tom "Nobby" Clark.** Purchased CXC 850, Chassis No. Y132275, Black Tudor Model 'Y'. First registration date not known. Tom has stated the car to be in under-restoration condition but only requiring minor work to be done. The car was originally owned by a Mr Thompson, who stored it from 1939 to 1945. He emigrated to Australia and Tom's father bought it from Mr Thompson for £150. It was sold to an unknown person in 1966 for £11. It remained in Northumberland and was apparently scrapped until 1978 when ex-member and Regional Contact, Ian Wright, restored it. It now looks as it did in the years 1945 – 1966. Tom last drove the car 40 years ago. This is a lovely story about reliving the past – Tom we wish you the best of luck with your new acquisition.

**Andrew Northam.** We are delighted to welcome Andrew to the Club as he brings with him a brand new car to the register. It is a long-rad Fordor Model 'Y', registration AAW 333, Chassis No. Y196285, which Andrew's father bought in 1969 for £30, having found it advertised in a newspaper. Andrew tells us that, since 1970, the car has regularly been painted with waste engine oil! It has been off the road for years and still, therefore, under restoration. Andrew hopes, when he can find the time, to restore the car to full running order. Andrew also owns AGO 751, a short-rad Tudor registered in 1933, Chassis No. Y18915. Well done, Andrew, we look forward to hearing more news of your restoration project. Welcome to the Club.

**Arthur Quinn** Purchased J 3947, John Doublet's Model 'Y', which has spent many years on the Island of Jersey. It is a Black Tudor, first registered in July 1934, Chassis No. Y71672. The car is on the road and Arthur is looking forward to many hours of motoring around the lanes of Galway. Best of luck, Arthur.

**Roy Rowswell.** We welcome Roy to the Club. He doesn't have a car at the moment, although his Dad owned DPH 233, a Model 'CX' Fordor. Roy has joined the club in search of a CX 4-door in road condition. We hope that you will soon be successful in obtaining your ideal car. Welcome and good luck.

John Morrish Who recently had resigned from the club and decided to renew his membership after I called him at his work, quite by chance on a non club matter.  
Welcome back John although I believe that you did not really leave us!

**Tom Tomlin** Welcome to Tom who has been a member before owning 10% of all known Model "C"s. He comes back to the Club in search of a suitable "C". Good luck and please keep us informed of your progress.

**Pearse Kennedy** Purchased U 2287 (Formerly FMK 146) Chassis Y177281, a black 2-door Model 'Y'. The car was purchased from Phil Denson in Liverpool. Pearse first drove the car around Liverpool before shipping it to Ireland. Although on the road, the car needs new running boards and work done to the engine. Pearse looks forward to restoring the engine

and obtaining full power before driving the car around the Irish countryside.

**John Hedigan** Purchased PI7428 from Derek Mark in Eire as part of an exchange deal. This 2 door Model 'Y', in black, was first registered in January 1936-Chassis No Y122954. It is on the road and requires little work, other than a few chrome items. John's passion for baby Fords goes back to the 30s, when he bought his first "Y" for £75, when it was 2 years old. After a lifetime of owning a variety of Rover, Ford and Morris cars, John is now looking forward to some serious nostalgic motoring in his newly acquired "baby"!

**Sean Jackson** Could be our youngest member yet! Sean is 16 years old and so has not yet passed his driving test. His father, Bob, has purchased for him CAD 519, which is a black Fordor Model 'Y', first registered in April 1937, chassis no. Y179501. The vehicle is on the road and in good condition, formerly owned by ex-member Robin Akehurst. Sean's father, Bob, already has a 1961 Ford Zephyr, which he takes to shows around the Essex area. Until Sean is old enough to drive the 'Y', Bob will take the car to local charity events to raise money for the local schools. We welcome Sean and wish him every success in passing his driving test so he can go, under his own steam, to more events. Good luck and welcome to the Club.

**Alan Jux** Alan joined originally as a "Friend" in search of a suitable car, which he has now found. Alan has now purchased Chassis No. Y86449 from John Coleman from Essex, which was advertised on the Club website. Congratulations on finding a car, and welcome to the Club.

**Albert Huntley** bought his Model 'Y' about 40 years ago for £8. It's a 1937 2-door chassis no. Y186687. Following a meeting with Bob Wilkinson at Gaydon in 2001, Albert has finally decided that he should join to ensure that he can continue to enjoy using the car with Club support. A great decision! Welcome to the Club.

**Mike Baker** has purchased AXK 257 – a 1934 Model 'Y', chassis no. Y49260. Mike met Dave Gustard at a show just after purchasing the car and decided to join the Club. The car is on the road and will be a running restoration project with attention being given to paintwork and upholstery. Welcome to the Club Mike.

We welcome all these new members to the Club. You can now recreate motoring in the '30s with the comfort of knowing that you have the support and backing of an excellent club. The technical expertise and spares availability and enthusiasm of your fellow club members will ensure that you continue to enjoy owning your car.

# Members' correspondence.

## He's in love!

Alan Jux, in Devon, sent Bob the following e-mail:-

"When my wife and I first met, I had a beautiful 1936/37 Model Y (registration, DYV 662) that we used for production car trials (and other things). We loved her dearly and called her Lurch. A picture of us in 1972 is attached. Now 32 years later I am in love again. No, not wife problems; I've always loved her and we are still together - but I long for another Model 'Y'. It was reading Sam's book that did it.

We don't have a lot of money these days, but I've no idea what is available or what people are asking. Could I have some details for membership of your group please - and perhaps a copy of your magazine? I don't suppose you have any record of DYV 662 do you?"

Regrettably, DYV 662 is not known to us as a survivor and has probably gone to that scrapyard in the sky.



Alan Jux and wife, in 'Lurch' (1937 London registered Model 'Y' Tudor 'Popular') on a production car trial in 1972

## One satisfied member

John Doublet, who owned one of only three Model 'Y's on the Island of Jersey, has reduced that total to two. As he explains:-

"Just to let you know that I have sold my little Ford and will not be renewing my membership. Although only a member for a very short time, I have thoroughly enjoyed reading the club magazine and

was most impressed with the service and help I received from club members when I ordered a new set of brake shoes a couple of months ago. The organisation is excellent and you have a club to be proud of. However things move on and I am taking ownership of a car I have always wanted, a VW Karmann Ghia. I have spoken to the new owner of the Ford and he has no objection to me passing on his details. I told him that this was for continuity purposes and that the Register was well worth joining. I think he intends to do so. He lives in Tranquillity, Cluggam, Maam, Co. Galway, Ireland. I am sure that he will not mind me telling you, but he is 67 years old and this is his first "old car". I took it to the ferry from Jersey last Thursday morning and he collected it that afternoon in Poole. That afternoon he drove it to his son's in Bristol. The next day's journey was from Bristol to Pembroke and he took the boat to Ireland. Saturday saw him drive another 200 plus miles back home. I really was very worried that he was tackling such a journey on his first outing, but he tells me that the car behaved perfectly. The whole journey was about 500 miles. Considering he had never driven such a car, and was carrying no spares, I believe this was a wonderful and courageous achievement and says a lot for the car, which is 70 years old. So there we are. It was short, but sweet, and I am sorry to be leaving. Thanks to all, and I wish the Ford Y&C Register and members all the very best for the future."

I hope this spurs Ronnie de la Rue into rescuing one of the other cars on Jersey; the rare Jennings converted September 1936 Model 'Y', which is for sale by John Follon.

