

Issue 159 March - April 2006



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**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**

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Printed by **CPS-Airedale**
Leeds 0113 226 7497
Specialist Print for Classic Car Clubs

Editorial.

We are well into 2006 and the new season is looming. I am forever surprised that 'Transverse Torque' has been published every two months, without fail for 28 years, since 1978. The fact that it only covers our two basic models, the Ford Model 'Y' and the Model 'C' only adds to the surprise, as you would think that we were running out of things of interest to say. Not so, apart from members' experiences, new finds and newsworthy snippets from motoring publications, there is a whole raft of topics yet to be researched and put into print for posterity. If only had the time, I would be delighted to develop those topics. Hence the repeated appeal for someone to take over the reins of Editor.

In issue 157, I suggested that you placed your orders for Model 'Y' carpets on Geoff Foss before the winter period, as that is when he has the time to work on them, rather on upholstering cars. He telephoned me the other day to say that he had run up two sets of red carpets, two sets of blue and one set of green. If you want a set, now is the time to contact him, before the warmer weather comes on 01264 323144.

Pioneer Automobiles were advertising an April 1934 Model 'Y' Tudor saloon for sale with only 36000 miles on the clock. We already had the car on the register, from when it was part of the Panorama collection in Bournemouth, but its declared body number, 165/1411 was well out of sequence with its chassis number, Y60481. Jim Thompson, of Pioneer Automobiles, kindly let me crawl all over this very original car (upholstery and engine) and I confirmed that the body number was 165/1411. I had expected it to have been misread and really be 165/9411. 165/1411 would have been a body manufactured by Briggs Bodies Ltd. in late October 1933. So what happened to the body between October 1933 and April 1934? I can only suggest that at some stage in the kitting out of the body on the High Line, the body was rejected and returned to Briggs for reworking, before being sent back for assembly.

Jim Muir asked me for details of the vent opening mechanism on the Model 'Y'. Unfortunately my Kerry is not blessed with a scuttle vent, as there is more than enough fresh air coming over the top of the windscreen! I have a very poor photograph of a vent taken up under the dashboard, but the lever mechanism is obscured by wires and guff. Can any member please provide me with a good photograph of the underside of the scuttle with the vent mechanism in place. The lever connections and means of attaching the return springs are the key items. The drain pipe connection is pretty obvious.

I apologise to those of you who tried to contact Baines, the rubber extrusion company, as a result of the telephone number that I gave in the Model 'Y' roof article in the last issue. They have changed their number since 1996, which is when I last contacted them. They can now be contacted on 01892 543311.

There have been a number of book additions to the library over the past few months, mainly from the collection of Alec Duncan, which he is selling off. The full library list can be found on the Register website. More recently, Jim Miles has loaned me his copy of the later (October 1938) Eifel handbook, which has now been photocopied and added to the archives. Thanks Jim, all useful grist to the mill!

The article on the Jensen bodied Model 'Y's from issue 157 raised a comment in the first FBHVC Newsletter of 2006. Regrettably, the question asked was misquoted. Rather than 'Do any Jensen bodied Model 'Y's survive?', the question was, 'Do any of the Model 'Y' Jensen Drop Head Coupés survive?' Whilst on FBHVC, as Bob Wilkinson explains later in this issue, they are urging all classic car owners to take to the road on Empire Day/St. George's Day, call it what you will. It is to be the national 'Drive It Day'. As this is the same day as the A.G.M. at Willoughby, we are expecting a good turnout of 'Y's and 'C's at the event.

In issue 157, I reported that the October edition of 'FordNews', the in-house monthly magazine of the Ford Motor Company in UK, had published an edited version of our article on the 70th anniversary of the launch of the £100 Ford in 1935. In February's

issue of 'FordNews' was the following article, with the accompanying photograph. I am grateful to Andrew Belford, the Editor, and Russell Reeve for their permission to reproduce the article here:-

"The 70th anniversary of Britain's cheapest car brought memories flooding back for retiree, Russell Reeve. A feature on the £100 Model Y in October's Ford News prompted Russell to recount his own rich history of Ford ownership.

'My first Ford was a Model Y, which I used to commute from Cromer, Norfolk to Truro, Cornwall – approximately 400 miles. The rod brakes required weekly adjustment, but this enhanced my driver anticipation and the vacuum wipers didn't like going up hill.' The fuel economy wasn't bad either, but not a patch on his new Focus: *'On a good day you might see 30 mpg. Running in the Focus I am seeing in excess of 50 mpg.'*

I have written to Russell to see what other memories he has of the Model 'Y' – commuting 400 miles (presumably on a weekly basis) was some feat in those days.

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Model 'CX' photograph on back cover

I found this photograph whilst rummaging through the autojumble stalls at the Basingstoke Festival of Transport. Unfortunately I cannot read the registration number on the Model 'CX' parked in this unknown high street. Does anyone recognise the high street? The twin gabled shop on the left and the ornate gable on the house opposite might ring a bell with someone. I like the lad in short trousers by the petrol pump – it could well have been me at that age!

Russell Reeve, as a young man, with his beloved London registered, 1933, short rad Model 'Y' in which he used to commute between Norfolk and Cornwall!

Following Chris Jarvis' article on the Minic model Model 'Y's in the last issue, I was alerted to the sale of a red Post Office Minic van on eBay. I wonder whether Chris made a bid for it?

I finish with another period shot of one of our cars in a side street, presumably in London, as the CYE registration of the Tudor Model 'Y' is a May 1936, London registration. Perhaps the owner had popped into the barbers behind the car for a shave!

Enjoy the read. **I look forward to seeing many of you at the A.G.M. on 23rd April. I hope it is in your diaries.**

Sam Roberts.



The red Post Office Model 'Y' van by Minic recently sold on eBay.

A Ford 8 hp 'Popular' parked in a London side street pre-war. Does anyone recognise the building in the background? Photograph with thanks to Jim Miles

Chairman's Chatter

Well, the new season for 2006 has started with a visit by Kath and I to the Bristol Classic Car Show at the Shepton Mallet show grounds. On a cold wintry weekend we were made very welcome by Ivor Bryant who, once again, put on an excellent stand with the Sidevalve Club in conjunction with Peter Williams. This was an all round display of our vehicles. I must thank Ivor once again for all his hard work. It is very much appreciated.

As you will all be aware, we are holding our A.G.M. on Sunday 23rd April, which will again include a Spares Day. This will commence at 11.00 am, so place your orders now and **please** come along and support the officers and spares team. This is again a chance to meet other members and officials. We as a Club are always looking for new ways of improving our structures so come along and make your presence felt. There are important positions within the Club that need to be filled. It is down to the members to support and take the Club onwards. I will be looking forward to meeting friends old and new.

The arrangements for the tour to Holland are well under way and I would like to take this opportunity to thank Patrick, Ans, Rob and Martin for all their hard work with the organisation of the tour. This indeed looks a most interesting and enjoyable motoring event.

I look forward to seeing you at the A.G.M.

Mike Samuel, Chairman.

Secretary's ramblings

I am writing this in mid-February with winter still much with us, but invigorated by several runs in my recently restored 'CX' tourer. Just for information for you soft saloon guys, all my journeys have been with the hood down in the freezing wind. Who needs a heater?! I find that driving a tourer, rather than a saloon, brings you much closer to the outside environment as you drive along – everything seems so much more pleasurable. I hope you too have had your old Ford out and about on fine days. I must admit I am looking forward to summer weather and the Club Holland tour.

I also added up the cost of all the restoration work on my tourer and found that I had spent more than double my original target figure! Having found that the chassis was far gone, I decided to undertake a complete body-off restoration, so consequently the financial parameters changed considerably to a point where nothing has been stinted. However, I feel that I have done my bit to preserve the car for the future and take some pride in the end result and feel justified in making that choice. In terms of cost, should we always expect a return for what is our hobby? We all know people who spend a small fortune each year on say golf (I hope my wife does not see this bit!) without consideration of a financial return, so why should we treat our motoring hobby differently?

On the subject of using our cars, the FBHVC is promoting a **National Drive-It Day** to encourage all classic car and bike owners to get out and about – even for only a short journey- on Sunday 23rd April. (See notice elsewhere). This date is an excellent choice, as it coincides with our Club AGM and Spares Day. Need I say more?

Recently, I had a call from a prospective Model 'Y' buyer asking the questions about values. He was doing his sums, adding restoration costs onto possible purchase price and finding that - surprise, surprise - he may not get his money back. He finished by saying that "... it was not worth it for an old Ford". He had not factored into his philosophy the sheer enjoyment of undertaking and completing a restoration (admittedly sometimes forgotten when muscles ache and knuckles are bashed), all the genuine pleasure of using one of our cars on a country road, or the pleasure of meeting like-minded enthusiasts. I was not able to convert him, but I think he will not be

lost to the old car scene. I could make money instead by stacking supermarket shelves - but not have the same fun or sense of achievement.

Registration numbers. This topic causes some concern amongst members who feel strongly that our cars should retain their original registration numbers and there is some resentment towards those owners who sell numbers. (Hence your Committee decision to not include numbers in adverts). I would remind members looking to buy any classic car that has lost its original number, that its value is up to 25% less than it would be with the original number.

On the topic of cars for sale Many thanks to members alerting us to our cars appearing in adverts on eBay or elsewhere. We always follow up by sending Club information to pass on to the buyer with the aim of keeping up membership and keeping track of the cars, but also to give club support to the new owner. May I ask you all to let me know if you sell your car, as I will follow up in the same way. We need members and Y&C Model owners need the Club.

The Federation of British Historic Vehicle Clubs (FBHVC) reminds us to check our V5C documents for errors (chassis/engine etc) and have them corrected prior to MoT. From the number of details I see, our members do need to pay particular attention to the engine capacity figure. **REMINDER – engine numbers should read 933ccs. for 8hp. Model 'Y' and 1172ccs. for the 10hp. Model 'C'/'CX'.** FBHVC also suggests that some owners use the MoT annual test as a check on maintenance....

"We repeat our advice that owners should undertake a pre-MoT inspection of their vehicles rather than continue the habit of many of using the MoT test to tell you what servicing work is needed. This could become an expensive habit if not corrected!"

FBHVC also thanks members who recently took part in the Europe-wide survey of the classic car movement. Results are promised later this year.

Editor: We are still seeking a member prepared to gradually take over from Sam Roberts. Elsewhere you will see an item giving more details. The blunt truth is that eventually, unless we can find a replacement, we will lose our magazine. Please give this matter some serious consideration as time is running out.

Your Club spares group has been active over the winter ensuring that an increasing range of parts is available. You will see in the spares report that the club is now able to offer an

exchange steering box service. Our guess is that half our cars on the road would benefit from an improvement in this area - certainly many calls I receive are from new buyers/members asking how much play there should be at the wheel. A great deal of work has gone into this important project on your behalf. We trust that this will be rewarded in good sales figures and seeing our cars running straight again!

The AGM and Spares Day is on 23rd April at Willoughby Village Hall. This is usually an enjoyable day socially and in terms of members' input into the direction of the Club. This year we are extending the availability of spares, so please come along - friends and family are welcome. I look forward to seeing you there.

**Bob Wilkinson,
Secretary.**

Bob's Joke Corner.....

IRATE CUSTOMER.

A crowded Air Canada flight was cancelled. A single agent was re-booking a long line of inconvenienced travellers. Suddenly an angry passenger pushed his way to the desk. He slapped his ticket on the counter and said, "I HAVE to be on this flight and it has to be FIRST CLASS." The agent replied, "I am sorry, sir. I'll be happy to try to help you, but I've got to help these folks first and I'm sure we'll be able to work something out.

The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear, "DO YOU HAVE ANY IDEA WHO I AM?"

Without hesitating, the agent smiled and grabbed her public address microphone, "May I have your attention please," she began, her voice heard clearly throughout the terminal, "We have a passenger here at Gate 14 WHO DOES NOT KNOW WHO HE IS. If anyone can help him find his identity, please come to Gate 14.

With the folks behind him in line laughing hysterically, the man glared at the Air Canada agent, gritted his teeth and swore "F*** You!". Without flinching, she smiled and said, "I'm sorry sir, you'll have to get in line for that too! Please send me your favourite tale.

Bob Wilkinson.

AGM - Parts Sales Process

As you will have read in the January/February magazine we will have a selection of Club parts for sale at 10% discount on normal Club prices at the AGM on Sunday April 23. On the day parts will be on stalls inside the hall and available for sale from 11.30 until 2.15. With the meeting starting at 2.30, we need time to clear the parts from the stalls to ensure we are all ready to enjoy the AGM.

Discount

To qualify for the discount, the choice is simple, buy on the day, or pre-order. In either case you have to be at the AGM to buy or collect. If you are buying on the day it's worth remembering that parts offered will, in the main, be the smaller items, plugs, points, gaskets, hub caps, wheel nuts, etc. We will also have a selection of brake and clutch parts but, before we release any items subject to exchange, we will need your old parts so don't forget to bring them.

Pre Order

If you want parts to be taken to the AGM submit a normal order form, this must be annotated "**FOR COLLECTION AT THE AGM**", if not we'll assume you want the parts sent prior to the meeting and charged in the normal way. The closing date for pre-ordered parts is April 14th. Orders received after this date will be processed in the normal way with parts being sent to your home and incur a handling charge.

