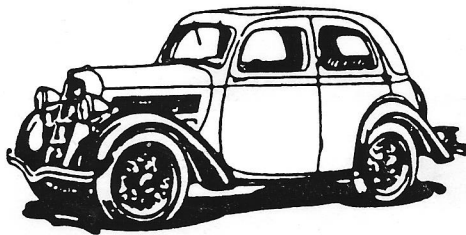
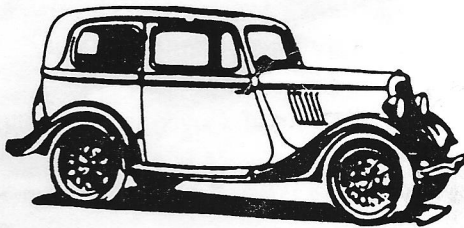


Ford

# Bulletin

*'Popular' and 'De Luxe' Models*



## TRANSVERSE TORQUE

NEWSLETTER OF THE FORD Y&C MODEL REGISTER

Issue 81  
Feb/Mar 1993

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# THE FORD Y & C MODEL REGISTER

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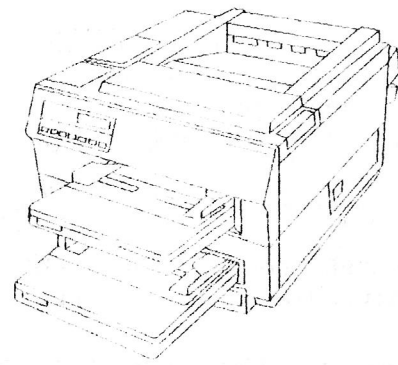
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As you will see, this newsletter is rather on the slim side, not an act on my part to save time or money, but simply because of the lack of input from you the member's. I can only print that which is sent in to me, at this time of the year I would have hoped to receive some reports and photos of your restorations, this however has not been the case so far. You will also note that the bright ideas page is missing in issue 81. The idea was a genuine attempt to compile a list of ways or parts to overcome some of the problems with our cars, since I started the page only one member apart from those on the committee have taken the time and trouble to send in an article. I know that the knowledge is out there in abundance so come on members help me to help you. This includes the ladies.

I also get very little copy in from the Regional coordinators, who I feel sure could write an article about events planned, or an event in which they have participated, use the newsletter! to keep members informed of events perhaps then you will encourage other area members to join you.

This issue of the newsletter is being printed for us by the Neuro Muscular Centre at Winsford in Cheshire, they are a Registered charity looking after all kinds of people disabled by muscular problems, in spite of this they are still capable of working in the specialised centre and will be photo-copying, labelling, stamping and posting our newsletter and at a cheaper rate than commercial printers. so our newsletter is putting money where it is needed and providing therapeutic needs to those of the centre. I am sure the finished result will be something of which they will feel justifiably proud.

On page two is a photo of Steve Minns taken at the Ferodo factory at Chapel-en-le-Frith, Derbyshire. The first check point on the York to Monte Carlo Challenge the photo on page three is of course Tim Brandon who hitched a ride as navigator cum mechanic. Steve had entered his immaculate 103E. Unfortunately at the time of their arrival at the Ferodo checkpoint they were running about one and half hours behind schedule due to fuel starvation, which resulted in the need to fit a new petrol pump, they had in fact set off with a new petrol pump fitted.



## EDITORS REPORT

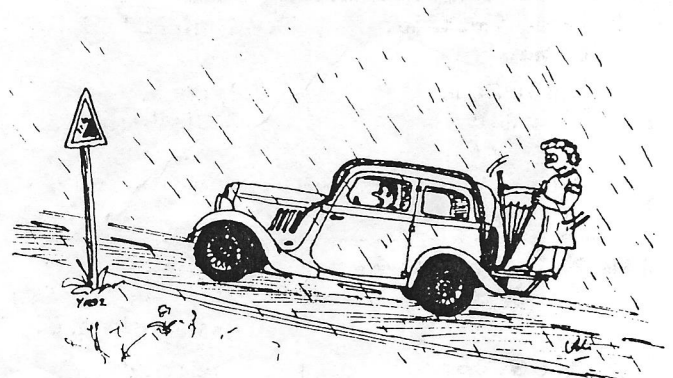
A brave attempt chaps, I hope you at least have the satisfaction of finishing, Well done to both of you.

On the home front my K.P. tourer is now well and truly on the road and has already been used as the bridal car for one of our neighbour's daughters. It ran well and became the focal point outside the church. This year I have entered the K.P. in the Bristol to Bournemouth Rally a run of 97 miles. A round trip total of approx 570 miles. (How's that for confidence)

Kath has now got her pride and joy, a 1936 CX tourer, the car is in fairly good order with a current MOT. there is some cosmetic work to be done on the paintwork to keep the car on the road for the coming season, then perhaps next winter I will give her a respray. (The car not Kath). Mechanically the underside is in sound condition. Kath will no doubt enter her new acquisition for everything in the rally season. 'Katie her other CX model now belongs to our son Kevin.

Hope to meet many of you at the AGM.

*Ken Davison*



"PUMP UP, DORIS. THE WIPERS ARE SLOWING AGAIN!"

Not surprisingly the cold winter months are not the busiest for recruitment. Thus our 'depth of winter' list of newcomers is very short in this edition.

They are however given a very warm welcome.

C1609 Derek Creaser, 44 High Ash Drive, Alwoodley, Leeds. Yorks. LS17 8RA

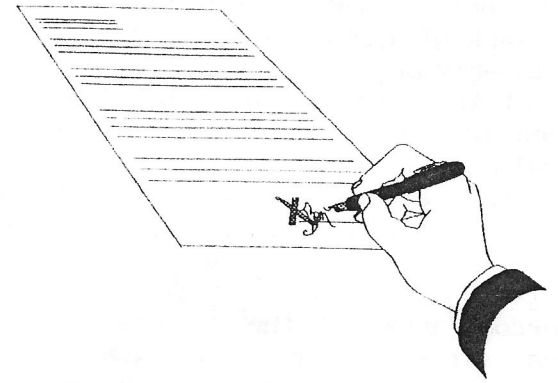
H1616 Brian Hodges, Rose Cottage, Ings Lane, Kellington, Nr Goole, DN14 0NT

O-F102 Marianne Potgieter. Ford 8 & 10 Club of Victoria. 27 Apollo Drive, Taylors Lakes Victoria 3038 Australia

O-S102 Asbjorn Seeman-Olse Settegarnsun 2, 4085 Hundvag, Norway.

We hope that you all enjoy your membership.

BOB WILKINSON



NEW MEMBERS

NOTES ON NEW MEMBERS

Marianne Potgieter is an officer of the Ford 8 & 10 Club of Victoria, Australia. The club covers the Y & C models and in addition the later sidevalves up to the Anglia and Prefect models of the early 1950's Through an exchange of information between our clubs we hope to obtain full details of Australian produced versions of our cars, and a list of surviving vehicles.

Asbjorn Seeman-Olse in Norway is restoring an early 1933 short rad model Y. Asbjorn tells us that the car needs restoration mainly to the bodywork. Let us have the full history of your car Asbjorn and photographs of the restoration progress.

A restoration project nearer home is being undertaken by Brian Hodges. (He bought BWE 268 the 1935 model Y from Wakefield member Eric Butcher). Having last year completed the restoration of a 1929 model A, this restoration should not prove too difficult. Most of the mechanical work has already been completed and Brian is putting his welding skills (acquired at evening classes) to good use on various body panels.

Derek Creaser bought EVX 752 the 1937 2 dr model Y from Kevin Devine (son of our editor). The car is on the road but Derek is planning further refurbishment to the upholstery and door trims.



Members often ask how we can date a particular Model Y or C. There are in fact several indicators to guide us when a car turns up without registration documents.

### 1. The Registration Mark

I have reference books for all UK & EIRE registration marks to 1965 and thus dating a mark to within a month is possible in most cases. Don't overlook the fact that in some rural areas, model Y's may have been in new car showrooms for weeks or months prior to registration.

