

Issue 158 January - February 2006



REGISTER OFFICERS

Chairman	Mike Samuel	The Willows, Stoney Road, Garndiffaith, Pontypool, Gwent NP4 8PY Tel: 01495 772418 e.mail: mksamuel@fiscali.co.uk
Vice-Chairman	Peter Ketchell	2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856
Secretary	Bob Wilkinson	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463 e.mail: bob@bwilkinson49.fsnet.co.uk
Treasurer	Bruce Allan	37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA e.mail: bruceallan@telco4u.net
Membership Officer	Godfrey Dingley-Jones	75 Monteagle Drive, Kingswinford, West Midlands DY6 7RY Tel: 01384 350465 e.mail: dingley-jones@blueyonder.co.uk
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX e.mail: Graham@FamilyMiles.com
Spares Administrator	Jim Sharpe	23 Rous Chase, Galleywood, Chelmsford, Essex CM2 8QF Tel: 01245 351546 e.mail: jajm.sharpe@virgin.net
Regalia Officer	John Argent	35 Brookmans Ave., Brookmans Park, Hatfield, Herts AL9 7QH Tel: 01707 662049 e.mail: john@argy.fsnet.co.uk
Editor & Archivist	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF. Tel: 01264 365662 e.mail: sam@samroberts.plus.com
Technical Advisor	Geoff Dee	27 Ladycroft, Cubbington, Leamington Spa, Warwicks CV32 7NH Tel: 01926 334780 e.mail: GJDee@hotmail.com

THE FORD Y & C MODEL REGISTER web site is at www.fordyandcmodelregister.co.uk
Annual Subscriptions:- UK & Ireland £25.00 (\$/order preferred); Overseas £30.00

REGIONAL CONTACTS

01/02 Devon/Cornwall Somerset/Avon/Wilts/Glos <i>Ivor Bryant</i> The Cottage, The Street, Alveston, Bristol BS35 3SX Tel: 01454 411028 ivor_bryant@msn.com	08 Oxon/Berks/Bucks <i>Roy Hocking</i> 69 Aylesbury Road, Birtton Aylesbury. Bucks HP20 5BT rhock@btopenworld.com	14 N. Wales/Cheshire/Lancs Merseyside/Manchester <i>Peter Ketchell</i> 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856	19 Ireland John Fitzgerald 17 Kilgobbin Heights Stepaside, Co Dublin, Eire Tel: 00 353 1 295 4299 Mobile: 00 353 (0)87 2556872 jfitzgeraldfordyc@eircom.net
03 Dorset/Hants/I of W/Channel Isles <i>Colin White</i> 49 Grange Road St. Leonards, Ringwood Hant BH24 2QE Tel: 01202 873620	09 Beds/Herts <i>John Argent</i> 35 Brookmans Avenue Brookmans Park, Hatfield Herts AL9 7QH Tel: 01707 662049	15 Notts/Derby/Lincs/S. Yorks <i>Ken Sleight</i> The Forge Cottage Owston, Askern, Doncaster DN6 9JF Tel: 01302 337483	20 London/Middx <i>Jim Miles</i> 23 St Alban's Crescent Woodford Green, Essex IG8 9EH Tel: 020 8924 4449 (afternoons only)
04 Surrey/West Sussex <i>Julian Janicki</i> "Riverside" Blackbridge Lane, Horsham, W Sussex RH12 1RR Tel: 01403 251184	10 Essex <i>Dave Gustard</i> 44 Park Dale Danbury, Chelmsford Essex CM3 4EH Tel: 01245 222921	16 North, West & East Yorks <i>Barry Diggie</i> 16 Croftlands, Idle Bradford BD10 8RW Tel: 01274 614729 barry.diggie@btinternet.com	Australia <i>Bill Ballard</i> 24 Rowan Ave, Boronia Victoria 3155, Australia Tel: 00 61 3 9762 9974 sfbill@bigpond.com
05 East Sussex/Kent <i>John Keenan</i> 41 Ghyllside Ave, Hastings E.Sussex TN34 2QB Tel: 01424 424323 elvbabeach@btinternet.com	11 Worcs/Staffs/W. Mids/Warks <i>Geoff Salminen</i> 2 North Pathway, Carless Ave., Harborne Birmingham B17 9EJ Tel: 0121 427 2189	17 IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Clvlnd <i>Trevor Walker</i> 4 Pauline Gardens, Denton Burn, Newcastle NE15 7TD Tel: 0191 274 5660 trevor@walke12.freemove.co.uk	TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Regis- tered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB
06 South Wales/Hereford <i>Mike Samuel</i> "The Willows" Stoney Road Garndiffaith, Pontypool Gwent NP4 8PY Tel: 01495 772418	12 Leics/Northants/Cambs <i>Roger Hanslip</i> 165 Hungate Road, Emneth Nr .Wisbech PE14 ;8EQ Tel: 01945 430325	18 Scotland <i>Drew Barr</i> 30 Weavers Crescent Kirkcaldy KY2 5LN Tel: 01592 269266 drewbarr493a@netbreeze.co.uk	DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed.

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Editorial

A happy New Year! This issue ushers in 2006 with the best wishes of all the committee members for an enjoyable year with your cars as members of the Club.

Apart from the Bristol Classic Car Show at Shepton Mallett at the end of January (28th/29th), at which the Club has a stand, the first National Event is the Annual General Meeting at Willoughby Village Hall on Sunday, 23rd April. As this event is held at the centre of gravity of the spread of our members in UK, it is always well attended and is always good fun. Those of you within driving range, either of your old Ford or of your modern, please make the effort to come along. Note the parts pre-ordering offer in the A.G.M. article in this issue. You can make quite a saving if you are in restoration mode, or if your tyres are a little iffy.

Also with this issue, comes the second edition of the list of useful contacts, which is maintained and updated by Bob Wilkinson. There are two lists, one specifically for our Irish members and the other for the rest of the UK. To save postage costs, the lists are not being sent overseas but, if an overseas member wants one, please ask Bob Wilkinson and he will oblige. Our thanks to Bob for his research on our behalf.

The programme for the 2006 Club tour of Holland has been organised by the Dutch members and the details are included here. We are hoping for a good turnout of at least 20 cars for this exciting trip. Please read the article and pass your names to John Argent if you would like to come. John's details are on the inside of the front cover (Regalia Officer).

On Tuesday, 28th February, I have been invited to give a talk on the Model 'Y' to the Poole Bay Classics Car Club. This will take the form of the presentation I gave to the Irish Veteran and Vintage Car Club in September. If any member wishes to come along to the talk, Colin White has offered to take you in to the club meeting as his guest. Colin can be contacted on 01202 873620 (Region 3 Contact Officer).

My thanks to all who come across items relating to our cars and send them in, or alert me to their whereabouts. Dr. John Osley, from Abergele on the north coast of Wales, spotted an unusual and pretty gut-wrenching photograph in the Rallying section of the 2004 Peugeot 'Rapport' magazine. It shows a Tudor Model 'Y', which has not only rolled but obviously been thrown in the air and landed on its nose and windscreen. There appears to be a tell-tale concrete post sticking through the offside front mudguard! The caption stated "The perils of early rallying is shown by this Ford."



Although the Model 'Y' leans pretty dramatically when cornering at speed, it is quite difficult to roll it. This one appears to have taken a corner rather too wide and taken out a concrete post with its front axle and offside wing, resulting in curtains for what appears to be a rather smart 'Y'."

some cars did not have it fitted. The answer is that they all had them fitted in production, even the early models with only one brake rod per wheel. John's father's car is the subject of

'Members' Cars' in this issue.

Bad news I'm afraid. David Gustard spotted the following short article on Piccadilly Jim in the 'Observer' of Sunday, 4th December titled, '**Dash it all, unlucky Jim misses out at the pictures.**' It continued, "Julian Fellowes may be riding high with 'Separate Lies' but the Wodehouse world is mourning the news that his film of **Piccadilly Jim** is not to enjoy a general release. Staring Sam Rockwell, Frances O'Conner and much of Britain's finest comic talent, Fellowes's film will appear as a humble DVD in the near future. According to one disappointed fan: 'Too many liberties were taken in order to make it attractive to a young audience.' Whatever next?" We will keep you posted on the release of the DVD of 'Piccadilly Jim', which featured three of our members and their Model 'Y's.

I was e-mailed a lovely photograph of new member, Mike Poxon's, maroon and black January 1935 Model 'C', C17931, at Newby Hall in 2004, when it was owned by David Gatenby. My thanks to Reg Ward in California for sending it in. (see next page)

I received a roasting from Julian Janicki the other day when I telephoned him. I got stick for not showing photographs of his jaunt down to the West Country, which I mentioned in 'Members' Correspondence' in the last issue. To make amends, here is a photograph of Julian's 1936 Tudor Model 'Y' on a vehicle ferry, he says, approaching Torquay. I have looked at the road map and cannot see a vehicle ferry anywhere near Torquay!

in this issue

Editorial	3
Chairman's chunterings	5
Our rambling Secretary	5
Classic Car Show	6
Finds.....	7
Events 2006	8
'Raid Holland' -	9
NEWS OF NEW MEMBERS	10
The Brighton taxis	10
Letters	11
A.G.M. & SPARES DAY.	12
Around the regions	14
20 years ago	14
For Sale	15
International correspondence	16
FBHVC NEWS.	17
Model 'Y'	17
Fixed roofs	17
Members' (fathers') cars.	18
Practical Classics	21
Model Model 'Y's	22
Stock Car Racing or scrap?	22
More Dagenham Locos	23
Sir Patrick Hennessy -	25



Mike Poxon's smart maroon and black Model 'C' at Newby Hall in 2004, when owned by David Gatenby.

We've had reported a couple of unusual engine numbers of late, which do not follow the logic of replacement engine numbering. Firstly, Ron Capes' Model 'Y', which he bought at the Christie's auction of



Julian Janicki's Model 'Y' on a vehicle ferry approaching 'Torquay?' last summer.

the Sharpe Brother's amassed vehicle collection, shows an engine number YA 88326, with no stars at either end of the number and no hyphen between the YA and the digits. The digits have been stamped with the familiar Dagenham hand-stamps, but the letters have not. The second oddball is Bob Anderson's ex-New Zealand Model 'Y' with an engine number 1077. Here the hand-stamps used are from a different set and are probably from the Ford Motor Company of New Zealand plant at Lower Hutt. This could have been the 1077th engine they overhauled? I have illustrated both numbers. Anyone who can shed light on either of them, please tell me.



The 1077 engine number on Bob Anderson's ex-New Zealand Model 'Y'

I finish with a sight to make you cry. Ivor Bryant alerted me to this one. It was subsequently advertised on eBay. This Model 'Y' had been sitting in a field in Somerset for 25 years! Nobody with any nous had spotted it and it had hence rotted from the bottom up.

Enjoy 2006 and this issue!

Sam Roberts.



Photograph on back cover – an exciting discovery – Model 'C' DHC.

Following the article on the Model 'CX' based Jensen Drop-Head Coupé in the last issue, Luis Cascante sent me a photograph which appeared in an article in the June 1935 edition of 'Revista Ford'. 'Revista Ford' was the Spanish equivalent of the 'Ford Times'. The photograph was of the Ford stand at the 1935 Barcelona Motor Show, (VII Exposición Internacional del Automóvil de Barcelona.). On it is a light coloured (Cordoba tan?) Tudor Model 'Y', a black Tudor Model 'C' saloon, a 'special issue' black and white Fordor Model 'C' saloon and, as Luis describes, "a handsome Model 'C' with a coachbuilt tourer body. It is fitted with pram-style hood irons and sliding door windows." Luis goes on to ask, "The Model 'Y' and the other two Model 'C's were assembled in Barcelona, but the tourer surely not. Can you identify that car? Is it also a Jensen Body?"

The unusual number on Ron Capes' Model 'Y', showing clearly the familiar Dagenham digit hand-stamp, but unusual Y and A letter hand-stamps.

Chairman's chunterings

New Year's greetings all. Well, here we are in 2006 looking forward to a year in which there are some very interesting events.

Firstly, can I say what an excellent time we spent at the N E C in the company of the two Geoff's. Once again, it was a well organised show. We had the pleasure of meeting members from Chicago, Bob Anderson, and from Ireland, our transport support for the Irish Tour, Richard Bingham, and of course local members, I even found a guy who said he was a friend of Sam's!

I was also privileged to spend a few minutes with Sir Stirling Moss and got him to sign one of our Club Magazines.

Can I congratulate David and Wendy Grace for winning an award for their car (Classic & Sports car Special Award). Well done.

On the club scene, can I thank Colin Rowe for all his hard work as Membership Officer and welcome Godfrey Dingley-Jones, who has stepped into his shoes. Also welcome to Nigel Stroud, who has taken up a spares post.

Kath and I look forward to seeing many of you at the A.G.M. in April. If not, then hopefully at other events during the year.

Mike Samuel

Our rambling Secretary

I take this opportunity to wish you all a very happy New Year. This being the time to make resolutions..... my first is to enjoy my newly restored 1936 Ford 'CX' tourer now that we have been reunited after a visit to the trimmer... the car that is. This restoration took just 3 years.

