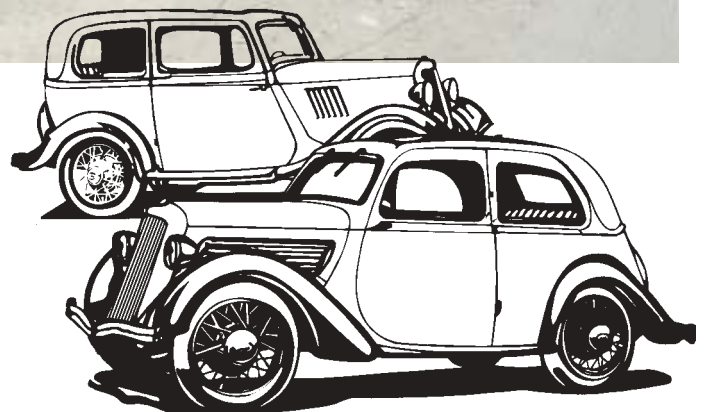


# TRANSVERSE TORQUE

Issue 151 November / December 2004



**The  
Ford Y&C Model  
Register**



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# Editorial

This is our cheery Christmas issue, helping you to get into the Christmas spirit and reminding you of the few days we had of clear blue sky in the summer. In the first category, Christmas presents available range from the Christmas hub caps offer to the list of regalia, the Y&C literature reprints and, of course, Tony Russell's book on Leslie M. Ballamy, reviewed in this issue, and my book on the Model 'Y'. The colourful front cover picture of Peter Fisch's newly restored French assembled Model 'Y' under the bright blue sky of southern Germany falls into the second category. Whichever turns you on, the members of the Y&C Register committee wish you all an enjoyable festive season.

Whilst tinkering with weeds at the bottom of my garden, a head appeared over the fence and asked whether I would like to give an after-dinner talk on the Model 'Y' to the Andover Rotary Club. This seemed like a good challenge, so I accepted the invite and prepared my talk. It is not easy to condense three years in-depth research and 225 pages of book into 25 minutes, which was my allotted time. Anyway, the day arrived and I was treated to an excellent supper and then had to sing for it. I had prepared a selection of slides and launched into my favourite subject. I thoroughly enjoyed the session and, from the number of questions afterwards and the vote of thanks, they did also. So, if you want an after-dinner speaker, I come a little cheaper than William Haig, who charges £3000 I am led to believe!

In his 'Parting shot' column in October's 'The Automobile', David Burgess-Wise



Six year old David Burgess-Wise with his Uncle George and 'Bonnie', a late 1933 Model 'Y'.

looks back on the 100<sup>th</sup> anniversary of the first speed record to exceed 100 mph. The record breaker was Louis-Emile Rigolly, who drove a massive 13.5 litre, 100 hp, opposed piston, four cylinder Gobron-Brillié over the standing mile at Ostend in July 1904. David relates that, even in the early 1930s, 100 mph was beyond the reach of most drivers. "If you've ever driven a Model Y Ford of that era at its terminal velocity of around 60 mph, you'll realise why 100 mph cars caused so much excitement back then." David's long and industrious career as a motoring correspondent all started with his love of his Uncle George's two-door Model 'Y', 'Bonnie', registered LJ 6411. As he relates in the Foreword to my book on the Model 'Y', "Bonnie, as befitted an old Ford, was painted black, with green wire wheels and coachstripe: her interior was trimmed in green Rexine. Each year Uncle would take my parents and myself down to Sussex in Bonnie for our seaside holidays to spare us the awfulness of public transport. I suppose the sense of freedom and independence revealed by the Model 'Y' was one of the factors that inspired me to dream of having a car of my own as soon as I was old enough."

Whilst on magazines, we have for years been exchanging complimentary copies of 'Transverse Torque' with Classics magazine, on the understanding that the Editor of Classics wishes to keep abreast of what is happening down at grass roots level. Imagine my horror to receive a letter asking us to pay a 'preferential' subscription to receive the magazine in the future. I replied by saying that we would charge the same preferential

subscription for them to receive 'Transverse Torque'. In fact, Classics does very little for pre-war cars, being aimed more at the alloy disks post-war classics.

Friend of the Register, Nigel Stennett-Cox, sent in the attached photograph of a 1934 Van, registered in Lanarkshire, which appeared at the Halton Rally, in Northamptonshire, over the late August Bank holiday. This is new find, as we do not have this vehicle listed on our register of known survivors. Because of their heavy commercial use, vans tended not



A new van to the Register, seen at the Halton Rally over the August Bank Holiday. We need to trace the owner. It was registered in Lanarkshire in mid-1934.

to survive into old age, so it is a pleasure to find another one still motoring. Unfortunately, we do not know who owns this one. The name inscribed on the livery is 'Henry Newcombe. Welding. Wollaston. Tel: 319'. As Wollaston, Northamptonshire, is but a stones throw from the residence of our beloved Secretary, a bit of local detective work might elicit the name of the owner.

I am grateful to a number of members,

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who presented various interesting magazines, booklets, photographs, etc. to me at the All Ford Rally. Bill Baxman, who had caught the 7 o'clock ferry from the Isle of Wight to be there, gave me a collection of road test and other reports on 4 cylinder and V8 sidevalves, bound in a cover entitled 'Fords of the Thirties', compiled by Unique Motoring Portfolios - another for the archives. I also tripped over Stan Bilous, who claims the dubious distinction of having the longest ongoing Model 'C' restoration project. The car in question is a February 1935 Fordor model, C05632. He lent me the accompanying photograph, which demonstrates that he is well on the way to completion (eat your heart out Yvon!). Perhaps, next year, we may see it at Abingdon?



*Claimed to be the longest ongoing Model 'C' restoration. Stan Bilous' February 1935 Fordor.*

Jon Davies kindly referred me to a Model 'Y' for sale on e-bay. Following it up, I found that the original registration number (BYD 100) had been removed and that an 'age-related' number had been applied for. It eventually came and is not age-related (113 UXJ). It transpired that the seller was a number-plate dealer. Another of our cars has lost its birthright! We do not condone the practice of selling registration numbers (it is against the 'originality' rule of the Club) and any member found trading in number plates will immediately forfeit his or her membership. Fortunately, we have only had one instance where this action has been taken; way back in the 1980s.

The New Year starts with the Bristol Classic Car show at the Royal Bath and West Show Ground, Shepton Mallet, at the end of January. Ivor Bryant would love to see some of our West Country members and their cars on the Y&C Register stand - see Regional News item.

As this is the last issue before Christmas, may I, on behalf of the Chairman and members of the Committee, wish you all an enjoyable festive season.

**Sam Roberts.**

## SECRETARY'S RAMBLINGS.

Winter is almost upon us as I write this piece for the last issue of 2004. Where did this year go? What happened about all those January resolutions made to improve the old car?..... remove the front wings for refurbishing.....rewire the rear lamps & sort out the electrics.....buy new chrome bumpers ..... sort out the brakes etc.....

I hope indeed that you were one of the big increase in members using the club spares service this year to complete those resolutions. If not then make sure you do those jobs over this winter. I was speaking to a member recently who had not realised that virtually all the spares listed in the mag are brand new / remanufactured. That's quite a list - have a look at it now and realise the hard work which has gone on behind the scenes by your spares group and committee to provide this list. Not

## Chairman's chatter (Monologue not mutterings!)

Greetings once again to you all. First let me say what an enjoyable day we had at the All Ford Rally. Kath and I started our day at 3.30 a.m. with a quick breakfast, got Black Beauty, our Model 'Y', on the road and headed for Usk. Here we met fellow Club member Paul Rudge and mate Dave Sheldon in their 1954 van. We set off at a good pace and headed for Ross via Monmouth. At Ross we took the A40 towards Gloucester. At this time of the morning, trying to keep up with a more modern vehicle on a very bendy road with the Model 'Y' lighting system was indeed an experience for Kath and myself. Three hours later, we stopped at the services near Oxford gasping for a break. Kath was tired from clinging on. Schumacher/Sheldon was hard to follow. We continued our journey to Abingdon, arriving before anyone else.

We spent an enjoyable day with friends, old and new, and reminiscing about the Welsh Tour. On the awards front it was nice to see Graham Miles present the Eric Buffon trophy to Phil Francis with his beautifully restored Model 'Y' Tudor. I was again privileged to present the Bert Thomas award to John Keenan for his excellent Model 'C'.

We are looking forward to seeing you all soon. Have a nice Christmas and healthy New Year, 2005.

**Mike Samuel.**

Show – the biggest of the year. Doug Hickson (Y Mistral Tourer) , Jim Miles (Eifel Saloon) and Derek Birch (Y Saloon) kindly provided their cars for the three days – well done and thank you . The biggest thanks must go to Geoff Salminen who organised the stand display, and Geoff Dee who provided massive support. The 1930's theme, which attracted much attention, included a mannequin attired in Wallis Simpson look-a-like clothing, musical items and other artefacts fitting the period of our cars. I felt proud that a small club like ours could put on such an excellent display. Sam will be reporting on the show elsewhere so suffice here to add my thanks to Geoff Salminen ..... another hard working committee member. Looking at the club events list for the year there are so many members throughout the country involved in club activities ..... Have you given your support to the club this year? Could you give some of your time and expertise ? There are so many tasks that you could become involved in ....spares development, admin, etc. Our club is not a closed shop so if you think you could give some time please contact me and share your thoughts. For starters we are looking for a member to regularly update the magazine index. Can you help? DVLA have recently confirmed that our club status continues with regard to authenticating our type of cars for registration mark purposes. All vehicles which are the subject of V765 applications to retain the original registration are inspected. Wherever you live within the UK we can arrange, at small expense, for a vehicle inspection by a relatively local club officer following DVLA and club procedures. If you have any questions on these procedures, or any DVLA / registration matters, please contact me.

The past 12 months for me have been the Year of the CX Chassis (I don't think the Chinese have got round to this one yet but mine equated to the year of the pig !). My CX restoration work has centred up on replacing the rear half of a very rotten chassis with fears of how much rust is hidden on members' cars. Mine appeared to be possibly a rolling restoration on purchase. How wrong I was as my worst fears were realised It was interesting to read Tony Eldridge's comments on chassis & body drainage problems in the magazine – one of very few articles on the C Model. I hope to

complete the work by early summer..... yes, summer of 2005 !

Thanks to all those members who have contacted the club with information on cars or members and particularly those who have contributed to the magazine. All aspects of correspondence are welcome since this often influences the thinking and direction of the club. Please keep this coming in. I am still seeking names of companies who have given good service to include in a club booklet. Many members are inclined to not use their cars over the winter months – but why? OK so it may be cold..... well get wrapped up ! We used to use these cars years ago as our daily transport long before heaters were fitted so why not now on those clear crisp days we get in winter? In addition, our cars do not like being left idle for long – members have more problems following a winter lay up than by regularly using the old Y or C. Go on use it this winter. You can share my soup on a picnic..... but not my blanket !

**Bob Wilkinson.**

### BOB'S JOKE CORNER.

This was sent in by one of our members in Ireland. I am still too embarrassed to make comment!

*The power of Coffee - An Irish woman "of a certain age", visited her physician to ask his help in reviving her husband's sex drive.*

*"What about trying Viagra?", asks the doctor."*

*"Not a chance," she said. "He won't even take an aspirin".*

*"Not a problem," replied the doctor. "Drop it into his coffee. He won't even taste it. Give it a try and call me in a week to let me know how things went.*

*A few days later, she rang up the doctor, who directly inquired as to progress. The poor dear exclaimed,*

*"Oh, faith, bejaysus and begorrah! T'was terrible, Doctor.*

*"Really? What happened?" asked the doctor."*

*"Well, I did as you advised and slipped it in his coffee, didn't I? The effect was almost immediate. He jumped himself straight up, with a twinkle in his eye, and with his pants a-bulging fiercely! With one swoop of his arm, he sent the cups and tablecloth flying, ripped me clothes to tatters and took me then and there, making wild, mad, passionate love to me on the tabletop! It was a nightmare, I tell you!"*

*"Why so terrible?", asked the doctor. "Do you mean the sex was not good?"*

*"No, no, no, Doctor. The sex was great - terrific - marvellous!! Indeed, 'twas the best sex I've had in 25 years. But I'll never be able to show me face in Starbucks again!"*

Please send me your favourite story.....Bob Wilkinson.

