

TRANSVERSE TORQUE

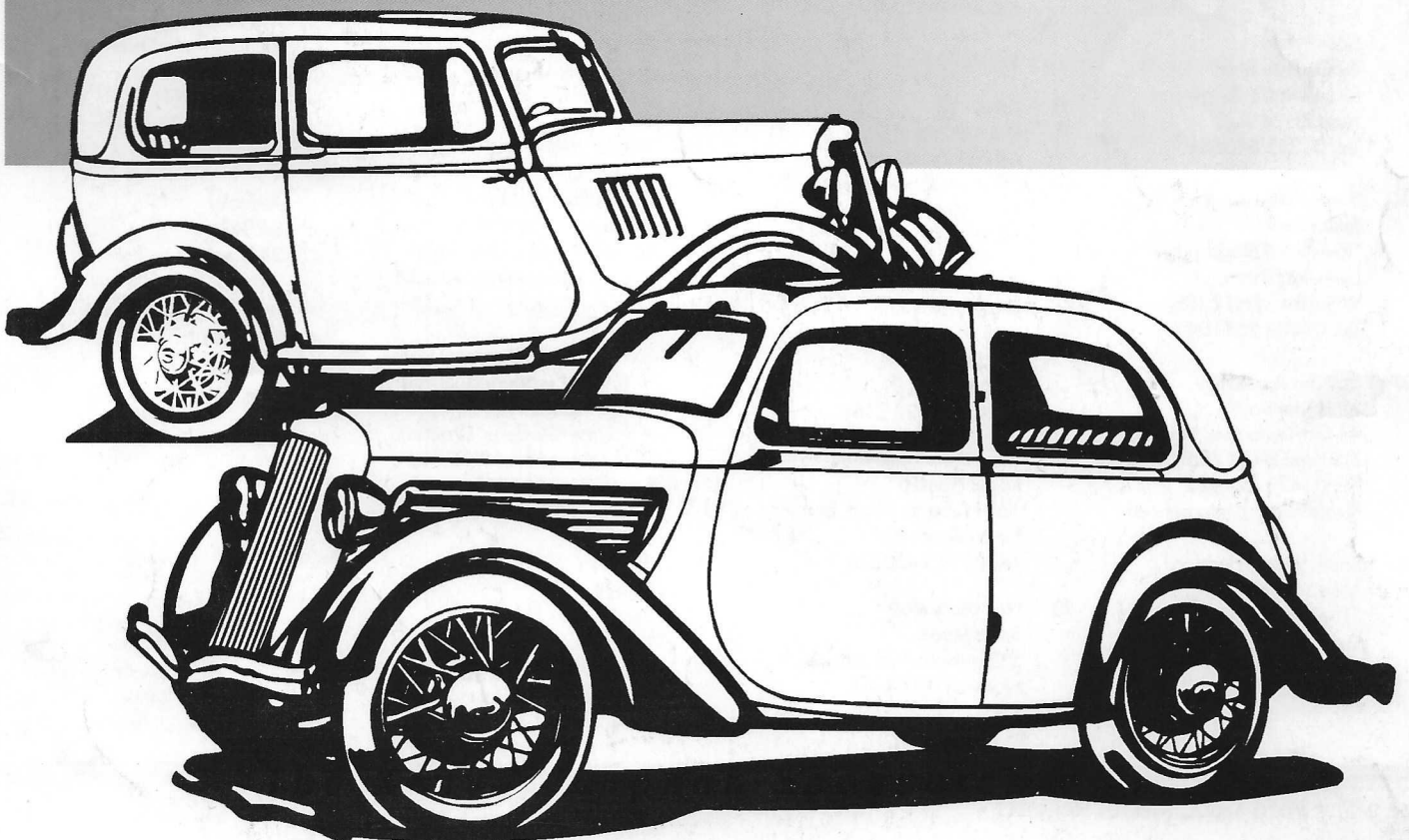
Issue 157 November - December 2005

FORD



X & Y

MODEL REGISTER



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Editorial.

Christmas is upon us and the annual problem of what to suggest the family buy you raises its head again. We have helped you to decide by listing some spares and regalia special offers and listing the books, handbooks and manuals that are available from the Club. There is a special page in the centrefold of this issue listing the goodies.

I was amused by the description of the Model 'Y', which appeared in the September issue of Practical Classics. Having described it as one of the 12 greatest European Fords, it went on to comment adversely on the steering and 'frisky' suspension, which is standard comment for all motoring correspondents who have not owned one of our cars. It ended with the following: "A spin along a twisty road with an attractive passenger by your side could leave you in need of a cigarette. It's an exciting and engaging experience. Like the Model T, the Y is something all car fans should try." He should be so lucky. The most attractive passenger I can muster is Ben, who

leaves me in need of more than a cigarette!

The Great Dorset Steam Fair enjoyed some blistering sun (and dust). Ivor Bryant, our West Country coordinator, attended and sent in photographs of three Model 'Y's in the classic car display area on the Saturday. Bob Stay, from Newport on the Isle of Wight, had driven over his beautiful Model 'Y' Cairn coupé, Phil Wookey's Tudor was its usual resplendent self and Ian Moss, from Stroud, had brought his highly tuned Model 'Y' in which he regularly rallies.

I have just finished reading the book 'Early Country Motoring – Cars and Motorcycles in Suffolk 1896 – 1940' (ISBN 0 9505148 1 0), which gives a fascinating insight to the problems of motoring in the early days. It was recommended to me by Roddy Murray and Ian Smith as it has a chapter in it on A.G. Potter's of Framlingham, the main Ford dealer, about which I am writing an article for the magazine. I recommend the book to the East Anglian folk who will know the area and the towns mentioned.

Whilst on books, we are grateful to Doug Hickson, who has donated 'The Wild Wheel', by Gareth Garrett, to the Register library. The book, which was published in 1952, has a sub-title, 'The World of Henry Ford'. If any of you have books which you no longer read, on the Ford Motor Company, especially pre war, or the Ford family, please consider the Register library as a suitable repository.

My thanks also to Tony Etheridge, our tyre supplier, who sent in a photocopy of a Ford advertisement, which he found in a compilation of Christmas editions of the 'Good Housekeeping' magazine. The ad. was headed "Give a Ford £100 saloon this year" and depicts a chap's Christmas present list which includes "Joan - £100 Ford: Fred – bicycle; Peg – Dolls house." The picture shows Joan driving her £100 Tudor



Always a beauty to behold; Robert Stay's Salmons & Sons Ltd.-bodied Cairn coupé with its Tickford hood. The car dates from the change-over period from short rad to long rad. Hence the short rad grille, bumpers and wings and the long rad bonnet.

Model 'Y' with little Fred, in his school cap, and Peg in the back seat. So 1930s! He must have been in a well-paid job to spend £100 on a Christmas present!



Phil Wookey's January 1935 Tudor Model 'Y' sits uncomfortably next to, what looks like, a Ford Siva special.



Ian Moss' rally car with its highly tuned 10 hp engine. A picture of it in action appears on the last page before the appendices of the Model 'Y' book.

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Photograph on back cover

Whilst the gang were touring Brittany and Normandy, David and Wendy Grace were farther afield in the Czech Republic. This is Wendy's superb picture of David and the three-legged Ben in their Model 'Y' Alpine, parked up on the cobbles of the square in Telc, to the south-east of the capital, Prague. The buildings around the square date back to the 16th Century.



The rear view of Henry Newcombe's handsome cream and brown van, based in Northamptonshire, which is new to the list of survivors.

It is a pleasure to welcome Henry Newcombe into the fold with his long rad van, VD 3661. It was at the Halton Rally over last year's August Bank Holiday that Nigel Stennett-Cox photographed the van, which we did not have recorded on our list of survivors. We illustrated Nigel's photograph in Issue 151, asking for information. We now know that its chassis number is Y59373, putting its date of manufacture at mid-April 1934.

With my 'Archivist' hat on, I have made a quantum leap in my IT capabilities by upgrading my PC with a program called Nero InCD and by replacing my DVD player with a Rewritable DVD unit. I can now record onto CD-RW and DVD-RW and play with each as though it was a file or folder on my hard disk. This means that I can now keep folders on each car on a DVD (4.7 Gbytes), which can include the basic archive written history and comments, copies of old log books and any photographs of the car. Not only that, I can up date or add photographs to the folder as time goes on. The only problem is my time – I don't have enough! Incidentally, the Editor's job has been made easier as well, as I can now send a bi-monthly CD-RW to Steve Waldenberg, our typesetter, with folders for each article in the next issue of the magazine, each of which includes the text and accompanying photographs. Good-bye floppy disks and hard copy!

Still with the Archivist hat on, a number of you have kindly sent in copies of V5 documents and continuation log books relating to your cars for entry onto the database. It is surprising how many show the incorrect cubic capacity. You are reminded that the 8 hp engine is 933cc and the 10hp engine, 1172cc. Please check your V5/V5C.

I called in on Geoff Foss, here in Andover, who is the listed 'Useful Contact' for carpets. He was making a hood and tonneau for a beautiful 1920s Le Mans-type Bentley. Talking carpets, he said they were very fiddley with all the beading and that he prefers to make them in batches of four or five. The winter period is the time when he can make them, as he tends to work on cars, such as the Bentley, during the rest of the year. If you will be wanting a new set of carpets for your Model 'Y' over the next year, I suggest that you let Geoff know a.s.p., so that he can set time aside and get the correct material in stock (green, red or blue - state which).

Most of the classic car magazines have written about the up-coming European review of the classic car movement. The FBHVC is coordinating the review in this country. To this end, we have inserted a question sheet in this issue, which we would ask all members to complete and return as directed. There are a number of environmental issues in particular bubbling around, which could well affect our hobby if they are not tackled in the near future with the strong backing of classic car owners.

Just to see their reaction, I e-mailed a copy of the article in the last issue on the 70th anniversary of the £100 Model 'Y' to the Editor of the Ford in-house magazine 'Ford News'. Although the company is not well-known for showing interest in its history, I am delighted to say that a précised version of the article appeared in their October issue. My thanks to Jim Sharpe for continuing to send me copies of 'Ford News'.

Also, in the August issue of 'The Automobile' there was a letter stating that the French horse (CV) was stronger than the English horse (h.p.). Having done a fair amount of research into the difference between the two for my Model 'Y' book, I was able to respond in the September issue, giving the scientific formulae for each horse-power (metric and imperial) to show that, in fact, the English h.p. (746 watts) was greater than the French CV (736 watts).

It was a pleasure to receive some feedback on the Editorial in the last issue. Ken Waller also saw EGN 147 in Leeds (you will remember that Steve Waldenberg spotted it earlier) and found the premises of its owners. Bob Wilkinson was able to follow up the lead and, hopefully, they will be joining as members or, failing that, we will obtain the details of the car for the register.

Well done Ken.

One of our new members, Barry Smith, who joined us at the All Ford Rally, restores classic and vintage cars to a very high standard. He is particularly well known among the Model A and V8 Ford clubs and would like to extend his services to our cars. For those interested, he can be contacted on 01638 717683 (Newmarket) or through his good lady, beverley@barrysmithcars.co.uk

Wishing you all a very enjoyable Christmas and New Year period.

Sam Roberts.

The deadline for copy for the next issue is:- Friday, 30th December 2005.

Chairman's chatter

We have just returned from a trip to the U.S.A. and had the pleasure of visiting a Vintage Car Show near Salt Lake City in Utah. Although there were no Model 'Y's or 'C's, just plenty of big American cars and a few Model Ts, it was still a nice change.

Upon returning, it was time to take my Model 'Y' for its MoT test and, with all systems go, it passed with flying colours.

In issue 156, Brian Mace discussed AA boxes. Can the members who did the Welsh Tour last year remember the AA box on the road between Brecon and Crickhowell, situated opposite the Old Cider Mill Pub? We passed this on our way to the Big Pit Mining Museum at Blaenavon.

The year seems to be passing by so quickly that I am informed that it will not be long to Christmas, so don't forget all those good items that John Argent, Bob Wilkinson and Jim Sharpe have for your stockings fillers – see the centrefold in this magazine.

If Kath and I don't come into contact with you before Christmas, can we take this opportunity to wish you all the best for the Festive Season.

Mike Samuel, Chairman.

Secretarial ramblings

I hope you all had a busy summer A good one here in UK for weather and for cricket (...guess there may be some disagreement "down under" with that sentiment. Wait until they see Bob's Joke Corner!). Family illness prevented me from being with you all at the All Ford Rally – the first time I had missed in many years – a highly successful event I gather. Well done to those who turned out with their cars and particularly those members actively promoting the club on these outings.

If you managed to get out and about this summer don't forget to send photos to Sam. Some may get published but they go into the extensive club archives anyway for future reference."

Completion of the restoration of my 1936 'CX' tourer was delayed, but as I write it has just successfully passed its first MoT test for about 20 years! A computerised test too, with new style certificate (see article elsewhere on new testing regime). The car is now undergoing, what is called colloquially, a "shake-down", which means that I am discovering a few niggles as we cover those first important 50 miles - fortunately there appear to be very few to rectify. My next trip is to the trimmer for new hood, tonneau cover and side-screens so that we are ready for occasional drives over winter and full use next summer. Look out Holland, we are on our way next June.... ! I am grateful to Tim Brandon (engine/gearbox/back axle overhaul) and Roger Hanslip (extensive chassis and panel restoration) and to our Club spares department for the speedy supply of parts. I used my limited skills to restore everything else (except upholstery). Sam Roberts is nagging me to write up my restoration story since we rarely get 'C' or 'CX' reports. More of this anon.

A big thank you to those members who volunteered their services in response to my request in the last issue. Nigel Stroud, whose Model 'Y' restoration saga appeared in recent issues, will be involved with the Club spares group and Godfrey Dingley-Jones is shortly taking over from Colin Rowe as membership officer. A big thank you is due to Colin for his efficient tour of duty as membership officer. We are grateful that he is staying on wearing his spares department hat which he prefers. Well done Colin. Colin is part of an invisible but hardworking backroom team who hold spares ready to respond to orders from members via Jim Sharpe. They all deserve our thanks for the time and effort given. Incidentally the spares department is promoting some winter project special offers - look out for these.

UK- DVLA matters have kept me busy recently with several successful applications, under the V765 scheme, to retain the original registration mark. If you do not have a V5 registration document for your car, you are strongly advised to apply in the near future to retain your original registration mark. Drop me a note with an SAE for the club information sheet on how to proceed. Also, a reminder from me to apply NOW for your new V5C registration document to replace your V5, which is being phased out. All you need do is send your V5 to DVLA, with covering letter, asking for an update to V5C. but keep a photocopy of the old document.

Elsewhere in this issue there are notes regarding the FBHVC Survey, which is enclosed with this issue. Please complete and return same. Remember, your vote counts.

We have two shows shortly where we will be represented. The Stoneleigh Restoration Show and the huge Classic Car Show at the NEC. Both may have just passed by the time you read this, but I hope you were able to call in at our stand and say "hello". The 'Two Geoff's' – Dee and Salminen organise our stands at these events and we are grateful for their time and enthusiasm in flying the Club flag.

