

Issue 152 January - February 2005



use normal cover with shells

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Editorial

Welcome to the first edition of 2005. May it be a good year for you. In particular for Derek and Jenny Bone, who flew off to Sydney shortly after Christmas to join their daughter, Rebecca, and son-in-law, Steve, who emigrated two years ago. As you read this, their cars will be on the high seas, following closely behind them. We shall miss their very original September 1933 short rad Tudor Model 'Y', which is the youngest known surviving short rad (Y36169). They and the Model 'Y' will be well looked after club-wise on arrival by the Wizard of Oz, Bill Ballard.

We are making 2005 a recruiting year. Out of interest, I counted up the number of surviving vehicles to give Colin Rowe, our Membership Officer, some idea of our poor membership figures. There are a total of 1116 known surviving Model 'Y's worldwide and 265 'C'/'CX's – making a total of 1381. At the last count, our membership stood at 392, which means that only 30% of owners are members. We should do better than that. See Bob Wilkinson's recruitment article in this issue, which will hopefully persuade some members to rein in non-member friends and acquaintances who own 'Y's and 'C's.

Whilst on membership, Colin is also making an appeal in this issue for UK members who aren't paying their subscriptions by Standing Order to do so. This makes life so much easier for your Club officers. If you have a Standing Order insert in with your magazine, it means that you do not presently pay by Standing Order. We would like you to change to that method of payment – please.

An article, which is in preparation, is the story of John Fletcher's Royal British Legion Model 'Y' van. Those of you on the Welsh tour last year, will remember the van, with a model of itself on the roof, at the Big Pit at Blaenavon. As a

taster, John, who is known as the 'Toy Man', sent in this photograph of our Chairman's Model 'Y', with Kath smiling, as always, in the passenger seat, flanked by two of John's pedal cars. The model Alfa Romeo, on the left, appears to have a red Ford badge on its grille!



John also passed a stack of photographs to Chairman Mike, two of which showed a trailer-borne Model 'CX' ripe for restoration. John told

Mike that it had belonged to a chap in Hereford. " 'CX' and Hereford" could only mean Dave Curtis, so when I saw him at the All Ford Rally (he now drives a Zephyr), I asked him about the car. Dave had owned it and it now belongs to non-member J. James (C44609). It is recorded as still being under restoration.



A tired looking C44609 (June 1936) changing ownership in the early 1990s. Where is it now?

In March, the Y&C Register clocks up a first. We have entered Jack Clarke's immaculate (conours?) 1936 Tudor Model 'Y' (ENO 344) in

the 'Car of the Year Competition', which is being held at the Alexandra Palace over the weekend 19/20 March. ENO will be up against a goodly amount of pampered exotica, so it will be interesting to see how the judges view this superb example of 'mid-thirties tin-ware'. Jack, I know, will be cleaning and polishing everything in and out of sight and will do us proud. Hopefully, another pot for the collection, Jack!

Whilst in the London area, Jim Miles reports that the Whitewebbs Museum in Enfield now boasts a Model 'CX'. It is Malcolm Wise's early February 1936 Fordor, which is presumably on loan. The Whitewebbs Museum is the home of the Enfield and District Vintage Vehicle Trust (EDVVT), which organises the annual late May Bank Holiday Enfield Pageant of Motoring.

For those in the south-east looking for something to do over the Easter weekend. Try the Medway Festival of Steam and Transport in Chatham's Historic Dockyard, which is being held over Easter Sunday and Monday (27th/28th March). John Keenan (01424 424323) has exhibit application forms and advises early entry for those wishing to take their old vehicles as it soon gets full – it is that good!

In the last issue, Graham Miles wrote about safety. George W. Pierce, in California, sent in the photograph (see next page) of a guy welding his petrol tank!! Crass stupidity all round!

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Illustration on back cover

Kevin Briggins sent in this advertisement for the 'Ranalah' four-seater drop head coupé, which was built by John Charles & Co., Ltd. on the Model 'Y' rolling chassis and marketed through The Lambert Motor Company in Kingston upon Thames and Henry Alexander & Co. in Edinburgh. This was an unusual special body, in that it the rear panel was hinged at the base to provide a small luggage space (see the illustration of the hood in the semi-closed position).



report and illustrate progress through the pages of this magazine.

The Spares Section is continuing its special offers. This time it takes the form of a comprehensive first aid ignition kit, which can be carried in the tool box. You will find the details on the Useful Contacts page in the coloured centre-fold.

Although I was quite underwhelmed at the lack of feedback on the two attempts at

gratefully received and adds something to our magazine, which I do not see in other club's publications. Please keep up the good work in 2005.

Finally, my sympathy and condolences go out to any others of you, whose families have been affected by the unbelievable, horrendous devastation caused by the tsunamis in the Indian Ocean.

Sam Roberts.

The deadline for copy for Issue 153 is Saturday 26 February 2005

Dave Gustard kindly sent me the November issue of 'FordNews', the Ford UK in-house magazine, in which I note that our good friend, Mike Harvey, has retired as Plant Manager at the Dagenham Engine Plant after 41 years with the company. Mike was particularly kind to us on Convoy 2000, when our cars started and finished at Dagenham. He has kept in touch with us since, through this magazine. We wish him all the best in retirement.



Bill Ballard found a post card on his trip to UK, sent from Alice to 'Dear Auntie' in Camberwell, London. Alice was spending a rather cold time at Clacton-on-Sea at the end of August, 1938. The post card has a 1934 electric-blue long rad Tudor Model 'Y' parked above the gardens.

A rather deserted sea front at Clacton-on-Sea, Essex, in the 1930s. The 1934 Tudor long rad Model 'Y' looks

prominent because of its light, electric-blue livery.

Model 'Y's in the media.

In the 'Motoring' supplement of the 'Sunday Telegraph', 13 November 2004, in 'Honest John's' column, I was surprised to see a photograph of a Model 'Y' van, in 'Anti Gas' livery, being used to accompany a letter from a reader. The reader had left some chicken fillets in the boot of his Vauxhall Astra for rather a long time and couldn't get rid of the smell! The Model 'Y' van is a 1934 model and the angle of the driver's door shows clearly the brackets which carry the spare wheel. The photograph would do well in a caption competition!

A 1934 Model 'Y' van, as it appeared in the Sunday Telegraph, Motoring supplement. Note the spare wheel brackets. I wonder what his chat-up line is!

A piece of good news came my way, via Bill Ballard in Australia, concerning the Model 'Y' based Tug, CHU 458, Briggs body number 161/94. The present owner (in UK), who wishes to remain anonymous, is keen to restore it and is seeking information. Hopefully, he will

introducing colour in 2004, I am very grateful to those of you who sent in articles, snippets, photographs, brochures and general information throughout the year. It is all so very



Chairman's chatter

Well, as 2004 turns into 2005, can I start by saying what an excellent magazine our editor turned out for us once again with issue 151. The front cover added extra dimension to what is always class.

On the events front, which is starting with the Bristol Classic Show at the end of January, can I say what an excellent job is being done by all our club events organisers throughout the year. Please keep up the good work.

Next, we will have our A.G.M. to look forward to, seeing friends old and new, with plenty of new input and ideas to take the Y & C Club forward.

The French Tour is well under way with the expert knowledge of Graham Miles bringing all the loose ends together. It takes a lot of hard work to achieve this and we do appreciate this being done for us. Father Christmas brought me a map of France in my stocking, so hopefully I won't get lost.

Wishing you all a Healthy and Happy year for 2005

Mike Samuel, Chairman.

Our rambling Secretary

I hope you all had an enjoyable Christmas with lots of goodies for your old Ford! May I also wish you all a happy and fulfilling New Year. I hope you celebrated New Year's Day by taking the old Ford out for a spin. Too cold? What...when I was a lad, we didn't have heaters in cars....."

We, as a club, certainly have a busy year ahead on several fronts. Our annual tour in 2005 in May is to Brittany and Normandy and, as I write, we have about 20 cars taking part. Our website should by now be up and running again after some extensive updating and we have a busy schedule of behind the scenes meetings to keep all provided with parts, regalia and all wheels oiled. Please do all you can this year to support the Club by attending events – one of which should be the popular and enjoyable **AGM day on April 10th. Make a note of the date now.**"

We are making a massive effort this year to recruit more owners and enthusiasts into club membership and you are asked to play your part – with some incentive. (see article on recruitment) Part of increasing membership is to retain existing members by improving services, etc. (that's why we need you to communicate your thoughts to us) and also by not losing those who simply forget to renew their subs! "

Whilst increasing numbers through recruiting, we are not frightened of expelling members who do not conform to the rules and spirit of our club. Sadly we have recently expelled 2 members trading openly in cherished registration marks from cars advertised in our club magazine. Your Committee took this action to demonstrate that membership of our club will not be used as a front to gain access to a supply of cars ripe for asset stripping. Rest assured, the members concerned were not genuine classic car enthusiasts.

Letters of Thanks. Recent new member Graham Styche wrote, on behalf of his brother and sister, to thank the Club for support, after visiting our stand at NEC, in finding a Model 'Y' just like their late father owned in postwar years. We hope you enjoy your 'Y' motoring and the nostalgia. It was pleasing also to receive a thank you letter, and a donation to club, from the daughter of the late Tom Proudfoot of Roxbroughshire, in appreciation of help in selling his Model 'Y'. I understand that VD 6065 is now with a member in the north of England. If you are the member who bought the car to complete the restoration, please let us know for updating our car lists. "

On the subject of lists..... Sam Roberts has been working hard to prepare the club's 'List of Known Surviving Vehicles' for publication. Your copy should be with you in early February. Please check your entry and inform me or Sam of any errors or omissions as accuracy, a vital ingredient, is only possible if you send in the information. Updating occurs when vehicles change hands or "new" cars appear, so please tell us if you buy or sell one of our models. This club list is a superb record of our cars with details of changes in production and design and takes much dedication to compile. So, well done Sam: I look forward to seeing my copy."

Along with the list mentioned above you will receive a 'List of Service Providers - Issue 1'. This is a list, compiled from information sent in by members, on companies throughout the country they have used successfully. This list replaces, and adds extensively to, the regular list of 'Useful Contacts', previously included with each magazine. I hope to update this from

details you have been promising to send me! Thanks to all who contributed - if there is no listing for your region, the solution is in your hands. Let's make Issue 2 more comprehensive."

Your Committee has recently given the go-ahead to a Members' 'Tool Loan Service', details of which I hope to announce in the next club magazine. This will cover the whole of UK and Eire and will give controlled access to some tools special to our cars. More of this anon...."

Your Committee also decided not to support moves towards a 3-year MoT test for our cars. It was felt that a thorough annual test of road-worthiness was essential to cars of 70 years of age, particularly when mixing on busy roads with the vehicles, and drivers, of today."

As I write, loyal and active member, Jenny Bone and husband Derek, are on their way to Australia with LV 5279 their 1933 short-rad Model 'Y'. They are emigrating to join family and to hopefully meet up with the wider Old Ford family of enthusiasts in Oz. Good luck and keep us up to date with life out in the colonies! (That usually brings a response – just checking that you Aussies read your mag!)"

My 'CX' tourer restoration is progressing well. I have just had my upholstery completed (yes, the firm is on the list!). With photographs, etc., the trimmer has made a superb job of recreating the seats and door trims exactly to original pattern. I am not ready to fit them yet as the car is not painted, but it is good to know that I won't be waiting around for them in a few weeks time. I will be spending time indoors preparing numerous small items – lights, windscreen, wipers, etc., over winter, whilst waiting for better weather. It is quite exciting to see all the hard work coming to fruition. OK Sam, stop nagging me to write about the restoration!

"Happy restoring and motoring."

Bob Wilkinson, Secretary."

BOB'S JOKE CORNER.

Uncle Frank?

"Hi honey, this is Daddy... Is your Mommy near the phone?" "No, Daddy. She's upstairs in the bedroom with Uncle Frank." Brief pause. "Daddy says, "But you haven't got an Uncle Frank, honey!" "Oh yes, I do, and he's upstairs in the bedroom with Mommy right now." "Uh, OK then...." Daddy says, "...here's what I want you to do. Put down the phone, run upstairs and knock on the bedroom door, and shout to Mommy and Uncle Frank that Daddy's car just pulled up outside the house." "Okay Daddy!" A few minutes later, the little girl comes back to the phone. "Well, I did what you said, Daddy." "And what happened?" "Well Mommy got all scared, jumped out of the

Continued on page 6

The de Luxe Model 'Y'

Perhaps the most beautiful of our cars was the de Luxe version of the Model 'Y'.

At the Ford Motor Exhibition at the White City during the week 13th – 22nd October 1933, two standard four-door (Fordor) Model 'Y's were exhibited and four Fordor de Luxe. The de Luxe Fordors were:- an Orient blue with cream wheels and cloth upholstery, a thorn brown with black wheels and brown leather upholstery, a black with green wheels and green leather upholstery, a black with red wheels and red leather upholstery.