#### Photographs on covers.

Front Peter Fischer's recently restored Asnière-assembled 6CV Model 'Y' – see write-up.

Back Members gather for the Club prize-giving at the All Ford Rally

#### Obituary: Ernest Bombard. USA.

Sadly I have to report the recent death of Ernest Bombard in New York State, U.S.A. I had never met Ernest, but had exchanged a good deal of correspondence with him over the past 20 years or so. Ernest had a 1935 Model 'Y' under restoration. Over recent years he had bravely fought the onset of cancer and could not continue the restoration work. He did however keep in touch and was an avid reader of the Club magazine and felt part of our wider family group. Ernest died this summer in a local hospice. To his widow Gail and family we send our condolences.

Bob Wilkinson

## Events 2005

29/30 Jan 2005	Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet	Ivor Bryant 01454 411028
10 April 2005	A.G.M. Willoughby Village Hall	Bob Wilkinson 01832 734463
11-19 May (Prov)	Club tour of Brittany and Normandy.	Sam Roberts 01264 365662
26 September	All Ford Rally, Abingdon	Book through Bob Tredwell 01235 530720
4 -6 November	International Classic Car Show NEC Birmingham	Geoff Salminen 01214 272189

## DVLA PROPOSALS.

### YOUR RESPONSE REQUIRED.

The Federation of British Historic Vehicle Clubs (FBHVC) has alerted our Club to some worrying proposals made by DVLA which, if implemented, will affect ALL car owners and be particularly punitive to owners of classic cars.

The proposal is to introduce an "Annual Registration Charge", at a rate of £4.50, to be collected each time a tax disc is issued or SORN declared. This includes our currently free Historic Vehicle tax disc. This is deemed necessary to cover other DVLA administration costs, e.g. Introducing FREE Provisional Licences for under 21s etc.

This is nothing more than an increase in road fund taxation under another guise and, in the proposed form, could be raised in future years without separate Parliamentary approval. How long before the rate becomes £10.00 or £20.00?

With our pre-war cars in mind, it seems ridiculous to have to pay a fee to obtain a free tax disc! Our club applauds moves made by DVLA in recent years to improve services and to introduce measures to reduce vehicle crime, but will strongly oppose this present proposal.

**WHAT CAN YOU DO? COPY AND SIGN THE PETITION BELOW AND RETURN IT TO:- FBHVC, Kernshill, Shute Street, Stogumber, Taunton, TA4 3TU. DO IT NOW - BEFORE THE DEADLINE OF 30 NOVEMBER!**

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### PETITION

We, the undersigned, call upon the Prime Minister to block the proposal by the Driver and Vehicle Licensing Agency to subsidise the costs of first registration of a vehicle and the issue of driving licences by levying an annual registration charge on vehicle licensing transactions, including Statutory Off Road Notifications.

We support the views expressed in the Federation of British Historic Vehicle Clubs' response to the recent DVLA consultation that such a levy is a possession tax by another name and that any shortfall in income for maintaining the vehicle register should be met from within the existing Vehicle Excise Duty charge.

Name	House name/Number	Postcode	Signature



# Another successful restoration

- Asnières assembled 1934 Model 'Y'  
by Peter Fischer, Ravensburg, Germany.

I bought the car in 2002 as a French-built Model 'Y' 6CV of 1933. With your help, I understand that it was actually manufactured in June 1934 (Y64982, Asnières build number 3898 – Ed)



The brass Asnières plate on the front of the battery box. The Asnières Build number 3898 and the engine (chassis) number 64982 are clear, but what is the number (Y\*2153) on the tag above the brass plate?

Over the past fourteen months (May 2002 to July 2004), I have restored the tiny car by myself. I am very proud of the result of my unprofessional work, as it is my first attempt at an Oldtimer and I am not a mechanic; I am an architect.

## Beginning May 2002

Firstly, I took photographs of the car, as bought, with my digital camera and noted any missing parts, defects and damage, as well as ensuring that what was there was original.

Peter Fischer and friend with his 6CV Asnières assembled Model 'Y' Ford before restoration.

I then gathered as much information as possible, including your book on the Model 'Y', information from the Internet (exploded pictures of the engine, chassis, gearbox, axle, brakes and carburettor [found under *Small Ford Spares/diagrams* – Ed]) and your answers to my questions. Looking for spare parts at exhibitions for Oldtimers in

southern Germany was not successful – I found nothing. Yet later, in 2003, I found two valves, a head gasket and a universal joint at the Technorama in Ulm; not that I needed them, but now have them as spares.

I started to strip the car. There was very little rust; just around the mudguards. These areas I painted with 'Fertan' primer. The old black body paint was not in good condition, so I decided on a new colour scheme in blue, with black mudguards and cream wheels. I think it looks very nice now.

Whilst painting, I also restored the shock absorbers, the steering column, axles and king pins, putting new main bearings on the axles. The brakes were overhauled and the petrol tank was derusted and painted inside. New fuel lines were made and a pressure pipe for the fuel gauge (*hydrostatic* – Ed) on the dashboard – the only part that doesn't work. The radiator and hoses were OK.

I overhauled the engine, adjusting the ignition after cleaning and checking the distributor. The valve clearances were adjusted and I made and fitted new paper gaskets. The carburettor was



stripped and cleaned and the choke system checked. I installed a new electrical system, keeping it at 6 volts, as original, but with blink lights, hazard warning light and two brake lights.

I overhauled the wonderful Jaeger speedometer, replacing the drive shaft, and checked the ammeter. I then tackled the windows, replacing the cracked windscreen, overhauling the window winding mechanisms and replacing the seals.



Engine overhaul. Crankshaft with AMBROSIA cast into web.



The beautiful Jaeger speedometer and hydrostatic fuel gauge on the inserted instrument panel. Ford France obviously preferred Jaeger to the Dagenham Cooper Stewart speedometers.

## September 2003

The first roll-out was a success. I drove the car sitting on a toolbox, as I had no seats in the car at that stage. What a glorious feeling, driving a 70 years old car. After that, I smoked a victory cigar!

The next step was to restore the seats and

make the door and body trim. The covering of the seats I gave to the professionals; this was the only task that I didn't do myself.

### May 2004

Final assembly! I greased all the joints and put in new English (Miller's) engine and gearbox oil. Ready!

### June 2004

I drove my car to the tester (TÜV in Germany) with some anxiety. But it passed the trial easily. It was in excellent condition. I now have the registration number RV-FY34; RV for Ravensburg, my home town, F for Ford, Y for Model 'Y' and 34 for 1934, the year of manufacture.

*The nicely finished cloth interior, as original, on the Asnières assembled Model 'Y'*



*The finished article in blue. A superb amateur restoration. See also front cover*

At last. I completed the job in 26 months, mostly without any help. Thanks to Henry: what a well-designed construction – the Ford 'Y'.

I enclose a CD with pictures of the restoration. Perhaps someone in your organisation can use them.



*(There are hundreds of well taken and well lit pictures of all parts of the car on the CD, which may well come in useful to illustrate articles in the future. Thank you Peter for your report and the CD. Well done on a superb restoration – Ed)*

## The All Ford Rally, Abingdon

This, for many, is the last event of the season. The weather is always unpredictable, but we have cracked that; we have umbrellas for sale in amongst the Regalia goodies! This resulted in a glorious day with more than our fair share of sun. Considering that this was listed as the Y&C Register Annual Gathering, the turnout was not as good as we all had hoped. Last year we managed to gather together 20 'Y's and 'C'/'CX's, but only managed 17, plus a rogue 7W, this year. I don't think we were alone, as there seemed to be fewer pre-1965 Fords present at the show as a whole.

What we lacked in quantity, we made up for in quality for, not only did we have two cars on the rally podium for Best in Class, Mike Meadows beautifully restored 1936 vineyard green and black Tudor and Jack Clarke's 1936 Tudor Model 'Y's, but the members themselves selected their Best of Show for the Club's Bert Thomas award. The result was a close run thing between the aforesaid Meadows and Clarke Tudor Model 'Y's, Phil Francis' vineyard green Tudor and Dave Perk's Fordor Model 'Y's and John Keenan's early Fordor Model 'C'. John Keenan's Model 'C' won by a nose and he received the Bert Thomas salver from

## French trip – May 2005

Plans for the trip to France next year are being prepared. At present, we are looking at dates in May, along the following lines:-

Travel overnight Portsmouth - St. Malo, Wednesday 11th May

Three days in Dinan hotel:- 12th, 13th 14th (Visit Dinan walled town, Mont St.Michael, Automobile Museum, etc.)

Travel to Bayeux Sunday, 15th May. Some may wish to return to Portsmouth on this day. Three or four nights in Bayeux hotel:- night of 15th, 16th, 17th and maybe 18th, (Visit Normandy beaches and coastal towns, Arnhem, Bayeux tapestry, etc.)

Travel back Caen - Portsmouth either overnight Wednesday, 18<sup>th</sup> or on Thursday 19th May

This itinerary gives three days in Brittany and three days in Normandy and gets the main party back for Thursday afternoon, hence missing the Friday afternoon traffic. You may wish to make your own arrangements for travel (e.g. Channel tunnel) and/or accommodation, or come and go on different dates to the above as suits you.

Bob Wilkinson is looking into ferries and hotels at present. The ferry timetables for next May have yet to be published, so we will have to wait for them. Ball park figures for prices are as follows:-

Hotels: rooms (2 people) are in region of £100 per night. (There may be group discounts after negotiation)  
Ferry: Round trip Portsmouth - St. Malo return Caen to Portsmouth is in region of £300/ £335 for car & 2 passengers (again, group discounts will be requested).  
Holiday total per car (2 people) will be in region of £300/£335 + £360 = £660 - £695.

I have already written to those who have indicated that they are interested in taking part. If you have not received a letter and are provisionally interested, please let me know before the end of November what travel/accommodation plans you will wish to follow as well as the number travelling in the car.

**Sam Roberts.**



the Chairman, Mike Samuel. The other award, presented at the show by Graham Miles, was the Eric Bufton Award. This shield is presented annually to the best, recent restoration and this year went to Phil Francis for his resplendent 1936 Tudor Model 'Y'.

Once again, the Ys & Cs attracted the show judges votes and the Best in Class 2 award went to Jack Clarke and ENO 344 and a runners up trophy to Mike Meadows and AVF 245, both with immaculate 1936 Tudor Model 'Y' Populars. Well done both, as the competition from the Model Bs and V8s was hot.

*A proud Jack Clarke clutching the 'Best in Class 2' trophy for the gleaming ENO.*



There were a number of interesting cars elsewhere on the showground. As always, some very nice Model As, Bs and V8s. Two cars I hadn't seen before were a red Model S roadster and a beautifully presented and sounding Model T racer, with an original 1911, polished brass, racing body. The post-war period was, as always, well represented with some beautifully presented cars, some of which, and I am thinking of a particular Cortina Estate here, looked as though they had never been driven!



*The front rank at the All Ford Rally.*



**Sam Roberts.**

*Phil Francis, with son Adrian, receives the Eric Bufton best restoration award and John Keenan proudly holds the Bert Thomas salver for Best at Show.*

It was a pleasure to meet up with so many members and their ladies; not only those who drove to the show in their cars, but also those who came for the day in their 'moderns'. Thank you all for making the day so enjoyable.