### 2. Chassis number

All model Y and C cars had the chassis number stamped, whilst on the production line, when the engine was fitted. They used the original engine number as the chassis number. Since we have Ford Motor Co. production records on 'our' cars, dating a vehicle is fairly straightforward.

### 3. Body number

Briggs produced the bodies for Y & C models (except Y tourers) and gave them numbers for body type e.g. 135/ a 2 door Y fixed roof saloon of 1932 - May 1934 & a serial number e.g. 135/6399. These were quite independent of the chassis numbers. Body numbers (with their body type prefix) were obviously issued consecutively & thus from our records of several hundred cars it is possible to date reasonably accurately from known reference cars. Rare cars are usually sliding roof models designated 166 (4 dr Y), 167 (2 dr Y), 366 (2 dr C), 367 (4 dr C), 466 (2 dr CX), 467 (4 dr CX)

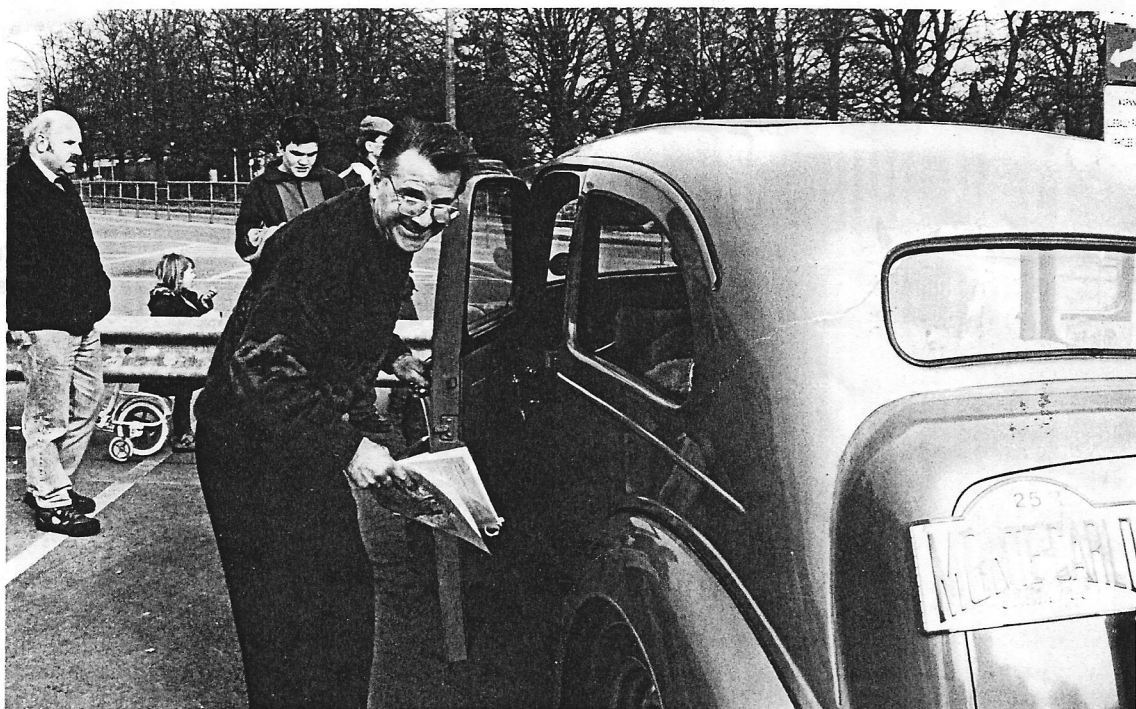


## REGISTRAR COMMENTS

### 4. Engine number

It is only possible to date original engines e.g. Y--- or C---. Reconditioned units are numbered RY--- or RC--- and most of our cars have had replacement engines. Thus a combination of numbers are required for accurate dating but none are absolutely conclusive since much may have happened to a car over 60 yrs or so. Most have had engine replacements (more than once probably) and some even body replacement due to accident damage. Each year the club produces a full register of surviving vehicles which is sent out to all members. Full notes on chassis and body numbers are included. Check the list and let me have details where gaps appear for your vehicles.

BOB WILKINSON



**THE SAGA OF 00001**

In issue 79 I asked for expert comments on the photos of the USA based 32 Model Y, said to be 00001 the 1st Model Y off the production line. And comment they did. 1st from our Technical expert Jeff Cole:-

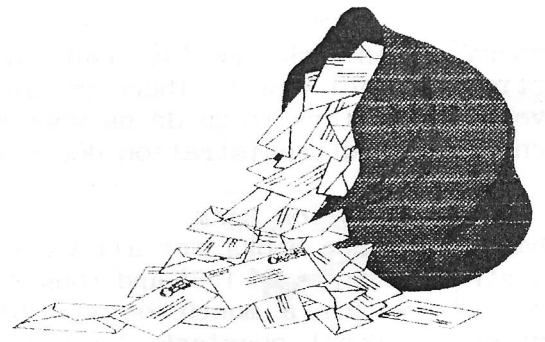
I read with interest your article on the resurfacing of 0001. As the Technical Advisor of the Register, the following are my observations:- Looking at the lower photo on page 22 issue 79. The engine fitted could not be the original, it is either an E04A, 8hp or an E93A, 10hp with a single water inlet. The original engine fitted to the 32' Model Y was a 'Narrow Block' engine, & in this photo we see a head with the extension platform for the dynamo, now no-way would this late head mate-up with a 'Narrow Block'. two water inlet engine. The piece of unknown mechanism, is an AC oil filter which could be fitted to your Ford engine, as an extra, allowing longer intervals between engine oil changes. I also note a late two brush dynamo, fitted with two leads carrying the main negative & field winding connections, trailing across to a voltage regulator & cut-out control box. Mounted on the bulk head, this could be 6 volts or a 12 volt conversion. May I suggest looking for the chassis number on the near-side chassis rail, more or less opposite the exhaust downpipe, many early Model Y's are so stamped, anyway I also reserve judgement on this being the first Model Y off the line. Could it be some "bomb happy chappy" with a set of figure punches?

JEFF COLE.

*I also received a letter from Bert Thomas (which Sam our chairman has already covered in his article) Bert is one of our most knowledgable experts, who's library I'd love to rob.*

*Next we have an appeal from Rod of Region 8*

As region 8 coordinator I would like to arrange some local activities for members in 1993. Previous attempts to generate interest have proven disappointing but as we now have more members in the region with roadworthy cars perhaps sufficient members are interested in taking part. I believe there are plenty of "static" shows already organised to fulfil our needs, however there is plenty of scope for our own local events, such as treasure hunts, fun runs or visits to places of interest maybe even a regular get together for discussions.

**MEMBERS LETTERS**

I would welcome any members phoning me on (0344-21800 evenings) to register an interest or to make any suggestions. Remember it is your club and the regional coordinator is here to help you, but without your support we can do very little.  
(Berks, Bucks & Oxon) ROD EVANS.

*Next a couple of letters from two enthusiasts.*

Fred Barber in Ipswich writes.

"I am making steady progress with the restoration of my 1937 Model Y. So far I have welded repair sections into the chassis, front wings, rear valance and radiator shell. The rear off side section of the roof and gutter had been badly damaged at some time, the result of the car being rolled over in an accident. I have now beaten this out to its original shape. Welding attention is now being directed to the doors where they have rotted out at the bottoms.

Many thanks to Bob Wilkinson for helping me to retain FMV 264 registration, also to the club spares section. Tim Brandon (see suppliers list on back page of Newsletter) also helped in supplying various parts as did member Dennis Pittock". FRED BARBER

*Recent new member Harvey Woods in Stafford is also putting in many hours on his model Y and writes:*

"I have restored quite a number of cars previously but this is my first Ford. I am finding it very difficult and very interesting! I am lucky to have a heated garage under my house, but I fear it may be my bedroom shortly as my wife is threatening to move my bed down there. Mind you this would give me an extra few hours a day working time - can't be bad!

