

Issue 155 July - August 2005



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## Editorial

This issue has come around very quickly – probably due to the earlier deadline. Thank you for sending in such a variety of material, which makes the magazine interesting. Just keep it coming!

I completed one of my mammoth projects in June, when I visited Valerie Hough, who lives near Ongar in Essex. She is 82 years old and is the daughter of Sir Patrick Hennessy. A couple of years ago, I set about writing a biography of Sir Patrick, as he was so influential in the success of our cars. For example, it was due to his initiatives that the cost of the Model 'Y' was reduced to the magic £100, the only saloon car ever to achieve that. Not only that, but he was responsible for the success of the Ford Motor Company from the 1930s to his retirement in the 1960s. In this issue, I have included Chapter 1 of four chapters covering his life. I hope you enjoy it.

After that visit, as I was on the 'wrong' side of London for Hampshire, I stayed overnight with Tim Brandon, in Suffolk. The following day, I had a pre-arranged appointment with John Potter, the now retired grandson of A.H. Potter, who founded the main Ford franchise in East Suffolk, with branches at Framlingham, Woodbridge and Wickham Market. He kindly sifted through the company archives and produced a few goodies to accompany a future article on that dealership.

I am grateful to a number of you, who are keeping your eyes skinned on e bay for anything relating to our cars – for which I am very grateful. Roger Corti bought three photos recently, two of which were of a Jensen bodied Model 'CX' and one of which is featured in the 'Jensen 'C'/'CX' article in this issue. The third was of a rather nice looking Birmingham registered mid-1933 Tudor short rad with what appears is its new proud owner. Please keep the information and the photographs coming in. Invariably, as with the Jensen ones, we learn yet more about our vehicles.



*A proud new Birmingham owner of a mid-1933 short rad Model 'Y'. hopefully, he didn't have to change his rear axle!*

Whilst on the subject of sending in photographs, our printer chapee, Steve Waldenberg, has bought in some new tackle, which he assures me will improve the quality of the photographs in 'Transverse Torque', bringing it up to professional magazine standard. We can judge the outcome in this issue. To help with the quality, he asks that when you scan in photographs to send to me for publishing, please scan them in at 600dpi minimum. I have taken to scanning in at 1200dpi of late. Your help in this matter will be much appreciated.

Steve, like me, has been fascinated by the number of hitherto unknown cars, which have been reported over the past couple of months. Steve sees them when I e-mail photographs to him to accompany articles. As you will see in this issue, there are a number of new, brave restorations under way. We wish you all success with these ventures.

October 2005 marks the 70<sup>th</sup> anniversary of the introduction of the £100 Ford Model 'Y' 'Popular'. It would be very much appreciated if those of you with archival material would contribute to an article on the subject in the next issue of 'Transverse Torque': a) it would save me doing all the research and writing and b), it might well throw up some information and photographs which are new to the Club archives.

Footman James, the classic car insurance company with whom we have a joint agreement, has kindly made a donation to the Club, based on the number of members who have policies with them. The more members signed up, the greater the annual donation. Feedback from members on the Footman James premium rates and on their response to claims being made has been good.

I am preparing an article on upholstery for our cars. I am a little vague at this stage on the cloth upholstery of the early 'Y's and 'C's. We think that the upholstery was in Bedford cord material, which is normally a chequered design. But how many different designs were there? If anyone has some original cloth material in their garage or attic after a restoration project, please send a 6 x 6 inch sample to me for cleaning and keeping in the archives. If someone still has the original cloth upholstery, a colour photograph

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### Photograph on back cover

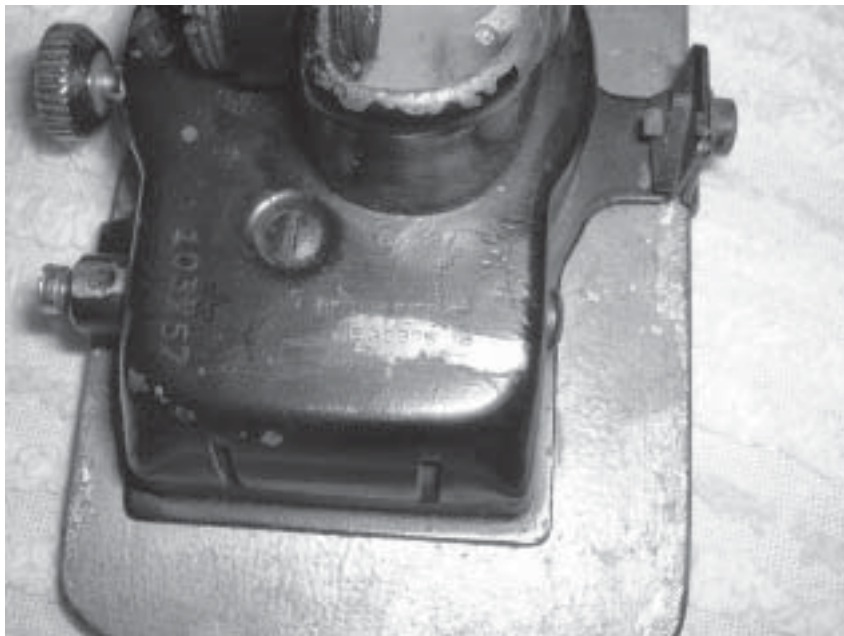
A Danish postcard advertising the Aalholm Automobilmuseum, but wrongly titled 'Ford 1932 (England)', the car shown being a L.H.D. post September 1933 long rad model, presumably assembled in Copenhagen. Peculiar aspects include short rad, black-rimmed headlamps, twin wiper blades, metal surrounds to running boards, exhaust pipe extension to rear, rear lamp on stalk with number plate holder. Incidentally, in this advertisement, we may have found a suitable Christmas card photograph! With thanks to Fred van Leeuwen

would be much appreciated. Anyone with information or documentation on this topic is asked to send it to me, please.

The appeal for information on the rear view mirror clocks produced responses from Graham Miles, Roger Corti and Roy Cleeves, for which many thanks. Whereas I had observed two styles of figures on the clock faces (mirror) – thin and thick, I suspect that I had been misled by restored clock faces and that, originally, they were all the same – thick! Our knowledge on the clocks has increased as a result of the exercise. We now know that they were Swiss made and that a patent had been applied for when they were first introduced and that the patent, once granted, was British patent No. 30375. The clocks appear to have been serial numbered. One of Roger Corti's clocks, with serial number 48572, was made whilst 'Patents applied for'. Interestingly, this also had a brass electrical terminal for the illumination lead from the dashboard light; whereas the later ones had steel terminals.

I hope you like the diversity of articles in this issue.

**Sam Roberts, Editor.**



*The reverse of Tim Brandon's mirror clock, clearly showing the British Patent No. 30375 and, vertically, on the left, the serial number 103757. Note the steel electrical terminal.*

**Deadline for copy for Issue 156 is:- Wednesday, 31<sup>st</sup> August 2005**

## Chairman's chatter

Dear All,

As I have not been in a position to drive for six weeks, it has given me some time to read a few books and learn a little bit about the old Fords. I must say that modern motoring has a lot to be thankful for. I have spent some time reading Sam's book on the Model 'Y', which has taken me quite a few years since it was acquired. It certainly was most enjoyable to learn a few things from the experts.

I hear that the French Tour was a great success and it appears that everyone that I have spoken to enjoyed it immensely. It was good to hear that no major problems were encountered. Kath and I were thinking of you every mile. Well done to Mr Miles. I hope I can keep fit for next year's tour to Holland?

It was nice to see Sam's article from the local guy at Abergavenny, John Fletcher, (the local toy man) putting such effort into the fine article he did on his Model Y van. It's nice to know that someone in Wales can contribute so well to the magazine. Thanks John.

To the Regional Contacts, who are working so hard again this year, a big thank you for all your efforts for organising local events. I hope to see you at some of them. Happy motoring.

**Mike Samuel, Chairman.**

## Our rambling Secretary

This is now summer! I tell you all this just in case you had not noticed, but being stoic you are probably out and about with your old car anyway – I hope so.

Our group had a very successful and enjoyable France trip last month, but had English weather to make them feel more at home. I understand that car problems were few and mainly concerned electrics, etc. Coincidentally, our spares group is currently (no pun intended!) looking into upgrading our dynamos – but more of this in due course. Well done the Club group for flying the Club flag in France. Also, a big well done to the enthusiastic John Keenan on being awarded the Geoff Murrell Award on the France Tour.

Continuing use of our cars in the present political climate is of concern, since each year more government legislation impinges on our hobby. Fortunately this is minimised by the efforts and vigilance of the Federation of British Historic Vehicle Clubs (FBHVC) to which we are affiliated. I was

reminded of the importance of this body on a recent visit to the Imperial War Museum at Duxford, Cambridgeshire, as it was announced that their Boeing B17 "Sally B – Memphis Belle" would not be flying at shows since they could not afford the new £5k insurance premium. This situation has arisen since new EEC regulations place this wartime bomber into the same insurance category, based on size alone, as a modern passenger plane with consequently huge insurance premium! This utterly ridiculous and over zealous application of the law by clipboard civil servants has denied the pleasure of seeing this historic aircraft in flight to thousands of enthusiasts. I hear that

the French government, with Gallic sense, have ignored the regulation (they have a B17 in France) for the benefit of their public. Had the UK historic aircraft fraternity had the services of an organisation parallel to the FBHVC, hopefully this kind of careless legislation would not have been passed. Long may our cars continue to be used on the road and not relegated to the status of mere museum exhibits.

On the Club front, we are seeking member volunteers to take over various roles. (See elsewhere in this issue). These changes in the main reflect the wider commitment and services to members, rather than a present incumbent simply stepping down. Following my note in this column in the last issue, I did not receive one call! This does not deter me from trying again, as I know there are lots of members with the skills and interest out there ....just needing a nudge to volunteer.

My 'CX' tourer is now resplendent in new paint (or will be by the time you read this magazine), on target for runs out later in the season. My arms ache from all the rubbing down – all worthwhile to achieve a reasonable if not professional finish. I await a new wiring loom (from Autospark) and carpeting may have to wait until autumn, but all other items, bought new or refurbished over the winter, are ready for final fitting-upholstery, lights, bumpers, etc. It is quite exciting to see it all come back together and the open road beckoning.. More anon....

Advertising and selling on the internet can be problematic as there are "scammers" out there looking for a quick buck with the classic car scene a potential target area. I was alerted to this through a personal experience and also by the following notice on a website.....

"PLEASE BE AWARE OF POSSIBLE SCAMS: Look out for strange wording, the buyer nearly always wanting to pay the full price by 'cashier's check' and that they will 'include shipping costs' in the price paid for the car. See [www.used-car-advisor.com/car-buyer-scam.htm](http://www.used-car-advisor.com/car-buyer-scam.htm) for more details."

If you are selling, then our advice is to discuss the matter by telephone, as you will then have a greater chance of detecting whether the buyer is a genuine enthusiast or not.

Meanwhile enjoy the summer by getting out and restoring – or better still driving – the old 'Y' or 'C' Model. After all that is what our Club is about.

### Bob's Joke Corner.

In the last issue, editorial or printing gremlins robbed you of the end of an Aussie story. Hopefully you can read this in full and enjoy it as I did.

#### Australian farmer on Metrication.

It started in the 1960s when they changed pounds to dollars- and doubled my overdraft."Then they brought in kilograms, instead of pounds – me wool clip dropped by half.

Then they changed rainfall to millimetres – we haven't had an inch of rain since!"If that wasn't enough, they brought in Celsius and now we never get above 40 degrees – no wonder the wheat don't grow."Next came hectares instead of acres – so now I have only half the land I used to have. By this time I'd had enough and decided to sell out.

I put the property into the agents hands, but then they changed miles to kilometres, so now I'm twice as far from town and nobody wants to buy the bloody place!

(Thanks to The Morris Register for this joke – yes, they read our mag too!.)

.... And to think the Aussies talk about whinging Poms!

Please send me your favourite (censored) story.

**Bob Wilkinson.**

## Your Club Needs You!

Due to various changes, we are looking for volunteers for the following posts within our team of club officers:-

**1. Editor:** Sam Roberts has indicated that he will be stepping down within the next year or so and we are looking for a member with the interest and skills to work alongside Sam and then take over as editor. Sam will continue his work in connection with the archives and will research and write articles for each issue and, naturally, support the new incumbent.