The full list of cars present reads:- 1933; Kevin Briggshaw's and Graham Miles' short rad Tudor and van; Bill Baxman's long rad Tudor. 1934; John Keenan's Model 'C', Tony Brasher's Tudor and my Kerry tourer Model 'Y' 1935; Ron Kendall's Tudor and Tim Brandon's pick-up Model 'Y'. 1936; Phil Francis', Jim Sharpe's, Mike Meadows', Geoff Dee's, Tudor and Herbert Wingate's Fordor Model 'Y's. 1937; Jack Clarke's and Mike Samuel's Tudor and David Perks' Fordor Model 'Y's and Jim Miles' Fordor Eifel. Member, Paul Rudge travelled up from south Wales in Dave Sheldon's 7W Tudor.

For a view of the wide range of cars at the rally, click on to Alan Jux's website:- <http://www.jux.clara.net/fords>

# Alpine restoration

– progress –

**by Terry Mortiboy**

Fortunately, I met David and Wendy Grace again at the Newby Hall show, so I was able to take more photos and measurements from their Alpine, which was a great help.

The ash frame has taken us all summer to make, because we have had no patterns to work to. Four new wings and two inner rear wings came with the car, so, armed with these and the measurements and photos from David and Wendy's car, we have been able to rebuild the rear body tub.



*This work of art beats most of what is displayed in the Tate Modern for sheer beauty. The re-modelled ash body frame sitting on Terry Mortiboy's Alpine chassis.*

Once we had worked out the position of the inner wings from some of the old pieces of wood, we could then mount the rear wings. Next, we made the wheel arches and from the measurements from David's Alpine, we built the top frame. The rear of the tub has been made using photos of three different Alpines to get a shape which we thought was the most pleasing. I must admit, I am very pleased with the end result.

This just left us with the doors to make and fit. These are now complete. Yesterday, I collected the radiator, which I have had rebuilt (at great expense!). Now I have to find a safe place to store it until it is needed. The work was carried out by Walker's Radiators, Ltd. of Earby, Lancashire (01282 843151) and they have done a first class job.



Front quarter view of Alpine frame, with doors fitted. The workmanship is unbelievable.

The car is now going into storage until I have finished a Triumph Vitesse, which I started before the Bezzant, so I really must finish this before I do any more work on the Alpine.

Ballamy was a seat-of-the-pants inventor, flying in the face of orthodox thinking and achieving what was thought to be impossible. His favourite quote is from Sikorsky, who said:- "According to modern aero-technical theory, the Bumble-bee cannot possibly fly because his body is the wrong shape and size in relation to his wing area. Fortunately, the bumble-bee does not know this, so he just goes ahead and flies." This typifies Ballamy's approach to a problem. Take, for example, his famous split axle Independent Front Suspension (IFS), which he invented in 1934 and used, initially on Austin 7s and then concentrated on the Model 'C' and the V8 Fords pre-war. In 1935, he attended the reading of a paper by the much-respected Dr. F.W. Lanchester, who said that a swing axle with a transverse spring would not give the correct suspension or steering geometry. Ballamy was to prove 'the establishment' wrong.

Post-war, his prolific mind was applied to many inventions, but his main passion was supercharging and improving the performance of simple cars and, in particular, the Ford, 103E, side-valve, sit-up-and-beg, 'Popular', which was raced successfully at over 100 mph. The car was fitted throughout with his many inventions and acted as an advertisement for his successful company, LMB Components, in Guildford.

Leslie Ballamy was a patriotic, religious and charismatic engineer, who had his stubborn side when tackled by the more academic engineers, but was invariably proved correct in practice. This is an intriguing story of a most interesting man and is especially fascinating to those who have tinkered, or dreamed of tinkering, with the performance of their cars. 'Out in Front' is thoroughly recommended reading.

#### **Sam Roberts.**

'Out in Front – The Leslie Ballamy Story' by Tony Russell ISBN 1-899870-69-5 Obtainable through Vinehouse Distribution, Ltd. Tel: 01825 723398 or e-mail [sales@vinehouseuk.co.uk](mailto:sales@vinehouseuk.co.uk) Price £19.99.

Post Script. Nigel Stennett-Cox, having read Tony's book, sends the following to the Early V8 Ford Club of America, of which he is also a member:-

*"Thanks for the latest magazine; by coincidence I had just finished it when I started on the new book on the work of Leslie Ballamy, by Tony Russell, 'Out In*

## **Book review**

### **'Out in Front – The Leslie Ballamy Story' by Tony Russell**

Leslie Mark Ballamy (or L.M.B as he was referred to) was born in 1903 and died in 1991 at the age of 87, at his drawing board. He was primarily an innovative and ingenious motor engineer, whose inventions revolutionised the performance characteristics of humble everyday cars as well as the more exotic. He spent his life inventing and patenting mechanical components and devices which, in addition to motor cars, covered a wide range of industrial and domestic machines; from aerosol cans to a rug making machine, which supplied bath mats for the QE2 ocean liner.

In this well written, easy to read book, Tony Russell has captured admirably the genius of the man. Tony only saw him once at a VSCC reunion at Brooklands in 1987. This was Ballamy's last public appearance. Having been involved with rebuilding, tuning and modifying Ford side-valves for most of his life and being aware of Ballamy's influence on these cars, Tony realised that Ballamy was fast becoming the forgotten man of motor sport. After his death, Tony approached the family with a view to writing a book about his career and they freely gave him access to all of Ballamy's private papers and photograph albums.

From reading the book, Tony Russell not only has grasped a good understanding of the finer points of automobile design from Ballamy's papers, but has also interviewed many of his friends and acquaintances to obtain a closer understanding of the man, collecting many anecdotes along the way. Those interviewed include the good and the great from the post-war motor sport period, as well as Ballamy's loyal employees, his close friends and family.

# Model 'Y' restoration.

## Part 8

by Neil Bray

### THE TIME HAS COME

It was the first day of the Tour of Wales. David Nash, my co-driver, got to my house as planned early on Monday morning. We packed the cars (the Model 'Y' and the Model 'C') and got under way to meet more of the club members at the Le Delamare services on the M4. By the time I had gone five miles, the oil pressure in the 'Y' had dropped to about 10 p.s.i. when cruising. All the work we had completed flashed before me - would I not even get to the start? I rang Dave up on my mobile (he was driving the 'C') to tell him of my horror and to ask him if my speedo was reading right, as the poor little car would not do any more than 30 m.p.h, and that was before it saw any hills. No answer. I tried again - no answer. So I made my decision that this little car was going to keep going until I couldn't make it work anymore and, if it let go, an AA truck could take the car home and I would continue with Dave in the 'C'.

We kept everybody waiting at the services for our arrival. Once I had the chance to finally speak to Dave, he kindly

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*Front'. You and others probably know that Leslie was famous for his work on tuning Fords and converting the transverse sprung ones to his own designs of independent front suspension. Page 21 of the book carries a copy of a letter from Malcolm Campbell on 'Lincoln Cars' headed notepaper thanking Leslie for fitting his I.F.S. set-up to 'My Mercury car'. The story in the text says that the Mercury in question was that very car, GVM 926. The letter is dated 2 September 1940. I wonder if the system is still on the vehicle?*

*Older members [most of us!] may remember the Ballamy-converted 103E Populars which, with all the gear, including a supercharger, were reputed to do 100 m.p.h. Ballamy nevertheless did lots of work on the V8's and the book is a good read for any old Ford enthusiast. I did however notice the odd caption mistake, including a picture of a Model 78 Tudor described as a Lincoln."*

informed me that he had left his phone in his car, which was parked at my house, and also that the 'C' was playing up.

Everyone went on to Brecon, via that lovely little shop that Graham had found, but not Dave. The 'C' would not start, so the bonnet was raised and we started checking the usual things. We checked the fuel pump to find it absolutely full of a substance that I can only describe as peat. I'm sure I could have grown tomatoes in it! We proceeded to clean the pump and the carb out. The 'C' started and off we went in hot pursuit for about 800 yards and noticed that flames were shooting out of the exhaust. Now that we were repairing the vehicle on the hard shoulder, we very quickly fitted a spare replacement distributor with a new condenser and points. This cured all faults and we were again on our way, chasing the rest.

We caught up with others at that shop and, after a look round, we discovered that the 'C' would not start on its own steam. The club members present gave a hearty push so we could get on our way to Brecon. On our arrival at our hotel, our first impression was good and indeed, once we got inside, the hotel turned out to be fantastic.

On day two, we went on a round trip via the Big Pit at Blaenavon and that evening, as you have already heard, we had a wonderful demonstration regarding the ins and outs of the game and rules of bowls by our Chairman's wife, Kath. I just sat in the corner of the room silently and watched all the antics.

From Brecon, onwards to Saundersfoot for our second rally base. David, now armed with his phone, which had been sent through the post to Brecon, followed my struggling 'Y'. We decided to go straight to the hotel to try and save the 'Y's engine, but looking in my mirror, there was no sign of Dave. I turned around, crawled back up the hill to find Dave in a lay by, with the bonnet up. Dave said the 'C' had cut out, so he had coasted into the lay-by, where he realised

that the starter motor was permanently engaged. This was rectified by stuffing some cardboard into the starter switch head and digging out yet another field from the fuel pump.

At Saundersfoot, the battery was taken off and was fitted to the charger in our bedroom. Uncle Graham dismantled, cleaned and reassembled the starter motor, using a new switch that was supplied by Jim. The 'Y', much to my amazement, was still running, be it with no power or oil pressure. The next day, as planned, was a trip to a car museum and other areas of Pembroke. Fantastic food that night (The Irish coffee's were also very good!!!). The next day was the trip up to Aberystwyth. Uncle Graham suggested that we were so close to Pendine Sands, that we should pay it a visit. Five cars went in convoy to the Sands and then the mayhem started. Dave Nash in the 'C', myself in the 'Y', Graham Miles in his tourer, Jim Miles in his French Eifel and John Argent in his 'Y' were flying and swerving around on the sand. John's wife, Carol, said she has never driven his 'Y' before and, as there was plenty of room and not a lot to hit, he said she could have a play. Carol had great fun and said she should have driven it before. Dave was taking pictures, so Carol asked if she could drive the 'C' so that she could compare the cars. We played about for another five minutes and someone suggested that we should have a race. Five cars lined up and Graham's wife, Margaret, started the count down. With the engines screaming, the hand dropped, the clutches lifted and away we went. I couldn't stop myself cheering because there was Carol in my 'C' flying off into the lead, leaving the rest of us for dead. I'm pleased to say that no accidents happened as we all shut off and went our separate ways. I hasten to add that I could see everything, as I was bringing up the rear about three weeks behind the rest in the 'Y'. Playtime was over and it was on to Aberystwyth. There, everyone went on the organised railway trip but, soon after, we had to clean yet another field out of the pump. I was beginning to wonder if anything else could go wrong with the 'C'. I didn't have to wonder long, because on the way to Betws y Coed, the car decided to stop charging. Uncle Graham ('Doctor Ford') again came into play and he mixed and matched parts to try and get the dynamo working, but the dynamo wouldn't



respond. We decided to use the 'Y' for the final trip around the Snowdon area. Up until this day, the 'Y' had not developed any more faults, other than what we were already aware of but, within two miles from the hotel, we were in yet another lay-by. Luckily, some of the other club members pulled in and yet another condenser was loaned and fitted for me so we could continue on our trip.

The last night's dinner was as good as ever. It was mentioned that if anyone was touring Wales, they should get in touch with Dave or myself, as we know where all the best lay-by's are. We charged the 'C' battery overnight, fitted it early in the morning and set off to slowly drive home at first light with the 'C' still showing no charge.

Both Dave and I had a great time in Wales, even though we had more than our fair share of mechanical problems, and would like to thank Bruce and party for organising a great event. And I would like to thank all the club members for putting up with me. I will try to get all the parts that we were given returned to their rightful owners in the near future. And so the answer is..... YES, THE 'Y' DID MAKE IT AFTER ALL!!!!

There are lots of post rally repairs to do, which I will try and give you a progress report on in the next issue. Thank you too everybody for all your help, commitment and for making the trip so enjoyable.

