

Issue 162 September / October 2006



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# Editorial

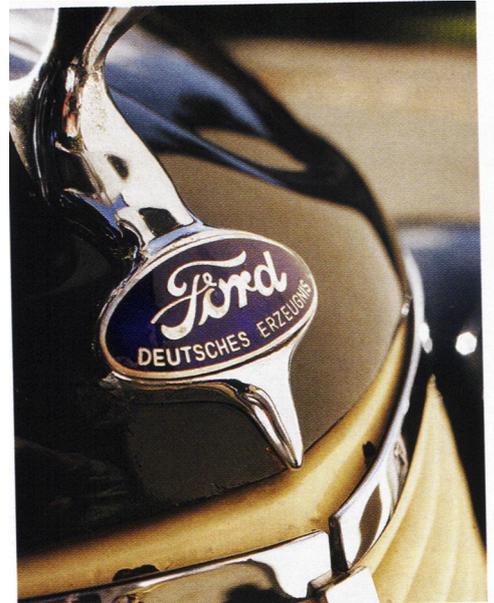
I was picked up on only two errors in the last issue of the magazine. You must be going soft on me! On page 11, I stated that the pre-production Model 'Y' had 11 bonnet louvres on each side and the production short rad had 10. Graham Miles spotted that error. The figures should have been 10 and 9 respectively. That was probably the result of a late night Famous Grouse! Bob Wilkinson picked me up on the fact that Jennie Bone's 'Blue', LV 5279, in Australia was never in Bob Wilkinson's farm sheds in Pollington. The photograph on page 15 was taken at the garden nursery in Rake near Petersfield in Hampshire. My apologies.

The reflective yellow and black number plate fell off the back of my Jaguar last month, so I went to Halfords to have another made up. You will be interested to know that, under the new legislation to counter number plate crime, to have a number plate made up, you are required to produce the V5 for the car, a new card driving licence, or if you do not yet have one, your paper driving licence plus a domestic bill with your name and address on it (not, for some reason, a telephone bill!). Halfords also have to report the details to DVLA. Presumably, to have a period white on black metal plate made up for our cars, you will need to find a specialist, who is registered through DVLA to produce them. Can anyone throw light on this matter?

Whilst scrutinising the Model 'Y' blue prints that Dave Ball passed to me at the A.G.M., I noticed that one of the three for the long rad front wing showed the position of the Ford logo, which is stamped on the inside curve. Some of you have reported that you have found the logo during restoration, but I have never seen it in the flesh, or known where to look. The illustration will hopefully clarify the location.

Jim Miles has presented us with a goodly amount of media coverage over the past couple of months. As can be seen from the article on the 100 years of motoring London Parade in this issue, Jim's lot was not a happy one. The Daily Telegraph picked him out on that occasion in a 'kaput' state. On a brighter note, Jon Pressnell wrote a very complimentary article in September's 'Classic & Sports Car' magazine, entitled 'A Sharper 'C''. It is the story of the Ford Eifel and Jim Miles' in particular, it being 'the only sample in Britain'. I agree that it could well be the only sample of the Eifel sedan in Britain, but we now know of two Eifel cabrio-limousines, Jim having bought and imported the one we saw in the 'den Hartogh Ford Museum' in Holland. A second one has appeared for sale by the dealer John Brown in Sandy, Bedfordshire.

In the same, September issue of 'Classic & Sports Car' was a report on the 2006 Jersey Festival of Motoring,



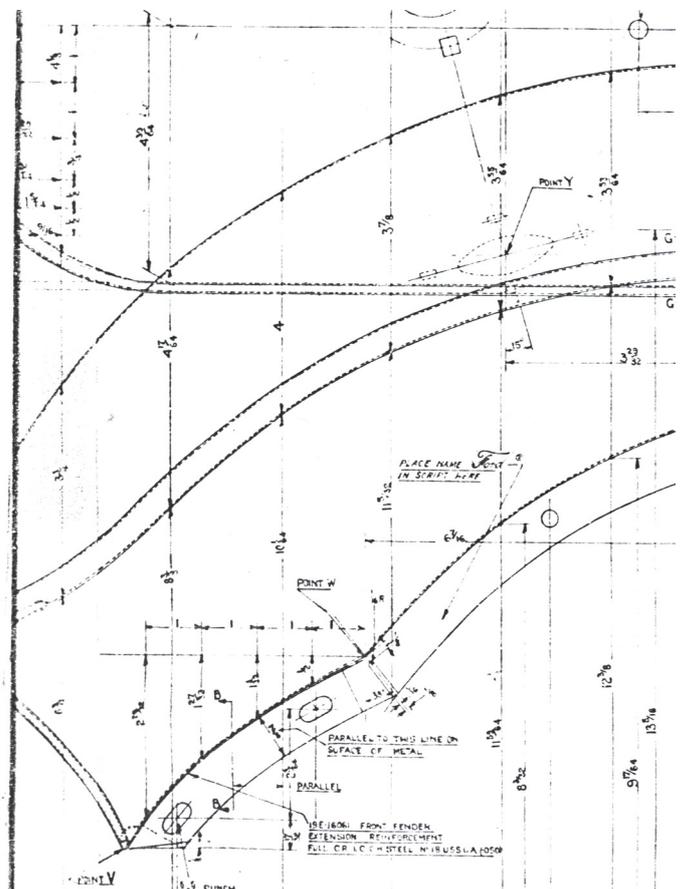
Having suffered under Adolf Hitler's dictum that cars sold in Germany should be made in Germany. Ford Cologne were delighted to announce on its radiator badge, in 1936, that the Eifel was 'Deutsches Erzeugnis' – 'A Product of Germany'.

organised by the Jersey Old Motor club, which boasts some 200 members owning 450 cars - not bad for such a small island. One of the photographs is of the People's Park in St. Helier during the festival. It is covered in classic cars. Prominent on the left of the

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Part of the Ford blueprint for the long rad front wing (19E-167005 dated 28.08.35) showing the location of the



## Photograph on back cover

To accompany the second part of the story of A.G. Potter (Framlingham) Ltd., Tim Brandon sent in this photograph of the Market Street showrooms and entrance to the workshop at the rear. I guess the photograph was taken in the late 1940s or early '50s. There is a 1935 long rad Fordor Model 'Y' amongst 7Ws and 7Ys and an E493A Prefect (1948 - 1953) sitting in the square, waiting to be serviced, or having been serviced. Our thanks to Tim for this.

picture is a familiar black Model 'Y' with a picnic basket on its luggage rack. It can only be 'Florie', the prized possession of member Paul Clubb.

My thanks to those of you who spot our cars for sale on ebay and let either Bob or me know. We do follow them up and, in general, receive positive responses from the sellers; not only on unknown details about the car, but also the names of the buyers. There was one particularly interesting car came up recently, spotted by Richard Flashman in South Australia. It is a blue short rad Tudor Model 'Y', which has appeared in Beaver Falls, Pennsylvania, U.S.A. The quoted VIN on the advertisement is 351501, which could well be an interpretation of the Briggs body number tag on the bulkhead. If so, the Briggs number would be 135/1501 (i.e. the figure 1 is under the left hand screw of the tag.) or even 135/501 (i.e. the / has been misinterpreted as a 1). Either way, it is a very early short rad dating from either September (135/501) or October (135/1501) 1932. We are trying to get hold of the seller who presumably still has the car as it did not reach its reserve.

Whilst in the States, we were very sorry to hear of the terrible times that member, Alan Thisse, and his family have been going through, almost since the passing of his father, Carlton. Carlton owned two Model 'Y's and a 'CX' tourer (ex-Kath Devine) and they are still all in the family. Our condolences have been passed to Alan on behalf of the members of the Club and he is most grateful.

We have two major events coming up during the period of this issue of the magazine. Firstly, the All Ford Rally on the airfield at Abingdon on the usual last Sunday of September (24<sup>th</sup>). This is traditionally the last event in which all members can participate with their cars and we usually have a good turnout. I still have some entry forms, if you wish to participate.

The second event is the Classic Car show at the NEC, Birmingham, a three day event from Friday, 27<sup>th</sup> October to Sunday, 29<sup>th</sup>. Geoff Salminen, aided by Geoff Dee, has organised our usual high quality stand with the Y&C Register flag flying high for all to see. I will have my 'Kerry' on display this year and hope to meet up with many of you on your visit to the stand.