My second New Year resolution is to complete the restoration of my 1929 Ford Model A Phaeton! I must find it first under all that stuff in the garage. I have owned this car for around a dozen years and did some basic restoration work at that time of purchase. However, since moving south (and becoming a soft southerner?) it has been neglected. **THIS IS THE YEAR** - and all those who have scoffed at me for not getting on with the restoration again will be eating their words by this time next year! Oh yes you will! (Just to keep in the pantomime mood) "

Now I know that this scenario is familiar to a good number of members who have had a 'Y' or 'C' Model awaiting restoration for many years. I know some members who have moved house, had kids reach their 21st birthday, gone grey, etc. and still "not got round to getting on with the old Ford". Many of our cars have been off the road longer than they were on the road from new! Is yours one of them? If this applies to you - **MAKE THIS THE YEAR!**

If you look closely at the Model 'C' 'tourer' in the photograph on the back cover, you will see that it is in fact a Drop-Head Coupé with a Tickford hood. The main differences between this and the standard tourer are the solid supports for the windscreen, which does not fold flat, and the straight topped doors, which carry up and down sliding windows (the standard tourer has 'elbow rest' dips in the top of the doors, which do not have integral windows). The small rear window and the 'pram-hood' irons are very typical of the Tickford hood.

So, having established what it is, who manufactured it? To my knowledge, only one company in England built special bodies (other than panel vans) on the Model 'C' rolling chassis and that was Jensen Brothers Ltd. However, Jensen had a distinctive trade mark in the double row of louvres on each side of the bonnet. This coupé has the standard Dagenham/Briggs manufactured Model 'C' horizontal louvres.

This is the only example I have seen of this car. I am going to stick my neck out and suggest that this was a prototype Model 'C' DHC, possibly produced at Dagenham by the Ford Motor Company with the overseas markets in mind - hence its appearance at the Barcelona Motor Show six months after the introduction of the 10 h.p. De Luxe Model 'C' in England. It would have been quite a lot more expensive than the tourer and perhaps, with the population of Spain building itself up to the Spanish Civil War, there was not the demand that was hoped for. But this is only surmising. I would love to look through the archives in the Henry Ford Museum and Greenfield Village in Dearborn to see if there is any mention of a Model 'C' DHC. In the meantime, does any reader have any other explanation for this unusual car?

Sam Roberts.

Equally if you know of a member who needs a little encouragement to overcome the inertia to begin a restoration, why not give them a bit of help and encouragement to get started. Mutual support is what being in a club is about.

FBHVC Survey. A big thank you to all members who took the trouble to return the European wide survey of the classic motoring scene for the FBHVC. No doubt we will have some feedback in due course. Later this year the FBHVC intend to survey clubs to identify specific activities undertaken.

A.G.M. and Spares Day. At the last Club Committee Meeting it was decided to further develop the A.G.M. day into an A.G.M. and Spares Day. You will see more details elsewhere in this issue - note the date and make every effort to be there.

Club Officers. Godfrey Dingley-Jones has settled well into the Membership Officer role, but we are still looking for a member, or maybe a couple, to take on the Editorial role. Details appear elsewhere in this issue. Please give some consideration to this post.

Cherished registrations. The club is anxious to not give number-plate dealers increased opportunities to trade from our cars. With this in mind, your Committee decided to not show registration marks in our club adverts for cars. You will note that registration numbers have been blanked out on pictures of cars advertised on our website.

E-bay. The frequency of 'Y' & 'C' Models appearing in e-bay adverts has increased in recent months and our members have sometimes been involved as buyers and others as sellers. I have my personal reservations about buying a classic car on e-bay, but may I remind all members that advertising on our club website and in the magazine is completely free! Sam and I are grateful to members who keep us informed of 'Y' or 'C' Models appearing on e-bay and we do follow these up as a way of recruiting the new owner.

Services to members. Last January we published lists of restoration companies and suppliers known to members in UK and Eire. I intend to update these lists and issue them with either this magazine or the March/April edition. If you have successfully used any companies, e.g. trimmers, etc., please let me know for ongoing updating. "I have rambled enough for this edition - I am going out in the 'CX' tourer on the first available fine day and intend to repeat that through the winter. Who needs a heater! Take care.

Bob Wilkinson.

Secretary.

**Deadline for issue 159 -
25th February 2006**

Classic Car Show

– NEC Birmingham
4th – 6th November 2005

What a superb show from our point of view. The Y&C Register stand was simply but effectively decorated by Geoff Salminen, ably assisted by Geoff Dee. Geoff Salminen now owns the mannequin and all her 1930s finery. She was accompanied by Geoff's old wind-up gramophone and period picnic basket. We had three cars on the stand; Ian Hawley's unusually painted black/red/black Ford Model 'Y', which attracted the punters throughout the show and kept Ian busy, Ken and Ruth Sleight's battleship grey Tudor Model 'CX' and Wendy and David Grace's Model 'Y' Arrow Alpine tourer. The stand was back to back with that of the Sidevalve Owners' Club, making a small sidevalve Ford haven in the middle of the Ford displays and earning a mention at the Saturday night awards ceremony as one of the best stands at the show – praise indeed when you consider that there must have been at least 500 stands present.

Now that the show has been extended to three days, the exhibitors had to be in situ by 5 p.m. on the Thursday evening, ready for a 9.30 a.m. start on the Friday morning. The two Geoff's were assisted by Bob Wilkinson and Mike and Kath Samuel during Friday, when a number of visitors craved their attention. In particular, new member, Bob Anderson, had flown in from Chicago for the show and had a shed-full of questions for the experts on his Model 'Y'. He also has an Austin 7, so there was plenty to keep him occupied.

Bob's Joke Corner.

The Hammer."

A man is in court for murder and the judge says "You are charged with beating your wife to death with a hammer."

Then a voice at the back of the court says, "You bastard." The judge continues repeating and completing the charge...

"You are charged with beating your wife to death with a hammer, hiding her body and assaulting an officer in the course of his duty."

Again the voice at the back of the court says, "You bastard".

The judge says, "We cannot have any more of these outbursts from the public or I shall charge you with contempt. Now what is the problem?"

Then the man at the back of the court says, "Fifteen years I lived next door to that bastard and every time I asked to borrow a hammer he said he never had one!"

All club members be warned. I can't remember which member sent in this one, but I must return the hub-puller I borrowed.....

Send in your favourite funny.

Bob Wilkinson.



The two Geoff's, Salminen (left) and Dee, and friend, at the NEC Classic Car Show. They are standing in front of the Special Award winning Arrow Alpine of Wendy and David Grace.

I helped out on the Saturday and was delighted to see the steady flow of visitors. There were a number of Irish enthusiasts who had taken advantage of the cheap flights from the Republic to Birmingham International airport alongside the NEC. In particular, we welcomed, as new members, Paschal Fenton and Dominic Treacy, who live within five miles of each other in County Limerick and who each own a Model 'Y'. Also visiting were Ron and Sue Capes, who purchased one of the Sharpe Brothers' Model 'Y's at the recent Christies auction. Once again Ian Hawley was kept busy helping Ron with his restoration questions. Incidentally, Ron has another 'classic'; an ex-British Army Saracen armoured personnel carrier, circa 1956, which he is restoring and keeps at the Imperial War Museum at Duxford – I think the 'Y' is more suitable for today's roads – or perhaps not!

David and Wendy Grace were present throughout the show. In typical Wendy style, en route to the awards presentation suite after close of play on Saturday, she was telling us that her car was the best in the Club, being a yellow and green tourer and not 'boring ivory like yours, Sam'. Naturally, I rose to the

challenge but had to eat my words later when, suitably refreshed with a glass of beer and sandwiches, the awards were announced. Although the judges declared a very smart Plymouth as the Best of Show, one of the sponsors of the show and the awards ceremony, the 'Classic and Sports Car' magazine, presented a very nice salver as a Special Award to the car they liked best. Out of over 1000 cars at the show, ranging from the most fantastic exotica to a replica of Wallace and Grommet's A35 pest control van, they chose – yes, you've guessed it – Wendy and David's Model 'Y' Alpine! What a moment! Wendy, in shock, lurched forward to the stage to collect the salver amidst applause from the few hundred other clubs' members present, whilst David had tears rolling down his cheeks. The years he has put in to restoring the Alpine, the thousands of miles that they have travelled in it, from their honeymoon over forty years ago, on the gruelling Y&C convoys and rallies to their trip to the Czech Republic this year, all were made worthwhile by the simple recognition of the attractiveness of a beautifully and not overly restored and well-used Model 'Y' Alpine. The award citation, as delivered at the ceremony, stated:-

"This is the category that usually causes the most arguments among the judges, because

of our own prejudices. Our resident Francophiles loved Guy Maylam's Simca Aronde and Bob Dircks' 48-year-old daily driver Citroën DS, but for once everyone agreed. Our winner is a charming special-bodied pre-war tourer, which the owner bought for 10 quid from her doctor – and then used as daily transport. She still has it 44 years later. The car was restored in 1999 and did a 2000-mile tour of Britain in 2000. In May this year it went all the way to the Czech Republic. It's the Arrow Coachworks-bodied 1934 Ford Model 'Y' Alpine tourer of David and Wendy Grace, known as 'The Hutch'."

Well done both of you, we were delighted and very proud to have you (and your 'best in the Club' tourer!) in the Y&C Register.

Incidentally, the award got a mention in the newly titled monthly newspaper, 'Classic Motor Monthly', in its write-up on the NEC. The relevant paragraph started, "There were the surprises of the Show which Wendy and David Grace were to experience..." The next sentence contained the term 'Ford Y Type' which, as many readers know, makes me cringe, so I won't spell it out!!

After the excitement of Saturday, Sunday was a relatively quiet day. A few members and enthusiasts visited the stand, which was additionally attended by Ken and Ruth Sleight. One interesting visitor was Peter Cahill, who writes for the 'Classic and Autojumbler' monthly newspaper, and who was very interested in the glorious Alpine. Geoff Dee skipped Sunday as he had to prepare for a week-long Institute of Road Transport Engineers (IRTE) course, leaving Geoff Salminen to arrange the final tidy-up at the end of the day. It had been a most satisfactory show with not one, but two mentions at the awards ceremony. Well done each of you who

helped out on the stand and particularly to Wendy and David for bringing the Alpine along to the show. (Note: I say 'Wendy and David' as the Alpine was Wendy's before David married her and it!)

Visitors to the stand included members:- Kath and Mike Samuel (Chairman), Bob Anderson (U.S.A.), Richard Bingham (Ulster), Derek Birch, Ron and Sue Capes, Doug Hickson, Jurek Kamrowski, Tom Kelsey, Luke Sherwood, John Shepherd, Liam Tomlinson and new members, Paschal Fenton and Dominic Treacy from Eire.

Sam Roberts

Finds....

There have been two superb finds since the last issue, each consisting of three vehicles. The first was on our own doorstep, in Essex. I was contacted by Con Ryan, an ex-pattern maker from the Ford Motor Company. He had been asked to look at three Fords with a view to restoring one or more of them. Con recognised them as Model 'Y's and asked us for help in identifying them. He sent some photographs of eminently restorable, but very tired looking cars, which have been stored under cover for goodness knows how many years. None of the cars was known to the Y&C Register, so I had great delight in guiding Con to the various numbers for identification and for the confirmation of the original registration numbers for DVLA purposes. The three concerned are:-

1. HV 6822 Chassis no. Y147506
Body no. 167/13728
2. BHK 720 Chassis no. Y66599
Body no. 167/5315
3. BEV 132 Chassis no. ?
Body no. 166/2380

The chassis no. on BEV is illusive. It doesn't seem to be in the usual place, opposite the starter motor, and Con has yet to look on the opposite side, where they were sometimes hand-stamped. HV is an East Ham registration and BHK and BEV are both from Essex. Each ties in date-wise with the numbers given, so there should be no problems in registering them with their original numbers through DVLA. We wish Con every success with them. I hope he decides to restore BEV first as that is a 1934 maroon Fordor De Luxe.

HV 6822 sits forlornly under the lean-to, almost pleading to be restored and to be given some TLC.



A delighted Wendy Grace receives the 'Classic and Sports Car' magazine 'Special Award' from the Clubs' Editor, David Evans.





The second find was a real barn find in the bush in Victoria, Australia. Keith Pratt and Barry Angus of the Victoria Sidevalve Club were tipped off about the cars and hot-footed it to Colac, on the main A1 road, 50 miles to the west of Geelong. The first beauty was a sort of maroon Model 'C' well-sided ute, only the second one known to have survived (the first being that owned by David Crook in South Australia). The body number is 20 LD28, making it a July 1935 assembly at Geelong. Although looking jaded after spending 35 years or so in the barn, there seems to be little rust. The second car was a complete beige Model 'CX' Fordor sedan, Geelong body number 20B S528, giving it a January 1936 date of assembly. Keith Pratt is now the proud owner of these two, which, with his 'CX' roadster and 'CX' coupe, almost gives him a royal flush. All he needs now is a 'CX' van, and that could prove to be difficult as only one is known to have survived (presently in New South Wales). The third sidevalve in the triumvirate is not one of ours. It was an E83W van, which had been converted to a passenger wagon. These commercials were known as 10/10s in Australia (10 h.p. and 10 c.w.t.). Barry Angus bought that one.



BHK 720 looks to be better preserved. Note the piano-type bonnet hinge and lack of separate side lights; all in keeping with its June 1934 date of manufacture. Note also the incorrect double grooved Model 'CX' bumper.