### 'The One Armed Bandit'

*Probably the last race on Pendine Sands before their closure to vehicles. Neil Bray's Model 'C' next to his Model 'Y', John Argent's 'Y', Jim Miles' Eifel and Graham Miles' tourer.*



*John Argent and Graham Miles 'mixing and matching' parts to fix the dynamo on Neil's Model 'C' at the Betws y Coed hotel.*

## NEWS OF NEW MEMBERS

Prepared by Colin Rowe October 23<sup>rd</sup> 2004

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

Ray King	0-K102	New Zealand
Maurice Walker	W2010	London
Michael Daly	G1928	Limerick
Stephen Marks	M1548	Alfreton
Conrad Creedon	C1915	Co.Cork
Peter Fisk	F1510	Grimsby
John Croad	C0616	Penarth
Brian Monger	M0331	Basingstoke
Graham Styche	S1136	Birmingham
Robert Gebbie	G1825	Ayrshire

In the last two months we have signed up 10 new members. This includes at least one lapsed member who suddenly decided that he must re-join!

**Ray King** Ray became hooked on reading copies of 'Transverse Torque'. An ex-Ford Mechanic he restored his Model 'Y' in 1988. Since then he has restored other Fords including a 100E Prefect. Ray is a member of the North Island 8&10 Sidevalve Club of New Zealand. Thanks to his wife, Sue, he has just become a full member of our Club, as birthday present. His car is a 1937 "Y" Tudor finished in blue, registration number – NU1937, chassis no. Y187120. Happy birthday Ray and welcome to the Club.

**Maurice Walker** Owns a 1934 Model 'Y'. The car is currently being restored in Cirencester, that's all we know. Welcome to the Club Maurice, we wait to hear about your "new" Ford.

**Michael Daly** Michael is in possession of the former Karl Dillon, 2-door, 1933 short rad. Model 'Y' (Y16821), which was originally restored in Lancashire by Karl. It is in excellent condition. Welcome to the Club Michael, we look forward to seeing this relatively rare Model "Y" at future events.

**Stephen Marks** has acquired a two-door (Tudor), DLJ 855, registered 09.11.37

Chassis No. Y197680 - Body no.165/7367. The car, which Stephen is going to fully restore, is green with black wings. It is under full restoration, including the interior. It will also need to be re-sprayed. The original bill of sale is available and the old log book. The car was originally purchased in Weymouth in part exchange for an Austin 7. Steve has lovingly restored a Ford Anglia 1200 super, with his Dad, and was looking round for a Popular or early Anglia when he came across the "Y" on ebay where it was described as half restored. ("But not done well!") Steve and his Dad are really looking forward to parading their new acquisition at local rallies and events. However before then, there is much work to do. Welcome to the Club Steve. Please keep us informed of progress with the project and we look forward to seeing the car at some future Club meeting.

**Conrad Creedon** has acquired AOW 537, a black Fordor, first registered in 1936. Conrad is awaiting receipt of tax book at present. The vehicle is under restoration and the outside body work is almost complete. The inside upholstery requires complete replacement as well as the door seals. The car was purchased about 10 years ago in Cheltenham. We welcome you to the Club and look forward to learning more about progress on your restoration.

**Peter Fisk** Peter has purchased BJJ 151, a Tudor blue and black "Y", chassis no. Y79547. The car was bought second-hand before the war by Pete's Dad and therefore there is a great deal of family history with the car. Pete's first journey in the car was from the maternity unit as a newborn child in 1948! The car is currently off the road with the engine out, but Pete intends to get it back on the road within the next year. Good luck Pete, we look forward to hearing more stories about your early days in BJJ. Welcome to the Club.



*Peter Fisk's father, Marcus, with the family Model 'Y' pre-war. Peter Fisk's grandmother, Amy, sits in the back seat.*

**John Croad** We welcome back John with his 1935 two-door "Y", registered AYC 130, chassis no. Y96742. John was a member some years ago, but

illness forced the Model "Y" into the background. Now much fitter and having found our website, John has rejoined to get the "Y" back on the road and enjoy some well-missed local runs. Great to have you back on board John!

**Brian Monger** Brian has recently had some printing done for the Club. Although Brian has two Model "Y"s, he is unable to find time to work on them at present. However, he will be retiring soon and moving to Devon, where hopefully he will have more "Y" time. In the meantime, he says he missed reading the Club magazine so much he has decided to rejoin so he can keep in touch.

**Graham Styche** The Styche family visited the Stand at the NEC Classic Car Show. They are looking for a Model "Y" just like the one their parents had 50 years ago. We welcome them to the Club and hope they will soon find a suitable car to relive the memories of all those years ago. Good luck and a very warm welcome to the Club.

**Robert Gebbie** We welcome Bob back to the Club as he was a member in the early '90s. He has now retired and has time on his hands, which he intends to use to get his 1937 Model "Y" back on the road. The vehicle, registered CDK 333, chassis no. Y183561, needs a rear wing to replace one lost some years ago when the restoration project was entrusted to a "restorer"! Good luck.

Being a member of the Ford Y&C Model Register means more than just receiving a two-monthly magazine. All members are encouraged to support the Club at the AGM (10<sup>th</sup> April 2005), where they will meet other members and the officers of the Club, who will be only too pleased to share their vast wealth of knowledge and experience with regard to running and restoring these lovely cars. A warm welcome to you all.

## Members' correspondence

### Thanks from Wales

As a post-script to the Tour of Wales, Bruce Allan has had acknowledgements from both the mountain rescue teams for whom we raised money. Bruce writes:- "We have heard from the Brecon Mountain Rescue Team that they have used our donation to assist with the purchase on a new communications vehicle (a Ford) and from Ogwen Valley Mountain Rescue Organisation that they will be using our donation to assist with Training and Equipment costs. Both Teams send their thanks and appreciation for our help."

### Now here is a Y Type!

Knowing how much I try to educate the masses that the Model 'Y' was never known as the 'Y Type', Jim Sharpe sent me a photograph of an MG Y Type sitting alongside his Model 'Y' over the August Bank Holiday. He writes:- "A short note to say that Joan and I attended the Lavenham Rare Breed Show in Suffolk yesterday, (29 August). We had three other cars there belonging to Tim Brandon, Mike Meadows and A. N. Other member, you will know the name from the registration, but I was unable to speak with him yesterday.

One shot may be of interest when discussing the distinction between "Y Model" and "Y Type". It just so happened that there was an MG Y Type parked next to me and I couldn't miss the opportunity to snap it!"

(see over)



The immaculate 1936, Tudor, Model 'Y', Populars owned by Mike Meadows and Tim Brandon at the Lavenham Rare Breeds Show.



Jim Sharpe's 1936 Popular alongside a Y Type MG at Lavenham. The Model 'Y' was never a Y Type!



Nick Smith's 1936 Tudor Model 'Y' alongside a Model B roadster and a Model A coupé on the Model A Club of Great Britain's Norfolk tour.

### Norfolk tour

In the last issue, Nigel Stennett-Cox reported on the Model A Club's tour of Norfolk in which Nick Smith's Model 'Y' took part. Being a bit slow in those parts, Nick's photographs of the event failed to arrive in time for the last issue. Here is one of Nick's April, 1936 Tudor Model 'Y' parked alongside a nice looking Model B roadster and a Model A coupé. Nick reports:- "I drove the 'Y' to work this

morning, only to find a hub cap missing on arrival. On a positive note, it's good for Club funds!"

I would comment that the tabs inside the Club

manufactured hub-caps are much stronger than the originals, which have a nasty habit of snapping off if bent more than once. I would also note, from the photograph, that the club funds would also benefit from the purchase of a front bumper bar. That would make quite a nice Christmas present!

### Fun to come

Sean Jackson, our youngest member at 16 years of age, sent me a photograph of him with the nice looking March 1937, Model 'Y' Fordor (Y179501), which his father bought him to cherish until he is old enough to take his driving test. He says he "hopes to do



Sean Jackson, our youngest member, with his very smart 1937 'Popular'. I expect it to have a really high gloss by the time he is old enough to drive it.

links we have with our sister organisation, the Ford Sidevalve Owners' Club:-

"Firstly, can I say a big thank you for allowing me to have a copy of your 'Transverse Torque' each issue as a reciprocal arrangement with the FSOC for each editor to receive a complimentary copy for the archives of each other's magazine over the past few years.

As you are probably aware, I have stood down as editor for Sidevalve News and this was a reluctant move as I have enjoyed the contact with members and correspondents and especially reading your Journal. There are a number of members who belong to both clubs and certainly our Pre-War Register under the inimitable Yvon Precieux has kept our members abreast of happenings with the 'Y' and 'C' vehicles and, as a result, there has been some overlap of information and photos in both journals from each of the two Clubs. Receiving your most recent 25<sup>th</sup> Anniversary Issue I was delighted to see you'd managed to include a colour insert, which certainly enhanced the quality of this particular issue.

I am now involved in a project for the Isle of Thanet Geographical Association's journal, 'Thanet Panorama', which celebrates its 50<sup>th</sup> Jubilee in 2006, and a number of Art projects in east Kent and so, apart from getting my 107E back on the road, I am going to enjoy the luxury of being just an ordinary member of the FSOC!"

Thanks Fred for your kind co-operation over the past six or so years. We wish you

some different shows with my car in the coming years and meeting other members also." I asked him to let me know the Briggs body number, but, as with a number of cars, the metal tag on which the number is embossed has gone missing during restoration.

### Fred Fielder, immediate past-Editor Sidevalve News

A letter from Fed Fielder illustrates the close



success and enjoyment with your new project.

## Hot-rods

Having been horrified by no fewer than four Model 'Y' hot-rods at the All Ford Rally, but satisfied myself that, in the main, they were fibreglass bodies not even on Model 'Y' floor-pans, I was disappointed to find the following e-mail from David Gustard waiting for me on my return:-

"Jackie and I visited the 18th Annual Motobilia Show at Battlesbridge in South Essex today, Sunday 26th September. On display and 'For sale' was a 'Hot Rod' based on a Ford Model 'Y', 2 door. Purple metallic paintwork, stainless steel running boards etc. The remaining original Model 'Y' items consisted of body, doors, front wings, bonnet, radiator shell / grille assembly and Ford badge. The registration number was CCE 700. We had a brief discussion with the owner, who has owned the car for five years. It is now for sale and he doesn't have any Model 'Y' spares. This vehicle first appears in the Eighth Edition, 1997, List of Known Surviving Vehicles and is listed in the latest, 11th edition, as being owned by A Walker. This is not the sort of news we like to report and will try and do better next time."

Thanks David for that. The register will be amended accordingly. Please, when you are selling your cars, keep them well away from hot-rodders.

## Early Model 'C' information

Stan Bilous, in response to my request for the Briggs body number on his February 1935 Model 'C' (C05632), stated the following:-

"Regarding the Briggs number, as mine is an early 'C', the Briggs number was on a plate in front of the driver's seat.....sadly not now there! I researched its origins some time ago. It was supplied to Messrs. Stanhay Motors, of Tunbridge Wells and sold to Kent County Council on the 8th. March, 1935. It originally had a radio fitted, quite a rare item for those days. I still have the original accumulator box under the driver's seat. It had to be charged separately. What a change from today's touch sensitive technology!

As soon as I have completed rebuilding Craig Toomey's short rad Model 'Y', I shall return to mine, and conclude its restoration. Hope springs eternal!"

This has added to my scant knowledge of Model 'C's. I checked with John Keenan,

who has an early Model 'C' (C00647), who informs me that his Briggs body number was also under the carpet in front of the passenger seat. It would be appreciated if other Model 'C' owners would let me know whether the Briggs number is in front of the passenger seat or on the side of the tool box. That way, we can identify the date of the change-over.

## Northern highlight.

Roddy Murray asks:- "Can you tell me if there is a new 'List of Known Surviving Vehicles' available. I have 11th Edition dated 1st September 2002. I attach a photo of CBJ 576."