All the best"

HARVEY WOODS

Now if those two aren't dedicated restorers then Eugene Markey in Co. Cavan is a glutton for punishment he writes:

"With pleasure I write to inform you that I have now purchased my 2nd model Y, bringing my sidevalve total to 6. It is a 36 2 door Popular model Y. In overall good condition but will be resprayed in a year or two. I purchased the car from an advert in the Y & C Newsletter. The advertiser had sold the car but had a 1949 Ford Anglia for sale. Anyway I bought the Anglia which is in mint condition and about a week later the vendor informed me that the buyer of the Y wanted to sell the car. I went up to Ballymena and bought it. It is thankfully driving very well indeed. Apparently it has always been a Co. Down car and was given by a Quaker to raffle, to raise money for the building of a hall. The new owner simply locked it away unused for 15 years, the car being unloved - I got it when it also became unwanted."

Finally we have a couple of photos from Don Faulkner from High Wycombe. one of his Y on which he is making good progress. The second he asks where is it now?

It's a 1953 postcard from a British Cars Series, showing a WOLSELEY 6/80. In the background you will detect the rear view of a Middlesex registered 37 Model Y, FMC 305. The car shows a 'Veteran Motorist Club' sticker—a club of the postwar era, joined by proud owners of 'clean only' licences. We have FMC 628 on register - does anyone have knowledge of the car in the picture?

BOB WILKINSON

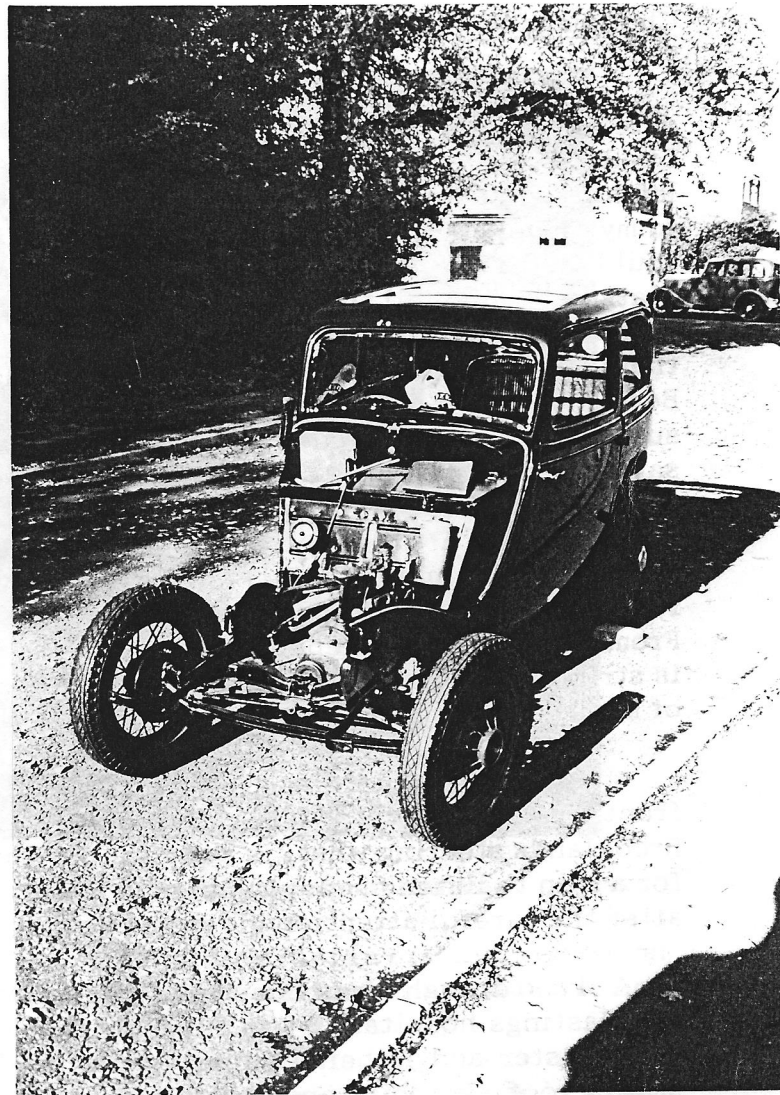
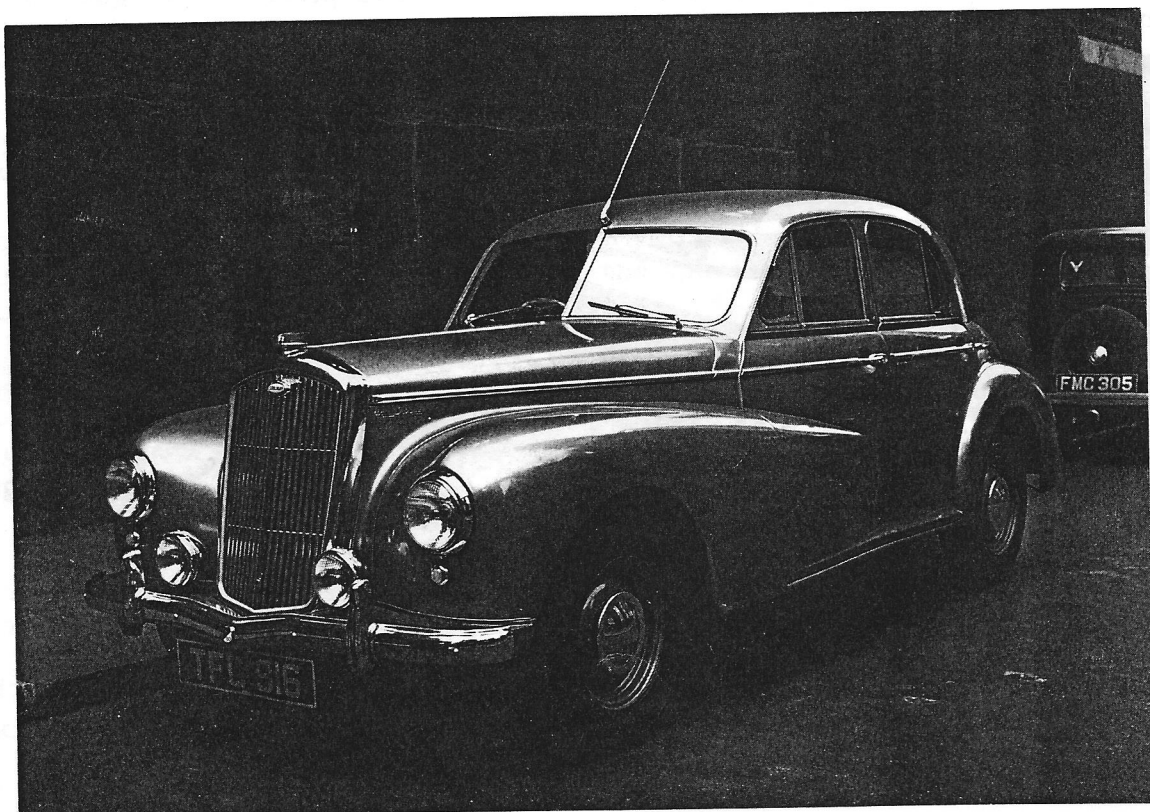