Buying on the day

We are changing the process this year whereby the members buying the parts will be provided with a blank order form that they complete and

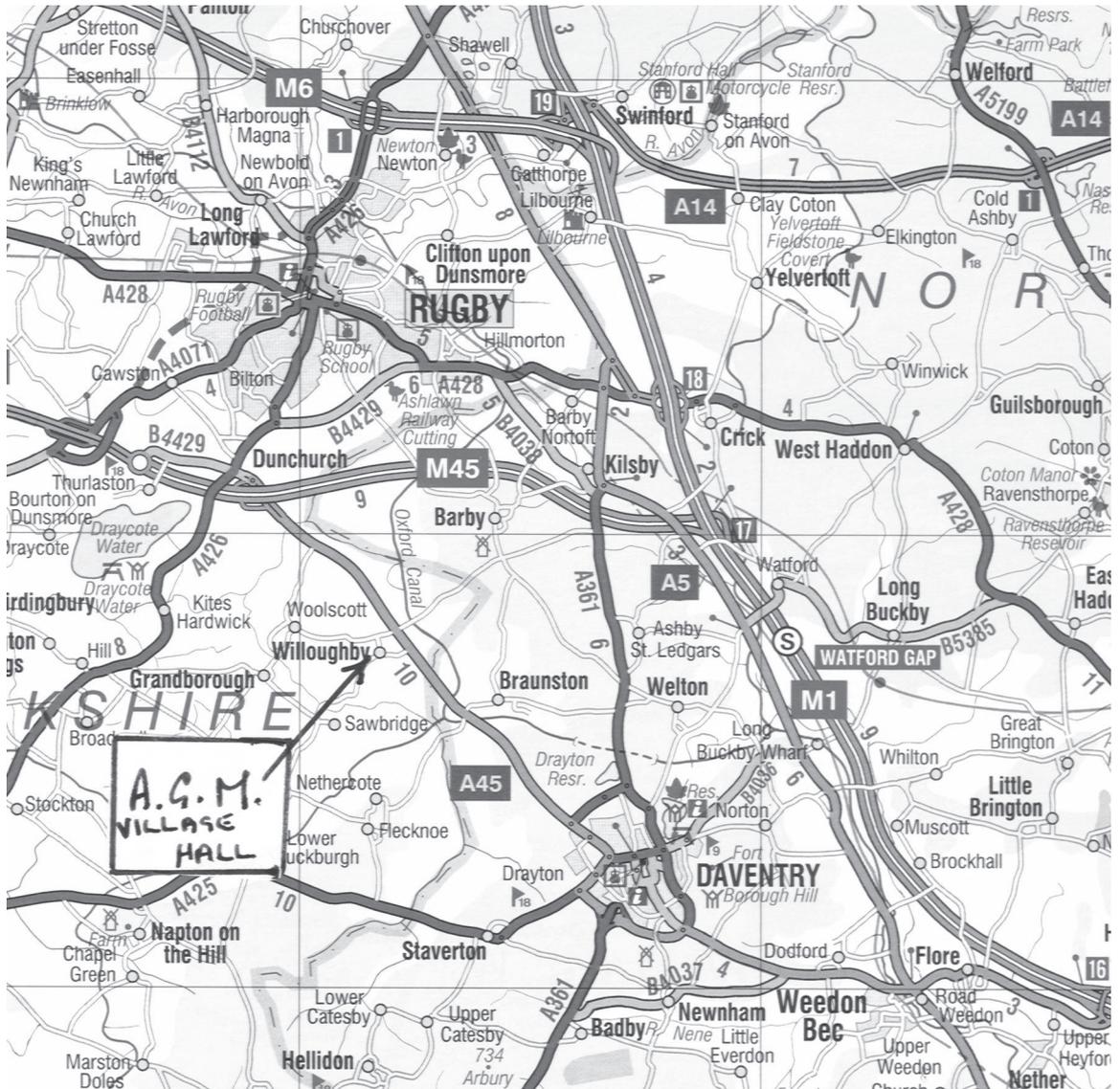
take from stall to stall. When you have decided you have all you want, simply take the order to the desk and pay, either by cash, cheque or credit card. The 10% discount on the total order will be deducted at the pay desk. Pre-ordered parts will not be charged to the members until after the AGM. All that is left to do is go back to the appropriate stalls and when you have collected all your parts hand in the receipted order form, which we need for administration purposes, to any stall holder.

Sounds complicated but it really isn't.

Members items for sale

If you have any parts, tools or other items of interest that you want to sell/exchange why not bring them along, we can set up special tables alongside the Club part stalls. All we ask is that a small percentage of the sale price is donated to Club funds.

See you at Willoughby, which is just off the A45/M45/M1, 4 miles north-west of Daventry (see map)



The Brighton Taxis – a coincidence or what?

Having featured Dave Ball's pair of Fordor Brighton taxis under Members' Cars in issue 157, imagine my surprise when Peter King, in Braintree in Essex, sends me a copy of the February 2006 newsletter of the Witham Historic Vehicle Club, in which there is a sort of obituary to the maternal grandfather of member Stephen Bullman. Stephen's article is called 'Taxi Tales' and recounts some of the stories of Walter (Fred) Andrews, Stephen's mother's father, who drove taxis in Brighton during the 1920s and 30s. He passed away in June 2004 at the age of 92. I am grateful to Stephen for letting me reproduce part of that article here:-

Ford Eights and Whisky

No story of taxis in Brighton in the 1930s would be complete without mention of B.A. Taxis, run by the Baker brothers, who operated from Brighton Aquarium. This small concern started in the 1920s running 1000 cc B.S.A. motorcycles and oversize Mills and Fulford sidecars, in which both passengers sat side by side. In this form the company prospered enough to survive into the 1930s and eventually evolved to four wheels using a small fleet of Ford Eight Y models. During the Ford era, Grandad spent about a year working for the firm.

One night, Grandad had to take two gentlemen from the boundary of Brighton and Hove to a destination somewhere to the east of Rottingdean. Upon arrival at the house, he was ushered into the front parlour, along with two or three others, presumably drivers, or maybe domestic staff, whilst the two gentlemen went into a back room, where some sort of party seemed to be in progress. The intervening hours were spent playing darts and drinking whisky with his new companions, occasionally being disturbed by the occupants of the next room.

Eventually, the two gentlemen emerged, somewhat the worse for wear, to be returned to their dwellings. By this time, Grandad was none too steady, but was in better shape than the others, so all three made their way to the little Ford. The two passengers got into the back seat and Grandad prepared to start the engine. Several times he pulled the Bakelite knob; the starter turned the little side-valve over, but it refused to start. As those of you with 6 volt electrics will know, there is only a limited number of times that you can do this before the voltage drop rears its head. So it was then starting handle time, but still no joy.

There was only one thing to do; the two passengers got out and pushed! Now I've never walked from Rottingdean to Hove and, quite honestly, I've no wish to, but these two gents were prepared to, pushing the car (*It has got to be a good 6 miles!* – Ed). Eventually, they arrived at the Aquarium, where they parted, but not until Grandad had charged them the fare, which they willingly paid!

When they were out of sight, Grandad turned his attention to the recalcitrant engine. Perhaps the walk, whilst steering through the window, had sobered him up a bit, but as he sat in the driver's seat, looking at the dashboard, he put his thoughts together and TURNED THE IGNITION KEY to the 'On' position. He then turned the starting handle and the little eight horse power side-valve fired and settled down to its irregular tick-over!

Bristol Classic Car Show

Shepton Mallett - January 2006.

The last weekend of January saw the Bristol Classic Car Show at Shepton Mallett. We like to put on a show of different cars each year, but needed to make commitments before enough volunteers were forthcoming. Please contact me a month before this and the restoration event in future if you wish to be involved.



Alistair Currie's lovely January 1935 Tudor on the stand at the Bristol Classic Car Show at the end of January, but why spoil the view with those hideous sheets of paper on the windscreen?

Over the weekend we had six vehicles on our display. Firstly, the Model 'Y' of Alistair Currie. Alistair joined the Y and C Register at the latter end of 'last year without a car, but, by November had bought the restored car, which belonged to the late Jeff Cole, and agreed to show it. Next to this was Pete Williams's E83 W, as seen regularly in the wider area of the South West and beyond.

Richard Tiley brought along his 7Y, in unrestored, regular use condition. Getting more up to date, another commercial the 300e of David Locke, bare of any brightwork on the Saturday, but with new chrome bumpers and fittings as the show opened on Sunday. Paul Hanley graced us again with his 100e Popular, looking as clean and bright as always. Last and by all means least, the painted rolling chassis, with a display of Ford spanners, tyre lever, spring spreader and other special sidevalve tools. A hub-puller was pointed out as being absent.

It was busy both days, with lots of paying public attending a good show, despite the threat of snow. Pete Williams put on a talk about the working of mechanical brakes on the two days to a minority audience, despite making an exhibition of himself by walking about the show in a sandwich board. We also had on display a cut away 105 e engine.... Well they did fit them to 107Es!

Visitors to the stand included Mike and Kath Samuel with Mike's brother and sister-in-law and two men from the Rochdale stand who took a lot of interest in the chassis, how it fitted together and what went where.

Thanks to all who helped and who made it worthwhile.

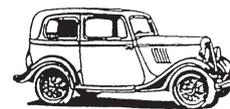
Ivor Bryant. Regional Contact, West Country

Events 2006

- 16/17 April** Medway Festival of Steam & John Keenan 01424 424323
(EasterSun/Mon)Transport, Chatham dockyard See 'Around the Regions'
- 23 April** **A.G.M. & Spares Day** Bob Wilkinson 01832 734463
Willoughby Village Hall
Also national 'Drive It Day'
- 27/28/29 May** Enfield Pageant of Motoring EDVVT, Tel: 020 8367 1898
Car entry by ticket only
- 29 May** Antique & Collectors Fair, Classic Pam Millard. 01454 413050
Bk/hol Mon Cars, Berkeley Castle, Gloucester. or Ivor Bryant 01454 411028
- 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
- 25 June** Chipping Sodbury Rotary Club Ivor Bryant 01454 411028
Classic Car Run (approx 90 miles) for entry forms pre 26 May
- 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

Kemble Air Day – 18 June

Ivor Bryant, on behalf of the Y&C Register and the Sidevalve Owners' Club, has 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



Non-Register events

Luton Festival of Transport (now in it's 15th year). **Stockwood Park, Luton. Sunday 11th June**, 10am to 5pm. Pre booked exhibits FREE. Over 1200 vehicles, including over 50 clubs in 2005. Large Autojumble. **The Vauxhall Heritage Museum** is open in conjunction with the show. Interactive Driving Skills Display and Demonstrations from the Emergency Services, Adults £3.00, Children, £1. Family £7.00
Contact Ann Marriott, 01582 597375. E-mail:- ann@cvpg.co.uk

Coleford Carnival of Transport and Autojumble (8th year) – Coleford, Gloucestershire (near Monmouth). Quote Ivor Bryant, "Its a bit like "Heartbeat, all old cars around the town, no modern vehicles to be seen "except in the car parks on the outskirts." – **Easter Monday, 17th April 2006**. For entry forms, send s.a.e. and A5 envelope to:- Coleford Carnival of Transport, PO Box 45, Coleford, GL16 7WY

RAID HOLLAND

The arrangements for the trip to Holland (3 – 10 June 2006) are well advanced, thanks to the efforts of our Dutch members, particularly Ans, Rob and Martin Bolland and Patrick van der Meer. So far, we have 12 cars from the UK joining up with at least 4 cars from the continent of Europe. The route and itinerary were published on page 9 of issue 158 and sound very interesting with something for everyone.

Payment

1. The Club will settle each of the three hotel bills for accommodation and meals, i.e., dinner, bed and breakfast. Individuals are to pay for extras such as wine, telephone calls, etc.
2. Those taking part are to pay Bruce Allan, the Treasurer, either by credit card or cheque (payable to Ford Y&C Model Register Ltd.). He will need to collect £280 per person for two people sharing a room and £360 for a person in single accommodation.
3. A deposit of £100 per person is required by the close of the AGM (23rd April). The balance of your payment is required by 12th May 2006.

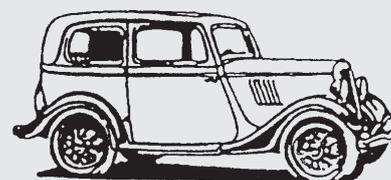
Ferries

4. The majority of cars would seem to be opting for the Harwich – Hook of Holland ferry route. There are a variety of sailings and types of crossing (day boat, overnight boat, catamaran, etc.). Booking advice and most popular timings can be obtained from John Argent on 01707 662049.

Regalia

A special beige polo shirt, with a windmill on the sleeve, is being prepared for the trip. Orders, with your sizes, can be placed with John Argent before or at the AGM. Assuming a total order of at least 15 shirts, the cost can be kept down to £18, which is the cost of the standard Club polo shirts.

If John Argent does not already have your name, the deadline for submission is the AGM. Come and enjoy Holland, the old cars and the camaraderie.



NEWS OF NEW MEMBERS

February 2006

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register the following 7 new full members. These include two members who have rejoined.

Martyn C. Apsey	A0401	Woking
Michel Aubry	O-A102	France
Michael Deichmann	O-D101	Denmark
Leslie Rawstrone	R1402	Preston
David A. Tanner	T1002	Chelmsford
Barry Vincent	V0901	Rickmansworth
Kenneth Wilding	W1311	Hadleigh

We are delighted to welcome these new members. Brief details of their vehicles are as follows:-

Martyn Apsey has purchased his 1937 2 door Model 'Y', Registration No. CTT 300, chassis number 4182188 from his stepfather. Hopefully his car will be on the road soon. Welcome to the Club Martyn and thank you for joining.

Michel Aubry. We welcome Michel from France to the Club. Michel has a 1932, 2 door, left hand drive Model 'Y', Y9770 with the registration number 977 BH 37 and an Asnière Assembly Number of 1730. The car is painted green over black. Thanks for joining Michel.

Michel Aubrey's very smart Asnière assembled January 1933, LHD, short rad Model 'Y', Y9770.

Michael Deichmann from Denmark has re-joined the Club after a 10 year gap. Michael's car is a 1936 Model 'C', which it is believed was built late in 1936 as it was first registered on 23 February 1937 in Denmark. The chassis number is C68864 and has a German designed left hand drive cabrio-limousine body style. Originally black, it is now painted green and Michael intends to keep it green. The car was Michael's regular daily car when he was a university student some 25 years ago and is currently undergoing a restoration. We thank Michael for re-joining the Club and wish him well with the restoration and shall be pleased to learn how it is progressing. (See 'International Correspondence' for more information and photographs of Michael's car.)



Leslie Rawstrone has joined the Club and is the owner of an October 1933 2 door Model 'Y', with a chassis number Y38327, registration number US 3082 (Glasgow). The car was registered in October 1933 and we believe that the Briggs body number is 165/50, which would make it the oldest known surviving long rad body. The car has been known to the Club since we started keeping records in 1989. It was then owned by Mr J. Harvey of Carnforth. Les is currently restoring the car. We wish him well with the restoration and welcome him to the Club.