I am pleased to say that in this issue, there is a miscellany of topics under 'Members' Correspondence'. It is a pleasure to receive your photographs and snippets of news, as well as more erudite articles for publication. Please put your thinking caps on and send me whatever you can dig up, as well as



*The very early short rad Tudor Model 'Y' which recently came up on ebay in Beaver Falls, Pennsylvania.*

comments on articles that appear in this and previous issues. I would be particularly happy to receive interesting or unusual vehicle histories for publication under 'Members' Cars.'

Please note the earlier deadline for me receiving copy for issue 163, due to our printer, Steve Waldenberg, visiting his family in the U.S.A. during our normal mag. prep. Time.

I hope you enjoy the read.

**Sam Roberts.**

**The deadline for copy for issue 163 is the earlier then normal date of Friday 20<sup>th</sup> October 2006.**

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## Chairman's chatter

I have just returned from Spain; I have a stinking cold and feel lousy, so this item will be shorter than usual. It is noticeable that the nights are getting shorter and the weekend events fewer, so what happened to the 2006 car season? Yes, I know there are still some in the pipeline, but the local ones seem to have trickled to a halt.

Well there is always 2007 to look forward to and here is an advanced date for your diary:  
**SUNDAY 24<sup>th</sup> JUNE 2007.**

As 2007 is the 75 anniversary of the introduction of the 'Ford Model Y', the Register would like to commemorate this auspicious occasion by trying to assemble 75 Model 'Y's & 'C's in one place; that being Stanford Hall on 24<sup>th</sup> June. We have booked the venue, so dust off your cars and bring them along, whatever state they are in. Further details will be published after the next committee meeting. Where-ever you go next year, make sure you turn up at Stanford Hall, which is situated near to the junction of the M1 and the M6 – pretty central and easy to get to.

Well, whilst I am in sombre mood and feeling sorry for myself, I have a beef:- Having been a member of the Register for over 25 years, I have travelled hundreds of miles, at my expense, to help people get their cars back on the road. I have advised on a variety of things; carried out minor tasks and, in the main, have thoroughly enjoyed doing so. I get satisfaction seeing another car come back on the road. But, in the last few years I have become disillusioned with some members who, after completing their cars do not attend Register events and, more recently, take work and advice the Register has offered and, a few weeks later, advertise the car for sale on E-Bay without the original registration number. I still get an extraordinary amount of pleasure from helping genuine members restore their cars, but this type of carpet-bagger member really p——s me off.

## Secretary's Ramblings.

As we cling on to the last vestiges of a hot summer, I hope you will continue to get out and about with your old Ford during the autumn. The **All Ford Rally** is upon us as our final outdoor club event of the year and I hope you are booked in with your car onto our club stand. If you are just visiting the rally, please come along to our stand - if you are a new member, please make yourself known. Apart from the splendid range of cars on show, the autojumble is still one of the best for picking up parts.



Lord Montagu just under 80 years ago in his toy pedal car in front of Palace House at Beaulieu. Photograph courtesy National Motor Museum.

I have been to various shows (some local) as well as getting out and about with my 'CX' tourer. On what was probably the hottest day of the summer, Pat and I took a trip and picnic

Well when you are feeling ill, you usually tell the truth, or maybe I am becoming a grumpy old man. (No comments from you Wilky).

It seems a million years since the Raid on Holland, I am sure Sam's second instalment will be as interesting as the last one.

Don't forget 24<sup>th</sup> June next year. Get it in your diaries now.

**Peter Ketchell, Chairman**

to nearby Grafham Water, taking two neighbour friends who had been pressing for "a run in the old Ford". A lovely day out at a leisurely pace through lovely countryside giving all, including quizzical onlookers unused to seeing old cars in use, much pleasure. Long may we all continue to be able to do this.

The National Motor Museum (Beaulieu) Newsletter celebrates the 80<sup>th</sup> Birthday of Lord Montagu in October and carries a picture of him as a very young boy seated in a toy pedal car. This picture is very fitting, since no-one could have done more to promote the interests of classic car movement in his long and colourful lifetime. His achievements are long, but suffice to say that he has been a consistent champion of our movement in safeguarding against careless legislation. It was Lord Montagu who placed the Ford Model 'Y' in his 'top dozen cars that made Britain great' in a series of articles in the motoring supplement of the Times in 1995. We wish him well.

The photograph of Lord Montagu as a boy at the wheel of his pedal car made me wonder if any of our members have similar photographs. Not necessarily as a child - maybe as a teenager- and not even with a Ford (though that would be better) to indicate an early interest in motoring. If so hunt out those old photos and send them (or copies) to our ever busy editor. I look forward to seeing you in black and white or maybe sepia tone !

On the Club front, you are reading this magazine having paid your 2006-7 subscription. Membership Officer Godfrey Dingley-Jones has been busy with renewals over the past few months and frankly a little frustrated at having to send out numerous reminders by post - if you renewed on time and particularly if you pay by standing order, a big thank you. We are all volunteers giving our time to all Club activities - most officers do not even claim expenses - so I was more than amused by the suggestion from one member that part of your annual subscription goes towards a Christmas dinner for your officers! Maintaining and increasing membership is vital to our club (all clubs in fact) if we are to be able to continue providing support for your old Ford into the future, if for nothing else than maintaining your investment. If we don't provide support and parts then who will?

Spares: Elsewhere in this issue Jim Sharpe notes Colin Rowe as the new contact for spares orders following his election as Spares Administrator at the A.G.M. Colin has been a member for only 4 years or so and has been involved with the spares section for most of that time and was Membership Officer too ..... we encourage all newcomers and existing members to do likewise and step forward to take on Club responsibilities. Thanks for taking on this role Colin.

Your Committee and Officers will be meeting during this autumn and winter to discuss various Club issues of finance, events and spares, etc., so if you have any thoughts on matters relating to improving our service to members, please contact me. Remember that this is your club.

### **Selling your car?:**

May I remind members that our club website will carry FREE ADVERTS for our cars (and parts, etc.) - just contact me. I have been disappointed to see members' cars advertised on ebay, but NOT ON OUR WEBSITE or in the magazine. Please promote your club by using our facilities. May I also remind members to let me or Sam (wearing Vehicle Registrar hat) or Godfrey Dingley-Jones (Membership) know if you sell your car. We will follow up the new owner regarding membership - we don't leave this to chance, as that is how we lose members.

Finally I must take issue with our Editor regarding the photograph of me in the last issue (page 8) looking considerably overweight. I had considered taking legal action, but I realised that the photo must have been taken with one of those quirky fisheye lenses, which makes everyone look like a candidate for weight-watchers (deny this at your peril). I presume that to remedy this, and to smooth my hurt feelings, that the editor will shortly publish an accurate picture revealing my slender youthful figure. After all, he did respond after similarly hurting our new chairman. If uncorrected the original picture will only reinforce views that your Committee is getting fat on free club Christmas dinners!

**See you all at the ALL FORD RALLY!**

**Bob Wilkinson. Secretary.**

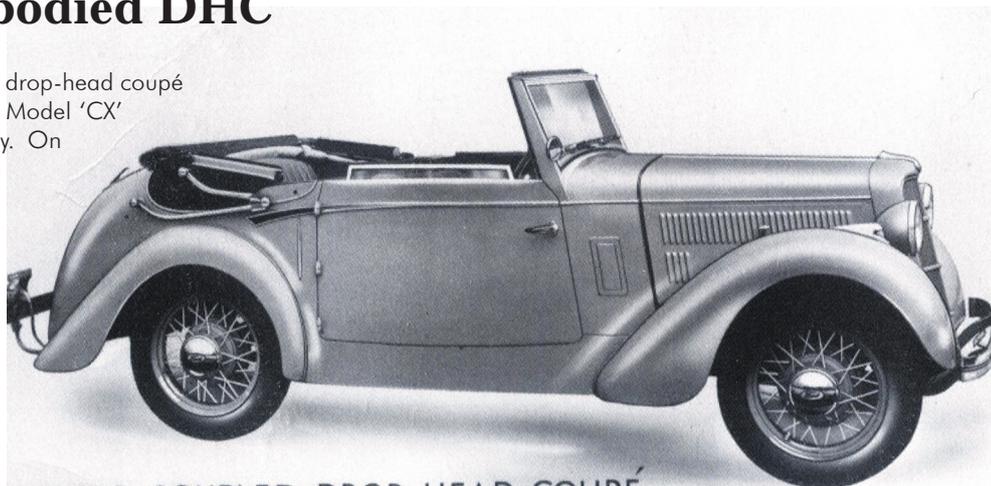
## Model 'C' Jensen-bodied DHC

In issue 157 was an article about the Jensen drop-head coupé (DHC) body, which was married up with the Model 'CX' 10 h.p. rolling chassis and sold commercially. On the back cover of the following issue (158) was a photograph supplied by Luis Cascante, having read the article, of another DHC at the 1935 Barcelona Motor Show, this time on a Model 'C' chassis and with no signs of the Jensen influence.