PHOTO DON FAULKNER

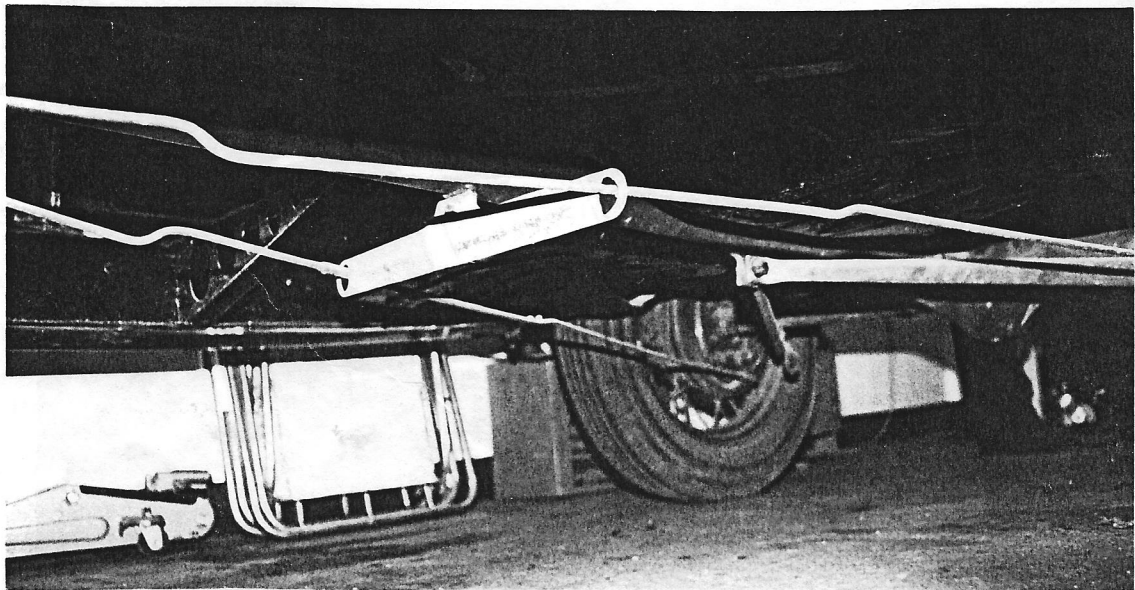


Chairmans Newsletter

Reading my newsletter in the last issue, I am able to give you some more up to date progress on a number of items. Firstly, the rusty hulk of early longrad Model Y I went to see in Amesbury, not far from me, was not sold for restoration and the owner let me have it to break up for spares. The day it arrived ingloriously at the entrance to my driveway, Brian Boden from Brierley Hill telephoned to ask if I knew where he could find some front seats for his restoration project. Tatty, but complete front seats were about all there was in the car, so the following evening (late) Brian arrived with brother and two mates to collect them. They had already strapped to the roof of their Cortina some rear seat frames and springs, which they had collected earlier from Bert Thomas in Mytchett. We stripped a few other bits of furniture off the window surrounds and after cups of coffee and banter in a broad Midlands brogue, the satisfied team headed back north. The following week three of them were back with a pickup to collect the rest of the car. They arrived late one evening with a one ton tipper truck - no ramps or winches, so we (four of us) lifted the rear of the Model Y onto the back and then lifted up and pushed the front onto the truck! I now know why it's called a pickup! More coffee and Midlands banter and off they went into the night. From the number of telephone calls received since, Brian obviously arrived home and is stripping the car down completely and managing to meet the demands of a number of members for spares.

I can also report that I have put back the propshaft, rear axle, gearbox and front wings on Kerry. I started her up last weekend with no problem but, as half the Brooklands steering wheel is away for chroming, I have not yet been able to take her for a spin to listen for any rumbles in the transmission - not that I would expect any after the careful attention given to the overhaul by Tim Brandon.

I and draughtsman friend had a super day with John Keenan, Model C and family. The Hastings hospitality was superb - thanks Mary. John's Model C is the oldest on the register and is being superbly restored. We spent all day stripping down the sliding roof, sketching and photographing it. It is very complex and, I understand, not at all like the Model Y sliding roof which is far simpler. However, we are persevering and will hopefully have some drawings ready soon. Paul Bainbridge has already shown some interest in a sliding roof for his Model C. The project also gave me an opportunity to have a good look over the early Model C.



The underside, showing the single rear brake rods and the support bracket, which is further forward on the propshaft on the Model C than on the Model Y.





The strong inner panels on the Model C doors were impressive.

I am still hoping that someone with a Model Y sliding roof in original condition and ready for restoration, will offer to let us draw the roof for remanufacture. Any volunteers?

We've had some good fun with the alledged 00001 in the US of A, which is a con, at least as far as the engine compartment is concerned. But the mystery hasn't been completely solved yet.

I also spent an enjoyable Sunday morning with Graham Miles, Jeff Cole and Kevin Briginshaw in the spares barn, breaking down prop shafts and rear axles. The team are to be congratulated on the amount of work which has been put in to converting the Register end of the barn. A sturdy second floor has been built and shelving and racking put in. The difference between the barn and the two heaped lockup garages that Graham operated out of before is staggering. The number and selection of spares is also encouraging. So, if you want any spares, fill in the spares order form, even though it is not listed on the spares list. Kevin will soon tell you whether or not they have it in stock.

I am very grateful to Jean Hunt for volunteering to run the spares account from the beginning of this financial year. Debbie Briginshaw is now employed full time and was unable to give it the attention she felt it deserved. Our thanks to Debbie for doing a super job over the past few years. More of that at the AGM.

Speaking of the AGM, I hope that many of you will take the opportunity to come to meet the faces behind the names you read about in the magazine, especially new members. Remember, Sunday 4th April in the village hall, Willoughby, Near Daventry.

The last couple of months have been very busy. Ken and Kath Devine have been working miracles at their end to find a better quality printer and hopefully have one

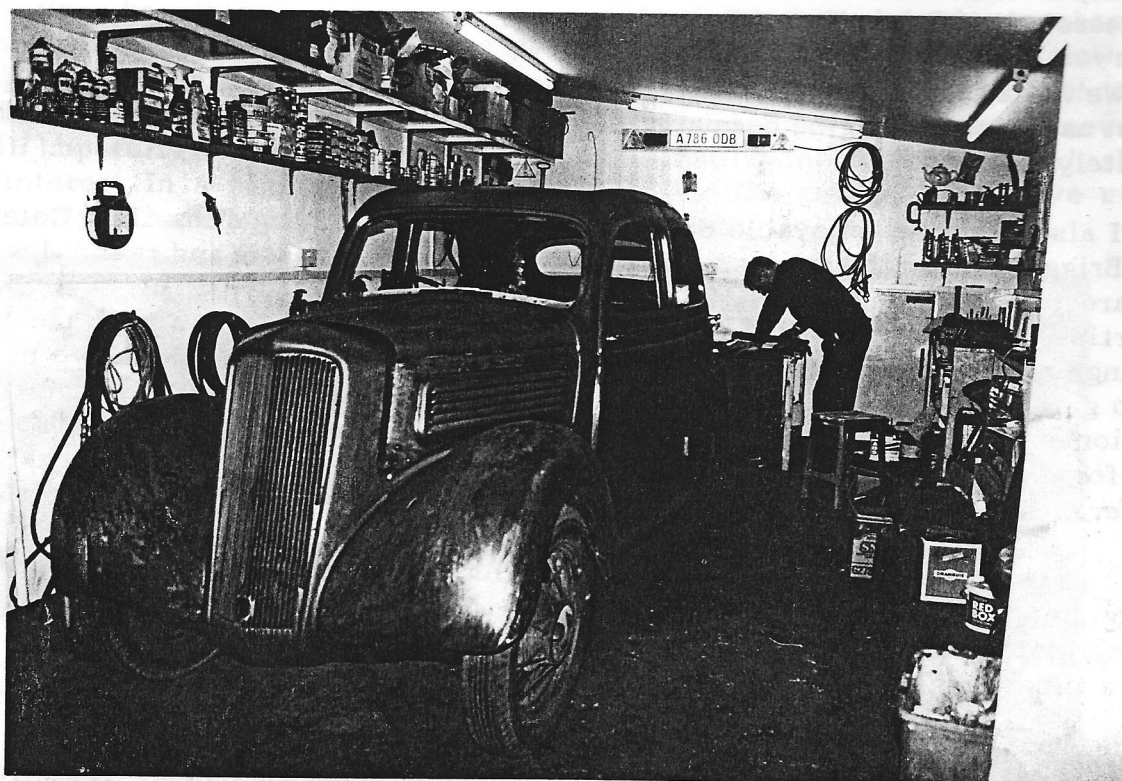
for this issue at a pleasantly agreeable price. The loss of the Ford printing facility due to staff redundancies was a major blow. I have been trying to obtain sponsorship of the magazine with some success. The Ford Motor Company has given £500 for this year, Footman James £75 and the National Breakdown Recovery Club £25. We are grateful to them for their help. If any member is aware of an organisation which might be willing to give assistance, please let me know and I will drop them a line. Any help is welcome.