Club Officers meet in Committee on 13th. November so, if you have any issues to raise, please contact me and I will take these forward for discussion as appropriate. This is your Club and must continue to run with members' interests to the fore – if you have suggestions for improvement, please contact me.

As autumn and winter set in, now is the time to get to grips with those tasks you have promised to do on the old Ford before next season. Improve the brakes, check the wheel bearings – whatever it is, do it well and don't forget that the Club probably has all the new parts you need. If your 'Y' or 'C' Model is on the road then make sure you get out for a short run every now and then. These old cars are like the ladies in our lives – they don't like being neglected.

Bob Wilkinson.
Secretary.

Bob's Joke Corner.

Embarrassed.

Young Aussie, Billy, was at school today in the bush and the teacher asked all the children what their fathers did for a living. All the usual responses came.... fireman, policeman, carpenter, electrician, etc... Little Billy was uncharacteristically quiet and so the teacher asked him what his father did.

"My father is an exotic dancer in a gay club and takes off all his clothes in front of other men. Sometimes, if the offer is good, he will take a room and sleep with a chap or a few guys."

The teacher hurriedly got the other children working and took Billy to one side to ask if all he had said was true.

"No", said Billy. "He plays cricket for Australia but I was too embarrassed to own up to that"!!

This was sent in by an English cricket supporter, but I will not print his name for fear of Aussie retribution. It is in awfully bad taste..... but I love it!

Any more of a similar nature will certainly be published. Please send in your favourite joke.

Bob Wilkinson.

All Ford Rally – Abingdon

Present with cars:- Model 'Y' saloons - John & Carol Argent, Bruce Bebbington, Tim Brandon, Tony Brasher, Kevin Briggishaw, Jack Clarke, Geoff Dee, Ian Hawley, Julian Janicki, Ron & Mavis Kendall, Brian & Yvonne Mace, Mike Meadows, David Perks, Jim & Joan Sharpe, Nigel Stroud & Jenny, Herbert Wingate & Norman (in the 'van). Model 'Y' vans – John Hampton (off-site!), Graham Miles. Model 'Y' tourers – David & Wendy Grace (Alpine), Janet Miles (KP tourer), Sam Roberts (Kerry). Model 'CX' tourer. Roy Hocking. Eifel saloon. Jim Miles & Cath.

Swanning around:- Owen & Chris Baldock, Godfrey & Monique Dingley-Jones, Doug & Bessie Hickson, John & Sue Griffiths, Terry Mortiboy, Roger Corti, Brian, Sylvia & Roger Gurney, Frank & May Johnson, John Keenan, Phil Francis, Dave and Carole Tebb (on their stand) John & Jim Murray (rejoined), Dave Evans (joined), Barry Smith (joined), plus others, no doubt, whom I have forgotten (senior moment).

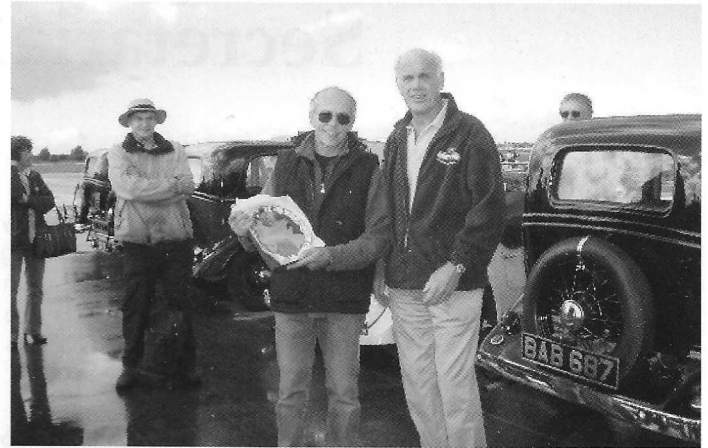
The weather forecast was absolutely spot on for a change. Those driving to Abingdon from the east drove through rain for the first part of their journey, while those coming from the west, south and north were able to depart from home after the weather front had passed through. We were hit by a pretty heavy, 20 minute, isolated shower at about 1.30, but apart from that, we had a dry All Ford Rally.

The turnout was good, with 23 cars in the line-up. We had our usual prime spot alongside the arena, and the flag was flying high from about 10 a.m. Most visited the autojumble, but there were very few bargains. The best find of the day was by John Argent, who came away with a new 'old stock' running board.

The general quality of the cars on display was high. A number of folk commented that the standard of our cars is getting better each year, which is good news, as that is what the Y&C Register is all about. Having said that, it was nice to see Roy Hocking's latest acquisition, an original, unrestored Model 'CX' tourer (C35901). Thankfully, he says he is going to keep it as original as possible, which will give the Club a benchmark for that model. Bob Wilkinson has already used it as a reference for the pattern on the upholstery on his 'CX' tourer.

There were two recently completed restorations on display, which made the annual award of the Eric Bufton Trophy (for the best restoration) slightly difficult, as one owner was going to be disappointed. The winner was Tim Brandon, who has worked miracles on the ex-Jeff Cole, April 1933, short rad, orient blue, Fordor Model 'Y' (Y19436). Rather like the other contender, Nigel Stroud, Tim had carried out all the work himself, upholstery, trim, body painting, etc. As Graham Miles and Jim Miles had been responsible for selling the 'pup' to Tim in the first place (it was full of woodworm and in a terrible state not 18 months ago), it was rather ironic that Graham had the honour of presenting the trophy to Tim. Well done Tim.

The other award of the day was the Bert Thomas salver, which is presented to the car of the show at our annual national gathering. It was felt only right that this should be awarded to Nigel Stroud with his immaculate 1936 Tudor Model 'Y', EPA 917, (Y128496), which has been the subject of



"Yours truly" presents Nigel Stroud with the Bert Thomas salver for the car of the show."



Graham Miles (left) has just presented Tim Brandon with the Eric Bufton trophy for the best restoration. Then Jim Miles, as a previous owner of the car, had to get in on the act!

the two-part restoration story in the last two issues of the magazine. You will recall that this has been under restoration for 22 years, which surely beats even Stan Bilous' Model 'C' restoration. Yet another pat on the back for Nigel.

Fortunately the rain stopped in time for the scheduled award presentation at 2 p.m. The Rally award presentation was at about 3.30. Even though the judges had crawled all over each of our cars, none was selected for a Class 2 prize this year. Are they blind?!

Our thanks once again to the organisers, Bob and Phyllis Tredwell, who, throughout the year, carry out the necessary administration to get the show on the road, and to the Abingdon Rotary Club, who seem to have an army of marshals available to keep everything under control. Finally, a mention must be made of 'Spanner', who has manned the microphone every year since I can remember. This year, we have at long last got the message over to him that we do not drive 'Y Types' – Y-Types are MGs.

Sam Roberts.



The Three Graces in Czech



David, complete with deerstalker hat, Wendy and Ben lead the UK contingent in the procession in Straznice.

The three Graces, David, Wendy and the three-legged Ben, had planned on touring Brittany and Normandy with the rest of the Y&C Register party but, as David explains:- "We had booked the ferry for our motor-home, the Model 'Y' Alpine and trailer for May, with the original intention of joining the Y&C tour of Brittany, but then a 'motorhome' rally came up in the Czech Republic at the same time. A decision had to be made and, unfortunately, the idea of a month in the Czech Republic won the day.

Having booked the 'Alpine' on the ferry, we decided to take it along with us. We were warned by a friendly German in Regensburg that it would be an attraction to the Czechs and he was right! When we arrived at the border, the office was soon empty as we were checked in by the Czech border guards. The same attention continued throughout the Republic and got us invitations to coffee and into many friendly conversations. We were surprised how many people had some command of the English language, particularly the younger ones.

The rally commenced with a procession of all the different countries taking part into the town square of Straznice, to be welcomed by the Lord Mayor. From the photograph you can see who was chosen to lead the UK contingent!

The whole trip was very enjoyable. The roads were quiet (as can be seen in the photograph on the back cover) and as there were quite a few older cars about, nearly every garage sold leaded petrol. We only had one little hiccup when the near-side front wheel decided to go off on its own. Wendy had to go off across a field to retrieve it, whilst I searched for wheel nuts. I found two in my tool kit and pinched two from the spare wheel. We managed to continue alright with only four.

We can certainly recommend taking the old cars across the Czech Republic as we were made very welcome."

Jensen 'Hurricane'

As most of you are aware, Bristol Street Motors, Ltd., the main Ford dealer in Birmingham, commissioned Jensen Motors, of West Bromwich, to build an attractive 4-seater body on the Model 'Y' chassis. The aim, initially, was to attract punters into their showroom, where they would be pressed into buying the Model 'Y' saloons – this being in the depths of the Great Depression, when money was scarce. The public actually liked the Jensen body design and a little side-line started up selling these handsome little sports cars. Bristol Street Motors had given them the name 'Mistral', by which they have since been known.

With the launch of the Model 'C' in September 1934, there was no real need to commission coachbuilders to provide tourer bodies as, firstly, the end of the Great Depression was in sight and, secondly, Ford produced a beautiful looking tourer on the Model 'C' chassis anyway.

Notwithstanding, Bristol Street Motors Ltd. and Jensen Motors did produce a tourer body on the Model 'C' and, later, the Model 'CX' chassis. Bristol Street Motors, Ltd. advertised these as the 'Hurricane' in their sales literature.

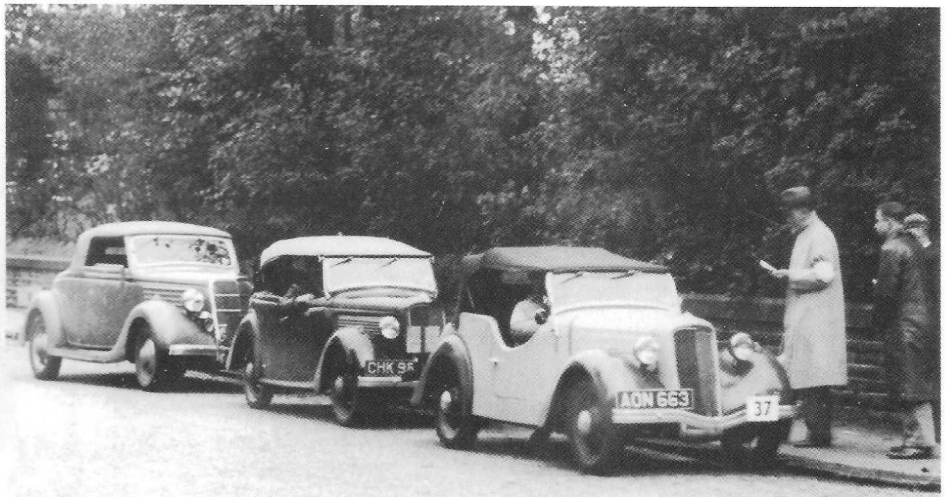
The first photograph shows the unofficial Ford rallying team in the 1930s, with a Jensen 'Hurricane' Model 'C' in the front and a standard Dagenham Model 'C' tourer behind. Bringing up the rear is a 1935, 2227cc, V8, Model 60 Cabriolet, also produced at Dagenham.

It was this Jensen 'Hurricane' (AON 683), which was the first De Luxe Ford to win a Premier Award in a reliability event, whilst being driven by J. Harrison in the 1935 Lands End Trial.

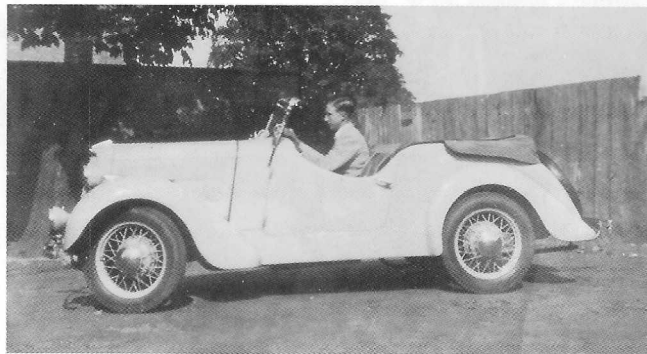
The second photograph, for which I am indebted to Roger Corti, who bought it off ebay, shows a lucky young man in a Model 'CX' Hurricane. Comparing the two photographs, there appears to be little difference in the body styling on the upgrade from 'C' to 'CX', other than the change from two-coloured bodywork to single colour, which occurred in the saloons.

The Bristol Street Motors sales literature advertises the 'Hurricane' for sale at £185, which is a full £50 above the cost price of a standard Ford Model 'C' tourer. Only the wealthy would pay that much extra.

But there's more



The unofficial Ford rallying team in the 1930s with a Model 'C' Jensen 'Hurricane' at the front.



The same 'Hurricane' body on a 'CX' chassis. Note the same colour wings as the body.

Jensen Drop-head coupé

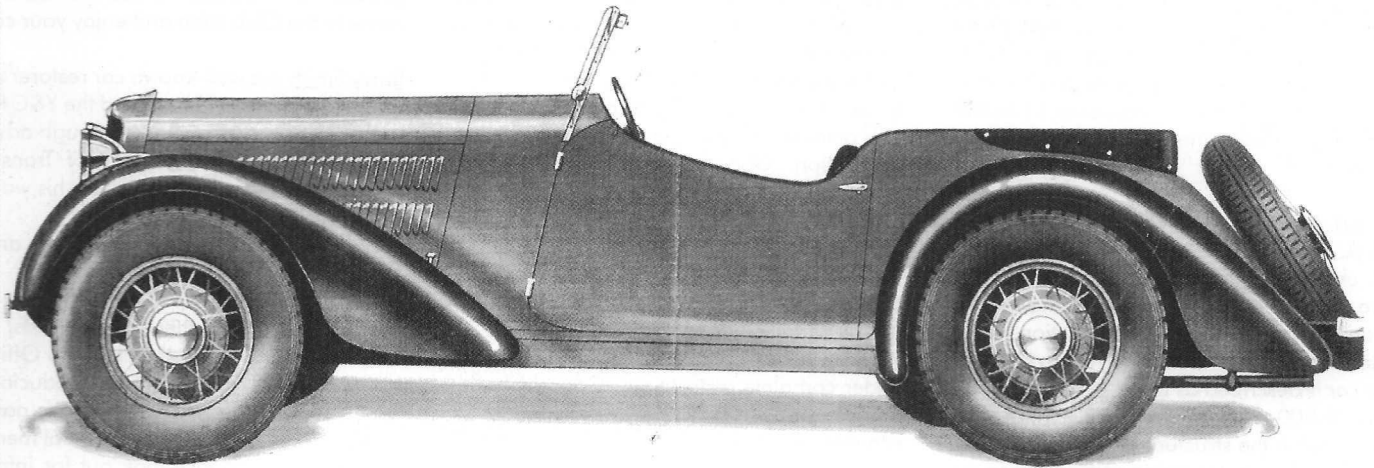
For the real connoisseur, Jensen motors also built a 'close coupled drop-head coupé' body on both the 10 hp 'CX' chassis and the V8 chassis. The 10 hp version looks to be a beautiful car from the one photograph I have. The Bristol Street

Motors literature states 'Price on application'. Can someone explain to me what 'close coupled' means in this context. I'm sure that it doesn't mean that the car is only designed for couples who are very fond of each other!