I did also have feedback on the original article from Bill Ballard in Oz, who quite rightly, rapped my knuckles for saying that the doors on the Jensen DHC were 'front hinged', when it was quite obvious from the photograph that they were rear hinged 'suicide' doors. I also said that the photograph was the only one I had of the Jensen DHC – wrong again! On page 26 of Bill's book "English & Australian Small Fords – Recognition and Restoration", published by Ellery ([orders@ellery.com.au](mailto:orders@ellery.com.au) – ISBN 1 876720 07 7) there is a sketch of a Jensen bodied 'close coupled drop-head coupé on 10hp Ford chassis'. So, on two counts, I apologise!

Coincidentally, I have recently received another sketch of the Jensen DHC, this time with the hood raised and obviously by the same artist commissioned, presumably, by Bristol Street Motors Ltd..

On a more positive note, in my original article I had referred to Bristol Street Motors, Ltd. publicity literature, in which they had described the car as a 'close coupled drop-head coupé' and I had posed the question, "What is meant by close-coupled"? Bill did refer me to Nick Walker's excellent book "A-Z British Coachbuilders 1919-1960", a copy of which is also held in the Register library, in which Nick explains the term 'close-coupled'. Originally it implied that all seats were within the wheelbase (often to make more luggage space) and that rear



CLOSE COUPLED DROP-HEAD COUPÉ

*The sketch of the Jensen close coupled drop-head coupé on the Model 'CX' chassis, as illustrated in Bill Ballard's book on the small Fords."*

seating room was therefore limited. Later, when engines had been moved forward and seating within the wheelbase had become the norm, the term came to mean merely that the body was shorter than normal. So there we have it. Thank you Bill for your observations.

**Sam Roberts.**

### Bob's Joke Corner

#### Try to Remember.

When I went out today, I noticed an old man sitting on a park bench sobbing his eyes out. I stopped and asked what was wrong.

He replied, "I have a 22 year old wife at home. She makes love to me every morning and then gets up and makes me pancakes, sausage, fresh fruit and freshly ground coffee."

"Well, then why are you crying?" , I asked.

He added, "She makes me homemade soup for lunch and my favourite bread rolls and then makes love to me for half the afternoon."

Rather bemused I asked, "Well, why are you crying?"

He said, "For dinner she makes me a gourmet meal with wine and my favourite dessert and then makes love to me until 2:00 a.m."

"Well, why in the world would you be crying?" I asked incredulously.

He said, "I can't remember where I live!"

Please send in your favourite joke.

**Bob Wilkinson.**

## For sale

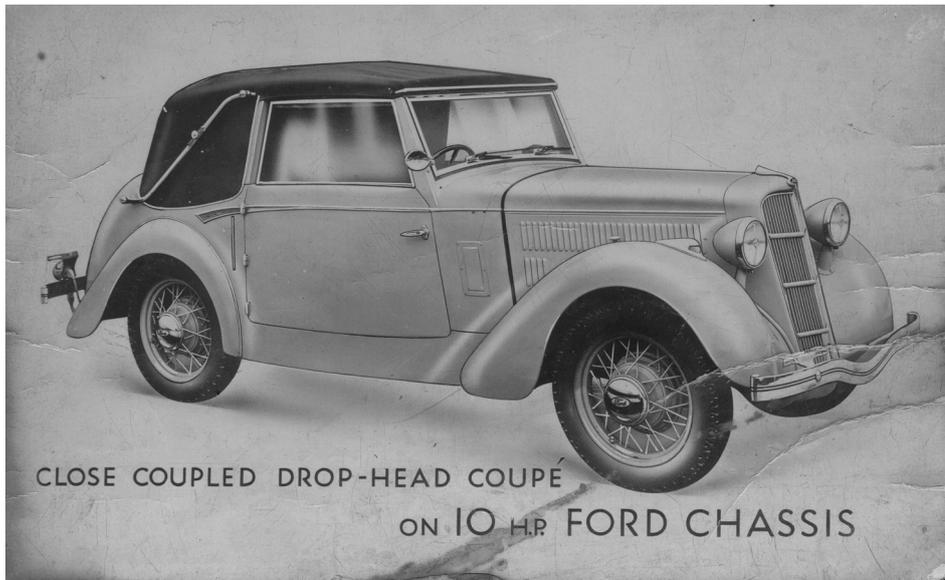
March 1933 short rad Model 'Y' Fordor, first registered March 1933. Looking for a good home for my fairly rare short radiator four door saloon. Very original in almost all aspects with only some interior trim renovation. Chassis no. Y 17396; Briggs body no 136/412. Owned by me since 1978. History includes 1964 log book and V5 and all MOTs. Currently SORN; off road since 2000 with laid up insurance. Professional valuation £5000.00. Instruction book (reprinted). Some spares. £3950

**Chris Smallman. Tel: 01903 815611 or [chris@onetel.com](mailto:chris@onetel.com) (West Sussex.)**

1936 Model Y 2 door (Y120181), green. Complete but stripped for restoration. £500 . **Tel: 01892 655170 (Sussex).**

1934 Model 'Y' Fordor (Y98283). Black with red interior. Taxed and MoT'd. Needs only a few little things doing to it to make it concours condition. 10hp engine. Offers in the region of £4000.

**M.J. Coltman. (Non-member) Tel: 01179 604488 (Bristol)**



A similar sketch of the Jensen DHC; this time with the hood raised.

February 1937 Tudor Model 'Y', Black with red trim and upholstery (Y174481). Roadworthy, but has not been run since its last MoT two years ago. Has V5 and the car is in good condition. After a lifetime in the motor trade, the owner has lost interest in cars! £3000

**Rod Evans. Tel: 01344 621800 (Ascot, Berkshire)**

Model 'CX' Tourer, May 1936, grey, C39550. The car is in good order. The engine has recently been overhauled by Tim Brandon (Re-bore, new pistons, new valves and seats converted to unleaded, crankshaft and bearings were considered OK). MoT until 6 July 2007. £5250

**Andy Aldridge. Tel: 02380 283652 (Lyndhurst, Hampshire) Email [andrew@aldridge13.freemove.co.uk](mailto:andrew@aldridge13.freemove.co.uk)**

1936 Model 'Y' 4door, for restoration. One owner, original logbook etc. Stored 40+ years. Plus spares car. Cars for sale following bereavement. Best offer.

Chris Fletcher (Non-member). Tel. 01206 868260 (Colchester, Essex)"

Early Ford 10 set of pistons (+40):- £75

Long rad and Model 'C' rear bumper. Has been repaired, polished and rechromed:- £60

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

1935 Ford Model 'Y' (Y121208) fawn & black, 4 door, 1 year's MOT. Current owner for 4 years. Refurbished to former glory over a number of years. Now in excellent original condition. Shown at local shows recently. Restored by a genuine enthusiast. Formerly famous on classic car calendars. Genuine reason for sale. Offers around £5,000.

**David Sutcliffe. Tel: 01888 551 690 (Turriff, Aberdeenshire)**



The beautiful fawn and black 1935 Ford Model 'Y' for sale in Aberdeenshire.

## Your letters

### That MG registration

The photograph of Paul Tritton's father's MG registered Model 'Y' atop the St. Gothard Pass in the last issue prompted a couple of replies. The first from Nigel Stennett-Cox, "In 'Tritton's Tudor Travels', I think that the reason for the 'Y' bearing an MG registration lies in its being supplied by University Motors in London. I don't know of the source you refer to, saying that the MG Car Co. were allocated MG 1-8000 since you don't quote it, but I thought that an MG registration on an MG was a sure sign that the car had been supplied new by University Motors. The reason of course was their being situated in the borough where MG was the local letter combination."