The show season is about to start. By the time you read this, the Bristol Classic Car Show will have passed. I look forward to meeting Robin Prebble on the Register stand as he has organised it this year. The Enfield Pageant looms on the late May Bank Holiday and, hopefully, you have our one annual Register get together at Stanford Hall in your diaries against the weekend 19/20th June. Always an enjoyable weekend. We look to a good turnout of cars on the Sunday.

I hope to have sent out a mail shot to you all before you receive this magazine. I am held up at the moment as I am madly trying to get the "List of Surviving Vehicles" as accurate as I am able with all the conflicting information on the various changes to the Model Y. It's a first attempt at identifying the changes against the chassis numbers and I am expecting a deluge of contradictions from members. So - don't be slow in telling me that I've made a mistake with your vehicle. With continuous improvement, we will eventually make it as accurate as it can be without any Ford archives to guide us.

I have decided that 1993 is going to be a good year! I hope that it is also good for you. I look forward to meeting many of you around the patch.

Sam Roberts.



John Keenan's Model C, the earliest known survivor, being lovingly and patiently restored in Hastings. Note our industrious draughtsman at work in the background, sketching the complex sliding roof.

00001 - IT'S A CON  
BERT EXPLODES THE MYTH

In Issue 79, we showed the photographs of what is allegedly the first car off the production line at Dagenham, which currently resides in the USA. Carlton Thisse, our North American sleuth, managed to take the photographs and the pencil rubbing of the engine number.

Bert Thomas, who is probably the greatest living expert on old Fords, comments on the photographs and the article:

"As regards the Model Y in the USA, I bet that it is an ordinary short rad Y fitted with a post-war E93A 10hp engine. Why? Because 8hp engines were not normally fitted to export Anglias to the USA. They were fitted with 10hp. The engine shown has a late type head fitted with an E93A 10001 2 brush dynamo with two wires leading to an E93A 10505 Lucas regulator on the bulkhead. The four bladed fan is the export version of the two bladed fan. The water inlet on the side of the block is a single inlet. The oil filter also ties up with a 10hp export engine."

A further conversation with Bert confirms that the engine number on early short rads was stamped on the rectangular flat on the offside of the block and not on the sloping face on the nearside, as with later models and reconditioned engines.

It would seem therefore that this engine has been falsely stamped 00001.

Yet another conversation with Bert, supported also by a letter from Yvon Precieux, spotted that the car has ten louvres on the side of the bonnet instead of nine, the usual number for the short rad. It is interesting to note that the demonstration models had ten bonnet louvres, as illustrated in the early promotional material. The plot thickens!



When Carlton returns from his winter hibernation in Florida, we must ask him to do some more detective work to find out the true identity of this car. Again referring to Bert Thomas's letter:

"To be an early short rad Y, the car should have an epicyclic steering gear; the propshaft and pinion should be one piece; it would have a Model B speedometer with trip mileage (it doesn't - I have another of Carlton's photos showing the dashboard - Sam). The sidelamps fitted are those belonging to a 1941 Ford or Mercury as this was the first year that sidelamps were fitted on American or Canadian cars in their home countries. That is why all the English cars after the Model Bs and V8s were fitted with CE sidelamps to conform to English regulations. The battery cable appears to be fastened to a solenoid on the offside and the other cable to the battery on the nearside."

Bert's conclusion is that this car is one of the many right hand drive cars which were exported to Brazil or Argentina and it was subsequently imported into the USA and fitted with a post-war E93A 10hp engine. Hence, the claim that it is 00001 is false. However, we will reserve final judgement until Carlton can have another look at it and report back. It certainly explains why the successive owners have not been answering our letters.

### EV 5689

I also stated in the article in Issue 79 that if this was the first off the production line, then it would have been the Model Y which appeared in the early advertisements and promotional material with the registration EV 5689. This caused Bert to highlight another mystery, which I must admit has been foxing me for some time.

To quote from Bert's letter:-

"The shortrad Y did not start in production until August 1932. The Model Y was nothing like the prototypes of February 1932 (14 manufactured in Dearborn, USA; one shipped to England for demonstration and show - Sam). The English prototype was the car registered under the number EV 5689 (engine number 19-00001). The logbook stamped EV 5689 was first issued on 15th April 1932 and belongs to the prototype. This car was still running around the UK in exhibitions at Ford Main Dealers in June, July and August of that year.

After September 1932, Ford used this registration number on a number of shortrad Model Ys which appeared in the Ford Times until November 1933. In November 1932 they pictured EV 5689 on three different shorttrads on the same page; two blue cars and two black cars, all with different colour wheels.

As the logbook for EV 5689 was used until 1936, it would appear that the Ford Motor Company transferred the number several times to different cars, after it was fitted to a short rad Model Y in August 1932, which is the earliest it could have been fitted to a normal short rad".

I illustrate the log book and put forward another theory. You will note that ownership of 19-00001 passed into apparent private hands, to Stewart Nugent, in April 1933. Was this the prototype, or did Ford break the law by selling a demonstration shortrad with the wrong engine number on the log book? It changed hands a further four times, the last owner being shown as George Edwin Moy of Ashford, Kent. Another page of the log book shows that this owner taxed the car until 31/12/36, at which point the Record of Licenses Issued page of the log book is filled up and another log book would have been issued. It must be assumed that the first log book was then returned by Mr Moy to the Ford Motor Company, where it was held in their archives. This again points to the car being unusual ie the prototype, or why would he have bothered?

The big question is; Did George Edwin Moy own the prototype and, if so, what happened to it? Is it still around, tucked away in some barn somewhere? I asked Owen and Christine Baldock to investigate last year, but so far I've received no feedback. If anyone can shed light on this mystery, we would be delighted to know what happened to the real EV 5689.

As for the Ford shortrad Model Y demonstration models, these were touring the country whilst the prototype was still in Ford's ownership, so the transfer of the number plates was a simple task. As the demonstration models were not actually driven on the public highway, the Ford Motor Company obviously felt they were inside the law by using EV 5689 plates. But what happened to the real EV 5689?

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REGALIA ORDER FORM - ISSUE 81

To be returned to **BILL & SARAH WILLIAMS**  
**30 STATION RD,**  
**COGENHOE, NORTHAMPTON. NN7 1LT**

<u>DESCRIPTION</u>	<u>SIZE</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>TOTAL</u>
Y & C NOTELETS			£ 0-50	
Y & C. T SHIRT NOW IN BLUE SIZES:- XL, L, M, S.			£ 5-25	
Y & C SWEATSHIRT SIZES:- XL, L, M, S.			£11-50	
CAR BADGE RADIATOR			£ 7-50	
CAR BADGE BAR			£ 7-50	
KEY CASE WITH Y & C LOGO			£ 2-00	
MUG WITH Y & C LOGO			£ 2-75	
PATCH BADGE			£ 3-50	
ENAMEL PLAQUE			£11-00	
MODEL CAR Y ONLY			£ 7-50	
TAX DISC HOLDER			£ 0-50	
MAGAZINE HOLDER HOLDS 12 ISSUES			£ 3-50	
MAGAZINE MOUNTS (10)			£ 1-00	
COASTERS X 4			£ 2-50	
CHRISTMAS CARDS PACK			£ 1-00	
HUB CAPS (MODEL Y) EACH			£11-50	
ADD HANDLING CHARGE PER ORDER			£ 3-00	
POSTAGE AND PACKING (ALL ORDERS)				£ 1-50
TOTAL PAYMENT ENCLOSED				£

NAME.....NUMBER.....

ADDRESS.....

PLEASE MAKE CHEQUES PAYABLE TO FORD Y & C MODEL REGISTER

NEWSLETTER INSERTION ISSUE 81

To be returned to

KEN & KATH DEVINE  
 5 EDWARD STREET,  
 WERNETH, OLDHAM. OL9 7QW

MEMBER'S NAME

NUMBER.