Regrettably, so far, no Jensen bodied Model 'C's or 'CX's have appeared out of the woodwork, although, in the early 1990s, I did hear rumours of one in Dorset.



The beautiful looking Jensen bodied drop-head coupé on the Model 'CX' chassis. Note the front hinged, straight topped doors and the Tickford pram-style hood irons. Can anybody tell me the names of anyone present. I suspect one might be a Jensen brother.



10 H.P. DE LUXE FORD CHASSIS FITTED WITH FOUR SEATER SPORTS BODY.

Price complete £185 ex works

A little artist's licence here, making the car look much lower and longer than it really was.

News of new members -

Prepared by Colin Rowe
October 23rd 2005

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register the 14 following new full members, this includes three members who have rejoined and one member who has upgraded from "Friend of the Club":

Terry McCarthy	M1425	Stockport
Godfrey Elliott	E0420	Guildford
Tom Kelsey	K0220	Gloucester
Henry Newcombe	N1220	Wellingborough
Michael Poxon	P1425	Blackpool
Tommy Smith	S1933	Co. Armagh
John & Jim Murray	M0443	Worcester Park
Bob & Marianne Anderson	O-A101	Illinois
Rob Kitchener	K1020	Romford
Mike & Chris Kemp	K0320	Christchurch
Christopher Walls	K1920	Co. Derry
Paul Ellis	E0211	Bridgewater
John Osley	O1411	Abergele
Barry Smith	S1325	Mildenhall

We are delighted that from these news members, we have four new cars to add to the register of surviving vehicles. Many of the cars mentioned here, are illustrated elsewhere in this issue.

Terry McCarthy has two vehicles, a 1937 Model 'Y' van, registration ADP 230, which is for restoration. It has been known to the Club for about 10 years. He bought the car off e-bay with chassis no. Y194250. His second vehicle, which is in on-road condition, is a 1936 2 door 'Y' saloon, AAJ 132, purchased from ex-member Tony Parker. Terry has recently refired and has taken the "baby Fords" on to fill the time he now has on his hands. The van runs, but is only about two thirds completed. It will be painted in olive green and should be ready for the road in 6 months' time. Terry has been involved in Classics for years - Rover 16s, American Studebakers and a Ford Prefect. Describing himself as a perfectionist, we can expect to see Terry at shows in his "babys" in the very near future. Welcome Terry and congratulations on joining our Club.

Godfrey Elliot joined the Club recently as a full member and is looking for a car. Hopefully Godfrey will soon acquire one so that we can report on his progress.

Tom Kelsey has recently acquired SSY 981, a July 37 registered 2 door 'Y' saloon in black, chassis no. Y194429. It's not on the road and needs loads of work doing to it. Please keep us informed through these pages of progress and we look forward to seeing you and your car at Club events and shows in the near future. Tom learnt about the club from the "Model 'Y' - Henry's Car for Europe" book. Welcome to you.

Henry Newcombe has joined the club and registered his 1934 'Y' van, VD 3661, chassis no. Y59373. The body is painted in cream and brown and has the family name and logo on it. Henry has owned the car for 25 years and bought it from a fish and chip shop owner in Corby, the vehicle originally being owned by Edinburgh University. The van is on the road and is in excellent running order. Henry is no newcomer to vintage vehicles. Over the years he has had Ford V8 Pilots, a Model T, as well as a 1913 American Truck, a Ford Zephyr and an Austin 7. We thank Henry for finally joining the Club and sharing the details of this rare vehicle with us.

Michael Poxon has acquired LSU 166, which is a 1935 Model 'C' saloon, chassis no. C17931. The car is in maroon and black and has four doors with beige trim. It is under restoration, requiring work on the upholstery, a complete rewire and some respraying due to fire damage. We look forward to hearing more news from Michael on his progress with the restoration and in the meantime welcome him to the Club.

Tommy Smith and Christopher Walls have acquired a 1933 Short Rad, 2 door 'Y' saloon, registration VG 5619, chassis no. Y29571. The car is finished in maroon and black and is on the road in good running order. This car was previously owned by J. Utting. Tommy and Christopher have both joined the Club with the view to buying a second car at a future date. Welcome aboard. We hope you will get many hours of pleasure motoring around the lanes of Co. Armagh.

John & Jim Murray are a father and son team who have just rejoined the club. Apart from moving from Wimbledon to Surrey, their details remain on record as owning a 1936 2-door Model 'Y', DBB 77, chassis no. Y130389. A very warm welcome back to the Club, gentlemen.

Robert Anderson Bob, who lives in Illinois, U.S.A., has acquired a 1936 2-door Model 'Y', chassis no. Y127917, which appears to be a new addition to the register. The car was bought over the phone at an auction in Tennessee from the estate of Mr William Howard. The car is described as being in running order with 90,000 miles on the clock. There is no sign of rot in the structure of the vehicle. Bob is looking forward to doing some running restoration work. We welcome Bob as an overseas member.

Rob Kitchener has three Model 'Y' vehicles, HV 6822, chassis no. Y148000; BHK 720, chassis no. Y66000 and BEV 132, which are brand new to the register (see 'Finds' article in this issue). The first would have been registered in around 1936 and the second vehicle around 1934. Rob believes the third vehicle is

also a 1934 model but we have no chassis no. All three cars require complete restoration and Rob is being aided by Con Ryan, an ex-Ford pattern maker. They were found in Essex and we now eagerly await further details of these vehicles and the progress in their restoration. Good luck Rob and welcome to the Club.

Mike & Chris Kemp found their 1936 Fordor Model 'Y' saloon, KFO 717, chassis no. Y152509 in a barn in Burley where it had been for 10 years, prior to which it had spent 30 years in a barn near Ringwood. The car is under complete restoration. Good luck with this one and we look forward to news of its completion.

Paul Ellis has rejoined the club with the family 1936 Model 'Y', chassis no. Y134159, BYC 252. The car has been in the family for 35 years and is in good running order and used regularly on the road. Thank you for rejoining Paul and welcome back.

John Osley has bought BDD 712, chassis no. Y 143040, which is a 1936 Model 'Y' Tudor, from Stephen Smalec. He has therefore up-

graded from "Friend" to full member. Welcome to the Club John and enjoy your car.

Barry Smith is a well-known car restorer in the big Fords clubs and has joined the Y&C Register to offer his services to us through advertising on the Useful Contacts page of 'Transverse Torque' and telling us a bit about his work.

We offer a warm welcome to all new and re-joining members.

Due to pressure of other commitments, I am now handing over the Membership Officer's role to another. I have enjoyed producing the nine New Member columns over the past 18 months and dealing with two annual membership renewals. Please look out for information elsewhere in this magazine regarding my successor. I look forward to reading in later editions of all the restoration projects that I have written about in this column. My work in the spares department of the Club continues unchanged.

Good luck everybody and happy motoring!

Colin Rowe

Around the regions

Region 5 (East Sussex & Kent) **Mary and John Keenan report.**

The 'Car Show' season draws to a close and my car is already tucked up for the winter. I really must try and get the semaphore signals wired up and working to show off the gear knob switch, which is peculiar to the Model 'C'. The car will then be complete - only a 26 year restoration. The All Ford Rally was nearly a dry one; just one down pour at lunch time?!?! However it was well worth the long drive up, lots to see. I will not make Stoneleigh or NEC Birmingham, as I work weekends through the winter on the Crazy Golf. We have again booked the Green Man in Ringmer, Nr. Lewes, East Sussex (B2192) for our Christmas Dinner on 14th December, along with our Side Valve Club friends. It was a good do last year. There are presently 20 people attending. If anyone would like to join us, you are very welcome, but you must telephone me a.s.p. as the booking needs to be finalised. The cost of the superb three-course dinner is £16.95, including the £5.00 deposit required on booking.

We hope you all have a very enjoyable festive celebration and the New Year brings you joy and happy motoring. Take care.

Region 13 (Norfolk & Suffolk) **Brian Mace reports.**

Norfolk Police Gala Day It was another good turnout of Y&C members at this annual event, which includes an old car rally. This year it was held on 4th September at the usual venue, the Norwich Showground. The weather was perfect with the sun glistening on Mike Meadows' and Tim Brandon's cars, which look as if they had been made that morning.

The main topic of the day was deciding who had the best tools. Tim won, because he had a spanner with 19E stamped on it! Five Model 'Y's took part, accompanied by:- Mike and Norma Meadows, Tim Brandon and Glynis, Noel Page, Nick and Monique Smith and Yvonne and myself.

North Norfolk Railway week

This was another good show, where hundreds of people dress up in 1940s' style clothing. Along with our cars,

we seemed to be in a time warp!

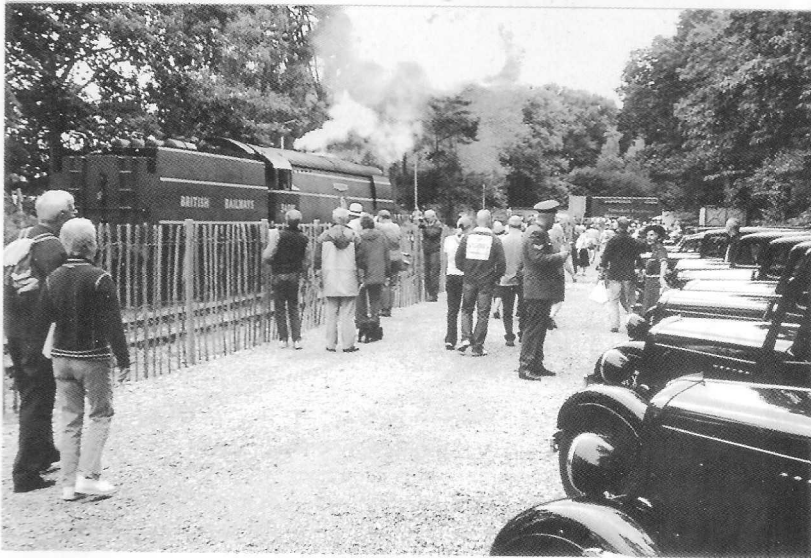
Part of the fun is being hauled by steam up and down the line, between Holt and Sheringham, eyeing up the opposition. It is great fun. This year we had seven Model 'Y's in attendance, which is not bad for a local event. Those present were:- Noel Page, Dennis and Jean Warner, Tim Brandon and Glynis, Mike Meadows and Jim Scott, Nick and Monique Smith, Roger Hanslip and Yvonne and myself.



Brian and Yvonne Mace with Brian's sister, Donna and her friend Terry, all suitably attired for the 1940s North Norfolk Railway week.



The Register flag flies high at the Norfolk Police Gala Day.



RAF Corporal Nick Smith chatting up a likely lass, Monique, whilst British Rail, Southern Region, Battle of Britain class locomotive, '92 Squadron', steams away in front of a row of Model 'Y's at Holt station on the North Norfolk Railway.

Region 16 (North, West and East Ridings of Yorkshire) Barry Diggle

Model Y&C representation (at Newby Hall) was a little disappointing. David Grace and Ken Sleight were there with their parties, as was Lynne Stewart from Stockton with her 1933 Model 'Y', which was adjudged the winning car and won the trophy.

The affliction (suffered by CNN, my Model 'Y') has happened before, and I suspect may be related to the problem recounted by Sam in his article 'Can of Worms', published in Issue 154. Removal of the cylinder head brought forth a very unpleasant sight of water where it shouldn't be, mixed up with the remains of gasket goo from the previous re-assembly. Things were cleaned up and, with use of a straight edge, it was discovered that the insert for the centre stud was proud of the surface

of the block by a not very large amount. I surmised that this would have prevented head and block from seating correctly, thereby causing the loss of coolant. My remedy was judicious use of file, stone and emery to level off the ridge, (yes I know - it's not the correct way!!), until the straight edge no longer rocked. The head was replaced with new gasket and appropriate sealing compound, (although the books don't mention use of the latter!), and the head bolts tightened. The engine has been run for lengthy periods in the garage and the water level seems to be holding, but with one thing and another including an expired MoT, CNN has not been anywhere yet.

I did make the Trans-Pennine Run to Harrogate in a Product of a Rival Manufacturer, where it was good to be reunited with Alan Ogden's Model 'Y', now in new ownership. The Bradford to Morcambe and Bolton Abbey events were undertaken in the aforementioned Product of a Rival Manufacturer, but both events seemed to be lacking in Ford sidevalve representation, but provided two very pleasant Autumn ambles.

Sam raises the question of insurance in Issue 156. I have always insured through Vintage Car Insurance Associates, (124 High St, Godstone RH9 8DX). They offer comprehensive cover for my Model 'Y' at about £50. I have been with them ever since I started trundling around in 1930's cars, when the normal brokers weren't interested in such cars, especially when the owner was a student!

Lastly, 'Practical Classics' almost got it right in their September issue with an article called Ford's Euro Chart Toppers, where they gave a largely accurate description of the Model 'Y', but wrongly ascribe it has having, "gearbox: 4-spd manual", and rather fancifully putting the price range between £650 and £50,000!

Best Wishes for Christmas and the New Year!

Region 19 (Ireland) John Fitzgerald.

In it's 28th year, the Irish Veteran and Vintage Car Club (IWCC) Powerscourt Estate Picnic Run of 2005 was yet another successful event. It is with much satisfaction that I can say it was a splendid day, enjoyed by an ever-increasing large

number of people and entries. There were 111 pre-registered entries and, on the morning of the rally, an extra 46 cars registered in Airfield. With a small number of 'no shows' we had one of our most successful events to date with 141 cars. It has been my privilege to organise the Run on and off over the past eight years.

Although I raised the Y&C Register flag at Powerscourt (about 10 miles south of Dublin), there was only one other Model 'Y' there on the day, belonging to member, Pearse Kennedy. He started in Airfield and in his car, a 1934 model with a registration of LI 2287. I've given Pearse a lot of help and he's been over to the house a couple of times. There was one other Model 'Y' entered, owned by Siobhan Cosgrave, (a 1937 model, IY 3345). However, she left the car at home on the day, and came with her husband, who won a prize with his Jaguar. She's not a member of the Register.

There was also a 1935 blue Model 'C', OSK257, which was in magnificent condition. However, whilst I tried to meet up with the owner, Noel Curran, on the day, I wasn't able to, due to being so busy organising the rally. I have tried to contact him since, but to no avail. I shall continue to try as he, also, is not a member.

I should say that the Powerscourt rally did highlight a seeming lack of interest on behalf of Model Y&C owners and Register members. I sent out a separate invitation under Y&C heading to the full Irish membership (about 35 members) and only one attended. Outside of the Gordon Bennett rally, Powerscourt is the biggest event in the Irish veteran car calendar. I was disappointed at such a poor turnout.