Events 2006

28/29 January Bristol Classic Car Show Ivor Bryant 01454 411028
Shepton Mallet See below

24-26 February International Historic Motorsport Show Stoneleigh Park, Coventry See below

26 February Y&C Register Committee meeting Bob Wilkinson Willoughby Village Hall 01832 734463

16/17 April Medway Festival of Steam & John Keenan 01424 Transport, Chatham dockyard 424323
(EasterSun/Mon) See 'Around the Regions'

23 April **A.G.M. & Spares Day** Bob Wilkinson 01832 734463
Willoughby Village Hall

3 - 10 June **'Raid Holland 2006'** Tour of Holland John Argent 01707 662049

18 June Kemble Air Day Ivor Bryant 01454 411028
Cirencester/Tetbury, Gloucestershire

24 September **All Ford Rally, Abingdon** Entry forms from Bob Tredwell, 01235 530720

27-29 October Classic Motor Show Geoff Salminen
NEC Birmingham 0121 427 2189

Bristol Classic Car Show – 28/29 January **Kemble Air Day – 18 June**

The ever successful Bristol Show is to be held again at the agricultural show-ground at Shepton Mallet on January 28th and 29th. Ivor Bryant, on behalf of the Y&C Register and the Sidevalve Owners' Club, has been allocated a stand large enough for six cars. So far he has a Model 'Y', 103E Popular, 100E Popular and 300E booked in, Peter William's E83W pick-up will probably be included as this transports the stand, but Ivor needs one or two more cars or vans. He has also accepted the offer of a stand at the **Kemble Air Day**, between Cirencester and Tetbury, for June 18th and can take a further eight cars. Please contact Ivor if you are interested, as we will allocate these spaces on a first come basis.
Ivor can be contacted on 01454 411028 or e-mail Ivor.Bryant@rokgroup.com

International Historic Motorsport Show – Stoneleigh Park, 24-26 February 2006

450 stands inside four exhibition halls depicting 70 years of historic racing, rallying, hillclimbs, drag-racing, trials and classic motorcycles, plus browsing through the stands of books and autojumble, visiting the Bonhams car and motorcycle auction.

There is also plenty of live action to entertain the whole family: a Group Rally car stage, indoor classic motorcycle trial, championship level auto-tests and historic kart racing.

Sir Stirling Moss OBE says it is the best show he has ever been to.

Advance ticket sales for Club members can be obtained at £13 per day, or £25 for the two days on the Ticket Hotline: 08450 70 68 70, quoting "CC7521", saving £5 per ticket.

Sam has a DVD of the 2005 show, if anyone wishes to see it.

Scandinavia Ford V8 Meeting 2006

Friday, 30 June – 2 July The Ford V8 Club of Denmark has invited us to attend this meeting to be held in Randers, Denmark (about 3 hours from Esbjerg – ferry port for England). The meeting will be centred on the Restaurant Pakhuset, which is owned by Hans Christian Møller, who also owns a 1933 German Ford V8 convertible. He has organised accommodation in Hotel Randers for approx DKK 500/night in a double room (approx 67 euros - £45.00)

The provisional programme is as follows:-

Saturday morning, 1st July, park cars in the centre of Randers for a couple of hours. Then drive 40 kms to the Jysk Automobil Museum in Gjern, where lunch will be taken at 1.30 pm. On Saturday evening, dinner will be at the Restaurant Pakhuset, after which a small band will entertain.

Sunday morning, 2nd July, visit Old Crafts Museum (1 km from Pakhuset). At noon, park cars at Ford dealer in Randers, who has sponsored the lunch. After lunch, return to Pakhuset to close the meeting.

For more details, please contact Jens Munk on j.munk@maccor.com

'Raid Holland' – A Y&C Register tour, 3rd - 10th June 2006

The programme for the tour has been devised by Patrick van der Meer and Ans Bolland, with a little help from Rob and Martin Bolland. The Saturday to Saturday tour is planned around three bases as follows:-

The West of Holland

Day 1. – Saturday, 3rd June. Your arrival in our beautiful country. The first hotel is located in Voorschoten, that's near The Hague. At 19.00 hours there are tables reserved for dinner at the hotel.

Day 2. – Sunday, 4th June. This morning we are going to the Fort at Hook of Holland (www.forthvh.nl).

A picnic (15 euros each) will be served on board the 1929 auction boat when we sail through "the Westland". We will stop to see a water windmill and a greenhouse. If the weather is bad, we will go by car to the mill and greenhouse.

Day 3. – Monday, 5th June. Today we are going to the 'Neeltje Jans'. The storm surge barrier has been built to secure the dikes (www.neeltjejans.nl). After that we are going back to the hotel to have dinner at 19.00 hours.

North Holland

Day 4. – Tuesday, 6th June. After leaving the hotel we're visiting the world's largest privately owned collection of Ford vehicles (www.fordmuseum.nl). You can also have a lunch there (not included in the entrance fee). Afterwards, we are gonna drive to the 'Zaanse schans', an ancient village with old shops. At 19.00 hours dinner will be served at our next hotel in Katwoude.

Day 5. – Wednesday, 7th June. A visit to Amsterdam and going to the Anne Frank House, leaving the rest of the day for shopping, eating haring, poffertjes and buying your wooden shoes. At 19.00 hours dinner's ready at the hotel.

Going South

Day 6. – Thursday, 8th June. After breakfast we're heading to Appeltern to visit the Gardens of Appeltern (www.appeltern.nl). At hotel Molenhoek you can enjoy your meal at 19.00 hours.

Day 7. – Friday, 9th June. Today we are going to visit the National War and Resistance Museum at Overloon (www.oorlogsmuseum.nl). At 19.00 hours your last Dutch meal ('The Last Supper') will be served at the hotel.

Day 8. – Saturday, 10th June. Home Sweet Home

With regards and looking forward to seeing you in Holland

Hotels

Hotel 1: Hotel 'De Gouden Leeuw'
Veurseweg 180
2252 AG VOORSCHOTEN
Tel : 00 31(0)71-5602830
E-mail: goudenleeuw@valk.com

Rate: €150,00 (+/- £100) per person for three nights including breakfast and dinner

Hotel 2: Hotel 'Volendam'
Wagenweg 1
1145 PW KATWOUDE
Tel: 00 31(0)299-365656
E-mail: info@hotelvolendam.com

Rate: €109,00 (+/- £73) per person for two nights including breakfast and dinner

Hotel 3: Hotel 'De Molenhoek'
Rijksweg 1
6584 AA MOLENHOEK
Tel: 00 31(0)24-3580155
E-mail: info@hoteldemolenhoek.nl

Rate: €100,00 (+/- £67) per person for two nights including breakfast and dinner

All prices are for a double/twin bedroom, for a single room there will be 30% extra charged

We need to know provisional figures for accommodation and visits. Would members interested in the tour in their old cars, please contact John Argent (or Bob Wilkinson if John is not available). John will require a deposit of £100 per person before or at the A.G.M. in April.

NEWS OF NEW MEMBERS

**Prepared by Godfrey
Dingley-Jones;
19 December 2005.**

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register the following 11 new full members. These include one member who has rejoined and two members who have upgraded from 'Friends of the Club':-

Philip Beckett	B1603	Hull
Alistair Currie	C0101	Exeter
Michael Ellis	E1620	Bradford
Paschal Fenton	F1929	Co. Limerick
Richard Flashman	O-F101	South Australia
Michael Fordham	F0417	Guildford
John Nee	N1911	Co. Limerick
Seppo Pihlajamaki	O-P102	Finland
William S Shephard	S0503	Higham
Dominic Treacy	T1921	Eire
Roger H Wright	W1505	Swadlincote

We are delighted to welcome these new members and give brief details of their vehicles below:-

Philip Beckett. We welcome Phil who recently joined the Club as a full member. Phil is at present looking for a car, which hopefully he will find soon. At that stage we look forward to hearing from him with details of his find.

Alistair Currie, a former 'Friend of the Club', has become a full member and has purchased from another Club member, John May, a 1935 2-door Model 'Y', Registration Number EW 8625. The car was restored some years ago by the late Jeff Cole, our former Technical Adviser. Alistair is thrilled with his purchase and intends to use the car locally during the winter. We welcome Alistair to the Club.

Michael Ellis has acquired a 1933 short rad 2-door, Y33351, which used to belong to ex-member Frank Lea in Cheshire. Sadly the vehicle has lost its original registration number to a number plate trader. The new registration number is 594 UXP. Mick is at present sorting out the electrics on the car and we welcome him to the Club and shall be pleased to learn of his progress.

Paschal Fenton joined the Club following a visit to the Club's Stand at the Classic Car Show at the NEC. Paschal, from Co. Limerick has a Model 'Y', chassis number Y167147 and the car is, we believe, subject to an ongoing restoration. Welcome to the Club Paschal.

Richard Flashman in Australia has joined the Club having purchased a Model 'Y' which is dark blue in colour with light blue wheels. The vehicle shows the last registration as JYE 580, which was issued in Victoria. The car was last on the road in 1972. Richard hopes to take delivery of the car in January 2006. We welcome him to the Club and wish him well.

Michael Fordham has rejoined the Club and is restoring a late 1935 Model 'Y', chassis number Y119205, 2-door with a sliding roof, Registration Number CVX 391. Mick is using Y130884, Briggs Body Number 165/34774, a 1936 2-door, as a donor/spares car. We welcome Mick back to the Club and wish him well with the restoration.

John Nee, from Co. Limerick, has joined the Club and is the owner of a Model 'Y' Fordor in green, Registration Number Z 6733, chassis number Y112487 and engine number Y411011. Welcome John and thanks for joining.

Seppo Pihlajamaki we welcome Seppo from Finland to the Club. Seppo has a 1936 'CX' (LHD) which is undergoing restoration and is apparently ready for painting. Good luck with the project and please keep us informed of progress.

William Shephard has joined the Club and agreed to buy a Model 'C', 4 door saloon which was registered on 11 April 1935. BBJ 16 has the chassis number C12105 and the Briggs Body number 366/1805. The car, which is awaiting a total re-build, belonged to fellow member Rod Janes. Welcome Bill and please keep us up to date with developments.

Dominic Treacy joined the Club after visiting the Club's Stand with Paschal Fenton at the Classic Car Show at the NEC. At this stage we do not have details of Dominic's vehicle and look forward to receiving them in due course. We welcome Dominic, also from Co. Limerick, to the Club.

Roger Wright a 'Friend of the Club' became a full member in November 2005 and we thank him for joining. Roger is now the owner of Y135662, which he purchased from fellow member Steven Thomas. Good luck with the car Roger and welcome to the Club.

This is my first attempt at my contribution to 'Transverse Torque' since my appointment as

Membership Officer and I hope you all find it informative. A warm welcome is extended from the Club to all new and re-joining members and I would ask that all members keep the Editor up-dated with news of your vehicles (*a photograph for the archives would be appreciated, please.* - Ed).

**Godfrey Dingley-Jones
Membership Officer**

Your Letters.....

The Brighton taxis

These were the subject of Members' Cars in the last issue. Graham Miles points out:-

"The article on the Dave Ball taxis is not correct in as much as the widow of Mr Baker in fact sold the car registered DCD 700 to Jim Miles. I know this because Jim and I went with a Godfrey Davis van and trailer to collect it, as well as a load of items that she sold us. We were particularly annoyed as our friend Owen had already been there. It was he who put us onto it and he had ran up the selling price. If you see the two cars together you will notice that they are different shades of cream. This is because Graham Tomlinson painted one, but not the other."



Bill Ballard, in Australia comments on

"The ornamental spare wheel covers on Dave Ball's marvellous pair of Model 'Y' Fords (page 19). I wouldn't want Model 'Y' owners in the Club rushing out and buying Model 'C'/'CX' spare wheel covers to fit to their 'Y's without pointing out that the covers on Dave's cars cannot be standard 'C'/'CX' covers and were probably either specially made/adapted, or were possibly "after market accessories". You see, I've just been out to the garage and measured the similar cover on my 'CX' roadster, "Bluey", and the gap between the two ends of the outer wrapper is only about 9 inches, which is far less than I suspect the gap



is on Dave's equipment, which has to avoid rubbing against the rear valance. We've covered this subject recently in *Transverse Torque*. The outer wrapper needs to hug the wheel as much as possible to hold the "centre circle" in place, otherwise the latter is prone to drop out on the road (I did suggest in the earlier correspondence that Velcro tags be fitted to each end of the outer wrapper to hold it firmly to the bottom of the tyre on the spare wheel). If it is a "standard" 'C'/'CX' ornamental cover, then the bigger gap would increase the slackness of the grip on the tyre and the "centre circle", increasing the vulnerability to lose the latter! It would also appear that the "centre circle" on Dave's cars, which I have to admit could be of "standard" 'C'/'CX' pattern, is partially held in place by the rear valance. I would have thought this a bit dodgy - I should imagine with the metal to metal contact, the paintwork in this area wouldn't have lasted long!. I would be interested to learn from U.K. members with

The Brighton taxis' spare wheel covers consisting of an outer, which has to terminate short of the rear valance carrier, and an inner "centre circle", which was not part of the Model 'Y' spare wheel cover - probably because it would drop out, as explained by Bill. The spare wheel cover on Bill's Model 'CX' roadster. Because it does not sit in a carrier the outer has only a small gap between the ends of the cover, thus enabling a "centre circle" to be held firmly in place.

'C'/'CX' tourers, what the "gap" is in the outer cover on their cars - in case we have accidentally discovered another "Australian modification"!

"Close coupled" Jensen

In the last issue, I asked what was meant by 'close coupled', when referring to cars. Again, Bill Ballard has come to the rescue by quoting Nick Walker's 'A-Z of British Coachbuilders', which says that 'close coupled' *originally implied that all seats were within the wheelbase (often to make more luggage space), and that rear seating room was therefore limited. Later, when engines had been moved forward and seating within the wheelbase had become the norm, the term came to mean merely that the body was shorter than normal*". Bill also pointed out the sketch of the Jensen DHC illustrated on page 26 of his book "English and Australian Small Fords - Recognition & Restoration" (ISBN 1 876720 07 7). Thanks for that, Bill.