ADDRESS-

TEL. NO. DAY-

DATE

EVE-

Request for insertion in NEWSLETTER under Members Parts for  
 Sale/Wanted \* (include cars).  
 (\* delete as necessary.)

REMEMBER TO SPECIFY MODEL & YEAR OF CAR FOR WHICH PARTS ARE  
 WANTED OR FOR SALE.

PLEASE PRINT CLEARLY

.....  
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TEL. NUMBER .....

FOR REPLIES TO NEWSLETTER ADVERTISEMENTS.

8. If the licence is not renewed owing to the non-use of the vehicle, you must retain this Registration Book and produce it to the Registration Authority when you apply at a subsequent date for a vehicle licence in respect of that vehicle. If you wish to sell or otherwise dispose of the vehicle, you must send this Registration Book to the Registration Authority.

9. If you change your permanent address, at once put your name and new address in Block Capitals in the "CHANGE" spaces on page 3 (or 4, if applicable) sign your name below it and post the book to the Registration Authority whose address is given on page 2.

10. CHANGING THE VEHICLE TO ANOTHER PERSON. YOU MUST HAND OVER THIS BOOK TO ANOTHER PERSON ACQUIRING THE VEHICLE. At the same time you must notify in writing (either by letter or on the form mentioned below) the Registration Authority, whose address is given on page 2, that the person to whom the vehicle is transferred must contain the following information:

- (a) The Index Mark and Number of the vehicle;
- (b) the make and class of vehicle; and
- (c) the name and address of the person to whom the vehicle was handed over.

A form (R.F. 70) may be obtained for this purpose from any Money Order Post Office.

11. A PERSON ACQUIRING THIS VEHICLE AND INTENDING TO USE IT UPON THE PUBLIC ROADS (otherwise than under a Trade Licence) must, before using it, apply to the Registration Authority for a "CHANGE" licence. If (3 is filled) giving his full name, address, and usual signature, and post this Book to the Registration Authority whose address is given on page 2. The Registration will then be transferred to his name.

12. If the person acquiring this vehicle does not intend to use it upon the public roads (otherwise than under a Trade Licence) but to transfer it to a third party, he must send this Book or fill in a "CHANGE" space. He must, however, as soon as he acquires the vehicle, notify in writing the Registration Authority, whose address is given on page 2, that he holds the vehicle but does not intend to use it on the public roads. He must also comply with instruction 10 above, on transferring the vehicle to another person. (The procedure in this paragraph is designed to meet the case of dealers and other persons who do not intend to use the vehicle but to dispose of it.)

**WARNING.**—These instructions are issued for the guidance of those concerned, but in cases of doubt reference should be made to the Road Vehicle (Registration and Licensing) Regulations, 1934. Failure to comply with the Regulations is an offence under the Road Act, 1934. (Maximum penalty, £50.)

Extract from Registration Particulars.

Index Mark and No. **E.V. 5689**

(a) Taxation Class. **PRIVATE CAR**

(b) Type of Body. **Saloon**

(c) Colour. **Green**

(d) Propulsion. **98**

(e) MANUFACTURER'S—  
Name **Ford**  
Description of Vehicle **2-door**  
Chassis Type Letter & No. **19-00001**

Type or Model. **19-00001**

Engine No. **19-00001**

Frame No. (Cycle). **19-00001**

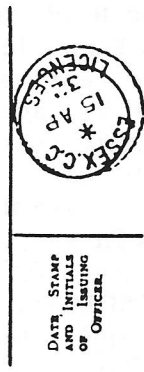
(1) Year of Engine. **1932**  
(If manufactured prior to 1st January, 1933)

(2) Rated H.P. **22**

(3) Seating Capacity. **2**

(4) Unladen Weight. **1900** lbs

(5) Date of original registration under the Roads Act, 1920. **13/4/33**



DATE, STAMP AND INITIALS OF ISSUING OFFICER.

Name and Address of the Person Registered with the Council, whose Date Stamp is affixed hereto, as the Person keeping the Vehicle, the particulars of which are given on page 6.

4th CHARGE.  
Full Name: **ROBERT HENMAN**  
IN BLOCK CAPITALS.  
Address: **28 Beak House**  
**Uxley Road**  
**Uxley**

5th CHARGE.  
Full Name: **GEORGE EDWIN MOY**  
IN BLOCK CAPITALS.  
Address: **"Beak House"**  
**Uxley Road**  
**Uxley**

6th CHARGE.  
Full Name: **WILLIAM EDWARD BINGHAM**  
IN BLOCK CAPITALS.  
Address: **70 Manor Rd**  
**Mitcham**  
**Surrey**

7th CHARGE.  
Full Name: **GEORGE EDWIN MOY**  
IN BLOCK CAPITALS.  
Address: **"Beak House"**  
**Uxley Road**  
**Uxley**

IMPORTANT—THE PERSON IN WHOSE NAME A VEHICLE IS REGISTERED MAY OR MAY NOT BE THE LEGAL OWNER OF THE VEHICLE.

Name and Address of the Person Requested with the Council, whose Date Stamp is affixed hereto, as the Person keeping the Vehicle, the particulars of which are given on page 6.

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IMPORTANT—THE PERSON IN WHOSE NAME A VEHICLE IS REGISTERED MAY OR MAY NOT BE THE LEGAL OWNER OF THE VEHICLE.

Photocopy (reduced) of log book for EV 5689, chassis no. 19-00001, issued to the prototype Model Y (the Model 19) on 15 April 1932 and showing sale of (this?) vehicle to Stewart Nugent on 13/4/33. Subsequent sales transferred the vehicle to George Edwin Moy, who registered it until 31st December 1936 at least, when the log book was filled and presumably replaced.

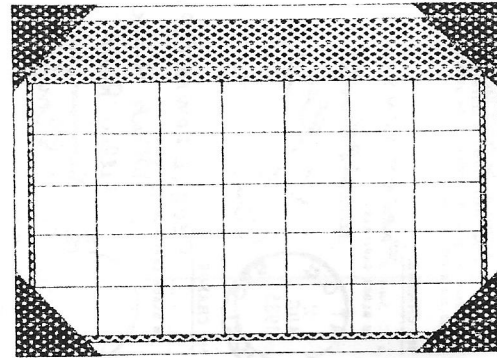
The show season will soon be upon us - hooray - and we can get out and about again in our old cars - although neither of mine are taxed yet. Actually this year I'm going to cheat a bit and use my 100E for some of the further away events - 12v lights, heater, radio, and flashing indicators, what luxury! We have been invited to attend the mid Summer Steam and Classic show at Stratford upon Avon over the weekend of July 10th & 11th. This is a large event with 50 car clubs attending. We were invited last year, but there was only 1 member of the club wanted to go, so I did not feel it was worth booking a club stand, and we were one of the few national clubs not represented. Perhaps we could try harder this year, if anyone wants to attend please give me a ring.

We have also been asked to attend the Bristol Leisure and Motor Show over June 19/20th in aid of Dr Barnado's.

However, this is Stanford Hall weekend so I do not intend to accept.

As usual Peter Ketchell of Region 14 is doing well, and Rod Evans of Region 8 is trying to match him. (see article elsewhere). See you all at the AGM.