## Another satisfied customer

Stan Bilous, who has been restoring a Model 'C' since God was a boy, inserted an advert for a Model 'C' wing on the Y&C Register website (it arrived too late to get into the last magazine). He e-mailed Bob Wilkinson:-

"I went to sunny Hastings and collected a nearside wing and am now in the

process of sorting it all out.

I must add how impressed I am with the response I had from you and other members of the Y & C. A credit to all and many thanks to those who have now helped on the way, one of the longest restorations the world has ever seen, competing only in years with that of Yvon Precieux, the well known sage of the FSOC! I will keep you informed on further progress. I still have the paintwork to do, but now I have all the bits. Thanks again."

## Recruiting members

David Gustard sets a good example of members helping the Register to prosper by 'spreading the word'. He e-mails:-

"On Sunday 8th August my wife and I drove our 1935 Model 'Y', ARO 135, to the Wings, Wheels and Steam event at Groombridge Place, five miles south-west of Royal Tunbridge Wells. This was a rather grand affair with lots of expensive vehicles, including thirty Rolls Royces. There was just one Model 'Y' on display and, after a quick look round, we returned to our car to find a pair of legs poking out from underneath the off-side of our car. The owner of these legs was inspecting the clutch rod and pedal assembly. He was quickly back on his feet and I was then asked numerous questions about the restoration of our Model 'Y'.

The owner of these legs was Mike Baker. In the last week or so he has purchased a 1934 Model 'Y', 2 door, Reg. No. AXK 257. He bought the car from a Mr. Frost. I have checked Sam's 'List of Known Surviving Vehicles' and it is listed as being owned by non-member D. Frost. I have given Mike your phone number, so hopefully you should get a membership enquiry in the near future. I have also given him contact information for John Keenan, East Sussex / Kent Regional contact."

Well done David. We welcome Mike on board in the 'New Members' listing in this issue.

## The First Portuguese Automobile

New member, Dennis Warner, writes from Framsdan, near Stowmarket:-  
"Firstly, I would like to say how much I have enjoyed reading "Transverse

Torque" and, whilst I am a new member, copies of those from 1984 were with the car when I purchased it, so my comment is not based on one issue.

Could you tell me whether there is any historical record of VG 9538, chassis number Y165770, held by the club. If so, could you please send me a copy (Dennis, regrettably I don't have any record of VG 9538 - but perhaps you can send in the history as you know it - including a photocopy of the log book/V5 - and a database will be created)

*The immaculate engine compartment of Dennis' maroon and black, December 1936, Tudor Model 'Y'. The engine has an 8 hp*



*exhaust manifold. If it is a 10 hp engine, there should be a 'C' in raised lettering cast onto the cylinder head. What is the engine number hand-stamped on the forward near-side chamfer of the cylinder block?*

I enclose photos of the vehicle, which shows the showroom condition to which David Webb has restored it. A new engine, possibly a 10 hp, was fitted by Paul Root just prior to purchase. With only 50 miles on it, a few more are required to run it in. For a purchase price of £2950, was this a good buy? I feel I was very lucky. (You certainly were! It looks to be in an immaculate condition.) It is an experience to drive and great fun. It will be used and will remain in the family for a long period, being well maintained and with no problem with garaging.

*Another view of Dennis' maroon 1936 Tudor, with its luggage rack, new hamper, trafficators and Tacoma cream wheels.*

Your article, "The First Portuguese Automobile" brought back memories, as I first met Ed Ferreirinha in 1962, as our companies had a technical agreement,

which was still in existence when I retired in 1990. They were specialists in engine repair and development and were experts in the manufacture of piston rings, from casting to final product, as well as cylinder liners; although not in very large numbers, but also exporting to several countries. I remember him commenting on racing on the beach at San Sebastian in northern Spain. As stated, he was a well-known driver



in his time. His company expanded into making machine tools, so the engine side was only a small part of the business.

He died of cancer many years ago and his two sons took over the business and even built a large grey/ductile foundry north of Oporto,

at Trofa, supplying castings for heavy transport. One son died at an early age, but the other carried on the business. I would imagine the Caramulas Museum could get details of him to enable you to get the information you would like. Unfortunately, I have lost contact. It was an experience to drive with the sons in their modified cars, or should I say hair-raising!"



### **A tribute to Carlton Thisse**

*Carlton and Delores Thisse, with their 1934 orient blue long rad (Y72154), on return to the U.S.A. This car, which resided at their Florida winter home, now belongs to their daughter and son-in-law*

Mike Capps writes in from Wisbech in Cambridgeshire:-

"I was looking for pictures of cars for insurance purposes and came across this one of Carlton and Delores Thisse. He was very proud of his 1934 Model 'Y'. I first met him in 1989 when he was stationed with the USAF in Cambridgeshire and we remained friends. On joining the club in 2001, he welcomed me on board. Unfortunately, at that time, Delores was in a nursing home. Sadly he was also to end his days in a nursing home."

### **And the Model 'Y' came along too**

One of the Club magazines I receive as Editor is 'The Quail', the magazine of the Model A club of Great Britain. In the current issue is a write-up of a tour of Norfolk, organised by Friends of the Y&C Register, Nigel and Caroline Stennett-Cox. I noticed that a Model 'Y' took part in the tour and asked Nigel for a few paragraphs. He writes:-

"Your editor, Sam, has asked me to do a short report on a weekend Tour, which my wife and I organised for the Ford Model A Club, and which took place here in North Norfolk in May. I think what alerted him was that a Model 'Y' was present for the entire weekend; the Tudor of Nick and



Monique Smith, who are Y&C Register members and live just outside Kings Lynn. They are A club members too, as Nick is steadily restoring a Model B.

The Tour was based on The Pheasant Hotel at Kelling, near Holt, who were superb hosts, and who also have a secluded car park ideal for our sort of activity. Stop sniggering at the back! Fifteen As turned up, the Model 'Y' and one Model B cabriolet, which was driven all the way from near Swansea, some 345 miles. Most were in fact driven long distances, with the only trouble being a bit of charging difficulty with one. Although Caroline and I deliberately kept the Tour mileage low, there were still loads to see, all within 35 miles of our base. Visits included The Caister Castle Motor Museum, the beautiful Fairhaven Water Gardens in the Broads, and the fascinating preserved Workhouse in Gressenhall, near East Dereham. We also visited the North Walsham Motorcycle Museum, with one member of dubious taste buying a Sinclair C5 and Ariel 3 moped during the visit.

Caroline and I had never organised a Tour before, but tried to learn from the innumerable ones we have participated in, both here and on the Continent. We therefore kept mileages low, stayed off major roads and out of cities (not difficult round here!), whilst trying to make the attractions cater for most interests, especially those of the Fair Sex. Plenty of time was allowed for visits and participants also had lists of alternative attractions, which they could visit independently if they wished. We also avoided the "convoy" model. It seemed to be a success and we would certainly encourage others to have a go.

Nick and Monique's Model 'Y', by the way, is a lovely unspoilt, unrestored, and unadorned example. Nick said that the only major work it has ever had was a factory exchange reconditioned engine in c1952, which still runs as sweet as a nut."

#### **A Wilkinson ex-Y man.**

Bob Wilkinson has just had yet another holiday, this time with his brother, Ken, on the Isle of Man. Those of you on last year's tour of the Island will remember Ken from around the bar, at the Last Supper and from the uncanny resemblance between the two, especially their sense of humour ..... I will say no more about their sense of humour, as Ken has been very complimentary about my book and the magazine in an e-mail, in which he describes his past motoring history:-

"I must congratulate you for producing such an impressive book; the collecting of all the data must have given you many a headache. I have read it once and found it so interesting that I could read it again; it certainly is a reference book for all the members of your club.