Bless you also for pointing out my error in the caption; the doors were rear hinged, suicide doors, and not front hinged as stated.

Highland success

Alex Stephens from Lhanbryde, near Elgin in Moray, Scotland, sent in "some pictures to prove that the project is finally finished and the judges also thought so by awarding it a rose bowl for the best new club entry." The pictures show the progress made on Alex's 1933 Tudor short rad; now a beautiful light blue with Tacoma cream wheels and

Alex Stephen's 1933 Tudor short rad, FS 6457, during her intensive restoration; here still sporting her original black body colour."



FS 6457 (Y28897) after restoration and looking immaculate in her new light blue and Tacoma cream livery and new cloth upholstery and trim.

coachline. He also enclosed the October 2005 issue of 'Wheeltrim', the magazine of the Historic Wheels Club, which would seem to be the classic car club of the beautiful Highland county of Moray. In the magazine is a list of the 2005 Club awards, including the winner of the Keith Gala Trophy - Best New Club Entry - Ford Model Y, FS 6457. Well done Alex.

'Y' spotting

Ron Frisby, from Grantham in Lincolnshire, sent in to Bob Wilkinson a photocopy of a log which his brother, Alan, had kept in the late 1950s, after he had bought a July, 1937, vineyard green and black, Model 'Y' (TL 6657, a Kesteven, Lincolnshire registration). In the log he noted the trips he did in the car, notching up each town visited. He comments that the car "is 6 months younger than Mavis and has done more mileage, but on four wheels, not two feet." Mavis was Alan's wife. He also noted owners of all TL registered cars he came across as well as the registration numbers of all 'Ford Popular 8 hp' cars he came across in Lincolnshire.

Bob had sent him a 'List of Known Surviving Vehicles', which he described as 'brilliant'. He must have been dismayed not to find any of his brother's sightings listed.



Irish sightings

Kevin MacManus, who lives in the centre of Ireland, in Co. Longford, has been out and about this year at a number of shows reporting on Y&C sightings. At a show at Streete, in Co. Westmeath, he spotted ABO 257, a Cardiff, 1937 registered Model 'Y' Tudor, which is a new car to the list of survivors. Unfortunately, he was unable to find the owner, but is keeping his eyes skinned for it at other shows.

At the Lough Rinn Harvest and Vintage Rally, near Rosky, in Co. Roscommon, he spotted AVF 162, recently sold, unknown to us, by Emlyn Smith in Bristol. Fortunately, the new owner had left his name and address on the windscreen, so we have been able to follow that one up.

Well done Kevin; I would hope that other members are looking for possible new recruits to the Club.

He also sent in a photograph of a flooded car park somewhere in London in 1954. At his insistence, I illustrate it here as there is a Fordor Model 'Y' right at the back!



Can you spot the Fordor Model 'Y' sensibly parked well away from the flooded part of this London car park in 1954. It was probably a cleared bomb site, which was bought up by the entrepreneur who started the NCP chain.

FORD Y & C MODEL REGISTER A.G.M. & SPARES DAY. SUNDAY APRIL 23rd. 2006. From 11am. WILLOUGHBY VILLAGE HALL (Near Rugby).

Put this date on your calendar now! Don't miss it! Why?

"Building on the successful day last year your Committee have decided to put more items on sale and to introduce other stalls this year for 3 hours prior to the A.G.M."

Club Spares :
Regalia : Books all available on the day at discount.

Club spares

The emphasis this year will be on pre ordering. This way you can have a 10% discount, and no handling charge, by placing an order anytime between now and the A.G.M. and collecting your parts on the day. If you fail to get to the A.G.M. for any

reason, we will arrange shipment of the parts, but this will incur the standard price and handling charge.

We will, as in the last two years, have parts for sale at the meeting, but this year the stalls will only be open between 11.00 p.m. and 2.30 p.m. This will enable all the members present to be ready

for the formal meeting, which will start at 2.30 p.m. prompt. We will not be selling parts during the meeting. The alternative is to decide what you want before you come to Willoughby, pre-order the items and they will be ready for you to collect at the meeting. You'll then have at least two hours to browse around the stalls for the last minute bits that take your fancy.

If you want to pre-order any parts for collection at the A.G.M., please make sure your order form is clearly marked "FOR COLLECTION AT THE AGM".

All this and a very enjoyable day, it can't be bad.

Special offer on tyres

Order now and collect your replacement tyres and inner-tubes at the A.G.M. at 2005 prices, less 10%, and save the delivery charge as well.

Normal retail price in 2005 for tyres was £63.45 (incl. VAT) – A.G.M. price, only £57.10.

Normal retail price for inner-tubes was £11.75 (incl. VAT) – A.G.M. price only £10.60 (state whether central or offset valve)

There is only a limited amount of 2005 stock remaining, so first come, first served. 2006 stock will show a 6% increase in prices.

Order your requirement in advance on Graham Miles (address on inside front cover). Send request, s.a.e. and cheque made payable to "Tony Etheridge".

Tony will send you a receipt in the s.a.e.

Wanted - Editor.

No this is not putting a price on Sam's head, but another request for a member to step forward and take on the position as Editor of 'Transverse Torque', our Club magazine.

We are not losing Sam's expertise and experience as he has indicated that he wishes to concentrate on preparing a second edition of his Model 'Y' book, researching a follow-up book on the Model 'C'/'CX' and Eifel and developing the archive side of his club work. He will continue to contribute to all club activities and contribute to the magazine. We are grateful for this, as he is without doubt the leading expert in the history and development of our cars. This also means that whoever becomes Editor will have all this experience to call upon.

Currently there is excellent regular contribution of articles and information from members to more than fill each issue of the magazine. No special computer programmes are needed (Sam prepares it all in Word) and we have an excellent professional printing company to typeset the pages and produce the finished product.

This is an exciting opportunity to extend your hobby to learning more about our cars, as well as the members of the Club. I will call for volunteers at the A.G.M. to understudy Sam as Assistant Editor until the chosen he or she has the hang of it, such that Sam can slide into the background.

Sam has given several years to this post and we all owe it to him to find a replacement. If you feel that you wish to find out more about this post, please give me a call. I will be delighted to hear from you.

Bob Wilkinson. 01832 734463

Around the regions

20 years ago

Region 5, East Sussex & Kent

The Christmas Dinner was a grand occasion, delicious meal with good company.

Early in the new show season, over Easter, 16th & 17th April 2006, is the Medway Festival of Steam & Transport. Held in the Chatham Historic Dockyard in Kent. All hard standing with indoor facilities for picnics if the weather is poor. There are so many historical exhibitions, you would be hard pressed to get round them in a day. Several good eating places and first class facilities all round. They have a Royal Navy Frigate, Submarine and a Victorian Gun Boat in Dry docks to view. Even a river trip on an old paddle steamer is available from the Dock. So there is plenty to do for the whole family well worth the effort. I have entry forms, but it is important to book nice and early. I go on the Sunday as the roads are less busy. I hope to see many of you there. All the best,
John Keenan. (Telephone 01424 424323 for entry forms)

Region 16, North, West & East Ridings of Yorkshire

"NORTHERN SIDELIGHTS" - Barry Diggie reports:- " Just a few snippets from the old-car press to fill in what is generally a quiet time of the year motoring-wise, for me at least.

The January edition of 'The Automobile', which regularly reports on auction results, refers to the Bonham sale at Harrogate on 22 November, where a 1936 Model 'Y', described as "restored, 24,300 miles", achieved £4830, including a buyer's premium of 15%. Good auction-house money!

'Practical Classics', which increasingly deals with absolute modern classics, (to capture the younger end of the market?), carries in its February, 2006 issue, three small items of Model 'Y' news. The first is a plea from our Register to find a home for the two ex-Brighton taxis which, of course, are well discussed in Issue 157 of Transverse Torque. Let's hope that these two worthy old Fords find a sympathetic home together. Certainly, "if I won the lottery....."

The next two pieces may be controversial but, in the letters column, Stuart Perren writes, "I am currently preparing a Ford 8 Model 'Y' for historic Formula 2/Junior Stock Car Racing, which is really taking off. If stripping is implemented sensibly, it provides spares that would otherwise not be available. My Ford has provided one grateful 'Y' restorer with some otherwise obsolete bits"

And lastly, the small-ads section carries a picture of, "Ford Y 1936 hot rod, Rover V8 engine, Jag back axle, £3700"! As Sam points out in 'Ford Model Y Henry's Car for Europe', such cars often only suit the taste of the customiser and are difficult to sell once the enthusiasm has waned. Again, let's hope that this one finds a good home!

Region 18, Scotland

This is a rare missive from Drew Barr, north of the border. He doesn't see or hear from many members in Scotland. Now we have amended his e-mail address at the front of the magazine, perhaps you might give him a call with a view to meeting up with him in 2006. He e-mails Bob Wilkinson:- "Not spoken to you in ages. E-mail address wrong in magazine. Notified ages ago. Well, that's the season finished. My dad and I prepared the 'Y' and the Prefect for winter to day. We have been to quite a few shows this year, the biggest being Glamis Castle and Scone Palace. I have converted a transit to sleep in when we go to the further away shows with the car trailer. Do you know if anyone owns a Model 'C' with the engine number C47047, registration date 27/7/36, supplied by Tate of Leeds, as I purchased the original service certificate and owners handbook at Scone Palace. My dad (my mechanic) was asking for you. He is 88 now and still going strong."

Unusually, Issue 39 (January/February 1986) contains a number of letters from members giving information about their cars, which will add yet more information to the database of car histories that I am gradually pulling together - when time permits!

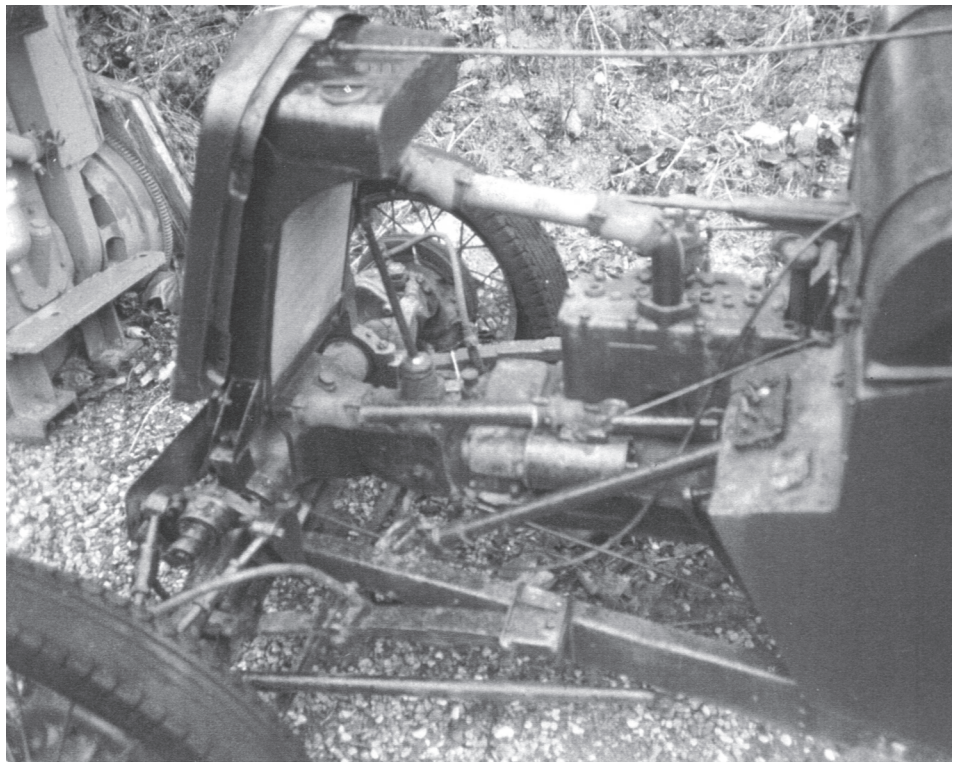
Cars in question included Steve Bancroft's December 1935 Fordor 'Y', now owned by Jim Muir; Bob Stay's 1934 Cairn coupé, which is still with him on the Isle of Wight; Keith Shephard's December 1934 Fordor, OW 6888, now owned by non-member G. Ridler. Keith commented, "Unfortunately, my wife found the car claustrophobic so I have had to sell her to a Ford enthusiast in Downton." - I don't think my wife would stand for that!; the late Frank Dallimore recorded the lowest known mileage on any of our cars with only 7,809 genuine miles on the clock! This car is now owned by Phil Francis in Witney, Oxfordshire; James Brown, in Belfast, reported buying his sixth Model 'Y', Y18006, which he still has. He commented, "The car really should be scrapped, but it is quite early and I really feel there are few enough short rad models left and anyway, I'm a sentimental twit, so I am going to restore it." How far have you got James?; The late John Foxon wrote in about his two cars, a model 'CX', DVK 269 and a Model 'Y', GL1404. Neither car has been seen since his death in late 1998. On the register, we show DVK 269 for sale 2/99 and GL 1404 as being sold by Brooks auctions during the same month. Does anyone know the whereabouts of these two cars?; David Gatenby gave a progress report on the restoration of his Model 'C', which he found being used as a hen hutch in a farmer's field. This car is now on the road and owned by Mike Poxon.

In retrospect, I wish I had followed up the then Archivist's 'Random Jottings' article in this issue. Jim Miles commented, "Spotted on the way to the French Alps in a small village, a 'Trackford' rolling chassis and engine. A what? I hear you cry. Well only nutters would know it was a French company who converted the Model 'Y' to front wheel drive and independent suspension plus increased wheelbase, and manufactured from 1934 - 1935. Honest! ..."