(Right) John Fitzgerald mans the Y&C stand at the Powerscourt rally with his and Pearse Kennedy's Model 'Y's being the only members in attendance.

(Below) John Fitzgerald presents his late father Jim's perpetual memorial trophy to his brother, Tony, for the best Ford at Powerscourt. Tony has a 1949 Prefect. The President of the IVVCC, Robin McCullagh, looks on.



A long weekend in Ireland

John Fitzgerald describes an enjoyable weekend with Paula and myself and Lillian, his lovely wife.

"Recently, in my capacity as the Y&C Register's Regional Contact in Ireland, I played host to Sam Roberts, our Editor and archivist and Paula, his wife. They spent the weekend with my wife, Lillian, and me, prior to Sam's presentation on the Ford Model 'Y' to the I.V.V.C.C. (Irish Veteran and Vintage Car Club). They arrived in time for dinner on the Saturday night and we had the pleasure of challenging Sam and Paula to a return golf match on the Sunday. I took us all off to the K-Club early, (one of Ireland's premier golf clubs, where the Ryder Cup is taking place next year). It was 'third time lucky' for the Roberts, as they managed to beat the Fitzgeralds, having lost on two previous occasions. I had to hand over the two pounds that constituted our winnings from our last match at the Hampshire Golf Club in the spring. Dinner that evening was at a Chinese restaurant, where the food took precedence due to all of us being somewhat tired after the 'challenge' of the day (*speak for yourselves, Fitzgeralds!* - Ed.). Sam sat through the meal quite chuffed at the outcome. As preparation for his presentation, Sam and Paula enjoyed some time shopping in Dublin on the Monday, accompanied by some lunchtime Guinness and potato soup. Following this, we enjoyed a BBQ at my home, which was also attended by a friend of mine, Robert Gentleman, who had travelled with myself and my son Ross on the Y&C Register's 'Convoy 2002', around Ireland, and also on 'Convoy 2000' around the U.K.

The talk that evening took place in Keily's of Mount Merrion, a pub overlooking Dublin. The presentation was very well attended, with over a hundred members of the I.V.V.C.C. present. Sam was welcomed on the evening by Robin McCullagh, president of the I.V.V.C.C., Brian Lawlor and Kevin Higgins, who look after the club's monthly meetings and also, in my capacity as a board member, I welcomed Sam and his lovely wife Paula to the presentation.

Sam started by talking about his book on the Model 'Y' and the research that went into it. He then went on to discuss Ford's need at the time for a small car for Europe, as the Ford Motor Company was about to go bankrupt due to the fiscal tax rating of the Model A, combined with the Great Depression following the Wall Street Crash of 1929.

Following this, Sam spoke about the prototype cars. These were the concept cars shown at the February 1932 Ford Exhibition, used to whet the appetites of the general public and motoring press. He next went on to discuss the pre-production cars and one particular car that was sent to England in March 1932 for trials and for promotional purposes.

A key part of the talk concerned the production at Dagenham of the short radiator design, the major rear axle problem encountered (and its hasty solution) and the culmination of the Dependability Demonstrations of September 1933.

Sam next went on to talk about Eugene Gregorie's beautiful long radiator design and its up-scaling at the behest of Edsel to become the 1933/34 V8 Model 40. The subsequent successful production, which captured 40% of the small car market in 1935 when the first and only £100 saloon was introduced. (It was then replaced in 1937).

Finally Sam talked about the various special bodied Model 'Y's and the logic for producing them, and ended with the commercials - the van and the Tug. Many interesting questions on the evening followed, which rounded off a successful and enlightening evening, as demonstrated by the standing ovation for Sam when it was all over. After the talk and over a few drinks, Sam met with many members of the I.V.V.C.C., such as Finbarr Corry, a good friend of my late father Jim Fitzgerald and also an author on the topic of vintage cars.

Thanks must go to George Stuart who very ably looked after the slides on the evening but in particular to Sam for what was a wonderful evening.

Restorations

We keep reporting 'finds', many of which need many hours and years spent on them to restore them back to pristine condition. At the other end of the cycle, of course, are pristine vehicles. There are three recently completed Model 'Y' restorations reported in this issue; the two superb ones carried out by Tim Brandon and Nigel Stroud, who displayed their works at the All Ford Rally, and Gary Gossage's beauty, illustrated under International Correspondence, which is running away with all the trophies in Florida.

There are two more superb recently completed restorations belonging to the amazingly shy Model 'C'/'CX' fraternity. The first is the Model 'C' belonging to Stan Bilous in Streatham, in south-west London, which is illustrated with its proud owner under Members' Correspondence. The second, a 'CX' tourer, has just passed its MoT and belongs to our hard-working Secretary, Bob Wilkinson. I must say that both cars have the most attractive body colours, Stan's Model 'C' saloon being maroon and Bob's tourer, vineyard green. Both colours are original Ford colours for their cars' dates of manufacture.

Our congratulations to all of you.



Bob Wilkinson proudly shows off his newly restored, vineyard green, June 1936 Model 'CX' tourer. Many of you will have seen this car, when black and looking very tired, when it was on loan to the Ford Heritage Centre, Dagenham, before it was closed and demolished."

20 years ago – Issue 38, November/December 1985

John Guy and Siobahn were back in the Editorial harness after the birth of Ciara (who must now have just passed her 20th birthday!). John had actually carried out some restoration work on the wheels of his 'Y', painting them 'a shade of cream' (which we now know is Tacoma cream).

As always there are interesting letters from members telling us about their cars. Brian Durrant sent in some photographs of his Model 'C' and Jim Parker told us how he came upon his Model 'Y'. A new member, 27 years old Christine Baldock, tells the story of 'Fordy', her parents Model 'Y'. It is interesting to see that Bob Stay attended the All Ford Rally with his wife, having driven up from Newport, Isle of Wight, in his immaculate Salmons & Sons bodied Model 'Y' Cairn Coupé. It was at this show that he became a member of the Y&C Register. Other new members still subscribing included Dave Tebb (Model 'C'), James E. Brown in Belfast (Model 'Y') and Malcolm Grace (Model 'Y'). I note that Bryan Wiltshire also joined up. He is one of the brothers from whom I bought my Kerry two years later.

John Gibson wrote in to report:- "Fellow members will possibly be pleased to learn that the National Motor Museum at Beaulieu recently inspected my Ford Model Y, registration number ETA 808. Following this inspection they stated that they would be more than pleased if I decided to loan it to them on a permanent basis as it is a car that they have wanted for some time in order to display as it was one of the first cars to sell for under £100 and therefore the advent of cheap motoring for the masses. Consequently, the car will be loaned on a permanent basis to Beaulieu, probably on display from 7th September." To my knowledge, John's car is still on display. I remember visiting Beaulieu to try to find the chassis number from the documentation held by the Curator. It was incorrectly filled in and I had to get John's permission to scrape the chassis rail, under the watchful eye of a member of staff, to obtain it for the register (Y176932).

There were a number of contributions to issue 38 from Bruce Palmer of the Sidevalve Owners' Club, including a reference to the

Alpine in the film of Errol Flynn's life 'My wicked, wicked ways' (a coincidence as we have been sorting that out over recent issues this year.) What happened to Bruce? He used to be quite prolific in his contributions to both 'Sidevalve News' and 'Transverse Torque'.

I fancied another contribution from a Sidevalve Club member in America, no name given, who reported:-

"First, I would like to give what little info I have on the Y prototype built in Dearborn in 1932, designed by Eugene T. Gregorie at the request of Edsel Ford.

The present owner: Buzz Yontz, 326 Selkirk, Canton, Mi. 48187. Buzz will not answer any letters (that is my experience in the past and he never has returned a phone call when I've tried to get him.)

The last owner before Buzz: Bob Roger, 33224 Florence, Garden City, Mi. 48135. Bob didn't have it very long, but he will answer your letters and tell all he knows. Ask him where he got it and how he discovered it. Bob is the Secretary of our Club: Ford & Mercury Restorers Club, 1932 through 1948. If you are interested in the formation and history of our club and/or sample newsletters, we'll send them to you.

The prototype was not in very good condition the only time I saw it about two years ago. The interior was shot and the exterior almost looked like a brush paint job! It was basically sound with no indication of rust. "

I would comment that he is referring not to the prototype, but to the pre-production model, which was used during the development trials at Dearborn in the early months of 1932. The only known survivor (of 14 made) is the one he refers to above. This is the car which I and Mark Turner tracked down in Detroit whilst I was out there researching my book in 1998. It then belonged and, as far as I know, still does belong to Al Maynard. We know he was trying to sell it a few years ago for \$30,000, but I don't suppose anybody paid that price for the wreck of a car, which most Americans have never heard of. The car is in a sorry state and has had a number of modifications made to it. We would love to have it over here, where we could try to restore it back to its original condition.

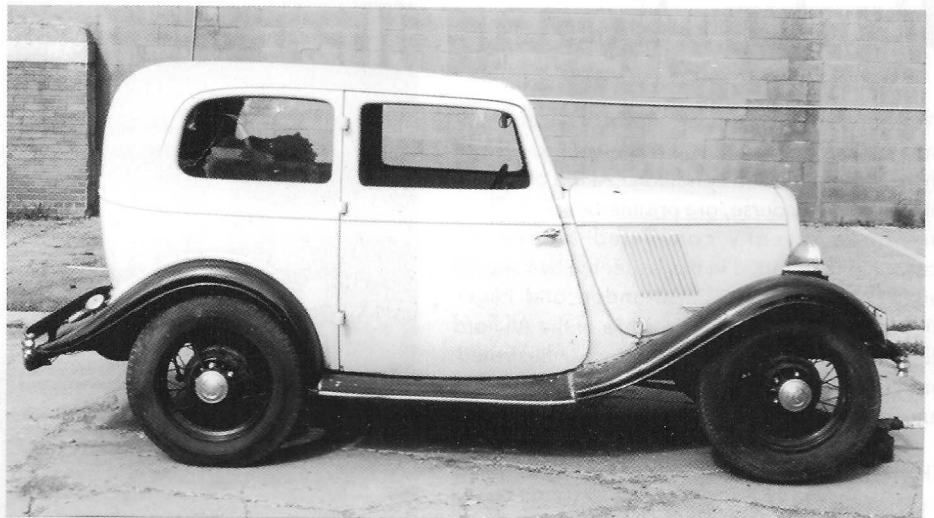
Incidentally, the late Carlton Thisse spoke to Bob Roger at the Ford and Mercury Restorers Club car show and autojumble in 1992 and reported that Bob did not know much about its origins. He knew that the fellow he bought it from had it hanging by wires up in the peak of a large garage (to save storage space)."

Sam Roberts.

For sale

1936 Model 'Y' Tudor (Y140748) with registration, 113 UXJ (ex-BYD 100). Although it was on the road this year and ran well (MoT ran out in September), it needs a restoration; in particular, some welding at the bottom of the wings and new running boards. Body stripped of paint. Mechanically sound. Other commitments force sale. £1800 o.n.o. (see photograph)

Dave Orange. Tel no:- 01254 675461 (Blackburn, Lancashire)



The only known surviving pre-production Model 'Y', known as Model 19 when designed. The pre-production models can be identified by the ten louvres on the bonnet (production short rads only had nine) and the Model A door handles. This is owned by Al Maynard in Detroit, Michigan and is in a worse condition than the photograph portrays. The car's number plate reads Y Not?

Correction

In '20 years ago' in the last issue, we reproduced an article by Graham Miles on our engines. As Graham has quite rightly pointed out, in the first main paragraph, the second line reads, "The early 8 and 10 HP engines were narrower in the block width" This is wrong and should have read, "The early 8HP engines were narrower in the block width ..." Otherwise it doesn't make sense. Our apologies for misleading you."

1935 Model 'Y' two-door (Y102796). Very original. Orient blue/black. Provenance known from new. 63,925 miles (New speedo at 60,6401). Original documentation:-Instruction Book, Parts Catalogue, Tool Kit List and Lubrication Chart. Complete with tools:- grease gun, jack, foot pump, hand tools, oil can, etc.

Also comes with Pickavant spring spreader and other bits and pieces. Diary of service history since 1955. Garage stored since 1995. It has travelled 7 miles since last MoT in 1995. Very nice condition, new battery and engine and runs well. £3850. (photo below)

Jeff Bromfield. Tel: 01634 363723 (Gillingham, Kent)

New set of boxed +40 pistons for early gear-driven cam shaft 10 hp engine:- £70.
Model 'C' or 'Y' rear bumper. Chrome in fair condition; not bent or damaged:- £30.
Commercial replacement dipped front bumper for 'Y' (no groove along centre):- £30.
Pair of engine splash guards - could be 'Y' or 'C':- £20

Dave Bond Tel: 07967 921212 (Brandon, Co. Durham)

Oldest Model 'Y' on the road. Chassis no. Y982. An early 2 door saloon, 1932, with interesting early features. Orient blue/Black. In need of TLC. MoT. Sale due to emigration. £1700.

Reg Hunt Tel: 07940 855132 (Cheshire) or e-mail: regjhunt@yahoo.co.uk

Wanted.

Original white faced working ammeter for 1934 long rad Model 'Y' (De Luxe Fordor)
Dave Bond Tel: 07967 921212 (Brandon, Co. Durham)

2-door Model 'Y'; 1935 onwards. I am not averse to doing some restoration work, but would like a road-legal vehicle with an original registration. Please contact with details and price.

Roger Wright Tel: 01283 219788 (Derbyshire) or 07790 097463 (Mobile)"



International correspondence

New Zealand

I receive newsletters from the Ford 8&10 Clubs on both the North Island and the South Island, which keeps us abreast of Y&C activity in that part of the world. The North Island club has recently changed its website address to <http://ford8-10.editz.com> and now displays its newsletter for those who are interested. Alternatively, you can reach them through the link on our website – go on, give it a go!

Spain

Fidel León-Darder e-mails from Valencia:- "Last week I spotted a Model 'Y' advertised in a Spanish classic car magazine, according to the picture it seemed to be "complete, so I got in touch with the advertiser. To my surprise the car was only seven miles from my home in a farm close to the Albufera Lake. A quick appointment with the owner revealed the car is in a worse condition than expected. Seats, glasses, interior trim and sliding roof had disappeared. I was in doubt about buying it, but I judged that asking price (1,500 euros) was too high for a car with engine, gearbox and front axle not only removed from the car but also completely dismantled. The rusty parts were boxed in a sorry state. I inspected both body and engine block looking for "identification numbers. According to a plate found attached to the body and an inscription in the block, both chassis and engine numbers are "900", not "Y-900" as I expected. Is it a right number? If so, it could be a very early example and, according to the list of surviving vehicles, it was produced in September 1932 and only three known examples would be older. Registration number is B-62072, so it was probably re-registered after the end of the Spanish Civil War."

My own Model 'C' restoration makes big progresses compared to the previous 25 years. This summer I have dismantled all body parts, identifying main rust areas and beginning the paint removal. The engine is going to be sent to a retired specialist for a complete rebuild. The radiator is also ready for reconstruction. When dismantling interior trim a question arose. Could my car have started life with a sliding roof? Seen from the outside, the fixed roof seems to have been welded to the hole of an open version. Did both versions share the same open body?