I agree, it is about time we published an update to the 'List of Known Surviving Vehicles' (the register). I will raise it at the next Committee meeting. I suspect that funds might not stretch that far, but that it could be made available to members at a small charge – say £5.00. Can I have members' reactions to this suggestion, please.

Roddy Murray's beautifully restored vineyard green and black, 1937 Tudor 'Popular' parked at No. 1 pier by Stornoway harbour on the Isle of Lewis, one of the Outer Hebridean islands off the north-west coast of Scotland.



## 'Today is the first day of the rest of your life'

This is the caption of the ladies magazine 'Lighter Life', a copy of which fell through the letter box of Brian Mace. In this particular issue was the story of one, Aylene Koning, aged 26, who is a member of the Land Rover design team, based in Gaydon, Warwickshire. "Men are often surprised when I tell them that I design cars for a living," she says. What attracted Brian to her was the photograph of her standing alongside a

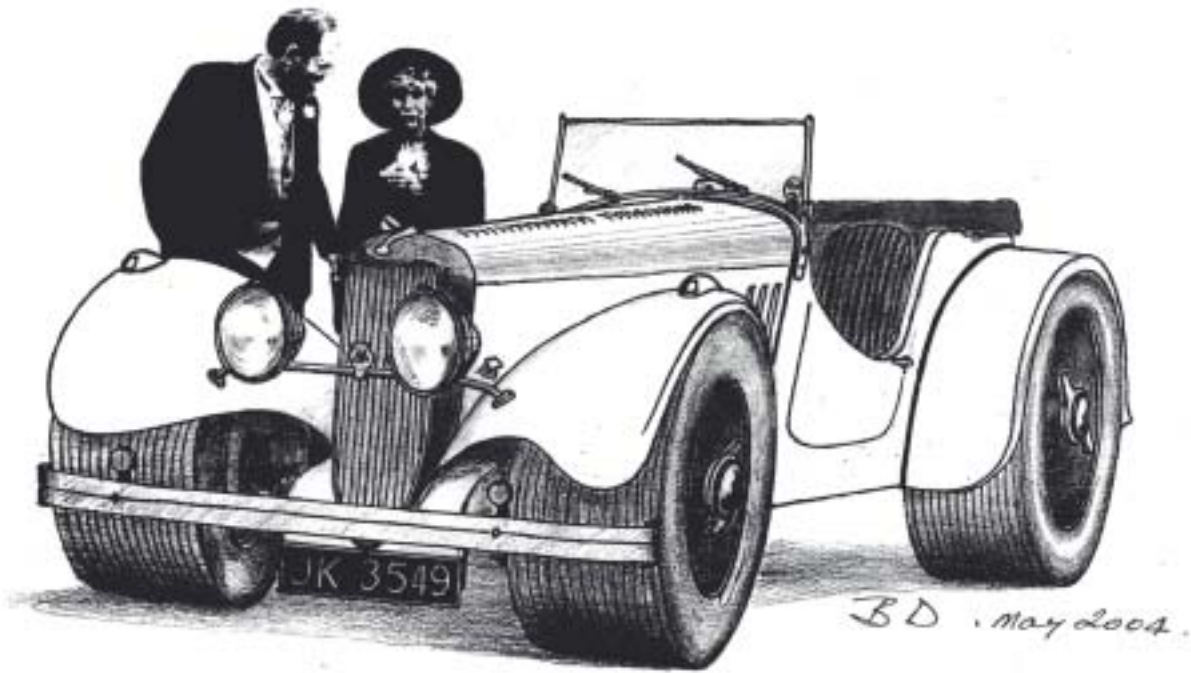
short rad Model 'Y' boasting a Y&C Register badge – obviously in the Heritage Museum at Gaydon. I must say I am surprised that she was not photographed alongside a Land Rover. Brian asks the question, "Have you any idea who the owner is?" I can tell you, Brian, that the car is Tom Morgan's original short rad, which was on display at the Ford Heritage Museum at Dagenham, before it closed. I think Graham Miles lays claim to it at the moment.



Aylene Koning, the Land Rover design team member, alongside Tom Morgan's short rad at the Gaydon Heritage Museum – extracted from 'Lighter Life' magazine

## Modified Alpine

At the All Ford Rally, both Wendy and David Grace they had a picture of their Alpine which had undergone some serious modifications. My heart sank, as I hate to see any of our cars modified beyond acceptable limits, especially the tourers. They kept me dangling on the end of a string for some time and then showed me the drawing of their Alpine, which had been done by a Formula 1 friend of theirs on their ruby anniversary earlier this year. The joke's on me folks! (see next page!)



"The sketch of Wendy Grace's Alpine, drawn by their Formula 1 friend in memory of their ruby wedding anniversary.

### A tale of two Sleights

Ken Sleight reports:- "Just to put you in the picture regarding Barry Diggle's Article. (Northern sidelights issue 149). I enclose a picture of the car on the day a friend and I rescued it. As you will see it's in a very sorry state, much worse than the picture suggests. The photograph was taken of the best side. As the car was taken apart about twenty years ago, many of the smaller parts are missing and finding replacements could take sometime. However my good friend, Ernie Sleight, has bravely taken on the restoration. He has made a good start, and will keep us informed of progress from time to time. If anyone can help with spares, please contact Ernie on 01709 589579."



of his early 1936 Model 'CX' tourer (C28621) on duty:- He writes, " 'ED' has seen the light of day after 15 plus years in hibernation. My Model 'CX' was invited to take part in a 'Christmas Wedding Scene' at the local garden centre. When dressed up, doesn't she look the part. I'm sorry that this vehicle is not road-worthy yet and it looks like it will be some time before I will get any work done to her."

*Ernie Sleight 's new restoration project. Ernie, who lives in Mexborough, South Yorkshire, would be grateful for help with spares.*

Richard Bingham, our invaluable recovery back-up on the Irish tour (Convoy 2002), sent in photographs



### Ulster promise

*ED 9680 ('ED') dressed up with nowhere to go; not that she can, as Richard Bingham, in Ulster, has yet to get round to making her roadworthy.*



## For sale

Sole surviving Tudor Model 'Y' with J.H. Jennings & Son conversion to incorporate loading door at rear. 1936, Cordoba tan, Y 153065. Ordered by cotton planter in the Sudan. Fascinating history [See Jennings article in this issue]. Car imported to Jersey in 1951. Has since undergone restoration to original Jennings spec. Still has some bodywork to be completed. Roadworthy with Jersey registration. £2500 o.n.o.

John Follon. Tel: 01534 617214 E-mail: [somjohn@localdial.com](mailto:somjohn@localdial.com) (Jersey, Channel Islands)

Model Y, 2-door. 1937. FMC 946 (Y171259). Engine, ancillaries and transmission train extensively overhauled. Bodywork requires small amount of welding, otherwise in good condition. Rear "fold-down" luggage carrier. Seats re-upholstered and new headlining. Needs front panels refitting, kingpins and brakes overhauling, screen surround and respray. Old logbook and new V5. I paid £ 2500 for it seized and have spent ££'s. Reluctant sale due to house move and loss of storage. Photos available. Someone please restore this vehicle. £2500 o.n.o.

Also .....

Remains of October 1932 short rad. (Y1701) Rolling chassis, no body. Broken down to components. Early twin water inlet engine intact and turns over. Seats tatty, but original pattern beneath. Front windscreen and surround. Two front doors with glass and panels. Spare seized engines and other spares. A brave restoration or suitable for spares. Vehicle free to anyone giving me asking price for FMC 946, otherwise offers invited.

Gary Crosby Tel: Home: 01384 351307, Mobile: 0774 261 549 3, Work: 01562 756090 or e-mail home: [Gary.Crosby@blueyonder.co.uk](mailto:Gary.Crosby@blueyonder.co.uk), work: [gcrosby@ceramaspeed.com](mailto:gcrosby@ceramaspeed.com) (Stourbridge, West Midlands)

1936 Fordor Model 'CX', CYN 423 (C48620). Grey. Restoration well under way but needs completing. Spares include two rear doors, two 10 hp engines and gear boxes, two 10 hp starter motors and a petrol tank. Offers around £1400. John Gardham. Tel: 01977 647807 (Pontefract, West Yorkshire)

Early short rad Model 'Y' wheel, with central air valve hole. Good condition. Painted black. £5.00 plus carriage. Also ...

Aluminium extruded slides for Model 'Y' sliding roof. 2 x 1¼ metres length. Enough for one roof. £15.00 plus carriage.

Ron Kendall. Tel: 01827 714584 (Atherstone, Warwickshire)

Genuine original Instruction Book for De Luxe Ford – dated 1936, all pages clean - why buy a reprint when you can have an original? - £10.00. Immaculate Repair Charge Price List - read the old prices and weep! - £3.00. Also, Model 'Y' spare wheel strap - £20.00.

Robert Spinks. Tel: 01322 666165 (Swanley, Kent)

BRIAN JAMES, 'A' SERIES, GALVANISED 4 WHEEL BRAKED CAR TRANSPORTER TRAILER :- Bed 12' 00" long 5' 07" wide. Gross capacity 1750 kg, Load capacity 1250 kg. Manual 1 ton winch. Manufactured in 1999 at a cost of £1509-88. With a complete accessory kit:- Forward centre decking with fitted collapsible box, locking wheel nuts, spare wheel lock, security wheel clamp, wheel brace, bulb kit, pair of wheel ratchet securing straps. The trailer is in excellent order and very low mileage. Trailer £900, plus accessories £100, total cost £1,000.

John Keenan Tel: 01424 424323 (Hastings, East Sussex)

*John Keenan reverses his very early Model 'C' (C00647) off the advertised trailer at the All Ford Rally this year – photograph courtesy Alan Jux.*



## Wanted

Restored 2 door Model 'Y' in excellent condition. Please telephone with full details and price etc.

Graham Styche Tel: 0121 455 6664. (Edgbaston, Birmingham)

Does anyone have a spring spreader for sale? Also after a Model 'Y' spare wheel cover complete. I can arrange transportation.

John Fitzgerald. Tel: 00 353 1 295 4299 (Dublin)

or e-mail:- [jfitzgeraldfordyc@eircom.net](mailto:jfitzgeraldfordyc@eircom.net)

Model 'Y', but 'C' / 'CX' considered, as running restoration. Contact with details and asking price.

Martin Endsor. Tel:- 01326 73910 (Penryn, Cornwall)

Model 'Y' front number plate mounting bracket, internal rear view mirror and horn with bracket

Nigel Stroud. Tel: 01608 677478 (Chipping Norton, Oxfordshire).

Rear nearside wing for long rad Model 'Y'. Any condition.

Bob Gebbie. Tel:- 01560 321959 (Darvel, Ayrshire)



# Members' cars

## RESCUING AND RESTORING AN AUSSIE RARITY – Part III by Bill Ballard

Having passed the third anniversary of the purchase of the car and now into the fourth year of the project (doesn't time fly when you're enjoying yourself!), the first thing I did when I had got her back in my garage after being resprayed by Jerry Wellman was to jack her up and put her on axle stands. Then I painted the chassis (I hadn't done this before for fear of getting overspray on it). The next few months were spent re-assembling her, with much help from friends. The engine and gearbox went in on 23rd August and were followed (in the order they were installed) by the radiator, spare wheel carrier, rear mudguards, rear bumper brackets and bumper, the petrol tank, fuel line, brake cluster and rods, front and rear shock absorbers, the floor boards (including making the missing bit that goes round the pedals) and finally, just before Christmas 2003, the front mudguards, grille, splashguard and bonnet. Space precludes me from going into all the detail here, but I can assure you that there was plenty of drama in doing all this work! For example, having treated "Bluey" to a set of five new tyres and tubes on 30th August (which set me back \$1275, or £510), I came to fit the spare wheel on the back of the car and discovered it wouldn't fit behind the bumper bar! Reference to that official photograph of the Model 'C' roadster that had appeared in Norm Darwin's book (see Part I), revealed that Ford had very subtly extended the standard rear bumper brackets by about three inches to overcome this problem. I overcame it by having some spacers made to go between the brackets and the bumper bar, which also serve as steps up into the dicky seat.