Dad bought our Tudor in 1947, it was first registered in 1932 as AAT 542. Before that, we had a 1932 Austin 7, which he bought for £40; he taught me how to drive in that. I bought my Y in 1956. It was a 1934 registered and I paid £35 for it. It needed a new crown wheel and pinion and I ran it for 2 years. It was all that I could afford with two small children, but it certainly got us around. I progressed to a Ford Prefect and eventually to a Mark 2 Consul, and later a Cortina. My brother Les sold me an old Popular in 1967 for my son to mess around in; we lived near some land where he and his pals could drive around.

When you lifted the bonnet of the older cars, at least you could potter around with the plugs, points and carburettor. These days on the modern cars, you look in amazement at the amount of stuff they have managed to get in there, and then put the lid down quick.

Bob sends me copies of the Magazines which I read with much interest, you do a great job!! I hope that you all enjoy the trip to France next year and I look forward to reading all about it. In the meantime I suggest that you tell Bob to brush up some of his schoolboy French as it will come in handy!!"

## **For sale**

1 x Ford 'Y' front axle complete with hubs and springs, 1 x Ford 'Y' rear axle complete with hubs and springs (less diff), 2 x stabilising bars for rear axle, 2 x propshaft covers, 1 x steering column with box, 5 x Easiclean wheels, 1 x shortrad front bumper, 1 x Tudor short rad nearside door, 2 x Tudor short rad door windows (glass only), 1 x Tudor short rad rear side window (glass only). Any reasonable offers.

Jenny/Derek Bone. Tel:- 01730-261907 (Petersfield, Hampshire)

Early 8hp engine with gear driven cam shaft. Part dismantled but complete and appears in good condition.

Richard Crabtree. Tel:- 01729-840108. E-mail:- dick\_crabtree@lineone.net

1937 Model 'Y' Tudor (Y183288). PPF 458. Professionally re-sprayed green and black, documented restoration, many new parts. Some work needed to complete. £3,500.

Lester Bennett. Tel:- 01963 371230 (Templecombe, Somerset)

1936 Fordor Model 'Y' (Y126259). VD 6065. All major restoration work carried out - engine, gearbox, chassis, body shot-blasted and primed - needs completion. Some spares available. Sale due to passing of owner. Offers around £1300.

Tel:- 01387 375485.

(Newcastleton, Nr. Carlisle)

1936 Model 'Y' Tudor. (Y140748). BYD 100. Body in sound condition with mostly original paintwork. Needs attention to interior and running boards. Dry stored. Spare engine and some paperwork, including owners manual and local history. BYD number at extra cost. New MoT. £1950.

David Brice Bennett. Tel:- 01934 622611 (Weston super Mare)

[Note: Brice Bennett is a non-member and we do not approve of stripping a car of its registered number - its birthright. It does not conform to the rules of the Y&C Register, which calls for members to maintain originality as closely as possible.]

#### **Wanted**

Model 'CX' 4-door saloon in good condition, green preferred. (Just like my dad had years ago). Roy Rowswell. Tel: 01460 74197. (Somerset)

Set of door handles (slightly s shaped) and pair of window wipers for 1937 two door long rad Model 'Y'.

Richard Crabtree. Tel:- 01729-840108. E-mail:- dick\_crabtree@lineone.net

Running boards for Long rad 'Y', complete, either genuine steel originals or fibreglass moulded. Pearce Kennedy. 00 353 1 848 0377 (Dublin)

# Members' cars

## RESCUING AND RESTORING AN AUSSIE RARITY-

### Part II by Bill Ballard

Unfortunately, the "unwritten agreement" I had with John De Vries didn't work out, as I felt I was not getting a fair deal, me doing more work for him than he did for me. I was to return the coupe bodyshell and collect my chassis from him on 6th April 2002. Not a great deal of progress had been made on the chassis during the time John had had it. I was now 21 months into the project and knew I was not going to have it finished within the target time of two years, but I was still hopeful of getting it to the National Sidevalve Rally in Barossa Valley in April 2003.

The first job I undertook, after I'd got the "donor chassis" back into my garage, was to treat it to a coat of Ranex to cure the surface rust that had formed. Those areas that were not going to be welded or altered in any way were then given a coat of primer to stop them going rusty again. Then I had a bit of good fortune....

Wayne Brown introduced me to Wayne Robertson of Berwick, a panel beater and carpenter by trade, who has been restoring a 1934 Model 'Y' sedan for his sister. I gave Wayne R. a trial by giving him my front and rear mudguards and asking him to repair the splits in the edges and weld strengthening wire to the inside edge to stop them splitting again. They all came back like new. Then I got him to make me a new hood frame, using the one borrowed from Peter Izzard as a pattern. That too was a lovely job. I asked Wayne to give me a quote for doing all the work required on my chassis, doors, boot lid and rear body tub. His quote was very reasonable, considering the amount of time, etc. that would be involved. It was duly accepted and the chassis/scuttle and relevant parts were taken down to Berwick on 4th May.

Over the next 7 months, Wayne was responsible for turning the "donor chassis" into a "car". He was to repair

and box-in the chassis, repair the scuttle, the sills and the front and rear cross members (which had both badly cracked around the hole in the centre which locates the transverse spring), partially re-skin the doors and completely re-skin the boot lid. In between, he was to do lots of small jobs for me, like repairing the headlamp bezels, repairing the front and back bumpers and removing dents from the spare wheel cover and the bonnet. He was also to have the rear body tub chemically dipped, repaired and welded onto the "donor chassis". The bottom trailing edge of the body tub had rusted away - a common fault on these cars, as there was no means for the water that congregated from the unsealed bottom edge of the boot lid to drain away. Wayne made some trips to Tonimbuk to measure the complex pattern of swage lines in this area on Peter's car and replicate them. For this purpose he used a special tool which resembled a comb with movable tines. Once he was happy with the metalwork, Wayne's carpentry skills then came to the fore. He renewed the wooden frame that supports the body tub, made a new rear floor with a trap door in it (to access the removable cover above the petrol tank, etc.), made a new rear parcel shelf (on which the hood bows rest when the roof is retracted) and made the wood that goes around the top edge of the body tub, to which the bottom of the hood is fastened.

Whilst Wayne R. was doing his work, I had had the engine reconditioned and had had the innards of a NOS 7W-style gearbox transferred to the original 'CX'-style gearbox. I had also continued the search for missing parts and refurbished many of the smaller parts. For example, I had bought a bench-type front seat (as fitted originally to these cars), had it repaired, shotblasted, powder-coated

black and reupholstered in a blue-grey "leather look alike" vinyl material. The steering box and some brake parts were refurbished, the front and rear bumpers, door handles, headlamp bezels, bonnet centre strip and Magnaflex bars were re-chromed, the starter and choke knobs were re-plated and their associated cables replaced by new ones. "Filler primer" had been applied to the front and rear mudguards, the inner front mudguards, the bonnet and the grille, using the rotating clothesline in the backyard as my "spray-booth" (but only on fine, warm days!). Towards the end of the year, Wayne called for these parts to fit them on the car, and to do some needed fine adjustment. As a result of this, I had to touch up the paintwork on them.



Wayne Robertson attends to the offside door (up-side-down that is - well, it is Australia isn't it?).

The biggest problem we had arose when the new hood frame was tried with the new windscreen in place - it wouldn't fit! Wayne's solution was to make another hood frame (the "old" one was subsequently put to good use on another car)!