What Jim and Tim Brandon, both of whom drove through the village in their Model 'Y's, didn't appreciate was that they had stumbled on the rarest find ever made by a Y&C member, before or since that day. And the trouble is that neither of them can remember where the village is!!! Jim was pretty accurate in his description of the car, which is called a 'Tracfort'; not a 'Tracford'. Its designer sailed too close to the wind in obtaining the parts to build his prototypes and wouldn't want to upset the Ford Motor company further by including the name 'Ford' in his model's name. He failed to get financial backing for the manufacture, which means that only the prototypes were built. The story of the Tracfort project is told on pages 149 and 150 of my Model 'Y' book.

As it is always applicable to the smooth running of any Club, I will end with the comments made by John Guy, the then Editor, in his editorial:-

"What can we (members) do to ensure our active continuity? Well, the interesting point in my mind is that we are very close indeed to a point where the workload could be equitably shared out. We just need one or two more people to take an active role and the burden is lessened and hence the viability of the club increased.



"One of the photographs taken by Tim Brandon showing the Tracfort rolling chassis in the French farmyard. Note the way the engine and gearbox have been turned through 180° to drive the front axle with the resultant extensions to the gear lever, water hoses, etc.; the semi-elliptical springs to support the split front axle and the gravity feed fuel tank.

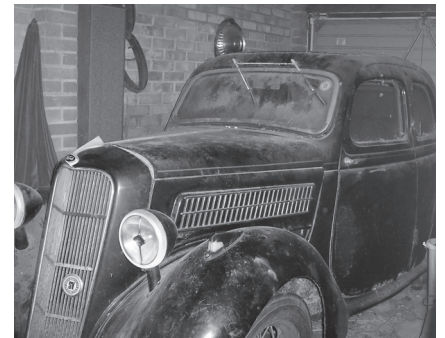
If you want to help, or are just interested anyway, it is once again the time of year to join in the A.G.M. If you haven't done so before, try this club event. This is one of the friendliest, relaxed clubs you could be involved in. Come by train, modern car or bike – it doesn't have to be a running Ford 'Y' or 'C'."

For Sale

1937 Tudor De luxe Model 'CX' (C62789). Beige with black wings. Very rare Left Hand Drive model out of Ford Dagenham factory in England. Totally refurbished and has been on display in a garage showroom in Holland for a number of years. Complete and in excellent condition. £3500 (5000euros)
Contact:- Reint van Lochem. Tel: 00 31 653 703491 E-mail dirm@rjvanlochem.nl
see photo below:



1936 Model 'CX' Fordor Saloon (C50227) with original Essex registration. Dry stored for many years, prior to which it was a daily runner. Vehicle is complete and only requires light restoration to body and mechanicals (see photographs). Interior trim is very good (again see photographs). Some documentation including original buff log book. £1750.
Tel: 01245 360759 or 01245 351546 (Chelmsford, Essex) or e mail isladuriant@aol.com



Miscellaneous:-

Pop/ Anglia grilles , boot lids requiring repair, Model Y welded fixed trailer axle, Mickey Mouse indicators (enfo)., Anglia and 7Y instruction books, Pop headlights, etc, etc.....
Ivor Bryant. Tel: 01454 411028 (Alveston, Bristol)

Continued on page 16

International correspondence

U.S.A.

As was noted in the last issue, we were joined by new member Bob Anderson, from Illinois, with a 1936 Tudor Model 'Y', which he bought unseen from an auction in Tennessee. The car has no documentation. He writes as follows:-

"The first issue of the magazine is welcome indeed. I've had various '30s American Fords ('36 3-Window Coupe, '36 'Woodie', etc.), but saw my first Model 'Y' in 1970. We had returned to the U.S. after a 10 year stay in Europe and were retrieving our Elan and 2002 from the holding yard at Calumet Harbor, Chicago. There, waiting to be claimed, was a Model 'Y' Tudor and I loved it. I did follow up with the owner but, in the rush of the move, family, business, etc., I lost track. Then, 4 years ago at the Auburn, Indiana Auburn, Cord, Duesenberg Meet/Kruse Auction, Mark Turner and his son Tommy stopped by (we were showing our American Austins) and of course, the conversation turned to Model 'Y' lore. Mark has a Kerry open 'Y'. He put me in touch with Sam Roberts and Bob Wilkinson and membership forms were forwarded. Another lapse until last month when I read of an estate auction, all mini cars, in Columbia, Tennessee, that included a Model 'Y'. We were showing our Austin 7 Nippy at a concours the day of the sale, so I arranged to bid by telephone, with the 'Y' sight unseen! Pretty brave, huh? Like going to a casino, I set myself a limit such that, if we won the bid and that car was a total loss, I could still face the family. We won the bid and bought the car within budget. Wife, Marianne, and son, Patrick, drove down to Columbia and retrieved the 'Y'. How's that for a good sport (Marianne) who is not particularly fond of old cars.

On inspection, the 'Y' runs and stops and, though somewhat tatty inside and out, is solid with no serious sheet metal rot. The odometer shows 90,000 miles and someone has pop riveted an aluminum sheet roof in place of the fabric. Also, an electric wiper has been substituted for what I assume was a vacuum unit. Fenders (wings) have been brush painted black and the body a ghastly robins egg blue. Sam Roberts has confirmed a March '36 manufacturing date from the body and chassis numbers*, but the engine number stamp is simply 1077 which raises questions. The 'Y' is a bit larger than I remembered and has much more comfortable interior dimensions than our Austin Sevens, American Austins and Bantam.

Immediate plans are to get the car driveable by giving the radiator a new core, boiling out and lining the gas tank and fixing the sagging doors. A little driving should tell us how serious the chattering clutch and noisy valves are. Seats are still intact and useable for now but full restoration of the 'Y' will have to wait in line, as several other projects are under way and the 'money shredder' is running full time. Given a little time, space and TLC this winter, we should have a fun driver by spring-time to take to local cruise nights and have fun answering all the 'what is that?' questions. Can't wait to get my 'Y' instruction book, service bulletins and parts sources that can ship to us here in the colonies.

*Chassis # Y-127917
Body # 1 6 5 / 33304
Engine # 1077 (2 Water inlets)"



Bob Anderson's light blue and black, March 1936, Tudor Model 'Y', bought unseen from a Tennessee auction house.

U.S.A. and New Zealand.

As can be seen from the photograph of Bob's car, it has an unusual registration number, AI 8523. Initially, this puzzled me, as AI was not issued as a British Isles registration until the end of 1949 in County Meath, Southern Ireland. About a week later, it dawned on me that it was probably a New Zealand registration plate dating from 1964, when all cars in New Zealand were re-registered, starting with AA1. These plates had silver lettering on black. The car was therefore, probably, an import to the U.S.A. from New Zealand.

Following this hunch, I asked our sister Ford Sidevalve 8 & 10 hp Clubs on the North and South Islands to see if any of their members recognised the car. Imagine my delight when I received an e-mail from Graeme White of Enfo Spares Ltd. in Christchurch, South Island:-

"I noticed the request for help on the ex-New

Zealand Model 'Y', now residing in Illinois. It's not much help, but I can confirm that the AI registration plate confirms that the car was resident in Timaru in 1964. The black and silver "permanent" plates were introduced in 1964 - previously new plates had been issued every 3 years. The plates were geographically allocated and AI and AJ went to Timaru.

Bearing that in mind that Timaru is not a big place (population about 30,000), the Timaru Herald newspaper might be interested in your request for information. Someone may remember the car. I was raised in Timaru, but don't remember the car!"

Spain

Jose Luis Laguens, from Barcelona, writes:-

"In our first contact, I mentioned that my father had a 1935 Ford 'CX', with which I learned to drive and which did 1,500,000 kmts. (*that's 937,500 miles!* - Ed)

Enclosed please find two photographs taken in two different years at the St. Christopher festival. In the photograph where the car is bigger, the licence plate S.P., which identifies taxis in Spain, can be clearly seen in the front part of the car. Also, in the rear window, the words TAXIS LANGUENS can be clearly read. These taxis were not typical city taxis, but were for long distances.

Continued from page 15

Wanted

Model 'CX' door handles.
Ivor Bryant. Tel: 01454 411028 (Alveston, Bristol)

FOR MODEL 'CX', bonnet side trim; small type horn ring and horn button; round-type petrol gauge and ammeter.
Bill Ballard (Australian Rep) Tel: (from U.K.) 00 61 3 9762 9974 email: sfbill@bigbond.com



The photograph presumably depicts Luis' father behind his Modelo 10 taxi, which is decorated for the St. Christopher festival with flowers, a Spanish flag and seven lovely children in their Sunday best. The photograph was probably taken in the 1950s.



The taxi parades through the city and, as it turns this corner, a priest sprinkles it with holy water.

FBHVC NEWS.

The following is taken from the Federation of British Historic Vehicle Clubs last newsletter for 2005:-

MoT – new re-test fee structure announced:

VOSA chose the FBHVC conference on 15 October to announce that a new fee structure would be introduced from August 2006, allowing half-price re-tests following MoT failure, providing the vehicle concerned was repaired and returned to the testing station by the end of the tenth working day after failure.

V5C registration Document:

Over 98% of registered vehicles now have a V5C. DVLA will be monitoring take up of those that fall/fell outside the automatic scheme. Unless there is a very slow conversion rate for the remainder, they have no plans to repeat the advertisements that caused the recent confusion.

Club note: Have you sent the DVLA your V5 registration document yet to request the new V5C ? If not DO IT NOW.

MoTs: Production of a V5C is not required



to conduct a computerised MoT. For an obscure make, or a particularly old vehicle, it may nonetheless be helpful to have the V5C to hand since the DVLA/VOSA database is not very strong on pre-1980 models.

There is still a substantial number of errors uncovered on vehicle data, so continue to check that your vehicle ID exactly matches the documentation, or vice versa to be more precise, so that any correction can be made before a test.

Club Note: 933cc or 1172cc. What's this?

That is what should appear on your registration document for engine size; 933ccs for 8 hp or 1172ccs for 10hp engines. All sorts of engine capacities were dreamed up years ago when we changed to the V5 from the old RF60 style, which showed only either 8 or 10 hp. What does your V5C show? If incorrect, please get it amended as soon as possible.

(Contact Bob Wilkinson if you have any registration queries or problems).

Model 'Y' fixed roofs

Geoff Dee has had more than a couple of queries from members about fitting roofs on Model 'Y's. As you are aware, there are two types of roof, the fixed and the sliding (sun roof). This article will deal with the fixed roof. (Note: If any member wishes to attempt to build a sliding, Pytchley sun-roof, as fitted to our cars, we do have some home-made sketches in the archives for both the Model 'Y' and the 'C'/'CX'. However, you are warned that they are complex, especially the Model 'C'/'CX'.)

We have covered the make-up of the fixed Model 'Y' roof in some detail in the past, but with the passage of time, we have learned more about these roofs – specifically that there are two designs, an early one and the later one!

The early Model 'Y' roof

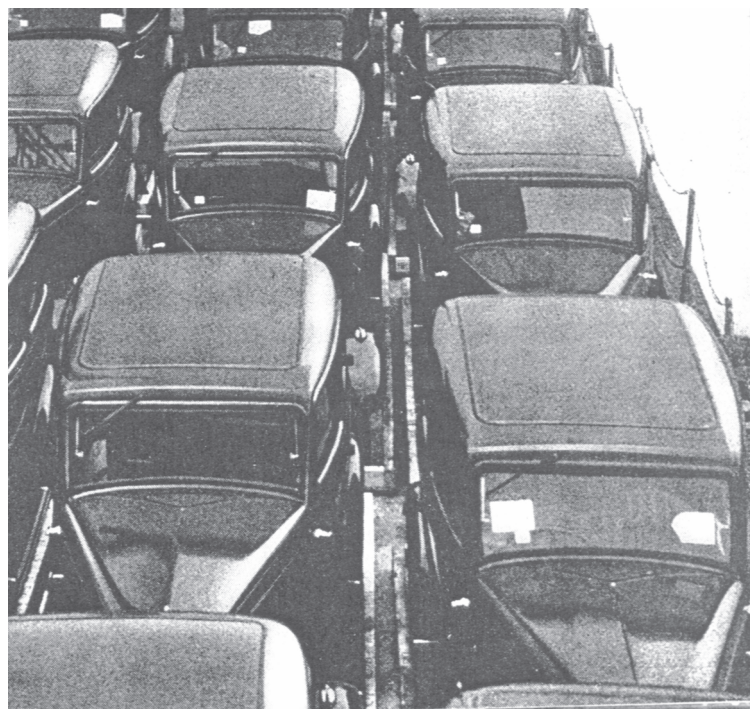
When the short rad was introduced in August 1932, we think that the vinyl covered wooden frame was screwed to the sunken lip of the roof aperture from inside the car. The lip was shaped and holed accordingly. Once in place, a hollow, thin metal 'T' shaped extrusion was fitted

between the roof and the body. This was also screwed with small screws down the leg of the 'T'. The hollow centre of the 'T' was then filled with a hessian type fabric. Note that I started this description with the words 'we think'! If anyone has an original early roof, especially on a long rad intermediate car (after September 1933), ye are to declare it.