DAVE CURTIS



## EVENTS DIARY

<u>DATE</u>	<u>VENUE</u>	<u>CONTACT</u>	<u>TEL NO</u>
4th Apr	Y & C AGM. Willoughby Village Hall.	Sam Roberts	0264-365662
12th Apr	Vehicle meet at Museum of Army Flying. Middle Wallop, Hants	Dave Palmer	0264-363295
2nd May	Andover Road Run. Hants.	Sam Roberts	0264-365662
8/ 9th May	Oulton Park Classic Car Show	Peter Ketchell	0244-676856
15/16th May	Chester Festival of Transport	Peter Ketchell	0244-676856
15/16th May	Andover Vintage Rally & Show	Sam Roberts	0264-365662
22/23rd May	80th Anniversary Morris Cars. Thoresby Hall, Newark.		
29/31st May	Enfield Pageant of Motoring	Paul Tritton	0245-360138
5/ 6th June	Tatton Park	Peter Ketchell	0244-676856
20th June	Y & C Register Annual Gathering. Stanford Hall, Junc.M1/M6 Leics. (Bar-b-que evening 19th June)	David Grace	0937-842258
3/ 4th July	Lover Rally, Nr Salisbury	Bert Hopkins	0725-20228 (day)
10/11th July	Stratford on Avon	Dave Curtis	0432-356302
31 Jul/1 Aug	Hickstead Antiques Craft and Festival 1993. West Sussex	Owen Baldock	0732-353404
7/ 8th Aug	Arley Hall Festival of Classic Motoring & Auto Jumble	Peter Ketchell	0244-676856
14/15th Aug	Oldham Summer Show	Peter Ketchell	0244-676856
29/30th Aug	G-Mex, Northern Classic Car Show. Manchester. (Indoors)	Peter Ketchell	0244-676856
26th Sept	All Ford Rally, Drayton. Nr. Abingdon. Oxford	Sam Roberts	0264-365662
2/ 3rd Oct	Malvern Motoring Event	Dave Curtis	0432-356302
17th Oct	National Restoration Show, Stoneleigh, Midlands.		
	Yorkshire "Do" (To be arranged)	Bob Wilkinson	0405-860836

PLEASE TRY TO ATTEND THE AGM ON  
APRIL 4TH AT WILLOUGHBY.



STANFORD HALL CLUB WEEKEND 19th/20th JUNE

Once again its time to plan your busy summer schedule to enable you to take part in the Register weekend at Stanford Hall.

The arrangements will be very similar to last year. Members wishing to join in the barbecue are welcome to arrive at any time on the Saturday. Once again we are on the riverside site behind the stables. The barbecue usually starts around 6 p.m. when volunteer chefs never fail to produce an appetising meal and the chat continues through the evening with Bill Williams providing the background music.

Members arriving on Sunday proceed straight to the site where the vehicles will be displayed. Sunday, as Saturday, is an informal day, no one has to do anything, but if you wish to buy any club regalia, Bill and Sarah Williams will have their excellent show on display. Tony Butterfield will have his spares stall and this year, Ken Arthur will bring some examples of his excellent body panels, wings and valances. As usual a raffle will be held. Owen and Chris Baldock will put your driving skills to the test and you can try out the manoeuvrability of the old vehicles.

Stanford Hall itself is open to visitors and also has a museum, craft centre and tea room.

During the afternoon all members will be asked to judge the cars present for the club awards. The weekend will end at approx. 4.30 p.m. with the Chairman's address and presentation of the awards.

As in previous years camping is available only on the official campsite which is approximately a mile away but still in the Hall grounds. Members who would rather stay at a B&B are recommended to ring Mrs. Knight on 0533 478388 who, with her daughter, runs a comfortable house and a lodge at reasonable prices. She is approximately six miles from Stanford.

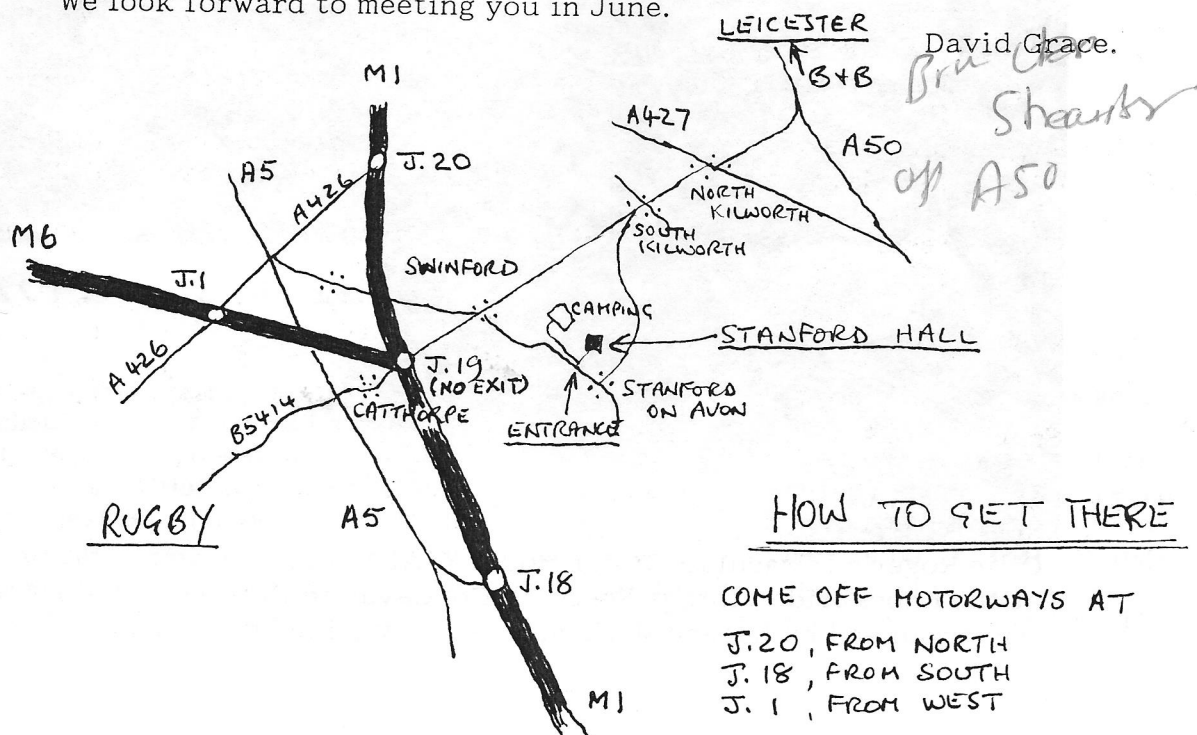
Camping:- £3.20 per unit per night (includes entry to grounds).

House and grounds:- £2.90 adult £1.30 child.

Grounds only £1.60 adult .70p child.

Gates open Sunday 10 a.m.

We look forward to meeting you in June.



ENFIELD PAGEANT OF MOTORING

This late May bank holiday rally is one of the largest in the country and is a traditional gathering place for members at the Register stand, especially on the Sunday, 30th May.

The Pageant has a large autojumble, all the fun of the fair and a wide variety of exhibits, from steam traction engines, through military vehicles, commercial vehicles to all makes and age of motor car. A super day out for the family.

Paul Tritton is organising the Register stand this year and has entry forms for those who will be taking their Model Ys and Cs. To have your car entered in the programme, you will need to have submitted your entry form to the Enfield and District Veteran and Vintage Trust (EDVVT) before 12th April. To receive an entry form, please send an s.a.e. to:-

Paul Tritton  
Haslers Farm  
Little Waltham  
Chelmsford  
Essex CM3 3NH

The event is so popular that late entries will not be allowed entry on the day, as can be witnessed by the number of lovely old cars sitting in the public car park each year!

For the more adventurous, if you want to camp on the site over the weekend, please ring Paul for details on 0245 360138.

-0-



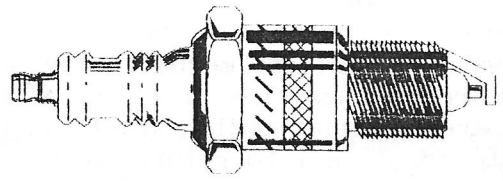
Ollie Roger's immaculate Tudor Model Y, AI 4500, which won first prize at the Knockbride Vintage Festival, Co. Cavan in Eire, last Summer which was organised by Eugene Markey, a recently joined member of the Register.

This time I have very little to report on the spares front, in fact I've not added any items, only taken out a couple.

One being the rear luggage carrier for the model 'Y'. I have stocked these kits for eight or more years now, and in all that time we have only sold about 30 sets. The investment in the kits is quite high and with such a low turn over, I don't see the need to restock - unless you the members flood me with orders.

We have however re-ordered the hub caps. Stocks of these were getting low, otherwise things are rather routine.

Please remember to check the latest parts list when ordering.



## SPARES REPORT

I am still getting asked for items that went off the parts list more than two years ago.