*Bluey on axle stands having the remaining mechanics fitted.*

On the 26th September 2003 "Bluey" was brought out of the garage and taken away for the penultimate time to have her wiring loom installed and 12volt electrics sorted by Wayne Brown in his garage (I had his Model 'Y' Tudor in my garage for the duration). Before the purists attack me for doing this, I'm well aware that she would originally have had a 6 volt system and I had originally collected the parts to reinstall a 6 volt system, but changed my mind halfway through the project and switched to a 12 volt system. However, apart from the 12 volt regulator mounted on the bulkhead

between the battery and the toolbox, I'll defy anybody to spot the difference!

I got her back from Wayne on 8th November and the next job I tackled was fitting the new tandem windscreen wiper blades. A 10 minute task which was to take over 2 hours to do! In the meantime, I was down to just a few parts to find in order to finish off the car - including a 12volt horn and a steering wheel, horn button and horn ring of the correct pattern. The steering wheel that I got with the car turned out to be from a sedan and was meant to have an indicator switch in the boss; roadsters did not have this feature - you had to give hand signals in those days! I have installed flashing indicators on "Bluey", by converting the side lights to double filament bulbs and attaching a pair of Harley Davidson motor cycle side lights to the rear bumper (this installation was largely responsible for me going over to 12volts, as flashing indicators quickly drain your battery when you're using your headlamps on a 6 volt system!). A finger-tip indicator switch has been attached to the steering column and doesn't look out of place. After buying three horns at two swap meets, I eventually found one that was a genuine 12 volt horn and spruced it up and fitted it to the car. I eventually got the correct all-aluminium steering wheel and chrome-on-brass horn ring from New Zealand and had them both refurbished before installing them. I was given the correct horn button by Keith Pratt.

The observant will have noted that I have not yet fired up the engine. This was



*The spare wheel and cover finally fitted behind the bumper.*

mainly due to difficulties experienced in obtaining missing parts, like the 12 volt generator, which was being refurbished by Wayne Brown (remember, the unit I'd originally had refurbished was 6 volt). Wayne finished the generator and handed it to me on 8th January 2004. After obtaining and fitting a cotter pin to hold it in position on its "post", and trying 3 belts before I found the right one (size B36), I then discovered that the fan blade I had reserved for the car was too big... Pratty to the rescue again! I had the blade he gave me powder-coated black and fitted it.

I had still not fired her up by the 14th January, when she had another date with the trimmer in Boronia to be finished off. They made the dickey seat from scratch and covered it and the side trims to match the front, bench-type seat that I had already had done. They also fitted black carpeting to the floor and the rear parcel shelf. They did a very nice job and I collected her from them on the 24th January. That left me with only the mudflaps to make and attach to the front mudguards, using the original aluminium beading and some self-tapping screws, and she "looked the bees knees", and was exactly as I had visualised her when I first clapped eyes on her back in 1993...



*The expertly upholstered dicky seat.*



*Bluey is finally finished and registered.*

We eventually fired her up on 31st January, and she ran like a dream. We had to resolve a leak from the carburettor and make the exhaust system less rigid and she was "right". I had to change some of the bulbs, which had proven to be faulty, and fitted some new rubber base mats to the park lights, which I'd obtained "red hot off the press" from the Y&C Register, which were really "the icing on the cake" as far as I was concerned! Having been inspected by two of my local club "CH Scrutineers", she was given a roadworthiness certificate and registered on Club Permit plates "CH 7703" on 2nd February. She was also insured through the RACV from that same date. We were now ready to road test her!

At around 5pm on 7th February 2004, 3 years and 7 months from the day that I had acquired her, I drove "Bluey" on the public highway for the first time in my ownership. The look of joy on my face was to be short-lived for, when asked to make an emergency application of the brakes, they seized up and Wal Thompson (my passenger and vehicle examiner) and I nearly went through the windscreen! I had difficulty freeing the brakes each time we applied them and was glad we made it back to the relative safety of the drive to my house, where both Wal and Wayne Brown inspected the underneath of the car and came to the conclusion that the backing plates were loose on the back axle. This meant removing the rear wheels and hubs in order to tighten the nuts and bolts - a job which was completed before the day was out, thanks to several friends rallying to the cause. A further trip round the block and a 20km round trip to Montrose to take Keith Pratt home, satisfied me that she was fit and safe to drive and she made her first public appearance at the Ford 8 & 10 hp Club of Victoria picnic at Hanging Rock on the 8th February. The rest, they say, is history! Suffice to say, she made the 140 mile round trip on what was to be a blisteringly hot day (it got to 41°C by 2pm!) without any major problems - the only thing to attend to is an oil leak from the front of the engine. I found her very

comfortable to sit in and a great pleasure to drive, and she'll no doubt be my "No.1 car" from henceforth!

Looking back over this, my greatest ever challenge, I had no option to do what I did, when I did, and I knew from past experience what was involved. I'm just a glorified clerk and have never been involved in the motor trade. My restoration skills are somewhat limited and, apart from supervising, I'm probably best at stripping, preparing and painting bodywork. The car I so desperately wanted to own is extremely rare and highly unlikely to come on the market in restored condition. In retrospect, I misjudged the time (by half) and the cost (also by half)! Still, the dream of owning and running an Aussie Rarity has come true!! Would I do it again? Sure!

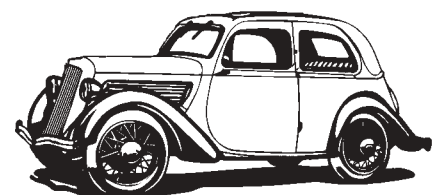
In conclusion I would like to thank all those who have helped in any way with the project, and particularly James Allan, Clive Bradford, Wayne Brown, Denis Johnson, Keith Pratt, Wayne Robertson, Barry Seng, Jim Sharpe, Wal Thompson, Gavin Welch and Jerry Wellman.



*Bill Ballard and Bluey on their first public outing together at Hanging Rock.*



*A reminder of how it all started. Bill had a dream!*



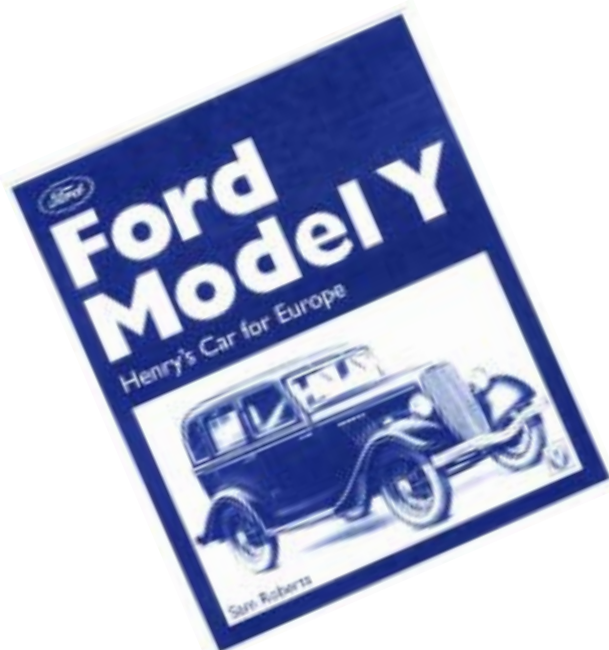


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## Christmas

*(With thanks to 'Second Gear Chatter', the magazine of the Ford 8&10 Sidevalve Club of South Australia.)*

One particular Christmas, a long time ago, Santa was getting ready for his annual trip but there were problems everywhere. Four of his elves reported sick and the trainee elf did not produce the toys as fast as the regular elves, so Santa was beginning to fall behind in his schedule. Then Mrs Claus told Santa that her mother was coming to visit. This stressed Santa even more. When he went to harness the reindeer, he found that three of them were about to give birth and two had jumped the fence and were nowhere to be seen. More stress. Finally, when he began to load the sleigh, one of the floor boards broke and a sack of toys burst open scattering the toys.

So, frustrated, Santa went into the house for a cup of coffee and a shot of whisky. But when he went to the cupboard, he discovered that the elves had hidden the liquor and there was nothing to drink. In his frustration, he accidentally dropped the coffee pot and, when he went for the broom, he discovered that the mice had eaten the straw.

Just then, the doorbell rang and Santa cursed on his way to the door. He opened the door and there was a cute little angel with a great big Christmas tree. The angel said cheerfully, “Merry Christmas Santa. Isn’t it a lovely day? I have a beautiful tree for you. Isn’t it lovely? Where would you like me to put it?”

Thus began the tradition of the little angel at the top of the Christmas tree.



## Ford of Canada's Centennial Celebration

On August 17, 2004, Ford of Canada marked its 100 year anniversary and at the central headquarters in Oakville, Ontario its employees, managers, dealers, retirees and suppliers were there to join in the celebrations. Ford of Canada's past was commemorated through the time-honoured tradition of an all-employee barbecue lunch.

During the festivities there was also a 100<sup>th</sup> photo taken, a decade car display and an employee car show, vintage car rides and the traveling "Year of the Car" display, get your picture taken in a new Mustang, a Town Hall Meeting, a Media News event and many other special celebrations happening while a Live Music Band played some fine tunes in the background.

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

**Service Bulletins:**

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

**Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7**

(Sept. 1932 - Aug. 1934)

**Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-**

**Vol. 3 No. 8 to Vol. 7 No. 6**

(Sept. 1934 - Dec. 1938)

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

**Handbooks:**

Reprints of the original handbooks issued with new vehicles.

**Model 'Y'**

**Instruction Books:**

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

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**Illustrated Parts List:**

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

**Model 'C' & 'CX'**

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

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

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

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As a memento of the occasion, all Ford of Canada employees received a collector's edition "Ford 100 Years in Canada" magazine and a Ford of Canada Centennial pin. As with any "birthday party," cake and coffee were served, and a good time was had by all. Employees were pleased and proud to be a part of the Ford of Canada centennial celebrations and it reaffirmed our connection to our parent company and made everyone feel like a valued member of the larger team here in Canada."

Ford of Canada's operations include a national headquarters, six regional offices, five vehicle assembly and engine manufacturing plants, two parts distribution centres, and affiliates including Ford Credit, Jaguar, Volvo, Land Rover and Hertz. Ford employs nearly 16,000 people, while an additional 21,000 are employed in 500 Ford and Ford-Lincoln dealerships across Canada. In 2003, revenues for Canadian operations were \$20.8 billion, making Ford of Canada one of the country's largest privately held companies. Since 1990, Ford has invested nearly \$10 billion in its Canadian operations. For more information, please visit [www.ford.ca](http://www.ford.ca).

**Debbie Knights  
Ford Canada, Public Affairs**

Debbie kindly sent a copy of the 'Ford 100 Years in Canada' book for the Register archives. My only comment is that, because Ford of Canada only acted as a processing office for orders from the British Empire for Dagenham-built cars, our cars do not feature or get a mention in the history of the Company. To us, however, Ford of Canada were an essential cog in the wheel of Y&C history.



The Ford of Canada 100<sup>th</sup> birthday group photograph with their own 1904 Model C Ford in the middle front.

## International correspondence

### New Zealand

#### The youngest Model 'Y's

After much e-mail to and fro-ing between me and Jim Wareing, of Nelson, on the South Island of New Zealand, we have established the chassis and Briggs body numbers of his Model 'Y'. The car has only recently come to our notice (thanks to Heather Trumper of the Ford 8&10 Enthusiasts' Club of South Island) and was pictured in the last issue of 'Transverse Torque'. What has emerged is that Jim's car is the youngest known surviving Model 'Y' car anywhere. Production of Model 'Y' cars ceased at Dagenham at the end of August 1937. Van production continued for a further three months. The last car to be manufactured was Y199333. Jim's car has a chassis number Y198872 and a Briggs body number 165/74207.