David Tanner. We welcome David together with his 1936 'CX' 4 door grey saloon to the Club. The chassis number is C38833, the Briggs body number 466/1233 and the registration number PIJ 871. David is presently having the car re-sprayed after which the carpets will be refitted. Thank you for joining David and we hope all goes well with the restoration.

Barry Vincent has re-joined the Club, but is without a car at present. However, he is looking for a two-door Model 'CX' as his late father used to own one. Good luck with your search Barry. We look forward to hearing details of your progress and thank you for joining the Club.

Kenneth Wilding is the proud owner of a green over black September 1936 4 door Model 'Y', Y152870, registration number DKO 301, which has an after market boot fitted. The car was purchased from former member, John Keeble, by Kenneth's son, Richard, as a Christmas present for Kenneth! It seems that a Model 'Y' was one of the types of vehicles that Kenneth worked on some years ago. DKO 301 is on the road and we thank Kenneth for joining the Club and wish him many days of happy motoring.

I am pleased to say that my first contribution as Membership Officer in Issue 158 of 'Transverse Torque' was apparently well received in as much as I have not received any adverse comments. I hope you all find this contribution similarly informative and, as always, the Club extends a warm welcome to all new and re-joining members. Please keep the Editor up-dated with news of your vehicles, including photographs, and as spring is just around the corner, perhaps we can have details of the exciting trips you will be making in your precious vehicles.

PAYING SUBS BY STANDING ORDER

Whilst parting with money goes very much against the grain, I would like to ask those of our members who do not pay their subscriptions by Standing Order, to consider adopting this method of payment. Some 55% of members pay this way and it serves three functions. Firstly you do not have to remember to pay; secondly, we do not have to send out reminders and thirdly it makes my job a lot easier. Paying by Standing Order is quite safe and easy and is under your control. If you would like to pay by this method, please contact me as soon as possible and I will send you a Standing Order form for completion. You will find all my contact details inside the front cover of 'Transverse Torque'.

Godfrey Dingley-Jones
Membership Officer.

Local correspondence

Another restoration under way

John Nee, from Mount Bellew in Co. Galway, joined us in November last year, having been fired with enthusiasm over the restoration of his September 1935, Model 'Y' Fordor, Y112487. He writes:-

"I enclose a picture of the car, as I bought it. We have now taken the body off. The chassis is in good condition, so we have started cleaning and painting. A lot of work ahead!"



Another tired looking car rescued and now in the hands of a caring owner. John Nee takes home his Fordor to Mount Bellew in Co. Galway in 1994. Restoration is now well under way.

Members' Cars issue 158

John Osley told the lovely story of his father's love affair with the Model 'Y' in the 1950s, before he sold it in 1959/60 for an E04A Ford Anglia with, quote, "... joy of joys, hydraulic brakes!"

This made Nigel Stennett-Cox almost choke on his coffee and immediately send an e-mail:- "What a charming story by John Osley in the latest Transverse Torque, redolent of a bygone period for many of us of a "certain age"! I shall always harbour memories of fifties family motoring myself although the family didn't run a Y or C.

John's Dad was clearly unenamoured of the Y's rod brakes, but I think he was mistaken in his recall that their replacement E04A model used hydraulics. As I'm sure you know, no "upright", i.e. transverse - sprung small Ford did, right up to the end of the Prefect line with the E493A in 1953, and the demise of the 103E Popular in 1959. Their Girling cable systems though, with wedge operation of the shoes, and compensators front and rear, were infinitely better than the Y brakes!"

May I suggest, Nigel, that, as the E04A Anglia went out of production in 1948, the car that John's father bought in 1959/60 could well have been modified to hydraulic status.

Engine number YA1077 - a coincidence.

I read in the latest edition of the magazine about the mystery engine numbers. One thing occurred to me, which may or may not be significant. I once discussed modifications of

the 8hp and 10hp sidevalves with the late Paul Foulkes-Halbard and, in particular, the engine in his Model 'Y' racing car. He told me the engine in that car had a popular (no pun intended) period modification done to its 8hp block, which was to overbore it and fit Singer Nine pistons and rods, thus achieving a capacity of 1077cc. This modification was done to the racer's engine to allow it to race in

a specific formula apparently. Now that number (1077) may not be relevant to the number stamped on the engine block featured in the magazine, but I'm pretty confident in saying that it was the number quoted to me by Paul, which at the very least is a coincidence isn't it?

Thank you for a very interesting edition (as ever) and I would like to wish you and all the other members of the Club a prosperous and trouble-free sidevalving 2006.

Chris & Carol Jarvis

Then and Now

Then

It was all Bert's fault. Bert Thomas was a near neighbour of mine in Mytchett, Surrey and, during the late 1960s/early 1970s, I would walk past his bungalow on my way to school and gaze lovingly at his Model A. I became attached to Bert's circle of friends, all restoring and running old Fords, and met Philip Albers, who ran a lovely long rad Model Y. I loved the shape of the 'Y'.

I married in 1978 and Bert kindly drove us from Mytchett parish church in the aforementioned Model A.

Now

Move on 30 odd years. Now approaching 50 and living in Exeter and having owned various old cars of my own, I thought it was time to seek out and purchase my own long rad. I joined the Club and received great support and advice from Bob Wilkinson. I looked at a couple of cars, but for various reasons they didn't quite "hit the spot". Then I had a phone call from Jim Miles, who knew of a suitable car that was about to come onto the market in Stevenage. Phone calls exchanged, a trip planned, and I was off! The car, EW 8625, was just what I was looking for. A 1935 long rad in Orient Blue. Just like Philips had been all those years ago.

Imagine my surprise to discover it wasn't like Philip's old car, it was Philip's old car! The car is all up and running and I've used it many times during the past couple of months. More research showed that after Philip, EW had been owned by Jeff Cole, the Technical Adviser to the Club, until his death in the late 1990s.

So, do you have any photos of this car? With Jeff or before? Old back issues of the Club magazine, or any of the club stand at Enfield? EW 8625? (see page 7, Ed)

Alistair Currie (01392) 255836

Solid disk wheels - an unusual accessory

Ken Sleight e-mails from Doncaster, (which is home to my favourite football team - "I'm a Rover 'til I die"!):-

"I would like to try again to get some information about a very early Model 'Y' I owned in 1953. It had solid pressed steel wheels with a centre hub-cap, much like a Model 'C'. Someone suggested, the last time I raised this matter, that they were aluminium clip-on disks. This is not the case as I remember it well, even though it was over fifty years ago. The photograph on page 27 of issue 131, July-August 2001, has a photo of the very same wheels. I do hope someone in the Club can shed a little light on the origin and suppliers of these wheel covers." Just a thought - could they be wheels off a car with the same wheel stud spacing - e.g. Fiat? - Ed

A photograph of the wheel disks referred to by Ken. This photograph shows the Dublin contingent setting off on the 1933 Dependability Demonstration.

Wartime fuel rationing

Ken goes on to say:- "Here is a photo of my grandfather with his Ford Model 'Y', BAK 6, taken just after the war. He drove the car all through the war, when he could get petrol. Being a farmer, he was allowed a small ration. Farmers were also allowed petrol in order to start their TVO tractors and managed to save a little of this for their cars. Some even added TVO (tractor vaporising oil) to the petrol in their cars, not ideal but there was a war on. It was in BAK 6 that I learned to drive whilst, still at school."

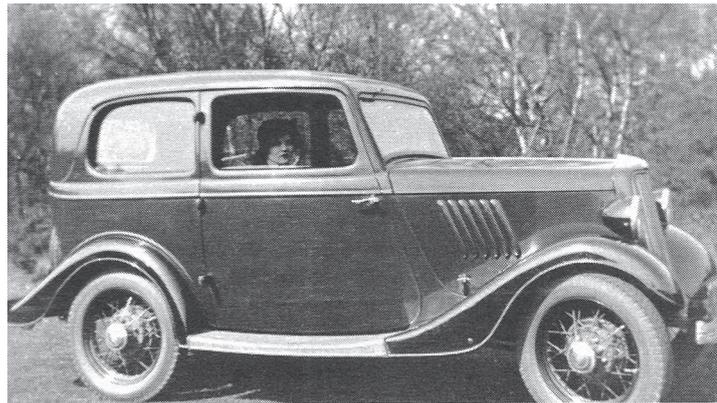
Ken Sleight's maternal grandfather, Mr. J. Bennet, with his August 1936, Bradford registered, Tudor Model 'Y', BAK 6, which he drove throughout the war.



During the war, the Police were empowered to check randomly the petrol tanks of cars to see if there was any 'chemically tagged' (i.e. intended for industry) fuel present. – photograph courtesy Tony Etheridge."

The Wicko aeroplane

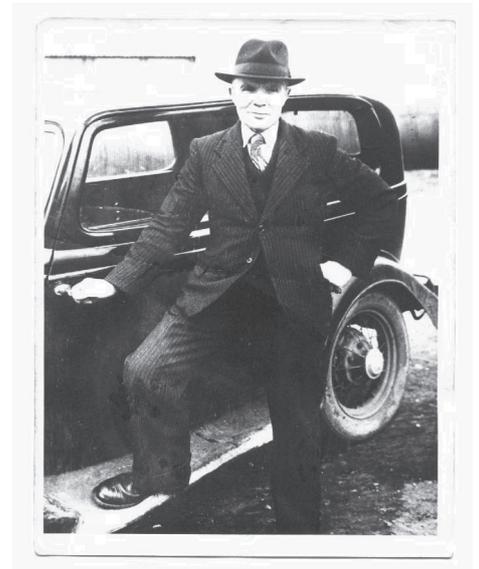
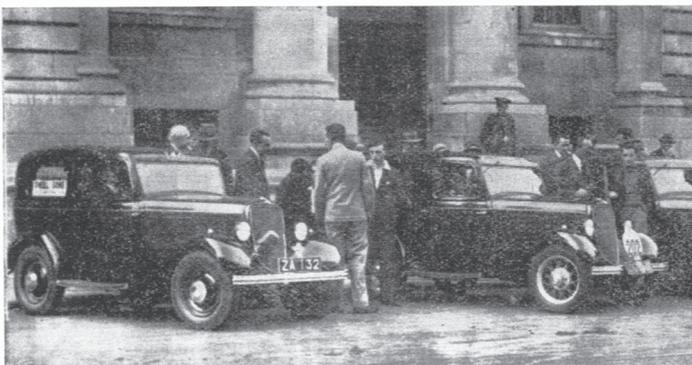
Dave Minnett sent in the following:- "I have been reading a biography, 'Flight of the Halifax' (ISBN 0 646 11353 4) about Geoffrey Wikner, an Australian aviation pioneer, who led an amazing life. To cut this short, one of



Geoffrey Wikner's wife, Trudy, in their 1934 Model 'Y'

his V8 aeroplane for 'The V8 Telegraph' newsletter. I just couldn't let the Model 'Y' slip past you. There is no other information about the Model 'Y' in the book.

"Coincidentally Geoffrey Wikner was a first cousin to Edgar Percival, the famous designer and manufacturer of air speed record-breaking aeroplanes, including the 'Percival Mew Gull'. To see a newly restored and sole surviving Wicko in the UK fly, go to www.wicko.com



Blackout crash

Way back in November, David Gustard put me onto a fascinating book called 'When the Lights Went Down' by Steve Jones, which recalls stories of the crimes that were committed in wartime London and Manchester whilst the menfolk were away. It is published by Wicked Books Ltd. (ISBN 1-870000-05-6). On page 87 is a dramatic picture of a Model 'Y' that has been hit at speed. I ordered the book through our local library, but, when it arrived, I found that it was the first edition and finished at page 86! Murphy's Law at work (or probably Sod's Law – Arkwright Sod stated that Murphy was an optimist!). I reordered, quoting the second edition (published in 2000) and it eventually arrived.

I am able to include the photograph here, thanks to Steve Jones, who owns Wicked Publications Ltd. and who responded positively to my request for publication and who signed off "Wickedly yours ...". Thanks also to David Gustard for spotting and reporting the photograph.



The combined speed of this (late) Model 'Y' and whatever hit it must have been pretty high to cause that amount of damage. You had to drive cautiously in the wartime blackout. I assume the blobs of white are concealing nasty bits. Photograph courtesy Steve Jones and Wicked Publications Ltd."

Wanted – Editor- Repeat appeal.

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**

DRIVE-IT DAY! SUNDAY 23rd APRIL.

FBHVC's new initiative to raise the profile of the historic car movement is 'DRIVE-IT DAY' on Sunday 23rd April. This date is chosen, apart from it being St. George's Day, to remember the 23rd April 1900, when 64 cars set out from London on the first day of the famous Thousand Mile Trial.

Our Club supports the FBHVC venture in encouraging all owners of licensed historic vehicles to get out and about on that day. There is no planned route; the start line is your home; just drive anywhere and raise the awareness of our classic car movement as you drive. Use your classic car for once to go shopping, to the park or even to work. If your restoration project is unfinished then just park it on the drive on view.

Since this coincides with the **Ford Y&C Model Register A.G.M. and Spares Day**, why not drive your old Ford to our event and join in the fun? We usually get about 10 cars on display on the lawn at Willoughby, so I will expect to double that figure this year !

**DETAILS OF THE A.G.M. ELSEWHERE IN THIS ISSUE.
DRIVE TO YOUR A.G.M. IN YOUR OLD FORD.**

Around the regions

Region 2 (West Country)

We have received an invitation to another air day, this time at Fairford, free entry to pre entered classic cars. This is a big event. See elsewhere for details or contact me.

The Chipping Sodbury Run invitations are out. This will be on Sunday 25th June ending at the Slimbridge Wildfowl Trust, a run of about 90 miles with approximately 200 vehicles pre 1975. Contact by writing to Ian Joseph, 70 Kent Avenue, Yate, Bristol, BS37 7RZ.