These were the short rad models that were marketed initially, the thorn brown colour being dropped soon into production in favour of maroon with cream wheels. As far as can be ascertained, cloth upholstery (Bedford cord) was a customer option for all body colours. The maroon body colour was discontinued in April 1934. Cordoba tan became an option at about this time. Electric blue was also introduced for the 1934 year (October 1933 – September 1934), but proved not to be popular with the motoring public and was discontinued at the end of the year. Dave Bond's Fordor de Luxe (Y48352 – January 1934), which has prompted this article, has been found to have electric blue livery under its black overcoat.

Production of the Model 'Y' started at Dagenham on 22nd September 1932 with priority on the standard two-door (Tudor) short rad Model 'Y's. A few Fordors were produced that month in readiness for the White City exhibition. In October, a further four standard Fordors and one de Luxe Fordor came off the line. Also in that month the one and only Tudor 'de Luxe' was manufactured. This was probably the Tudor with a sliding roof that was also exhibited at the White City. Thereafter, no further Tudor short rads were manufactured with a sliding roofs. However, long rad standard Tudors were available with a sliding roof throughout long rad production.

With the introduction of the long rad in October 1933, no further standard Fordors were manufactured during the following year. All Fordors were of a de Luxe specification (Briggs body number 166/...

Continued from page 5

bed with no clothes on and ran around screaming, then she tripped over the rug and fell downstairs and she's not moving anymore." "I'm sorry you had to see that, honey. What about 'Uncle Frank'?" "He jumped out the back window into the swimming pool...but he must have forgot that last week you took out all the water for winter, so he hit the bottom of the swimming pool and he's not moving either." Long pause. Daddy says, "Swimming pool???" Is this 01596-117039?" Please send in your favorite story.

Bob Wilkinson.

Fordor de Luxe? We have mentioned the sliding roof (at a distance these can be recognised by the two chrome water outlets on each side of the roof above the guttering). The headlamp and side light covers and the windscreen surround were made from 'rustless steel' and not painted. Rustless steel is described in the Model 'Y' 'Salesman's Reference Book' as follows:-

"Rustless steel is used for certain exposed metal parts. It will not tarnish or rust or lose its lustre whatever climatic conditions

The Ford Motor Company promotional sketch of the 1934 Ford de Luxe."



may be. It is easily cleaned with a damp cloth and for this reason is used for small parts which would otherwise be difficult to keep bright and clean.

The metal has been subjected to some very trying tests. It has been subjected to the salt spray test for 400 hours – equivalent to about 40 years service on a car – without the slightest tarnish, rust or corrosion being detected. In other tests it was found that corrosive water, alkalis, salts, organic compounds, poison gases and acid vapour had no effect. Ford rustless steel consists of 18% chromium, 8% nickel and 74% steel. The combination of chromium and nickel gives the rustless and non-tarnishing qualities. Rustless steel is still a rare feature in motor car equipment, most manufacturers using chromium plate, which is simply a very fine deposit of stainless metal, which is obviously not as durable as the solid rustless metal."

Another more obvious extra on the de Luxe is the twin windscreen wiper set, the

The Fordor de Luxe continued in production until September 1934, when the 10 h.p. De Luxe Model 'C' was launched. No more de Luxe Model 'Y's were manufactured after the Model 'C's introduction.

So what were the extras that made the

passenger wiper being externally slave-driven off the driver's. Externally visible also are the trafficators mounted on the forward front door pillars (the 'A' pillars), the two piece spare wheel cover with its rustless steel surrounding strip and the folding luggage rack, with the pork pie light turned through ninety degrees and located on the off-side of the centrally hanging number plate.

Internally, Rexine upholstery was standard, although leather hide upholstery could be had for an extra £5 10 0. Above the windscreen on the driver's side was a sun visor and, centrally mounted, a rear view mirror, which was made of a non-dazzle glass and incorporated a neat mechanical clock. A rear blind could be pulled down over the rear window and for the further comfort of the passengers travelling in the rear, rope pulls and 'smokers' companions' (ashtrays) were provided.

All this luxury could be yours for £145, which compared with £120 for the standard Tudor saloon and, in 1933, £135 for the standard short rad Fordor saloon.

Sam Roberts.

HOW TO SAVE MONEY-

Membership Officer, Colin Rowe

First of all, a very Happy New Year to everyone.

The Club has been looking at ways to streamline the membership renewal process. At present there are various ways available to you to pay initially and to later renew your subscription, e.g. UK bank cheque, credit or debit card, or cash. Keeping track of a membership of approximately 400 who pay in these various ways, on different dates throughout the year, is a mammoth task!

So, the proposal is this:- anyone with a UK bank account can set up a Standing Order with their bank. Standing Orders are very easy to set up, using the Club form. Once completed, the form is returned to the Membership Officer, who logs the details and sends the form to your bank. Only you have control over

a Standing Order, not the Club. You can tell your bank if you wish to stop it at any time. Standing Order mandates are totally different to Direct Debit mandates. The individual has less control over a Direct Debit arrangement. The two methods should not be confused.

So what are the advantages of you signing a Standing Order mandate? If you are currently paying by cheque or credit/debit card and you agree to change to the Standing Order method, then you will be helping the Club save time and money. Sending out subscription reminders is costly in administration and postage. You will *personally* save money also, because up to 30th April 2005, if you agree to filling in the Standing Order mandate, which is enclosed (issue 152), I will send you a £10.00 voucher which can be used to purchase spares, books or regalia from the Club. In addition, you will not have to remember whether you have renewed your subscription or not. Each year, it will be paid automatically by your bank.

So please do not delay - fill in the form right away and send it to me, the Membership Officer, at the address on the form. I will do the rest - oh! and, of course, send you your £10.00 voucher by return - that's a refund of nearly half your annual subscription!

If you already pay by Standing Order, which is over half of you - thank you, you need do nothing. You can earn discount vouchers by recruiting new members. If you *are* a new member and sign the Standing Order within two months of joining, I will gladly send you a £10.00 discount voucher. If you are an ex-member reading this magazine and you rejoin, providing that you sign a Standing Order form within one month of re-joining, you will also receive a £10.00 discount voucher.

So lets go for it members! In the end we are all members of this wonderful Club. We will all benefit from lower costs and simpler administration, which will provide a better service and a greater investment in the causes of the Club, such as spares re-manufacture.

MEMBERSHIP CARDS

The issue of annual membership cards has been discontinued with a considerable saving in administrative cost. Now, each member, when joining the Club, receives a blue, folded A5 document headed 'FORD MODEL Y & C REGISTER - Constitution'. In addition, you receive an A4 size certificate showing your name and membership number. These documents combine to form proof of your right to Club benefits as a paid up member.

STOP PRESS.

TSUNAMI DISASTER.

In recent days we have all been horrified by news of the Indian Ocean tsunami - certainly the worst natural disaster in my lifetime. As I write, there are several thousand Europeans missing, adding to the 150,000 killed in various countries around the Indian Ocean.

Sadly, the family of our colleague, Sam Roberts, has suffered a loss in this tragic event. Sam and Paula's daughter and 3 children are safe after an horrific experience in Khaolak, Thailand, but their son-in-law Simon is missing, feared dead. The scale of the devastation makes me fear that other families of Club members will also have lost loved ones in this disaster.

To Sam and Paula and their family, and to others similarly affected, we send our condolences.

Our Club has always adopted a caring role, witnessed by raising money for charities. Your Club Officers have made a donation to this disaster fund on behalf of all members, and urge you individually to make contributions to one of the appropriate funds.

Bob Wilkinson,
Secretary.

Y&C Register Events 2005

29/30 Jan	Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet	Ivor Bryant 01454 411028
19/20 March	'Car of the Year' show, Alexandra Palace.	Model'Y' entered.
27/28 March (Easter)	Medway Festival of Steam and Transport – Chatham Dockyard.	Entry forms through:- John Keenan 01424 424323
10 April 2005	A.G.M. Willoughby Village Hall	Bob Wilkinson 01832 734463
28-30 May	Enfield pageant of motoring	EDVVT 020 8367 1898
8 May	Basingstoke Festival of Transport War Memorial Park, Basingstoke	Colin White 01202 873620
11-19 May	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

Other events

25-27 February	2nd International Historic Motorsport Show, Stoneleigh Park	Enquiries: 01367 250001
12 June	Luton Festival of Transport Stockwood Park	Ann Marriott 01582 597375

French trip

- Entente Cordiale for 2005

The Register's French trip for 2005 is very much on, with up to twenty cars taking part. The main body will take advantage of the Brittany Ferries' direct overnight crossing from Portsmouth, which will set us down in St Malo at 8.15 a.m. in the morning of Thursday, 12th May, ready to start a full day.

My suggestions for the coming days are along these lines:-

Thursday, 12 May. After leaving the ferry on the first morning, we park up on the quay adjacent to the tourist office, to rendezvous with members who did not cross with us. We can then take a walk around the old town of St. Malo and seek out a suitable café for a leisurely breakfast. By this time, the tourist office should be open and information on the town will be readily available. One particular museum which may well appeal is the 'Fort de la cité d'alel', a museum devoted to the war years.

For lunch I would suggest we make our way west to the coastal town of Dinard and take some time to have a look around. During the afternoon, we could head along the coast to the west of Dinard; it won't disappoint you.

Our first hotel is 'The Best Western', which is located on the banks of the river 'Race' and forms the inland port of Jerzual at Dinan. Last summer I spent some time in Dinan, to see if this medieval town was as good as I remembered it. It was in fact better-many pleasant hours can be whiled away walking its streets, visiting the ramparts, shops, art galleries and restaurants. It too has several museums of interest,

the 'Chateau-Musée', devoted to the history of the town, one on railway history, and lets not forget the war, yes they too have one.

Friday, Saturday – 13/14 May. From the hotel many places of interest can be visited in the two days we are there. For the ladies, there are two gardens to visit, boat trips on the river 'Race' and the enormous Chateau de Combourg to visit. The area is famous for cider, and yes, you can visit 'la Musée de la Pomme et du Cidre', it's worth a visit! For the boys there is 'Le village de l'Automobile' situated in the village of Loheac. It will probably be the biggest vehicle museum you will ever visit. As you can see our days will be very full.

Sunday, 15 May – Wednesday, 18th May. On our transfer day to Novotel, Bayeux, if possible I would like the group to spend time at 'L'abbaye du Mont-Saint-Michel'.

It is really worth a day in its own right, but we would have to get up early to fit it in. Like Dinan, Bayeux is a historic town with many places of interest. A visit to the cathedral and the Bayeux tapestry is a must. For those of us who are interested in the invasion beaches of June 1944, there are the American beaches at La Madeline (Utah Beach) and St-Laurent-sur-Mer (Omaha Beach), the Canadian beach at Bernieres-sur-Mer (Juno Beach) and the British beaches at Arromanches-les-Bains (Gold Beach), and Hermanville-sur-Mer (Sword Beach). There are also other visits, such as the site of the famous Pegasus Bridge on the river Orme and, time permitting, the village of Ste-Mere-Eglise, site of an American parachute landing that did not go to plan. There are many museums in the area recording events of those days. If you would like a moment or two of quiet contemplation you'll not be short of choice as there are twenty-two British War Cemeteries in Normandy relating to the invasion. The main party will return via Caen to Portsmouth overnight on Wednesday, 18th May, although some of you may prefer to travel by day.

If you haven't yet signed up, do so while I can still book hotel places. You need not stay for the whole trip, but let me know your preferences. My home and e-mail addresses are inside the front cover.

Yours,

Graham Miles

Model 'Y' restoration.

Part 9 - Repairs after the Welsh trip by Neil Bray

Well, Wales was great and we had a fantastic time but, with the rally over, I thought it best to tackle the defects on the cars quickly, so that they would be ready for our next encounter.

The first job was to send a dynamo and starter off the Model 'C' to my friend Eddie for him to recondition. This being completed, I changed both units and tried to start the engine so that I could check if the dynamo was charging. To my horror, the engine would hardly turn over when activated. Did the battery need charging? I decided to put the battery on a trickle charge for forty-eight hours and try starting again. Still the engine would hardly turn over, so I tried jump-leads everywhere to get better earths and then, in desperation, 12 volts were used, with no effect. The next step was a new battery and, when that failed, the 'C' was loaded on my lorry and taken to Eddie and left with him. A week later, I was summoned to pick the car up and, when asked, I was told the problem was bad main power and earth leads. I found that hard to believe as I had checked them myself and also informed him that he had originally wired the vehicle in the first place, so how come the earth lead was inadequate?

Anyway the 'C' turned over faster than ever before, started and showed a charge. Next job was to repair the bottom of the front grille. This had broken slats, caused by all the starting handle use we had had to do. After much welding, this was completed ready for painting to the right colour. With this in mind, I jumped in and set out on my way to Baldock, to the paint suppliers. I hadn't done a mile before I knew something was amiss, only to find that the bottom hose had been leaking, due to all the activity on the starter and the 'C' had overheated, with the result that the head gasket had blown to smithereens. So, the next job was to take the head off, give it a light skim, clean the block face and put the head back on with a new gasket. The only thing left to do now is to drop the petrol tank and clean out the rest of the field that seems to be in it!