Paul Beck threw in his penny'th, "I'm not normally a correspondent on such matters but having taken the last issue of the magazine away on holiday, it has been read! I am not sure your MG remark is right. I recently read in one of the rags that University Motors were in the area for MG registration number issue and quickly realised the value of 'personalised' registration numbers. So they did all they could to get MG to put as many vehicles through them to then be able to claim the MG numbers. The MG number is attributable to University Motors not to it possibly being robbed off an MG."

Thanks guys for that. The source of my original comment that the MG registration was issued to the MG Car Company is 'Glass's Index of Registration Numbers 1929 - 1965',

### Wanted

Ammeter for a long rad Model 'Y'  
**David Bond. Tel: 07967 921212 (Brandon, Co. Durham)**

"WANTED. Somerset registered (?YA / ?YB / ?YC / ?YD) Model 'Y' or Model 'C' saloon, preferably, in good running condition, though a little work would not be objected to. Please call if you can help. I have a collection of vehicles with these registrations - I am NOT a number plate dealer!

**Maurice White on 01925 652647 or email [mlw\\_albion@hotmail.com](mailto:mlw_albion@hotmail.com)**

in which it states 'MG Middlesex Mar 30 1 - 8000 issued irregularly through the M.G. Car Co. 8901 - 9999 allocated to Govt. depts.'

University Motors, Ltd., 1 Brick Street, London W.1 was also a main Ford dealer, which would account for some Fords also being allocated the MG registration, although most would have been held back for MG cars.

Douglas Glass in Edinburgh also e-mailed to support the University Motors origin. He adds, "I am a life long Ford enthusiast whose father drove Model Ts in WW1 and afterwards joined Henry Alexander (of Ben Nevis fame) as a salesman/demonstrator rather than return to an insurance office! He remained with that organisation for the rest of his working life, so Ford cars were always there! I spent twenty six years of my working life in the financial side of the motor trade and that included a lengthy stint with the same company! I must have been inside every Ford model from the Y to the Focus!" Douglas has agreed to feed me historical information on the Alexander Ford dealerships in Edinburgh - more anon.

#### **A.G. Potter (Framlingham) Ltd.**

Nigel Stennett-Cox also mentioned, "Knowing your keen attention to detail, you'll be happy for me to point out the small mistake in the table showing the cars purchased by "AG" in Framlingham. There was no 24hp V8, just the 22hp [2227cc] and the 30hp. [3622cc]. The bit about them having the oldest known Fordson tractor in Britain was interesting and myself and other Fordson enthusiasts would love to know more, like the serial number. The first 5000 Model Fs of course came here in 1917-18 for the Ministry Of Munitions [MOM] but I suppose they went out to dealers.

#### **Model 'C' and Model 'Y' wheels**

Paul Beck obviously enjoyed reading the magazine on holiday. He also offers an answer to my question on the interchangeability of Model 'Y' and 'C' wheels:- "As far as we are aware, ('we' being Vintage Supplies / Small Ford Spares UK) the only difference is the length of the actual wheel stud on the drum - the Model 'Y' being very slightly shorter and having a blind threaded wheel nut, whereas the 'C' has an open end wheel nut." Do we have any confirmation of this, please?"

#### **Badge mounts and a 10hp badge!**

Ivor Bryant is into badge mounts and has a red 10HP badge, similar to the 8HP ones illustrated in recent issues of the magazine. He offers the following:- "For information, there is a difference in length of the 'C' badge

mount and Y badge mount and in the length of "Popular" badge mount and 7Y badge mount. The "Popular" 103E reads "Ford Popular" whereas the Anglia badge reads "Anglia". So, perhaps the 10 hp badge is from an early Prefect, the model after the 7W. However, that doesn't explain where the 8HP badge comes from." So we are still non the wiser as to the origin of the red 8HP and 10HP badges.

*And now a 10HP radiator badge has appeared with Ivor Bryant*

#### **It's a Ford look you**

David Minnett explains, "With apologies to our Welsh speaking members, please find attached photo of a street name spotted in Caernarvon."



*Spotted in Caernavon by David Minnett. As can be gathered by the translation underneath, Ffordy means Road, so I guess there are many, many Ffordys in Wales!"*

#### **West Sussex dealer**

Julian Janicki will kill me for this! Three or four years ago, he sent me an A4 photograph of a row of Model 'Y's and 'CX's outside a black looking building. I said that I could not include it in the magazine as it was too dark to print. This week, Jim Miles has sent me a copy of the same dark photograph with the comment, "I came across this photo for the archives. Don't know where or when it was taken."

With the improvements in our magazine printing and my new-found ability to brighten photographs on my computer, I can now risk reproducing the photograph. So, Julian, I hope you are now a happy bunny.

In the photograph, the cars are boasting registration plates with BPO 800 numbers, which indicates that the photograph was taken in West Sussex in or shortly after February 1936. The only main Ford dealers in West Sussex at that time were:- D. Rowe & Co., Ltd. in Chichester, Gilbert Rice in Horsham and F.G. Searle in Worthing. As Julian Janicki is a Horsham resident, perhaps the cars are parked outside the showrooms of Gilbert Rice. The only clue is that the two cars on the left of the row have BP trade plates. Perhaps Julian can throw some light on the subject.

There are five Model 'Y's, two Model 'CX's and a V8 Model 48 in the line-up. Jim Miles comments, "The Model 48 could be an LMB Ford V8 which featured Independent Front Suspension (IFS), Colombia overdrive, Marles high-g geared steering and André Telecontrol Shocks. A photo of a similar car is on page 26 of "Out in Front: the Leslie Ballamy Story", by Friend of the Y&C Register, Tony Russell (ISBN 1-899870-69-5)." The chances of this V8, sitting on a garage forecourt, being a souped up racing V8 is pretty remote Jim. However, dream on!



*Photo next page right:*

*A batch of apparently new cars outside a Ford dealership in West Sussex in early 1936.*

**Quiz time -  
Down Memory Lane**

In 1958, we went to the World Exhibition in Brussels in my original Model 'Y'. Who are we? The first correct answer will receive a token prize and the offer of a kiss from the pretty girl in the photograph!

*Who are the young couple on their way to the 1958 World Exhibition in Brussels?"*



What a lovely photograph. Do any other members have similar period shots of their first Model 'Y' or 'C'?

**Model 'Y' memorabilia.**

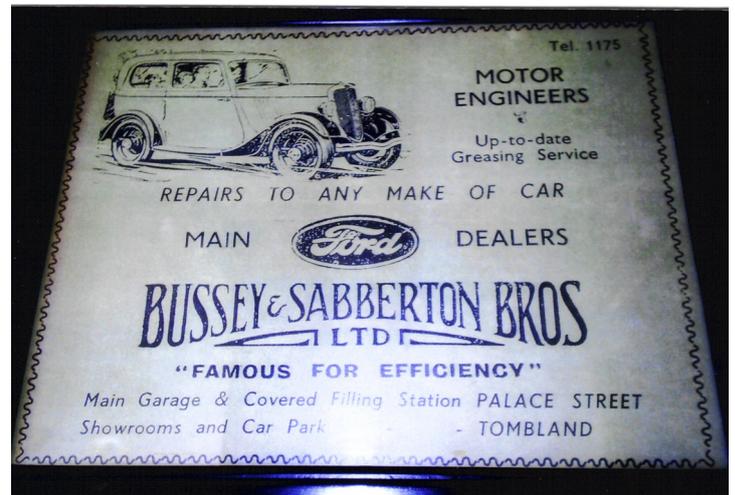
Brian Mace has been keeping his eyes open for Model 'Y' memorabilia and discovered two treasures. The first on a pub wall. He says, "I was very interested to read your article on A.G. Potter Ltd. The other year, I was in a pub and spotted a picture of a Model 'Y' on the wall. I was told it was taken from a newspaper in the 1930s. I'm sure that the Ford Motor Company would have had a say in the style of the advertisement."