I responded, with a copy to Luis Cascante in Barcelona:- "You have given me a puzzle picture! When I first saw the photograph, I thought that the car was a mix of an early short radiator model and a later long radiator

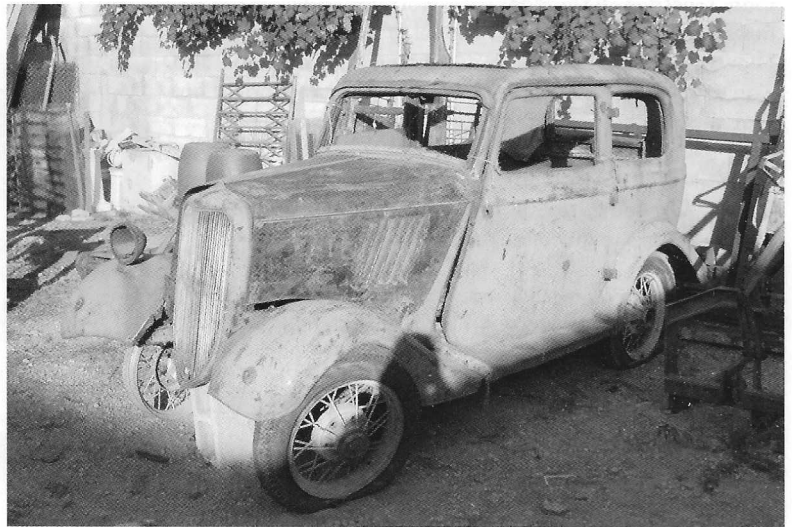
model. It was very common during the Civil War to make one car out of two or more, just to keep them on the road. I thought the main body of the car was from a short rad because of the heavy "cowl above the front windscreen. A similar cowl was introduced in February 1933 to stop rainwater getting into the car. (If you have copy of my book on the Model 'Y', you will see what I mean on page 63). On closer inspection, I think the cowl on your car has been welded on at a later date - what do you think?" "The rest of the bodywork appears to be long rad, with a date of manufacture at Dagenham between November 1934 and April 1935 (in November 1934 the chrome strip bonnet hinge was introduced and in April 1935 the dashboard became one-piece with central instruments). This would put the chassis and original engine numbers between Y84000 and Y94000." "You are quite right to suggest the '900' is not how the numbers would appear. If the car was a very early 1932 one, the number would look like *Y - 900*. I don't know what the 900 would refer to. Can

you please send me photographs of the '900' on the plate and the inscription?" "To help us identify the age of the car, could I ask you to get a wire brush or scraper and clean the top of the chassis side member opposite where the starter motor would be. The chassis number should be hand-stamped there. Luis Cascante will be able to date the registration number B-6072, which, I believe is a Barcelona registration." "I was pleased to read that you have started the restoration of your Model 'C' in earnest. I wish you success with the project. It is difficult to say whether your car had a sliding roof if all you have is a hole. Both 'fixed' roof and sliding roof cars used the same bodyshell with the hole at the top. The only way to tell whether yours had a sliding roof is by the Briggs body number, if it is in location. It should be on a brass plate screwed to the side of the tool box and read something like

364/3500 (fixed roof) or 366/3000 (sliding roof). Please let me know if it is there."

Following this, Luis Cascante chipped in:- "I have been reading Fidel's e-mail, as well as your answer. Probably you are right when you say that the Model 'Y' is a 1935 long rad, as the registration number (Barcelona) is from the Autumn of that year. The short rad cowl surely was welded on later, perhaps after a head-on collision.

I think that the sliding roof was not an option in the Spanish assembled Model 'C's. What was very typical was the later conversion to a solid roof by welding in a piece of steel. The only Motor Ibérica's assembled Model 'C's with open roof I know, are the 1936 Cabrio-Limousine with body and easy-clean wheels of German origin. I believe that Fidel's doesn't have the Briggs brass plate, as – in my humble opinion – they were not riveted on the bodies sent to Spain for assembly."



The Model 'Y' found by Fidel-León Darder near Valencia in Spain. It would appear to be a late 1934 or early 1935 Dagenham product, which would have been exported in a 'knocked down', crated, state to Ford Ibérica, Barcelona for assembly. Note the heavy cowl above the windscreen, which would appear to have been welded on at some stage.

U.S.A.

Los Alamos Car Show - California

George W. Pierce e-mails:- "This is a photo taken at our last big car show of the season. The plaque on the display of pistons is an explanation of the difference between Fiscal (Tax) HP and Brake HP. "

The plaque with the small piston reads:
 FORD 8 H.P. MODEL "Y" PISTON
 Cyl. Daim. x NO. Cyl. = Tax H.P.
 8 Tax H.P. = 22 BHP

The plaque with the large piston reads:
 FORD 40 BHP MODEL "A" PISTON
 40 BHP = 24 Tax H.P.

The reason for the display is because everyone over here, when they see the 8 H.P. on the Model 'Y' grille, usually ask me how big the piston is. I didn't win anything yesterday, but I did get second place on the 10th September at the All Ford Car Show."

As I replied to George, the formula for fiscal hp is slightly more complex than on his plaque, as explained in the table at the top of page 9 of the Model 'Y' book:-

$$\frac{(\text{Diameter of cylinder in inches})^2 \times \text{number of cylinders}}{2.5} = \text{fiscal hp}$$

For Model 'Y' this is $\frac{(2.23 \times 2.23) \times 4}{2.5} = 7.956 \text{ hp}$

George W. Pierce's display of Model 'Y' and big sister, Model 40's pistons at the Los Alamos show. The larger British cars improved their BHP for little increase in 'TAX HP' by increasing the stroke, a measurement which did not affect the TAX HP formula. I like the Y&C Register bar badge, George.

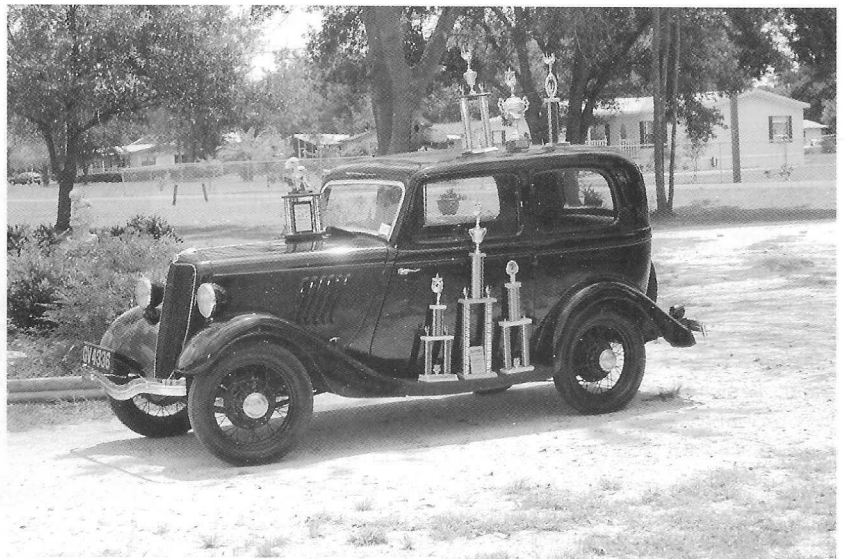


A Florida beauty

Gary Gossage, from Plant City, Florida, e-mails the good news, "Since completing my Model 'Y', I have won Best of Show and 1st place in every car show I have entered! Just wanted to share that with you! I am very proud of how it has turned out. I have attached a picture for you to see!"

Gary's March 1936 Tudor, Y128625, has retained its West Suffolk, GV 4336, registration and under the weight of its trophies, looks immaculate – well done Gary.

Gary Gossage's recently restored, Florida based, Model 'Y', with the Best of Show and 1st prize awards it has won from every car show it has entered.



Thailand

Reg Ward, in California, is making room on his hard disk. In addition to masses of photographs of Eifels and other interesting cars, he sent me the photograph illustrated of a two-tone grey Fordor Model 'Y' at a rally in Thailand.



Thumbing through the archives, I was able to tell him that:- "The Model Y (Y178918) belongs to Mr Khun Thwat Kamutpongpanich in Thailand. The car was restored by Mr Khun Siripong Buranaphan, the MD of Castrol, Thailand. The photograph was probably taken in 1996." I was just showing off really!

The only known Model 'Y' in Thailand, owned by Mr. Khun Thwat Kamutpongpanich. It is a smart, 1937, two-tone grey Fordor.

FEDERATION OF BRITISH HISTORIC VEHICLE CAR CLUBS.**SURVEY.**

A copy of this survey is included with your club magazine. PLEASE COMPLETE THIS AND RETURN AS DIRECTED. It is important that all our members take part in this survey, which is taking place in eleven EU countries.



The purpose of this European wide venture is to make available information regarding the breadth of activity and interest of the classic car movement to those responsible for lobbying with regard to future legislation. There is a danger that future legislation, e.g., regarding environment laws, could be negligent of our interests and to that of thousands employed in this sector of industry.

Naturally we wish to be able to continue our hobby, which I regard as part of our culture and history, for generations to come. Reducing our activity to that of being static museum

pieces will rob countless thousands of interest and pleasure – this includes owners and spectators!

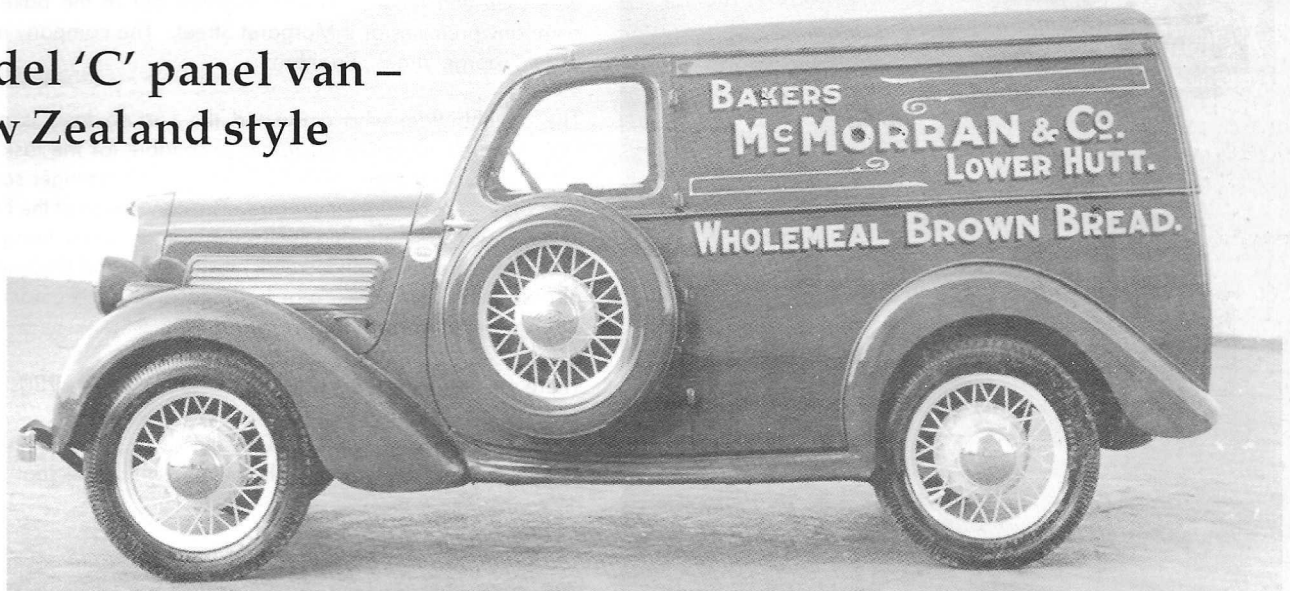
Your completed survey is vital to this process. If we fail to provide adequate information, the days of our hobby could be numbered.

DO YOUR PART. COMPLETE THE SURVEY AND POST TODAY.

Thank you.

Bob Wilkinson.

Model 'C' panel van – New Zealand style



Whilst reading the subject of the issue 155 Book Review "Ford Ahead – The History of the Colonial Motor Company" by Roger Gardner, I came across a photograph of a Model 'C' van, beautifully made and finished in the livery of a baker in Lower Hutt, near Wellington.

The body had been manufactured and crafted by one of the Colonial Motor Company subsidiaries, Standard Motor Bodies, Limited, based in Ebor Street in Wellington. It was formed on 5 December 1925 principally to build commercial bodies on the Model T and to repair damaged vehicles. A variety of 'standard' body designs were made for Ford cars and trucks in particular. John Hunt, a master coachbuilder, who came to New Zealand from High Wycombe in England in 1895, was the first manager.

It was almost true that Standard Motor Bodies could make anything. They made very successful buses, fire engines, petrol tankers, concrete mixer trucks and mobile workshops.

In the early stages, all the bodies were wooden framed, using Southland beech and kauri, which were mounted to the chassis. It would be interesting to know what other bodies were built on Model 'Y' and Model 'C' chassis.

Harold Gower, an apprentice body builder in 1928, retired after 41 years in 1969. He recalled some of the early days:-

"There were two types of roof construction; the more square type was gradually replaced with the rounded corners. The rounded corners were made up with wooden slats about 1 inch wide and ½ inch thick and were made in a similar manner to the planking on the sides of boats, glued together, rounded with a plane and finished with a wood rasp, then covered with fabric, mostly black hoodite, but sometimes it was a cheaper type, with canvas. The back corners were made from a solid block and rounded by hand.

Painting was also a coach builder's art handed down, with all the paint applied by brush, one

A beautiful Model 'C' van crafted by Standard Motor Bodies, Ltd. in Wellington, New Zealand. I particularly like the look of the spare wheel, with cover, attached to the passenger door. Note the horizontal vent stretching the length of the body from the top of the door.

coat of primer, one coat of colour with a final coat of carriage varnish, smoothed out with a camel hair brush, and they were always wanted out yesterday. There was no drying room in the paint shop and quite often during winter the varnish was still tacky the next morning, but the remedy was simply to run it out in the air and throw a bucket of icy cold water over the whole vehicle, and when the air had dried off the water, the varnish had set enough for delivery to be made. Hand brushing was replaced by spray painting, at first using 'Egyptian Lacquer'; when Hope Gibbons Ltd. imported an enamel called 'Glyco' the whole procedure changed and meant that bays had to be built with fans to take away the over spray, but it meant a big saving in time."

MOT – New Computerised System.

All MoT testing stations in UK are now linked to the DVLA central computer in an effort to reduce motoring related crime. Having just been through the process for the first time with my 'CX' tourer – and indeed the first MoT on this car in 20 years - I can offer some suggestions to members. 'These are reinforced in the Federation of British Historic Vehicle Clubs (FBHVC) October Newsletter.

Check your documents. When did you last check the information on your V5C? Before booking your test, check that all identification marks on the car are visible and that they match the information on your registration document. If there are any errors, I suggest that you have these corrected by DVLA immediately. We are informed that about 25% of all registration documents have errors. Note Sam's comments on the cubic capacity of our vehicles in his Editorial.