Other issues, Tony Faithful is progressing with his E83W, Pete Williams has bought a Morris 4 speed gearbox with the intention of fitting it to his E83W. We may be joined by another local with an E83W and boat tailed Pop. I have rewired my 7Y the old loom of 1938 having perished and have bought a new old stock loom for the CX

Region 5 (East Sussex, Kent)

John Keenan reports:- The first big show in our region will be the Medway Festival at the Chatham Historic Dock Yard – this is well worth a visit. However, the main event is of course our AGM at Willoughby village hall, very easily found just north-west of Daventry off the A45. If any member would like a lift from the south-east, I will be going from Hastings (01424 424323), Owen Baldock will be going from Tonbridge (01732 852491) and Chris Jarvis will be going from Hove (01273 554595). It is an interesting day out with a wide selection of spare parts and regalia on sale. You can meet with the Club officers and other members to discuss Club issues. You can bring your own snack or there is a very comfortable pub next door for a more substantial lunch if required. We should get a good number of our old cars on parade, with several experts on hand for any questions, so why not take advantage? It is your Club so please help to make it work.

Region 15 (South Yorkshire and East Midlands)

Ken Sleight, the Regional Contact, is eager to help. He says:- "I would be pleased to hear from Y&C Club members in Region 15 for a chat, or to help with any problems they may have.

Here are a few rallies in the Yorkshire area already in our diary. If anyone would like more information do get in touch on 01302 337483. Thornton Le Dale - Sunday 28th May; Ripon Old Cars - Sunday 28th June; Filey Edwardian Festival - the last weekend in June. Ruth and I hope to meet up with you at one or more of these."

NORTHERN SIDELIGHTS – Region 16 (the rest of Yorkshire)

The picture of the scrapman dismantling a Model Y sometime in the 1960's, (page 23, Issue 158), reminded me of an episode in 1960. My father's vineyard green 1936 Tudor was becoming rather shabby around the windscreen. So, it was off to the scrapyards we went one Saturday afternoon. Upon enquiry for a Model 'Y' windscreen, we were pointed to a far corner of the yard, where a pile of them awaited re-cycling. (This yard must have played its part in the cull of old Fords!). After three half-crowns were handed over it was off home to fit the new part, which certainly improved the appearance of what I recall was a very decent-looking Model 'Y' anyway....Ah well!!

CNN, my Model 'Y', is called upon to take a bride to the Church in mid-March. She seems quite happy about the issue of climbing into the back with bridal gown, but I said that this would be facilitated by removal of the passenger seat. I proceeded to fold the seat forward and then realised for the first time, that complete removal of the seat can be done in seconds by pulling the hinge pin, thoughtfully provided by Mr Ford with a ring in which to insert a finger. Superb! My insurers, by the way, offer wedding hire insurance at £15 per day.

Model Ying in the snow. Well almost. CNN went for her annual new-style MoT today and it snowed before, during and after the event, but not enough to cause any problems.

'The Automobile' reports that the FBHVC have created a 'Drive it Day' on St George's Day, 23 April (also the day of the A.G.M. – Ed.). The aim is to raise the profile of the historic vehicle movement and they urge all those who are able, to simply take out their old cars on that day so that they can be seen by the public. If not on the road, to park your half restored treasures in your driveways for all to see. A splendid idea!

Barry Diggle, Region 16

20 years ago (Issue 40 – March/April 1986)

I smiled when I read John Guy's editorial, although it was not a smiling matter. He tells the tale of his Renault 16's wiring loom, which caught fire and had to be extinguished by the local Fire Brigade. John was called out of his workplace by the local constable, who gave him the sorry news. He towed the car home and found a replacement wiring loom in a local scrapyards (£7.50 compared to the £350 garage estimate). After replacing the loom, John goes on to say:- "After a final check of the controls, I was just getting out of the car when a brick under the wheel suddenly burst out from under the tyre. Unfortunately the hand brake was off for testing purposes. I live on a steep hill, so the car immediately set off with me half in and half out. Realising that the open door was about to smash into the side of the house and break my legs which were outside the car, I made the rapid decision to dive into the car and rapidly pulled my knees up to my chin as the door smashed shut. I was then on my side across the two front seats, in the dark, with the car rapidly accelerating down the drive., struggling to find my orientation in order to grab a brake of any description.

It is a narrow drive with walls on both sides, but the steering must have been set just right, because the car didn't touch either wall. I found it took 3 seconds to travel the length of the drive. At the bottom of the drive, locked inside the garage, was my Model 'Y', with its brand new bumpers just fitted. I didn't make the brake in time, so that the Renault, with the bonnet still up, proceeded to smash its way through the closed garage door into the back of the Ford, which in turn catapulted into the workbench at the far end of the garage. Uninjured, I climbed out and exclaimed something like "Oh dear!" as I surveyed the wreckage."

John does not go on to say what damage was done, but I bet his new bumpers suffered a tad. I recall a similar mishap happening to me in the early '80s in Germany, except that my car, which tore down a steep gradient, was a Triumph 2000 and the car behind the garage door was a brand new Mercedes belonging to a friend! That was expensive.

As with the previous issue, issue 40 included a number of letters from members talking about their cars, which, retrospectively, will be added to the database of cars' histories, which is slowly building up. Cars mentioned in this issue were:- the late Ernest Bombard's Model 'Y', CVW 828, in Florida; Tony Herbert's Model 'Y', DY 7895; David Chiltern's Tudor 'Y', APU 149, now owned by Stephen Bond in Leeds, Kent; Bob Yarwood's Tudor Model 'Y', JL 4086, a familiar sight at most of our gatherings, being now owned by Geoff Dee; Steve Morris reports buying a Tudor Model 'Y', which appears to have been registered on 10 June 1936 and supplied by W. Harold Perry Ltd. of North Finchley to a Mr E.L. Newton. Does any member recognise this car as his? (Tim Brandon?); David Gustard reports on his car, ARO 135. It was originally supplied by the Ford main dealer in Letchworth, Bennett's Motor Works. David was going to 'research the Bennett connection'. How did you get on David? And, finally, Ian Wright recounts his frustrating restoration of the engine in his Tudor, CXC 850, which he recently sold to Tom Clark in Co. Durham.



One of the earlier photographs in the club archives shows Ian Wright with CXC 850, his black Tudor, on Whitley Bay seafront in 1984."

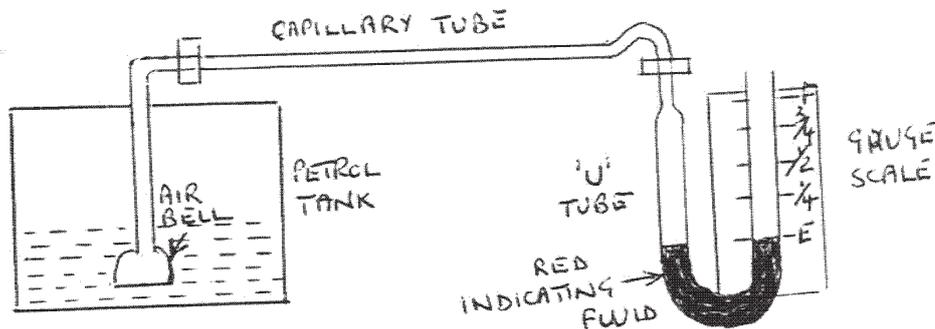
Ian's write-up revealed an item worthy of entering in the archives for posterity. He stated that "Renovation of the engine revealed that, although the engine block bore the funny R for 'reconditioned', the bore of the block felt quite new (no ring lip) and the pistons were stamped STD. The engine has a fibre timing gear in perfect condition. The only explanation so far was offered by my father, who worked on Model 'Y's before the war as a mechanic specialising only on Fords. He claimed that it was Ford's practice to issue new engines stamped R if there was a shortage of reconditioned blocks. Ford would always recondition your engine, but if the block was too poor, a new block would be issued and duly stamped R."

Of the eight new members listed in this issue, only Herbert Wingate, from Horsham, in West Sussex, is still a member today. Well done Herbert, and Norman, on your 20th anniversary of membership!

Jim Miles included part 2 of his history of Ford Cologne, which I shall extract for a future article in the magazine. Jeff Cole, the Club's Technical Advisor, wrote the definitive work on how to set up and service the hydrostatic fuel gauge, fitted to Model 'Y's manufactured pre-June 1935 and some 'C's'/CX's assembled overseas. It is worth repeating here. Note that the Model 'Y' Bulletin, Vol 1. No. 3 (November 1932) describes the operation of the gauge. [bound copies of bulletins available from Bob Wilkinson].

THE HYDROSTATIC TYPE PETROL GAUGE

The type of petrol gauge fitted to our early Model 'Y's was of the thermometer type, which consists of an air bell in the petrol tank, a 'U' tube backed by a calibrated scale in the dash panel and a small copper capillary tube line connecting them together, as shown below:-



The mode of operation being that petrol enters the small hole in the air bell and by doing so, pushes the air in the capillary tube, which creates an air pressure, forcing up the indicating fluid in the 'U' tube to record the level of petrol in the tank.

This type of gauge is very reliable, providing the correct level of fluid is in the gauge, the connecting pipe is free from obstruction, moisture and air leaks and the tank unit is supplying air from the surging of petrol in the tank.

Now to get your gauge working, I suggest you remove your gauge by undoing the pipe union connection at the rear of the gauge and the two nuts securing the gauge to the dash panel. Now undo the pipe union on top of the petrol tank, remove the screws retaining the unit to the tank and withdraw the tank unit, being careful not to damage the gasket between the unit and the petrol tank. Having

removed these, thoroughly clean the gauge tubes between the two. This should be blown through from one end by a hand-type pump, making sure that any moisture or obstruction is cleared out and that air is passing freely through it.

We can now replace the tank unit and connect the pipe union, making sure this is tightened so that the air pressure cannot leak away. This is most important to obtain a correct reading on the gauge. Now we come to the gauge end. This should be filled to the empty mark on the scale with a special fluid, the name of which is TETRABROMOETHANE, which is a heavy fluid having a specific gravity of 2.9.

To fill the 'U' tube, you need a medicinal eye-dropper to enable you to draw up the fluid into the dropper and discharge it into the open glass end of the 'U' tube to exactly the 'E' or empty mark on the calibrated scale of the gauge. Having done this, and keeping the gauge upright, offer it up under the dash panel and re-connect the pipe union, tightening up the two nuts securing the gauge to the dash panel and also very carefully tightening the pipe union to the gauge.

Everything is now back in order. Once having put some petrol in the tank, just for good measure, disconnect the petrol fuel line at the pump on the nearside of the engine and blow down this line, back into the petrol tank with your mouth; three or four good blows. Having done this, your gauge should read the level of petrol in the tank.

Jeff Cole.

Note that Tetrabromoethane is now considered a hazardous material and cannot be purchased commercially. A phial of fluid of the same specific gravity, sufficient to fill your gauge, can be purchased from Saturn Industries Ltd. for approx. £3.00 plus postage. Telephone 01594 834321 or e-mail mike.cobell@btinternet.com Saturn Industries supply the fluid for the Model B gauges.

Restoration of Stan Bilous's Model 'C'

- Part 1

Question:- Why have so many years passed to complete my restoration?

Answer:- I had to start again from scratch!

In issues 156 and 157 you will have seen the result of years of work to get my February 1935 Model 'C' (C05632) back on the road. What you don't know is why it took all that time!

When I first came into ownership, way back in 1988, the car, which was a painted body shell, looked sound enough. So started the full mechanical rebuild. This was done with all mechanical parts being replaced (which I shall cover in a later issue).

The hunt for missing parts began. There were some amazing finds; for example, the spare wheel cover. I was lucky enough to see the outer section at the Detling autojumble in Kent. The seller told me that he had sold the inner circular section that very day to another trader, but didn't know him! I spent the rest of the day trying to track him down. As everyone was packing up, I saw it being thrown into the back of a van! Begging, pleading on my knees, I tried to prise it from him - all to no avail! I had given up all hope when I saw him walking over to my van holding the blessed piece! "Here you are. Your need is greater than mine." What a geezer. Those were the days when autojumbling was more of a gentlemanly pursuit times have changed!

At about this time, I noticed in places that there seemed to be an abundance of filler where I had to remove some of the body parts. Also there was some bubbling through the paintwork. It was then that I decided to investigate further.

The photographs tell the story. The rear wings were rusty and full of filler. The rear wheel arches were the same, exposing the inside of the sills to the elements. The lower halves of the rear doors were riddled with holes; the photograph shows what had to be done - new clean metal welded in; a job that should have been done in the first place. The two front doors had to be scrapped due to severe rot and filler replacing the whole of the lower sections. Similarly, the two front wings were held together by filler and had to be discarded. What a mess!

The rear wing riddled with rust and filler.

Then came the hunt for replacement parts which, because of the rarity of these cars, required a nation-wide search. I managed to find two front doors on a scrapped 'C' in Birmingham, a nearside front wing as a parting gift from the late Bert Thomas, an offside wing from John Keenan and so on.

Then the task of putting it all together. Luckily, with the help of fellow Y&C member, Kevin Burke, I was able to obtain the services of a retired body-shop man and paint sprayer, John Ellis, who set to the task, which proved to be a considerable one. However, the results gave me renewed hope in eventually seeing her back on the road. Rebuilding and fitting out was largely down to the three of us; Kevin and John's help in all this being immeasurable.

In a later issue, I shall cover the mechanical overhaul, including the rebuild of the braking system, the interior rebuild and re-commissioning.



With the rear wing removed, the extent of the rust is evident, exposing the inside of the sill.



The filled outer skin of the rear door lifted to expose totally rusted panel underneath.



For Sale

1933 two-door, short rad Model 'Y', Y29381, black. Original Scottish registration number. Has been garaged and off the road for 25 years. Is complete, less a cracked window. Some rust on roof and superficial rust elsewhere. Eminently restorable. Has V5C. Offers over £750.

Allan Chalmers. Tel: 01236 827101 (Airdrie, Strathclyde)

Ford 14mm spark plugs C31T - 12405. Developed by Ford Motor Company for use in the worn engine, which is inclined to burn oil and oil up its plugs. Set of four posted UK £16.