**2. Membership Officer:** Colin Rowe has two Club roles and wishes to continue and develop his spares holder role. The Membership Officer is responsible for maintaining the membership list and for the enrolment and subscription renewal processes. He, or she, obviously needs to be computer literate to take over well-established programmes. We would like to see some continuity in this role, as a knowledge of members, built up over time, is advantageous to the Club as well as the members.

**3. Spares Holder:** We need a volunteer to hold a small stock of new spares (a small cupboard will suffice for storage) and to respond to orders for these particular items. Currently there is a team of 7 spares holders with spares (all new clean stuff!) divided between them. Systems are well established and the team is well supported.

Getting involved with club activities is rewarding in many ways so if you wish to find out more details about any of these posts – time needed, communications, etc., please contact me for an informal discussion.

**Bob Wilkinson. Secretary.**

# The Enfield Pageant of Motoring

– Jim Miles reports.

The Enfield show is billed as 'The Big One', which starts the season. This year's show was no exception with its main theme of Bentley Cars. There was no Y&C Register stand as such, courtesy of Royal Mail, who managed to lose our stand application! However, the Dunkirk spirit of Register members overcame all obstacles and a good time was had by all (I hope).

First thing Saturday morning, Steve Saville turned up with his smart black March 1933 registered, short rad, Fordor. Together with the Dutch crew of Rob Bolland in his 1936 Copenhagen assembled 'Y' Tudor, Wim Hofstede with his nice Model 'Y' SICAL coupé, Cees Overgaww with his 1930 Model A Tudor and my 1937 Eifel parked on the rally field line-abreast, we had the makings of an unofficial stand. Tim Brandon then joined us with his period conversion 1935 Model 'Y' pick-up and Graham Miles brought along his short rad tourer. He was closely followed by Mike Meadows' prize winning 1937 'Y' Tudor. Flying the Model 'C' flag was Neil Bray's 1935 Tudor, driven by David Nash, closely followed by Neil driving his 'Y' Tudor of 1937 vintage. They both rushed off to the large autojumble, where they found a period number-plate firm, which made up plates while 'U' wait, which was handy as Neil's front plate on his 'Y' was bent.



The impromptu Register stand at Enfield on the Saturday, when 13 Y&C vehicles turned out.

And still they kept coming! Two Normandy veterans arrived in the shape of John Argent, with his much travelled 1935 'Y' Tudor, and Jim and Joan Sharpe in their 'Y' Tudor of 1936. Chris Cheesman's daughter arrived and slotted their 1934 Tudor 'Y' into the line-up. John Morrish was on parade with his January 1937, black Tudor, sporting its new Club front bumper. Also on site, but on the Sidevalve Club stand was Y&C member, Dennis Little with his immaculate Fordor 'Y'. By the way, Dennis bought a long rad Model 'Y' reconditioned radiator in the autojumble for the princely sum of £10! - The lucky stiff!

The next morning, the Dutch crew, who were on site for the long weekend, Steve Saville and myself poled up again and we were soon joined by Sam Roberts driving his pretty Kerry tourer. Tim Brandon reappeared, this time with Glynis in his green 1936 Tudor 'Y'. Tim had driven back to Suffolk the night before, changed vehicles, picked up Glynis and driven back to Enfield the following morning - a really good effort. John Argent and Graham Miles returned in their cars for another look round the autojumble and vehicle displays, which included military tracked vehicles, Jeeps, lorries and even a NAAFI tea wagon, plus hundreds of cars and commercials (*Ian Buckler, where were you? – Ed*). Not forgetting the steamers of every shape and size. I always think that the attraction of steam wagons is that they are living beings. If you have stood beside one of these 'creatures' whilst it has steam up, then you'll know what I mean.

The last car, but by no means the least, to arrive on the Sunday was the gleaming black ENO 344, a Model 'Y' Tudor of 1937, with Jack Clarke and Shirley on board. She is a real eye-catcher (*as well as the car! – Ed*).

The last day, Monday, arrived with another visit by Jim Sharpe and his 'Y'. Steve Saville was still on site with his Fordor and Graham Miles and his tourer returned, loaded with a box full of used dynamos, which an electrician in the autojumble will be reconditioning for the Spares Section.

Quite a few members, without their cars, paid us a visit over the weekend. They included Robert Pavitt from North Weald, Essex, who is selling a Model 'Y'. It was

nice to see Malcolm Long again. Malcolm has been engaged in the restoration of a Fordor 'Y' of 1936 since 1969! We are now well into the new Millennium, so we can't go on meeting like this, Malcolm. The proud owner of the pair of Brighton Model 'Y' taxis, Dave Ball, dropped by and had a chat. The taxis are so rare, the chances of a pair of 'cabs' of 1936 vintage surviving are so remote, especially with their original registration numbers DCD 700 and DCD 701.

It was good to see the faces behind the names and their nice cars over the warmest weekend of the year so far. Please forgive me if I have missed anyone out. As far as I know, none of the Register members on site trailered his car (or her car, in the case of the Cheesman 'C') to Enfield, but drove them there.

Well done.

Happy motoring.

# Members' scribblings.....

## The Jensen 'Mistral'

Following the story of Doug Hickson's Jensen-bodied Model 'Y' under Members' Cars in issue 153. Harry Edwards, the Editor and Historian of the 'Morris Register', wrote to Bob Wilkinson reporting:- "I was quite interested to read the article on Doug Hickson's "Mistral" Jensen-bodied Tourer, particularly, as you probably know, that I have a virtually identical Jensen bodywork on my Morris 8. What surprises me was that the date given was 1933. My car is 1935 and, of the three Morris 8 Jensen-bodied tourers known to the Club, mine is the oldest. I'm surprised to note that this body design was being made by Jensen two years earlier.

Morris chassis with Jensen bodywork in 1933 tended to be on the Morris Minor chassis and less like the "Mistral" or my "Eight" (As a matter of interest, they never gave the Morris version a name). It is interesting to compare the sales leaflets."

Harry, there were very few special bodied Model 'Y's after 1934 as the mass-produced, cheaper, Morris 8 Tourer killed the market. The coachbuilders could not compete on quality or price. Jensen, however seemed to persevere. The only known surviving, coachbuilt, post-1934 Model 'Y' tourer is the Jensen Mistral owned by Guy Maurin on Mallorca (July 1935).

## Advice to wannabe restorers

John Armstrong sent in this extract from an Internet chat line:- "I take it you are not married as you appear to have still retained the use of your fingers, and your upper brain functions. Oh! You are married.. Then do you not remember the note on your marriage certificate and I quote....."" HUSBANDS! Impulse buying "classic" vehicles may affect your ability to have"children. Here is some advice:-""Vehicle restoration (101)""1. Dig a big pit by your front door""2. Chuck a tenner in the pit every time you walk past""et voila.....classic vehicle restoration without the spanner rash!

## Use the Club services

Member Mike Tinson e-mailed Graham Miles to ask him some technical questions about his Model 'Y' - please note that we have changed the procedure. Geoff Dee is our Technical Advisor and questions should now be fired in his direction.

However, Mike also added the following comments, which might help some of you:-

"I was very pleasantly surprised to find that you included details of my Ford in the March edition of the 'Transverse Torque' magazine. To give you an update on the progress of the work on the car. It had not been on the road since 1978, but only needed minor work. The Bulletins and handbook purchased through the Club were invaluable. I replaced the wiper vacuum motor, exhaust pipe and top and bottom water hoses. There was a little work needed on the rear lights, after which, I put it in for an MOT - really just to 'test the water' to see what safety work was needed. I was advised to fit a few missing split pins on the nuts on the front suspension and change one of the wheels for the spare. I (and friend) completed this work within 2 hours and took it back to the garage - the car then passed the MOT with flying colours!

Although the tread on the tyres is good they are beginning to show their age (hairline cracks) so I have just ordered 5 new ones. I carried out a fairly extensive search for the tyres, but was not too surprised to find that the best value was through the Club (with my 10% off). - some of the quotes I had would have meant re-mortgaging the house!

Attached is a picture of the car. You will notice that it has an incorrect front bumper fitted at the moment - the car is a long radiator model. Best Regards and thanks for all your help"



The Bristol Street Motors advert from the 1933 Ford Motor Exhibition, depicting the Jensen Mistral body on the Model 'Y' chassis.



The Jensen Morris tourer advertisement, dated 1935 - with thanks to Harry Edwards.



Mike Tinson's September 1935 Tudor Model 'Y', Y112542, which is a recent addition to the register of survivors.

## Ford Y&C Model Register trip to France 2005 – Part 1

by Jim Sharpe

The overview of the trip this year was one of casual roaming and doing your own thing. There were no organised trips or group outings. People were left with their own choices. From the evening discussions this seems to have suited everybody. There is so much of interest in and around Dinan and Bayeux that the problem was what to miss out, rather than what to see and do.

The choice of hotels was excellent. In Dinan, we were in the picturesque port area, connected to the old town by the steep port road, and in Bayeux, we were just one kilometre from the centre of the town, with its Cathedral and world famous Tapestry.

### Day 1 – Wednesday May 11, 2005

The day didn't start too well in Hastings (something King Harold might have said some 961 years before!). John Keenan only went to the local paper shop but, during the journey, he found his Model 'C' was a little rough engine-wise. Nevertheless, he decided to carry on and meet up with Owen and Chris Baldock for the journey to Portsmouth.

Eleven cars assembled at Portsmouth to board the Brittany Ferries, 'Val de Loire', for an 8.30 p.m. (sorry Sam, 20.30 hours) sailing. The party included Graham and Margaret Miles, John and Carol Argent, Jim Miles and Cath, John and Mary Keenan, Owen and Chris Baldock, Julian Janicki and Peter Richardson, Geoff and Jenny Dee, Geoff Salminen and David Kent (David had travelled down to Portsmouth from Saffron Walden by train to meet Geoff), Ken and Brenda Waller, John and Lynn D'Alessio and Jim and Joan Sharpe.

PHOTOGRAPH:- Image France Boarding Ferry.jpg sent 19 June  
"Queuing to get onto the ferry at Portsmouth – 'hail fellow, well met' time!"

For most of us the journey to Portsmouth was fairly straight forward, but Ken and Brenda Waller, along with John D'Alessio and his wife Lynn, had spent two days getting down from Yorkshire. There must be something good about living in the North.

Before getting aboard we had some running repairs. John Keenan's engine's lack of performance had not improved and something had to be done before Mary was happy to go to foreign soil. Owen took charge and changed the condenser, which fixed the problem, and did wonders for Mary's confidence. Graham also had a concern with his starter (without Neil Bray there, someone had to have a starter problem). Jim Miles came up with a switch and it was duly fitted. As a precaution, Graham parked on a slope to show he was less than 100% confident.

Now, in the queue inside the gate, we were treated to birthday cake, as it was Christine Baldock's birthday. Thanks Chris for arranging this.



Christine's birthday cake.

We all got onto the ferry without further incident and sorted our overnight arrangements. Those couples with cabins had to decide who had the top bunk. Why is it that, in most cases, the ladies finish on the bottom. I put it down to good gentlemanly manners without a hint of pressure!

### Day 2 – Thursday May 12, 2005

We had arrived in St Malo to a fine day. Now to get off the boat. Graham had used the starting handle to get his car going, but Jim Miles resorted to persuading two of the ship's company to give him a push - something to do with the battery, he said.

Owen led the parade of 'Y's and John Keenan's 'C' out of the dock. Graham took over and we found ourselves in a car park with sufficient spaces to take all eleven cars. At this point, John and Carol Argent distributed the Club shirts to the members. Graham grabbed the opportunity to ask a passer by the directions to the old town of St Malo. At 9.30 in the morning, he didn't expect to find the local drunk, but he did. Fortunately, his second choice was sober and we found our way to the old town in time for breakfast.



After disembarkation in St. Malo, Graham found a car park with sufficient spaces to take all eleven cars abreast.

After breakfast we went our separate ways, some spending time in the beautiful old town, or on to Dinard and around the coast, while others went directly to Dinan and visited the weekly market.

The Dutch contingent was waiting at the hotel to greet us as we arrived, one by one, during the afternoon. Unfortunately there was a mix up with timing earlier in the day and we missed each other in the morning in St Malo. Rob and Ans Bolland, Wim and Cok Hofstede in their 'Y's and Cees and Kitty Ouergauw in their immaculate Model A, were all busy checking over the cars after the 900 kms trip from home to Brittany. It was good, as always, to see our colleagues from Holland, even more so that they had travelled for three days to join the tour.