However, the fact of the matter is that the hollow 'T' metal extrusion is now no longer available, so you will have to improvise. The first thing that comes to mind is a rubber 'T' shaped extrusion, which could be fitted into the gap between the roof and the body and made waterproof by the use of a sealant. The snag with this idea is that the inside edge of the extrusion will buckle at the corners, causing the inside radius of the 'T' to rise and hence leak. The alternative, which many have done in the past, is to screw a rounded strip of soft metal (aluminium?) over the gap, again, with sealant underneath. The down side of this idea is that this leaves the screw heads showing every four inches or so. If any of you have a better idea to overcome this problem, please let us know. Doctor Ford tells me he will be putting his thinking cap on and addressing the problem – so watch this space! Another alternative is to convert the roof to the later design.

The later Model 'Y' roof

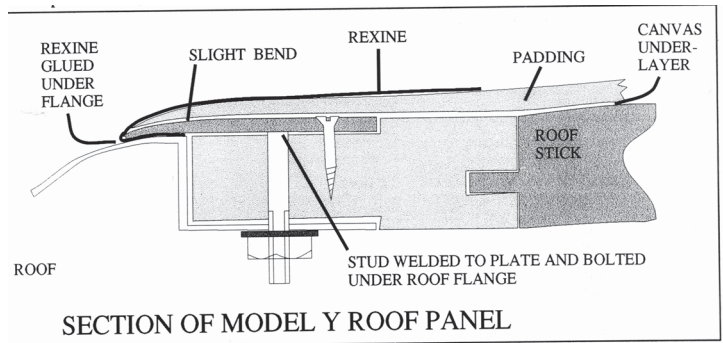
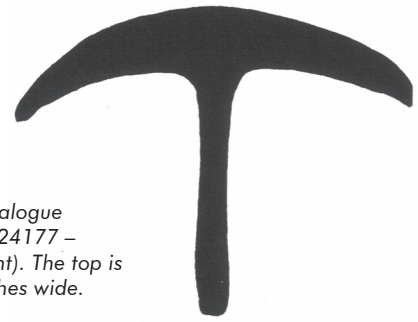
The later cars had bowed steel strip sections screwed to the outside top of the wooden frame, which were one and three quarters inch wide and approx. 1/16th inch thick. The vinyl was stretched over the steel and fastened to the wooden frame under the steel strips. When the frame was placed in the roof hole, the steel strips overlapped the roof by a good half-inch. The steel was bowed downwards so, as the wooden frame was clamped down onto the lip, the vinyl around the steel provided a watertight seal. Today, this seal could be enhanced with a film of sealant.



Aerial view of short rad Model 'Y's lined up for export on Dagenham jetty. Note the seals around the vinyl roofs. This extrusion was joined in the middle of the front and the back of the roof.

This is the suggested cross section of an improvised modern-day seal.

This example comes from the Baines' catalogue (Baines Tel:01892 524177 – Tunbridge Wells, Kent). The top is approximately 2 inches wide.



This is a cross-section of the side of the frame of the later designed roof, as submitted by Ken Clarke some time ago. It shows the original design of the bolts welded to the underside of the steel strip, rather than the easier method of using modern captive bolt-heads sunk into the wood. The width of the 1/2 inch thick side frame is 2 1/2 ins. The recessed portion to take the steel strip is 1 1/4 ins wide.

The steel strips had 3/8th inch thick bolts welded to their undersides, which passed through 7/16th inch holes in the wooden frame and the lip, such that nuts could be attached and tightened from inside the car. Again, today we can buy bolts with captive bolt heads, which can sit rigidly in sunken holes in the top of the wooden frame, above each of the holes in the roof lip. This saves welding the bolts to the underside of the steel strips. The steel strip sections are then drilled and screwed to the wooden frame, covering the bolt heads.

Members' (fathers') cars.

**Ford Model 'Y' – VJ 9868 – Fond Memories of one that hasn't survived.
By John Osley, Abergele, North Wales**

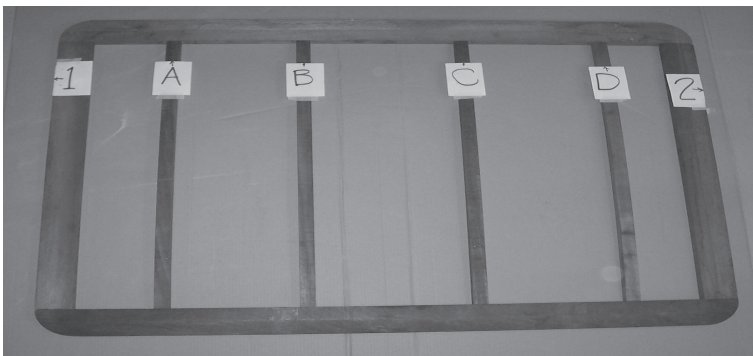
Ford Model 'Y', registration number VJ 9868, was almost certainly the first car that I ever had a ride in. This would have been as a baby, toddler and child, growing up in Herefordshire during the 1950s.

My Dad, Gerald Osley, owned VJ 9868 at that time and is pictured in the driving seat. What you can't see is the enormous suitcase of a portable radio that occupied much of the back seat! Dad is now 80 years old and still going strong, although his recollections of the car are not as fond as mine. After all, he had to pay for it, maintain and run it and fix it when it went wrong. All I had to do was enjoy the ride! In the photograph

Ken Clarke's sketch of the 1 3/4 inch wide and 1/16th inch thick steel strips. Again the 'studs' will not be needed if you use bolts with captive heads in lieu."

The wooden frame.

The wooden frame was made of a hard wood, usually beech. The Y&C Register used to stock roof stick kits for members to make up the wooden frame, but recent quotes of £200 per kit make restocking non-viable. It is suggested that you use what is left of your old frame as a pattern (apart from bowing the sticks and frame members, it is not complicated to manufacture). I am grateful to Jim Sharpe for the attached photograph, which shows, from above, the one remaining Club roof stick kit (kept for reference purposes). The following measurements apply to the letters and numbers in the photograph.

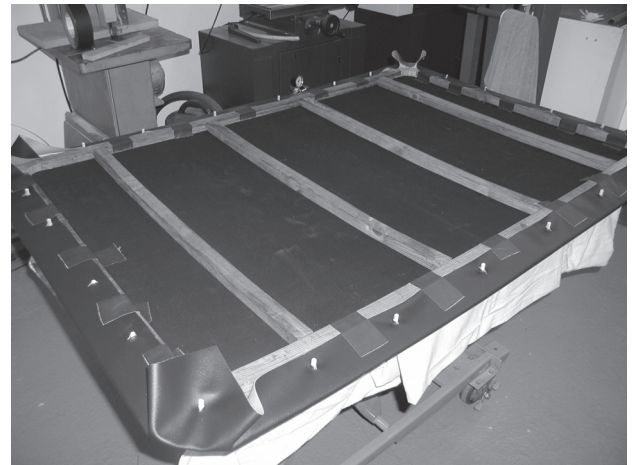
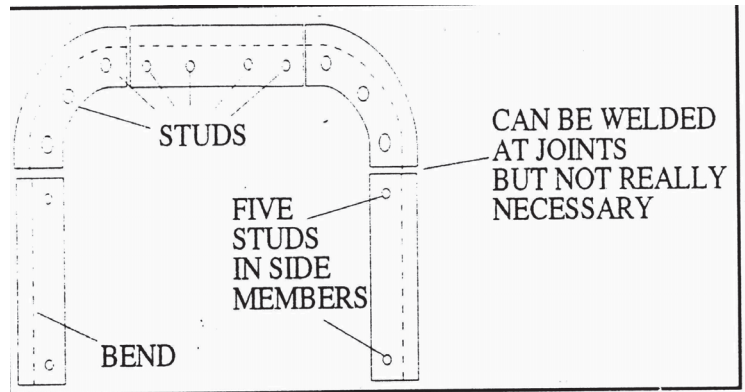


Note, the centreline of the bars have been used for measuring purposes, with datum 1 and 2 being the outside edges of the frame. Datum 2 is the rear of the frame.

Datum 1 to centreline A - 9.25", B - 19.5", C - 32.125", D - 43.625"

Datum 2 to centreline D - 8.125", C - 19.625", B - 31.25", A - 42.5"

Overall size of frame is 51.75" x 35.75". The bars are 1.125" wide and 0.875" deep.



A rebuilt roof of the later design ready to be fitted. Note the small gap between the rear cross member and the rear of the frame, to provide a head lining anchor to the rear of the car.

Hopefully, this article and the photographs accompanying it are sufficient for you to have a go. I wish you success.

he would have been in his mid-twenties, proud of the first car he ever owned and, on this occasion, on holiday from his then job as a motor mechanic. I think that the reason he was able to run a car in those days was because he could keep down running and maintenance costs by having all the know-how and tools to service it at home and, if necessary, at the roadside!

Dad recalls that VJ 9868 was bought sometime in late 1949 or early 1950 from a man who had lost a leg on the D-day landings. This man was a jobbing blacksmith-mechanic-engineer. He had constructed a metal cradle for the rear of the Model 'Y' so that he could carry a large wooden box full of heavy tools to his various jobs in the countryside. The cradle utilised the bracket that would otherwise hold the spare wheel. This was bolted onto the rear of the cradle; this must have resulted in quite a weighty rear overhang when fully laden. Dad removed the cradle and box, but perhaps all this extra weight had taken its toll over the years. The car was prone to failure of the bevel pinion that drove the crown wheel of the differential.

I see on the List of Known Surviving Vehicles that VJ 9869 is recorded as being registered in 1937, so presumably VJ 9868 dated from that same year. Dad's car was all black, including the wheels and, as can be seen from the second photograph, was a "Tudor" model. This photograph was taken at Sidmouth, Devon in September 1950. My mum is in the passenger seat. As far as we know, VJ 9868 spent all of its life in the county of its registration, Herefordshire. It was 13 years old when Dad bought it, having probably spent some of this time 'laid-up' for the duration of the Second World War. Dad had it for 10 years, after which it disappeared from view, the introduction of the MoT probably consigning it to the scrap yard. Its somewhat battered appearance in the photograph suggests that it had had to work hard for its living. Dad certainly remembers that the running boards were in very poor condition. Perhaps another indication of the car having had a hard life and suffering from neglect.



Gerald Osley in the 1950s in his well-loved and well-worn Tudor Model 'Y'. Apart from the dents in the door, note the non-standard replacement door handles.



I love this photograph of John's mother, Ivy, in the family saloon in 1950. It evokes so many memories of the well-worn Model 'Y' which I owned in the late '50s. Replacement front bumper, bar across the wings to keep them from falling off, fog lamp to peer through the smogs, damaged grille through frustrated use of the starter handle, dent below rear window where door has suddenly opened whilst travelling along, hub cap missing, etc. Those were the days before the MoT!

Whenever I mention my interest in Ford Model 'Y' a puzzled frown crosses Dad's brow, as if to say 'why ever would you be interested in an old thing like that?' and the dread phrase "rod-operated brakes" crosses his lips. He relates at least one incident of perhaps a moment's inattention and running into the back of another car when the brakes failed to respond in time. Perhaps the 'excitement' of wondering whether the brakes were going to work or not and the time spent underneath the car adjusting them and the impending MoT

test in the 1960s finally got to him. In about 1959/60, he changed the Model 'Y' for a Ford Anglia (the now all but extinct E04A model) (registration number BJK 803) with, joy of joys, hydraulic brakes! To my child's eyes this flat fronted, droopy winged, slab-sided affair with pressed steel wheels was nowhere near as pretty or elegant as the Model 'Y' with its wire wheels, raked radiator, flowing wings and running boards. VJ 9868 was so much more child-friendly; you could squat on the running boards (car stationary, of course!) swing on the bumpers and attempt to slide down the wings. Every car since then has been a real disappointment; so much less tactile and 'unapproachable' – no running boards, no sticky-out bumpers and definitely no wings – a thing to sit in and not sit on!

The holiday to Devon in September 1950 would have entailed a round trip from Hereford of some 400 miles. There was no Severn Bridge in those days; the crossing point for the River Severn was at Gloucester. I wasn't around for this trip, so my memories are of day trips at the weekends, from Hereford into the nearby Black Mountains, to Hay-on-Wye and then up the steep unmade road to Capel-y-ffin, over the Gospel Pass (542 metres altitude, sorry! 1,761 ft 6 inches) south of Hay Bluff and onto Llanthony Priory. Hills were always a challenge. As a young lad I must have been 'given in to'

and allowed to sit in the front seat from an early age. So, anticipating whether we would make it or not was always exciting and much more fun looking out over the bonnet than sitting in the back behind the adults. Once at the top of a climb, there was usually an obligatory pull in at the roadside to let the engine and radiator cool down. This was a distance of perhaps no more than 30-40 miles but a big adventure in those days. More adventurous trips would take us into the wilds of mid-Wales onto Rhaeadr and the Elan Valley Reservoirs or, on occasion, if an early start had been made, even to the seaside at Ynyslas, near Aberystwyth, a round trip of about 160 miles. In those days driving onto the beach and parking on the sand, as the third photograph illustrates, was possible. This was taken in about 1953. Ignoring my Mum, the reluctant bathing beauty, and my Grandparents in their Morris 8 (registration number CJ 8693), you will see some changes

to VJ 9868 between this and the earlier photograph. The front bumper in 1950 is definitely 'non-standard', as is the crossbar spanning the front wings. Perhaps the original bumper had gone on one of those occasions when the brakes didn't perform as well as expected! In the later photograph, the car has obtained some non-standard sidelights on the front wings and a new front bumper while losing what was, in my opinion, the unsightly crossbar. The 'optional extra' fog lamp has swapped sides. The fact that the new front bumper is straight presumably means it too was 'non-standard' and thus very much of the 'make-do-and-mend' ethos of 1950's motoring. This bumper, not having the dip in the middle, could possibly have been a rear bumper off another car adapted for the purpose. Isn't it strange how I still have a distinct memory of Dad rounding off the ends of this bumper and exposing the shiny new metal. He then drilled new bolt holes and attached the 'new' bumper to the car with the oval plated bolt heads. I can also recall the use of the electric drill to put some fresh grooves on worn tires – so this was definitely pre-MoT test! We used to reach maximum top speed of 50 mph downhill with a following wind. Perhaps this was dangerous, but in those innocent days of childhood we never considered the risks and I don't think my parents were irresponsible either.