Graham Miles. Address on inside front cover or e-mail Graham@FamilyMiles.com

Oddball

Morris Minor, 1953, four door, tax exempt, MoT until December 2006. Full brake rebuild, new rear wheel bearings, sealed beam headlights, tidy with no rust, lots of new chrome. £800 spent over last five months. Original driver's handbook. £1500
Ron Kendall (Member) Tel: 01827 714584 (Atherstone, Warwickshire)

Wanted

For his recently purchased 1933 long rad Model 'Y', a starting handle and one of the metal finger grip strips above the door trim (two-door) – officially called 'strip (door garnish finish)'

Phil Beckett Tel: 01482 707228 (Hull, East Yorkshire)

Ford books for sale

As mentioned previously, Alec Duncan is selling his lifetime's collection of motoring books. I have bought a number of the Ford books relevant to the history of our cars for the Register library, but he is offering many other Ford books for sale at reasonable prices. For the complete list, he can be contacted at 'Autumn Leaves', 16 Manstone Mead, Sidmouth, Devon, EX10 9RX.

If it is only the Ford books and paperbacks in which you are interested, I can e-mail the list (or send by snail-mail) to you. Regrettably, it is too long to include in the magazine – Editor's prerogative!

International correspondence

Spain

Following the article in the last issue about the presumed Model 'C' DHC at the 1935 Barcelona Motor Show, Luis Cascante counters:- "Looking at the photographs of your article in issue 77 (1992!), the DHC Model 'C' is not so different to some German cabriolets. The Deutsch's Cabriolet, has the original horizontal Model C bonnet vents, no 'elbow-rest' on top of doors and pram-style hood irons. Folding type windscreen and position of the door handles are some of the differences. The Drauz's Cabriolet has front hinged doors. The general appearance of the Drop-Head Coupé, however, is similar to that of the Jensen illustrated in issue 157. However, I think you are right, the DHC was probably a Dagenham prototype intended for the overseas markets, hence the Left Hand Drive of that unit."

I pointed out to Luis that Ford Ibérica in Barcelona did not import cars from Ford Köln until late 1935, or even early 1936. The Motor Show was held before June 1935 (the date of publication of the photograph). Also the spare wheel cover on the DHC was pure Dagenham.

Denmark

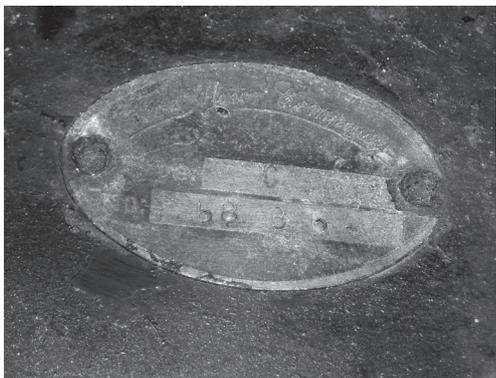
Michael Deichmann, who has rejoined the Y&C Register after an absence of ten years, is restoring a February 1937 Ford Junior cabrio-limousine. It was assembled in Copenhagen from early Eifel body parts supplied by Ford Köln, in Germany, and possibly a rolling chassis from Dagenham. Its chassis/engine number is C68864, as can be seen on the oval Ford Copenhagen plaque riveted to the bulkhead above the tool box. Note also that it states 'Type C', C being the generic letter for a Ford engine of 10 fiscal h.p. capacity. All Model 'Y's, 'C's/'CX's and Eifels were referred to as Ford Juniors in the Scandinavian countries.

Michael is keen to research Models 'Y' and 'C' in Denmark and is approaching the National Motor Vehicle Club of Denmark to obtain the details of some 40 small Fords registered with them. He knows of another cabrio-limousine close by to his home and has sent in photographs of that (C81231). His workplace (IBM) is only a stone's throw from the Ford Copenhagen offices, so he is also to carry out an archaeological survey of their production records. We wish him success.



A rather old photograph taken in 1978, during Michael's student days, when the cabrio-limousine was his everyday transport. Note the lack of horizontal bars on the bonnet louvres, which were incorporated on the early Köln Eifels.

The Ford Copenhagen assembly plaque riveted to the bulkhead of Michael Deichmann's Ford Junior cabrio-limousine in Denmark



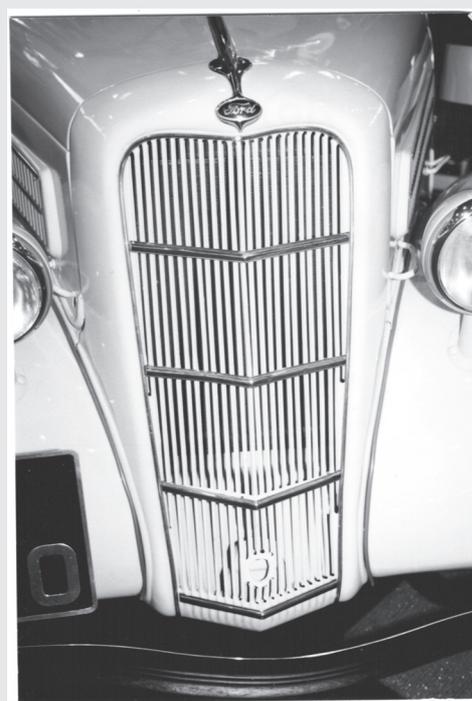
The black 1937 cabrio-limousine (C81231), owned by Børge Kaa, a close neighbour of Michael. This also has no horizontal bars on the bonnet louvres. Note the sturdy design of the hood.

CX CHEVRONS.

Just a brief note to inform all 'CX' owners in need of the chevrons which adorn the radiator grille, that these are now available – new!

Made individually to the original pattern in brass, with correct end profiles, highly polished, ready to take to your local chromer, complete with fitting kit. These are high quality items.

Ring Dave Tebb (see 'Useful Contacts' list.) 01937 557410.



How the grille of your 'CX' should be. Chevrons now available.

Australia

A question for you to answer

Member, Richard Flashman, from Hallett Cove in South Australia, has recently purchased a Fordor Model 'Y'. After much correspondence between Richard, Bill Ballard and me, Richard has identified the difficult to read chassis number as Y186654 (May 1937) and the Briggs body number as 164/7205 (fixed roof Fordor). The presence of a Briggs body number indicates that the body did not originate in Australia (Geelong). Also there is not a Ford New Zealand assembly number stamped on the battery box, so the car was probably an import from UK.

There is however a mystery, which readers may be able to solve. The radiator grille badge, which looks as though it has been in situ for a very long time, is not an orthodox Model 'Y' badge. Not only is it red, but it has a large 8 HP on it, with the H and P joined. Neither I nor Bill Ballard have seen this one before. Can anyone identify where it is from? To my knowledge, red badges were introduced with the 7Y and 7W to indicate the De Luxe versions. Anyway, there were no De Luxe Model 'Y's after the introduction of the Model 'C' in September 1934.



The mysterious red 8HP radiator badge which has appeared in Australia. Has anyone seen one before and knows its provenance?

Period shot 'CX' roadster

Bill Ballard reports:- "Sandra and I recently took "Bluey" over to Mt. Gambier in South Australia (a 550-mile round trip taking a day each way) for the *Australia Day Tour* (27th-30th January) and had a good time with Andrew and Trish Cameron and David and Sandra Moran in their *Anglia* tourers. Whilst we all had our cars on display in Frew Park in the city on the Sunday morning, an old chap came up to me and pointing to "Bluey", said "My first car was one of those!". After telling him that my roadster was one of only two in original condition, still on the road, out of seven known to exist, out of 334 built, I asked him if he had a picture of his car. He thought he had, so I left him my name and address and asked him to send me a copy of it.

Well, you know what it's like - you listen to these guys and it goes in one ear and out of the other, as half the time they seem to be spinning you a good yarn, and you never hear from them again!

You can imagine my surprise nine days later, when a letter arrives from Col Langley with a laser copy of the picture of his first car, which turns out not to be a 'CX' roadster, but a Model 'C' roadster, (one of 62 built, of which only one - owned by Tim Grant in Tasmania - is known to exist). The photograph was taken on grassland by the beach near his home at Portland, Victoria, back in 1955! What is most noticeable in this wonderful "period piece" is that the car, which would be around 19-years old when the typical "Kodak 127" photograph was taken, was still in immaculate condition and bore Col's personalised registration "CL-056" (who said personalised plates were a relatively new phenomenon?!). It is painted in a two-tone livery, with a light body colour offset with black mudguards, wheels and hood. A catchy colour scheme, wouldn't you agree?"



Col Langley's Model 'C' roadster, taken in 1955.

New Queensland Sidevalve Club

I have received our first newsletter, cleverly titled 'Ford Upwrite', from the recently formed (1 July 2005) Ford 8&10 h.p. Sidevalve Club of Queensland Inc. This is a break-away club from the British Ford Car Club of Queensland Inc., which seems to concentrate more on the post-war Dagenham products. We wish the Officers (Terry Keene; President, Brian Shields; Secretary and Keith Lawson; Treasurer) and the members a successful future.

Canada

Ford of Canada archives

Bob Oloman of the North American English & European Ford Registry (NAEFR), e-mailed me to say that the Ford of Canada archives were to close, with very little warning, as from 31st January. This saddens me as Sandy Notarianni, the Archivist, has been very helpful

over the years, not only when I was researching my Model 'Y' book, but also for snippets for this magazine, especially around the time of the centenary of Ford of Canada. I sent her the condolences of the members of the Y&C Register and received the following reply:-

" Dear Sam: Thank you so much for your concern & good wishes. You are right in that it is difficult to just walk away from something that I have spent the last 20 years gathering and cataloguing, especially when I have been given no indication as to the eventual fate of the material. The Archives of Ford of Canada is closed as of the end of January, but at least I have had the assistance of a Customer Service rep., John Albano, who has been handling the customer requests for information on older vehicles. There are no plans to terminate him at the present, so he will be continuing in that capacity. I have enjoyed so much the contact with people like yourself who have such a passion for older Ford vehicles, and learned so much from you all. Researching some of your requests brought to light a lot of material that I was unaware existed, so I do hope that there will be an eventual plan to relocate the material, perhaps to the US. Although I would be reluctant to see the Canadian content lost to the US, the fact that they have a huge Archives dept. gives me confidence that the collection will be properly handled.

I have no immediate plans as the news caught me off guard, but am beginning to get into a "retirement" mode to explore my options! Thanks again Sam for all your past support - sincerely yours, Sandy."

I copied my e-mail to Bob Oloman, who added:-

"As a long-term Ford of Canada retiree I have no official standing whatever in that connection (the archives), but it's a move that I very much regret. Before Sandy's term of office I used occasionally to consult with former archivist, Herm Smith, and our association developed into friendship. After I retired in '87, he and I travelled to England together, paying calls upon Lord Montagu and David Burgess-Wise - and participating in the Brighton Run.

I too have greatly appreciated Sandy's work and I've spent many a happy hour trolling through the records and contributing some bits and pieces. Our 1967 Cortina (bought new and now 39 years old) will surely miss its annual attendance at the All Ford Reunion. I could drone on like this at length, but I'll close with an appreciation of your Model Y book, a copy of which was loaned to me last year by a fellow retiree and enthusiast. It was a great read!

Perhaps we'll meet some day. Cheers, - Bob."

Feedback on Issue 158

Bill Ballard this time, who comments:- "Just a quickie to congratulate you on the latest edition of **'Transverse Torque'** - as usual, a terrific read! And Steve has to be complimented on the high quality of his printing - you can almost cut your finger on the pictures in the photocopies I make for the Australian syndicate members - they are that nice and sharp and "black and white"!!

Regarding the picture of the *Model 'Y'* on the ferry on page 4, it looks remarkably like the ferry across the River Dart from Kingswear to Dartmouth to me!! If I've got my bearings right, the old Royal Navy College would be off the picture to the right!

Regarding Pratty's "finds" and his *Model 'C'* ute in particular, I think it is a huge coincidence that the ute should be the 28th to be built (body no:- 20 LD28), knowing that David Moran's was also the 28th *Model 'CX'* ute to be built (body no. 20B 28LD), so it is obvious that they used two separate body number runs for the two marques. What remains to be seen is how Ford of Australia distinguished between the *Model 'CX'* straight-sided and well-sided utes (if indeed they did bother to distinguish between them). Did they put the "LD" before the actual body number if it was a well-sided ute (as on David's ute), and the "LD" after the body number if it was a straight-sided ute (as on Stephen Garlick's ute - body no. 20B LD12)? I suppose we shall only find out when and if another ute turns up!!"

"Luis Cascante e-mailed the following:- "In the superb French magazine, 'Automobilie', devoted to the history of French cars, I found the attached photograph, taken after the arrival of the German army to Chalons-sur-Marne, in June 1940. The French army Citroen 11 CV in the foreground has been attacked by German machine-guns killing both the driver and a French official. The car then crashed into a road sign. In the background, an Asnierès assembled short rad Model 'Y' runs in the opposite direction of a Wehrmacht's convoy."



U.S.A. and New Zealand

The quest to discover the provenance of Bob Anderson's *Model 'Y'* in Illinois continues. In the last issue I reported that, through our sister 8 & 10 hp Clubs in New Zealand, Graeme White, in Christchurch, had identified the registration plate, AI 8523, as being issued by the Timaru office on South Island and had suggested that the Editor of the Timaru Herald might be interested in our quest for information. Sure enough, the editor, David Wood, kindly published a request for information, with a photograph of the bright blue car, and three readers e-mailed me with possible leads.

The first was from James Milne, who sheared sheep with an Alistair Peterson, now deceased. Alistair owned a similar car between 1956 and 1964. In a subsequent e-mail, James stated;- "I do know he purchased it from a Mr Bernard Daly, who owned a garage in Timaru and Alastair worked there before becoming a shearing contractor. The car was painted fawn and he did repaint it at least once, the same colour. He used it extensively during his time as a contractor as he travelled over the country roads in South Canterbury." A further e-mail was received from a Harry Anderson, who was a friend of James and Alistair and who confirmed the above facts. He added, "Artie (Alistair) drove everywhere at 45 mph. It didn't matter what the terrain was like and town speed restrictions meant little to Artie !!"

I then received an e-mail from Sue Fraser, who said, "My grandmother read your article on the *Model 'Y'* in the newspaper a couple of weeks ago. My great-grandparents purchased an identical coloured make and model car in Hamilton, NZ and drove it back to Timaru in the late 1930s when moving back to Timaru. She has a basic hand-written receipt from the original owner (in Hamilton)." Subsequently, Sue wrote to say, "my Grandmother has searched the house for any information on your *Model 'Y'* and unfortunately, as it was a private sale between my Great-grandfather and the previous owner, I cannot provide you with any further information at this time. The receipt was hand written but no chassis or other identifying numbers are available."