Now on to the Model 'Y'. The fated engine was removed and my spare, that I had acquired out of a newspaper, was fitted; only to find another blowing head gasket. I removed the head to find the problem was that the head studs had not been fitted deep enough and had pulled out of the block when tightened. Helicoils were fitted and an 8 h.p. head located. It was faced and then fitted back on the engine with another new gasket. I did note that when the head was off, I was pleased to see a new set of plus sixty pistons in the unit. NOW WE HAVE POWER!

The next job was to remove the steering box. This was done and the unit sent away to a firm in London that totally reconditioned it. We re-fitted the unit to the 'Y' and now the steering is absolutely fantastic.

The last job was to fix the sagging front end. This was rectified by the fitting of a new replacement front spring. It's only an inch higher but makes all the difference to the handling.

So there you have my progress. Just the 'C's dirty petrol tank syndrome to sort out and both the 'Y' and 'C' are ready for the next run. I've also been working hard on some of my other vehicles, one of which is my newly obtained, full race prepared Mk I Capri, but I don't think Sam will let me tell you about that in the Club's mag as it's 1974 and not 1934!

'Bye for now and see you in the New Year.

'The One Armed Bandit'

Catching up with 'CX's Down Under,

Bill Ballard

So much has happened to the Model 'CX' scene Down Under since I last wrote in Issue 142 that it's time to give you another update!

When I signed off last time, I was expecting to see Giulio Tagliaferri from Western Australia with his blue and black 1936 sedan (*saloon -Ed*) at the National Rally in Nuriootpa, South Australia in April 2003. Unfortunately, he was unable to make the rally, but no fewer than 10 other 'CX' owners did (including "Tudor" owner Derek Cooper from the U.K.), and two of them actually brought along their cars. Ted and Wayne Lodge brought their yellow 1936 sedan (20B-S693) and Rick and Robyn Bushell brought their red 1936 coupe (20B-C67), now registered "28326-H" under the new N.S.W. club scheme. This was not only voted "Best Pre-War Car", but also "Car of the Rally". During the rally, young Aaron Keller of Stawell, Victoria was to buy a 1936 sedan (C54418, 20B-S1901) that had been for sale in Noarlunga, south of Adelaide. It had been advertised in a car magazine and hadn't previously been known to me. However, he was not to own it for long as, after the rally, he sold the car to another rally participant, Ron Paull of Blacktown, N.S.W. and, as revealed in Issue 146, Aaron used the proceeds towards the purchase of Ken & Karen Codling's lovely Cordoba tan 1935 Model 'C' sedan (20-S391). Ron is to give 20B-S1901 a ground-upwards restoration in due course.

Ted and Wayne Lodge's 'Yellow Peril' sedan alongside David Crook's Model 'C' well-sided Ute and Rick and Robyn Bushell's 'CX' coupe at the Barossa Valley National Rally in 2003.





Ron Paull's new 'CX' acquisition from Aaron Keller, with Aaron Keller's new acquisition, the beautiful Cordoba tan Model 'C', in the background."

John Rimon of Bridgewater, Tasmania (near Hobart) was also present at that rally and, having seen the Bushells' and Lodges' cars, took a fancy to the marque and vowed to get one for himself. Shortly after returning to his island home, he got to hear that Peter Stacey was selling his Model 'Y' Tudor, and mutual friend Tim Johnson wanted it, so John made an offer to Tim for his Washington blue 1936 Model 'CX' sedan (C55396, 20B-S1813), and a three-way deal was struck, with John collecting the 'CX' later in September 2003.

John has since spent many hours (and a lot of dosh) "repairing" his car, which he calls "Percy" (after Sir Percival Perry, who was in charge of Dagenham when the car was built). After obtaining a special permit and taking him in "as acquired condition" to the All Ford Day in Hobart in November 2003, John set to and installed a temporary but workable engine and fettled the drive chain, the braking system and the suspension. He has also had the roof repaired and the interior reupholstered, and bought many new trim items for "Percy". "Percy" was eventually given a roadworthiness test and registered on 27th August 2004 on Tasmanian "Special Interest" plates "SI-1648". It is many years since this car had last been on the road, and it had changed hands three times (and been stored in three different Australian States) before John acquired it. John is to be congratulated for persevering with "Percy", who made his public debut in his new guise at a special Ford Sidevalve Gathering at St Peter's Pass on 12th September 2004. At the time of writing, John has been giving serious thought to having another engine reconditioned for "Percy", and is also having difficulty resolving a bad vibration from the back end of the car. The latter might be due to

the fact that the prop-shaft appears to have been cut and welded at some stage, and hence become "out of balance". A replacement prop-shaft has been sourced and will be fitted in due course, and hopefully it will cure the problem.

Two more 1936 'CX' sedans have changed hands recently. News has been filtering through about a dark blue sedan in Western Australia, formerly owned by a Mr B. Cooper, that we didn't know about before. The second is one we previously had recorded as 20B-S963. This was advertised on eBay in July 2003 by the franchisee of Fletchers Photographics at Haven Lake in N.S.W., north of Newcastle, and was recognised by Wayne Brown (owner of 'CX' tourer 20B-P2) as his old sedan. This car was to resurface in the ownership of Justin Bottomley of Warrnambool, Victoria in June 2004, and I was to go and have a look at it with a view to purchasing it for a future project. Whilst inspecting the car, I was to confirm its true identity as 20B-S1404. Unfortunately, all the "goodies" had been stripped from this car, which was just a bare shell with, I suspect, a seized-up engine, and Justin wanted too much for it, so I came home without it! To my knowledge, this car is still in the Warrnambool area.

Keith Pratt of Montrose, Victoria has a large collection of Small Fords but, up till recently, none had wire wheels. However, he is another person who has recently fallen in love with the 'CX' marque. Perhaps it was something to do with the fact that he has had a big hand in helping me to restore my 'CX' roadster? Anyway, come January 2004 and I got wind of an interesting collection of Small Fords being put on the market by Steve Austin of Ormeau, Queensland (just south of Brisbane). Steve's collection consisted of a 1933 Model 'Y' standard roadster; a 1935 Model 'C' sedan (20 S86); a 1936 Model 'CX' roadster (C59737, 20B-R274); a 1937 Model 'CX' coupe (C69024, 20B-C81) and a 1948 A54A Anglia coupe utility. Within half an hour of telling Keith about these cars, he had snapped up the two 'CXs' and a mutual friend, Bernie Bridle of Dandenong (who already owns a 1934 Model 'Y' sedan - see Issue 148), had snapped up the Model 'Y' roadster and the ute, leaving Steve to sell his chocolate brown Model 'C' independently.

The red 'CX' roadster was the first to be acquired, being delivered to Keith's factory in Bayswater with a load of spares by Steve personally on 19th February 2004. Already in partially stripped-down condition, within days of Keith getting this car, he had continued to strip it down to a bare shell before moving it to his house in Montrose to be stripped to bare metal, ready for repair and painting. Other things have since conspired to prevent further progress on this car, which is similar to my "Bluey".

The other three cars from Steve's collection were brought south by a specialist car carrier and arrived on 1st March 2004. Like the roadster, Keith had the ivory 'CX' coupe delivered to his factory. This car had been restored by previous owner Danny Ellerton of Golden Square, Victoria, in the late 1980's and was in generally very good condition, with super upholstery, and only needed some relatively minor work doing to it to get it roadworthy. Keith's youngest son, Mason, aided and abetted by wife Yvonne, did this work within four days of delivery and the car was examined, certificated and registered on Victorian Club Permit as "CH-8016" by 5th March, in time for it to make its public debut on a Victorian Side Valve club run two days later.



The rear view of Keith Pratt's totally restored ivory 'CX' coupe, having purchased it from Steve Austin days earlier.



Keith's son Mason and friend looking very cozy in the dicky of the coupe.

As recounted in Issue 151, I had finished restoring my own 1936 'CX' roadster (20B-R220) early in 2004, and "Bluey" had made her debut at the Picnic at Hanging Rock on 8th February (an event organised by the Macedon Ranges & District Motor Club, and not the Ford 8 & 10 Side Valve Club of Victoria, as implied in Issue 151). Since then, I've had to attend to some bad oil leaks, one of which was caused by a crack in the soldering which had held the sump nut housing in the bottom of the sump.



The body number of Andy Leach's 'CX' sedan (20B S1913), which was hand-stamped at the top of the side of the tool box after manufacture of the body at Geelong, Victoria.

Another car to hit the roads for the first time in many years is Barry Seng's white 1936 'CX' coupe (20B-C103). Barry, who lives in Point Talburpin, on the coast, south east of Brisbane, Queensland, calls her "The Old Girl". He had spent the last nine years bringing her up to a "running shell" and respraying her. In a final push over the summer of 2003/4 (remember we're six months ahead of you lot on top of the world!), he repaired the roof; fitted the headlining; made the door trims; repaired and reupholstered the front bench seat and obtained various bits of exterior trim for her, including a set of bonnet trim from Keith Pratt, which put the icing on the cake, as it were. Then he rushed out and put her on full registration, with the Queensland mark "120-HVQ", and now uses her for weekend fishing trips with young son Christopher and also takes her to local shows.



Barry Seng parks up "The Old Girl", his 1936 white 'CX' coupe, for a spot of fishing at Jacob's Well, Queensland.

David Moran of Wandong, Victoria has made slow but steady progress on 20B-LD28, the only Model 'CX' roadster ute known to exist. Following a tip-off, David collected the remains of a 'CX' sedan from a gully at Harcourt, south of Bendigo, and has stripped this for parts. To date, the chassis of "Stuey" (a name chosen by David's wife Sandra and derived from the initials of "Soft Top Ute"!) has been stripped, cleaned, de-rusted, boxed in and welded and painted gloss black. David has also done a lot of work on the axles and suspension and has now got a "rolling chassis".



The rolling chassis of the only known surviving 'CX' roadster Ute, which is being restored by David Moran in Victoria.

Someone else actively restoring a 'CX' is Andy Leech of Whyalla, South Australia. Having overhauled the engine, Andy recently built himself a rotisserie and is now tackling the repairs to the chassis and bodyshell of his sedan (20B-S1913).

In the meantime, there's been plenty of things happening to other 'CXs' in this neck of the woods. Greg Rice finished upholstering his green 1937 sedan (20B-S2241) but work and domestic commitments have prevented him making further progress for some time. John Penhall still owns his green 1937 sedan (20B-S2077) and has engaged the help of Aaron Keller to overhaul the engine for it. Garry Yule is still struggling with the brakes on his black and red sedan (20B-S972). And Wayne Lodge has purchased his father's share in the "Yellow Peril" (20B-S693).

So to bring you completely up to date, we now know of 42 'CXs' surviving in Australia (excluding three that have been hot-rodged), of which 14 have been seen out and about in the last couple of years. I'm keeping my fingers crossed that we shall



Andy Leach with the bodyshell of his 'CX' sedan on his home-made 'rotisserie' in South Australia

New members

Prepared by Colin Rowe December 23rd 2004

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

Philip Liston Sittingbourne	L0526
Martyn Hardy Warrington	H1435
Pierre Terlinden Belgium	O-T103
Leslie Dunne Co. Cork	D1915
David Gardner St Austell	G1125
Andrew Herlingshaw Weston Super Mare	H0232
Mark Baigent Ringwood	B0322
Frank Doyle Co. Wexford	D1931

In the last two months we have signed up 8 new members

Philip Liston. Phil has carried out that wonderful deed: he rescued his 'Y' from a scrapyards! He bought a house and the car is kept in the garage. The body and chassis in the main are sorted. However, there is a lot of mechanical, electrical and upholstery work to carry out. The engine is out of the chassis at the moment. Phil intends to use the car as a daily runabout, covering roughly 35 miles, as well as attending rallies and events. So, he intends to upgrade the brakes and fit indicators. Good luck Phi, please keep us informed of progress.

Martyn Hardy. DVR 117, chassis no. Y198387, registered August 1937, is a black 2-door 'Y' saloon with green trim, which was found by Martyn in Bolton. The owner's father had died before completing restoration. There is still much work to do before the vehicle is on road. This is Martyn's first Ford Classic, although he has had in his possession a number of more recent classics of other marques, including an MGB, a Triumph Vitesse and a TVR.

Pierre Terlinden. Welcome back! Pierre moved to Italy on business from Belgium in 2000 and has not been an active club member during that time, although he originally joined us in 1992. Pierre has a Model A as well as the Model 'Y', which he purchased in 1989. Both cars stayed in Belgium during his absence. The Model 'Y' is a right hand drive 1934 Tudor, painted red and black. It was fully restored by the mid-90's and is in super condition. However an earlier pledge to bring it to England for us to see for ourselves has not yet been fulfilled! We await your visit Pierre.

(A photograph of Pierre's Model 'Y' appears under International Correspondence)

Leslie Dunne has joined us, bringing a new car to the Club. It is a black 4-door Model 'Y' registered 28.03.1934 with registration of ALO 599 chassis Y46804 and Briggs body No. 166/1326. We know it is under restoration and nearly ready for the road. The engine is a replacement with double water inlet. We look forward to receiving much more information about this car. Welcome Leslie and good luck with the final restoration. *[Being a 1934 Fordor, the car should be a de luxe Model 'Y' with all the extras – see article in this issue – Ed.]*

David Gardner. David has joined us following a visit to the Stoneleigh autojumble event, where he visited our stand. NSL 136 is a black 2-door Model 'Y', Y128400, with a green and black body and green trim. It was first registered on 30.06.1936. There is no known history of the vehicle. This vehicle is on the road, requiring little or no restoration. We look forward to meeting David and his car, hopefully at the AGM. Welcome to the Club David.