When you present your car for MoT test, take with you the V5C registration document, your previous MoT certificate (if any) and a note on the weight of the car (look in owner's handbook). Your vehicle details will be put into the testing station computer to match with the Swansea database information.

The FBHVC newsletter states.....
"If the chassis number on the vehicle presented for test differs from that on the official record, the test should continue on the basis of the number physically on the vehicle being tested and an automated system will alert DVLA to a mis-match between the records and the vehicle. The mis-match itself should not be a cause of failure, and action will be taken by DVLA to ensure the problem is rectified before the next test".

The vehicle weight is used in conjunction with the brake test and needs to be accurate. Despite rumours to the contrary no other changes have been introduced to make the test more stringent.

Having all the above information to hand and your vehicle well prepared should smooth the path to obtaining a new certificate of roadworthiness.

Please contact me for further information on this matter and report any difficulties with the new system. The FBHVC is keen to have feedback to be able to iron out any problems.

**Bob Wilkinson.
Secretary.**

Members' cars – Dave Ball's Brighton taxis

Registration number:-	DCD 700	DCD 701
Registration date:-	17/12/36	17/12/36
Chassis Number:-	Y159827	Y160270
Briggs body number:-	164/2251	164/
Engine number:-	Y159827	RY204436
Number of doors:-	4	4
Colour:-	All cream; red wheels	All cream; red wheels
Trim:-	Red	Red
Mileage reading:-	3081	37529

Mr A.A. Baker, of Baker Brothers Automart, started a taxi business in Brighton in about 1930 with one, and then, a small fleet of B.S.A. motorcycles with two-seater side-cars. He called the company BATA. In December 1936, he bought five Ford Model 'Y' taxis with registration numbers DCD 700 – DCD 704 to replace his motorcycle fleet. All cars operated in and around Brighton out of the Baker Brothers' company premises at 2 Margaret Street. The company moved later to 17 George Street, Brighton.

The coachbuilder who converted the cars to taxis is not known. Unfortunately, they proved rather unsuitable for the task. Being so small and with the taxi-meter over the front passenger seat, only the rear seat were available for hire. The conversion of the Ford Model 'Y's, consisted of removing the front passenger seats, fixing illuminated taxi signs above the windscreens, taxi-meters and Hackney Carriage plates, fitting roof racks, rear luggage racks, trafficators and spare wheel covers.

There were three classes of taxi in Brighton in the 1930s:-

1 st Class	Limousine	More than two seats
2 nd Class	Taxi	Two seats
3 rd Class	Goat taxi	Rickshaw with single seat pulled by a goat

The history and fate of DCD 702, 703 and 704 are not known. DCD 700 continued in taxi service until September 1938, when a head-on accident with a tree or telegraph pole (so the shape of the radiator and front cross-member would suggest) caused it to be taken off the road and stored for spares.

DCD 701 was apparently not used after September 1937, as no road tax was paid. Road tax was paid again in 1943, but this was refunded. It was probably a ploy to obtain petrol coupons during the war! There was obviously something fishy going on as, in November 1943, ownership of DCD 700 and 701 passed to Mrs Ethel Florence Baker, the wife of Mr. A.A. Baker. The cars were never taxed again and were laid up in the garage at Margaret Street, along with a mass of spares. Baker was a squirrel and, by 1956, the cars were almost buried in old copies of the Evening Argus newspaper. There were two pillars of newspapers neatly stacked about 15 feet high, which were holding the roof up!

In 1974, some of the contents of the garage were disposed of by the son, A.R.C. Baker, of Uckfield, to raise money; his father at this time spending time at Her Majesty's pleasure for non-payment of rates. The garage at this time was described as being a treasure-trove of automobilia and old vehicles.

When Baker Senior died in 1983, the garage was passed down to his son, who set about clearing it for demolition. It was then that he discovered the two cars and the mass of spares. DCD 701 was sold

to a chap in Shoreham and Baker Junior retained DCD 700. In 1984, DCD 701 was then passed to another owner, Mr. Everard, in Basildon, who started to convert it into a hot-rod. He had removed the body, reinforced the chassis, fitted a Jaguar rear axle and suspension and Vauxhall front suspension and steering.

Fortunately, due to illness, he lost interest and sold it to the car breakers, Chase Autos, where it was found by Dave Ball in September 1987. Dave set about restoring the car to its original taxi specification, helped by the fact that all the original taxi items were still in the car; the taxi meter, extra-large roof rack, taxi roof light, Hackney Carriage plate and rear luggage rack.

When Baker Junior died in 1988, his widow sold DCD 700 to Dave in order to keep the two cars together. It was not long before Dave had completed superb restorations on the cars and was displaying them at rallies, taking them to the shows on a two-car trailer. Regrettably, recently, his trailer has been stolen. Dave is keen that the cars should stay together and is looking for a sympathetic buyer who will continue to treasure this piece of Brighton's motoring history.



1. The two ex-Brighton BATA taxis in the early 1990s, shortly after restoration by Dave Ball.

2. The rear view showing the luggage racks, Hackney Carriage signs and the 10 hp De Luxe two-piece spare wheel covers.

3. The TAXI roof light. Also note the expansive roof rack and the twin wipers.

4. The fare meter inconveniently placed in the front passenger door entrance. Note the speedometer cable descending to a take-off point, presumably on the propshaft, and the bell on top of the meter.



Parts Supply by Jim sharpe

The current parts handling and distribution process was introduced in July 2003. An explanation of how things would work appeared in the Magazine at the time.

However, recently I have received several telephone calls and e-mails from the newer members on the subject. It's clear from talking to these members that there are widely differing ideas on how we handle the supply of parts within the Club. Let me briefly explain what happens between you submitting an order and the parts arriving at your door.

All the orders and queries are sent to me here in Galleywood for processing. Orders should be either on a Parts Order Form from the magazine or via e-mail, with all the relevant detail.

From your written request I produce an internal order form which is e-mailed to the appropriate Parts Holder. There are seven Parts Holders dotted around the country responsible for storing and distributing a range of different bits and pieces. On receipt of the internal order he will dispatch the parts. All the parts you see on the "Parts for Sale" listings in the Magazine are with the Parts Holders. I do not hold any parts here at home.

If you order a long list of items, it can involve more than one Parts Holder. If this is the case, you will receive individual parcels on your doorstep from each of them, maybe on different days depending on size, weight etc.

We also have two large containers based at Stevenage where we store most of the very slow moving parts and larger items. To put this in perspective, items in the containers are involved in fewer than 1% of our sales to members.

Should you have any queries on orders please call me, my number is on the inside of the front cover of our Magazine.

Payment for Parts

There are two ways of paying for parts, cheque or credit/debit card. I know we accept cash at the AGM but this is the only exception.

With card fraud rife, it's understandable that some members are reluctant to submit their total card details on paper or in an e-mail. If you are unhappy doing this you can always leave out part of the number, or the security number. When you have posted the form, or pressed the button, you can telephone me with the missing information. I will hold any orders without full details and wait for you to make contact.

In our internal charging processes, we split the card details and transfer one half at a time to maximise security. Even then the only people with access to the information are Bruce Allan and myself, it does not appear on the internal order form. Once the money is transferred, credit/debit card details are destroyed.

Technical advice – battery care

Now the end of the rally and show season nears, more care of your battery is required.

If you use your car all year round, the demands will be more, due to the lower temperatures, using lights and so on. Check your charging rate and adjust the third brush to give your battery a fair chance of being charged. Keep the water level in your battery correct and keep the terminals clean and tight. This also applies to the earth strap at the body fixing point.

If you do not use your vehicle for long periods of time, the best policy is to disconnect the battery and keep it charged, batteries that are not kept charged will have their life reduced by the plates becoming sulphated - this cannot be reversed. You will have to replace the battery. Also a battery will become lazy if not charged and used regularly.

If you remove the battery from your car, do not store on the garage floor or a cold surface. They are best stored on the back of a wooden workbench or something similar.

Geoff Dee, Technical advisor.

Where is it now?

An extract from an early 1965 edition of Autocar – with thanks to Alec Duncan:-

Were those the days?

£100 Ford With reference to the interesting article on the 1936 Ford 8 in Autocar of 11 December 1964, the accompanying photograph of my 1936 Ford 8 Popular (which I am still running) may be of interest.

The car (£100) was purchased from Crabb and Co. of Weymouth on 1 May 1936, and represents the model as built except for the following additions:- Luggage rack, trafficators, twin rear lamps and reflectors.

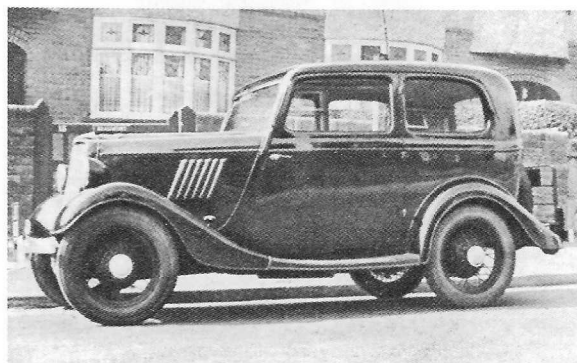
The performance figures are little different from when purchased.

In 1962, the car won 1st prize in the Ford "Pick of the Pops" competition, for the best kept Ford Popular in the best mechanical condition in South West England.

E.J. Nutty, Swindon, Wiltshire

Unfortunately, the registration number of this very smart-looking 'Y' cannot be read. I'm sure it must still be around somewhere. Has any one any clues? Note, the late 1930s house in the background is no. 15 and is named Beaumont. It is probably Mr. Nutty's house. – Ed.

Mr. Nutty's 1936 Ford Popular, which won Ford's South West England "Pick of the Pops" competition in 1962."



An Update on 'C's Down Under



Another National Sidevalve Rally has been and passed "Down Under", but I'm sorry to say the Model 'C' presence did not improve - in fact it deteriorated! We had been privileged to have two Model 'C's on the oval at Nuriootpa in April 2003 - David Crook's lovely cream and red roadster utility (C21659, 20-LD68) and the Codlings' Cordoba tan sedan (C20222, 20-S391), which subsequently passed to Aaron Keller, and we had four other 'C' owners present at that rally without their cars (Quentin Durward, John Howard, David Moran and Alan Stevens). However, it was left to David Moran and local resident Tim Grant to represent owners of the marque at this year's rally in Tasmania in February last, but neither had their cars there (they are still kits of parts buried at the back of their respective owners' sheds!). Still, we made up for this with the record turn-out of 'CX's, didn't we!

Anyway, back to Model 'C's and the overall situation here in Oz. As stated in my last update (Issue 146), we knew of 13 'C's (9 sedans; a coupe, a roadster and two roadster, well-sided utes), excluding two sedan "hulks" in Western Australia, believed to have been used in a hot-rod project. Unfortunately, one of the roadster utes has since been "lost" (many of its parts turning up in a job lot bought by Keith Pratt to use to restore his 'CX' roadster). Also, Bernie Greig's sedan, which had been registered "BG-181", and Steve Austin's chocolate brown sedan (20-S86) have turned out to be one and the same car, Steve having confirmed to me that he had bought Bernie's car over 12 years previously. When I last spoke to Steve in February 2004 he was trying to sell this sedan.

In Issue 146 I also mentioned that David Urry, at that time President of the Ford 8 & 10 Side Valve Club (South Australia), thought he was on to a 'C' or 'CX' roadster, well-sided utility. Unfortunately David was to discover, on visiting the owner's premises, that the latter was only about 16 years out with the declared age of his ute, which turned out to be a 1952 A494A Anglia roadster ute (and of course of no interest to us, eh?!).

However, I'm pleased to say that the "status quo" has been maintained by the discovery of two more 'C's. Dave Francis of Berowra, New South Wales, assures me that he has a genuine 1935 panel van in his shed which he rescued from a well-known scrapyard near Cooma, N.S.W., but he has yet to come back to me with its chassis and body numbers. If his assertions are true, then it would be the only genuine, factory-built, Australian Model 'C' van known to exist in the world and enough to get Tom Tomlin jumping on the next 'plane to Sydney!! Knowing the condition of vehicles in that scrapyard, I suspect Dave's van is likely to be a long-term project.

The second 'C' to come to light is another sedan (C23939, 20-S569), which was



discovered in the bush in Central Queensland and rescued by Stephanie and David Mattin of Gympie,

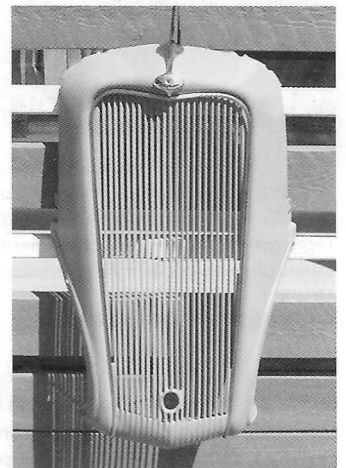
As found in the bush in Central Queensland. Stephanie and David Mattin's future restoration project. We wish them success!"

Queensland, who sent me these pictures of it. It is their intention to restore it to original condition but it, too, will be a long-term project as they have a young family to rear first!

In the meantime, another 'C' sedan rescued from the bush has changed hands recently without any major work having been undertaken on it. Denis Johnson of Toodyay, Western Australia informs me he has sold his car (C20149, 20-S403) to a Mr T Moffitt who resides in the neighbouring town of Julimar. Unfortunately, Mr Moffitt has proved very difficult to contact, so I haven't been able to establish his intentions for the vehicle.

I finish up this time with a happy ending. Members of the Y&C Register with long memories may recall Cyril Johnston's account of the restoration of his unique 1935 Model 'C' 5-window coupe (20-C45) in Issue 141 of 'Transverse Torque'. Cyril, of Moranbah, central Queensland, had used a 'CX' sedan as a donor car to provide some of the front panels for his coupe, with the result that it looked like a 'CX' coupe, of which 8 are known to exist. Thanks to Mike Kirkpatrick of Yesterford, I was able to obtain the correct grille and bonnet to return Cyril's car to its original appearance. As revealed in Issue 147, I enlisted the help of Wayne Robertson to refurbish and prime these parts, which looked like new when he'd finished with them. By wrapping them up separately, I was able to use parcel post to get the two halves of the bonnet to Cyril, but the grille was just too large for the post office to handle and that is where Wayne Lodge stepped in and kindly organised a courier to collect and deliver it to Cyril. We are now waiting for Cyril to send us some pictures of his car in its original form!!

Another example of Wayne Roberts' expertise with bodywork. The refurbished Model 'C' grille belonging to Cyril Johnston.



Bill Ballard.

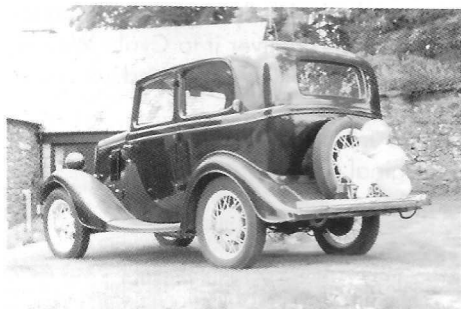
Correspondence from Members

Part of the family.