He adds, "The other day, I was browsing through an antique shop looking for postcards with 'Y's or 'C's in the picture, when I came across this one of Great Yarmouth in the '50s. The Model 'Y' on the left appears to be VG 3279, an early 1936 Tudor. A lady is standing by the open passenger door and the man has his hand in his pocket. I wonder what is in the box in the gutter in front of the car? The marina was demolished in the late '60s."

Brian also informs me that he does not use the 'Transverse Torque' to line the bottom of the cat box!

*The Ford Main Dealer advertisement found on a pub wall by Brian Mace. Bussey & Sabberton Bros., Ltd. was one of the main Ford dealers in Norwich, Mann Eggerton & Co., Ltd. being the other. I dread to think what the showrooms looked like in Tombland!*

**Well done Brian.**



**I'm not moving**

Ivor Bryant reports that, despite the advert showing his 'CX' in his local estate agent's window, he is not moving. It's the house next door that's up for sale in Alveston, near Bristol (asking price £350,000).



GY 13 MARINA FROM MARINE PARADE, GREAT YARMOUTH

*Brian has a powerful magnifying glass to see the detail in this postcard of the marina at Great Yarmouth in the '50s. The Model 'Y', VG 3279, is in the bottom left-hand corner.*



Ivor's Model 'CX' gets caught in an estate agent's photoshoot.

### Dagenham railway.

David Gustard contributed a couple of gems for the archive. He e-mails:- "A few days ago I bought a copy of a back-number of Heritage Railway, No 85, May 2006. It contains an article on the Ford Diesel loco No 40, which was based at Dagenham from 1932 to 1966. I can remember seeing this loco whilst completing a Student Apprentice Factory Training Course in the late 1950s."

The article states, 'The diesel-electric was one of three built at Rugby by British Thompson Houston in 1932 for the Ford Motor Company, who used it as a shunter and for hauling hot metal and slag ladles at its then new plant at Dagenham. As it was required to cross the Tilbury main line it was built to the LMS loading gauge. The design – unique in Britain at the time and believed to have US influence – included a driving cab at each end and an open platform for the shunter to ride on in safety, while the specification stated that all materials would be of British manufacture. It worked at Dagenham for 34 years and on withdrawal was acquired for the Kent & East Sussex Railway in 1966 through the generosity of AEI, the successor to its builder BTH. An extensive rebuild took place between 1976 and 1983, but six years later it was laid aside, to return to operational duties in 2000.'

David Gustard continues, "Then, on Sunday, 28<sup>th</sup> May, Jackie and I visited the Strumpshaw Steam Rally, which is held at Strumpshaw Park some six miles east of Norwich. The Steam Museum, which contains working steam engines and machinery, was also open and on one of the wall displays was a 'Ford Signboard'. It was mounted on a wall some 12 feet from the floor, but I managed to find a step-ladder and took the attached photo. The signboard was approx. 4 feet wide and 1½ feet high. I wonder if it was a steam loco headboard."

*Ford diesel-electric No.40 pushes the 134 years old ATX 0-6-0T ex-London, Brighton & South Coast Railway (LBSCR) 'Terrier' tanker No.3, 'Bodlam' (ex-British Rail No. 32670) from the Rolvenden sheds into Tenterden station (Kent), at the northern end of the preserved section of the Kent & East Sussex Railway on 6 March 2006.*



The 'Ford Dagenham – Scotland' engine head-board on display in the Strumpshaw Steam Museum. The Ford Motor Company used to run excursions for its employees and their families. It can only be assumed that this is a momento of one such trip.

## 20 years ago –

### Issue 43, September/October 1986

This issue was a month or so late as the editorial team of John Guy and Siobahn suffered a bout of flu at the critical phase of magazine production. However, it didn't seem to stifle their enthusiasm and a full issue hit the members' doormats.

There were a couple of letters from the ladies, which was nice to see. It is always a pleasant change to read of our hobby from a female perspective. Perhaps some of our active lady enthusiasts might like to put pen to paper.

The first letter was from Linda Parker in Maidstone, Kent, who was a joint member with her husband, Howard, until very recently. In her letter, Linda explains:- "Ever since I have known Howard, he's had a passion for cars and, in particular, he's always hankered after an older car to 'do up' and run. When Owen and Chris Baldock (Club's local Area Organiser and long-standing friends of ours) obtained their model 'Y', I finally got the bug too, so it was only a matter of time before we bought a car of our own! ....." Linda goes on to describe the purchase and initial inspection of the Model 'Y'. She finishes by saying, "We've got a lot of hard work ahead of us, but also a lot of fun and hopefully you'll be seeing us at some of the rallies in 1988, if not 1987, showing off the results of that work." Regrettably, Howard (now called Bob) and Linda are no longer together and the car, a late 1936 Tudor, is still not roadworthy. It was advertised for sale in the last issue of the magazine (issue 161) for £800 (Tel: 07974 805603).



The second latter was from Jackie Henry from Brampton, near Huntingdon, who tells us that, "The Model 'Y' actually belongs to my boyfriend, even though it is in constant use by myself. My penalty for the privilege is dealing with the paperwork, which isn't too bad considering it is also my job. The registration is CWE 929 and the car has been in Sheffield all its life (as far as we know), until we bought it approximately 2½ years ago. It has a 10hp engine in it, as opposed to an 8, so it has an extra bit of oomph (which is hard to tell at times!)." This is interesting as we still show CWE 929 on the register of surviving cars as being owned by Miss J. Henry, with no other details. Surely, if the car was roadworthy in 1986, it must still be around. Where is it now?

There was also an intriguing letter from a Mr. Walker, who was restoring a Kerry tourer, CWA 501. Again where is that one now? I thought we knew of all the special bodied cars in the UK, but obviously not!

We had two new members from Scandinavia; Kjell Haaland from Norway and Alf Jonasson from Sweden. Kjell had a 1936 two-door 'Y' which was taken from the UK to Norway by 'a U.S.A.F. chap', who was unable subsequently to take the car back to the U.S.A. Alf Jonasson wrote that "here in Varnamo (a town 10kms from Bor) has a 1934 or 35 Ford 'Y' cabriolet. It has two seats with an extra seat behind. Here in Sweden we call it a mother-in-law seat."

*I believe this is the car that Alf was referring to. It is a Köln cabriolet, possibly bodied by Gläser. Mother-in-law looks remarkably young! Note the incorrect 'CX' rear bumper on the front.*



This time round, we congratulate Kevin Briggshaw on chalking up twenty years of membership with the Y&C Register. In his introductory letter, he tells us the history of his car, which I assume is his maroon short rad, AGH 237. He wrote, "I found that the first owner from Halifax had the car for 11 years, most of this time in store due to petrol rationing. In 1948 George Kershaw from Bradford purchased the car and ran it until old age made him reluctantly sell the car in 1970 to Miss Georgina Beadley of Grays, Essex. She married Hilary Gunn and had the log book transferred to his name in 1974. They then moved to Carlton, Bedford. At this stage the bodywork was sprayed green from black, the original colour. I purchased the car from him in August 1986. I am hoping it will pass its MoT at the end of this month, then I intend to run it for a year so that I can get to know about the car before I start any restoration work."

Kevin certainly got to know his car and did a superb job of restoring it. It is the front car in the line-up photograph taken after the London Parade in July, which appears elsewhere in this issue. Kevin, I do not have the history of AGH on the Register database. It would be appreciated if you would send me a photocopy of each side of your original/continuation log book(s), please.

I think we also congratulate Nigel Stroud from Chipping Norton in The Cotswolds on his 20<sup>th</sup> anniversary. However, I'm not sure he is the same 'new-boy' Nigel Stroud in issue 43, who lived in Norwich, Norfolk in 1986. Perhaps Nigel can shed some light on his and his car's history with the Register.

I see that I put my pennyworth into this issue with a whinge about the lack of support at a Regional meeting I organised at Ropley Station on the Watercress Line. Only one car

turned up to join Paula and me in CNN and that was the beautiful 1935 Austin Sherborne owned by member Herbert Wingate, from Horsham. Herbert, bless him, had nearly finished the restoration of his, now well known, 1936 Fordor Model 'Y', which took him and brother Norman round Ireland on Convoy 2002. Gosh, Herbert, was that 20 years ago!

I also recorded my first attempt at researching the Model 'Y' tourers, having been goaded by Bob Wilkinson in the previous issue about the difference between the Terrier and the Kerry tourers. If I get some feedback from this issue on this conundrum, I will briefly explain the difference in the next issue.