Andrew Herlingshaw has joined us with NG5985, Y49483, registered 01.02.1934. The car, a 2-door, black bodied, 'Y' saloon, which has not been on the road since 1989 and needs a few jobs doing to it. The good news is that the engine is running. David has loads of history and the original log book. Welcome to the Club and let's hear more about the car please David!

Mark Baigent has recently joined the Club while in search of a car, which he hopes to find soon. Welcome to the Club

and please let us know when you obtain your car, so that we can learn all about it and what it is that makes the Model 'Y' the car you have been seeking - good hunting!

Frank Doyle has bought MI 4352, a 1935 Model 'Y' 2-door, Y113755, currently on its way to Ireland. (Ex-David Love). It is on the road. Welcome to you Frank. Please keep us informed of your experiences with your new acquisition.

We welcome all the above new members to the Y&C Register and wish them every success in the coming year, restoring and driving their lovely acquisitions on the roads of the UK and Europe. The Club awaits further news of progress and experiences from all of you. Remember to consider also paying your future membership subscriptions by standing order. This will save you money immediately (see "How to save money" in this issue) as well as saving the Club money in administration costs. This then provides more money for investment in spares projects.

WANT A £10.00 CLUB VOUCHER ?

2005 MEMBERSHIP CAMPAIGN.

1. RECRUITMENT:

All you have to do is to recruit a new member to win a £10.00 Club Voucher. How does it work?

Give Secretary Bob Wilkinson details of an interested party who will be sent application forms etc. If he/she joins then **YOU get the Voucher** which you can spend on club items. How often have you come across a Y or C Model owner who would benefit from membership ? Next time ask for their name & address or tel. number and let me know. Without a thriving membership any classic car club is unable to invest to look after your car for the future. Additional membership gives the club more monies to invest in remanufacturing spares and other club services. **Do your bit now – don't leave it to someone else !**

2. STANDING ORDERS:

Any Full Member converting to subs. payment by **Standing Order before April 30th**. will receive a **£10.00 Club Voucher**. This offer is available to any Full Member with a UK bank account. We have enclosed all the necessary forms with this issue of the club magazine – only to Full Members not already

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Members' correspondence

Evan Manuel,
from Middlesborough,
sent in the following:-

"As the Archivist of the Register, I thought you would be interested in a little 'find' of mine. I am a collector of Antique books, mainly about Cleveland and Yorkshire. But it means that every pile of old or not so old books I see, I go rummaging through. Well as long as my wife's not with me, she's rather short on the patience involved! Anyway, last Saturday - 12 November 2004 - it was the biannual Autojumble at the Borough Hall in Old Hartlepool. It's always a favourite and you usually turn something up. The something in this case is a book (photocopy enclosed) on the dismantling of the 'Ford 8HP Chassis', published by the Ford Facilities Department. I would guess that it was issued in 1935 or thereabouts, but I'll defer to your better judgement if you have another date in mind?

The point is that on pages 84 - 86 of your superb book on the Model 'Y', you show apprentices working on a chassis and it is apparent that this book was issued to facilitate this series of training. The only pity is shown up in the Foreword of the little book. It was one of a pair; the other covering all the theory involved. Obviously this was not considered as valuable as the practical side and has been lost. I must admit that I was not aware that a book like this existed, produced by Ford anyway - Ellison Hawks brought his little Ford book out in 1934, so perhaps Ford thought they could do a better job."

Regrettably, Evan is not on the Internet at home, so was unable to check the library

Continued from page 12

on Standing Order payment- if you have not received this information please contact me. We are making this offer since each year we lose a number of members who simply forget to pay the sub in June. This also results in a massive amount of admin. Time for volunteer club officers in sending out reminders etc. as well as a hefty and wasteful postage bill.

Colin Rowe has elsewhere elaborated on this issue in his Membership Officer column.

PLEASE ACT NOW ON THESE MATTERS AND SUPPORT YOUR CLUB.

Bob Wilkinson. Secretary.

list on the Y&C Register website, which lists the Ford handbook he found at the autojumble. However, his comment on the companion technical theory book mentioned in the Foreword, is worth noting. To quote the Foreword: "A text book covering elementary mechanical principles and their development in the modern high efficiency motor car has been specially compiled to serve as a companion to this manual.". If anyone has a copy of this book, please let me know.

The Foreword also states that:- "This manual (*'The Ford 8HP Chassis' book*) has been arranged to provide a practical course on the 8 h.p. Ford which would appeal to educational authorities for use in Technical and Secondary Schools." As Evan quite rightly infers, the display chassis, which were cut away by Ford apprentices as part of their coursework, were presented, on long loan, by the Ford Motor Company to Technical and Secondary Schools around the country for educational purposes.

The good old British Ford v German Opel

Phil Denson reports on a trip to southern Ireland, earlier this year, covering 1400 miles in a 1933 Model 'Y' Ford and a 1936 Opel Kadet. Ronnie De La rue drove the Opel and Phil was driving his Model 'Y' with Margaret navigating (please note, not Ronnie - remember the Isle of Man!).

"In between meeting lots of friends old and new and spending the first three days sitting in various kitchens, drinking tea, eating cakes and biscuits and having the craic, we began to have problems.

First of all, a sticking rear brake and, after adjusting it several times, it had to be stripped down with the help of a friend and his workshop. Then the brushes on the starter motor played up - more friends to the rescue, charging the battery, but ending up with a new one.

Halfway from Dublin to Kerry, there was a loud bang and out popped a spark plug! Whilst all this was going on we were battling with the car, which was using water wholesale - it's a good job there is no shortage of water in Ireland. More friends with a workshop - blew out the system with an airline which cured that problem.

Then there was a blockage in the petrol line - after several attempts to clear it, Ronnie had a good idea - blow down the filler neck - he'd done it before, he said. Well, it worked for a short while, but Ronnie

got fed up with that as he was doing all the blowing, so we decided to fit the spare electric fuel pump we had taken with us. The only problem was that half of it was missing! Moral: always check your spares you are taking on a long journey. By the time we were on the way back to Dublin (time running out as it does - a little slower in Ireland), we ended up with a new electric pump and an external fuel line straight into the filler neck - that had to work. Highly illegal but very effective.

We also had to have the wheels balanced and put a fresh spring in the starter motor.

ALL THIS you will be glad to hear was on the Opel! Every time Ronnie blew into the petrol filler neck, he came away with a perfect Adolf moustache in black off the filler cap seal. You can imagine the comments - only Ronnie couldn't get the joke because he couldn't see it.

NOW to the good old Ford. The only problems we had was a plug lead coming loose and the choke cable came adrift - stainless cable and lead solder don't mix, as I found out. THREE CHEERS FOR THE FORD.

As usual, the rally in Galway was great - the Irish scenery was as beautiful as ever and the friendliness and hospitality of the Irish people were incredible as always.

I don't know if I did right, but I sold the Ford to a very nice man and his wife in Limerick and they have since joined the Club - perhaps I should have sold the Opel and kept the Ford. In all fairness though, the little Opel flew home once we got the petrol problem sorted, with all three of us, the luggage, an enormous iron kettle which someone gave Margaret as a present, and a ginormous presentation bouquet of flowers."

We welcome Michael Daly from Co. Limerick into the Y&C Register. He is now the owner of Phil Denson's March 1933 short rad (Y16821) - Ed. see picture next page.

We're getting there!

Howard Parker, who by my reckoning is just a Man of Kent, living east of the Medway in Aylesford, near Maidstone, e-mailed the following glad tidings to Bob. Will it be another 18.5 years before he finishes it, I ask myself? ""I thought you might be interested; having had the 'Y' now for 18.5 years, I have finally started it and



The Model 'Y' and the Opel at the Galway hotel rally headquarters.

it runs sweetly. Now I will have to finish it."



Owen Baldock watches as Howard Parker stirs his November 1936 Tudor Model 'Y' into life after 18 and a half years! How will the Baldock factor affect progress, I wonder?

Howzat!

The famous ex-England cricketer, Jack Russell, not only runs a successful antiques shop in the Cotswolds, but also runs a Ford Model 'Y' van, painted in the livery of the business. The van has been on the stand at the Bristol Classic Car show before and is to be there again this year, as Ivor Bryant explains (note:- 29/30 January on the Bath and West Showground at Shepton Mallet):-

"Peter Williams and myself collected Jack's van this morning (12 December) and took it to Pete's house for MoT preparation. We have agreed with Jack to get it MoT'd with Pete doing the work, Jack paying for the bits and myself doing the liasing and taking the credit!

The plan is that we drive it to the Shepton Mallet show at the end of January, again Pete probably doing the driving as I will be towing a bare chassis, but things may change.

For your records:- the van is on a date

related plate, brass tag on the chassis passenger side, 35 / 14055. Chassis number on the driver's side (right hand drive) CY-22849*, Engine number, recon, 6406 short rad, early wings, early sidelights, spare wheel on passenger side, nice oval windows in the back doors, gauges in the middle of the dash, early bumpers, neat little matching bumpers on the back corners, early wheels with the valves in the centre of the rim, opening windscreen with sliders on the side. How's that! – pardon the pun."

collection or delivery stop. The rear doors did not have windows in production, only air vents consisting of three horizontal louvres on each door.

It is always difficult to read the chassis number, so Ivor may be excused for reading it as CY-22849*. In fact the C will be a *, giving the number as *Y (meaning an 8 h.p. engine), hyphen (which is invariably a number '1' on its side), 22849* (which means that the original engine fitted to the vehicle was the 22849th 8 h.p. engine to be manufactured at Dagenham.)

Y make friends

In issue 150, Ron Kendall described the fitting of a sliding roof to his Model 'Y'. He remarked that a lady, Marion Allchurch, who was passing by, had commented that her aunt and uncle, Jessie and Horace Hawkins, had a Model 'Y' in the 1930s. She later produced the illustrated



What appears to be a van body on the Tudor short rad saloon chassis, except that the raised swage lines did not cross the rear doors in production. Note also the saloon bumper bars supporting the spurious bumper ends. Production vans did not have rear door windows, but many had them added as a reversing aid.

I must explain that Ivor is a Model 'CX' owner, so matters 'Y' tend not to be his forté. I did explain to him that the Briggs body number is actually 135/14055, the first figure '1' will be hidden under the left hand screw holding the brass tag. 135 tells us that the original vehicle was a short rad, Tudor saloon with a fixed roof, which is why Ivor's description does not totally tally with that of a van. Apart from the very early ones, vans did not have bumpers. The spare wheel on vans manufactured before October 1936 was carried on the driver's door as, in the interest of safety (not opening the door onto oncoming traffic), the driver was expected to slide across to the passenger door to dismount. There was no passenger seat, so the driver could access to the loading bay from the front, rather than going round to the rear and opening the doors on every

photograph of herself standing by the car (OC 158) in 1936 when she was 8 years old.

Ron has followed up that article with a photograph of him sitting, more recently, in his car, 'Gracie', at a rally in the market square at Atherstone, Warwickshire. Standing alongside his car is Susan Pagett, who is Marion Allchurch's daughter!

So, thanks to Ron, a third generation of the Hawkins, Allchurch, Pagett dynasty is now acquainted with the Model 'Y'. Marion Allchurch has produced another (rather creased) photograph of herself, with the 1933 short rad, OC 158, on the beach at Weston Super Mare in 1936.

For sale

1936 CX tourer (C35901). MoT and taxed, but needs restoration to paintwork, upholstery and hood etc. Present owner 35 years. £4,000 o.n.o. - to include spares.

Tel:- 01767 261573.

Model 'Y' First registered March 1933. Short radiator four-door saloon. Very original in almost all aspects with only some interior renovation and non-standard sliding roof gear. Chassis no. Y 17396, Briggs body no. 136/412. Owned since 1978. History includes 1964 log book, V5 and all MOTs. Fully on road and insured with professional valuation of £5000.00, although currently SORN off road since 2000. Instruction book (reprinted) Sensible offers please for this fairly rare car.

Chris Smallman Tel:- 01903 815611 or chrisis@onetel.com



Ron Kendall sits in his April 1937 Tudor at the rally in Atherstone on 19 September with Susan Pagett standing by."

Marion Allchurch with her sisters and the 1933 short rad Tudor on the beach at Weston Super Mare in 1936.



For sale - Very desirable Fordor short rad in very good condition.

Wanted

2 door Model 'Y', late model, in sound condition and as original as possible. Some ongoing work acceptable, but history and original registration important. Mark Baigent. Tel: 01425 475472

Jack Russell's van showing the short rad saloon front end with post- October 1936 van doors complete with sliding windows, diamond shaped door handles and the spare wheel on the passenger side.



SELLERS BEWARE!

Members selling cars ought to be aware of a wicked scam being used increasingly. I was a potential victim earlier this year when selling an early Ford Escort for a friend who was working away from home.