I had been wondering why member, Ian Lewis (a pure Scottish name), from Pitlochry in Perthshire, who claims that his Model 'Y' has been in his family since it was purchased in 1935, why it has an Exeter registration (AFJ). There are not many places further from Scotland than Exeter! (and not many more beautiful places in Scotland than Pitlochry – having visited its distillery – the smallest in Scotland – during the Y&C Register Convoy 2000 tour). In response to my query, I received a letter from Ian Lewis at the end of August, which explained:- "Yes, the car has been in the family since new – in fact I have enclosed a copy of the bill to prove it! My father (who swears he was never from Welsh stock) was born in Plymouth and worked in the Devon area for much of his life. As you will see, he traded in a baby Austin for the Ford and kept it as his only car until 1962, when I bought it for £30. He then bought a Classic, which fell apart quite quickly!

When the car was ordered, it should have been delivered with black wheels and red leather. When Mr. Lock went to Dagenham to pick up the car, the only one available had cream wheels and red rexine upholstery. My father loved the cream wheels and was therefore unperturbed by the error in the delivery. It has a red coachline.

I have just (this week!) completed a full mechanical overhaul of the car and it is ready for an MoT. I enclose a photo of it taken on 13 July, when it enjoyed a quiet 70th birthday party with the family."



AFJ 898 in her family birthday regalia on 13 July, 70 years to the day from her date of registration. How many other members are celebrating their car's 70th birthday?

Disposal of Archives

Alec Duncan, formerly of Burnham, Buckinghamshire, has retired to "Autumn Leaves", 16 Manstone Mead, Sidmouth, Devon, EX10 9RX. Having moved to a smaller house, his large collection of motoring literature, built up over 40 years, is for sale. The collection comprises

books, magazines, brochures, road tests, calendars, leaflets, posters, annuals, pictures, prints, handbooks, workshop manuals, race programmes, etc. on cars, buses, lorries, racing cars, military vehicles, trams, traction engines and motor cycles. The disposal sale includes several books on Ford history and the Ford family. Some items still have to be listed so, if you are interested, please indicate requirements. Otherwise, please send a cheque for £12 for a photocopied list of items (112 pages!) Alec also sent in some newspaper cuttings of Model 'Y's for the archives, for which, many thanks.

Twin carbs

Chris Jarvis, from Hove in Sussex, has been experimenting with the 10 hp engine fitted in his Model 'Y'.

He reports:- "As I mentioned to you recently, BRR is running really well. The last time the engine had some attention (last year), I experimented with the twin down-draught carburettor set-up and associated 'plumbing'. I also had the 10 hp head face ground by 85 thou. I know it is easier to use an 8 hp head to raise the compression, but the combustion chamber shape is actually wider and more conducive to gas flow on the 10 hp head and suits the 10 hp engine/head gasket better.

I found the twin carburettors did increase the torque a fair bit and the engine seemed a lot more willing to rev, but I kept getting flooding when the engine had been running for some time. I could not fathom why this was happening because the second carburettor was an identical one to that fitted as standard (Zenith). All jets were matched and duplicated too. I 'proved' the worth of the individual carburettors later when I returned to the single carburettor set-up. Both behaved perfectly on the original manifold!

I have gas-flowed the corners of the single inlet manifold and matched the ports in the head to line up perfectly with the inlet and exhaust manifold holes and I'm pleased with the way the motor pulls and runs in general. I was surprised at the way the alignment of the porting affected starting and idling in particular. It only needs choke to fire the engine and the choke can be returned virtually straight away with the engine ticking over as smooth as you would like.

BRR is a great little car and has sailed through every MoT since I've owned it. The guy who restored it did a great job on it. [BRR, Y107356, was restored by Roy Kendall in Leicester between 1979 and 1989. The restoration kept Roy occupied during a long recovery period from cancer. In gratitude to the Y&C Register for their help, he donated the car to the Club – 'pay back time'. (Chris Jarvis was the highest bidder in the Club's closed auction – Ed.)

Julian's jaunts

Julian Janicki, from Horsham in Sussex, is one of our most travelled members, driving either his Model A or his Model 'Y'. In September he wrote:- "After a very good French trip, I attended the Woking show



Y158093 spotted at the Woking show by Julian Janicki in June. We believe that this rather nice looking October 1936 black Tudor belongs to non-member, D.H. Long. Does anyone know his whereabouts?

in June and, in July, I took my Model 'Y' down to south Devon and west Cornwall to a vintage car show. I enclose some photographs. I look forward to seeing you at the All Ford Rally."

It keeps cropping up – but where is that Kelsch?

New member, Mervyn Leonard, in Poole in Dorset, writes:-

"Please find enclosed Model 'Y' Cabriolet/Kelsch body as discussed. I came across this car in about 1990 at St. Leonards on the A31, near Wimborne, being sold by a private individual who claimed to be bringing in a few cars from Europe (now and again) to sell. I may be wrong, but I think he wanted £8000 for it at that time. He gave me the attached material which luckily I have kept ever since."

The attached material included a photograph (illustrated); an extract from a French automobile book with a sketch of a Kelsch cabriolet, and a copy of a letter from David-Burgess Wise, the then Corporate Historian of Ford of Europe, dated 27 June 1988, to Jim Miles, the then Y&C Register archivist. The letter starts:- "Thank you for your inquiry regarding the Model Y Cabriolet owned by Mr. Graham Tomlinson. The chassis number Y2644 establishes this as a 1932 car, and one of the earliest Fords to survive.

What is even more exciting is that this is the only known Kelsch two seat Cabriolet. Kelsch, of 40 rue Gide, Levallois-Perret, Paris, were high-quality coachbuilders who originally produced sports bodywork for prestige cars like Delage before specialising in Ford coachwork in the 1930s."

Graham Tomlinson had imported the car from Auto Vitesse in Eindhoven, in Holland, in 1986 and had carried out the superb restoration on the Kelsch. He and Jim Miles, with his German Drauz-bodied cabriolet, were regular attendees at the Enfield Pageants of the late 1980s. Graham sold the Kelsch to a dealer in Bicester by the name of Ashley Pugh in 1990 (Mervyn obviously met Graham Tomlinson at St.



The Kelsch coupé shortly after it was imported from Holland in 1986 and before the restoration.



The photograph of the Kelsch drop-head coupé given to Mervyn Leonard in 1990 (when presumably owned by the dealer, Pugh).

Leonards, before he sold the Kelsch to Pugh). Pugh was reported in *Classic Car Weekly* (7 November 1990) to be asking £30,000 for the car. He sold it on to the Manhattan Corporation Limited, in Sandy, Bedfordshire in 1993, who, we believe, auctioned it at Sotheby's in March 1994 - and that was the last we saw of it. We can only guess that it is in a private collection somewhere in the U.S.A. It will eventually come back out of the woodwork - all our cars do! Incidentally, we now know of another Kelsch two-seater Drop-head coupé, in Holland, owned by N. Schaaf (Y18382).

Business to dye for

This is the title of a newspaper article, dated 6 February 2004, handed to me at the All Ford Rally by John Hampton. It looks back on the history of Harding's Dye Works Ltd. in the Borough of Kingston in Surrey. The article begins, "On Thursday nights a green and yellow van used to leave Acre Road, Kingston, and head for the West End. It would return around midnight, laden with costumes from the Royal Opera House, the Prince of Wales, the Victoria Palace, the Garrick, the Stoll and other famous London theatres. Hours later the van would head for London again, returning the newly spruced costumes to various stage doors in time for that day's performances. This was part of the 'cleas while they sleep' policy operated by Harding's Dye Works " The company was obviously a very successful dyers and cleaners as it also attracted Moss Bros after World War II as one of its clients. It eventually came to grief in the recession of the early

1980s, after 122 years in existence, and went bankrupt. The building was pulled down in 1995, making way for a residential cul de sac, aptly named Hardings Close.

The article was accompanied by a photograph of the fleet of vans operated by Harding's. From the CPJ registration of the Model 'Y' vans, it is likely that the photograph was taken during the second half of 1935. Thanks John for that.

Lucky black cat & a brace of 'Y's

My thanks to Jim Miles for loaning me the Tuck's Post Card No. 3094, which depicts not one, but two Model 'Y's apparently halted. The eyes of the pipe-smoking cyclist and all pedestrians (one wearing a boater) seem to be on the black cat strolling nonchalantly along the tram lines, somewhere in London at a guess. The registration number of the Model 'Y' with its vent open is AYN 277, an April 1934 London registration. Both cars have side lights, black rimmed headlamps and tyres with good tread on them, so I would suggest that the photograph was taken in 1934.



Tuck's Post Card No. 3094 titled 'May good luck always cross your path'

More of Stan's Model 'C'

Stan Bilous writes from Streatham, in London:-

"Sorry I missed you at Abingdon. I was busy on my stall, and couldn't get away, but the rain did not dampen the spirits. As for my Model 'C', once I had acquired the new brake rollers, I was able to put it together and pass the MoT at last.

She runs very well and I had a large crowd at my local garage, where everyone downed tools to see this mysterious Fordamazing isn't it - the interest shown in our models, and a real exercise in nostalgia for many who are old enough to know better.....of course, I do not include myself in this, in spite of what some members of a certain Sideavle club may say!



A justly, very proud Stan Bilous with his newly restored and very beautiful Model 'C' (C05632), shortly after it had passed its MoT - eat your heart out Yvon!

I will, as promised, write up a report on many of the pitfalls during restoration and how they were eventually overcome, especially on the interior.....and those brakes.....the bane of our lives and enough to make a grown man cry!

I hope to see you all soon, and THANKS again for all the help and advice you've all given over time!

The Hennessy story

David Burgess-Wise, the ex-Ford Europe History consultant, e-mails:- "Good to see Sir Pat getting due recognition. I had a couple of lovely afternoons interviewing him for the 60th anniversary history of Ford-Ireland in his house at Theydon Bois, liberally lubricated with good Irish whiskey."

Arthur Redfern, an ex Ford employee, adds to Chapter 2. In the Cost Accounting Department, they were required to cost out every conceivable item to six places of decimal. There is no wonder that, in the 1930s, Patrick Hennessy was able to control suppliers' and production costs, which resulted in the continuous reduction in the price of the Model 'Y' to £100.

Sir Patrick Hennessy – A Biography

By Sam Roberts

In Chapter 2, Hennessy's achievements at Dagenham in the 1930s were covered, including his implementation of production management and purchasing skills, which resulted in the £100 saloon car, and Ford's climb in the 8 h.p. market in Great Britain from zero in 1931 to 41% in 1936. His battle with Ford, U.S.A. to introduce the 7Y and 7W was followed by his significant contribution to the Battle of Britain and WWII, which earned him his knighthood.

Chapter 3 – Ford's post-war boom.

On 26th May 1945, the Ford junta, consisting of Sir Percival Perry at the head and his lieutenants, Sir Patrick Hennessy, Kt. (47 years old), Sir Rowland Smith, Kt. (58 years old) and Sir Stanford Cooper, Kt. (57 years old), oversaw the post-war resumption of passenger car production with the Anglia. This was followed a month later by the pre-war Prefect. A.R. Smith had been knighted in 1944 and H.S. Cooper in 1945, each for their war efforts. As the plant had been geared to producing trucks, engines and tractors during the war, the difficulties of converting to peacetime manufacturing proved formidable. As a result, by the end of the year, only 2,324 passenger cars had been built. The bulk of the output consisted of commercial units (26,266 in 1945). In addition, the Company did an impressive business in building new engines (57,044) and in reconditioning those in use (43,536).

Sir Patrick Hennessy was given a seat on the Board in 1945 and it was his job to implement Sir Percival Perry's principle that "higher wages and higher standards of living for all depend on lower costs and lower selling prices through increasing large scale production." Perry froze Ford prices that year, despite the rising costs of raw materials.

During the war, the Hennessy's house at Great Warley had been commandeered by the Army. Dorothy moved to Newcastle in County Down, Ulster, where she stayed for two years. The three children were at school in Devon, but spent their holidays with their mother. In 1945, Sir Patrick and family moved into a rented Kelsey-Hayes owned house in Stonham Massey, Essex. The Kelsey Hayes Wheel Company, Ltd. was the supplier of wheels and brake parts to the Ford Motor Company.

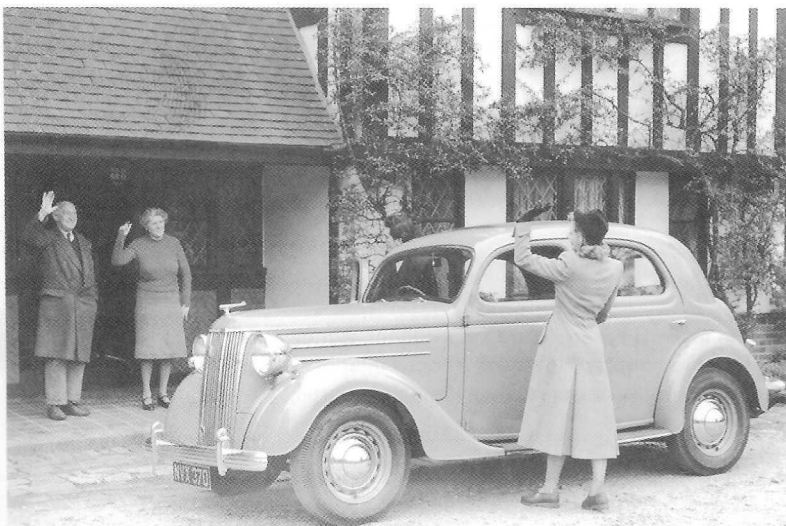
Arthur Redfern, a member of the Ford Y&C Model Register, recalls Sir Patrick in those days:- "I started work at the Ford Motor Company in Jan 1944 and first met Sir Patrick Hennessy (PH) when I was an office boy in the Personnel Department. It would be late '45 early '46 and I was delivering some papers to his office from the Personnel Manager, Mr J Rigg. I was about to hand them to PH's Secretary when PH came out of his office. All Directors and Senior Management had male secretaries in those days, who would be titled PA's

today. You have to remember that this was 1945 and in FMC at that time there was a certain degree of what would be classified today as "ruthless management". It was a very disciplined Company

with strict lines of communication. Respect, subservience and all those kinds of adjectives were the order of the day. It was an era and a style of management that was beginning to crumble, although at the time it was not generally realised. However, as a boy of 15 in this atmosphere, you could say I was more than a little nervous at meeting a man of PH's stature and position. Before I could wish for the floor to open up, he asked me my name, where I worked and why I was in his office. Strangely, I immediately felt at ease. I have thought about this often over the years and can only put the change in my feelings of this powerful man down to his gentle understanding of the situation." "The meeting and conversation did wonders for me and, as I walked the long walk back to the Personnel Department at the other end of the factory, I not only felt privileged at meeting him, but I realised that even men of his stature can be like other human beings. My whole concept of people in his position changed and, thereafter, I was less inhibited when meeting the "Big Beasts" in Ford. Of course, even then, there were "pumped up Managers", but the kind of brief experience I had in meeting PH quickly taught me at such an early age the strengths and weaknesses of managers at all levels. It also gave me the mental strength, when meeting senior management, not to be overawed by them.