As I could see Wayne's work nearing completion, I re-established contact with the "friend of a friend", who was going to spray the car for me, only to find he had recently retired and passed his business on to his former foreman, who quoted me \$5,000 to do the job and told me to strip of all the filler-primer I had so painstakingly applied! I don't need to tell you what my response was! The "friend" in this instance then came forward and offered to do the spraying for me on the proviso it was done after the National Sidevalve Rally in April 2003, as he would have no time to do it before then. As I had already far



Hood irons and frame manufactured and fitted. Note parcel shelf in rear of tub



Hood fitted at trimmers.

exceeded my original budget on this project and could not afford to spend a lot on spraying the car so soon before the rally (which itself was going to soak up a lot of my spare cash - one mustn't forget I'm only a pensioner, with no chance of earning extra dosh to cover such costs), I had to resign myself to taking another car to the rally, as the roadster would not be finished in time.



The makeshift spray-booth - for use on dry, windless, sunny days only!

Wayne had finished the car (yes, "she" was considered to be a "car" now, not a "donor chassis"! ) by the beginning of December 2002 and she was collected from him on the 11th of that month.

However, within a matter of days, I had been given a very reasonable quote to have a hood and side screens made by a local trimmer and he could do it straightaway. Knowing how "flat out" these guys are when you want some trimming done, the opportunity was just too good to miss. So she only remained in my garage for six days before she was to be taken to the trimmer's shop in Boronia to have the work done. She spent Christmas 2002 in the trimmer's shop in the company of a bright yellow, fibreglass-bodied, "T-bucket" hot rod, which was being fully trimmed in velour and I mused to myself that the owner of that monstrosity had probably spent as much on his car as I had on mine, but he would probably get two or three times more for his car than I would for mine!!

That work completed, she was collected on 4th February and deposited in my garage, to sit there neglected (but much admired by visitors!) for the next six weeks whilst I entertained guests from the U.K. - the infamous "Mr 'C' Man", Tom Tomlin, and new girl friend, Gill Davis. During that period, the only thing I'd done was collected her front bumper from the chromers in Brunswick - they had had it several months, but had done a very good job of it, considering the condition it was in when I gave it to them. The first thing I did (as I've always done with bumpers I've had rechromed) is give the back of the bumper a coat of silver paint to protect it. Chromers never give the back of bumpers the same attention as the front and, as a consequence, the back is always the first place for rust to appear!

After our U.K. guests had returned home on the 6th March 2003, my attention returned to "Bluey", as I was now calling her (simply because she was going to be painted blue!). After consulting the trimmers, I bought several sheets of MDF and started making the door and side trim panels, starting off with cardboard templates and using these to cut the panels to size. The panels were cut smaller by 1/8" all round

to allow for the thickness of the material that was to be wrapped over the edges. All panels were given three coats of clear, satin varnish (both sides) to waterproof them. I also bought some marine-quality plywood to make the floor boards, cut them to size and painted them black (both sides). There was a break from 24th March to 16th April inclusive whilst I prepared for, and attended, the National Sidevalve Rally, with work on "Bluey" resuming in earnest immediately after I'd taken my second U.K. guest, Sam Roberts, to the airport on 17th April. By the 8th May, I had completed all the side panels and the floor, except for the floor panel that the pedals protrude through on the driver's side.



At last, the right colour blue, expertly painted.

The "friend" who had offered to spray the car for me was consulted after the rally and, shall we say, the less said the better (just me being so gullible again...)! I quickly found a firm on the nearby Bayswater Industrial Estate to paint her for me. They had given me a very reasonable written quote to do the work I wanted and agreed to take her in on 12th May. I spent the previous four days frantically taking her apart and touching up various parts with filler-primer. Having stripped her down to the bare shell, she weighed next to nothing and I had no difficulty pushing her up the drive to await collection by the sprayers' truck at lunchtime on the 12th.

The sprayers did nothing to her for three weeks and, when they did start the job, they didn't do what I'd asked them to do. The "stoneguard" that was supposed to be applied to the wheel arches, etc. seemed non-existent and they had not applied any primer before spraying two-pack top coat of the wrong shade of blue on top of my filler primer! So the job was stopped by mutual consent, no money changed hands and I collected her from their booth on 16th June.

Wayne Robertson heard of my troubles and kindly found me another sprayer, Jerry Wellman, who had premises in Beaconsfield. Jerry turned out to be another "ex-Pat" who, like me, had come from London and had only been in Australia a few years. He was agreeable to doing the job the way I wanted it done. We agreed a price and time-scale, and "Bluey" was taken down to him on 25th June. Jerry was to call me at every stage of the spraying to get my approval before moving on to the next stage. At last I'd found myself a sprayer who was truthful and reliable. He did an excellent job. As he finished the grille, mudguards and other loose bits, I'd go down and collect them and bring them home and store them in my spare bedroom, to avoid them being scratched by my neighbour's cat, who is always poking his nose into my garage and clambering over things behind my back! By mid July, "Bluey" was resplendent in her new coat of "Ford-Mazda Sky-ish Blue" (yes, that's the actual title of the colour!) and she was collected from Jerry on the 28th July. Jerry paid Wayne R. and I a very nice compliment when he told us that he'd never had such an easy car to spray before (need I say any more?!). Oh, and I should mention that by now, I had had to increase my monthly spending to \$1,500 a month in order to bring the project to an early conclusion.

*The final part of the story will appear in the next issue.*



*What are spare bedrooms for? The painted bits ready for assembly.*

## Centenary of Ford Canada

As I write, one hundred years ago, to the day, on 10<sup>th</sup> August 1904, Ford Canada was established in the old Walkerville Wagon Works in Windsor, Ontario. On the face of it, you may wonder what this has got to do with our cars.

Gordon McGregor had inherited the wagon works from his father and, with the dropping off in demand for railway wagons, he was looking for product diversification. In early 1904, at 31 years of age, he approached Henry Ford, ten years his senior, with a proposal to assemble the early Model 'A' Fords in the wagon works from parts shipped from Detroit just across the Detroit River, thus avoiding the 35% tariff on complete cars entering Canada. Henry Ford was impressed by McGregor and paid a visit to the wagon works, where he was obviously also impressed, as Ford Canada was established later in the year with a capital of \$125,000. Ford Canada was also given the sole rights to sell Ford vehicles throughout the British Empire. As an aside, the border between the U.S.A. and Canada at this point is the Detroit River and, by an interesting quirk of geography, Detroit lies on the north bank opposite Windsor on the south bank, i.e., Canada is to the south of the U.S.A. on this stretch of the border!

Enter the 26 years old Percival Perry on the scene. He crossed the Atlantic two years later, in 1906, to persuade Henry Ford to provide him with the necessary funds to set up a Ford franchise in England. Although Henry Ford turned down his request, he and James Couzens, the Ford Motor Company secretary, agreed that Perry was the right man to run their London office, which was established in September 1909.

1909 was also the year in which McGregor visited Australia and set up a branch of Ford Canada in Melbourne. On his return, at Henry Ford's request, the Ford Canada board agreed to renounce their right to any business done in Great Britain, which included Ireland at that time. Perry thereafter reported direct to Detroit. McGregor is quoted as saying, "The rest of the British Empire is good enough for me."

McGregor died of cancer in Montreal in 1922 and was succeeded by his deputy, the energetic Wallace Campbell. Campbell established Ford Motor company of South Africa (Port Elizabeth) in 1923, the Ford Manufacturing Company and the Ford Motor Company of Australia (Geelong) in 1925 and further assembly plants in India (Bombay), Malaya (Singapore) and, later (1936) in New Zealand

(Lower Hutt). All these reported direct to Ford Canada. All orders from the British Empire countries were sent to Ford Canada, who shipped the vehicles either in a Built Up state or, crated, in a Knocked Down state.