The vendor is contacted by a potential buyer, sometimes purporting to be in the motor trade, offering the full asking price plus an amount in excess to cover transport/shipping. They offer to pay by cheque, giving time for this to be credited to your bank account a couple of days or so prior to the car being collected. All seems well until, some 10 days later, your bank informs you that the cheque has not actually been cleared by the buyer's bank. You have been done! You have lost your car and the cheque has bounced. This is because a cheque may appear to clear your own bank, and monies credited, but it takes 10 days or so before the issuing bank clears the funds. I, like you maybe, was completely unaware of this procedure.

Most of the perpetrators of this scam, otherwise known as thieving b.....s, seem to contact the vendor by e-mail - I guess since it is easier to conceal any lack of genuineness by using this medium - rather than by telephone. I didn't fall for the scam simply because I felt I was dealing with some smart Alec rather than a genuine car enthusiast.

Members are advised to be on their guard regarding any financial transaction, particularly involving non-club members who are difficult to trace. We advise all club members advertising cars, particularly on websites, to give telephone numbers for contact rather than e-mail addresses.

It saddens me to think that all your restoration work could be lost in an instant to some unscrupulous thieving waster. Be on your guard.

Bob Wilkinson.

Members' cars

Tale of the unexpected

In issue 149, Ian Wright reported that "CXC 850 has been sold (Sun June 20th) – to the previous owner's GRANDSON!!!!, who has bought it for his FATHER, who is the previous owner's SON (just in case it wasn't obvious)." He then went on to describe the sale. CXC 850 is an April 1936 Tudor Model 'Y', registered in London. However, the location of this story is Northumberland. Ian had owned the car for 26 years. New member, Tom (Nobby) Clark, is the father to whom Ian referred. Tom sent in his story to Bob Wilkinson:-

"I apologise, one for taking so long to thank you for the Y&C membership card and the 25th anniversary mag and also for the bad writing in this letter. I put my fingers into the fan while ticking over the engine prior to removing the radiator for repair. So you could say that CXC 850 has been Christened in blood on her return 'home'.

Ian Wright has described how I came to get her back. It is enough to say that I was absolutely dumbstruck; 40 years since I last drove it and 60 years since my father bought it – amazing.

CXC was bought new in 1936 by a man called Thompson in Ashington, Northumberland, for £90. If you had the cash, it reduced the price from £100 apparently [*The profit margin was so small on the Model 'Y', I find this hard to believe. Also, with a London registration, I suspect that Mr. Thompson was probably the second owner – Ed.*] My father gave him £150 in 1945, after it was laid up during the 39 – 45 war (weekly wage as a miner was £5 per week in 1945)

We learnt to drive as best we could. A mate showed me the basics and we went from there. How that car suffered! However, we went on to have some great times, my father and his three pals. If you have seen 'Last of the Summer Wine' on TV, it gives you an idea what it was like. Odd times there would be 6 or 7 in that car. The biggest problem was finding petrol coupons. One of the 'old men' took care of that one – don't ask how! The other problem was finding beer, the shortage of beer was terrible, but we always managed somehow. By the way, it cost 5d per pint; unbelievable.

This went on for about ten years until only my father was left. I had 'left the nest' and he sold CXC 850 for £11 locally. He would never tell me who 'robbed' him. I eventually was told that it was at Monkseaton. I saw it once as I was leaving Newcastle going north. I 'slept' and Ian Wright, who was driving, 'whipped' right and I shot straight on! I often wondered how it was getting on and then it appeared early one Sunday morning in the driveway as a 'Father's Day' gift. Not bad eh?!

I am busy now going through the old routine. Not being as agile as I was years ago, I have to enlist help. The engine was gone over by 'Motortech' of Stockton (I have always used them in the past), excellent, no problems, but they said to be perfect I should renew points, plugs, etc., which I've done and it runs like a sewing machine. The radiator is being done by 'Motorcool Services, Ltd.' of Stockton-Thornaby; vintage repair specialists. Both of these take an extra interest in the Ford as does everybody. A qualified mechanic up the street volunteered his services. He loves that car. The next job for him is to adjust the clutch, or whatever. How I wish I could turn back the clock just a little bit; maybe 50 years! Cannot grumble though; I've had a good run and been lucky.

Thinking back, I recall little things about the car. The time in Newcastle when a man from Hexham knocked the end off the front bumper and left a note apologising with his name and address and instructions to get a new one, which he would pay for. Of course, in 1946, you couldn't get parts, but we 'did a deal' with the foreman at Jennings of Morpeth for a bumper off a Ford 10 insurance job; 10/- left in the visor (50p). It was a bit longer than the broken one, but strangely enough, it is still on the car today. The Hexham man had made his own enquiries and sent me the full price for a new one. He

International correspondence

Australia.

Bill Ballard is back home and makes the following comments on Model 'C'/'CX' spare wheel covers and door trims:-

"I liked very much the offerings of Tony Eldridge and Ivor Bryant in "20 years ago" (page 13 of Issue 150) and "Matters CX" (pages 26/27). I'm glad there's somebody else out there helping us to piece the jigsaw together about these cars, and would like to add my "two bob's worth" (no disrespect to Wilkie, who will be interested in what we have to say anyway, as the proud owner of a 'CX' tourer)! I wholeheartedly agree with Tony's comments about the spare wheel covers and had thought of overcoming the problem by fitting a fastening of some description (two straps with velcro on their "loose" ends?) to hold the two ends of the outer casing closer together underneath the spare wheel (out of sight). This "fastening" would, by its tightness and, perhaps, roughness on the inner surfaces, hold the spare wheel cover onto the spare wheel itself by gripping the outer surface of the tyre (hope I'm getting my point over here!).

I believe English 'C's and 'CX's simply had their door cappings painted in body colour, but of course out here (as if to make up for the loss of the clock in the dashboard of 'CX's) it seems that it was at least an option (if not standard) to have these cappings "wood grained", and what a difference it makes to the car, as can be seen from the attached photos of the interior of John Rimon's car (which, unfortunately, are too dark for reproduction in the mag). Incidentally, John's car is called "Percy" after Sir Percival Perry, head of Dagenham when the 'CX' was built.

And on the subject of 'C'/'CX' door trims, you will be interested to see the pattern in the door panel of Peter Izzard's roadster in Tonimbuk, Victoria, which appears to be totally "original". Down Under, if you have a car on Club Permit Registration, it is imperative that you carry certain documentation with you. As the glove box on these cars is just that - a box to store gloves and not much else! - I did not relish the thought of having my "docs folder" slithering around on the floor of the car, and had map pockets put in the doors of my roadster to hold them. As the map pockets didn't really "go" with the pattern on Peter's car, I opted for plainer door trim (see picture attached). Not terribly original, I'm afraid, but certainly very practical as far as I'm concerned (as are flashing indicators and 12 volt electrics in this day and age - we don't have the terrific street lighting you have there in Britain in these parts!).



The original Geelong door trim pattern for the Model 'CX' roadster. Peter Izzard's car.

photo removed due to technical problems with creating pdf file.

Members requested NOT to incorporate photos within Word documents. Kindly submit text as one file, and the photo(s) as separate j.pegs. with some indication in the text as to where the photo(s) should be included by printer.

Nobby Clark's Father's Day present; his father's Model 'Y', having been in the tender care of Ian Wright for the past 26 years. The Model 'C' front bumper is still in place and Ian appears to have added twin wipers, an external rear view mirror, a luggage rack and is that a wireless aerial I see?

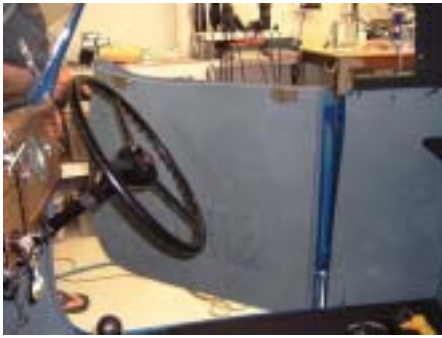
said that the 10/- deal was our good luck. Would it happen now, I wonder?

In 1946, a policeman borrowed the car and siezed the engine and dumped it at Wishart of Crook (Ford dealer T. Wishart, Ltd., of Crook, Durham - Ed). He gave my father nothing, but it cost £22/10s for a new engine. A shackle broke on the rear spring, so we had to utilise a shackle off a coal-cutter at the pit, until one of the 'Old Men' had a hardened steel job made - at the pit.

1947 was a terrible winter, no buses, trains, ambulances (critical cases only). It was so bad that the pit couldn't get the wages through from Newcastle, so the men got a £1 sub and the boys, 50d, to see them through to the next week. A man called Anderson had a daughter who gave birth to what I think was his first grandchild. He begged my father to go to Morpeth to pick her up, but my father had no fancy for it. Me, I was 21 and daft - I would give it a try. We filled the back seat with cushions and blankets and off I went. I got her settled in the back with the bairn and drove them back. It was the only vehicle on the road, which is a testament to the Ford 'Y' motor car, I would say. Anderson was the head joiner at the pit. He paid us handsomely and, from then on, my father never went short of a few nails or a bit of wood. Saws and chisels were sharpened - those were the days! I could go on for ever - the joys of motoring!

The one thing I am looking forward to is giving the bairns a ride in the 'Funny Old Car'. My grandson says it is a 'Gangster Car'; I think he imagines he can see James Cagney standing on the running board with a tommy-gun in his hand. Even the bairns in the street love it - who can blame them?

I will gradually work it up until I feel confident enough to do a proper journey, get to a few rallies, hear some stories from the past, maybe, and swap a few spares, etc.



"The docs pocket in Bill Ballard's recently restored Model 'CX' roadster, 'Bluey."

Belgium

Pierre Terlinden writes from Brussels:-

"En 2000 j'ai arrêté mon inscription au << Ford Y&C Model Register >> car je suis partis en Italie. Je suis de retour en Belgique et j'ai retrouvé ma Ford Y. Serait-il possible de m'inscrire à nouveau à votre club? Merci de m'envoyer un bulletin de ré-inscription et le prix de la cotisation.

Je suis très heureux de revenir dans votre club et c'est toujours un réel plaisir de rouler avec ma Ford Y, mais également avec ma Ford A."

Welcome back into the fold Pierre. As most of the members of the Ancient Ford Club of Belgium seem to own Model As, your Model 'Y' must quite an attraction at Ford rallies in Belgium. Enjoy driving both of them.

Pierre Terlinden's 1934 Tudor Model 'Y' (Y52002) taking part in the Belgian Centenary of Motoring rally in 1996; muscling up to a large Minerva (although I stand to be corrected on that identification). Pierre's car, which he fully restored himself, is an ex-UK right-hand-drive model."



Spain

Luis Cascante has been looking through his library of 'Revista Ford' magazines, the Spanish equivalent to 'The Ford

Times':-

"In the October 1934 edition of Revista Ford I found the attached photograph of the Ferreirinha brothers, after their win in the 1934 'III Volta a Portugal'. The winning car was this beautiful 1933 Ford V8 40, three-window coupé. Sometime later they built the Edfor, the first Portuguese car, a Ford-Based Special [which we featured in issue 149 - Ed]."



New Zealand

Thelma Semadeni reports from Auckland on North Island:- "We have been away for a few days to National Park and while there we went to the Horopito Wreckers. We go there to look around each time we go down. It is a large place and they now have cars three high. You have a 'Y' listed as being there, but the owner says that there is now none there as they have melted away into the ground and I think that is more than likely. There is a Model 'C' but any numbers have long since gone. The cars in Horopito rusted badly after they were covered in volcanic ash when the mountain erupted a few years back. It is an active volcanic area.

I was talking to Ken Carly about his 'Y'



You don't see scrapyards like this in the UK! Thelma's sighting of a Model 'C' in the Horopito Wreckers' yard on North Island.



Ken Carly's beautifully restored maroon and black 1934 Tudor Model 'Y'

Number Crunching

Thelma, above, refers to looking for chassis and body numbers whilst visiting the Horopito wreckers yard. I apologise if I appear to be persistent in my requests for these elusive numbers. I appreciate that I have been pressing the New Zealand clubs over the past six months or so, as their details are rather thin in the register listings.

An up-dated issue (No. 12) of the 'List of Known Surviving Vehicles' (the register) is being prepared for distribution to Members and Friends in February 2005. I hope that, when issued, owners will let me know of any missing details against their car(s). As

and there is no number on the chassis, only the Briggs body number. He says at some time the side member the number was on was probably replaced, as that was apparently a common thing to do."

you will see, the chassis and body numbers do provide us with an accurate database of dates of manufacture and design changes.

Bill Ballard, armed with torch, scraper, pencil and paper, tries successfully



to lift the chassis number on the only known surviving Model 'Y' Phaeton, which has been in store for many years in South Australia. The eminently restorable dark blue Phaeton (Y25387) still has its hood which extends the length of the open four-seater body.

Te Puke collection

Ron Day, through Bill Ballard, in Australia, reports that a number of cars in the Te Puke collection on the Bay of Plenty on North Island are being put up for sale by their owners. One such is a rather smart looking 1934 electric blue Model 'Y', which is new to the register. Its chassis number is given as Y78074 and its registration, HH 7447. It has been restored and is for sale at NZ\$7000. At this stage we do not know the name of the owner.



he rather smart 1934 electric blue Tudor Model 'Y' for sale in Te Puke on the North Island of New Zealand. It has been restored. I note that it does not have a coach line, nor is its radiator grille painted differently. Both would have been Tacoma cream to match the wheels (assuming electric blue was the original colour of the car). As it is not a Fordor De Luxe, the windscreen surround would not have been chromed."