In the afternoon, Graham decided to have a closer look at his starter motor and found the



strap was shorting. A strip down and cleanup fixed that problem and the generous incline in the hotel car park was not needed. We were pleased to get the mandatory starter motor problem out of the way so early in the trip. The remainder of the day was spent either in the town or by the river.



*A cheerful Graham having sorted out the starter problem with the help of John Argent.*

**Day 3 – Friday May 13, 2005**

After a good breakfast, we went our different ways. The old Port Road goes from the riverside up into the old town of Dinan. The road is a narrow, steep, cobbled street with many beautiful old houses and a few shops. It was well worth the effort to reach the top and take refreshment in one of the many cafés, before exploring the rest of the town.

Others in the group decided to visit the Musée 1939 – 1945 just outside the town, which has excellent displays of vehicles and uniforms associated with WWII. As is normal in France, everything closes for lunch, so the morning visit ending at 12.00 meant you could be back for a leisurely cruise on the river and a relaxing cider/coffee in the open air cafés alongside the River Rance in the afternoon.

We chose to go to Combourg, via the Forêt

de Coetquen, which is a large nature reserve. In the small market town of Combourg, there is Chateau de Combourg, which dates from 15th century and is still the home of the Chateaubriand family. A guided tour, the only way you are allowed entry, explains the family history going back over many generations.

Having walked up the Port Road hill and looking for something to do in the afternoon, Graham decided it was time to test the climbing ability of the Model 'Y'. Graham and John Argent took off up the hill into Dinan, to the amazement of locals and visitors alike. The photographs prove the feat, as did the raised bonnets and glowing engines of their cars outside the riverside café after the event. Great stuff and a tribute to the 8 hp engine.

The afternoon saw the arrival of Patrick van de Meer and Martin Bolland from Holland. Unfortunately, they completed the journey in a hire car as their Citroen 2CV had a gearbox failure near Arras. The important thing is they were there to enjoy the weekend.

**Day 4 – Saturday May 14, 2005**

Last day in Brittany and still so much to see. A proposed visit to Le Mont St. Michel was postponed; it was thought that, as we were travelling close by the following day on our way to Bayeux, it would make sense to visit then.

John and Mary Keenan, along with Owen and Chris Baldock, decided to go to the Musée de la Resistance at Saint Marcel, some 80 kms south-west from Dinan. From their comments that evening, it was well worth the journey and an interesting insight into conditions in France, and Brittany, in particular during WWII.

Julian Janicki and Peter Richardson went even further to see the Manior de l'Automobile, near Vannes. We had already been told by Neil Bray that this was a massive museum, likely to take more than one day to see it all. Julian and Peter were very impressed.



*Relâchez vous with some cider or coffee alongside the River Rance.*

Geoff Salminen and David Kent joined Geoff and Jenny Dee for a walk along the river Rance. As David said, it was more like a jungle expedition than the expected stroll, but they were able to refresh themselves with coffee and Calvados when they got back. This continued later that evening after dinner, the two Geoffs and David were last seen having coffee and helping themselves from the bottle of Calvados on the table in a local riverside café. Thank goodness Jenny was there to see them home safely.

The remaining cars in our party took off in various directions after breakfast, intent on enjoying the last day here. Some went to the local Gardens, others into Dinan, or to travel along the coast north of Dinard. Those who ventured out for the day, ran into the early evening heavy rain on the way home. But the 'Y's and the lone 'C' just kept going.

In general, the cars were behaving themselves. Only Jim Miles' Eifel needed some brake adjustment and Ken Waller's 'Y' caused concern through lack of charging. Overall, the weather in Brittany had been kind. We had rain almost every evening, but very little during the day. It certainly didn't spoil our stay in the area.

### **Day 5 - Sunday May 15, 2005**

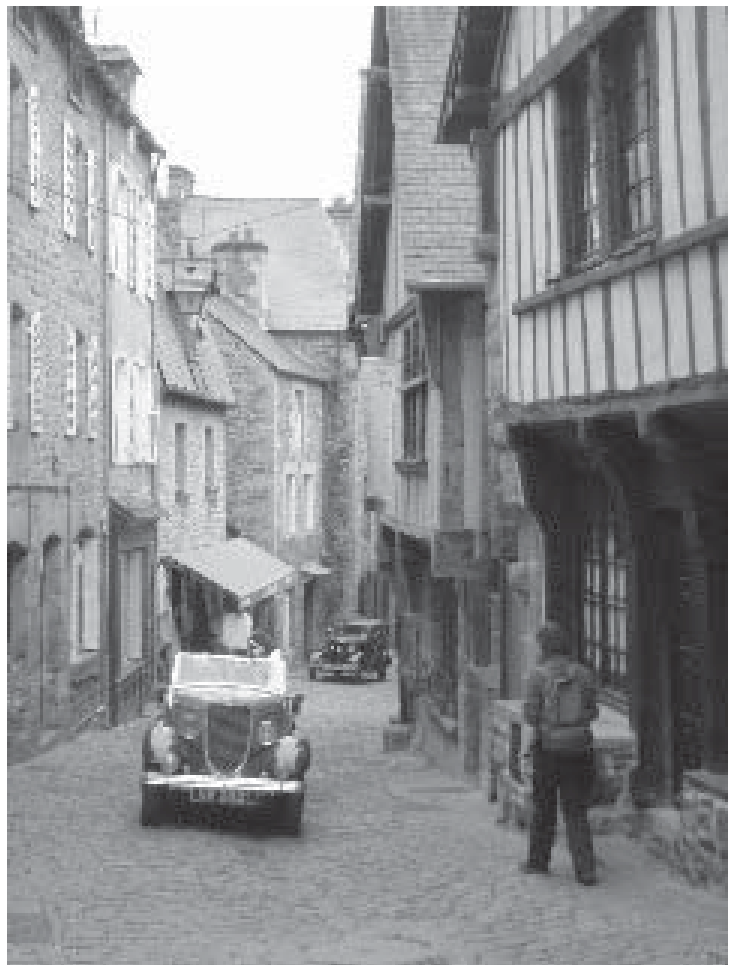
Bags packed, check out and make our way to Bayeux. There was just time for a group photograph and we were off. With some sadness, we said goodbye to Martin and Patrick, who had to get back to work in Holland on the Monday morning.

**In the next issue, I will recount the second half of the visit in Normandy.**

*Graham Miles in his tourer, with John Argent following in his Model 'Y' Tudor, climbing the Port Road hill in Dinan.*



*The mandatory group photograph taken outside the hotel in Dinan and before Martin and Patrick disappeared back to Holland.*



# Y&C Register Events 2005

9/10 July	Ardingly Vintage Vehicle Show West Sussex	John Keenan 01424 424323
17 July	Newby Hall Car Show (N. Yorkshire)	Barry Diggle 01274 614729
6/7 August	Gloucestershire Steam & Vintage Extravaganza, Kemble Airfield, Cirencester	Ivor Bryant 01454 411028
6/7 August	34 <sup>th</sup> Woodvale International Rally (See below for details)	Peter Ketchell 01244 676856
14 August	Wisbech & District Annual Road Run	Roger Hanslip 01945 430325
21 August	Powerscourt Picnic Run Co. Dublin, Eire	John Fitzgerald 00 353 (0)87 255 6872
11 September	Bradford – Morecombe Run	Barry Diggle 01274 614729
17/18 Sept	North Norfolk Railway 1940s	Brian Mace 01603 425558 weekend event
18 September	Car Show, Fort Paull, Nr. Hull	Ken Sleight 01302 337483
25 September	<b>All Ford Rally, Abingdon (National gathering)</b>	Book through Bob Tredwell 01235 530720
30 October	The Restoration Show Stoneleigh Agricultural Showground	Geoff Dee 01926 334780
4 –6 November	International Classic Car Show NEC Birmingham 01214 272189	Geoff Salminen
13 November	Y&C Register Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
13 November	Footman James Autojumble, Automart and Restoration Show, Shepton Mallet	Ivor Bryant 01454 411028

## Other events

12 June	Luton Festival of Transport Stockwood Park	Ann Marriott 01582 597375
14 August	Asda/Scania charity open day Bruntingthorpe airfield, Lutterworth, Leicestershire (see below).	Free to members with cars
19 -21 August	Shelsey Walsh Centenary Celebrations	<a href="http://www.shelsey-walsh.co.uk">www.shelsey-walsh.co.uk</a>

## Events 2006

28/29 January	Bristol classic Car Show Shepton Mallet	Ivor Bryant 01454 411028
26 February	Y&C Register Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
23 April	<b>A.G.M. Willoughby Village Hall</b>	Bob Wilkinson 01832 734463
4 – 14 June	'Raid Holland 2006' Tour of Holland	John Argent 01707 662049

## 34<sup>th</sup> Woodvale International Rally 6<sup>th</sup>/7<sup>th</sup> August 2005

This huge annual rally is held on the RAF Woodvale airfield, near Stockport, in Lancashire. In addition to a large vintage and classic car show, public displays, trade stands and car boot sale, the Woodvale International Rally boasts the biggest display of large scale, flying, model aircraft, including the Vulcan, Valiant and the Victor. By large scale, we mean up to 20Kg!

This year, we have been invited by the Ford Sidevalve Owners' Club to join their stand. Peter Ketchell is the Y&C Register co-ordinator and entry forms can be obtained through him (Tel: 01244 676856 or e-mail [peter.ketchell@lineone.net](mailto:peter.ketchell@lineone.net)).

The cost of entry is £2.50 per vehicle, which, along with all the proceeds of the rally, goes to charity.

Full details of the rally, including a location map, can be viewed on [www.woodvale-rally.org.uk](http://www.woodvale-rally.org.uk)

## Asda/Scania open day - 14<sup>th</sup> August 2005

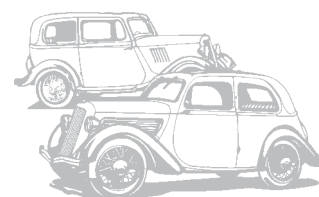
A joint open day sponsored by Asda/Scania is being held at Bruntingthorpe airfield near Lutterworth, Leicestershire (USAF) on Sunday 14th August 2005.

The event is being held to raise funds (target £55,000) to send a plane-load of terminally ill children to Lapland just before Christmas.

The charity website can be found at [WWW.-on-your-marks.me.uk](http://WWW.-on-your-marks.me.uk)

There will be many attractions, including the opportunity for members of the public to drive a 44 tonne LGV!!

There will be many military aircraft on show, including the Vulcan Bomber, The Handley Page Victor and the first De-Havilland Comet 1.



## 20 years ago

John Guy, the Editor, writes in Issue 36 (July/August 1985):- "A few days ago I realised, to my great horror, that this is the first year of the last six years that I haven't touched the Ford ..... raising a family and earning a crust leaves me with little spare time .... I think I will have to let the car take second, third or fourth place for a few years. I have, however, missed seeing people and their cars at the various events."

Well, John, twenty years have passed. Little one should have flown the nest; you should have completed Garth Barn by now and you and Siobahn should be free to enjoy the delights of Model 'Y' motoring in that beautiful county of yours. We would love to see you both again on the circuit.

Issue 35 included a few car histories, which I can transfer to the growing database of surviving car backgrounds. Ian Wright submitted the history of the Model 'Y', CXC 850, now owned by member, Tom Clark, from Stockton-on-Tees, and Brian Durrant wrote the history of his Fordor 'CX', DTW 968. Regrettably, Brian is no longer a member, but still has the car as far as we know.

Jim Miles had watched the film on TV about Errol Flynn, called 'My wicked, wicked life'. He reported that, in a sequence on the Spanish Civil War, Errol Flynn was being driven about in a Model 'Y' tourer. "Hands up who spotted it was an Alpine tourer minus the racing type bonnet strap", asked Jim. "I was lucky enough to get it on video and in a freeze frame, one can even see the early 8 H.P. badge on top of the grille, plus the early centre cluster dashboard. So this is one our North American members can chase up. It obviously belongs to a film and TV hire company."

Those of you with good memories will remember, in Issue 144 (September/October 2003), I reported on an ex-film star Alpine tourer, which had been bought by Gary Brownell, in California. He had contacted Bob Wilkinson to find out what it was. Coincidentally, I had retained a slide of a blue Alpine, which was an out-take from an unknown film, which turned

out to be the same car that Gary had bought. We now know the film in which it starred!!