A third respondent, Mark Mattingly, said that a friend, Alan McClay, exported a *Model 'Y'* to the states in the 1970s and gave me Alan's e-mail address. Alan found an old photograph, but said it was a *Model 'C'*, registered AI 450. Another dead end!

The fourth and most promising lead came from Ron Buttrick, from Ashburton, 50 miles north of Timaru. He says, "I think I can tell you a little more about the Ford Y. About 1960 - 1962, I was an apprentice mechanic with the Ashburton Implement Services (AIS). I think that the Ford Y was traded in on something we had at the time. Another apprentice, Jim Lawton, was there also. His father, Jimmy Lawton Senior, was the workshop Foreman. He suggested to us, to gain a bit more experience, that we should buy the car and overhaul the motor, which we did, as it was burning oil, etc. I don't recollect what we paid for it, but it was not much, perhaps 20 - 30 pounds at the time.

Next we decided to give it a coat of paint, as it looked very rough and shabby. I don't know who decided on the colour, but it ended up being painted Bright Blue. Now we thought that the car looked very appealing for someone to buy. We didn't make a fortune when we sold it, but we did gain a lot of experience from it. I will try and find out for you who the next owner was. I think this car would be the one in the paper as there wouldn't be many Ford Y's painted Bright Blue at that time."

So that is the story so far from New Zealand. I hope that my follow-up e-mail to Ron Buttrick provides us with a positive lead. In the meantime, in the U.S.A., Bob Anderson has started to strip the car for restoration and has found, under the rear seat, a New Zealand two-pence piece dated 1967 and a screwed up piece of newspaper ('New Zealand Truth') dated 1973. So the car was till in New Zealand in 1973.

Another shot of Bob Anderson's bright blue and black ex-New Zealand, March 1936 Tudor Model 'Y'. How and when did it get to the U.S.A. from Timaru on the South Island?



The World's Rustiest Classic Car

Rick Jones runs a website www.oldclassiccars.co.uk on which he asks whether any reader has photographs of a contender for the title 'The World's Rustiest Classic Car.' This seems to have been prompted by his latest purchase, which he describes as 'The world's worst '30s 8hp Model Y.' I am grateful to him for allowing me to reproduce his article as follows:-

"Why did I bother buying this little old Ford? I'm still not quite sure. This 1930s Model Y Ford has been sitting in this old building for some time now and, prior to this, it spent several decades residing in an orchard, waist deep in grass and nettles. The less than ideal storage that this small English Ford has been in for so many years has well and truly put paid to its hopes of survival sadly.

Rarely have I seen a car quite so spectacularly, totally, irrecoverably, rusty. And I think it is the charm of this little old survivor that prompted me to stump up the minimal asking price asked for by the current owners of the land on which it sits. The plan is to try and remove some useful parts that are, just, clinging on to life beneath this corroded body, and hopefully pass them on one day to someone who can use them as spares for their Model Y. Not that there will be much that is re-usable. The lower foot or so of the bodywork has simply crumbled away, only the bottom of the doors still containing evidence of metal below the waistline.

In August 2005 I set off to go and remove some of the borderline saveable parts from the Ford. Armed with angle grinder, cutting gear and all manner of tools, I thought I'd be well prepared to take off some of the parts from the car's remains. In the end, much of what I removed was taken off using little more than a sturdy pair of gloves and a firm grip. The entire upper bodywork simply pulled away, tipping back on itself in the sunlight. The wooden frame had all but disintegrated, just a few chunks of decayed wood clinging grimly on to the decayed coachwork.

With the upper body out of the way, I had half-expected to spy a chassis. Many cars with separate chassis often still have a reasonable frame beneath a decayed body, but this one was different. Thanks again to decades spent knee-deep in shrubbery, even the sturdy chassis of this vintage Ford had succumbed. A few chunks of chassis were still visible near both axles, but the only thing linking the front of the car to the back, was the torque tube between the gearbox and back axle. Many of the nuts and bolts were seriously rusted up. So much so that very little was worth removing from the remains of the little car. The only parts I didn't recover, largely through a lack of time on site, were the engine and rear axle. Whether the engine is much use is anyone's guess, it didn't turn over when I tried. Perhaps one day I'll go back to remove these parts before the crusty remnants of this £100 Ford get scrapped finally.

The Ford Model Y

The Model Y came out in 'short radiator' form in August 1932, built at Ford's plant at Dagenham. This was Ford's answer to the small cars that were popular at the time in Britain, primarily the Austin 7 and original Morris Minor. The Model Y was available in 2 door (Tudor), 4 door (Fordor) or van configuration. Judging by the straight bumper that I found on the floor in front of this Y, the Tudor shown here might be an early 'short rad' version, so probably dates 1932/1933, although I can't be sure on this, as it also has some features of the 'long rad' version, mentioned below.

Not available in the UK, but offered in Australia, were several other variants based on the Model Y chassis – including a neat roadster, phaeton (4 seater tourer), coupe and the 5 cwt Utility (or 'ute').

In 1933 the 'long radiator' Model Y was introduced and continued in production until 1937. Several changes were introduced at this time, including a floor operated dipswitch (which I've also found on the car shown here – confusing huh!). This car also has a central mounted winder for the screen opening mechanism, so perhaps this car is a 'long rad'? It also has the instrument cluster on the driver's side, another clue as to it being a 'long rad'. Unfortunately, neither grille nor bonnet sidepanels

survive with this car, making exact identification tricky for a non-expert like me.

If like me, you like looking at photos of derelict cars, unrestored cars and old motors stacked up in scrapyards, have a look at the 'Scrapyard Classics' feature on this website. (www.oldclassicar.co.uk)"

A rotted body, having collapsed on a non-existent chassis, pokes forlornly out of the shed.



Only the torque tube connects the front end to the rear axle.

I think the bodywork has had it! The engine still sits on the front end of the chassis. Funny place to keep the starting handle!



The early 1935/36 Eifel boot.

I have been having some fascinating correspondence with Thorsten Ehrenteit, in Paderborn, Germany (which Tim Brandon, to name but one, will know well from his National Service days).

Thorsten has purchased a 1936 Eifel (C66313) in need of restoration. This arose as a result of him writing the history of his company, Benteler A.G., a 129-year-old family-owned company with over 19,000 employees working in 34 countries all over the world in three divisions: Automotive, Steel/Tube and Distribution. Products are for example chassis systems, structures, exhaust systems, engine applications and tailor-made, high-quality steel tubes for individual applications in the energy and automotive sector.

As he explains:- "In January I wrote a historical company portrait and during the inquiry I found some facts about the business connection between Ford and Benteler. I discovered that the company's first large-scale order from an auto maker was to produce the exhaust pipes for the Ford Eifel. So the connection between Benteler and Ford has existed now for over 70 years. Out of interest, I searched the Internet for such a car. At www.mobile.de I found a Ford Eifel in Kempten in the Allgaeu, which was for sale. We collected it and are now fully restoring it on a project involving several different departments in the company, such as our education and training department. We also get help from the different plants of our automotive unit, for example in electroplating."

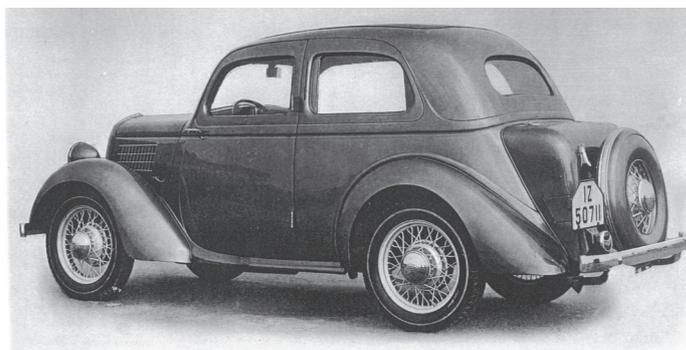
Thorsten's Eifel has a boot (ein koffer), which has been the cause of much correspondence. The original Köln manufactured 1935/36 Eifel was similar in design to the Dagenham Model 'CX' and did not have a boot. However, an enterprising chap by the name of Christian Mittelgöcker, who was working in the Köln coachbuilding company, Deutsch, saw an opportunity and, in 1935, set up a separate company, Migö, which fitted boots onto the Eifel. Ford officially adopted this version of the Eifel and announced in their sales brochure that "For a small surcharge, you'll get the Eifel with a Migö-boot"



Thorsten's 1936 Eifel being collected from Kempten.



The door-type boot fitted to Thorsten's Eifel.



Ford 5/34 PS Typ „Eifel“ Limousine mit Koffer
An official Ford photograph of the top-loading Migö boot fitted to the 1935/36 Eifel. Note the style of the latch and the fuel cap flap on the side.



The top-hinged boot on Jim Miles' 1936/37 Eifel. Note the similarity of the latch to that on the Migö boot.

When Thorsten sent me photographs of his car, including close-ups of the boot, I was rather sceptical that it was

a Ford approved boot as the design looked too clumsy. I subsequently found photographs of the top-loading Migö boot in our archives and was able to send them to him. The outstanding question now is who built the door-type boot on Thorsten's Eifel? Was it a professional conversion or is this a one-off amateur effort?

Interestingly, the next model, the 1936/37 Eifel, as owned by Jim Miles, has a boot fitted by the body manufacturers, Ambi-Budd, in production. It is hinged at the top, but has the same locking latches as the Migö boot.

Alpine Restoration

'What has happened to the Alpine restoration by Terry Mortiboy?', I hear you ask. We last reported at the end of 2004, when Terry had fabricated some panels to fit onto the beautifully crafted wooden ash frame he had had made, using David (whoops, sorry – Wendy) Grace's Alpine as a pattern. Terry sent me an update in September last year as follows:-

"After months of working on the Triumph with my brother-in-law (the car's now MoT'd and on the road), some maintenance on the house and various other distractions, I was able to restart work on the new Alpine body in July.

The bulkhead I had made before putting the car into storage, I decided wasn't quite right, so I cut out the section I had made and made another, which fits better. Then I set on the three sections of the scuttle that fit under the bonnet, which make the top and sides of the front foot wells..

After finishing these, I started on the rear of the car. I decided to make two rear corners (these were quite difficult to make and took about a week each). Then I moved to the back panel and scrapped the first attempt. I tried a different approach and, after what seemed like weeks of work, I scrapped No. 2! Time for a break from that one and a rethink.

Next, I decided to finish off the petrol tank. It needed the filler pipe fitting, which I had left until I had made the rear corner panels, so that I could work out where to cut the hole in the back, the length of pipe required and the angle of bend in the pipe. I had to have a piece of pipe of 2½ inch pipe bent to 40 degrees. This done, I had to flange one end and solder it to the tank. The other end needed a section soldering on to take the filler cap.

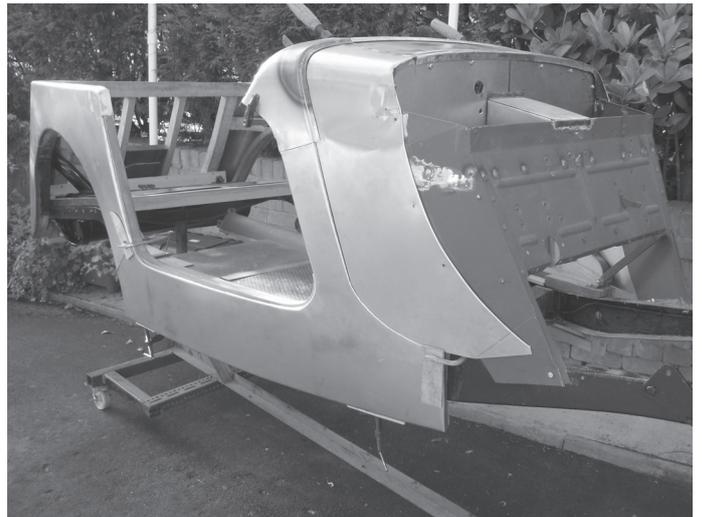
Then I started the off-side of the car. After all the trouble with the rear panels, this has gone really well! First I made the rear quarter panel up to the B post and then the panel from the B post up to the bonnet. (This included the door opening.) Having completed these panels, I then repeated the procedure for the near-side of the car.

Next, I made the top for the dashboard – made in five sections: a centre section with two pieces at either end. Once that was complete, I decided it was time to weld all the panels together and fix them to the woodwork. I was extremely pleased with the end result. I still have the back panel to remake and the doors – the doors being my next job.

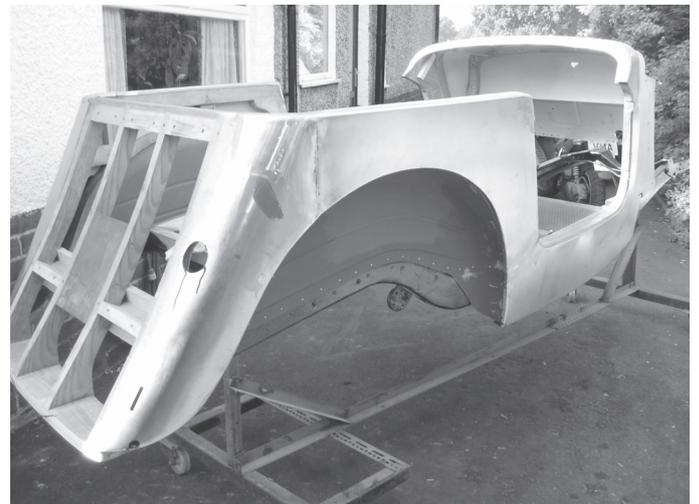
'til the next time.

Terry Mortiboy

The intricate work put into the shaping and fitting of the top of the dashboard and the scuttle.



The off-side panels being fitted. Note the completed work on the modified bulkhead and the scuttle.