Estonia

Non-member, RainVaikla, e-mailed Bob Wilkinson:-

"Hello! My name is Rain Vaikla and I

am making a web-page about classic cars in Estonia and about Estonia's automobile history in general: <http://www.rrg.edu.ee/antiikautogalerii> We have at least 2 Model 'Y' Fords in Estonia. They are most probably either German or British. The chassis number of one is 165/12829. Is it possible for you to tell from this number if it a British car?" "We also have one 4 door Ford, which should be a 'C' or 'CX' Ten and in this Ford page there are couple more British Fords: <http://www.rrg.edu.ee/~rainvaikla/m7.html> "

The rather heavily modified black Model 'Y' in Estonia (165/12829), which would have been ordered through Helsingfors, in Finland, and shipped direct to Tallin, in Estonia, from Dagenham.



The other surviving Model 'Y' in Estonia. Because it boasts a short rad front bumper, it probably dates from early 1934. It is orange and pink!

Having looked at the website, I replied:-

"Both the Model 'Y's on your website were manufactured in Dagenham, England. During the 1930s, Estonia placed its orders for Ford cars on the Ford plant "in Helsingfors, in Finland. The left-hand drive cars were exported from Dagenham in a built-up state and were probably shipped direct to Tallinn (Estonia) to "save double-handling at Helsingfors. The black Model 'Y' is missing its front bumper and its running boards. It would appear to have a different replacement rear axle and wheels. The number plaque 165/12829 should be screwed to the metal cross member under the carpet in front of the driver's seat. This is the Briggs body number. The bodies for Fords built at Dagenham were manufactured by Briggs Bodies Ltd., an American owned company (like Ford Motor Company) co-located with Ford at Dagenham. The number 165 tells me that the car is a 'long radiator' model (manufactured after September 1933) with two doors (a Tudor) and a fixed roof (not a sun roof). It was the 12829th car of that design to have been built. From our records in the Ford Y&C Model Register, I can tell you that this car was manufactured in mid-July 1934. Coincidentally, 165/12823, also black, survives in Denmark. It is probable that both cars were on the same shipment from Dagenham to the Baltic ports. The pink and orange Model 'Y' is also a long radiator model and probably dates from the same period as the black one. I note that it has a straight front bumper and running boards. The straight front bumpers were surplus from the production of the short radiator models, which ceased in September 1933, and were fitted to export cars until there was none left (approximately April 1934). Do you have the Briggs body number of the pink car? The ten h.p. cars (other than the Eifels) are also Dagenham manufactured. The black and white photograph is of a Model 'C', built between September 1934 and September 1935. The Briggs body number should be in front of the driver's seat if it is an early car, or on the side of the tool box if it is a later model. The orange car, under restoration, is a Model 'CX' with the four chevrons on the radiator grille, built between September 1935 and March 1937."



Back to New Zealand

Ray and Sue King in Taupo, North Island, found a couple of our cars photographed in the latest issue of the magazine 'New Zealand Memories'. One was of the back end of a 'C' or a 'CX' disappearing down a road in Kawakawa in 1957. The other was more interesting and showed a Model 'C' delivery van belonging to the Auckland bakers, Stormonts, in the 1950s.

Regional news

As we know, the only Model 'C' or 'CX' panel vans manufactured by Ford were built in Geelong, Australia, on imported rolling chassis from Dagenham. The Stormonts Bakery van, on the other hand, is an odd design, with a high roof, on which is located the spare wheel, and an unusual door entrance reminiscent of the Model T vans. It was probably built by a local coachbuilder in Auckland on an imported rolling chassis.



A photograph of part of the Stormonts Bakery fleet of delivery vans in the 1950s showing, in the foreground, a locally built van body on a Model 'C' chassis. Note the spare wheel on the high roof and the unusual door entrance. Photograph sent in by Ray King from the 'New Zealand Memories' magazine.

REGISTRATION MARKS - UPDATE.

Just a brief reminder for UK members seeking to retain their existing registration mark, that there is a Club information sheet on this issue available by post from me (SAE please) or by e-mail. DVLA guidelines suggest inspecting all vehicles with regard to registration applications and our Club has been doing this for some time. We have a network of experienced members authorised to carry out this requirement on behalf of the Club at minimal expense, usually to cover local travel, to ensure that our support for an application is valid. I recently heard of one club where the sole authenticator travels the length of the country, at the applicants expense, to inspect vehicles!

Normally, original paperwork, such as the old style RF60 logbook, is required to support an application, but other evidence - MoT certificates, insurance documents, old tax discs, etc. may be acceptable. Copies of local authority registers showing original issue of the registration mark may be still available and can be valuable too in proving the authenticity of your car. I may be able to help you to locate the original licensing authority.

Where none of the above evidence is available, the Club can support your application for an Age-Related registration.

If you have any questions on registration matters, please contact me well in advance of completion of your restoration.

Bob Wilkinson, Secretary.

Ivor Bryant reports from the West Country

(Regions 1&2) 9th November.

2004 has been and almost gone. We are now planning a stand for the first show of 2005 in the region, at Shepton Mallet on 29th and 30th January. This will be the largest stand we have ever been allocated at this show, 12 m long, 7 m deep. The organisers allocated the stands on a first come first served basis, so by responding immediately we have a stand for 6 cars. It is a shared stand with the Ford Sidevalve Owners' Club. In the past we have always tried to show different cars, but this time it may not be possible. We are hoping to get a Morgan F type (which were fitted with surplus 'Y' and 'C' engines), a Lotus 6, a 'Rodded' Pop and a Model 'Y'. This means we need a 100E or 300E and the FSOC rolling chassis taking the last space.

Last weekend, 7th November, we had a stand at the Bristol Car Restoration Show, exhibiting a Model 7Y and the rolling chassis. Thanks to George and June Herbert for bringing the 7Y, Peter Williams for assembling and painting the chassis and Martyn Clements for providing the skeleton staff. It's surprising what attention to detail is required to get it right at these shows. To complete the chassis, we had to change the radiator to suit the top hose we had available, change the dynamo to suit the brackets, change the steering column to suit the wheel, not the easiest way round, but it suited the parts we had readily available in the stores.

We continue to meet at Horton with their club; most local Ford club members joining the Horton Club too. The Horton Club had the adjacent stand at the Restoration Show with an ERF artic unit, Austin Princess ambulance, A35 van and Model T, all in pristine condition. All are welcome at Horton, we get an attendance of 20 to 30 in total at each meeting with 4 or more small old Ford owners.

In October, the club held the Great West Run. We have been calling this the Wet Run, but this year the weather was fine despite the forecast of heavy rain. About 130 vehicles participated; motor bikes, cars, vans and lorries, including the FSOC chairman in his Porsche roadster. Thanks again to Peter Williams for his organisation and Brian Gallet who claimed credit for the weather.

The next road run will be new years day from Taunton market. Last year this was well attended with motorbikes, tractors, cars, lorries and steamers, including 300E vans and a Model 'Y'.

To add to my collection, I have bought an 8hp powered generator, but have yet to get it home and find somewhere to keep it.

See you next year. Get those cars out of the garage and in the fresh air and make a point of introducing yourself. Even come to the meetings!

John Keenan presents the Region 5 report

(East Sussex and Kent).

We had an excellent Christmas dinner at the Green Man, Ringmer, along with a few of our Sidevalve friends. As a great time was had by all, we may well use it again next year.

The first major show for our region in the New Year will be The Medway Festival of Transport on Easter Sunday, 27th and Monday, 28th March. This is a well-attended event, so entry forms need to be in early. I have booked a stand for the Sunday as it is normally a bit quieter on the roads. If anyone would like an entry form, I can make a copy and send it to you.

I have details of the Bromley Pageant of Motoring, Norman Park, on Sunday 26th June 2005. We have again been invited to the Lydden Classic Car Display and Race Meeting in July 2005. They have eight single-seater to sports racing and kit car events promoted by SEMSEC. Let me know if there is any interest? Towards the end of February, I will compile and print out a full list of shows in our area and mail it to those members in our region. We hope to see you at some of them?!?!?

My next job on my car will be an extensive service in preparation for the Y&C Register trip to France, as that will soon be upon us. I hope you all have a good year of happy motoring and take care.



Region 5 do it in style with the Sidevalve Club. In the gloom, Owen Baldock chats to an off-the-shoulder black number, sitting next to Christine, and, in the distance, John and Mary Keenan wait for their puds.

20 years ago –

Issues 32 & 33 covering Nov 1984 – Feb 1985

Issue 32 was quite a newsy newsletter, with good and bad news. The two bits of bad news were the sudden death of Arthur Tavener, one of the founder members, and the accident in which Ken Cooper rolled his Model 'Y' Fordor twice whilst overtaking a tractor, which decided to turn right as he was doing so.

Chris Saunders, now of the Early V8 Club of America (then called the Pre 50 American Auto Club), sent in a full report and description of the various classes at the third All Ford Rally, which was held at Quainton, Buckinghamshire that year. In the previous issue, photographs had included a line up of 9 Model 'Y's and a Model 'CX'. At that rally, Tim Brandon took first prize in Class 2, Jim Miles was second and Dave Laxton, third. A clean sweep for the Y&C Register.

Graham Miles reported on a number of still familiar spares matters; refurbishing steering boxes and brake drums, manufacturing oil cans, bumpers, hub caps and running boards. As the Y&C librarian, my eyes lit up at the apparently large collection of 'The Ford Times' acquired and held by Graham. He had bought 40 copies that summer. We are short of most of the issues from 1932 to 1937 in the library and I wonder where these went to. Which reminds me of the bound copies of 'The Ford Times' covering each of the years of production of our cars I saw in

Jim Miles' library. If any member has spare copies of these magazines, the Library would be very willing to look after them for you!

To illustrate how the running of the Y&C Register was still in its early stages, five years after its formation, Graham Miles, as Chairman, reported:- "I have unloaded the hat that I wore for some time with respect to records, membership and subscriptions. Bob Wilkinson in Leeds is now handling this completely. John Guy in the main is putting together the Newsletter, although I do have to tidy up the odds and ends from the printing point of view, as I still arrange to get the Newsletter printed and put into envelopes, as I am still wearing the 'Dispatching of Newsletter' hat. I don't wear the hat for 'List of Members' mailing. My sister carries that information and keeps it up to date. Those of you wanting mailing lists should send £1 to my sister, Gillian Miles, and not to me (*this was pre- the Data Protection Act – Ed*). Comments on the newsletter should be sent to John Guy." Graham also reported that he had obtained a privately owned computer and had equipped it with a disc drive. A member had offered to program the disc so that he could keep a record of members' vehicles: chassis numbers, Briggs body numbers, registration numbers, etc. How technology has improved over the past twenty years!

There was an informative write-up on the Model 'Y' display chassis and, in particular the one that Christ's Hospital School, near Horsham, was selling. Member, Dennis Smart, was dispatched to have a look at it and reported it to be in good condition with only a few items missing. So Graham bought it for £200. More on this in a future issue.

Issue 32 contained a photograph of Eve Chapman's superb Abbey tourer (Y1316, now owned by E. Wilmink in Holland), wrongly captioned as an Alpine. This generated much correspondence in issue 33, with claims and counter-claims as to its correct identity. I think these were the first issues of Transverse Torque, in which the Model 'Y' tourers were discussed in any detail.

Sam Roberts

Ein Sonnendach. (Sunshine roof)

Few of you seemed to notice the folded black canvas on the top of Peter Fischer's Model 'Y', which adorned the coloured front cover of the last issue. I received only one observation.

It is, in fact, a folding sunshine roof, which appears to be relatively simple to construct and operate – relative, that is, to the production sliding roofs of the Model 'Y' and the Model 'C'/'CX'. Full marks to Peter Fischer who, as a German architect, makes a good designer and mechanic.

As will be seen from the photographs, Peter has constructed a wooden frame, which fits into the roof opening of the Model 'Y' body. An aluminium slide-rail is fitted along the inside of each side-frame, into which fit five sliding cross members. The back of the canvas is anchored to the rear of the wooden frame and the sides of the canvas are attached to four of the five cross members. The front of the canvas is attached, along its length, to the front cross member, onto which are screwed two clips. When the roof is closed these clips mate up with two lever clamps on the front of the wooden frame, which pull the canvas taut when closed.

The canvas at the rear is wrapped over a thin steel strip, rounded at the ends to shape the corners of the roof. The metal strip is screwed to the wooden frame, allowing the canvas-covered metal strip to protrude beyond the rear of the roof opening. Similarly, the front cross member carries a strip of metal along its length, around which the canvas is wrapped and which protrudes beyond the forward edge of the roof opening. The canvas is double stitched along its sides for strength and protrudes over the edges of the roof opening. When pulled taut by the clamps, the canvas forms a watertight seal around the roof opening of the car.