We feared for the future of the car, as Gary threatened to customise it. Perhaps George W. Pierce can let us know what has happened to it.

Issue 36 also had a full write-up by Graham Miles on the successful Y&C stand at Silverstone. 15 cars attended, which was a good turnout for that time. Regrettably, many of the names are no longer with us, but what a roll call of names and cars. Attendees included Paul Bainbridge ('C'), Maurice Billing ('Y' - Y258), Keith Button ('Y' van), Eve Chapman (Abbey tourer), Chris Cheesman (Fordor 'Y'), Jeff Cole (Tudor 'Y'), Dave Curtis ('CX' tourer), John Hampton ('Y' van), Rolf Jorgens (Germany - Tudor 'C'), Graham Miles ('Y' based Alan Taylor tractor and short rad van), Jim Miles ('Y' Deutsch-bodied cabriolet), Tom Morgan (Tudor short rad), Dennis Smart (Tudor short rad) and Bob Wilkinson (Mistral tourer).

Also in this issue, Jim Miles described Griffith Borgeson's SICAL bodied Model 'Y' Coupé (Y19726, Asnières production no. 2663). Unfortunately Griffith, who was a renowned motoring historian, is no longer with us and, we understand, his wife Jasmine has the car somewhere in France.

Another less well-attended event was the 'First Northern All Ford' meeting, held in Barnard Castle, in County Durham. Graham, bless him, trailed his car up from Abbots Langley to Bob Wilkinson's house, then in Leeds, attended the Northern Sidevalve Day at Kirkstall Abbey in the afternoon and then left with Bob, early the following morning, for Barnard Castle, driving Tom Morgan's 1933 short rad Model 'Y', with Bob in tow in his Mistral. There they met up with Ian Wright and Alan Ogden in their 'Y's. It was a very long weekend for our



*The film still, which has been unidentified and in the Y&C archives for 15 years. Now believed to be from 'My wicked, wicked, life', the story of Errol Flynn.*

Chairman, Graham, who was disappointed with the low turnout of members.

Having reproduced my 'Can of Worms' article from the previous issue last time round, I was amused to read Dr. Ford's contribution in issue 36, which goes:- "Once upon a time, there was a certain Chairman (Graham - Ed) who took a certain treasurer's car (Tom Morgan's - Ed) for its MOT. Prior to doing so, he thought he would give it a checkover and take it for a run in the evening. The run in the evening turned into something like 40 odd miles, where he ended up at Eve Chapman's for dinner. The evening wore on and, in fact, it was very late when the time came to go home. On his way home, through country dark lanes, the engine began to misfire. The misfiring was throughout the rev. band of the engine. It was suggested to this very learned chappie that it was a distributor fault. He managed to get home and the next day examined the distributor to find that the shaft was worn, or at least the bearings were, and the points were being incorrectly gapped throughout the rev. band and the shaft kept altering the points gap. It is quite a simple job to replace the distributor, it only needed to undo the clamp and lift it out, but this particular chairman knew that this particular clamp wouldn't yield the distributor, because he knew from previous experience that the distributor would be seized in the head. And when he tried to remove it, it was very firmly seized. From experience,



Gary Brownlow's car in California. The very same Alpine!"

when they are seized, you just cannot get them out. You can soak them in WD40, or Plusgas, but you can wait a very long time before anything happens, simply because the body of the distributor is some inch and a half deep in the head, and once this is filled with carbon blowing back through the engine for many years and generally rusting, it will never, ever budge. The moral of this story is that you should remove your distributor from the head at least once a year, so that you never get into that situation. Once removed, clean the shaft with a wire brush or emery cloth, lightly oil and replace."

## News of new members

**Prepared by Colin Rowe, June 17<sup>th</sup> 2005**

Since the last issue of 'Transverse Torque', we are pleased to welcome to the Club the following three new members and a previous new member who has now obtained the car of his dreams!

Gary Gossage	O-G105	Florida USA
Arthur Redfern	R1410	Prestbury Cheshire
Mervyn Leonard	L0320	Poole Dorset
Graham.Styche	S1136	Birmingham

In the last two months we have signed up only 3 new members.

Gary Gossage has purchased former GV 4336, Chassis no. Y128625, owned by Don Ford, resident in St Augustine, Florida. The car is a 2 door Model 'Y' registered in May 1936 and was bought by Mr Ford in the '70s when he was based in the UK with the US military. Mr Ford has been forced to sell the car and Gary answered the advert. Gary has been busy replacing parts to restore it to the original specification, but requires more parts, which are proving harder to get. For instance, he needs to replace the driver's door, front bumper, windscreen frame and offside front wing. Any member who can help, please contact me for Gary's details. Gary is keen to restore this vehicle and contribute to keeping these small cars alive. We welcome you to the Club, Gary, and look forward to hearing more about you and your car in due course.

Arthur Redfern Arthur has been under pressure from member Eddie Partington, to join the Club for years. Arthur has been the owner of a 1936 two door Model 'CX', since the early 1980s. Its registration number is CAU 392, with chassis no. C31723, and is black with beige interior. Original mileage is only 63,702. The car is in good order and on the road every year visiting local shows. We are so pleased you have joined the Club at last, Arthur, and we look forward to meeting you at Club events in the future.

Mervyn Leonard has purchased FMV 183, (Chassis no. Y174531) from a non-Club member, whilst making a visit to an MOT testing station. The car, a 1937, black 2 door saloon, is on the road and in good condition. It was owned by former Club member, Len Janes, a few years ago. The clutch bearing is noisy, but Mervyn will be attending to that shortly. We can expect to see the car at Club events in future. Congratulations on the purchase of this vehicle, known to the Club, and of course thanks for joining.

Graham Styche Readers will no doubt recall (issue 151) that following the NEC Classic Car Show in October 2004, Graham was looking for a Model 'Y' just like the one his parents owned 50 years ago. Success! Graham is now the proud owner of MSK 676, chassis no. Y196716, a 1937 2 door (Tudor) in black with cream wheels and red interior trim. The car was originally registered as DJH 73 on 01.07.1937. We are so pleased that you have found the car that you were looking for and now eagerly await meeting you at Club events and perhaps coming across you driving your acquisition around the back lanes of leafy Warwickshire. Good Luck and, once again, welcome to the Club.

### Subscriptions

A warm welcome to our new members. Thank you to all those members who have renewed their subscriptions for 2005/6. Your promptness is much appreciated. **If you have not yet renewed, please do not delay.** This will ensure that you continue to receive our excellent publication, 'Transverse Torque', and all the benefits of being a member of the Ford Model Y & C club, where there is a wealth of knowledge and enthusiasm to be found among the members. There are a few copies of the excellent Emergency Breakdown and Fault Finding chart still left. This superb publication was produced by members Roger and Jo Hanslip. If you would like one free, please send an A5 stamped and addressed envelope to me, Colin Rowe, 15 Orchard Close, Towcester, Northants, NN12 6BP and I will gladly send you a copy. Here's hoping that every member is enjoying the summer weather and the opportunity it gives us to get out in our cherished 'Y's and 'C's to give ourselves, and the general public, a flashback to those motoring days of the thirties.

**Happy Motoring.**

## RAID HOLLAND 2006

### Tour of Holland - 4th to 14th June 2006

We are grateful to Ans Bolland and Patrick van der Meer, who have put their heads together to design an interesting and entertaining programme for the proposed tour of Holland next year. It has always promised to be a good tour and this initial step would seem to be living up to that promise. Three hotel bases are proposed. John Argent has agreed to act as the co-ordinator on this side of the Channel and will be putting forward ideas and proposals and calling for participants. He will want to know numbers of cars and passengers and whether you will be travelling via Harwich – Hook of Holland, or Dover – Calais.

### West of Holland

4<sup>th</sup> June day 1 : The arrival at our beautiful country and, for our early guests, there is a little tour through the countryside of 'Het Westland' with his greenhouses.

5<sup>th</sup> June day 2 : With an early start this morning, we are going to biggest auction of flowers in the world. After the guided tour, we will hop on board an 1929 auction boat to sail around 'Het Westland' and have a lunch on board and maybe a quick visit to a greenhouse .

6<sup>th</sup> June day 3 : This morning, we're going to an embankment (dam) and we'll have a visit to the Fort at Hoek of Holland. When there's enough time, we can visit a small private museum with ancient tools used by farmers.

7<sup>th</sup> June day 4 : Today we're going for a drive to Rotterdam over Dikes to the 'Kinderdijk', with his beautiful windmills. Afterwards, we will aboard a ship to cruise through the harbour and city of Rotterdam.

### NoordHolland

8<sup>th</sup> June day 5 : After leaving the Hotel we are driving to the world's largest privately owned collection of Ford vehicles in the middle of the Bulb-area and have a lunch at the museum.

Afterwards, we are going to drive to the Zaanse schans, an ancient village with old shops.

9<sup>th</sup> June day 6 : Rest the cars. A coach visit to Amsterdam and going to the Anne Frank House. The rest of the day ...shopping,eating Haring and Poffertjes and buy your Wooden shoes.

10<sup>th</sup> June day 7 : We're going with a Dutch steam-train 'Bello' from Hoorn to Medemblik and then visit the Zuidezee museum.

### Going South

11<sup>th</sup> June day 8 : Driving via Lelystad (there is the Batavia ship) through the Veluwe and via Arnhem to Nijmegen and Arcen where we can visit a park with gardens.

12<sup>th</sup> June day 9 : Today we are going for a visit the national War and Resistance Museum at Overloon. This is partly open-air.

13<sup>th</sup> June day 10 : Driving from Nijmegen to Arnhem to visit the Open-air Museum of Arnhem. Living and working in old Dutch style.

14<sup>th</sup> June day 11 : Home Sweet Home.

With regards and see you in Holland,

### From the Dutch Crew.

## Members' Cars

Taken from an article in the April 2005 issue of 'Classic Car Mart', entitled 'Working Classics. The £100 Ford 70 Years On'

In 1935, the price of Ford's ever-dependable Model Y was dropped to an astonishing £100. Seven decades on, surviving examples are still expected to work hard for a living, as Paul Guinness discovers.

Think of the term Working classic and you probably think of a relatively modern machine being used every day. You might conjure up images of Morris Marinas, Ford Cortinas and their ilk all being pressed into daily service in an effort to beat the motoring system. You almost certainly wouldn't think of a seventy year old (or thereabouts) sidevalve Ford being expected to travel throughout the UK and beyond with its oh-so-enthusiastic owner and ultra-keen club member at the wheel. But the, the classic car world is full of great surprises.

Geoff Salminen and his 1937 Ford Model Y Tudor are two such surprises. For a start, this is no ordinary pre-war car owner, for Geoff appreciates – and owns – classics of all ages. His long-term collection includes a '37 Morris 8, a 1964 Rover 110 and a '67 Ford Anglia Super, all of which have given sterling work over many years. But it is the humble Ford 8 Model Y that has proved to be Geoff's ultimate working classic in recent times. This is the machine out of that cosy foursome which has proved itself time and time again on long distance runs and holidays and rarely has it ever let its fearless owner down.

You see, Geoff has been a member of the Ford Y&C Model Register for many years. as well as taking on the role of its Regional contact for the rather large area of Worcestershire, Staffordshire, the West Midlands and Warwickshire. This means he's as active a club member as it's possible to be, helping to organise club stands at such illustrious events as the NEC's Classic Car Show and others of similar stature. He's out and about a great deal, helping with club activities and keeping things ticking over just nicely in and around the Midlands.

But there's far more to being so involved with the Y&C Model Register than club stands and members' enquiries. You see, this is a club that believes a car is there to be used, enjoyed and worked hard. And this is a club that seems to attract members with similar attitudes.

### FEARLESS FOLK

How many owners of a humble pre-war machine would consider organising a round-Britain tour over a two-week period? The Y&C Register did just that

back in 2000, mainly as a tribute to the old Ford Reliability Runs that were around when the Model Y was still a current model. And so successful were the club's efforts that an annual motoring jaunt of major distance has become a fixture in the calendar ever since – with Geoff Salminen and his 1937 'Y' always playing a central role.

One of Geoff's favourite trips was back in 2002 when the club organised a tour of Ireland, an epic journey that saw our intrepid Model Y owner covering an impressive 1800 miles in just ten days. And remember, this was in a car that by then was 65 years old, with just 8hp of sidevalve efforts for propulsion.