During the winter, VJ 9868 was kept off the road in my Grandmother's large shed out in the country. It was only used for the summer. To recall a happy childhood, one way for me is to evoke hot sunny days, sitting on the crossbar of my Dad's bicycle, going to collect the Model 'Y' from its shed; the sting of creosote on the wooden doors, the aroma of earthy dust (the shed only had half concrete floor to avoid paying rates I was told), cellulose paint, the smell of warm rubber of tyres, oil, grease and petrol. For many years, until we sold up in the 1980's, long after the Model 'Y' had departed, a cobwebbed, battered and corroded VJ 9868 registration plate hung on a nail in that shed (accompanied by a couple of fan belts – that might come in useful sometime!) Of course, my regret now is that I never kept it as a memento of the car,

This little piece has been written to record my memories of a car that must have brought pleasure and freedom to an ordinary working-class family in the 1950s; a time that seems so very remote now. Also, to celebrate a car that was good-looking, robust and easily maintained by the home mechanic. Days when you could see how a car worked and, should it go wrong, stand a more than fair chance of knowing what had gone wrong, what to do about it and fix it at the roadside.

Star of 'Practical Classics'



Another snap of John's mother, this time at Ynyslas, near Aberystwyth in Wales in 1953, in the days when you could park on the beach. The Model 'Y' now has another replacement bumper, has lost the bar across the wings and the fog lamp has been moved to shine on the kerb during the smogs! Johns grandparents are sitting in and on the Morris 8.

I would be interested in finding a Model 'Y' so as to experience motoring at first hand, where speed isn't everything, where you can see how a car works, stand a reasonable chance, given the right tools and a bit of know-how, of servicing and fixing it at home, rather than relying, as we tend to do nowadays, on the electronic gizmos of the modern garage. But as for evoking childhood memories, only VJ 9868 could do that, but perhaps the next best thing is out there somewhere!

Many of you will have seen the July issue of Practical Classics, on page 30 of which appeared Jerry Harrington's Tudor Model 'Y'. Jerry, from Cork, on the Emerald Isle, has recently completed a total restoration. As he describes in the article:-

"In August 2002 I began my first pre-war project – a 1935 Ford Model Y. I arrived home with the shell and boxes containing the engine and parts that had been stripped off the car around 20 years ago.

The shell was good but the bottoms of the doors were rusty because they had been removed and left standing on a garage floor.

For the next two years I stripped, sanded, freed and cleaned. The engine had been partially stripped so I took out the pistons and washed them in petrol. I ground the valves and reassembled the unit.

It's the original engine and has done less than 18,000 miles since the rebuild.

One of the trickiest jobs was rewiring the car because I had to make up the loom. The wiring was straight forward because the original car had only two headlights and one centre back light.

I tried to keep most of the car original, which I succeeded in doing in the main. The only parts I failed to get were two original front seats.

It wasn't an easy project to complete, but joining the Ford Y&C Model Register and contacting Small Ford Spares gave the restoration a new lease of life for which I am truly grateful."

Jerry's car had chassis no. Y144951, which actually makes it a June 1936 Dagenham product.

It was probably shipped to Cork in a Knocked Down, crated state and assembled at the Henry Ford & Son, Limited plant, located on the dockside.

I am grateful to both Martyn Moore, the Editor of Practical Classics, and Jerry Harrington for permitting us to share this Practical Classics feature.

Sam Roberts.

YOUR CARS

Whatever state they are in, we want to hear about your classics. They may be beautifully restored or tired and battered. Just tell us why you love your car.

1935 Ford Model Y



Minic Model Model 'Y's

Chris Jarvis e-mails from Hove, in Sussex:- "I attach some pictures of MINIC Ford Model 'Y's that I have spotted on eBay in colours that I haven't got yet. Unfortunately, I couldn't justify the prices asked for these models, but I would like, eventually, to obtain a car and van in every colour option made.



I have managed to acquire four of these charming clockwork toys for my own collection to date; a dark green saloon, a maroon saloon, a light green van in the same shade as saloon car in the photograph, with 'Minic Transport' sign-written transfer on it, plus a red 'Post Office' van. All four work well and have the original keys. Two have the original cardboard boxes.

I have been told there was a black saloon model produced by Triang-Minic, but I'm not sure if this colour was made post or pre war. Pre-war models can be identified by the addition of a petrol can on the nearside running board and have white rubber tyres. Post-war models don't have the petrol can and have black rubber tyres."

I know we have other Minic Model 'Y' collectors amongst the membership (Owen Baldock for one!). Tell us what you have in your collections.



PHOTOGRAPHS:

1. The Minic light green van with 'Minic Transport' livery. I note this has the petrol can on the nearside running board, but has black tyres. Perhaps the tyres are post-war replacements.
2. The pre-war Minic light green car, complete with original cardboard box. Note the box has '£100 Ford Saloon' written on it
3. A mint example of a post-war, blue Minic van with black tyres and a pristine 'Minic Transport' transfer.

Stock Car Racing or scrap?

With the introduction of the vehicle roadworthiness test, the MoT, in the early 1960s, many of our cars were sent to the numerous scrap yards around the country. Although the Dearborn design teams over-engineered the Model 'Y' and the Model 'C', they could not overcome wear and tear on ball-joints, shackles, load bearing surfaces, etc., nor could they overcome the rust-moth. After thirty years, six of them war-torn, and, in many cases, thirty years of poor maintenance and poor quality oils, with cars laid up in the open or in damp sheds during, and for a number of years after the war, it is no wonder that thousands of 1930s mass-produced vehicles of all makes found their way to the scrap yards.

Many correspondents have blamed stock car racing as the major contributor to the demise of the Model 'Y'. Admittedly, there were a large number of 'Y's on the stock car racing tracks of the 1960s, which ended their motoring days there. This is because the Model 'Y' was the preferred Junior Class vehicle, in the same way as the early Ford V8s were the preferred Senior Class vehicles. The Model 'Y' design was such that it handled well round the oval tracks with its low centre of gravity, could be held at speed in second gear and was tough and very reliable.

However, in the main, the racing Model 'Y's were MoT failures bought up from the scrap yards and adapted to stock car vehicles. Although 'stock' was supposed to mean 'as per production', there were many loop-holes in the rules which were exploited to make your car tougher and better than the opposition's – see Issue 145 for some of the modifications carried out.

So, really, it was stock car racing which gave the hard-driven Model 'Y's an extension to their lives and, incidentally, encouraged many youngster to buy one either from the 'scrapie' for racing, or from the numerous second-hand car dealers as a first car. As a youngster, I bought my first Model 'Y' in 1958, before the introduction of the MoT. It was a most simple, economic and reliable vehicle and started my love affair with the marque.

MoT failures awaiting the gas torch in the 1960s. A Model 'Y' undergoes the treatment, having missed out on a second career as a stock car. Photograph sent in by Fred van Leeuwen



More Dagenham Locos

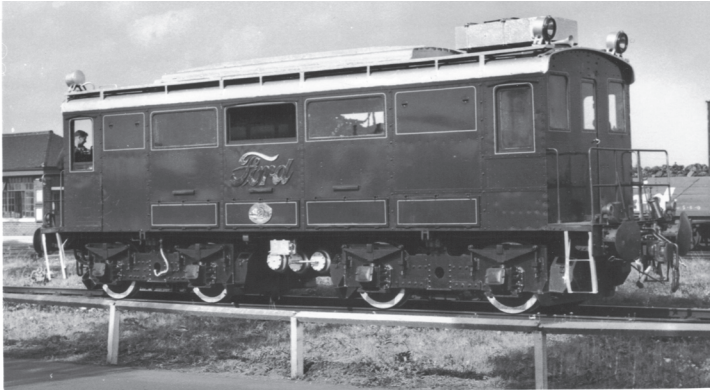
I am grateful to Jim Miles for sending in the photographs of four more engines from the Ford private railway. The layout of the railway in the 1950s was illustrated in Railway Bylines in April 2004 and gives a good idea of how vital the railway was. The map clearly shows Briggs Motor Bodies Ltd. at the top of Kent Avenue, the main factory, which contained the 'Y' and 'C' and subsidiary production lines, and the jetty by the River Thames from which raw materials came in by ship and from where completed vehicles were exported.

Peckett & Sons built five steam engines for the Dagenham railway, four 0-6-0 Saddle tanks and one 0-4-0 ST; the latter was stationed in the Briggs sidings. This is No.4, built in 1934 and sold for scrap in April 1970. It had two 14"x22" cylinders.

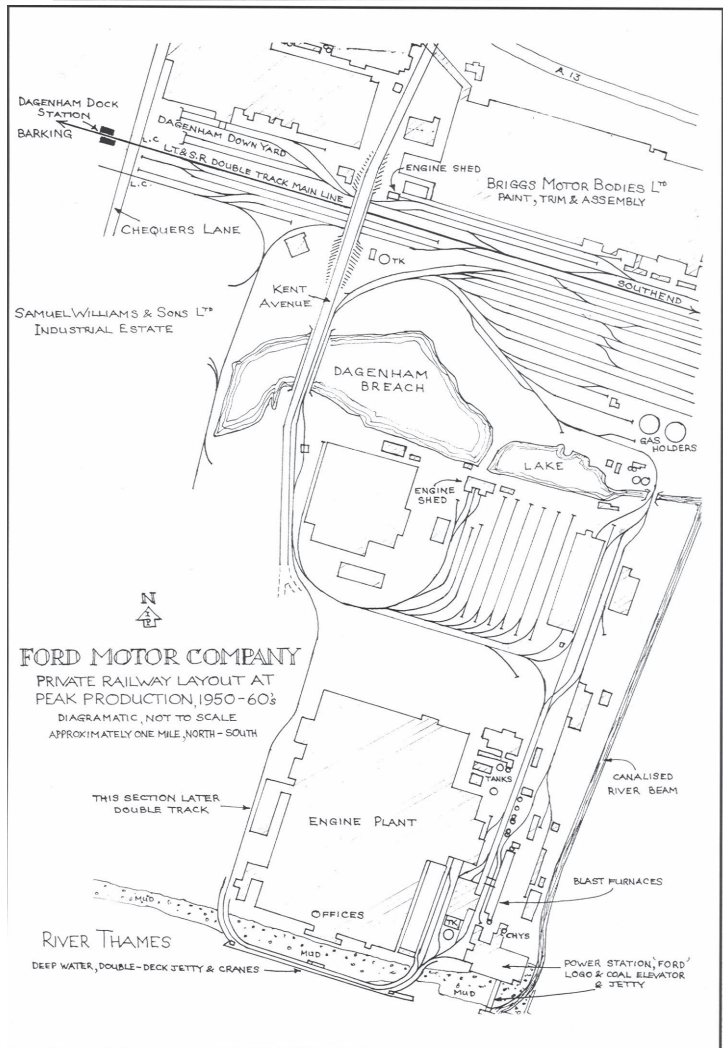


This is Peckett No.5, identical in specification to No.4. It was bought in 1936 and scrapped in October 1969.

Three 150hp British Thomson Houston/ Metropolitan Vickers diesel-electric Bo-Bo (two bogies) engines were purchased in 1932 and numbered 1,2 and 3. This is No.2, which was sold and scrapped in 1966



From 1958, all locomotives purchased by Dagenham were diesels. This 0-4-0 210 hp diesel-electric loco, No. 9, was built by Ruston & Hornsby and purchased new in 1958. It served the Ford Motor Company through to November 1972, when it was sold for scrap.



The extent of the Dagenham railway can be seen in this 1950s layout. The main London-Southend line (ex-London, Tilbury & Southend Railway) runs across the north of the Ford Motor Company site. Briggs Motor Bodies Ltd. lies to the north of the main line, which is why bodies were transported to the main assembly line, five at a time, on lorries travelling down Kent Avenue.

Sir Patrick Hennessy –

**A biography
By Sam Roberts**

In the previous chapters, Patrick Hennessy's life, from humble beginnings in County Cork, in Ireland, his service in The Great War, his early days with Ford, his major contribution to the war effort in WWII, which earned him his knighthood, his rise to the post of Chairman of the Ford Motor Company during the heady post-war years at Dagenham, were all covered. This is the final chapter in the life of this remarkable man.

Chapter 4.

Forbidden by government to expand further in Dagenham and encouraged to expand to areas of high unemployment, Sir Patrick had to move production away from Dagenham. A 328 acre site at Halewood, near Liverpool, was purchased in 1959 and construction of a plant was started. It was opened in October 1963 with a capacity of 1,000 vehicles per day. Similarly, tractor production was moved from Dagenham to Basildon in 1964 and rear axle production to Swansea in 1965. As he said at the time, "(The company was anxious) to help with the unemployment situation and to reconcile its plans with government policy for the steering of new industrial development into areas of more-than-average unemployment."