Although I haven't checked it, I would think that the Citroën 2CV has a similar arrangement for its sunshine roof.

PHOTOGRAPHS:- top to bottom:

1. The folding roof closed and showing the aluminium runner on the inside of the wooden frame and the two forward cross members.

2. The right-hand clip engaged in its lever clamp and pulled taut.

3. The roof opened, showing the canvas wrapped round the thin steel strip at the front and anchored to the rear of the wooden frame.

4. The roof closed, demonstrating the watertight seal round the roof-line.



15 years later, under the management of Gordon McGregor, this was the Ford Motor Company of Canada's main manufacturing and assembly plant on the Detroit River, opposite Detroit to the north.

Ford of Canada

Gordon Morton McGregor. 1873 – 1922.

As our final tribute to the centenary of Ford of Canada, here is a short biography of the man whose foresight established this important branch of the Ford Motor Company. I am grateful to Sandy Notarianni, the Archivist at Ford of Canada, for this précis.

"Gordon Morton McGregor was born in Windsor, Ontario on the 18th January 1873. At an early age, he learned thrift and developed a keen instinct that contributed to his great success in the world of business. He entered into partnership with his father, William McGregor, President of the Walkerville Wagon Company, Limited, Walkerville, Ontario (now Windsor, Ontario). He took over the management of the company in 1901 and, on the death of his father in 1903, he assumed the presidency.

At a meeting with his brothers, Walter and Donald, in January 1904, Gordon McGregor said, "There are men in Detroit who say that every farmer will soon be using an automobile. I don't see why we cannot build them here in the Wagon factory." Shortly thereafter, he went to his banker friend, John Curry, and discussed his ideas. Together they visited existing automobile manufacturers in the Detroit area, including Oldsmobile, Cadillac and Ford. Buick was just getting started. General Motors was four years in the future.

McGregor was most impressed with Henry Ford and the feeling was obviously mutual for it resulted in McGregor obtaining a personal agreement which allowed him to form and finance a company to manufacture and sell Ford products in Canada. Additionally, he obtained the right to sell Ford products in the then existing British Empire, exclusive of the British Isles. This foresightedness on the part of McGregor has resulted in Ford of Canada having wholly owned subsidiaries in South Africa, Australia and New Zealand. The agreement was signed on August 10, 1904. In exchange for this, McGregor agreed to give 51% of the stock of Ford of Canada to the shareholders of Ford U.S.A.

A provisional charter was issued on August 17, 1904. On August 29, 1904, the first shareholders' meeting was held to elect officers and set policy. John S. Gray, President, Ford Motor Company, Detroit, was elected President of the Canadian company; Henry Ford Vice President and John Curry, Treasurer.

At the age of 31, Gordon McGregor, the man who had the vision and did the spade work, was appointed General Manager and Sec-



retary. From then on he actually ran the company. It was because of his drive and perseverance that the company grew and yet he never, at any time, sought or accepted the presidency. It was a great tribute to his ability and judgement that Henry Ford, who was later the President of the Canadian company, did not attend directors meetings for a period of approximately 15 years, saying that he saw no point in disrupting a smooth-running organisation.

Production of Ford automobiles in Canada started in the Wagon works on October 10, 1904, and, by the end of the calendar year, 25 cars had been assembled. In the beginning, parts were shipped from Detroit by barge and hauled to the plant by horsedrawn wagons. But bodies and wheels were manufactured in Canada. Gradually, more and more parts were made in Canada. By May 1913, with the opening of an engine plant, a l l c o m - p o n e n t s w e r e b e i n g m a d e i n C a n a d a.

I n t h o s e e a r l y y e a r s o f t h e a u t o - m o b i l e , t h e r e w a s m u c h s c e p t i c i s m a n d i t w a s a s t r u g g l e t o m a k e t h e c o m p a n y a p a y i n g p r o p o s i t i o n - b u t M c G r e g o r d i d . L e s s c a p a b l e m e n m i g h t h a v e g i v e n u p , b u t G o r d o n

McGregor had the ability to guide the company through difficult times. In the beginning he was known to take a newly-assembled car out on the road - sell it and return by train. In addition to building the business, he actively developed people. A young man, Wallace R. Campbell, whom he hired as bookkeeper, showed promise and was developed to become McGregor's assistant. When Mr. McGregor died, Campbell took over and ran the business. In 1929, Campbell became the first Canadian born President. With faith in his company, his country and the future, McGregor steadily built his dream and today Ford of Canada has become one of the largest industrial organisations in the country.

On November 2, 1898 he married Harriett Dobs. They had five children - two sons, Gordon and William, and three daughters, Harriett, Elizabeth and Nancy. He constantly gave of himself to community and national interests. He became a director of several large corporations. No appeal for church or charity ever found him anything but a willing giver, his philanthropies being as outstanding as his business enterprise.

He saw the company he founded expand from producing 117 cars in its first fiscal year, to 51,341 in the year 1922, which resulted in almost seven out of 10 cars sold in Canada being built by Ford of Canada. He saw his company become the first automobile manufacturer in Canada to build the complete automobile from raw material to the finished product.

He died when he was only 49 years old as a result of injuries sustained in a railway accident some years previously. Yet, in the 18 years of his involvement in the automobile industry in Canada, he undoubtedly contributed more than any other man of his time. His influence continued through those he trained who went on to make the company what it is today."



The Ford Motor Company of Canada Limited was born in this unassuming red brick building, formally known as the Walkerville Wagon Company, a builder of horse-drawn carriages.

MoT tests

by Geoff Dee (MoT inspector) – Part 1

There's a lot been written lately about MoT (Ministry of Transport) tests on older vehicles. My thoughts on the period between tests are every two years for cars built before 1939 and built with an open chassis, but am open to persuasion.

As an MoT tester, you are expected to know everything about any car ever built, which is impossible! But let's look at the MoT test itself. The test is only there to ensure that the presented vehicle reaches a standard set by VOSA (DoT). This standard is not difficult to achieve using a few simple checks. To reach the standard, the car must work and it must be safe. Let me try to give you a guided tour.

Sit in your car. Try all the light switches. Do the switches work correctly? If you have flashing indicators, do they flash at sixty to one hundred and twenty times per minute with the engine running? Is there a warning light, working where it can easily be seen? Does your dip-switch work correctly? Does the horn work? Still sitting there, check that the handbrake is well adjusted and there is plenty of reserve travel. Give it a wobble and check the wear in the pivot and that it will hold.

Let's go to the brake foot pedal. Does the pedal operate without fouling and not travel too far, i.e. are your brakes well adjusted? Is the pedal pad in good condition (not worn through or worn smooth)? Before you get out of the car, try

the windscreen wiper for proper operation. Before leaving the car, check you can open both driver and passenger doors from the inside. After getting out of the car, check that the driver's seat is secure and also the floor is sound. Check that the driver's door and passenger's door can be opened from the outside.

Now that you are outside the vehicle, check there are no sharp edges that can cause injuries to pedestrians, etc. With your lights turned on, check all lamps, giving them a gentle tap to ensure they do not flicker or go out. Check your brake lights and indicators. Check that the lenses are not faded or damaged or showing a white light to the rear, etc. Our vehicles may have been built with only one rear lamp, but the law says you need two. They must be mounted symmetrically, no less than 21 inches apart and no lower than 15 inches and no higher than 42 inches from ground level. Your number plate should also be illuminated. This may be done by a separate lamp or by a window in one of your rear lamps. Both headlights must main beam and dip together. As for headlamp aim, leave that to the tester or read your handbook.

If you have a problem with the MoT, talk to the tester and ask him to explain the problem and ask if you can see the tester's guide to make things a little clearer.

More to follow for the next issue.

headed for Stoke and Richmond. It was a lovely morning with snow on the mountains over the bay. Bit of a head wind out at Main Road Hope, but I managed it.

Then I thought there was a Doctors' meeting at Ranzau Road, but they were time keepers in white coats. Up the Moutere Hill was a bit of hard work. A couple of Model "As" whizzed by and tooted out "hello" to me. Lots of my old friends were together for the sharp right hand turn and short steep bit into Gardeners Valley and we all cruised through the Mahana area to Mapua Township. It was real fun, with great scenery. We zoomed into Seaton Valley and a Vauxhall Velox went the wrong way, so I counted that as if I'd passed him. We headed along Old Coach Road and over the Moutere Hill, where I let some of my old friends pass (everyone was very good on the road) and down to Rabbit Island at 11:05pm. Mum & Dad said I was doing very well so they let me have my picture taken under some trees. (See *Issue 150*, page 23 – Ed)

At lunch time I looked after my little cousin from Marlborough (Dave McKelvey's 1937 Ford Y - he's 3 years younger than me), while Mum & Dad caught up with some relatives from South Canterbury (Eric & Tess Robins No 136 Model "A"). I saw a Model "A" getting a piggy-back, but Dad said I didn't need one of them.

After lunch, it was off up Waimea West Road as we couldn't go down Golden Hills Road, because Geoff and John and all the lovely committee said the water at the ford would be over the top of this Little Ford and they didn't want my nice polish to get wet. (weren't they great!). The head wind up Waimea West Road was hard work and several passed us; one only had three wheels (No 165), then a Model "T" sprinted by closely followed by Dave and Pat in the Ford Zephyr (No 171).

Through Brightwater, Hope and around the Port to Founders Park ended a fabulous trip at 2:15pm. Then I had to get Mum & Dad home and ready to catch the bus from Richmond to attend the cocktail party.

On Sunday I lined up with all my friends so the public could come and see us, and lots did. Sunday night, Mum & Dad went to the presentation Dinner and guess what?? I won a prize!! It was a brand new socket set and now they are playing with my nuts all the time.

Submitted by Jim and Kyra Wareing (Mum & Dad) on behalf of Little Ford'y.

A New Zealand tale:- Moutere Meander

Hi there, I'm "Little Ford'y". Since my Mum & Dad got me and we joined the VCC, I've been on two rallies. My first was the Biennial last October and I won a prize. My second, and the biggest ever, was the National South Island Easter rally. My Mum & Dad put me in the "Moutere Meander". It sounded best for me, as I only have little legs.

The day before the Easter weekend, they got me out of the shed and gave me a new coat of polish and even took off my wheels and cleaned under my mudguards. Boy, did that tickle!! On Saturday morning, we lined up at Founders Park with over 250 of my old friends. Many I could remember from when I was young. They had all been polished up to.

Mayor John said some nice words and Mum & Dad jumped in and we all took off at 9:00am. Mum had a map and she told Dad where to go (so what's new!). We toured around the Wood area passing little GOGGO (No 176), then on to Waimea Road and

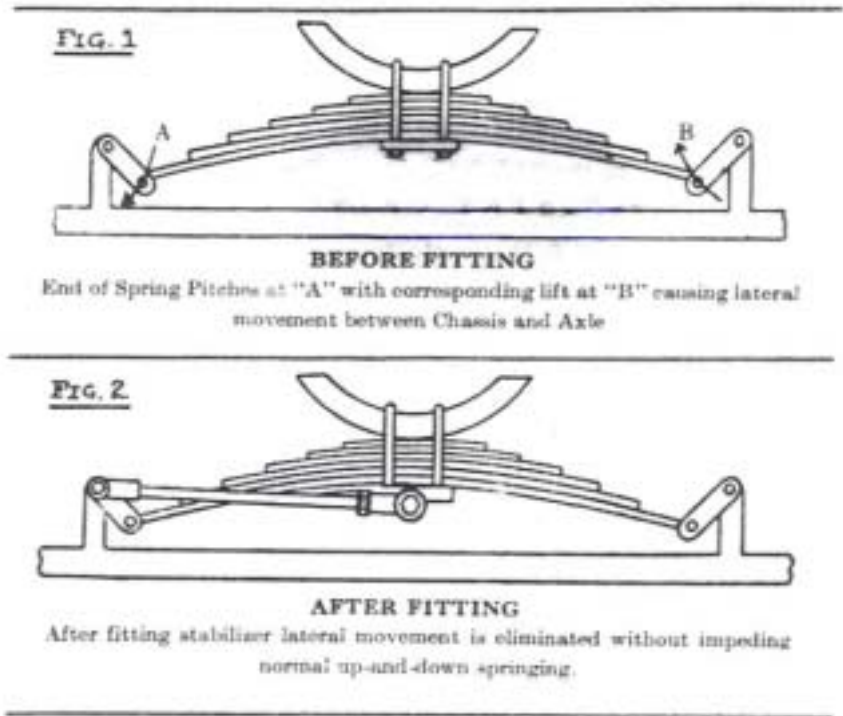
Transverse Talk! Stabilizer anti-roll bar

Tony Eldridge found a brochure in the Enfield autojumble promoting the anti-roll bar marketed by Stabilizer Products Limited, 58 Market Street, Watford, Hertfordshire, I presume, in the 1950s. It is advertised as being "the Key to Improved Motoring for FORD users. Eliminates Rolling and Swaying on Transverse Spring Models only."

"The illustrations Fig.1 and 2 explains simply the cause of swaying and how it can be rectified by fitting a Transverse Stabilizer.