With the completion of the Dagenham factory and the commencement of production of the 'Baby Fords' for Europe in 1932, orders for these cars from the British Empire were still sent to Ford Canada. They processed the orders and cabled shipping orders to the Ford Motor Company, Ltd. (England) to ship them direct from Dagenham. Ford U.S.A. sent similar shipping orders to Ford England for 'Baby Ford' customers elsewhere in the world (other than in Europe, where Ford England had the franchise).

So, all Model 'Y's, Models 'C's and 'CX's shipped from Dagenham to the British Empire were ordered through Ford Canada. As far as our Y&C Register archives can ascertain, some 10,188 Model 'Y's were shipped in this way (including 97 to Canada) and some 13,100 Models 'C'/'CX' (the majority to Australia). They were only assembled in Ford's South African and Australian plants and delivered as complete cars to the remainder of the British Empire.

So there we have it. Ford Canada was an important cog in the history of our cars. We wish them continued success in the future. For further reading (but not very enlightening) James C. Mays published a paperback book earlier this year, entitled:- "Ford and Canada - 100 years together", ISBN 0-9733812-0-5, which I reviewed in issue 148 (page 15).

**Sam Roberts.**

# Alpine disaster

**David Grace writes from North Yorkshire:-**

"I promised you a photograph of Wendy and I in the Alpine forty years on from our wedding day, when we escaped in it on honeymoon. Little did I know, when I spoke to you, that there would be a story attached.

*David and Wendy Grace set off on honeymoon on 19 May 1964 in their January 1934, Model 'Y' Alpine sports tourer (Y49638).*

As was planned, on the 19<sup>th</sup> May 2004, we set off in the same car that we went away in on our wedding day, 19<sup>th</sup> May 1964, to buy a ruby ring in Harrogate. A few minutes after buying the ring, the day was tarnished by a young lady, who drove straight into the back of us and shunted us five or six metres into the rear of a four-wheel-drive in front. So we sustained both front and rear damage. Wendy's conversation with the girl is unprintable (*I can just imagine it – I bet the young lady will remember that more than the shunt! - Sam*). Although this put a damper on the rest of the celebrations we had planned, there were some pleasing points which came out of it.



As you know, we couldn't make the Tour of Wales this year, as we were Rally Marshals at a motor-home rally on the Isle of Man, to which we had intended trailering the Alpine behind the motor-home – seeing that it had enjoyed itself so much on the Manx roads last year. After the shunt, there didn't seem to be much chance of that happening.

Now for the pleasing points:- Footman James were excellent. They told us to find someone local, who could repair the Alpine. After a few phone calls locally, we were recommended to go to David Royle & Co., Ltd. at Staindrop, near Darlington, in County Durham. This we did and two days later, the manager, Roger Tyrell, came out to see the car. The following day, Footman James sent out an assessor and, by the afternoon, the two had spoken on the phone and had given the go-ahead. So the next day, I trailered the car up to Staindrop. We were shown around the premises and came away very confident that an excellent job would be made of it.

Our confidence was proved correct. They made a beautiful job of repairing the old girl and, had it not been for the water hoses being cracked and unfit for use when they came to replace them, they would have had it ready to take to the Isle of Man. They kept in touch with us all the time it was being repaired and, when we collected it, they gave us a set of photographs showing the various stages of repair to the front and the new apron, which they fitted.



*The damaged front end of the Alpine, after the shunt.*

Another pleasing point was that Roger asked me to compliment Jim Sharpe and the stock-holders on the speed that the new bumper bars and new water hoses were delivered. He was amazed how quickly he received them. He has to wait for months sometimes for spares from other motor clubs.

So now the old girl is up and running well. She has a reconditioned gearbox, which Tim Brandon did for me and, on Sunday, we went to a large northern gathering at Newby Hall, near Ripon."

*Editorial comment:- Although sorry that the Alpine did not make the Isle of Man, it is pleasing to know that our recommended insurers, Footman James (see 'Useful Contacts' in centrefold) not only offer comprehensive policies for remarkably cheap premiums, but also are efficient and effective on the follow up, when needed. Also, well done to Jim Sharpe and the disbursed stock-holders for sparking so quickly.*

continued overleaf.....

*Repaired wings and new front valance being fitted during repairs by David Royle & Co., Ltd. of Staindrop, near Darlington.*



*David and Wendy, with Ben, their three-legged dog, on the back seat, on the Y&C Register tour of the Isle of Man last year*



*is still my role, plus the history of Colonial Motor Company, which is now almost completed, and the publishing process has commenced. This means that for the next two months my time will be very limited.*

*Colonial Motor Company has an extensive archive, but this has never been catalogued, and I am still finding information. Off the top of my head, we made 544 Model Ys, but I have no idea how many Model Cs. It may take a little time to find the information, as I don't recall ever seeing this before.*

*In 1973, when I was DP of Ruahine Motors, a 90-year-old customer came to me and said that she had failed her eye test for her driver's license, and would we buy her car, a 4-door Model Y, which had covered 28,000 miles from when her father bought it new. 'Pamela,' as she called the Y, was bought back, and has remained in the company hands since - we gave her, her money back - £247/10s/0d, which doesn't seem very much today. The company has a number of early Fords including a mint 1903 Fordmobile Model A No. 486.*

*It will take me about two months to get to your enquiry, because I am on a time line for the book - will that be all right?*

## International correspondence

New Zealand.

### The Colonial Motor Company, Ltd.

The Ford Motor Company of New Zealand was not established until 1936. Before then, Ford cars were exported from either Ford Canada in Windsor, Ontario, or, in the case of the Model 'Y's and 'C's, from Dagenham, to the Colonial Motor Company, Ltd., based in Wellington, with assembly plants spread over both the North and South Islands.

Following the lead, which I was given by Ray King of Taupo, on North Island, and reported in the last issue, I wrote to the Colonial Motor Company to ask for more details of their Model 'Y' and Model 'C' involvement between 1932 and the opening of the Ford plant in 1936. I received a very helpful reply from Roger Gardner, who promises to follow up my queries, when he has more time. In his e-mail he says:-

*"Your letter to Colonial Motor Company has just arrived on my desk to action, and I hope you will forgive me for answering by e-mail.*

*My involvement with Colonial Motor Company started as an office boy in 1960, and I was a Dealer Principal of two subsidiary Ford dealer companies from 1969-1999. The Ford Dealer Council (Association) asked me to be their Secretary in 1999, which*

### New Zealand - South Island

The Ford 8 & 10 Enthusiasts' Club, South Island, enjoyed a long weekend's rally over Easter, taking the route from Christchurch, halfway down the east coast, to Nelson in Tasman Bay, on the north coast, a round trip of some 400 miles, I guess. Rather along the lines of our 'convoys', members joined in for some of the stages only. Two Model 'Y's took part. Ex Y&C member, Dave McKelvey, joined the main group at Blenheim and gave quite a bit of assistance to cars in trouble. He was driving his 1937 two-tone brown Tudor Model 'Y' (194731). From Nelson, the tour went on to Rabbit Island, where it met up with Jim and Kyra Wareing, driving a hitherto unknown car to the Register, a green 1934 Tudor, known as 'Little Ford'y' which has been in the Wareing family for eight years.

Jim's car is particularly interesting, in that it is a factory re-build, the first I have come across. Thanks to Heather Trumper, the editor of the South Island newsletter, con-

tact was made with Jim Wareing (a, then, non-member to their club), who e-mailed the following details:-

"Year - 1934. Engine No. V263 823. Chassis No. 8 NZ 418

I have a certificate of registration which shows that it was registered on 8<sup>th</sup> October 1985 as a rebuilt vehicle. The owner at that time was Michael Andrew Stephenson of Nelson. It was sold to Neil Victor Ching of Nelson on 17<sup>th</sup> Sept. 1990. My wife and I (Jim & Kyra ) purchased it on 6<sup>th</sup> May 1996. The Chassis No on the registration certificate is the same number stamped into the fire wall in front of the battery box."