GRAHAM MILES



## SAVED FROM THE JAWS OF THE CRUSHER

Three weeks ago Bob Wilkinson phoned to say that a chap in Winsford had a model Y to dipose of, was I interested?

The thought of something for nothing soon had me on the phone. The photo above is what I finally got. The chassiss, scuttle and possibly 2 doors are usable, the rest is too far gone to be econmically worth while.

Easy clean wheels, thus 103E axles make it an expensive project.

I have now given the car to member Terry Thomas up in Yorkshire, who may restore it or make a tourer from it. The car is on our register as Chassis no. Y13221, Briggs body no 134/930, Regstration no TG 4751. The best of luck with this one Terry. ED.

**FOR SALE**



(2) 1936 Fordor L.R. AAB 903 Featured in several calendars, winner of numerous awards. Excellent mechanically. Three spare engines plus an array of other spares:- carbs, bulbs, starters, tyres etc. Must sell to refurbish cottage. Robin Smith. Tel 0507-327708 £4000

\* \* \* \* \*

(2) 1936 L.R. Tudor V5. Part restored, Hundreds of hours & pounds already spent. Chassis, engine, axles etc., restored. Got as far as body. Wings running boards etc., all very solid Bargain to true "Y" enthusiast who will finish it. David Edwardes. Tel 0756-760800 £1250

\* \* \* \* \*

(2) 1937 L.R. Tudor. Taxed and MOT,d. New clutch and tyres, rechromed professionally rewired, spent £5200. Excellent condition. D. Smith. S0221 Tel 0793-876611 £3900

\* \* \* \* \*

(2) 2 Door. (see photo issue 80) contact NON-MEMBER. Peter Hill, 4 Bumbles Close, Rochester, Kent ME1 2TY.

\* \* \* \* \*

(1) 1933 S.R. Tudor. Blue/Black. Very good condition. A. F. Johnson J1201 Tel 0480-216455 weekends. £3000 o.n.o.

\* \* \* \* \*

(1) 1936 Fordor. Bristol to Bournemouth finisher. Resprayed, rechromed, new MOT, Original registration. Seats need recovering and some trim. F1210 Dave Freed. Tel 0272-733775 £2250

\* \* \* \* \*

(1) 1933 L.R. Immaculate (seen in Pieces of Parkin issue 79) Rebuilt chassis up Commercial considered in part exchange Van/flat or dropside. Up to early 50's To be driven on car licence. Richmond. J. J. Fryer 0748-818483 £5000 o.n.o.

\* \* \* \* \*

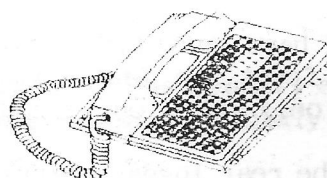
(1) 1936 Tudor BVP 117 Unfinished restoration. Refurbished most parts, wheels brakes/chromework etc. some bodywork to do. New electric's -Lots of spares. J. Cassidy. Tel 0742-523102 work. Tel 0604-643389 home. For quick sale will accept offers in region of £1000

\* \* \* \* \*

(1) 1937 4 door model Y Older restoration price to include huge amount of spares B. White W0812 Tel 0628-26888 eves.

\* \* \* \* \* £3000

**DEADLINE FOR COPY FOR NEXT ISSUE 28-APR-93**



**FOR SALE/WANTED**

(1) 1937 2 Dr. good condition. 78,000 miles (genuine) present owner 17 yrs MOT. £2500 Also 1955 Ford Zodiac, Duo tone paint-work. Engine overhauled. Reupholstered in leather £4500 o.n.o. Sale of both due to illness Don Firth. 0422-361613

\* \* \* \* \*

(1) Ford 8/10hp con rods machined to take shell bearings (instead of white metal) £75 pr set 4. Recon. E93A 10hp engine with adjustable tappets £350. D. Pearson 0262-488468

\* \* \* \* \*

(1) L.R. Body Panels, Wings/Bonnet, Doors, & Trims, Bumpers, Radiator. Plus others. NON-MEMBER M Mee 0609-81446

\* \* \* \* \*



(1) Pair front doors for 1936 CX Tudor 4 door type. Good condition. Offers R Donovan D0520 Tel 0622-698310 days or 0622-717594 evenings

\* \* \* \* \*

(1) Sidelights - pair for C model. exchange for Y items. D. Faulkner 0494-714788

\* \* \* \* \*

**WANTED**

(2) Old bicycle (adult size) The older the better. Tradesman's-Tandem-two or three wheeler. Anything considered. Any condition. Paul Bainbridge B1509 Tel 0602-782413 days Notts.



\* \* \* \* \*

(2) 8hp engine & 2 front seats for Y. Owen English. Tel. 0631-6582

\* \* \* \* \*

(2) Complete windscreen & 4 shock absorbers for L.R. Y. D. Lambert, 091-4161224

\* \* \* \* \*

(1) Front seats complete with base and all fittings. Any condition parts or information for a 1933 S.R. 2 door Y. A. Dodsworth. D1603 Tel 0964-622615

\* \* \* \* \*

(1) To borrow for patterns-Model Y luggage carrier fixing bars. B. Dixon 0742-345417

## NOTICES

Club year runs from 1st June to 31st May. Subscriptions:—

UK and Eire £15, overseas £18, OAPs and unemployed £10. Cheques payable to Ford Y & C Model Register to be sent to Membership Secretary who requires notification of change of address or cars.

The Editor holds back issues of Newsletter at 50p per copy.

## USEFUL CONTACTS

### STOCKISTS, EARLY FORD PARTS

Mr Bert Thomas, 59 Salisbury Grove, Mytchett, Camberley, Surrey  
Tel: 0252 543840

Mr Tony Butterfield, 2 Cockers Lane, Leyland, Lancs PR5 3SU  
Tel: 0772 424032

### BORING, WHITE METALLING, BEARINGS, PISTONS etc.

Ron Topping, Northern Rebores Services, 54-56 Elswick,  
Newcastle-upon-Tyne NE4 6JH Tel: 091 273 4326

### MECHANICAL OVERHAUL AND RESTORATION

Mr T. J. Brandon, 5 The Street, Stonham Aspel, Stowmarket,  
Suffolk IP14 6AG Tel: 0449 711837

### SEAT SPRING UNITS (ready for trimming)

The Bristol Upholstery Spring Company Ltd., 79a Grove Road,  
Fishponds, Bristol BS16 2BP Tel: 0272 583995

### TRIM, FITTINGS, RUBBER AND ACCESSORIES

Woolies (I&C Woolstenholmes Ltd.), off Blenheim Way, Northfields  
Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD  
Tel: 0778 347347

Paul Beck, Vintage Supplies, Folgate Road, North Walsham,  
Norfolk NR28 0AJ Tel: 0692 406343

### BODY RESTORATION, PANEL REPAIR AND MFR.

K.A. Developments, Plasterers Yard, Foss Way, Midsummer Norton,  
Radstock, Avon Home Tel: 0225 766669

### BADGE RE-ENAMELLING, CHROMING

Primographic Badgemakers, Ffrwdgrech Industrial Estate, Brecon,  
Powys LD3 8LA Tel: 0874 4085

### CHASSIS RESTORATION/EXCHANGE, STEEL RUNNING BOARDS

Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Elmet,  
Leeds LS25 6HQ Tel: 0937 557410

### TYRES, TUBES AND RIM TAPES

Tony Etheridge, 118 Oaklands Avenue, Oxhey, Watford, Herts  
Tel: 0923 31699

— Callers to above address by appointment only.

Longstone Garage, Great Longstone, Bakewell, Derbyshire DE4 1TA  
Tel: 062 987 227

### INSURANCE QUOTATIONS

Bain Clarkson Ltd., PO Box 27, Falcon House, The Minorities,  
Dudley DY2 8PF Tel: 0384 455011

Footman James and Company Ltd., Waterfall Industrial Estate,  
Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6PU  
Tel: 021 561 4196/2847/2848

David R. Melleney & Son, 217a Dock Road, Tilbury, Essex RM18 7BJ  
Tel: 0375 850146 or 03752 2239