'It was a wonderful experience, I must admit, and Chloe – my particular Model Y – ran superbly,' recalls Geoff at his home in Harborne, Birmingham. 'The only mishap occurred when I had a spot of dynamo trouble halfway through. Fortunately though, the enthusiastic manager of a Ford dealership in Sligo opened up his workshops on the Sunday, which gave me a chance to sort the problem. It also allowed other members to carry out the odd oil and fluid changes, ready for the journey back to the UK.'

'All over Ireland we were greeted with people eager and willing to help out in such ways. It was absolutely amazing how much interest we created. Mind you, I suppose people aren't used to seeing a whole fleet of Model Y and C Fords trundling through their towns and villages these days!'

What's it really like though, taking a low powered pre-war machine on such an adventurous trip – particularly amid the hustle and bustle of modern traffic and impatient drivers? Geoff seems very upbeat about the whole thing.

'A well-prepared Model Y will cruise happily at 30 - 40mph, and there was the odd time when I'd drive a full 200 miles in a single day – usually without any problems at all. I just sit back, relax and let the world go by. It's a very therapeutic experience, I can tell you.'

It must be, because after the tour of Ireland in 2002 the following year saw Geoff and his fellow members tackling the Isle of Man, while 2004 meant a ten-

day tour around the whole of Wales, starting off at Brecon and steadily heading northwards.

'I enjoyed the Welsh trip, I must admit,' says Geoff. 'We stayed in some wonderful places, and the scenery was breathtaking at times. The cars too, were fabulous – with daily top-ups of water, oil and fluids. I'm happy to say that any problems were few and far between.'

So encouraged is Geoff by such dependability from his technically straightforward Model Y, that he's agreed to go with the club on a trip to France this year, an experience that will see hoards of pre-war Fords heading for the ferries, crossing the channel and educating the locals on the subject of pre-war British motoring. No wonder Geoff's so looking forward to the experience.

### HUMBLE BEGINNINGS

Such a trip in any affordable classic should be admired ... but when it comes to a fleet of 1930s cars and all that means in terms of limited performance and restricted speed, it takes a real spirit of adventure. You see, the Ford Model Y was never designed as a continent-hopping grand tourer. Far from it. Ford's new baby of 1932 was actually created as a direct response to Britain's bizarre horsepower method of road taxation, introduced way back in the 1920s, a system that was starting to hit sales of the successful Model A – by then rated as a whopping 20hp. What Ford needed was an affordable family saloon that was also cheap to tax and economical on fuel.

The Model Y fitted the bill perfectly, its 933cc sidevalve engine being rated at just 8hp. Despite its diminutive status though, the 'Y' was a stylish machine, its American influence being obvious from its swept-back radiator grille and its similarly angled windscreen. It was a small car with panache and elegance, features that managed to catch a few other manufacturers of economy cars by surprise.

The 'Y' was also a well-equipped little car, with synchromesh on its top two gears – unlike the Austin Seven. But with basic rod brakes and transverse leaf springs emphasising its economy car status, it was never going to be exactly sophisticated.

Not that that was a problem. At just £120, the whole point of the Model Y was that families who previously thought they could never afford a new car were now able to think the unthinkable. No wonder the 'Y' proved to be such a success, with over 158,000 produced in total during a five year run.

The model's real claim to fame though, came in 1935 – three years from its launch – when the official purchase price of the Tudor (two-door – get it?) version was reduced from £120 to a mere hundred quid. Suddenly its maker was able to boast: 'It can be yours. The £100 Ford saloon'. This was the only £100 four-seater production car ever made, and it gave the Model Y sales figures a new lease of life. It also gave Ford as a company a whole new reputation when it came to value for money, something that would become a major plus point through the post-war years and even into the sixties. Not only that, it rather crucially made the model Y a full £20 cheaper than its Morris 8 rival, a marketing advantage that would stand it in good stead.

### PASSAGE OF TIME

Geoff Salminen's 1937 'Y' comes from the model's final year of production, and is an excellent example of its type. The whole reason behind buying the Ford though could politely be described as rather unusual, as Geoff himself explains.

'Back in 1991, I was halfway through the long term restoration of a Morris 8 Series II, a model I'd always promised myself after I enjoyed riding in my father's example when I was a child. The restoration itself was taking far longer than I'd ever anticipated, and I was going through phases where I'd start to lose hope of the Morris ever being back on the road. What I needed was another pre-war car, a stop-gap example if you like – just something to give me a bit of enjoyment on the road and at shows while my Morris was still being worked on.

It was then that I heard of the Model Y being for sale via a friend, and I snapped it up. I seem to recall it cost me around the £2500 mark. Anyway, as soon as I drove it I knew I'd made the right decision. With previous restoration work carried out, the little Ford was ready to go and would suit me just fine until the Morris was finally

completed. The trouble is, after owning the Model Y for a couple of years, I decided that I couldn't bear to part with it!

And that's how Geoff comes to own both the Morris and Ford to this day, both of them on the road all year round and both of them a regular sight at classic car shows throughout the Midlands and beyond. But it is the much-loved Model Y that seems to cover almost as many miles as Geoff's other classics combined.

'With the Y&C Register being so active and with Chloe being such a useable example of a 'Y', I have to admit that she does see a lot of action. Summer and winter, I keep her in regular use and can often be seen at the wheel in and around Birmingham. I still get a thrill from driving her, even fourteen years on.'

Thanks to previous restoration work, carried out some time before Geoff acquired the car, this particular 'Y' is in excellent condition. The ageing respray still looks superb, the retrimmed interior is smart and tidy, and the chrome is as good as Geoff would ever want it. You see, the whole point about Chloe is that she's a very useable example of her type, much to Geoff's delight.

'If she had been in any better condition, there's no way I'd ever have been able to enjoy her as much as I do. I'd be terrified of taking a concours example on the kind of trips I embark on now, so I'm more than happy with what I've got.'

Geoff is being rather modest there, for this is a Model Y in far better condition than his own words might suggest. But I do understand what he means; this is a truly excellent example, albeit no concours contender. And as such, its enthusiastic owner is able to really get the most out of his pride and joy.

So what are Geoff's future plans for Chloe? Perhaps not unexpectedly, simply to enjoy what he's got and to make the most of every mile he spends at the wheel .... Which over any twelve-month period, adds up to a fair old mileage.

Fortunately, the car's current engine (a Ford replacement unit, fitted way back in the Fifties and still going strong) is in a healthy state and enables Geoff to cover the kind of distances that might make the

less adventurous among us question his sanity. But Geoff knows his pre-war cars, and he knows what they're capable of. And let's face it, with so little to go wrong on any well-prepared Model Y, the risk element probably isn't as great as some folk might assume.

It all goes to show what can be achieved with any classic – large or small, relatively modern or unquestionably aged – with a bit of determination and sense of spirit. At 68 years of age, this particular Model Y is still enjoying life as a Working Classic rather than being seen only on club stands at classic car events during the summer months. And if that can be achieved with a sidevalve-engined 8hp saloon, it can be done with just about anything. Come on now, there's no excuse; this is the year when every roadworthy classic should become a 'working example'. What do you reckon ....?

*Caption in magazine:- 'Despite its simplicity and lowly price tag, the Model Y was always an elegant looking car.'*



*Caption from Classic Car Mart article:- 'Very little has had to be done to Geoff's 'Y' over the last few years, apart from normal maintenance and servicing, despite the car's serious activity.' Note the winter radiator muff to aid warming up from cold.*



*"Caption in magazine:- 'Geoff had a great time last year joining other Model Y owners on a complete 10 – day tour of Wales.'*





# Recent finds

A number of hitherto unknown cars have emerged from the woodwork over the past two months, which is all very exciting.

Perhaps the most exciting is a Model 'Y' Abbey tourer. Bob Wilkinson e-mailed some photographs for identification from Russell Abrahams in Manchester, who was thinking of buying it. As I replied to Bob:-



The body tub of the Abbey showing the hood recess behind the door and the non-original, but very period, wicker seats.

"What an exciting find! The car seems to be in excellent, pretty rust-free, restorable condition, complete with original Brooklands steering wheel. I love the non-original, but very period basket front seats. The dashboard does not look original - probably off a later Ford - but a short rad one can be



The tell-tale bonnet of the Abbey Coachworks Ltd. body. The 22 equal vertical louvres and the 15 pot rivets along each of the bonnet hinges.

found to substitute. It looks as though the paintwork is original as well, which is great. Navy blue (if that is what it is) is unusual, but very attractive.

Now for the exciting bit. It is an Abbey Coachworks Ltd. bodied Model 'Y'!! The only other known survivor is the famous ex-Keith Copp, ex-Mary Game, ex-Michael Bell car which is now with Michael Bell's brother-in-law in Holland. (photographed in issue 153 - page 11).

The give-away features in the photographs are the 22 equal sized louvres on the bonnet sides, the 15 pot rivets on each of the bonnet hinges and the recess in the bodywork at the rear of the tub to take the folded hood.

The car would appear to have been registered in May 1933, so it was probably manufactured as a rolling chassis at Dagenham in April 1933 - hence a chassis no. of approximately Y20000."

Regrettably, Russell Abrahams is not buying it, so we are trying to track down the owner to keep tabs on the car.

The next car is another 'barn' find. Julian Janicki has reported a Tudor short rad, which has been hiding

in a barn in West Sussex for the last forty years. It has been dismantled, but all the parts (or 97% of them) have been kept in some rather sturdy looking plywood boxes for the duration. The registration letters (PO) show it to be a local West Sussex car. A photograph of the car appears under the For

Sale column in this issue and it would seem to have very little in the way of rust on the bodywork. This looks like an excellent restoration project for someone who is looking for one.

We also have found a Model 'CX', which has been on the Model 'C' 'Unknown Chassis Number' list for a number of years. It was listed as a car with an ex-Ford dealer in the Manchester area and for sale in September 2002. New member, Arthur Redfern, now owns the car, so we are able to obtain the full details and complete the listing in the register.

We now go overseas for the next three 'finds'. Firstly, Bill Ballard in Australia e-mailed in great excitement:-

"As a result of the article about me and my 'CX' roadster "Bluey" in the Melbourne newspaper, 'The Herald-Sun', Stephen Garlick of Yea, Victoria, rang Keith Pratt earlier in the week, in his capacity as Secretary of the Ford 8 & 10 Side Valve Club of Victoria Inc, to tell him he had a ute of similar appearance to "Bluey". He kept it in a shed at Seymour, some 45kms north west of Yea and 90kms from Melbourne.

Now, it just so happens that we've had our 20th Anniversary Rally this weekend (4th/5th June), which was based on a motel at Broadford, some 23kms south west of Seymour. On the way up to Broadford on the 4th June, Keith, Wayne Brown and others had arranged to pop in to Seymour to meet Stephen and see his ute. **It turned out to be a 1936 Model 'CX' roadster, straight-sided ute** and Wayne Brown showed me his digital pictures of it when we met at lunchtime that day.

That afternoon, we were due to visit the Seymour Railway Heritage Centre and Keith had brought Stephen with him as a guest. I was introduced to Stephen, who of course was very impressed with "Bluey" and was glad of the opportunity to see her in the flesh. After we'd finished our visit to the Railway Centre, he agreed to take me (and several others) round to his shed, which was only a few streets away. Sure enough, there was this genuine Model 'CX' roadster, straight-sided ute! It was in a partly-dismantled state with no tyres on the wheels, but Stephen allowed us to roll it out of the shed so that we could take pictures of it. Naturally, I took heaps of pictures, but they're still in the "ordinary camera" (my "digital" having suffered from flat batteries) and the pictures I'm attaching are courtesy of Jenny Free (John Rimon's girl friend). It is definitely a Model 'CX' roadster, **straight-sided ute** with the body number 20B-LD12 (i.e. earlier than David Moran's ute). Note the body number stamped in the correct sequence. The original body colour was **grey**.

Apparently, the ute was used on a farm and has been in Stephen's family for many years. He personally has had it for 12 years and intends to restore it some day. Unfortunately, he works in Darwin, Northern Territory, and isn't home very often, so the restoration may be a very long-term project! And before you ask, there was no chance of me getting its chassis number - the car was too dirty (see picture of engine bay) - but Stephen has been told where it is and asked to let us know it in due course (but please don't hold your breath!!!"