The Ford Pilot was introduced to the market in 1947. PH used to be chauffeur-driven in one of them and sat in the front, alongside the driver, in what I remember was a specially made high-backed armchair-type seat. It looked comfortable and I would have loved to have been able to try it out for size!

By 1948, Ford led the British market in automobile production. It was in February that year that Henry Ford II and Ford's new consultant on overseas matters, the ex-General Motors European president, Graeme K. Howard, visited Europe to appraise the markets and to review the economic and political conditions. Howard must have compared Dagenham with Luton, the English Fords with the



A promotional photograph of the V8 Ford Pilot taken in late 1948.

Vauxhall, and seen clearly why General Motors in England couldn't hold a candle to the Ford Motor Company. Henry Ford II and Howard left London with a feeling of confidence in the English company. It was reciprocated. "Mr. Henry Ford II," wrote Sir Patrick later, "believed in what we were trying to do and gave us constant support. During his visits, we exposed the good and the bad to him, and he knew the organisation and personnel very well." The mutual trust was a sound basis for future action.

After their visit, Sir Percival Perry, who had turned 70, stood down as Chairman of the Board and handed over the reins to Lord Airdale (formerly, Sir Rowland Kitson, a Board member since 1928). Sir Rowland Smith became Deputy Chairman and Sir Stanford Cooper, Vice Chairman. However, the hope of the future lay in Sir Patrick Hennessy who, at the age of 50, was appointed General Manager.

Henry Ford II stated "Hennessy was the executive on whom we hope to build the future Dagenham. He has all the potential qualities which the position of either Managing Director or Board Chairman demand. He will be rounded out and developed by his association and experience with Lord Airedale, Sir Rowland Smith and Sir Stanford Cooper over the immediate years. We must, however, look ahead and see that Sir Patrick Hennessy is supported by two or even three executive assistants, who have the potential qualifications for Assistant Managing Director, and ultimately Managing Director when Sir Patrick moves up to the chief executive post of Board Chairman."

This was a time, under the labour government of Clement Attlee, that capitalism was under a severe challenge. The railways, coal and steel had been nationalised and the automobile industry operated under stringent controls. Sir Patrick Hennessy told a Detroit management group in June 1948, "They (the government officials) tell us what to do, what to make, when to make it and what to do with it when we have made it If we do not do what they want, we do not get the material. They allocate material to us telling us what we are going to get every three months. Those of you who, like myself, have had to do a certain

amount of production planning will be surprised to know that Government Socialist Planning means this:- on the 1st January they tell us what sheet metal we are going to get for January, February and March. In some cases we fabricated the steel for January, February and March six months before the beginning of the period. In some cases we have to start on things a year or fifteen months ahead of production. They tell us the day before and they call that planning."

In the government's defence, there was a desperate shortage, as well a high demand for steel nation-wide immediately after the war. To increase exports, the government also set a ceiling of 110,000 Ford vehicles for the home market, even though Dagenham had 275,000 cars on its order books. Despite this, Ford, under Sir Patrick's direction, planned for the time when the home market quotas would be



Sir Patrick and Lady Dorothy on board the R.M.S. Queen Mary in 1949, shortly before her tragic death.

lifted and there would be a demand for attractive, modern cars. Because of its excellent export record, Ford was granted \$4.5 million from the Treasury to buy in American machinery and equipment to start a fully-fledged engineering design department. With expert help from the Dearborn designers, the resultant cars were way ahead of anything else in Britain; the 1.5 litre four-cylinder Consul and the 2.2 litre six-cylinder Zephyr. They were one of the outstanding attractions at the 1950 London Motor Show.

On a more personal note, tragedy had struck in 1949, when Lady Dorothy Hennessy, died at their home in Stonham Massey after a long illness. Both she and Sir Patrick were heavy cigarette smokers and, regrettably, it took its toll on the charming and beautiful Lady Dorothy. They had three children, Valerie, born in 1924, Tony, born in 1926 and Geoffrey, born in 1927. Valerie married Anthony Hough, who ran a family cardboard manufacturing business based in London. Tony was to become the Managing Director of the GKN Sankey Group and Geoffrey (known as 'Pop' within the family), the Managing Director of Hennessy Engineering, Ltd. in 1965. The company had been A.H. Potter & Co., Ltd., the Ford Dealership in Woodbridge, Suffolk. Geoffrey sold out to the Jewell Metro Group of Watford in 1982.

Henry Ford II proceeded to plan the rapid expansion of the Dagenham plant, spending over 100 million pounds on capital equipment over the following twelve years. In 1948, land was purchased at Rainham and leased from the government at Langley. Production soared. With this investment, annual production at Dagenham increased rapidly to just under 307,000 cars in 1955. This increase was achieved with an increase of only 18 percent more employees. 'Speed-up' had arrived on the production line and, with it, discontent. The post-war period produced a struggle over the 'effort bargain' within the different car plants at Dagenham (and throughout British industry as a whole). A struggle over who does what, at what pace, for what price and with whom, were the issues of the 1950s that came to a peak in the 1960s. The issues at stake were management's 'right' to organise labour in the plants as it saw fit and

the workers' 'right' to a fair wage, to be without harassment, without speed-up, without lay off and without the sack. In fighting these issues, car workers found that their strength lay in their own ability to organise. As with the UAW in America, Ford and the other motor manufacturers in England found that it wasn't difficult to achieve an amicable relationship with the national unions. But, in the long post-war boom, the shop steward, the elected leader of the men who worked on the line, emerged as the cornerstone of the men's strategy in the battle over the control of the shop. Sir Patrick was the key

management member of the Joint Works Committee, who negotiated the 1955 Procedure Agreement with twenty-two unions. The agreement formalised the Ford policy of centralised negotiations, away from the plants. However, militancy on the shop floor escalated and many unofficial strikes occurred throughout the pBants welB in to the 5970s.

Since 1944, under Sir Patrick's supervision, the Ford engineers had been developing a diesel engine, which they had assured him was possible to design and cheap to manufacture. However, Dagenham had adopted a truck and tractor programme, which clashed with the diesel plan. Sir Patrick received the backing of Sir Rowland Smith and the truck and tractor programme was scrapped, much to the displeasure of Breech and Howard, who visited from Dearborn in the autumn of that year (1948), when Howard declared that Sir Patrick's programme "would wreck the company." A group assembled in the London office and argued with Sir Patrick. He stood firm. "I wouldn't change. They either had to let me have my way or fire me. For some extraordinary reason they didn't fire me." The engine was introduced in 1951 and was an immense success. "I wanted a wider variety of diesel, gasoline and kerosene 4-cylinder engines for tractors and trucks and 6-cylinder engines to be made on the same machinery for bigger trucks We knew that if the idea worked, we could make the cheapest diesel engine in the world." The 4-cylinder motor was installed in the tractor and soon found almost 100% use in the English Fordson Major, unveiled in 1951, and received 90% acceptance abroad. It definitely improved the Ford position against the Ferguson as the sales gap between the two narrowed.

In 1939, the engineering department employed 101 engineers. By 1950, with the introduction of American machinery and know-how, this number had increased to 270 and was still growing. To Sir Patrick it seemed 'a tragic thing' that the Company had not an even larger staff to cover the engineering projects that his fertile mind was constantly evolving. To the styling of new cars, he gave close attention. Old timers, who had never seen Sir Percival Perry in the drafting room, saw Sir Patrick often. When one employee was asked who was in charge of Dagenham's styling, he replied, "Sir Patrick is our chief

designer." It was he who masterminded the 1953 Ford Popular, the lowest priced car on the English market, selling at £275, £50 less than its nearest competitor. The public bought it en masse. That year also saw the addition of the Zodiac, a de luxe version of the stylish Zephyr and the equally stylish Consul. These were Sir Patrick's babies.

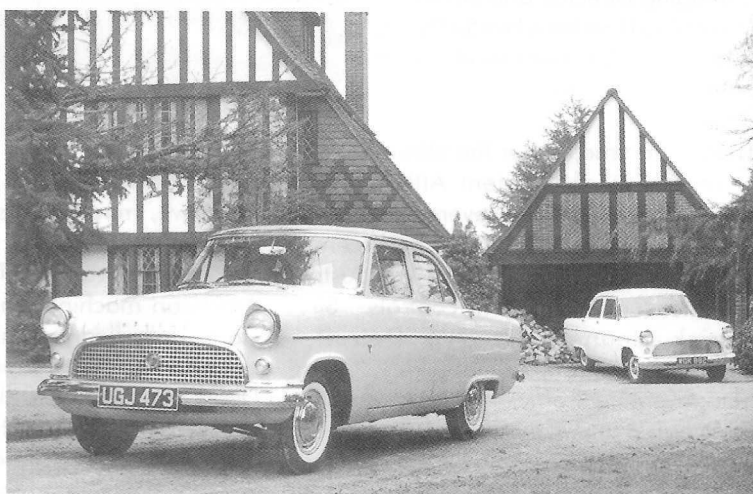


Mr and Mrs Schriener drive away from Dagenham in their new LHD Mk I Zephyr Zodiac, the 1,000,000th Ford car to be exported. Note the Essex VX registration above the British Columbia registration plate.

Between 1951 and 1953, Sir Patrick made a number of attempts to buy Briggs Motor Bodies, Ltd., co-located with Ford at Dagenham, but there was "always a wide gap between what our people were prepared to consider and what the Briggs people were prepared to consider." Finally, in 1953, after the death of Briggs' founding father, Walter O. Briggs in the U.S.A., Sir Patrick was given an option over the telephone, with a deadline of a few weeks, which required him to supply dollars for the buy-out. He obtained the dollars through 'Rab' Butler, the Conservative Chancellor of the Exchequer, and paid Briggs Motor Bodies, in the U.S.A., £3,202,478 for their shares in the company (62%). Dagenham also bought the remaining shares held by the public, thus taking complete control of the Briggs locations in Britain and their supply of bodies. As for Sir Patrick, Ford now had, at last, its own styling department at Dagenham.

Also in 1953, with the assistance of the American stylists in Briggs Motor Bodies, Ltd., the Dagenham Design Department produced the 100E two-door Anglia and the four-door Prefect to complement the Consul and Zephyr. That year, the two millionth vehicle, a Zephyr Six, was driven off the production line by Sir Rowland Smith, who later that year was able to report that one third of all new cars registered in the first three months of the year had been

Dagenham built. The blast furnace and power plant were also breaking production records. Much of the accolade for these achievements belonged to Sir Patrick Hennessy, who was the real power behind the Dagenham throne. It was



These 1957, Mk II Consuls both carry licence plates that indicate they are registered under the 'Home Delivery Export Scheme', in which overseas visitors could take delivery of a new Ford, use it on holiday in Britain, then export it free of UK tax. Photograph and caption courtesy David Burgess-Wise, from his book 'Ford at Dagenham'. Note that this photograph was taken outside the same house as was the 1948 Ford Pilot!

that year that he introduced production planning into the British motor industry, a discipline which Henry Ford II had introduced into Dearborn.

Following the death of his dear Dorothy, Sir Patrick could not bear to stay in their rented home in Stonham Massey and moved in to a Briggs Bodies 'grace and favour' house, 'Larkmead', in Theydon Bois, Essex. He had a live-in companion in the form of his sister Margaret 'Pegs', who had never married and devoted herself to Sir Patrick, often representing him, when appropriate, at formal functions. David Burgess-Wise tells the story of Sir Patrick, when ITV was launched in 1955, being asked what he thought of the medium. He replied: "I never watch television, though I believe the servants have one downstairs!" However, he was savvy enough to employ the gifted young Czech director, Karel Reisz, and an unknown 23-year-old designer named Terence Conran to make a Ford advertisement, long before other car makers had realised the potential power of TV advertising.

Another anecdote relates to Jimmy Eivers, who had been Patrick Hennessy's Foreman when he started work at Henry Ford & Son in Cork. Jimmy had moved to Dagenham with many of his fellow employees when tractor production ceased in Cork. On his retirement in the 1950s, Sir Patrick invited him to lunch in the Directors' Dining Room. In a brief presentation speech, he suggested to fellow Directors that he must have been good at his job as Foreman Eivers had recommended him for a 1d per hour merit increase (totalling 3s 4d per week – 20p in today's money). Whilst the directors were highly amused, the old Foreman felt very uncomfortable in such company, but was very honoured all the same.

In 1954, Sir Rowland Smith succeeded Lord Airedale as Chairman of the Board, but was to remain in post for only two years when, in 1956, Sir Patrick Hennessy succeeded him as Chairman of Ford of Britain, though he had been Chairman in all but name for some time. Sir Patrick was now Chairman and Managing Director, Ford Motor Company, Limited; Chairman, Briggs Motor Bodies, Limited and Chairman, Henry Ford & Son, Limited in Cork.

The next five years, under Sir Patrick Hennessy, were boom years. The Company increased its facilities to meet the urgent needs for transportation in England and overseas. Its profits were excellent and it could afford to expand. The factory floor space at Dagenham was almost doubled and rearranged, the old Model 'Y' production line, known as the 'Y line', having closed in 1953 with the move of upright 103E 'Pop' line to Briggs' old plant in Doncaster. The Dagenham Briggs facilities were totally remodelled and a new paint, trim and assembly (PTA) building was built on the old Dagenham sports fields. In September 1955, Dagenham flew in Mr. and Mrs Michael Schriener from Vancouver, Canada to take delivery of a left-hand-drive Zephyr Zodiac, the 1,000,000th Ford to be exported. Ford was the first motor manufacturer to reach that total under the government's post-war 'Export or die' strategy.

At Aveley, eight miles from Dagenham, a new parts depot and engineering centre was built and added manufacturing facilities were built at Basildon, 20 miles from Dagenham. 'Hennessy's' engineering department swelled from the 270 employees in 1950 to 1830 in 1960. In production terms, Ford ranked second only to the British Motor Corporation (BMC), that amalgam of Ford's major competitors in the early 1930s. Vauxhall lagged far behind.

Y&C Register Events 2005/2006

- 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

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 A.G.M. Willoughby Village Hall
Bob Wilkinson 01832 734463
- 4 – 14 June 'Raid Holland 2006'
Tour of Holland
John Argent 01707 662049

Raid Holland 2006

We have had the first indication of prices for our stay in Holland. It appears that the cost is likely to be in the region of £50 per person per night for dinner, bed and breakfast with two people sharing a room. We do not know at this stage the cost of a single room supplement.

Obviously there will be the cost of the ferry crossing to add to this, but with everyone being so widely spread around the country, we will be leaving you to book your own trip from whichever port you choose.

We are hopeful that at least 20 cars will be going so we will be assured of an eventful tour. More information will be in the next magazine. In the meantime, if you have not done so, please let me know if you are planning to join us.

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