'The Autocar' wrote the Stabilizer up as follows:-

" LATERAL STABILITY. An attachment for improving the lateral stability of those cars which are fitted with transverse spring suspension systems such as early Austin 7s and almost all Ford models has been developed. No lateral movement of the axle on its shackles is possible although the normal up-and-down action of the suspension is not impeded. This removes the tendency of some cars equipped with this form of springing to wander on cambered roads. The Autocar has tested a car equipped with these Stabilizers at both front and rear and can confirm that the general handling of the machine has improved."



The price list infers that, for the Popular 'Y' and De Luxe 'C', the Stabilizer can only be fitted to the front axle and spring. Price:- £3 18s 6d.

A number of companies supplied anti-roll bars (sometimes referred to as Panhard Bars) for transverse spring vehicles. However, on today's roads, at the sort of speeds we drive at, the need for such gizmos is much reduced. However, I am aware that some members do have them fitted and would welcome their comments.

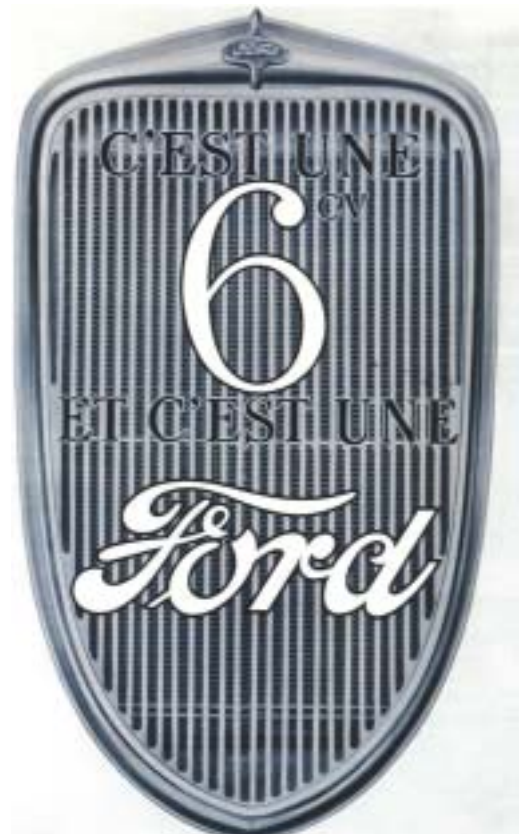
Sam Roberts.

MORE ART DECO

Following the Art Deco article in Issue 150, Luis Cascante sent in some examples of Art Deco illustrations, which appeared in Spain to accompany the introduction of the Model 'Y'.

The first was a copy of the Model 'Y' radiator grille, which appeared in the famous 16th edition of 'La Revue Ford' (the French equivalent of 'The Ford times'), designed by the French artist, Draeger, at the behest of Maurice Buckmaster, Sir Percival Perry's European representative. The French version of the grille is inscribed 6 cv (cheval vapeur – literally, horse power), based on the French government's formula for calculating vehicle excise duty, whereas the Spanish version has 8 h.p. inscribed, based on a similar formula to the British. In Spain the car was known as the Modelo 8 ('ocho' in Spanish).

The Draeger inspired Model 'Y' radiator grille, which appeared in the French Art Deco publication, the 16th Edition of 'La Revue Ford'.





Paco Rigera.

Luis also included a copy of the eight prancing horses, also made famous by Draeger in 'La Revue Ford', although in that publication, there were only six (6 cv). Spain and Britain copied the idea of the horses for their sales brochures, adding two horses (8 h.p.) Each horse represented an attribute of the Model 'Y'. Luis explains:- "The eight attributes are (translated): speed, economy, service, duration, safety, elegance, comfort and simplicity. Only 'economy' and 'service' coincide with those of the original French advertisement."



A typical Art Deco brochure of the early 1930s. This one, showing an exaggerated styling of the Model 'Y' and fabulous 1930s dressed models, was the work of Spanish artist Paco Riera.

The Spanish interpretation of the Draeger horses (8 h.p.) with the attributes listed by Luis Cascante.

Caption:- "The Spanish version of the Draeger radiator grille, showing 8 h.p., which was used on their promotional material.

The second item Luis sent was a cover from the Model 'Y' sales brochure, advertising the introduction of the long rad model early in 1934. The Art Deco styling is obvious from the exaggerated lines of the Model 'Y' and the fashions evident in the three people's clothing. The artist in this instance was the Spaniard,



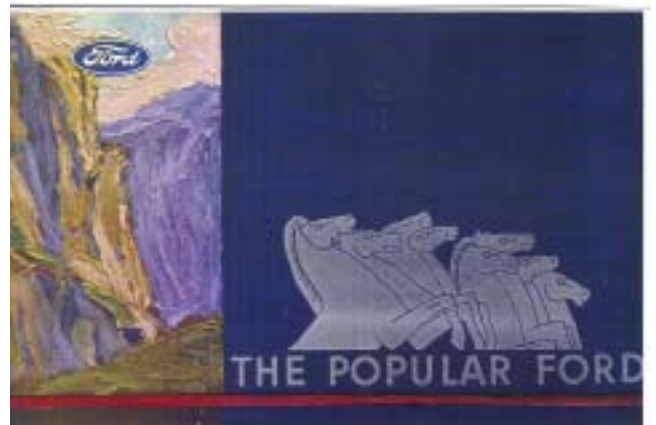
NOS 6 CHEVAUX SE NOMMENT



LUXE
TRAVAIL
LIBERTÉ
ÉCONOMIE
UTILITÉ
PROGRÈS

The original Draeger 6 horses (6cv) as used in the early French Model 'Y' brochures. The six attributes are luxury, hard work, freedom, economy, service and advanced.

The English version of the Draeger horses used on the long rad sales brochures from the end of 1933 to late 1935. No attributes are known to have been applied to the horses in England.



Adjusting brakes

One of the extracts in the publication, "Fords of the Thirties", which Bill Baxman donated to the library at the All Ford Rally, was the concluding part of a series of articles written by J. Harrison A.M.I.M.E., A.M.I.A.E. in 'The Light Car' magazine of 16th November 1934 (70 years ago this week! – Ed). John Harrison was a regular participant in the RAC rallies of the early thirties, driving a tuned Jensen-bodied Model 'Y' 'Mistral'. The articles describe his tuning methods for the Model 'Y'. As I am often asked how should the brakes be adjusted on our cars, I thought you might like to read John Harrison's thoughts on the subject:-

"My method of brake adjustment is to inflate the tyres to the recommended pressure, jack up the car and oil every single pin in the brake mechanism. While oiling them, I rotate each pin, by gripping the head in a pair of pliers, to spread the oil over all its surface, for it is useless to attempt adjustment until the mechanism is absolutely free. Too much emphasis cannot be laid on this point, for the difference in brake efficiency between a perfectly lubricated mechanism and one that is stiff is almost unbelievable.

Adjust each brake in turn until the shoes commence to rub. Then slack off four notches. Drive the car at 25 m.p.h. and apply the brakes very hard. Note the length of the skid marks and slack off the brake that comes on hardest until all are equal. Now slack off each brake two notches and equalise the back ones only. After they are correct, tighten up the front brakes two notches again. This method puts the greater proportion of the work on the front brakes and it may cause them to grunt a little. Their stopping power, however, is a revelation."

Rust in cylinder blocks

An article, written by Denis Johnson in 'EnFomation', the magazine of the Classic English Ford Club of Western Australia, prompted me to obtain the permission of their editor, Chris Newman, to reproduce the article in 'Transverse Torque'. He kindly agreed and sent the accompanying photograph. Denis writes:-

"A recent experience with a reconditioned Ford engine prompts me to write to you all with a warning. This particular Model 'C' block had been bored to 30 thou oversize and over \$1500 worth of new parts put in to bring it up to scratch. I was filling the radiator with water before I noticed the ominous sound of the sump filling up as well. To cut a

My first car

Roger Hanslip sent in a page from a local Norfolk magazine called 'Let's Talk!', on which a number of readers talk about their first car. One account was by George D. Rix, who recalls:-

"In 1937, the year after I had married, I decided to sell my motorbike and buy a car. I could buy any make of Ford as it was black! I bought a Ford Eight (NG 7078). It cost £37 second-hand. A new model would have cost £100.

There were no official driving instructors then, so a friend gave me lessons, showing me how to work the gears, make a three-point turn and reverse, etc. Driving along Dereham Road, I nearly drove the car into the side of a tram. I was really shaken but my friend grabbed the steering wheel and saved the situation.

Another day, at a junction, a car hit me. It was not certain who had right of way, but the matter was settled with a few words. There were no more accidents after that.

The windscreen wiper was operated by suction from the engine. There were no signal indicators – you just put your hand out of the window. As long as there was petrol, oil, water in the radiator and a spark, the car went!

At the beginning of the Second World War, we had to move into the country to stay with friends at their farm. I drove the car to the farmhouse and then there was no more petrol available, so the car was parked in the cowshed.

We eventually moved to our own cottage at New Buckenham, about one and a half miles away. The car had to be moved without petrol, so my farmer friend, Alan Self, tied a rope to the harness of his horse and towed me (one horse power). It must have been an interesting sight, my friend riding the horse and me sitting in the car being towed! The car was safely installed in the barn next to our cottage and was not used again until after the war."

[I assume Dereham Road is the, now, A1074 going west out of Norwich, from where George Rix moved close to New Buckenham, about 15 miles south-west of Norwich, at the start of the war –Ed.]

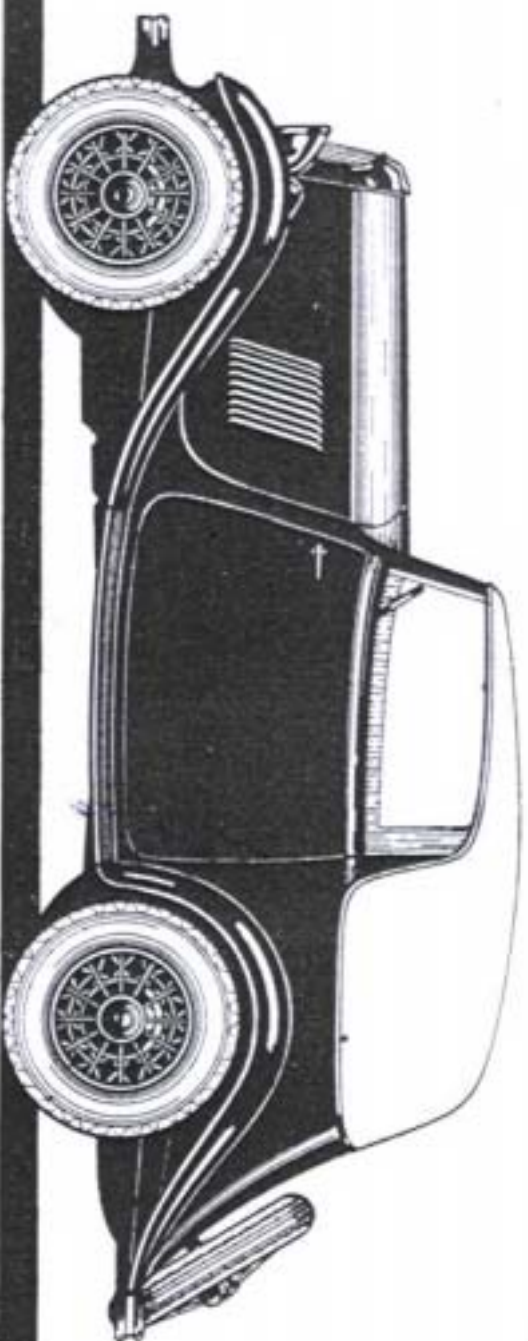
long story short, there was a hole in the water jacket into the valve chest. End of motor after much work effort and expense.

Whilst looking through the Club parts for a suitable replacement block, I came across three Club motors with holes in the water jacket. All were visible on the outside and so were easily detected. Two had been rather ingeniously patched (see photograph). What happens is rust accumulates in the narrow space inside the water jacket and expands in volume as it takes hold, cracking the jacket, especially at the rear of number four cylinder or along the base of the jacket either side of the water outlet. (*I think he means 'inlet' – Ed.*) So choose carefully before you commit to doing up a motor.

This brings up the question of engines should be stored, either in the car or in the shed waiting repairs. In my opinion, vehicles should be kept inside under cover and the radiator topped up with coolant. Engines that are kept separate from vehicles should have all the loose rust picked out of the water jacket passages using a magnet and piece of wire."

Patch repair on a rusted through engine block. Not a pleasant sight!"





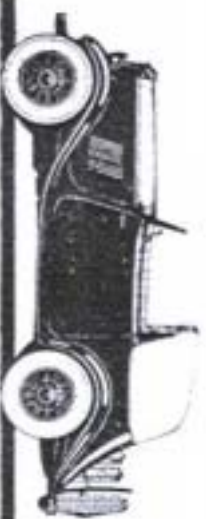
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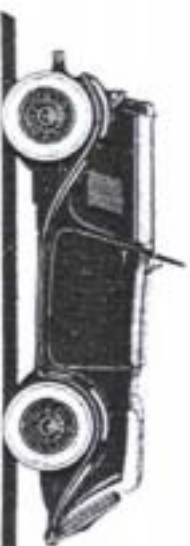
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