Whilst on the subject of Bob Wilkinson, I was amused at the response to his article in issue 43 on converting his electrics to 12 volts (a common hobby-horse of Bob's). Graham Miles commented, "First comment from a 'Purist' is that there is nothing wrong with the 6 volt system. It has worked for fifty years, so why not

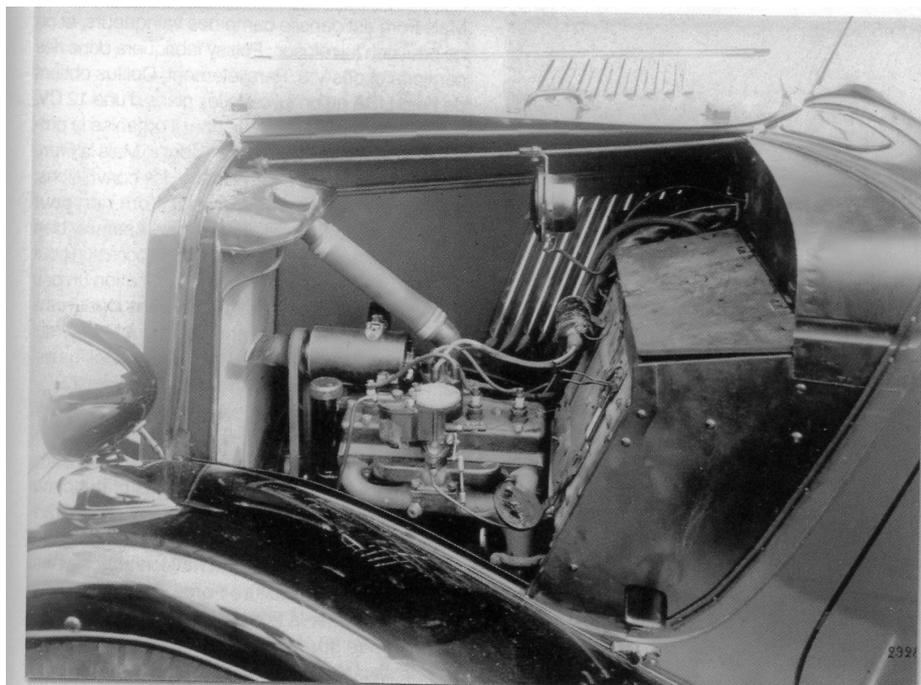
the next fifty. A couple of years ago I did an article on the starting system. Look back in your back copies Wilkinson and no more of this nonsense from our membership secretary." Graham always did fire from the hip!

Finally, our then archivist and librarian, Jim Miles, submitted a couple of 'gems', for this issue: an extract from The Motor of July 10 1934, which describes the Whatmough overhead valve conversion for the 8 hp engine, and an extract from the Practical Motorist of February 29<sup>th</sup> 1936, which describes the 'New Ford Test Equipment'.

**Sam Roberts.**

## The Asnières Model 'Y'

Luis Cascante, in Spain, has come up with an interesting observation concerning the engine compartment design under the bonnet of the French assembled Model 'Y's. He reports:- "In issue number 65 (November-December 2003) of the French magazine 'Automobilia', I have found the attached photograph of an Asnières Model 'Y' engine bay. I see some differences when compared with the Dagenham Model 'Y' engine compartment: the coil is horizontally placed on the right (passenger) side of the car; there is a wider tool box lid, covering the battery too - so the battery must rest on a lower base but, was there enough room for the passenger's legs? - there is a different radiator cap.



My question: Was this the standard Asnières engine bay? Or has, perhaps, the car's owner introduced some changes?

Incidentally, an oil can support, very similar to that reproduced by the Club, is fitted on the bulkhead."

*A photograph taken under the bonnet of an Asnières assembled short rad Model 'Y'. The car looks pretty new, but was this the standard French design?"*

It all looks very clean under the bonnet and the bodywork is shining. Is this a photograph of a newly assembled car, or a well cared for one? My doubts arise from an apparent lack of cross-rods at the base of the radiator. Perhaps we can persuade **Michel Aubry** to send a similar photograph of the engine compartment of his Asnières assembled short rad for comparison. Thanks Luis for sending in this interesting feature.

## The Holland trip – 'Raid Holland'.

Part II

In Part I, the party of 40 in 24 cars had toured the east of Holland; visited the Atlantic Wall and the amazing Delta Project; had been on the canals and visited a commercial tomato glass house and a fascinating private collection of mainly old commercial vehicles. The variety of interest in the programme knew no bounds!

The following day, Day 4, Tuesday, June 6<sup>th</sup>, we set off on a trip through the now colourless tulip fields and through the flat, well irrigated landscape to Hillegom, the home of the Den Hartogh Ford Museum, the largest Ford museum in the world. Again, it was specially opened for us as Tuesday is normally its closing day. We were very grateful to Mr. Den Hartogh, his daughter, Hans Maas, the Assistant Manager, and the other members of staff who all turned out for us. Not another car museum you say! This one was special. Not only was it superbly laid out with every American Ford model ever produced; the vehicles all being roadworthy, but we were given the most interesting conducted tour of the vehicles by Hans Maas. His presentation on each vehicle type was richly sprinkled with anecdotes. We started with the story of Henry and the building of his Quadricycle, through the problems he had with the early models before the Model T; of Bonnie and Clyde round the 1935 V8 Model; of the tragic death of Queen Astrid of Belgium in 1935 round the ornate Model A hearse and so on. Hans then took us to the workshop at the rear of the exhibition halls, where resided the only non-

American Ford in the collection, a beautiful looking red and black 1937 cabrio-limousine Eifel. Jim Miles' moustache twitched and his eyes lit up when he heard it was for sale. As I write, he has already bought it and imported



*The cars lined up outside the largest Ford museum in the world – the Den Hartogh Ford Museum in Hillegom*

it into England, so we will be hopefully seeing it on the rally circuit in the near future. That's my boy! We were very grateful to Mr. Den Hartogh, Hans Maas and all the staff for their kind hospitality. If you are visiting Holland, this museum is a must.



*In the beginning .... Hans Maas starts at square one with Henry's Quadricycle on his excellent and informative conducted tour of all the American Fords built before 1948 – photograph courtesy Kitty Overgaauw.*

From Hillegom, the cars drove in batches to our new hotel, Hotel Volendam, on the Zuider Zee, about one klick from the village of Edam, of cheese fame. This hotel was not as plush as the first one, but very passable. We were now down to 23 in number due to the noisy big ends of Jim Sharpe's Model 'Y', which had been back-loaded to Rob Bolland's house, waiting its steady return across to Harwich at the end of the tour. The suggested route to the Hotel Volendam went via the famous windmills at Zaanse Schans alongside a lake formed by the River Zaanse, over which passes a lifting road bridge nearby. And who decided to jump the lights on the bridge as it started lifting? - our very own Secretary, Bob Wilkinson, in his recently restored 'CX' tourer, with our illustrious Chairman, Peter Ketchell, hanging on for grim death in the passenger seat. As Bob commented later, "That was a bridge too high!" Malcolm and I had followed the direct route to the hotel as dictated by Nelly, our sat nav queen, so after a high tea at 2 p.m. we set off to visit the working windmills at Zaanse Schans. It was a beautiful day and the windmills were just fabulous. We also visited the Delft shop there and bought the obligatory presents for our pining wives back home (Afternote: Paula tells me they were far from pining – there you go!).

*The fabulous thatched working windmills at Zaanse Schans.*

That evening, the second major breakdown was being attended to in the hotel car park. For those of you who were on the Irish trip in 2002, it was a case of déjà vous. Wim's pretty French-assembled, SICAL-bodied short rad was in trouble with a nasty transmission noise.

As Neil had been helped out by so many people on the tour, he obviously felt that he should return the favours. So, with his one good arm and a little assistance from others, including the local priest who provided a large trolley jack, he beavered away under the car, dropped the rear axle and prop shaft and replaced the UJ. Unfortunately, as Wim's subsequent test drive was to prove, the trouble was more serious a n d ,

although the removed UJ was pretty well knackered, it pointed towards a gearbox overhaul. The following morning, whilst the majority were at breakfast, I watched from my hotel balcony as the SICAL was winched onto the back of a recovery truck, which quietly slunk away to Wim's house without, apparently, anyone seeing!