I have e-mailed Jim to try to discover the original chassis number for our listing.

At a guess, the rebuild number hand-stamped on the bulkhead (8 NZ 418) tells us that Jim's car was the 418<sup>th</sup> 8 h.p. car to have been rebuilt in New Zealand. This is the first time that I have heard of a Ford company providing this service. I am grateful to Heather for contacting Jim and for sending the photograph of the two Model 'Y's together on Rabbit Island.



David McKelvey's and Jim & Kyra Wareing's Model 'Y's roast in the Easter sun on Rabbit Island, near Nelson, South Island.

## U.S.A.

### California - wise ('Y's)

George Piece e-mails from California:- "Our biggest local car show (3 days long) was held this week-end here at the Santa Maria Inn. There were about 200 cars (one Model 'Y'). Pictured is my new co-pilot, Rachel's Mom, Sue. Rachel is almost 19 now and has moved back to England to live with her Dad for a while. Note the long stemmed rose in the back bumper - a nice touch. Everyone who entered got one." George comments on the apparently stuck trafficator in the photo:- "The trafficator does sometimes stick, but usually vibrates down if the car is running. Most people here don't know what it is and we often show them how it works."

George Pierce's 1933 Model 'Y' in California, with daughter, Sue (Rachel's Mom)



## Australia

### Editor's follies

Bill Ballard provided me with some feedback on the last issue:- "Is it my eyes deceiving me, or aren't there three Model 'Y's in that picture of Plymouth on page 4? There's the one coming towards us right of centre at the bottom of the picture, and there are the two facing each other and parked up on the right hand side of the picture. Go on, tell me that only two of them are actually "Populars"! I note that that centre spread is 100% Model 'Y's - what happened to the 'C's and 'CX's? Are they going to feature in the centre spread of the next edition?!!!"

I plead guilty and not guilty respectively to the charges laid. Yes, there are three Model 'Y's in the Plymouth photograph, but I did not exclude the Models 'C' and 'CX' from the centre-spread. If you look very closely, you will find two 'CX' tourers and a 'CX' saloon in three separate pictures.

Bill goes on to report:- "You may be interested to know that Jim Oliver, one time member of the Y&C Register (and now a Syndicate member) has recently undergone treatment for a leaking aorta valve and is recovering well. He tells everyone that he "isn't ready to fall off the perch yet - he hasn't finished restoring his lovely port wine red Model 'CX' sedan"! We wish

Jim a speedy recovery. His Fordor 'CX' must be one of the longest restorations in history - get a move on Jim!

## Spain

### Praise indeed

Luis Cacante Gomis sent in the following:-

"Last Thursday the Transverse Torque number 149 - highly expected, as every issue - arrived. I find your report of the Tour of Wales very pleasant and the Restoration Report of Neil Bray very amusing. In the caption on the Plymouth street photograph, I think there are three Model 'Y's, two of them parked in front of the entrance of a building, and COF 120 running on the street. (Well spotted Luis. Bill also makes the same comment above! - Ed)

You say that the Ford ignition keys are still available, which is very positive for me, as I

never could obtain a spare from the local key cutters. Can you obtain a copy for me? On my ignition key is engraved the code MRN 40. (You will have it before you read this! - Ed)

Having read the issue from cover to cover, I realised that 2004 is the Silver Jubilee of the Register and this is an event of great importance. The Register is not only a Club, but an example of camaraderie and friendship between people, who have in common the love of the Small Fords, 'Y's and 'C's. Three letters from members in this Issue 149 - *Reunited, Reunited II* and *Barry Diggle's Northern Sidelights*, explain by themselves what I am trying to say, and why I am so proud of being a member of that Club.

My modest congratulations to the Founder for his brilliant idea. Also for his enthusiasm in buying and re-manufacturing the spares, which maintain our cars on the road. To all the Officers too, headed by the Chairmen, who have been running the Club during these years. Finally, I am grateful to the editors of Transverse Torque. Thanks to their effort, we have a magazine of a very high standard, which is a unique source of information and a strong link between members, especially the overseas ones. Keep up the good work."

## Australia again

I have been asking Bill Ballard for some time to see if he could obtain some figures for me from the Ford Australia archives in the Ford Discovery Centre in Geelong. He e-mails:-

"You're going to be annoyed with me because today I've been a matter of feet away from those vital records in Geelong, but of course couldn't get at them because the archive section was closed! Let me explain.... The Victorian Sidevalve Club was asked to put on a display of cars at the Ford Discovery Centre for the month of August (as we did last year). I could only muster 4 cars this year (my 1936 Model 'CX' roadster; Keith Pratt's 1937 Model 'CX' coupe; Bernie Bridle's 1950 A494A Anglia tourer and Garry Yule's 1953 A493A Prefect sedan). We drove them over to Geelong and installed them in

the museum today. Unfortunately, the club who had occupied the "guest display area" in July (the *Falcon Cobra Car Club*, who put on a display of 7 identical cars!) were late in coming to collect their cars (they should have gone yesterday) and we were obliged to go and have lunch to kill time. So it meant we didn't get away until around 2pm and the other guys weren't for hanging around - especially Wally Thompson, who had the task of ferrying all the drivers home in his "modern"! Still, despite the awful weather forecast, we had a beautiful day for driving convertibles and I thoroughly enjoyed the drive through Melbourne and along the Geelong Freeway - "Bluey" cruising comfortably at 50mph for the first time in my ownership (during the past week, I had changed her oil and tightened down the head nuts, etc., after she had covered 390 miles "from new").

I don't know if I've mentioned it before, but recently I saw an episode of Agatha Christie's "Poirot" on TV in which Jim Miles' very late Model 'Y' Tudor (Y197521, YD 8501) played a prominent part."

"Late news:- Our cars have proved so popular at Geelong, they have asked us to keep them there for another week, until 5th September!"

Keith Pratt's Model 'CX' Coup and Bill Ballard's 'CX' Roadster, 'Bluey' outside the Ford Discovery Centre in Geelong, Victoria, waiting to go on display inside.

#### And again .....

Whilst attending the biennial Ford 8&10 hp Side Valve National Rally in the Barossa Valley last year, which was superbly organised by the Ford 8&10 Sidevalve Club of South Australia, I (Sam) asked David Urry, the then President of the Club, to send me a photograph of the Ford assembly plant in Adelaide. The following week I was to visit the main Ford Australia factory in Geelong, Victoria, thanks to the good offices of Bill Ballard and his car. The photograph of the art deco fascia of the Geelong plant appeared in issue 143 (page 26). The Geelong plant was completed in 1926, with satellite plants being built at each of the deep-sea ports, Brisbane (Queensland), Sydney (New South Wales), Adelaide (South Australia) and Fremantle (Western Australia). Each was to receive chassis direct from Canada (and, later, Dagenham for the 8 & 10 hp Fords) and special Australian designed and built bodies from Geelong. Shipment by sea from Geelong was the only practical method, as each state had a different railway gauge.

I had asked for a photograph of the Adelaide plant, partly because the National Rally was held in South Australia, but mainly to see whether the quality of build of the satellite plants was as high as the main Geelong plant. I have not been disappointed. David Urry has sent me the awaited photographs, which show the Adelaide plant to be equal in design and quality of build as Geelong, albeit much smaller.