New models rolled off the lines. In 1957 the Thames Trader truck range was introduced. One which did not reach production in 1957 was the high performance Zephyr, the Z115. Tragically, the works rally Zephyr was involved in a fatal accident near Southend and Sir Patrick thought it politic to shelve the project. In 1959, the reverse sloped rear windowed 105E Anglia left Dagenham in quantity. The rear window was Sir Patrick's idea, having seen a similar styling on a Pininfarina-bodied Fiat 600 at the Geneva Motor Show in 1955. Production of the Anglia was moved to the new Halewood plant in 1963. In 1961, the Consul Classic was launched, taking the reversed rear windowed Anglia theme one stage further. A sleeker two-door pillar-less version, called the Consul Capri, was produced mainly for the export market. At Sir Patrick's insistence, for aesthetic reasons, the roofline of the Classic was lowered by two inches for the Capri.

Since 1934, Ford Germany had broken manufacturing ties with Ford England,

following Adolf Hitler's dictum that only German built cars could be sold in Germany. Ford Cologne had therefore to build its own versions of the Model 'Y' (the Ford Köln) and the Model 'C' (the Ford Eifel). After the war, relations between the two countries were even more strained and Ford Cologne designed and built its own models with Ford U.S.A.'s blessing and engineering design assistance. Sir Patrick had been closely associated with the worsening situation between the two companies almost since the conception of Sir Percival Perry's '1928 Plan', which aimed to pull all Ford production in Europe together through Dagenham. Early in 1960, on one of his regular trips to Dearborn, Sir Patrick saw the prototype of a new Ford Germany design, code-named 'Cardinal'. On his return, he set the wheels in motion to design a rival to compete with the new model, putting the Consul Classic into a 'stop-gap' position for 1961 and 1962, rather than that being the next major model. His rival was code-named 'Archbishop' which, in religious circles, outranks a Cardinal. It is amusing to note that the name Cardinal, given to the German project, was taken from the name of a red bird, about the size of a thrush, indigenous to North America. Sir Patrick realised that trying to follow the technically advanced front-wheel-drive German/US design would take too long and ordered his engineers to develop a superior car following the proven rear-drive layout. He played a major role in the development of the new car, which was launched in September 1962 as the Consul Cortina, the word Consul being dropped shortly after the launch. The Cortina was a huge success. As a tribute to Sir Patrick's vision and competitive instinct, over the next eight years, 2.25 million Cortinas were manufactured. The Ford Cologne model was called the Taunus 12M.

As fate would have it, just prior to the launch of the Cortina, Sir Patrick had replaced the long-serving Ford Press Officer, Maurice Buckmaster, with Walter Hayes, who had been recommended to him by Lord Beaverbrook, owner of the Daily Express. Hayes, who had recently resigned as the Associate Editor of the Daily Mail, recommended that a performance version of the Cortina would add some excitement to the car and called in Keith

Duckworth, who ran his own engine tuning company. The result was the Cortina GT, which soon took 25 per cent of the Cortina market. Hayes then called on his old friend, Colin Chapman, who had founded Lotus and used to write a motoring column in Hayes' old newspaper. Chapman had already developed a twin overhead camshaft version of the 1500cc Ford Classic engine, which was destined for the Lotus Elan. It was planned to build a Cortina GT for saloon car racing. With further improvements by Keith Duckworth, the 1498 cc engine was increased to a very powerful 1558cc and with bodysell, transmission and suspension modifications by Chapman, the Lotus Cortina was born. It caused a sensation when it was launched in January 1963.



The powerful and popular Lotus Cortina, with its ermine white and green livery and 'ban the bomb' type rear lights, was easily distinguishable and did not need to identify itself with a Cortina badge.

Sir Patrick was saved from making a very costly mistake in 1963 by Arjay Miller, Dearborn's top finance man. Rootes' sales figures and performance were going downhill rapidly, due mainly to poor management, poor industrial relations and a huge overdraft, as a result of moving production to a new site at Linwood in Scotland. Sir Patrick saw an opportunity to buy out Lord Rootes and requested Henry Ford II's approval. Henry Ford II sent over Arjay and his team, who realised that it was far too risky. Henry Ford II turned down Sir Patrick's request.

The Dagenham/Cologne discord was overcome by a recommendation from Dearborn, in 1961, for the two to work together to develop a van. At the time, Dagenham was working on a replacement for the 400E Thames and Cologne on a replacement for the Taunus Transit. Alan Barke who, as a joint Managing Director at

Dagenham, was in charge of the British team and John Andrews, the head of Ford Germany, the German team. Although the two companies still regarded themselves as rivals, within 18 months they had produced their report for Ford's Central Operating Policy Committee, which recommended the semi-forward controls of the Thames van replacement and the compact 1.7 litre engine being developed for the 1964 Taunus. The joint programme did reveal some unforeseen difficulties. A management report stated *"Vestiges of former hostilities are minimal as compared to the basic differences between the two peoples and their associated lines of reasoning, communication and manner of doing things."* Despite this, the Transit van was launched in 1965 and immediately became Britain's best selling commercial vehicle and has been so ever since.

Alan Barke, who was being groomed to succeed Sir Patrick, was responsible for the construction of the new Ford, Britain Central Office block at Warley, on the site of the old Essex Regiment's barracks. The Essex Regiment chapel still survives behind the Warley offices today. Construction began in July 1962. Two years later, in July 1964, the first of 2000 staff moved from Dagenham to Warley. Regrettably, Alan Barke was not to occupy the Vice-Chairman's office at Warley as, early in 1965, he was taken seriously ill after eating a sandwich contaminated with glass fibre resin. Although he eventually recovered, his career with the Ford Motor Company was over. He was succeeded by the American, Stanley Gillen.

1962 also saw the introduction of the Mark III Zephyr and Zodiac, designed by the Italian stylist, Pietro Frua. The Ford 'corporate style' was not lost in the new design, Sir Patrick ensuring that there were visual links with the previous models. However, there was no doubt that these cars, with their fine vertical bars on the grilles and horizontal bright strips below the boot-lid, looked good and complimented the improved performance over the Mark IIs.

The Zephyr Mark III, with its vertical bars on the grille, retained its link with the previous models at Sir Patrick's insistence.

On reaching 65 years of age in 1963, Sir Patrick relinquished his executive positions in the Company, but remained as Chairman of the Board. He was elected President of the Society of Motor Manufacturers and Traders (SMMT) for 1965/66 and was Deputy President for 1967/68. He finally retired in 1968. David Gustard, a Ford Y&C Model Register member, remembers one of Sir Patrick's quirks, or perks, which was to indulge himself with his own personalised number-

plates on his company cars. The first was FMC 58. The last was on his own Mark III Zodiac saloon, FMC 68, which he took into retirement. David Ball, another Y&C Register member, remembers a dark green Mark II Zephyr convertible

arriving at his workplace, J.P. Hensmans, the Ford dealer in Brentwood, where he was working in 1965. The car was due its MoT. David recalls that it had been converted, probably at Aveley, to a Mark III specification with a 2.9 litre engine, 4-speed gearbox and electric windscreen wipers. He reported this to his father at home that evening, commenting that it also had a white plastic moulded steering wheel. Coincidentally, David's father ran the company which made the plastic steering wheels for Ford, W.W. Ball & Sons, in Billericay. He confirmed that this was Sir Patrick's car and that this was the only white steering wheel manufactured.

Arthur Redfern, the 15 years office boy in the Personnel Department referred to in the last chapter, remembers, years later, in 1964, when he was a Representative for the Company in the north of England, being tasked to meet Sir Patrick at the old Midland Station in Manchester. His diary tells him that it was the 4.21 train from London on the 16th March. He was to meet him with a car, and take him to the Midland Hotel, a distance of some 300 yards. In his after-dinner speech to the Ford Dealers that night, Sir Patrick made mention of this in his own inimitable waspish humour. He commented that he travelled the world, yet Ford were so worried for him in making his way to the hotel, that they had to



The Mark III Zodiac retained the horizontal bright strips below the boot-lid.

arrange for Arthur to collect him. It was a source of much amusement, but Arthur assures us that all hell would have been let loose in Ford had he not been there to meet him. Arthur recalls that 'PH' was a wonderful speaker with 'an absolutely lovely speaking voice, which I can still hear to this day'.

Arthur met Sir Patrick later, in 1974. Arthur by that time had left the Company and was the Managing director of a Ford Main Dealer Group. He was attending a meeting as Chairman of the Northern Ford Dealers' Association in Ford's London Office in Grafton Street. He was in the toilet when Sir Patrick came in. As they were both facing the wall, as men do, they both looked to see who the other was. As Arthur hadn't met Sir Patrick all that often and it was ten years since he drove him from Manchester station, he was surprised when he was asked how he was and what was he doing.

Sir Patrick had come to Grafton Street to meet Henry Ford and, although long retired, he was still very much involved as a sounding board with advice for Henry Ford. Arthur comments, "There is no doubt that, particularly after Ford America had bought the 49% balance of

shares in Ford Britain, it was only PH who stood up to Ford USA as they began to impose their will on the British Management. He was the only one able and capable of telling Henry Ford what he thought. He truly was an outstanding man of his time, the lack of which is sadly missing in today's business world. I, for one, will never forget him."





Henry Ford II and Sir Patrick in conversation, possibly in Grafton Street in London in 1974.

Although he kept his finger on the Ford pulse, which included doing some consultancy work from his home nearby at "Larkmead", Theydon Bois, in Essex, Sir Patrick spent more and more time socialising with the great and the good. He enjoyed his tippie, especially gin and tonic and dry Martinis and, especially after his retirement, was in great demand socially. He had an extraordinary ability to make friends, both male and female. These included Lord Rosebery, the horse racing enthusiast (Sir Patrick knew nothing about horses), and Benno Moiseiwitsch, the concert pianist (he knew nothing about music either and was tone deaf). Sir Patrick's main leisure pursuit was shooting game birds.

His close mutual friendship with Lord Beaverbrook took him frequently to the south of France on Beaverbrook's luxurious yacht, or off to the Bahamas. He loved the London social scene. It filled the void in his life left after the death of Dorothy. His club in London was the Royal Automobile Club in Pall Mall, where he met, entertained and drank with many friends. At many functions, in order to keep the ladies at bay, he was accompanied by his daughter, Valerie. *"By wide reading, travel and friendships [Sir Patrick] made himself a cultivated, urbane gentleman"* wrote Nevins and Hill in Ford: Decline and Rebirth, the definitive corporate history.

It was through his association with Lord Beaverbrook during world War II, that he had met and had become a lasting friend of such personalities as Sir Winston Churchill, Odette Hallows, who was the famous Special Forces agent, whilst married to Captain Peter Churchill, D.S.O. and Brendan Bracken, the Irishman, who was Churchill's Personal Private Secretary during the war and latterly the first Lord of the Admiralty in Churchill's government.

Sir Patrick thoroughly enjoying semi-retirement in the early 1960s, here with Sir Winston Churchill on Lord Beaverbrook's yacht in the south of France.



One commercial venture in which he got involved in retirement was the Montego Freeport scheme, which was a £40 million development project to transform the north coast of Jamaica into a major tourist resort. It now boasts top hotels, marinas and harbours and attracts the world's wealthiest visitors. As with all his projects, Sir Patrick put his all into it. A 'Man of the Day' report in the Financial Times in 1970, by Michael O'Halloran, reads, *"If you visit Jamaica with Sir Patrick Hennessy and survive the night life well enough to get up early the following day, you can join him for a pre-breakfast swim. Whether or not you continue to keep pace with this remarkable 71 year old for a full day's work is another matter. All you need is bristling energy, boundless enthusiasm, an exceptional brain and 49 years of business experience."*

That, in a nutshell, sums up Sir Patrick.

He died from pneumonia on 13th March 1981, one month short of his 83rd birthday. Always a private man, he was adamant that he did not want a large funeral. Hence, it is sad to say, only thirteen of his close family were in attendance, including his sister Margaret ('Pegs'), who had been his live-in companion since the death of his wife Dorothy in 1949. There were no

representatives from the Ford Motor Company. However, although Sir Patrick specifically requested no flowers at his funeral, Henry Ford II insisted on sending some to his favourite 'Uncle Pat'.

This is a copy of Sir Patrick's Ford service record:-

NAME: Sir Patrick Hennessy
LAST TITLE: Chairman of the Board; Consultant to the Company (1968-1981)
JOINED FORD: 1920 As: Manual labour - Foundry, Ford Tractor, Cork Ireland
PRIOR EMPLOYER: None
EDUCATION: Christ Church School; joined Royal Inniskilling Fusiliers in 1914 (private) Retired 1968; Deceased 03-13-81
FORD SERVICE HISTORY
 1920 1923 Cork, Ireland - Manual labour Foundry, Blacksmith's Forge, Machine Shop, Assembly Line
 Tractor tester Ford Estate
 Travelling Representative - Cork, Ireland
 1923 1924 Sales Representative
 1924 1931 Service Manager
 1931 1939 Purchasing Manager Ford of Britain
 1939 1945 General Manager
 1945 1963 Director
 1963 1968 Relinquished Executive functions
 1968 Retired as Chairman of the Board
 1968 Consultant to the Company
 Also 1955-1977, Chairman of Henry Ford & Son

Acknowledgements:-

"American Business Abroad – Ford on Six Continents."

Mira Wilkins & Frank Ernest Hill

"Ford at Dagenham – The Rise and Fall of Detroit in Europe."

David Burgess-Wise

"Ford in Britain – A History of the Company and the Cars."

Martin Rawbone

The Henry Ford Museum & Greenfield Village archives.

The Ford Y&C Model Register archives

Particular thanks to Valerie and Tony Hough for the provision of the family photographs and an insight into Sir Patrick, away from the Ford Motor Company.

Also to Dave Ball, David Burgess-Wise, David Gustard, Arthur Redfern, all members of the Ford Y&C Model Register, for their anecdotes.



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