*Another unique find. A Geelong bodied 'CX' straight-sided ute in Victoria, Australia, ripe for restoration.*

Still 'Down Under', but across the water in New Zealand, Thelma Semadeni, the Editor of the North Island, Ford 8 & 10 hp Car Club, keeps me up to speed with happenings there. She e-mailed:-  
"We went to a All Ford Day this week-end and a gentleman wants us to advertise for sale a one family owner 1935/36 "Y". It needs some work

but is almost finished being restored. The wiring and head lining still has to be done. He says that it has a genuine mileage of 67,000 miles. The number on the papers is Y187113 and his name is Jack Rees, of Auckland."

The car was advertised in the newsletter and was bought by Harvey Brewer of Glen Eden in Auckland, who already had a Model 'Y' and a 7Y in less than restored condition. He informs us that the car from Jack Rees is dark green, has a body number 164/7079, which makes it a long rad four-door (Fordor) with a fixed roof, and has the number 11NZ 104 stamped on the front of the battery box. I have queried the battery box number with Thelma, as we thought we had established that the Model 'Y's assembled at the Ford plant in Lower Hutt, carried 8NZ numbers (8 for 8hp). Thelma in turn has queried the number with Harvey, who has sanded down the number and confirms that it is 11NZ. So it's back to the drawing board on the logic behind the battery box numbers.

Harvey's other Model 'Y', which he has recently purchased from Gavin Welch, has chassis number Y76815 and non-matching Briggs body number 165/19979. As Thelma explained, it is quite usual to find two cars made into one.

The outline details of another Model 'CX' have been submitted for sale in the next issue of the North Island magazine. It is advertised as a 1937 model with a Briggs body number 464/6928 (which actually makes it a fixed roof Fordor 'CX' with a November 1936 date of manufacture at Dagenham)



*David Green's early, October 1933, long rad Fordor Model 'Y' with sliding roof; resident in Christchurch, New Zealand. The registration number is actually LY1933. The MODE has been pre-fixed!"*

Now back to Europe and to Norway. Whilst at the Basingstoke Festival of Transport in early May, I happened upon members, David and Valerie Leach, owners of a Model 'C'. On this occasion, David was in their Ford Pilot (Valerie was just visiting in her 'modern'). Valerie

mentioned that they had had an e-mail from their friend, Ola Hegseth, the President of the Early Ford V8 Club of America, Regional Group 102, Norway, which has 380 members and caters for all old Fords in Norway. He was reporting a Model 'C', for which he was looking for a rear view mirror clock.

Thanks to Valerie, I was able to make contact with Ola and ask for more details about the Model 'C'. He replied:-



*The February 1935, maroon, Model 'C' (C05442) belonging to Jan Buerøddegård in Furuly, Norway.*

"The owner of the Model C has answered my e-mail and has the following information: The brass plaque tells: 367/552. He found the plaque on the floor in the front of the car. The chassis number and the engine number is: CD-5442  
You can see the car when he bought it in the attached photograph; not beautiful, but complete. He promises me a following up picture as soon as he has registered the car. It looks as though the car needs a paint-job, but perhaps it will be better when he washes it. His name is: Jan Arild Buerøddegård and he lives in a place called Furuly."

This is an early, February 1935, Tudor Model 'C' with a sliding roof. The engine number will be C05442, the 0 having been misread as a D.

More importantly, We have now established a link with our equivalent Club in Norway. Subsequent e-mails with Ola has brought forth a list of all Eifels known to the Early V8 Club in Norway – 24 in total. As time permits, I shall be following up this lead with the 'Y's and 'C's.

### DVLA REMINDER. (UK Members)

#### V5C Registration Certificates for Pre-SORN vehicles

As previously reported, vehicles that have not been licensed since before 1998 are not within the automatic V5C certification notification scheme. DVLA will now issue new V5Cs for such vehicles on application. We recommend that anyone with a V5 for a pre-SORN vehicle should obtain a new V5C within the next year or so to avoid the risk of any potential complications in the future.

Keepers should send their old V5 to DVLA, Swansea, SA99 1BA with a covering note requesting a new certificate. The old V5 will be returned with the new document if the note so requests - if return is not requested, the old V5 will be destroyed.

Any questions relating to vehicle registration or registration marks should be referred to Bob Wilkinson, Secretary.

hastily had to put up the hood. Our Model 'Y' Knibbs & Parkyn tourer went well. This was its first outing since the gearbox had been reconditioned, the brakes overhauled and new king pins fitted.

Colin and Julie White

[Thanks, Colin, for organising the day. I hope I didn't upset David Bailey, who was asking me about the originality of his car. If I did, I apologise. - Sam]

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

We enjoyed the Normandy Tour very much and would like to thank Graham for organising the event. As our dear old car coughed and spluttered all the way to Portsmouth, we did not expect to make the trip. On arrival at the Ferry Terminal, I was assured by those who know that my problem was most likely a faulty condenser. So my good friend Owen kindly supplied and fitted a new replacement part, which soon solved our problem. The faulty condenser was only nine months old with very little use, but was a genuine spare part and so possibly very long on the shelf. I was advised to use a more modern alternative and fix it in a more accessible place on the bulkhead. We had a cabin on the trip out; very compact and the top bunk quite an experience, especially getting out the thing?!?! The two hotels were very comfortable and there is so much to see and do. It was a very interesting trip and we were well received by the locals, who seemed to enjoy our cars.

Our next Regional major event will be Ardingly Vintage Vehicle Show at the South of

## Around the regions

### Region 3 (Hampshire, Dorset, IoW and Channel Islands) Colin white reporting

#### The Thornycroft Festival of Transport at Basingstoke - 8<sup>th</sup> May 2005

We made this event the Region's main gathering this year. Regrettably, we were only able to muster three cars, but what we lacked in quantity, we made up in enthusiasm!

On the morning of the big day, David and Jenny Bailey, from Bournemouth, called round to join us in our Knibbs & Parkyn tourer on our journey to the rally in their nicely restored September 1935, Tudor Model 'Y' saloon. We drove the more scenic route, through Stockbridge, to avoid the motorway and found the venue easily, only going round one roundabout twice! There was quite a queue to get into the show ground. We were shown our designated Club site, where we were soon joined by Sam in his Kerry. He soon got us into line (Army training) and hoisted the Y&C flag.

The show was much larger than we had anticipated, with a large and varied number of vehicles. There were autojumble and bric-a-brac stalls. The weather was kind to us, although not very warm. David, Jenny, Sam and ourselves went our separate ways to view the other exhibits, to meet up again for lunch for a bite to eat and a natter. At 3.30 pm, the flag was lowered and we departed.

We had a good return journey, except for the last five miles, when the heavens opened and we



David and Jenny Bailey stand by their 1935 saloon, with Colin and Julie White in the foreground by their Knibbs & Parkyn tourer. Sam's Kerry sports tourer holds up the Y&C flag at the Basingstoke Festival of Transport.

England Showground, Haywards Heath, West Sussex on Saturday 9th and Sunday 10th July. All are welcome to rest a while at the Club Stand. Take care and all the best.  
Mary and John Keenan.

**Region 15 (Nottinghamshire, Derbyshire, Lincolnshire and South Yorkshire) Ken Sleight contributes.**

**VE Day remembered**

Here is a picture of Bob Wilkinson's old 'CX' at the 60<sup>th</sup> anniversary celebrations of VE day. (A follow up to the picture of the car in issue 154).

Monday 2<sup>nd</sup> May saw Ruth and I motoring down the M1 in our forties' attire to Nottingham, to attend a VE day event in our Ford Model 'CX', 'Betsy'. Since getting the engine running well, she cruises down the motorway at a decent lick, without causing too much trouble to other motorists. The round trip is about 120 miles.

The event is in the centre of town at the Old Brew House Yard. We were in the company of another five cars and a number of military vehicles.

The army re-enactors were there in force, looking very smart in their uniforms; boots so shiny you could see your face in them. A Winston Churchill look-alike made a rousing speech. We spent much of the time,

when not being photographed, sitting on our folding chairs, watching couples jitterbugging to the music of Glen Miller.

A most enjoyable day, and to cap it all we were given £10 towards our expenses.



Ken and Ruth Sleight, in 1940s' garb, with their ex-Bob Wilkinson, 1936 Tudor 'CX', 'Betsy', at the Haworth Wartime Weekend.

Over the weekend of 7<sup>th</sup> & 8<sup>th</sup> May, we took 'Betsy' to Haworth Wartime Weekend, another round trip of about 120 miles. The town was jam-packed with re-enactors dressed as civilians and members of the armed forces. One side of the

main street was lined with army wagons and other vehicles you would have seen during the war. In the afternoon, we took part

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## Book review

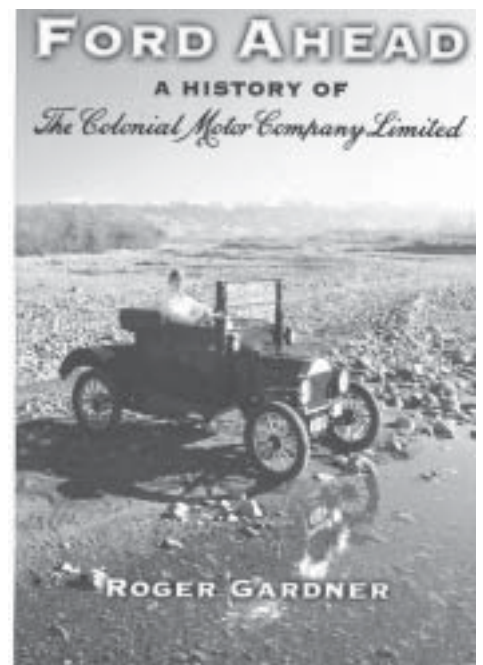
**"Ford Ahead – A History of the Colonial Motor Company Limited"**  
By Roger Gardner

This is an amazing book, consisting of 530 A4-sized pages and between 1500 and 2000 photographs, which certainly bring the fascinating text to life. This is very much a book for Ford New Zealand enthusiasts, thoroughly researched and superbly presented by a retired manager within the Company, whose enthusiasm for that Company shines through on every page. I can do no better than quote from the fly-sheet on the coverage of the book:-

*" 'Ford Ahead' tells the story of public listed Colonial Motor company and many of its 33 trading subsidiary companies. William Black was the first coachbuilder in Wellington in 1859, his business later becoming Rouse & Hurrell Coachbuilders in 1881, and then the Colonial Motor Company Ltd. (CMC) in 1911 – all at 89 Courtney Place, Wellington.*

In 1908, Rouse & Hurrell became the New Zealand distributor for Ford Motor Company. The country's first motor assembly plant was built at 89 Courtney Place in 1922 and closed in 1936, when Ford Motor Company began vehicle assembly at Seaview in the Hutt Valley. CMC was allowed to keep many of its subsidiary interests, and the partnership with Ford is one of the longest in motoring history.

*'Ford Ahead' is more than the history of the Colonial Motor Company, absorbing though it is. 'Ford Ahead' is also the fascinating social and economic story of the development of mechanised transport in New Zealand – the cars, trucks and tractors – that revolutionised the way people lived, goods were moved and farming was conducted."*



The cover of the book "Ford Ahead" with the author, Roger Gardner, in a rare Ford Model T Coupelet at a ford on the Waingawa River, near Masterton, with the snow-capped Tararua Ranges in the distance.

in a parade through the town and down the steep main street thronging with spectators.

ENSA entertainers were performing outside the church and, on Sunday afternoon, two thirties' coaches arrived full of evacuees.

Two great events we can take part in because of our old cars.

**Region 16 ( The rest of Yorkshire). Barry Diggle reports:-**

**NORTHERN SIDELIGHTS**

Firstly, my thanks to John Armstrong for his article in Issue 154, *I'm Just a Novice*, in which he wrote about his adventure at the Tadcaster Classic Car Show. I very much empathised with him. It can be quite a big deal to take out a 1930s car with little experience of driving same. Like many other members, I suspect, I was brought up with such as the Model 'Y' and, in fact, partly learned to drive in a later derivative of the sidevalve Ford. Keep persevering John, you will actually find that driving a well-tuned Model 'Y' is very relaxing indeed and certainly focuses the mind!

I met up with our printer, Steve Waldenberg, who was taking his Jowett Javelin on what is now an annual JCC run to Hawes, starting at the old Jowett factory site here in Idle. It coincided with National Austin Day, upon which all Austin owners were urged to take to the road. Consequently, my transport that day was appropriate and the Jowetts were given an Austin escort for the first three miles of their run. Sadly, of course, the Longbridge products are now on the 'Lost Causes' list, along with the fine Jowetts.