It would be appreciated if our readers in Queensland, Sydney and Perth would send or e-mail photographs of those respective assembly plants for the archive (if the plants are still standing).

The Adelaide assembly plant today. Note the beautiful art deco fascia, reflecting the architecture of the mid-1920s and the design of the main plant at Geelong. Photograph thanks to David Urry."



## Fitting the Model 'Y' sliding roof

Ron Kendall

Some years ago, the Y&C Register manufactured a dozen sliding roofs in kit form. It was a difficult task and was achieved with not a little disappointment by one member in particular (will Dennis ever forgive us!). Ron Kendall recently bought from a member one of the few remaining kits that had not been fitted and sends in his story of fitting it:-

"Just thought I would drop you a line to thank you for the help that you gave to me with advice, drawings and pictures when I was fitting the sliding roof on "Gracie". I started to fit it in late May after I came back from the Beaulieu Autojumble and thought that it would take me about a week or ten days to complete it. The first job was the removal of the headlining, which was easy. I then thought that I would be able to undo the 24 bolts and lift the roof off. How wrong I was. I started to unbolt it, but some bolt heads sheared off, which was fine, but mostly they just turned in their captive nuts set into the rotten wooden frame. As I wanted to keep the old vinyl for possible emergency repairs in the future, I started cutting and grinding the bolt heads in order to remove the old roof. Even then, when the roof finally came off, it came off in several pieces, as it was so rotten, although it seemed reasonable from the outside. When the roof was finally clear, I could see that I had a lot of work to do before I could think about the new roof assembly. The roof was going rusty behind the inner roof lining; the metal below the rear seat was rusty and had to be repaired in one corner above the petrol tank and the exterior paint on the outside was flaking badly, around where the vinyl had been. Also the roof guttering required sanding down and repainting. So I gave her a partial re-spray around the roof, guttering, rear and side windows and hope to re-spray her fully next year. The rear window needed to be taken out to re-seal, as it had been badly fitted with silicone and it was peeling away, but I did not re-fit it until I was ready to refit the roof lining.

I then started to assemble the new roof ready for fitting, but I found that it was difficult to assemble it square, as it was about 3/8"ths too short. So I set the rear section a little bit further out and made some inner sections to fill the gap in the frame. I also was not happy with the aluminium runners that were supplied with the kit, so I searched Birmingham until I found a specialist aluminium extrusion stockist, who could supply a length of extrusion that was the same as the original runner. One runner came off my old roof, so I had one as a pattern. If any member would like a pair of runners, I have two spare, as I had to buy the extrusion in a 5 metre length



and I can get more if required. This made the sliding roof have a lot less play and also the screws the screws to hold it are on the outside edge of the runner, instead of the inside edge. The aluminium extrusion specialist was L.A. Metals Ltd., Corner of Roebuck Lane and Dartmouth Road, Smethwick, Warley, W. Midlands, B66 1BY, Tel: 0121 553 6846.

When I cut the metal to size to fit round the wooden frame, instead of welding the edges, I brazed them and screwed them on with counter-sunk screws and ground the protruding screw heads so that they would not show when the vinyl was fitted. I then painted the all the bare metal to protect it, even though it would be covered in vinyl. When I fitted the vinyl, I found it very difficult to form the vinyl inside of the well of the wooden frame without a lot of creases on the top of the corners, but I pressed most of the creases out, then placed the roof in and sealed and bolted it into place. After the roof was fitted, I assembled the sliding roof, cut the metal edges to size and fitted and painted them before covering it with vinyl. I then fitted the leather slides, cut the runners to size and put a slight bow in them to follow the contour of the roof. I then screwed one runner in place, fitted the roof lining onto the sliding roof and placed the sliding roof in position to see if it fitted correctly.

When I was happy with the sliding roof section, I took it off and started to fit the drains, which were not much trouble as they were the original ones with lead piping, which were easy enough to form and shape and seal in place. I then started to fit the new roof lining, after I had drawn an accurate diagram for a local seamstress to sew the seams into the cloth, so that I could fit it properly. I then fitted the sliding roof and the other slide, as well as the bits and bobs to finish off the roof lining, including the wooden gutter frame which goes around the interior of the sun roof.

The very next day, 17<sup>th</sup> June, we went out with her to the East of England Agricultural Show at Peterborough, making the total time to fit the roof as three weeks, all but a day. Whilst we were away, I found that the roof leaked slightly in heavy rain, but when I got home, I attended to the sliding roof again and it has not leaked since.

Whilst I was fitting the roof, a lot of people stopped and took an interest in what I was doing. One elderly couple were going by and the lady told me that she had a surprise for me as she had passed her driving test in a little Austin 7 just like mine! So I told her that I had a surprise for her as it wasn't a little Austin 7, but a little Ford. So we all had a little chat and off they went. Another elderly lady informed me that her aunt and uncle used to have a car of the same model back in the 1930s. Her name is Marion Allchurch and the photograph was taken in

1936, when she was eight years old. Her aunt and uncle, Jessie and Horace Hawkins, bought the car when new.

I look forward to showing you the roof at the All Ford Rally at Abingdon in September."

*"The old roof comes out (with a little difficulty!)"*

*The built-up frame is tried for size.*

*The final fitting before connecting the drain-pipes and doing the headlining.*

*Marion Allchurch stands by her uncle's short rad in 1936. OC 158 is a May 1933 Birmingham registration.*



## Regional news

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

The Ardingly show went well with several new membership enquiries and good weather. We were supported by Kevin Burke and Herbert Wingate with their Model 'Y's and a couple of Sidevalve friends. It was nice to see John and Carol Argent and hear all about the Wales trip. Julian Janicki, Tom Tomlinson and Stan Bilous also paid us a call, so the day went well.

The Bentley (East Sussex) show was most interesting at the Wildfowl and Motor Museum. A very nice venue, good facilities and they even presented prizes. Worth a visit next year.

En route to the Hooe show, my back axle developed a nasty knock. It was a chipped tooth in the crown wheel and one broken off on the pinion. The repairs were expertly carried out by Tim Brandon in double quick time, so I am mobile for the remaining events. I look forward to seeing you all at the All Ford Rally at Abingdon.

### NORTHERN SIDELIGHTS. News from Barry Diggle in Region 16.

I went to Newby Hall as a "punter", this year. Having paid my £6 entry, (£6 per person, mind - luckily I was solo!), it struck me how the stately homes, etc., capitalise upon the appearance of old cars - each of which had already paid a £3 entry fee anyway. A nice little earner, although I expect the owners of such stately homes would have a *contra* argument.

Nevertheless it was as usual a good do, blessed with that rare commodity this summer, a half-decent day. There was a fair turnout of our fancy, although I did not manage to record details of all present. John Armstrong and wife were there *sans* their Model 'Y' which is awaiting fitment of new king pins to satisfy the MoT man. John was pointed in the direction of the autojumbler selling MRN keys!! Newby Hall is a huge event with representatives of most marques, including our sisters belonging to the



John Keenan's damaged crown wheel and pinion, with half a tooth missing on the crown wheel and the top tooth on the pinion looking decidedly less than complete. Why do they do it to us?

## Matters 'CX'

### Spare wheel covers, tyres, rusting and emissions.

Tony Eldridge writes from Ilford in Essex:- "Now that I am taking my 'CX' out to a few shows once again, I am finding something to write about! The first item relates to the two piece metal spare wheel cover that those as fortunate as me, have fitted to their cars. However, my recent experience is that there is the distinct chance that the part that covers the wall of the tyre (and is like rocking horse manure to find) can detach itself from the car whilst on the move. It happened to me last Saturday and I was jolly fortunate that the part slipped between the rear bumper and the spare wheel, ending up being dragged along the road. A slight bit of bending of the flange at one point and some paint chipping was the sum total of the calamity. As far as I can see, the modern day tyres we use seem to be slightly larger than

FSVOC. I mused on the fact that my first visit to this rally was exactly 30 years ago and I have the plaque to prove it!