*All hands to the pump. Geoff Salminen gets his hands dirty at the rear of Wim's SICAL. Photograph courtesy Brian Mace.*

*Wim's sick SICAL slinks home. Photograph courtesy Kitty Overgaauw.*

That day, Wednesday, the cars had a rest as we caught the bus into the Dutch capital, Amsterdam, for a day of culture and sight-seeing. Most visited the Van Gogh museum and, of course, travelled the canals

in the Museumboats, on which we received a good commentary on the sights and their history as we passed by. Typically, Malcolm and I travelled the trams, had a pleasant lunch by a canal, did some shopping in the Centrum and visited the Dam, the ex-cathedral of Amsterdam, which has been de-consecrated and is now a museum! Can you imagine that happening to Westminster Abbey?

We returned to the hotel on the bus in time for a 5.30 visit to cheese and clog making demonstrations close to the hotel. The cheese making was explained by a cheery young lady in traditional costume and the clog making by a young man also attired in traditional garb. The demos were followed by a very pleasant cheese-tasting, which encouraged most to purchase a 10 euros slab of their favourite. Fortunately, Malcolm and I both chose the well-matured variety, so it did not deteriorate in the heat behind the back seat as we drove home at the end of the week.



Neil Bray, Michael Leete and Christine Bird left us on the Thursday morning with Neil's Models 'Y' and 'C' as Neil was competing at Lydden Hill in his Mk I Capri Post Historic Touring Car on the Saturday. I am pleased to report that he won his class and has extended his lead in the championship. For more information on Neil's racing history and progress, feed

'Neil Bray' into Google and Michael's blog will tell you all.

*Neil Bray, on the left, with his Models 'Y' and 'C' and Michael Leete and Christine Bird about to leave us for home.*

Neil, Michael and Chris waved us off as we left the Hotel at Volendam and headed way south, fighting our way through the myriad of autosnelwegen (motorways) in and around Amsterdam, down and across the huge bridges over the Rhein and the Waal rivers, each teeming with huge laden barges, and on to Appelteren, to the west of Nijmegen. Here we visited the Gardens of Appelteren. Imagine the Chelsea Flower Show in a permanent setting with 180 separate gardens, each with its own special design features, be it the flowers, shrubs, garden furniture, ponds, fountains, paving, paths, walls, etc. Now imagine all that on a bright sunny day and you have our visit. The gardeners amongst us had a ball. As David Grace was not too steady on his pins, Malcolm and I took him under our wings, whilst garden-mad Wendy went off with Cok and Wim for an hour or three (poor Wim!). Kitty, Janny and Ans were also deeply engrossed. Fortunately, there were a couple of good restaurants on site, which helped pass the time for the less green-fingered partners.

The next and last hotel was not too far away from Appelteren in a village called Molenhoek. The hotel straddled a fairly main road, with the reception, dining and bar facilities on one side of the road and the accommodation and car park on the other. Some were unlucky enough to have rooms overlooking the road, which did not induce peaceful sleep. Here the dinner menu was double Dutch and much translation by our Dutch hosts was required for us ignorant Brits (actually, looking at it now, in the cold, sober light of day, it is not too difficult to interpret:- "U kunt uw 3-gangenmenu zelf samenstellen door een keuze te maken uit een: Voorgerecht, hoofdgerecht en een dessert." means "You can choose one item from each of: Starter, main course and dessert." I can't understand why Peter wanted me to publish the menu in the magazine!)

And so to the last programmed day of the tour. This was to be based on the allies and axis activity in the east of Holland during its liberation in September/October 1944. Operation Market Garden in September had gone disastrously wrong with the bridge at Arnhem not being captured ('A bridge too far' rather than Bob's 'bridge too high!'). Hence the British Corps' drive north over the great rivers and then east to Berlin had to be abandoned. The German resistance was much stronger than was first thought, so a



second drive east through the German's heavily fortified Venlo bridgehead over the River Maas, was adopted in the October under the code-name Operation Aintree. For this we needed the help of the American forces.

The suggested programme for the last day was a trip to the Operation Aintree battle-site at Overloon, which was south of the hotel. However, despite our Army careers and many years spent serving in Germany, neither Malcolm nor I had been to the site of the Arnhem battle, so we decided to go there in the morning. This meant travelling north, through Nijmegen and over the Rhein to the south of Arnhem. As readers of military history will know, once the bridge had been recaptured by the Germans, the main battle was fought in the town of Oosterbeek, to the west of Arnhem, where members of the 4<sup>th</sup> Parachute Brigade fought a desperate rearguard action against the Germans. There is a very good Airborne Museum in Oosterbeek in the ex-hotel which was the brigade headquarters and which fully explained the whole operation. We then went to the British cemetery in Oosterbeek, which is superbly maintained by the War Graves Commission and in which 1735 British soldiers and airmen are buried. Then on to the bridge, aptly named after Lieutenant Colonel Frost, who commanded the defence of the bridge. Unfortunately, there is nowhere to stop to take photographs, so we sped south down to Overloon, parked up alongside the other club cars and enjoyed a pleasant late lunch in the sun at the local café outside the entrance to the National War and Resistance Museum parkland.

The walk through the park to the museum takes you past gun and tank relics from the Second World War. On entering the museum, we wanted to find out how the Overloon operation tied in with the Arnhem battle and to discover what happened at Overloon. The description of Operation Aintree was very Spartan and difficult to follow and we found the presentation very disappointing after the

clear and simple explanation of the battles of Arnhem at Oosterbeek. However, the museum itself is a military equipment collection to blow the mind. Housed in half a dozen huge halls are equipments, mostly American, from WW II, Vietnam and other theatres of war. Some items are huge, such as the American amphibious tank carrier

from Vietnam. Some are tastefully deployed in battle-scene settings, with sound effects, such as Omaha Beach on D-Day. There is a British battle scene at Arnhem, but not much else British!

We returned to the car park to find Dutch member Fred van Leeuwen and his wife, Lipka, standing proudly by his recently restored Tudor Model 'Y'. Regrettably the tour coincided with their house move from Amsterdam to the east of the country, so they could not take part. We met up with Fred again later at the hotel, where he gave me the old UK log book for his car to scan into the archives, plus other items from his large collection of auto-documentation.

Bob Wilkinson and Peter Ketchell visited the wonderfully tranquil Overloon War Cemetery, where they came across a young American couple, probably in their twenties, paying their respects. The young man told them that they were visiting some of the places his great-uncle had fought in during 1944, subsequent to the time of Arnhem and operation Market Garden. He spoke of his great uncle, apparently a quiet unassuming guy, with great respect. This respect was there in what the young man said about the places he had visited and the graves of his uncle's serving brothers he had found and photographed ..... "in some foreign field"..... No doubt he would have much to relate on his reunion with his great uncle back home."

And so to the Last Supper, the traditional semi-formal gathering on the eve of departure home. As Martin and Patrick, at past suppers, have dressed as gentlemen and shown the rest of us up, this year, Peter Ketchell and Bob Wilkinson decided to go one better and arrived in dinner jackets and black ties – but Martin and Patrick were unable to attend - curses! The obligatory group photograph was taken before 37 of us sat down to eat (the Bray party of three having left us on the Thursday). On behalf of us all, after dinner, Peter praised the Dutch contingent, Rob and Ans in particular, for a fantastic week. The organisation had gone without a hitch and

we had all thoroughly enjoyed ourselves. A small presentation was made to Ans as a token of our thanks. It was also considered very appropriate to present Rob and Ans with the Geoff Murrell trophy for 2006. This is presented annually to the person, or persons in this instance, who best represent the spirit of the Y&C Register and what it stands for. Rob and Ans, regularly attend the Club tours and appear at Enfield every year and thoroughly deserve it. Their efforts this year have also shown that, without any visible flap, they have got on with the job in hand and prepared a fabulous tour. As Geoff Murrell would have said, "They JFDI" – Just Flaming-well Did It!