Newby Hall beckons quite soon (17<sup>th</sup> July) and I had a phone call from Alan Ogden, who I have

invited along as navigator on that event. His dry sense of humour and storytelling of Model 'Y'-ing in the '50s and '60s will be a good accompaniment to the day.

The 'Your Car's feature in the July edition of *Practical Classics* featured Jerry Harrington's 1935 Model 'Y' Tudor as the star car. There is a superb photograph, which really stands out in a magazine that is increasingly devoted to quite recent "classics". Well done, Jerry! [Article and photograph appear elsewhere in this issue]

Please let me know of any Y&C- related stories which I could include in future *Northern Sidelights*.

**Region 19 (Ireland) Powerscourt Picnic Run**

John Fitzgerald reminds Irish members of the Powerscourt 28<sup>th</sup> anniversary on 21st August. He'll be sending members an invitation, which will be going out in mid-July.

The book is also a memorial to the Gibbons family, who, in 1904 were called together to a family conference by father, Hope Gibbons, to combine their resources and work together in business. CMC was, and is, where much of their and their successors' energies were/is spent. The present CEO of the Company, Graeme Gibbons, the great-grandson of Hope, writes in the foreword to the book:- *"In 2000, Roger Gardner proposed setting about the challenge of combining the CMC Group's history into a single book expanding on the previously recorded history in the company's in-house magazine Impact during the 1970s and 1980s. The original aim was to publish the book as part of Ford's centenary year in 2003, but the vast array of recorded history and the uncovering of much previously unpublished information provided a bigger and far more interesting challenge envisaged. At every turn there was another interesting lead to follow.*

*As the research evolved, CMC's history became Roger Gardner's story of the evolution of a country, a company and the people that contributed to its life and times. Each dealership subsidiary has a story of its own, its managers, staff and customers' characters and the evolution of the business, along with the town it is located in."*

Roger himself was born in 1937 at Hawera and joined the Colonial Motor Company Ltd. in 1960, rising to manager, firstly of Ruahine Motors in 1969 and then, Fagan Motors at Masterton in 1973, from where he retired in 1999. It is to his credit that over the years, Fagan Motors received a

number of awards in recognition of its customer care quality and achievements. Since 1999, Roger has been the Secretary of the NZ Ford Dealers' Association and Dealer Council.

A fascinating book to read, even for a non-New Zealander!

ISBN: 0-9582521-1-4 Publishing Press Ltd., Auckland, New Zealand

**Sam Roberts**



*Northlands Motors staff lined up outside their garage in Kaitaia, New Zealand in 1936. Kaitaia is about as far north as you can go on North Island. Lined up outside are a long rad Fordor Model 'Y', a 'CX' Fordor saloon, a 1936 V8 - 68 coupe and Fordor saloon and a V8 2-ton truck.*

# For Sale & Wanted

Early Model 'Y'. First registered March 1933. Fairly rare short radiator four door saloon. Very original in almost all aspects, with only some interior trim renovation and non-standard sliding roof gear. Chassis no. Y 17396, body no 136/412. Owned since 1978. History includes 1964 log book, V5 and all MOTs. Fully on road and insured with professional valuation £5000.00, although currently SORN off road since 2000. Instruction book (reprinted). Some spares. £3950.00  
Chris Smallman. Tel: 01903 815611 E-mail: [chrisis@onetel.com](mailto:chrisis@onetel.com) (West Sussex)

1936 Model 'Y' Two-door (Tudor), Y137407, green and black, fully restored 4 years ago. In immaculate condition – winner of the Bert Thomas trophy (best car) - 2002. Must be seen. Reluctant sale. £4,500 o.n.o."Emlyn Smith. Tel: 07855 707862 (Bristol)

1933 Model 'Y' short rad, Tudor. Y31420. Local registration number. New find. Has been under cover and off road since 1965. Dismantled, but 97% complete (in sturdy plywood boxes). Rustmoth appears to be minimal (see photo). Good restoration project. £750.  
Mr. Griffin. Tel: 01403 783087 (West Sussex)



*Almost complete, new find, 1933 shortrad Model 'Y' waiting full restoration in West Sussex.*

1936 Tudor Model 'Y', green/black, Y134456. Original regn. and buff log book. Excellent condition. Used by Madonna in film 'Shanghai Surprise'. Bad health forces sale after 6 years ownership. £4800.  
Krishnakant Patel. Tel: 0208 249 1178 (Eltham, S.E. London)

Early Model 'Y' engine with gear driven camshaft and twin water ports. Complete and believed to be in good condition. "Also Model 'Y' gearbox. Any offer accepted as otherwise they go to the skip as I need the space.  
Richard Crabtree Tel: 01729-840108 E-mail [dick\\_crabtree@lineone.net](mailto:dick_crabtree@lineone.net) (Settle, North Yorkshire)

New old stock front and rear Model 'Y' chassis cross-members.

Second hand (for Model 'Y') – distributors (early and late), clutch pressure and centre plates, half shafts, hub caps, complete front axle with 'A' frame, 3 late headlamp bowls and rear axle casing.

Second hand (for 103E Pop and Anglia) – Front and rear brake drums, radiators, gearboxes, front floor centre cover, steering wheels, door fitting surrounds and lots of small parts – please ask.

New old stock (for E83W van) – front chassis cross member. Second hand – radiator grille

Julian Janicki. Tel: 01403 251184 (after 6 pm) (Horsham, West Sussex)

Parts for Sale: Good 8 and 10hp engines and gearbox (engines have new parts fitted as necessary), reconditioned dynamo, gasket sets, clutches, pumps, carburettors, distributors, steering columns, speedometers and gauges (no petrol gauges) etc. All new or good second hand. Also new piston sets. Too much to list – please ring and ask.

Phil Denson. Tel: 01282 774768 (Burnley, Lancashire) or e-mail: [modely@tiscali.co.uk](mailto:modely@tiscali.co.uk)

Selection of road wheels for small Fords from 1937 to 1967 in diameters of 13 inches to 18 inches.

Tony Etheridge Tel: 01923 231699 (24 hr Ansafone)

## Wanted

Model 'Y' front bumper (long rad type with dip) in sound condition."

Gary Gossage.  
e-mail > [GDGHERE@aol.com](mailto:GDGHERE@aol.com)"  
(USA member. Please help as club cannot supply to USA) .

# MODEL 'Y' 1936 TUDOR, EPA 917, RESTORATION 1983 – 2005:

Part 1  
by Nigel Stroud

I bought EPA 917 in 1983, whilst living in Norfolk, from a fellow race-car design engineer, Geoff Aldridge, (I believe a then Club member), who had dismantled the car completely, but had carefully boxed and labelled everything up. He had had the engine overhauled and the gearbox checked over, had bought 5 new tyres, a wiring loom,

a roof stick kit in soft wood and that's about as far as he had managed to get before work and family commitments took hold. Little was known about the car's history; there was no original logbook, only a new V5.

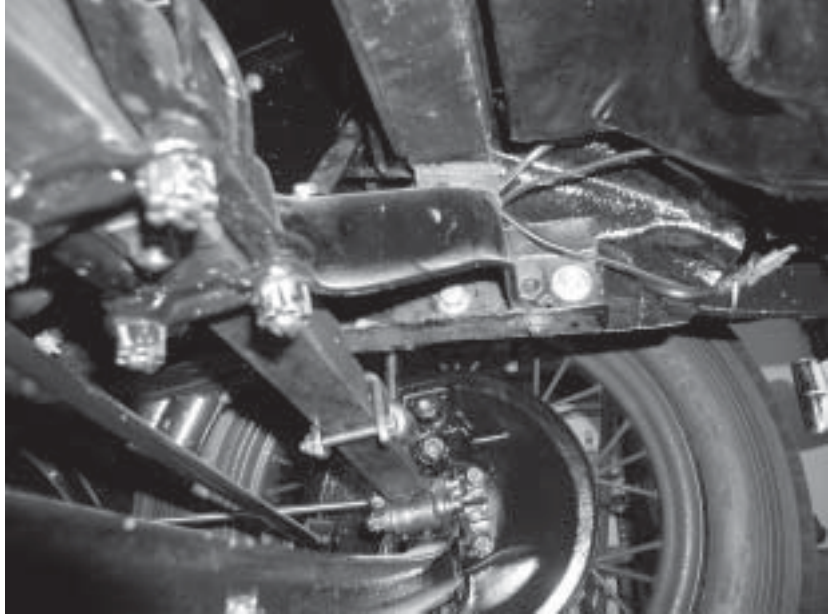
So as a rolling chassis, with boxes and boxes filled with strange bits, it came home and I am afraid that's the state it stayed in for 6 years, living in mostly in a field shelter, as my own work commitments and young family prevented my getting stuck in.

We then moved back to Oxfordshire, where the car actually had its own garage (well shed!). Having had to round up all

the boxes of parts for the journey, it gave me new inspiration; so I sent the seats and door panels away to 'Tim the Trim' in Towcester, as I knew I would never be able to do that job. A few months and a huge bill later the seats were back and stored in the attic.

Another 6 years passed by (which does tend to heal the expense wounds!) I decided that I would never get around to doing the bodywork and, even if I did, it wouldn't be to a very high standard, so I sent the car up the road to Hightone Restorations Ltd. at Enstone. A few months later and an even bigger bill, it was back. With doors, wings and bonnet fitted, it now actually looked like a car! The three-tone black/vineyard green/black looked great, even though the purists would say it wasn't an original available colour combination!

Now that the paintwork was pristine, it could no longer live in the shed for too long, so the pressure was really on now to get it finished. I started by



A pristine front axle and wheel hub. A joy to behold after all the work involved.

immediately fitting the new windscreen assembly, which I had bought from Dave Tebb 5 years previously, and couldn't resist fitting the headlights with their resilvered reflectors – again, something I had done years before! Well, that was it until, 3 years later, my workload was easing off and I had some spare time to really have a go!

I concentrated on the mechanicals; firstly, the front axle assembly, which was pretty straightforward. New spring shackles and bushes, track rod ends, kingpin bushes, wheel bearings, and brake overhaul. Alarmingly, upon shot blasting the front drums, a large crack became evident (possibly frost damage). Unable to get a suitable replacement, this was welded up and hopefully will suffice.

The rear axle was stripped completely. The spring shackles virtually fell off as they were cracked, due to severe seizing of the bushes. The crown wheel and pinion was slightly pitted but serviceable. The differential bolts attaching the crown-wheel were all pretty loose, which wouldn't have helped the wear on the pinion, combined with no pre-load due to the worn bearings. New bearings and



The 'rolling chassis' when it was in Geoff Aldridge's ownership in 1983."

seals all round plus the rear axle bearing kit finished the internals, courtesy of the Club spares department.

Re-fitting of the rear spring with its new shackles and bushes was certainly a challenge and, having read several reports in the Club magazine of the use of precarious spring tensioning tools, I decided to enlist the services of my Fordson Major tractor lift arms to do the job!

Having decided that the new shock absorbers for sale through the Club were a must, it was now the time to fit them. The fronts were easy, particularly as I already had the steering box out and overhauled it. The rears were a different matter, requiring some uncomfortable drilling and persuading, due to the close proximity of the front panel of the rear seat floor.

So the front and rear axle assemblies were installed, having first cleaned up and painted the amazing brake actuating cross-shaft assembly, which doubles as the front axle A-arm locator. This piece really is a work of art, with its beautiful forged steel lever arms, all en-scripted with the Ford company logo. All the brake rods were then fitted and adjusted as best as possible to initially give equal bite to all four wheels.

Next came the fitting of the engine and gearbox. The original clutch cleaned up OK, having gone pretty rusty over the years of hibernation. The trouble was that all the nicely labelled tins of bolts and boxes of strange looking parts had also deteriorated, so the labels were unreadable! A new spigot bearing and clutch release bearing were fitted and engine and gearbox dropped into the long awaited hole called the engine compartment. With it all nicely bolted in, I then discovered that the clutch cross-shaft had been re-installed 180Deg out in relation to the clutch release fork, so that the clutch operating lever was in the wrong orientation. So it all had to come out again!

Having finished the mechanicals, in the next issue, Nigel describes the restoration of the bodywork and trim.