Interestingly, the second youngest known survivor (Y198832) is also in New Zealand, owned by G. Stevens of Auckland on the North Island. The two cars were probably on the same shipment from Dagenham to the then new Ford assembly plant at Lower Hutt, just outside Wellington in New Zealand.

#### SAM is fifty

Thelma Samadeni, the editor of the magazine of the Ford 8 & 10 Car Club of

North Island, sent me a newspaper celebrating the 50<sup>th</sup> anniversary of South Auckland Motors (SAM). Although 1954 is way beyond the era of our cars, the history outlined in the newspaper is interesting.

It reports (referring to 1954):- "It had been nearly 50 years since the Ford brand was first represented in New Zealand's biggest city (Auckland) by W. Souter & Co. The Auckland market had developed quickly and, by 1914, The Colonial Motor Company Ltd. saw that there was space in the marketplace for more than one dealer of Henry's quality cars. By 1917, there were three Auckland dealerships and a central distribution centre based in Parnell. The Model T came and went (1927) and the Model A was introduced (1928).

Geographically isolated, the Auckland dealers were forced to wait for 12 months between models (*as did the rest of the world - Ed*) and a fledgling triumvirate of companies had to combine their interests purely as a means of survival. Marketing and assembly were still controlled by the Ford Motor Company in Lower Hutt (*this is not quite correct, as the Ford Motor Company did not take over marketing and*

*assembly from The Colonial Motor Company and open the Lower Hutt assembly plant until 1936. Ed.)*

The shaky ground in this relatively new industry would not last forever – the car industry was always going to grow and it was just a matter of time before it moved towards becoming the commercial juggernaut that it is today. A depression, followed almost immediately by World War II, certainly didn't help this process, but by the early 1950s, those difficult days were distant memories.

By 1953, the network of Ford dealers had extended as far as the North Shore and Papakura. Other brands had come into the marketplace and consumer choice was now a reality – a far cry from the black days of the very first Model T. Then, on September 1, 1954, South Auckland Motors was born. The stalwart Colonial Motor Company had bought an existing workshop in Otahuhu, an area that was experiencing huge growth. The Workshop was named South Auckland Motors and within 12 months had grown to keep pace with the surrounding area. Two lubrication bays were added and a massive five-bay tractor workshop was added ..... "

# Regional news

## Region 1&2, West Country – Ivor Bryant requests

The annual Bristol Classic Car Show is being held at the Royal Bath and West Show Ground at Shepton Mallet, Somerset, over the weekend 29<sup>th</sup>/30<sup>th</sup> January. As usual, we will have a Y&C Register stand at the show. I am looking for cars to be displayed on the stand. Would those wishing to take part, please telephone me on 01454 411028. I look forward to seeing members at this, the first major show of the year.

## Region 5, East Sussex and Kent – John Keenan reports

At the Festival of Transport, Hellingly Country Show, Ron and Mavis Kendal and Owen and Chris Baldock with their Model 'Y's along with my Model 'C' and eight of our Sidevalve Club friends made an impressive line-up. My cousin, Sue Good, worked very hard to make a 1935 outfit for the 'Lady and Vehicle' competition, in which we won first prize. A very grand trophy and a bottle of wine was awarded to her by the BBC News presenter, Beverly Thompson, which finished the day off pretty nicely.

Our last show was the Arundel Festival Fringe; all a bit of a disappointment. There was no support from our local Y&C members, but we did meet up with a few of our Sidevalve Club friends and Julian Janicki in his Model A. It was great weather and we did enjoy a good pub lunch in the town centre, but the show was very small and not held in the castle grounds as advertised. So, perhaps, next year, we will give this one a miss as it did not seem at all well organised.

Winter is fast approaching. The Christmas dinner will be at Polegate on Wednesday, 22<sup>nd</sup> December, as they did us proud last year. So get in touch if you fancy a good night out. Mary and I hope you have a very enjoyable Christmas and a prosperous New Year. Drive carefully.

## Australia

Australia has closed down, as the Wizard of Oz, Bill Ballard, who keeps us up to date on matters Australian, is currently in this country with Sandra. It was a pleasure to meet up with them both at the All Ford Rally. Whilst over here, Bill carried out best-man duties for member, Tom Tomlin, to whom we extend our congratulations.

## Mallorca, Spain.

Guy Maurin e-mails from Majorca:- "I have been restoring the engine of my Ford Model 'Y' Mistral tourer and I WANT to give many thanks to Jim Sharpe and Bob Wilkinson for their kindness and knowledge about the Ford Model 'Y', helping me in my job. Best regards to the Club from Mallorca. If, one day, you want organise a trip "to Mallorca with the Club, it will be a pleasure for me to receive you."

Thank you Guy. I'm glad the boys were able to assist.



John Keenan's cousin, Sue Good, who, in 1935 dress and with John's Model 'C', won the 'Lady and Vehicle' competition at Hellingly.

## Region 13, Norfolk/Suffolk – Brian Mace reports.

It was a good turn-out of Y&C members and friends with their cars at the annual Norfolk Police Gala Day and old car rally, held at the Norwich showground on

September 5<sup>th</sup>. We lined up at 10.30 am and raised the Y&C banner in a clear blue sky. The members soon dispersed to learn more about local Police work. There were dozens of stalls and rides to enjoy and displays in the grand ring, including a dramatic crime re-enactment with the Norfolk Police dog section. After lunch, the drivers and navigators drifted back to our line-up of six Model 'Y's. I would like to give a warm welcome to new members, Dennis and Jean Warner. This was their first outing in a very nice 1936 Tudor, which they have recently purchased.

It was not long before members were discussing what not to do with their cars. Nick Smith, from Kings Lynn, was telling what he was not going to do, as he wants to keep his car in an un-restored, original condition. Meanwhile, Tim Brandon was looking into the back of a Fordor to see how it was put together, as he is now restoring a 1933 Fordor. Give him a 1933 nut and bolt and he will build a car around it! Down at the other end of the line-up, Mike Meadows was having 40 winks; resting on his laurels no doubt with his immaculate Tudor. Noel Page, meanwhile, had disappeared amongst

t h e thousands that had flocked to t h e showground.

A nice day was had by all. I hope to see more cars next year. Those present were:- Tim Brandon and Glynis, Nick and Monique

Smith, Mike and Norma Meadows, Brian and Yvonne Mace, Noel Page, Dennis and Jean Warner and Jim Scott with Pop.

Another good do was the North Norfolk and Sheringham Railway weekend. This is an annual recreation of the 1940s. Four of our cars turned up; Tim Brandon's, Noel Page's, Nick Smith's and mine. However, as we spent all our time travelling up and down the line along the north coast of Norfolk from





The line-up of Model 'Y's under the Register flag at the Norfolk Police Gala Day in September.

Sheringham to Holt via Weybourne, we didn't see much of each other. But it was an enjoyable day.

A shady looking Brian Mace, dressed to kill 1940s style, at the Sheringham Railway weekend.

### Region 15, East Midlands – Ken Sleight reporting

Ruth and I have just returned from Pickering where we took part in Operation Bright Dawn, a re-enactment of the year 1943. To explain, this was the eleventh year of North Yorkshire Moors Railway Wartime weekends. Owners of wartime military, and pre-war civilian vehicles are invited to dress, and act the year. The event started on Friday morning with registration, when we received our travel, and parking documents. At 12 noon there was a Flag Raising Ceremony on the station platform, from which time it was 1943. On Saturday we took part in the parade of cars and military vehicles through Pickering, after which we were allowed to park in the Market Place. From our vantage point we had a very good view of the march past of the armed forces, which also included many other groups including bands, WVS/WRVS representatives and Land Army personnel. The majority taking part were re-enactors. This year, for the final time, there were a number war veterans, many of whom were walking with sticks or being pushed in wheelchairs - a touching sight which brings a sense of reality to the proceedings. We were asked to take part in a scenario on Sunday at Levisham Station where ENSA entertainer, Molly Moor, and her accompanist, Staff Sergeant Alan Willey, were entertaining the troops at the US 142nd Field Hospital Base beside the station. All the stations on the line take part and the general public come along to travel on the trains and enjoy the special atmosphere created. Our weekend culminated with a very enjoyable visit to the Kirk Theatre, where the Pickering Musical Society put on a 1940's evening

entitled 'I'll be Seeing You'. We would be interested to hear from other club members who also take part in this type of event at other venues - do get in touch. (See Brian Mace's report above and Barry Diggle's below -Ed.)

We have had a very busy year with the old Ford. It's a pity the

season is over. I usually attend a Christmas Crank Up on December 27th at Riccall just outside Selby. If the weather is OK, it's a good chance to get a bit of fresh air and give my car a run. There are cars, tractors and stationary engines and, last year, an



excellent ploughing match. Hot food is available in a heated barn. The event is free, just donations to charity. Another very good event you may like to pencil in your 2005 diary is The Filey Edwardian Festival, it takes place on the last weekend in June. You are invited to dress to the occasion, or to your car if you wish, it's not mandatory.

If you are interested in any of the above please ring me on 01302-337483, and I will be delighted to give you particulars nearer the time.

### Region 16 – 'Northern Sidelights' from Yorkshire – Barry Diggle reports.

Quite a novelty for me, but presumably not for CNN, who did it for real once, was to attend a Forties Weekend at Bolton Abbey Railway Station in late September. An



Ruth Sleight, dressed to kill 1940s style, at the Operation Bright Dawn event at Pickering, North Yorkshire. Ken's 1936 Tudor Model 'CX' went along for the ride

excellent affair which made a refreshing change from the usual Rally which now seem to predominate with not so very old cars. CNN, my 1936 Tudor Model 'Y', was parked up between two very large Second World War military vehicles and an assortment of thirties small vans and passenger cars.

On the railway platform we were treated to an almost surreal exhibition of '39-'45 fashion ranging from dead ringers of Captain Mainwaring and Private Pike, through representatives of most uniformed services, including some GI's, to the odd spiv and his lady. Particularly scary were the two Luftwaffe officers and some pretty realistic German POW's who looked relieved to be out of it! ENSA entertained us with selections from the George Formby repertoire, whilst the Home Guard patrolling the fields opposite could have been from the closing sequences of Dad's Army.

A very impressive scene. I know that Ken and Ruth Sleight have taken part in these sort of events, (having once seen their photograph in *Yorkshire Life*). Ken, could you let us know of any similar events for next season - I'm sure that other members would be interested? Are there societies etc devoted to it? My companion on this trip has committed us to being more appropriately dressed on the next occasion. I suggested Foyle and Honeysuckle Weeks, but she wasn't too keen on driving the Ford!

Apart from that, the only other event attended recently was the Otley Vintage Vehicle Extravaganza, and that in the Austin! Very good it was too, with something to interest all, cars, lorries, buses, *bric a brac* and lots of local charities, including the ferret rescue with some amazing examples of the species. Well, we all go ferreting *oop north!* Best Wishes.

# Spares comments.

**Safety:- This time it's all about safety. Keeping the wheels on the vehicle, both front and rear, with new hub bearings! Stopping the car with new drums and asbestos free brake shoes. We only live once, so lets get our money's worth out of the life we have.**

## Rear Hub Kits.

I've asked Sam to repeat the previous article on the Club's rear hub bearing kits in this issue. This is a very successful and important safety line, which has sold well and is now restocked and I'm keen to see that every car is fitted with them. Though I'm not wishing to do an Edwina Currie on it, one can nevertheless say that just about every Ford 'Y' and 'C' car needs a kit fitted. Even when our cars were new, the standards of engineering in the 1930's allowed excess play in the hub bearings, which only increased with use. This will lead to fatigue in the half shaft material, which in turn will lead to fracture and eventual failure. The fitting of this kit will help to eliminate further fatigue in the half shaft material.

With the half shaft having failed, as we all know, the car is not being powered along the road, but there's a big but, for when it fails there is nothing keeping the wheel on! How much control do you have on a three wheeled car designed to operate on four? "Ah!", I hear you say, "I'm insured!". Check the small print the insurer will have included a clause stating that it's your responsibility to ensure that the vehicle is in a sound mechanical condition, not his, yours! It's too late to think about when bouncing down the highway on three wheels?