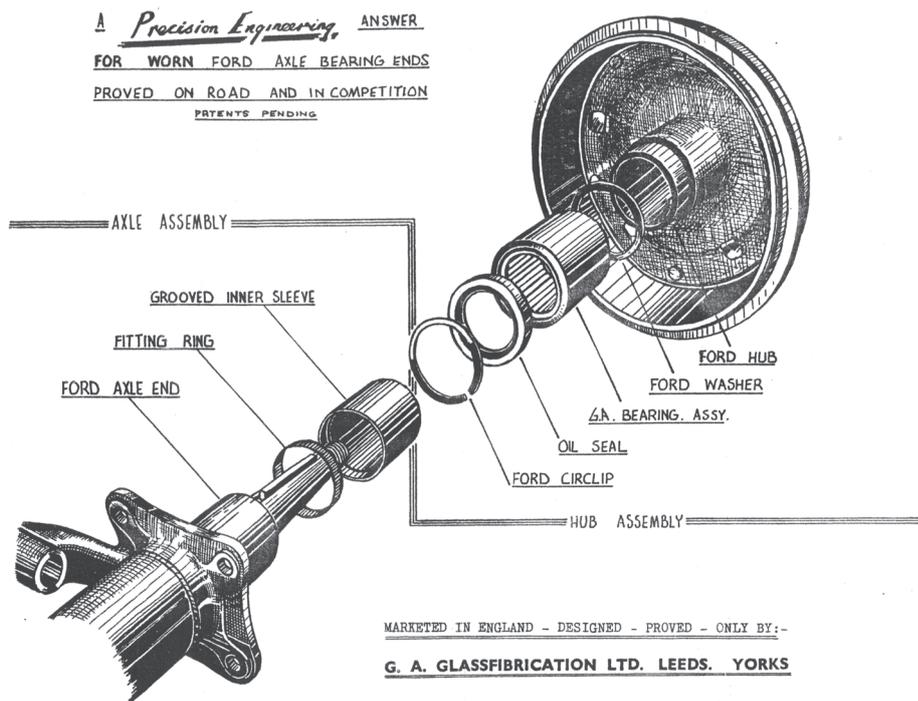
The view of the rear corner panels showing the workmanship being put into the restoration on this Model 'Y' Alpine.



Those sleeved rear hub bearings.

Graham Miles has made the point on many occasions that it is the rear axle casing which wears over time as the bearings continuously run directly on them. The wear is increased if the slightest amount of dirt gets into the axle grease, or a roller in the bearing starts breaking up. His estimation is that 80% of Club cars have worn rear axle casings and recommends the fitting of sleeved bearings with hardened steel outer sleeves, which fits snugly into the axle casings, thus removing the ovality caused by the wearing of the old bearings.

Fortunately, that 80% figure is slowly reducing as more members see the sense of his argument and fit the Club sleeved bearings. Just to show that it isn't just a sales gimmick on the part of the sales team and is a well-known defect, I have received from Bill Ballard a copy of a letter, dated 12 October 1961, from G.A. Glassfibrication Ltd. of Leeds, who sold



sleeved bearing kits for "the Ford 8/10 rear axle". You will see from the diagram of the Glassfibrication sleeved bearing that it is apparently made up of various components. The Club bearings on the other hand are assembled into one complete bearing, which requires you to simply take off the old bearing and replace it with the new sleeved one. It doesn't take a rocket scientist to fit it and the difference in ride as a result is astounding. This is one of the best modifications that can be made to our cars.

Look for 'Rear sleeved hub bearing kit' under AXLES in the parts list now!

Sam Roberts.

MoT test - Part 3 – steering

In previous Newsletters, I have attempted to pick out the bones of Section 1 of the Testers' Manual and decide which parts are now relevant to our particular vehicles. Section 1, as you may recall, dealt with the electrical aspect of the car.

Now we look at Section 2, which deals with the SUSPENSION AND STEERING. Paragraph 1. Instructs the Examiner to inspect the steering column and steering wheel. He is first instructed to take the steering wheel in his hands and move it gently, at the same time, visually inspecting that the top bearing of the column is sound and that the wheel does not have excessive movement in a lateral direction. He is also instructed to see that the wheel is firm on the shaft and, in our case, that the taper and therefore the key-way are correct and sound. He will also, at this point, check that the steering horn button, which acts as a steering lock nut, is secure. If satisfied with these items, he will then turn his attention to the steering wheel itself, to see that the wheel is sound and free from cracks. Unfortunately, on the later vehicles, which have Bakelite covers, the steering wheel often appears to be cracked. In practice, this is, generally speaking, not too serious as there is, within the wheel, a metal structure, rather like that of a skeleton in our bodies. The Bakelite is merely moulded or formed around this framework and, providing that it is sound, the steering wheel itself will remain firm. However, from a visual point of view, it may look to be in disastrous condition and you may find yourself obliged to fill these cracks with ordinary cellulose paint in order to achieve a good appearance. As yet, we haven't managed to find anyone to recondition steering wheels for us as the moulding here would be quite complicated to do.



The examiner will, at this point, turn the wheel in order to check how much movement there is in the column shaft and we are

permitted, strangely enough, a reasonable amount of play in the steering box. It is indicated that as much as three inches free travel on the circumference of the wheel, taking up wear within the box, is acceptable. However, I personally think this is too much as we have to drive these vehicles at the end of the day and you need to reduce the play to something like 1 - 1 1/2 inches. It is very difficult to reduce it below this level, as the design of the box will not accept it. He will also, at this point, check that the mounting of the steering column on the top bracket is secure: in other words, where it clamps to the underside of the dash panel. Having satisfied himself that the turn in the wheel is not excessive, he will now increase the pressure upon it, so that the

tyres themselves begin to move. He will then be able to determine how much wear has taken place and, if there is an excessive amount, he may ask a colleague to turn the wheel, whilst he visually inspects underneath the vehicle. He will, of course, be looking at the ball joints to see that there is not excessive movement in them and he will also be inspecting that the taper pin that holds the ball joint to the appropriate item is secure and not flopping about in its taper. He will also inspect that the steering box is securely bolted and mounted to the chassis frame itself. If any movement in the joints is excessive or there is movement at all in the mounting points of the various items, failure will result. He will also check that the drop arm is firm on the sector shaft, where it leaves the steering box. In the later vehicles these were a splined shaft; in earlier ones they were simply a taper with a key. There must be no play at this point. He will also check visually that there is no excessive end-float on the sector shaft as it leaves the steering box. Here again, in the majority of steering boxes, the end-float can be reduced by an adjustment on the upper plate. Some steering boxes do not have this adjustment. He should inspect the nuts themselves and the ball pins to make sure, in our case, that they have split pins through them. Wherever necessary with a castellated nut, a split pin must be seen to be in position and correctly bent. He will also visually check that there is not excessive loss of oil from the bottom of the steering box. Once upon a time, I used to use 240 grade oil in steering boxes, which was used in tractor gear boxes. Unfortunately, this seems no longer available, but I do recommend that you use the heaviest oil that you can find and 120 is not out of the way. Make sure that your steering box level is full prior to the test. This is best done by placing the vehicle on an extreme lock and then, from that lock to the other, so that the air bubbles are pumped out of the steering box. Place the vehicle on full lock and check that the level is still good and then replace the filler bolt. He will also visually check that the steering linkages are not bent and follow the correct line. If a stub axle appears to be out of alignment; if a shaft appears to be twisted, or a locking nut or split pin is missing, the examiner will automatically fail the vehicle. Although I do not think he can fail it for not having the dust covers in position, I suggest that you make sure that they are sound and in position and I would advise you to grease the vehicle thoroughly before submitting it for an inspection, both on the steering and everywhere else. He will also, of course, inspect that these mechanical components are not excessively corroded. Whilst in the area of the steering box, the engineer will inspect the chassis frame, in our case, to make sure it is free from cracks. No doubt, his eyes will fasten upon the road spring at this point, which we will come to later, but, of course, any chassis frame cracks or rotten holes will result in the failure of the vehicle.

The next section deals with POWER STEERING. Unless you have been eating three Shredded Wheat for breakfast, this section is not applicable to us.

Members' Cars – in 1957!

Financial failure, by Paul Tritton

My first car was a financial disaster, but I learnt many useful lessons from it. The mid-1950s was before the Mini's era and there was less choice available. I was approaching 17 years of age and a car became a possibility. As my father had had a Model 'Y' when he was first married in 1934, we both decided that a sound second hand one would again be suitable and, as I wanted a Fordor, we asked the local garage to keep an eye open. After a while, one was found in an open yard in Southall. The interior was quite good and, although it had dodgy brakes and a doubtful ignition switch, we bought it for £100. Lesson one – avoid cars in open yards. We got it home where it was made safe to drive and resprayed.

As my public school had indicated that I wasn't going to get into a British university and as I still had a year before my call up for National Service, we decided that I should enrol in Tours university with a friend, who was in a similar position. Overcoming a last minute panic, when we found that the registration numbers were different at the front and the back of the car, and after we had eventually found an insurance company that would cover us, we set off one rainy afternoon to Dover.

We crossed the Channel the next morning and drove via Abbeville to Rouen, where we stayed the second night in the Hôtel de la Poste. The following day we arrived at Tours at about tea time, cabled our parents and found our arranged digs in a small chateau about 10 miles south of the town. This turned out to be a mistake as we missed out on all the spontaneous social life. However, we managed to see several of the famous chateaux in the Loire area; Loches, Blois, and Chenonceau are some that I remember.

On one of these trips, to Saumur, on pulling away from a roadside stop to check the map, there was a crack like a pistol shot and we came to a literal grinding halt. After some trouble, the problem was found – non-standard spare parts. Someone had taken out the prop-shaft and replaced it with one with splining only at one end. The entire drive was being taken by a pencil thin pin, which had duly snapped. Lesson two – always use genuine parts. I later discovered that genuine parts were available in rural France, but at that time I didn't have the experience to find them and so it was all welded and braised together again.

As a student, I was already finding it too expensive to run a car, so I decided to try and make it home and replace it with my bicycle, which would be perfectly adequate as, by now, I had moved into digs in the town itself. The 'Y' had started to 'pink' and so I had the head taken off and cleaned before setting off to the Channel ports – yet another expense. Although it is quite a long way, I managed to get to Bernay by the first night. The next morning, on trying to start the car, the choke knob came out of the dash and I had to get someone from the hotel to hold the choke cable under the bonnet, whilst I pulled the starter knob in the cab! Then, between there and the outskirts of Rouen, the head gasket blew. I limped into the town and the second half went as I approached the hill leaving the town towards Abbeville. I managed to get that repaired, as spares were available there if you knew where to look. The search involved a dash around the town in a vintage Citroën truck, which had a really narrow passenger cabin.

I set off again, but after twenty miles the prop-shaft went again and that was the end. I cabled my father, a senior executive in BP, and, before I had walked back to the car, a rescue party had arrived and taken over. I continued to Boulogne on a series of small rural railways. The car was eventually shipped home at great expense by the AA, the windscreen being broken in the process. It was left in the garage for me to deal with on my return.

In the meantime, despite the financial problems involved with running the 'Y' in and around Tours, it was one of the happiest times of my life. Initially, I attended the scheduled lectures regularly, but after about 6 months, distractions such as the girls in our classes led us to our first love affairs and the outside world of cafés, etc. This proved to be all too much and time spent on study became less and less. We drifted from café to café, learning about life and the rough French vin ordinaire. As far as I can remember, the worst we got was mildly merry, unlike the binge drinking of today's students.

My own particular pleasure, in between times, was to tramp the streets and markets, photographing the many vintage and 1930s cars still to be seen in daily use. There were names and makes which were quite fascinating and new to me. It led me to my later interest in what is now known as Industrial Archaeology. My bicycle was now very useful as Tours is quite a big place and I was able to follow and track down vehicles to photograph. I also transferred my GB plate from the car to my bicycle, which attracted quite a bit of interest.

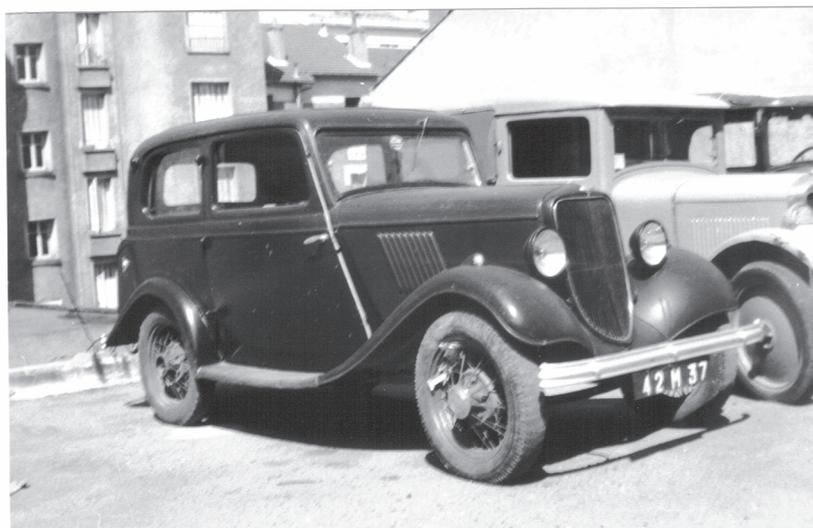
At that time, the main N10 road to Spain was flanked by rival Citroën and Renault dealerships on opposite sides of the road. There were also many 'car markets', which were useful as they drew in all kinds of rarities. I also rode out to some of the big scrap yards on the south side of town, where I found and recorded more treasures, including makes even rare in France; Aries, Classic, Sequeville-Hoyeau and Suère. I have recently found a series of books detailing the French motor shows of the 1930s, which have been most useful in clarifying my findings of so long ago. One interesting find in the catalogues was that Mathis were importing the 2-door Model 'C' style Eifel from Germany in 1935, intended it for sale at under 20,000 francs in the 1936 season. It is not listed for the 1937 season as Mathis were, by then, concentrating on the V8, which was marketed as Matford.

However, back to my Model 'Y'. On my return to England, I still had a little time before my call-up, so I decided to 'restore' the car. I fitted an 1172cc engine (everything would fit except the starter motor, which I omitted for a while) and got it back on the road again. I gained about 6 mph in cruising speed, but I was always having to do something to it. I wanted to fit a special four-speed gearbox, which was available from a firm in Rickmansworth for £30, but I could not afford yet more and my parents were losing patience with my continual tinkering and thought I should have a 'proper car'. So, I reluctantly gave it away for £3.