*The Club outer sleeved rear bearing fitted into hub.*



*If you do not have the right tools, then innovate – but make sure it is a safe practice.*



*The work of art that is the Model 'Y' brake cluster and A-frame ball holder.*



# Sir Patrick Hennessy – A Biography

by Sam Roberts.

Perhaps the most influential man in Ford Motor Company, Ltd., from the 1930s until his retirement in 1968, was Patrick Hennessy, latterly Sir Patrick. His contribution to the Company, to British industry as a whole and to Britain's war effort was considerable. Not only did he introduce the concept of competitive tendering and supplier control into industry, but was responsible for the introduction of many of the pre and post-war Ford classics, which gave Ford such a commanding lead in the British automotive market. This is his life story in four chapters. It has not previously been told.

## Chapter 1. The making of Patrick Hennessy.

Patrick Hennessy was born at Ballyvodak House in Middleton, County Cork, on 18<sup>th</sup> April 1898, the son of a Catholic father and a Quaker mother (née Benn). He was one of six siblings, having two brothers and three sisters. Although he was brought up as a Protestant, he was totally irreligious throughout his life. He attended the local Christ Church School, but did not enjoy it, on one occasion kicking down a door! He left the school at the tender age of 16 to work in Middleton post office, his mother sending him off with a sack of potatoes to live on.

On the outbreak of the Great War, that same year, he decided to follow a more adventurous life and joined the British Army. At the Ballyshannon recruiting centre in County Donegal, an area with Republican sympathies, the red-headed Irishman joined the Inniskilling Fusiliers. The recruits were formed up into squads and were marched to the railway station. The route was lined with Sien Fein flags, which were cut down by Patrick's squad, who carried long sticks with knives attached! One day, the boys were lined up and asked if anyone played rugby. Patrick was a keen player and put up his hand. He was immediately sent to the Inns of Court OTC (Officer Training Corps), where he subsequently gained his commission in 1916. At aged 18, he was one of the youngest serving officers. It was during the Battle of Cambrai in November 1917 that he was blown up, injured and captured; his comrades having to carry him

to a prisoner of war camp in a sack. As a result, he spent the last ten months of the war in prison camps in Germany and Poland. Food at the camps was very meagre. During the war he had also suffered from gas attacks, which affected his eyesight throughout his life. He served on after the war, but left the Army in 1920 as he did not see eye to eye with his new Commanding Officer ("A staffer from the War Office."). As with many Great War veterans, he rarely spoke of his experiences in the trenches and had nightmares for years afterwards.

*Second Lieutenant Patrick Hennessy, Irish Fusiliers, shortly after commissioning in 1917. Photograph taken in Cork.*

He returned to Cork and joined Henry Ford & Son, Ltd., which had been built during the war to build tractors for the war effort and was the main source of employment in the Cork area. He had given little thought to the post-war period. At this stage of his life, with no formal qualifications, his one love was the game of rugby. Initially, he worked in the foundry of the tractor plant "to build up my muscles for playing rugby." He worked hard at a variety of jobs in the factory, earned good money and learned a great deal about the manufacture of tractors. Although he had visions of going off into the big wide world, especially Africa, his talents were soon spotted by the Henry Ford & Son management and, in 1921, Hennessy was made the sales representative in Ireland for the Manchester Ford Motor Company, which supervised the Cork plant's sales.



This was a period of terrible economic and political strife in Ireland. The Irish Civil War was raging and there was tremendous disruption, with battles and murder commonplace. When Mayor Mike Sweeney was shot, the Cork plant closed down. Hennessy, in his role as sales representative, found himself being shot at by different armies. "I had to carry two or three different cards to make sure that I could produce the right one at the right time. The Sein Fein took the cards away from the other people who worked for me." The agricultural



*2/Lt Patrick Hennessy with fellow prisoners of war, somewhere in Germany in May 1918. He is the third from the left in the front 'standing' row, with Sam Browne.*



Patrick Hennessy was Vice-Captain of the 1921/22 Constitution RFC team, which won both the Munster Senior Cup and the Munster League that season. He is photographed sitting third from the left.

depression and the Irish farmers' reluctance to buy tractors caused economic problems in the Cork plant. In 1923, Hennessy decided to quit. Edward Grace, the American managing director of the Cork plant, persuaded him to stay on as the company's travelling representative, but not before Hennessy married and obtained Grace's agreement that his beautiful Ulster born wife, Dorothy, could travel with him. Being from the north of Ireland and a Presbyterian, there could be difficulties if she had been stranded in the south whilst he was on his travels. Dorothy Margaret was the daughter of Robert Davis, JP, of Killaney Lodge, Boardmills, Co. Down. When he proposed to her, prior to Grace persuading him to stay on, he told Dorothy that he had something to tell her. "I know," she said, "you're a Catholic." "No," he said, "I haven't a job!" After the wedding, they moved to Rushbrook, between Cork and Cobh.

In 1924, Hennessy became the service manager, at a time when Ford was in distress. The Model T was not selling due to its antiquity and the 70 odd dealers in Ireland were desperate. In the same year, Ford's obsession with 'service' resulted in a universal deal with K.R. Wilson, who was to supply all dealers with equipment to repair Ford cars. The idea had started in the States and was implemented over this side of the Atlantic. The dealers had no option but to provide a workshop for the repairs. "We made all dealers in England and Ireland buy K.R. Wilson equipment,

made either in the U.S. or in Denmark. In those days we had tight control over the dealers."

At about this time, Edward Grace was replaced as Managing Director of Henry Ford & Son, Ltd. by his Irish assistant, E.L. Clarke, an accountant; Grace having fallen out with his American colleagues. Clarke was to remain in harness until 1932. During his tenure, the Model T was replaced by the Model A in 1927 and Sir Percival Perry was called back by Henry Ford as chairman of Ford England to implement 'The 1928 Plan', designed to resurrect Ford's ailing fortunes in Europe. Perry, with Sorensen's cooperation, was also re-establishing Cork as a tractor producing centre, production at the Rouge River Plant in Dearborn having ceased at the end of 1928. To assist Clarke with the transfer of operations, Dearborn sent over a strong team of American experts.

It was Hennessy's subsequent move to tractor production, with its insight into production planning and purchasing requirements, which was to set him up for his work with Sir Percival Perry. He was propelled into the limelight by a huge order for spare parts to service the 25,000 Fordson tractors in the U.S.S.R. The order had been received by Dearborn just as they were closing their tractor production. As Sir Patrick Hennessy recalled, some fifty years later:-

*"America had sent this production expert, Jimmy, over [Jimmy O'Neill]. However good he was at his job, he really had no idea about organisation, and had got into a fearful mess. It really was a colossal task, meeting the supplies to Russia - way beyond the capability of the Cork factory. We heard that these three powerful Americans were on their way over from Dearborn to sort things out. Jimmy decided he was going back to America before they arrived - he knew he was in trouble! I found myself pitchforked into his job."*

Jimmy O'Neill, who was in charge of tractor production planning, had told Managing Director, Clarke, that Hennessy was the only person who could do his job. Hennessy recalls "I had never been very popular", but, nonetheless, they took O'Neill's recommendations. Before O'Neill left, he had 48 hours to familiarise Hennessy with the job. O'Neill knew every facet of the tractor planning organisation, but he kept it all in his head. When it came to the point of his leaving, there was a danger that he would take it all with him. There were no records. Hennessy recalls "We spent the last 48 hours before he left writing down what O'Neill knew. I knew the tractor; I had built it with my own hands." Together, O'Neill and Hennessy "wrote out the first bible", which included selling part numbers, manufacturing part numbers, requirements for service, procurement data, accounts outstanding, etc. - all in 48 hours.

The plant started up with tractor production in a hurry. Hennessy realised that the only solution was to buy in the required parts from sub-contractors and called upon the buying department at Trafford Park to assist. As a result, he discovered how disorganised and inefficient was the Ford purchasing function. He set about introducing a buying system in which the prices paid for components more accurately reflected their true costs; i.e. were calculated rather than guessed. "The system was appalling," he recalled. "You could only improve it." Amtorg had made contracts with Dearborn for parts and Cork took over these contracts. The English counterpart of Amtorg, Arcos, handled the Amtorg orders. Between Amtorg, Arcos and others, it was a "terrific" situation. Cork began to make engines, cylinder blocks, etc. for the Russians. "Cork didn't have the capacity, but were committed to filling the Russian contracts. To meet the situation, Wibel, Harry Bills and others came over to Cork (from Dearborn). A.R. Smith also came over (from Manchester)." It was tough to fill the demand. "We had tens of thousands of things on order." Since

Hennessy was now in charge of programming production, he says, "I was in the front line of fire about this shocking mess." Eventually, Wibel asked Hennessy, "How long have you been on the job?" "Two weeks" was Hennessy's reply and the executives from Dearborn and Manchester were more tolerant. The question was "What are we going to do? We went out to buy to fill all the orders. We set up a buying organisation in Manchester. We had to buy everything practically from Arcos. We expanded the foundry. We filled all the orders." The curious thing was that the Russians "always paid."

The Cork plant had resumed its tractor operations without a roof over the machines. The "machines had water-proof sheets over them. Production began and we built the factory around it. It was a terrible rush.



The tractors were not much of a success in Russia as the Russians did not know how to handle them. They knew little about the basics, such as oils, etc., so Pete McGregor, the Works Manager at Cork, went over to Russia to show them how to operate and maintain the tractors.

The Russian orders were soon filled. Hennessy had improved the purchasing and production to such an extent that the Russian order was completed within eighteen months; six months ahead of schedule. There was, however, after the Russian orders had been filled, little tractor business. "We had hired close to 7000 people, when the bottom fell out of the tractor market." The Cork plant had more employees than Manchester had.

Because the tractors had been made in a rush and because they had been made out in the open, they turned out to be of very poor quality indeed. Moreover, the parts had been made with American machinery that was worn out. There were problems with rusting tractor parts, etc. We had "catastrophic trouble" with the tractors. They were shipped all over the world and, from everywhere, complaints came in.

The American company pestered the Cork company to do something about the problem. Perry was after the Cork executives. Eventually, "I was picked out by Sir Rowland [then A.R. Smith] to go all over Europe to put things in order". It was an "appalling job". In some cases "I had to dismantle the tractors completely and start over." Hennessy worked with Arabs, with Roumanians, with all sorts. "It was not a pleasant service job". Everywhere he had to accomplish "substantial repair operations. We had to get the ones we could in order". Tractor service facilities were few and far between and the mechanics were not properly trained. There were some separate tractor dealers in Europe, but most of the Fordson dealers were Ford people.

Sir Percival Perry, who had been continually bombarded by a worried Dearborn with telegrams on the subject, was delighted with Patrick Hennessy's performance and, in 1931, had no hesitation in choosing him to run the purchasing operation at Dagenham, reporting to Rowland Smith, the production manager. At the time, Hennessy was in Italy servicing tractors when he received a telegram from A.R. Smith: "Come to London." A.R. Smith was at that time General Manager of the British company. Hennessy returned to London, to the Ford office in Regent Street. "I was sitting out in the lobby wondering why I had been recalled." Inside Perry, Thornhill Cooper, Roland Philips and A.R. Smith were talking. "They were arguing as to who would have me. A.R. Smith won. He wanted me to become Purchase Manager." Hennessy took this post with "tremendous reluctance". At Cork, he could have a boat near the sea, which would have been impossible at Dagenham. He lacked enthusiasm for the move, but he came, he and his family moving to rented accommodation in Upminster, Essex, in 1932.

One of Cork's famous Fordson tractors, this one with the Sein Fein Lord Mayor of Cork, Tomás MacCurtain, in the driving seat, ten days before he was murdered by the Royal Irish Constabulary on 20<sup>th</sup> March 1920.

Hennessy had known Thornhill Cooper in the days when Hennessy had been the sales representative for the Manchester company; Thornhill Cooper was in overall charge of sales at that time. Roland Philips didn't do English purchasing. His job was to co-ordinate overseas purchasing operations. Thus, when Hennessy came in as Purchasing Manager, "I worked for Rowland Smith, first in Manchester, and then at Dagenham."

Hennessy was very modest about his description of himself. "I knew the practical side of life; I knew people; I knew what I wanted to do, but anyone who would tell you that I was popular in those days, makes a dangerous exaggeration."

Philips got out of the purchasing picture entirely in 1934. Sorensen, Henry Ford's overseas manager, got rid of Philips, because he thought Philips was restricting Hennessy's efforts. "Philips was off and on my boss. We got on well."

To be continued .....