Come on ladies I know you're trying to find a Christmas present for the man in your life! What better than helping to ensuring his safety with a hub kit?  
(All very romantic!)

## Asbestos

We all know that asbestos is lethal. This fact has been recognised for about forty years. However, it's taken until now for it to be illegal to sell brake linings and clutch facings containing that material. As far as I am aware, the original brake linings and clutch linings supplied by Ford Motor Company and other suppliers at that period of time, have a high content of asbestos. Perhaps not too dangerous when in its solid form, but it becomes very dangerous as it wears and turns to dust,

which is exactly what happens when brakes and clutches wear out. It is in that condition that it can be inhaled.

I recognised the danger of asbestos years ago and arranged that all reconditioned clutch plates and brake shoes supplied via the Y&C Register were manufactured from asbestos free materials.

So perhaps it's time that you got rid of those old asbestos contaminated brake shoes and even clutches, but do so with caution. Wear a mask over your nose, protect your hands and ask your local motor factor for a suitable fluid to wash down the back plate, drum and related components, and be careful to trap and properly dispose of that washed down dirty and soiled fluid. Read the instructions on how to deal with this unpleasant and hazardous material.

Time to replace those brake shoes with an asbestos free material!  
Front hubs and brake drums.

We have had a quantity of front drums reconditioned. Not as previously, by shrinking in a steel liner, but by having them turned and built up with the process of metal spraying, finally turning them back to their standard size of ten inches internal diameter (ID).

We recognise the fact that we are supplying not just a brake drum, but also the front hub. So the hubs are now offered with a new set of bearings fitted. A specification level I would urge every purchaser to take up.

These vehicles of ours have a reputation for poor and inefficient braking, which is largely undeserved. They were simply not maintained. So, if the front drums are worn and scored, quite simply you won't get a decent brake, no matter how hard you try, as approximately of 70% braking effort is on the front drums. So get these worn drums changed and fit asbestos free linings at the same time.

**Graham Miles.**

## Door handles and escutcheons

Peter Ketchell reports and requests:- "I have a small number of long rad Model 'Y' exterior door handles and escutcheons, which I have refurbished and they look good. They have been added to the spares listing on an exchange basis. Members requiring refurbished handles or escutcheons are asked to send their old handles and escutcheons with their order form.

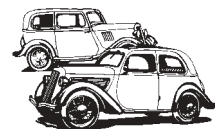
I have no Model 'C'/'CX' or short rad Model 'Y' handles. In order to provide a good service, we need more handles and to increase the type of handles available. Any members with spare external handles and escutcheons lying around in their garages are asked to donate them to the Club so that the stock can be built up. Please send donated handles direct to me. My address is inside the front cover (Region 14).

## Admin matters

I am receiving a growing number of orders with incomplete information, membership number missing, no telephone numbers listed, incomplete addresses, etc. This applies to both hard copy orders and those I receive via e-mail.

By going through the records, I can normally fill in the missing detail, but this takes time and can, in some cases, delay the shipping of parts. Please help me to help you by checking that your order forms are complete before you send them.

**Jim Sharpe,  
Spares Administrator**



# The Rear Hub replacement kit and why YOU need it!

The hub design used on our cars is called 'The three quarter-floating design', a design that has limitations. The main problem is that the half shaft is expected to transmit the driving torque, retain the hub assembly in place and resist the bending moment due to side thrusts when cornering. This rather crude design is our main problem, to which is added the design fault of the bearing running directly on the axle casing its self, without an inner sleeve. We have estimated that more than 80% of our vehicles have dangerous levels of wear at this point.

In order to check the amount of wear on the rear hub of your car. Jack up the rear of the car, place an axle stand under the axle casing at the outer end and lower the car onto it. Remove the wheel, slacken off the brake adjuster and remove the clevis pin from the brake rod at this point, in order to ensure that the brake shoes are completely clear of the drum. Support a lever on blocks, and try levering the hub upwards. It should not rise, but in practice it will. The amount of lift directly indicates the amount of wear present in the hub. Virtually 100% of this wear will be found to be to the under side of the axle casing.

Naturally the outer periphery of the bearing rotates fully every time the wheel turns through 360 degrees, and the 12 rollers that make up the bearing will rotate freely, while the casing remains fixed, the lower face of which supports the entire weight of the rear end of the vehicle. Needless to say it sustains a high level of wear, as the contact length with the roller is a matter of thousands of an inch. Hence the reason that the casing wears at such an alarming rate. Incidentally this movement in the hub will also cause damage to the two hub seals present in the assembly at this point and will allow the rear axle oil to flow freely onto the brake shoes, thus creating a further problem.

Whilst it is possible to run your vehicle with worn hub assemblies, it is far from safe. The rear brakes will not operate efficiently, and the shoes will wear unequally as they are no longer mounted central to the axle line and they will, as we have said, become immersed in oil. The side of the shoes will rub against the side of the drums on cornering and eventually wear through the drum and cause separation. The movement in the hub as the vehicle turns corners will cause the half shaft to set up fractures and eventually fail, (a direct result of the shaft attempting to stabilise the situation,) and when it fails, the wheel comes off!

You can of course ignore all this very suspect aspect of the car at your own risk. However should the vehicle become involved in fatal or serious accident, the Police authorities may impound all vehicles involved. In order to avoid this situation the Y&C Register, on your behalf, has invested in affordable rear wheel replacement kits. By fitting these kits it alleviates the necessity to replace the axle casing, or strip it out and send it to a specialist to have it rebuilt. Simply fit the kits, which have been developed as a result of considerable research and investment. They consist of: -

- A hardened inner sleeve, which fits over the existing worn bearing surface.
- A hardened outer sleeve with a 23 roller bearing, which fits into the hub of the brake drum.
- A replacement oil seal, which will run on the new sleeve.

## **In brief fitting procedure is as follows: -**

- Remove the rear brake drums/hub assembly.
- Remove old bearing and seal.
- Thoroughly clean both hub and axle casing.
- Fit inner sleeve to rear axle casing.
- Fit bearing assembly to hub. Replace the rear drum/hub assembly.

Very precise and detailed instructions will be issued with each kit supplied.

Complete your Parts Order Form now. Price: £150 per pair, plus £10.00 handling charge:  
Peter Ketchell / Graham Miles

*I fitted them to my Model 'Y' Kerry with no problems. The improvement to the ride is very noticeable and the amount of wear reduced to zero. Well worth the investment. Ed.*

## **Classic Car Show – NEC Birmingham**

The show this year was bigger than ever, with seven of the huge halls set aside for exhibits. The Y&C Register was fortunate enough to have a stand alongside the autojumble, which everybody visits, so our exposure to Jo Public was good. Geoff Salminen, aided by Geoff Dee, had again set up an imaginative stand, liberally sprinkled with 1930s memorabilia (including Geoff's banjo and period sheet music) and a mannequin suitably dressed in a 1930s frock, wig, hat and fox fur stole. Three members had kindly 'loaned' their cars for the three-day event; Derek Birch and his 1936 orient blue Model 'Y' Tudor, Jim Miles and his 1937 German-built Eifel and Doug Hickson and his nice blue Jensen-bodied Model 'Y' Mistral tourer. Each attracted much comment and questions (especially Jim Miles' Eifel, which looks exactly like a Model 'C', except for the alligator bonnet, 'easi-clean' wheels and boot at the back.). All assisted the two Geoffs with the manning of the stand and answered punters' questions.

Bob Wilkinson helped out on the Friday and badgered the family Styche into joining the Club – see their advert for a Model 'Y' under 'Wanted'. I hope we live up to their expectations. Mike and Kath Samuel were planning to help out on the Saturday, but decided to continue improving their bowling skills instead, so that they can beat the English and Dutch teams in the next Y&C competition! I went along on the Sunday and enjoyed the show, but failed to recruit any new members. The star of the show for me was a Jensen bodied Model 40 V8 Ford, which was on the Jensen stand close to us. I had gone to the stand to find out more about the Jensen bodied Model 'C's, but the Jensen Club's records only go back to 1936, when the company started manufacturing cars, rather than just building bodies. However, I hope I have got some leads for further research.

It was a pleasure to see a number of members and friends visiting the show and coming along to the stand for a chat. They included Nigel Stroud, Colin Rowe, Ian Hawley, Neil Bray, son Alastair and navigator 'Big Dave Nash', Godfrey Dingley-Jones and the good Mrs. and Philip Albers. In the autojumble, we found, for sale, a large print of Eric Street's green 1934 Model 'Y', BPH 790. Regrettably, the artist had not quite captured the proportions of the radiator grille, which rather spoilt it for me.





My star of the NEC show; a 1935 Jensen bodied Model 40 V8 Ford."

Once again, we failed to get a mention at the 'Best Club Magazine' awards ceremony on the Saturday evening. On return home, I discovered why we have been unsuccessful over all the years we've been attending. The promoters, Classic Cars magazine, have not been on our distribution list for a complimentary copy, so they haven't seen it! That has been rectified, so we shall see what happens next year.

**Sam Roberts**

## A good home wanted for the Jennings

It isn't a van, it isn't a saloon, but it has the characteristics of both. I refer to the sole known surviving Model 'Y' Tudor saloon, which was converted to accommodate a rear door by J.H. Jennings & Son, Ltd. of Sandbach in Cheshire. The company carried out many conversions to both passenger and commercial vehicles both pre and post-war. The innovative concept was simple:- Take a production saloon car, put a loading door in the rear, replace the rear seats with a loading platform, swap the rear spring for a van spring, which has an extra leaf, and you have a vehicle which has all the feel of a saloon in the front and an easily accessible large luggage or cargo space in the back - rather along the lines of a modern day hatch-back. Frank Hilditch, who was an apprentice and body builder at Jennings in the 1930s, recalls, "I think the number of Model 'Y' conversions to what, amongst Jennings work people, were called 'travellers' Broughams', was probably six or seven. Some were converted for garment manufacturers, fish-mongers, tool salesmen, etc. The orders for these were sent to Jennings by Ford dealers in different parts of the United Kingdom."

The sole known survivor has a fascinating history. (I say 'sole known survivor' as the only other one seen was in a bad state in a Barcelona scrapyard, which has been subsequently cleared.) The survivor is presently owned by John Follon on the Island of Jersey. It was ordered and bought by Mr. Shand-Kydd in 1936. He owned a cotton plantation in the Sudan, which is to where the Model 'Y' was exported and where it stayed until 1951. We have an interesting article, written by Mr. Shand-Kydd, entitled "Motoring in the Belgian Congo and Uganda", which describes



the roads, hotels, leisure pursuits (golf and squash), terrain and monetary problems, which he encountered whilst driving the Model 'Y' on a 1700 mile round trip in 1941. The journey took them from Juba in the Sudan, down through Irumu to Beni, in the Belgian Congo, and back to Juba, via Kabele and Kampala in Uganda. He was accompanied throughout by his wife and the Honourable and Mrs. Allanson-Winn, who travelled in an export E93A.

Mr. Shand-Kydd returned to England with the car in 1951, where it was registered LXU 85 in London. He retired to Jersey in the late 1950s and sold the car to the St. Helier Ford dealer, La Motte, who still have Ford agencies on the island. John Follon's father worked at the garage in La Motte Street at the time and bought the car in 1958. It was then given the Jersey registration number, J 1714, and was driven round the narrow roads of Jersey until 1961, when it was laid up. It was passed down to John, who has been restoring the car back to its original Jennings specification for a number of years. John's family, health, financial and garaging problems have forced him to resort to selling this interesting car with its unique provenance.

I sincerely hope that a reader might help us save this treasure. John can be contacted on 01534 617214 or e-mail: [somjohn@localdial.com](mailto:somjohn@localdial.com) He is looking for £2500 o.n.o. for the car.



The Jennings converted Model 'Y' before restoration. The mechanically sound Jennings, needing a small amount of work to the Cordoba tan bodywork for completion.(below).