A second-hand Renault 750 was bought as a result of my experiences in France. This was a vastly superior design, which saw me through my British National Service period, from where I graduated into real life. If I had been able to find a way of saving the Model 'Y', I would have done so and now I regret having been persuaded to part with it so easily.



Paul Tritton called in at Le Mans on his disastrous route home. Here, his mid-1934, Southend registered, De Luxe Fordor sits under the famous Dunlop bridge. Apart from losing its original dipped front bumper, the car seems to have lost its original stainless steel headlamps also.



A French short rad captured on film by Paul Tritton in Tours in 1957 (37 registration district). The car would appear to have a boot attached. The door is ajar, it has a non-standard door handle, has lost its rear hub cap and seems to have some cloth caught up in the front wheel!

Since those days, in the intervening 50 years, I have had a variety of small car designs, which have given me much pleasure, but the memory of the first, my Model 'Y', remains with me.

New Zealand registration plates

Having been receiving details of surviving cars in New Zealand, each with different pairs of letters at the start of its registration, I wondered what was the logic behind the letters. Were they issued nationally, randomly or in some form of order, or was each pair allocated to a city, town or borough, as in the case of the British ones?

Jim Wareing pointed me in the direction of the government department 'Land Transport, New Zealand' and kindly gave me their e-mail address. A request for information resulted in them alerting me to their website: www.landtransport.govt.nz/fascinating-facts/motor-vehicle-reg-plates.html which gave me the history of the New Zealand registration plates and most of the answers to my questions.

History

William McLean, a Member of Parliament, imported the first two vehicles into New Zealand in 1892, both Benz. Under existing law, they had to be treated like traction engines – travelling at walking pace and with men ahead and behind. To overcome this problem, Maclean sponsored a new act of parliament, which was referred to as the McLean Motor Car Act, 1898.

Funding the Act cost McLean £400. To help pay for that outlay, the government allowed McLean to charge a levy on imported vehicles, thinking that there would never be enough for him to recoup his £400. As a result, all motor vehicles were charged a levy and required to display identification on the vehicle. This was the earliest form of vehicle registration and licensing in New Zealand.

Registration plates

Before 1925, local bodies maintained motor vehicle registers and allocated numbers, which the motorist was required to display on the right-hand side of the vehicle. These were either painted directly onto the vehicle or displayed on a wood or metal rectangular plate.

From 1925, each vehicle was issued with new steel plates every year, displaying the letter and numerals in different colours on different backgrounds each year. However, with a shortage of steel during World War II, new plates were issued at five yearly intervals from 1941. This continued until 1964, when permanent registration plates were issued to all vehicles in New Zealand. At the same time, annual licensing was introduced on 1 July each year.

The permanent registration plates featured silver characters on black plates initially. Made with aluminium, the plates were intended to remain with the vehicle for all of its useful life. These plates started with AA100 (but see below!) and finished in April 2001 with ZZ9989 (Note: ZZ9990 – ZZ9999 had been purchased as personalised plates). Reflectorised plates in the same letters and numerical sequence were introduced in November 1986. These featured black characters on reflective white plates. On the completion of the two-letter sequence in 2001, three letter plates were introduced, commencing with AAA104, (AAA100 – AAA103 having been purchased as personalised plates). Some letter combinations were not issued, as they might have been considered offensive. The letter V was also excluded (after the FV series) because it was difficult to distinguish it from U.



Dave McLelvey's Model 'Y', PN8235, sits alongside Jim Wareing's M14995. Note: M14995 (silver characters on black) was issued in 1985/86. 8 October was the date of Jim's car's registration to be precise (see Issue 150 – 'International correspondence'). PN8235 (black characters on reflective white) was issued in 1991. November 1986 was the change-over date from black to white plates.

Gavin Welch's beautiful Australian roadster, which he imported into New Zealand in 2003. He was issued with the three letter registration BAL 634."



Plate issue dates

1970: FG – FN, 1971: FP – FR, FY, FZ & GA, 1972: FS – FX, GB – GJ, 1973: GG – GN, GP, GR, GU, GX – GZ, 1974: GO, GQ, GS, GT, GW, GZ, HA, HC – HH, HJ, HK, 1975: HB, HI, HL – HN, HR – HU, HZ, 1976: HO – HQ, HW – HY, IA – ID, IF, IH, IJ, 1977: IE, IG, IK – IP, IR, 1978: IQ, IS – IZ, JA – JC, 1979: JD – JG, JI, JJ, JM, JT, 1980: JH, JK, JL, JO – JS, JW, JX, 1981: JN, JU, JY, JZ, KA – KI, KL, 1982: KJ, KK, KM – KT, KY, 1983: KU- KX, KZ, LA – LM, 1984/5: LT, LY, LZ, MA – MH, MK, 1985/6: MI, ML – MY, NE, NG, 1987: NA – ND, NF, NH – NN, NP, 1988: NO, NQ – NZ, OA, OB, 1989: OC – OQ, OS, 1990: OR, OT – OZ, PA – PL, PO, 1991: PM, PN, PP – PZ, RA – RD, 1992: RE – RR, RT, 1993: RS, RU – RZ, SA – SF, 1994: SG – SZ, TA, 1995: TB – TX, 1996 TY, TZ, UA – UT, 1997: UW – UZ, WA – WS, 1998: WT – WZ, XA – XQ, 1999: XR – XZ, YA – YS, 2000: YT – YZ ZA – ZU, 2001: ZW – ZZ, AAA – AKK, 2002: AKL – BAK, 2003: BAL - ?

Personalised registration plates were introduced in 1988 and can have up to six numbers or letters. Some have blue or red characters on a white background. The zero with a stroke through it (Ø) was introduced in early 1990, because of increasing confusion following the introduction of personalised plates.

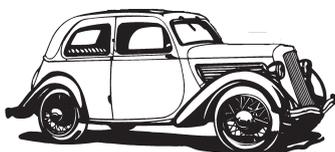
Graeme White, in Canterbury, South Island, sheds more light on the early 1964 permanent plates. He says that the website has some inaccuracies, as he is aware that AA1 was on a 105E Anglia in North Canterbury for many years, well before the introduction of personalised plates. So the statement that AA100 was the first plate to be issued is in doubt. He goes on to say that, "The initial issue of permanent plates was done in two stages; cars first and commercial vehicles second. Thus, all of the pre-1964 buses in Christchurch were DV registered, even though AK thru AO (I think) were the prefixes allocated to cars in Canterbury. Once completed, I think the initial issue of permanent plates ranged from AA to approx. DZ."

Model 'Y's and 'C'/'CX's in New Zealand.

Needless to say there are a number of personalised registration plates among our cars; T&K Huggins, in Auckland has 1936CX, we have C. Kite's 1933Y in Auckland, an unknown owner with 1934Y and G.N. Storer on South Island with 1937Y. P & L Ash in Kati Kati have FORDY and K. Swashbook has FØRDY. Otherwise the registrations follow the table above, indicating, one assumes the date of restoration and re-registration of the cars, or, as in the case of Gavin Welch, the date of importation of his Australian Model 'Y' roadster to New Zealand.

I am grateful to Land Transport New Zealand for allowing me to reproduce the information on their website.

Sam Roberts.



Keeping track of 'Y's Down Under

When I last wrote in this series (Issue 148, May/June 2004) we had 31 Model 'Y's extant in Australia. I am pleased to say that the total has risen to 34 with the discovery of two more and the importation of a third. The "foreigner" is a very welcome and very rare addition to the ranks - a 1933 orient blue and black short rad Tudor (Y36169), which bore the registration LV 5279 back in the U.K. It belongs to Mrs Jenny Bone who has emigrated to the Sydney area of New South Wales to be with her family, and brought her car with her. "Tudor" saloons were not available in Australia and the six we have here have all been imported.

Of the two new discoveries, Terry Keene's 1934 long rad, 3-window coupe (Y47202) is the rarer, joining other coupes; a 1933 short rad (Y35063) in Canberra and another 1934 long rad (Y48712) in Western Australia (which was recently sold by Lance Kitson to Derrick Lovell). These are the only examples of coupes known to exist. The roof of Terry's car appears to have been burnt at some time but along with the rest of the car, it is still very restorable. Restoration of the chassis was started by a previous owner but, for some reason, the extreme rear part of it (the bit that holds the petrol tank) has been



Terry Keene's Geelong bodied 1934 coupe under restoration in Queensland.

removed. Terry has restarted the restoration by fabricating some new "B" posts, which can be seen on the floor by the car in my picture.

Bernie Bridle (who owns two Model 'Y's, a roadster and a sedan) discovered the other newcomer to the ranks - a black sedan with light blue grille and wheels, in his home city of Dandenong in December 2005. It was part of a horde of cars being cleared from a former car wrecker's yard and was described by the new owner as a "1935" car, which started us thinking. As the last three Model 'Y' Fordors made in Australia had been sold in January 1935, could it have been one of these cars, or a car fully-imported by a previous owner? We were to get the answer to this query early in 2006, after we'd learnt that the car was for sale and we'd found a buyer for it - Richard Flashman, of Hallett Cove, a suburb of Adelaide, South Australia. Richard came over to Dandenong and collected the car on 4th January - see photograph - and we were subsequently



All loaded up and ready to roll to Adelaide in South Australia. Richard Flashman's restoration project being collected from Dandenong in Victoria.

able to verify that its chassis number was Y186654 and its body number 164/7205, making it a May 1937 Fordor with fixed roof and, presumably, fully-imported from the U.K. I am pleased to say that Richard has joined both the Y&C Model Register and my Australian Y & C Syndicate to keep in touch with other owners. His car will need a ground-upwards restoration and we wish him well with his new project.

Of the 31 Model 'Y's we already knew about, just one other has changed hands (apart from Lance Kitson's coupe, mentioned above). That is the electric blue and black Tudor, Y121438, (CH-

4282), which was sold by Wayne Lodge in November 2004 to Rod Cripps of Parkdale, Victoria (a south eastern suburb of Melbourne). Rod has put it on Club Permit CH-8998. Another car to have been put on Victorian Club Permit is Bernie Bridle's green and black roadster (Y25238), which now bears the red and white plates "CH-9085". This is the first time in many years that this car has been licensed (I nearly said "registered", but that is not true in the case of the Victorian Club Permit scheme, which legally regards the vehicle as "unregistered"). Unfortunately a mechanical problem has prevented Bernie from using this car to date, but we hope it will not be too long before he sorts it out!

During an eventful trip to South Australia in March 2004, I was to meet one former and three current Model 'Y' owners and confirm the identity of one of their cars. The first person I met was Giovanni ('John') Bueti in Mt. Gambier, who owns a very smart blue and black Fordor (Y25383) which bears the S.A. registration "RBB-144". I learnt about his car when it was owned by Neil Kipping and featured on the front cover of issue No.39 (March-April 1980) of *Restored Cars*, an Australian bi-monthly car magazine. Neil had sold the car to John over 20 years ago, and John had since resprayed it, as the blue was richer and the wheels were now painted black (they were previously cream). Ironically, I was to meet Neil in a restaurant in Mt. Gambier later on the same day as I saw John! The friend that had introduced me to Neil and told me about John - Andrew Cameron - also told me that the previous owner to Neil, a Mrs Marshall in Queensland, had presented Neil with a copper plaque with a three-dimensional impression of the Model 'Y' on it, and this plaque now hangs in the clubhouse of the Mt. Gambier Veteran & Vintage Car Club.

The third 'Y' owner I met on that holiday in S.A. was Mrs Diane Shepherd of Jamestown. This is a small country town which was a good six hour round trip from my base in northern Adelaide, but it was worth it just to see her car - confirmed as the only genuine Model 'Y' phaeton (4-door, 4-seater convertible) known to exist in the world, and the type of car my pal and Model 'Y' chassis owner, Wayne Robertson, wants to replicate. Mrs Shepherd's car was stored, nose-in, in a tiny corrugated iron shed and quite difficult to get at, but I was able to confirm its



The copper plaque with an embossed Model 'Y' joins some interesting badges hanging in the Mount Gambier VVCC clubhouse. Note in particular the very early winged Ford badge."



Bernie Bridle with his January 1934 Geelong bodied Fordor Model 'Y'. Note that this early long rad has short rad bumpers. These were supplied with all export long rads (less those to Eire) until the stock was exhausted at Dagenham (approx. March 1934)

two years. Tim Johnson brought his grey & black Tudor (on Vintage Car Club permit, VC-1408) along to the National Sidevalve Rally in Tasmania in February 2005 and Wayne Lodge had his out in early 2004 before he sold it to Rod. Wayne Brown's Tudor (Y81256) was also out early in 2004 but has been laid-up ever since. Only Bernie Bridle and his dark blue 1934 Fordor (Y48233) have been left to fly the flag for the marque of late.

Finally, turning to those under active restoration, Derek Wilson is making steady progress on his 1934 sports roadster (Y48703), but pressure of other work has prevented Wayne Robertson from doing much to his sister Cheryl's Fordor (Y83470). Wayne has, however, gathered a lot of the parts needed for his intended phaeton project (Y27160). Most of these came from a donor car owned by Ron Day in New Zealand.

My thanks to Susan & Richard Flashman and Gordon Cowley for their assistance with this update.

Bill Ballard

engine number (Y25387), which I believe to be its original engine. Mrs Shepherd had been given the dark blue car by a relation over 40 years ago; it had previously been owned by a clergyman and painted black. She was planning to give it to her son to restore.

The fourth owner was Neil Phillips, whom I met at the All Ford Day at Emmanuel College, Adelaide on 14th March 2004. Neil, who has been on the organising committee of this show for all the 25 years it had been run, told me that he and other benefactors had been left the car by their late father. It needed restoring, but as it had been jointly-owned, nobody was prepared to take it on until recently, when differences had apparently been resolved and a relation had made a start on it. I hope to see this car (a 1933 Fordor) on my next visit to Adelaide!

Very few Model 'Y's have been seen by me on the road in Australia in the past



The only known surviving Model 'Y' phaeton tucked away in Diane Shepherd's garage in Jamestown.



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