CNN, my Tudor Model 'Y', is now fit and well having had her battery replaced, and we made the traditional run to Harrogate to see the HCVS Trans Pennine Run finish on the stray. Now, CNN shares quarters with an Austin Big 7, a rarity at the best of times. On arrival at Harrogate who should we park up next to? Yes another Big 7!! That is less likely to happen than a night on telly without Carole Vordemann!

Let's hope that the weather picks up for the last bit of the season. Having had a lean summer, motoring-wise, I am hoping to get in a couple more rallies before the dreaded return of winter.

those of 70 years ago, even if the stated size is the same. The part that fell from my car is slightly smaller in diameter than the outer circumference of the tyre, with the result that the springy cover for the tread cannot trap the flat piece all the way round as intended, thus holding it tight and secure. So, to prevent a repeat of my experience, I have drilled a small hole in the flange at one point and have fixed a length of thin welding rod to the cover, then shaped it over the tread of the tyre, so that it now hooks onto a wheel spoke from behind the wheel. When the outer cover is fitted, the retaining wire cannot be seen and the cover is now secure at the top of the wheel, whilst the bottom of the outer cover holds the sidewall cover at two points. The cover is now securely fitted but now, looking at the spare wheel, it is obvious that the sidewall cover doesn't fit the tyre. Incidentally, in the dim and distant past, when the car suffered a puncture, I discovered that the sidewall cover will not stay put on a flat tyre! Bearing in mind the fact that these sidewall covers are usually missing from specimens of 'C' or 'CX' (and my car had lost its one before I bought it), it would seem that, if they did not fall off on the road, they were such a

nuisance that owners simply left them off – much to our grief! *[It would be interesting to hear Tony's near namesake, Tony Etheridge's views on a possible increase in tyre diameter over the years. Tony Etheridge is our tyre supplier (see Useful Contacts) and is second generation in the trade. Ed.]*

After many years of intending to do this job, I have at last forced a load of Waxoil into the sills and rear box section of my 'CX'. Ownership of an air compressor has made the job viable. On thinking about why the 'C'/'CX' rotted out so dramatically, I have come to the conclusion that letting the rain water that collected in the corner of the windscreen, simply pour into the sills via the door pillar, where it couldn't get out because the drain hole is set too high, is not a clever idea, especially as there would not have been any paint inside the sills. Indeed, a Service Bulletin advised owners of early 'C's to drill holes in the corner of the screen aperture to let water run into the pillars. And, as far as the back end is concerned, I discovered that there are half a dozen little funnel shaped pressed "holes" where the outer panel of the body is joined to the inner panel that forms the box section. These apertures can be accessed from inside the boot and enabled me to squirt the Waxoil inside the cavity. However, I noticed that the rubber seal that goes round the outside of the fuel filler pipe, where it passes through the rear body panel, may not fit tightly so as to keep water out of the boot. I could see a chink of daylight at one point of the seal fitted to my car. My theory is that ill-fitting or shrivelled seals would have let water run into the boot, where it could conveniently run into the back box section, via the nice little funnels provided by Ford, and not be able to escape! On the basis of all this, the 'C'/'CX' stood no chance of not rusting, unless specimens like mine were to spend most of their lives tucked up in a garage out of the rain. The rusting out of door bottoms and around the wheel arches afflicted most other cars of the 1930s, all being of similar design. The Model 'Y' always seemed to be fairly rust resistant during its operational life, but presumably it did not have the stupid construction details that ruined the 'C'/'CX' before its time.

Finally, DLA 329 went through its MoT the other day (more of a social occasion than anything else!) and so I asked that its exhaust emissions be checked, mainly for reasons of carburettor tuning. To my amazement, it required only a smidgeon of adjustment to the air screw to make it pass that test very easily. Indeed, it could be adjusted to well below the required standard (3.6%), but the tickover suffered. The sensitivity of the carburettor was remarkable and the engine is hardly as perfect as it was when the car was new. And this is all about technology of 70 years ago that was traceable ultimately to the Model T! One can't help thinking that all the emphasis on "clean" cars today is simply a political

racket designed to force the sales of new cars on a largely gullible car-using public. Funnily enough, my 1934 Austin 7, that does have an engine that is "new" (I am still running that one in!), is also capable of meeting the emission requirement for rather more modern cars and, again, the technology is traceable to pre-First World War design parameters. One of these days, there will be a re-introduction of a device called a circular wheel!

Many thanks for what is the very best club magazine that drops through my door (and I belong to about 10 clubs).

**More matters 'CX' (and 'C') – Door trims**

I have been having an interesting exchange of information with Ivor Bryant who, after many moons, is really applying himself to the restoration of his June 1936 Model 'CX' Fordor (C44403). Amongst the bits and bobs he has with the car are two different types of door top trim (the metal piece which goes along the top of the door inside the window). He e-mails:-

"Did you know that the inner door trim at the front off-side of a 'C' fits there near-side. Also

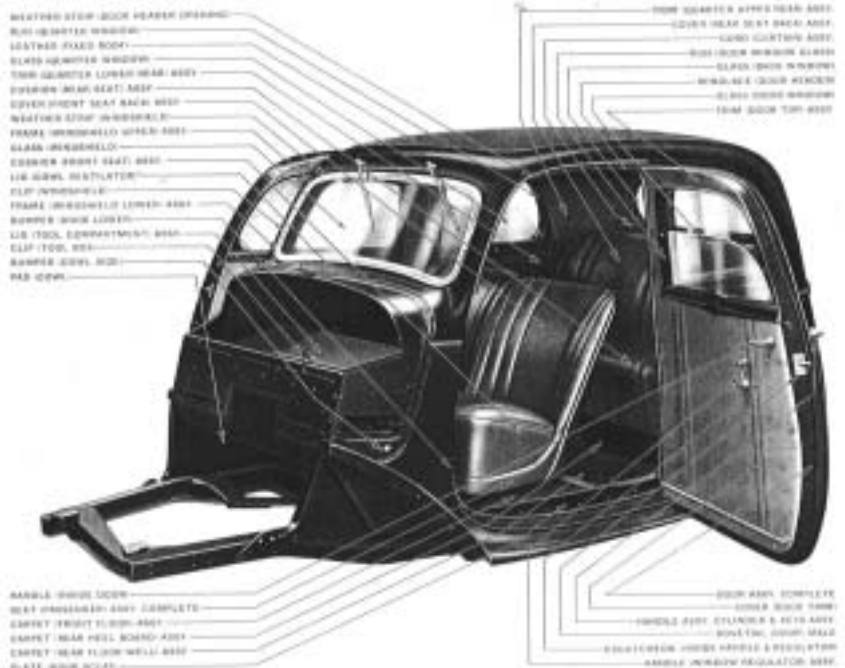


Diagram of Model 'CX' body-shell showing finger pull on open door-top trim. Note also the different door panel stitching to the Model 'C'

there are two kinds of these trims, the bit that lines the window "opening, one sort has a pull in the moulding, the other does not. Fascinating."

A scan through the archives reveals that the Model 'C' did not have the raised finger pull, but that the Model 'CX' did. The moulding is pure art deco in design!

The rear of the Model 'C', showing no finger pulls on the door-top trims. The lady is obviously being chauffeur driven in her 'De Luxe'.