The day also happened to be Graham Miles' birthday, so the inevitable rendering of 'Happy birthday' and 'Why was he born so beautiful' ensued before we were outdone by the hotel staff, who produced a fiery birthday cake to the accompaniment of 'For he's a jolly good fellow'! I can see Margaret's face now as she whooped and clapped in delight! Raffle tickets had been sold by Christine Baldock and Wendy Grace, raising £300 for Cancer Research. Each of us had produced a raffle prize and, as far as I could make out, each of us won a raffle prize! There then followed the traditional sing-along musical contribution by Geoff Salminen on his ukulele and monologue from Peter Ketchell, the latter being personalised this year – "Sam, Sam, pick up the gasket."! After a few jokes were thrown across the room, including 'Norfick' contributions this time from Brian Mace, the assembled company broke up and, after some fond farewells, made its way across the road.

Malcolm and I left for Calais at 0545 the following morning, arriving in time to catch the 10 o'clock train from Calais to Folkstone and arriving home in Andover at 1.15 UK time. Not bad going for 365 miles. In all, the car had travelled 1265 miles from start to finish. The rest of the group had a good send-off from the hotel by the Dutch contingent, who I should think were delighted that it had gone so well. I gather those travelling from the Hook of Holland to Harwich were delayed somewhat by the Tall Ships entering Rotterdam, which halted all ferry and catamaran activities. There were a few travelling on lights as they approached home that night.

What can I say? Once again, the Club has enjoyed a fantastic tour - well done the Dutch contingent. We had some new faces and new cars on this trip and I'm sure that any anxiety they may have had before they set out soon disappeared. As I've always said, these cars improve with use. Even if something does go wrong, the back-up support is readily available and, if that fails, the cars always get home. Let's hope that next time, we see even more new faces and cars.

I am grateful to Kitty Overgaauw and Reinier Dubach for contributing souvenirs of the tour to the Register archives. Kitty compiled a lengthy CD of photographs and Reinier, with a little camera help from Janny, has produced a 50 minute DVD of the trip. Many thanks. I'm sure I could get some copies made if anyone would like a souvenir.

**Sam Roberts.**

## NEWS OF NEW MEMBERS

**Prepared by Godfrey Dingley-Jones, 23 August 2006.**

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register the following 5 new full members including 2 members who have rejoined.

Douglas A Glass	G1803	Edinburgh
William Plevin	P1405	Stockport
Serge Pool	O-P103	Mahe, Seychelles Islands
Patrick J Taggart	T1915	Omagh, Co.Tyrone, N.Ireland
Harvey E Wash	W1008	Kelvedon, Colchester, Essex

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

**Douglas Glass** from Edinburgh has joined the Club. Douglas does not have a car at present but is on the look out for an appropriate vehicle. Good luck with your search and welcome to the Club.

**William Plevin** from Stockport has re-joined the Club. Bill has an August 1936 Model 'Y', Y150241, with a Briggs Body Number 165/46397. The registration number is BUR 896 and the car is black with an added boot. Thanks for re-joining Bill and we hope all goes well with the car.

**Serge Pool** We would like to welcome Serge from Victoria, Mahe, Seychelles Islands to the Club. Serge has a 1937 Model 'Y' Fordor, Y170418, Briggs Body Number 166/8552. The car, which is already known to the Club, has a sliding roof. Serge is looking for rear axle parts to get the car back on the road. Thanks for joining and we hope your search for parts goes well and your car will soon be mobile. Please keep us informed of progress.

**Patrick J. Taggart** from Omagh, Co.Tyrone has re-joined the Club. Patrick has a 1935 Model 'Y' Fordor, Y93984 in black with the registration number JB 6282. We would like to welcome Patrick back to the Club and wish him good luck with the car in the future.

**Harvey E. Wash** We would like to extend a welcome to Harvey from Kelvedon, Colchester, Essex to the Club. Harvey is the owner of a Model 'CX' Saloon, first registered on 31 August 1936. The chassis number is C50227, the engine number C757380 and the Briggs Body number is 464/5364. The car is a 4 door, in black with red trim and has the registration number DTW 968. Harvey purchased the car from the widow of a late Club Member, Brian Durrant, although Harvey had previously owned the car in the 1960s. Following an engine rebuild and mechanical restoration hopefully the car will pass the MOT and soon be back on the road. Thanks for joining and good luck with the restoration work. We look forward to hearing how the work is progressing.

I hope you will find this contribution to 'Transverse Torque' informative and, as always, the Club extends a warm welcome to all new and re-joining members. The Editor will be pleased to receive any news and photographs of your vehicles.

### SUBSCRIPTIONS

If you are reading this issue of 'Transverse Torque' you will have already paid your subscription. I have spent many hours emailing, telephoning and sending cards to Members who were late paying their subscriptions. The main reason for late payment was '**Sorry, I forgot to pay. Is my subscription due now?**'

Members who do pay by Standing Order (some 66%) do not have to remember to pay, as their Bank does the remembering for them and they do not have me chasing them for payment (and making countless journeys to the Bank to pay in cheques).

I do hope that the Members who do not pay by Standing Order will now reconsider using this method of payment, and ask me to send them a Standing Order form to sign. After all, what have you got to lose? You are in control of the payment. You can cancel or amend it at any time and, of course, **it saves the Club money and me time.**

Hopefully I will soon be inundated with requests for Standing Order forms. The more the merrier! You will find all my details on the inside cover of 'Transverse Torque'.

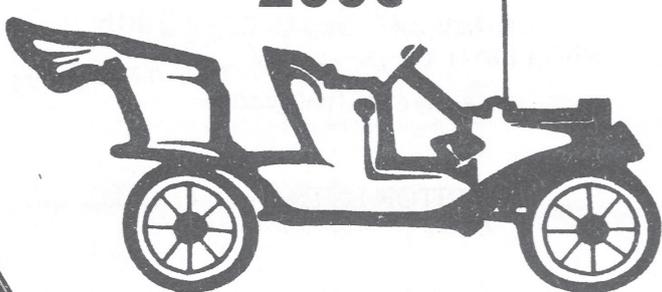
# Events



**ALL FORD RALLY**

## ALL FORD RALLY

### 2006



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[www.allfordrally.co.uk](http://www.allfordrally.co.uk)



**16/17 September**  
North Norfolk Railway  
1940s weekend.  
Brian Mace 01603 425558

**24 September**  
**All Ford Rally, Abingdon**  
Club stand.  
Entry forms from David  
McKenzie 01235 847489

**1 October**  
The Restoration Show  
Stoneleigh, Warwickshire.  
Geoff Dee 01926 334780

**27-29 October**  
Classic Motor Show  
NEC Birmingham. Club stand  
Geoff Salminen  
0121 427 2189

**5 November**  
Y&C committee meeting  
Willoughby  
Bob Wilkinson 01832 734463

**11/12 November**  
Restoration Show,  
Shepton Mallet, Somerset  
Ivor Bryant 01454 411028

### Events 2007

**17/18 February**  
Bristol Classic Car Show  
Shepton Mallet. Club stand.  
Ivor Bryant 01454 411028

**25 February**  
Y&C committee meeting  
Willoughby  
Bob Wilkinson 01832 734463

**22 April**  
**Annual General Meeting**  
Willoughby Village Hall  
Bob Wilkinson 01832 734463

**23/24 June**  
**75<sup>th</sup> 'Y' anniversary gathering**  
Stanford Hall, Warwickshire  
Bob Wilkinson 01832 734463

2006

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# The London parade



**Sunday, 16<sup>th</sup> July**

A few days before the event, an excited Jack Clarke telephoned me to tell me that there was to be a parade of classic cars through London the following Sunday to celebrate the return, this year, of the British International Motor Show to London from the NEC in Birmingham. Jack's Model 'Y', ENO, was number 11 in the parade. There was to be TV coverage of the event and I should watch the 10 o'clock ITV news on the Sunday evening. He offered to send me details of the parade for the magazine.

The day before the parade, I had reason to ring Jim Miles, who was full of the parade the following morning. Apparently, the organisers were short of cars from the 1930s and had asked Jim to boost the numbers. As a result, in addition to Jack Clarke's Model 'Y', David Gustard and Jim Sharpe were attending in their 'Y' saloons and Graham Miles in his 'Y' van. The 'C's were to be represented by Stan Bilous in his newly restored maroon 'C' and John Keenan, from Hastings, in his Model 'C'. Add to that, Jim Miles' Eifel saloon and you have a very representative cross-section of our little Fords.

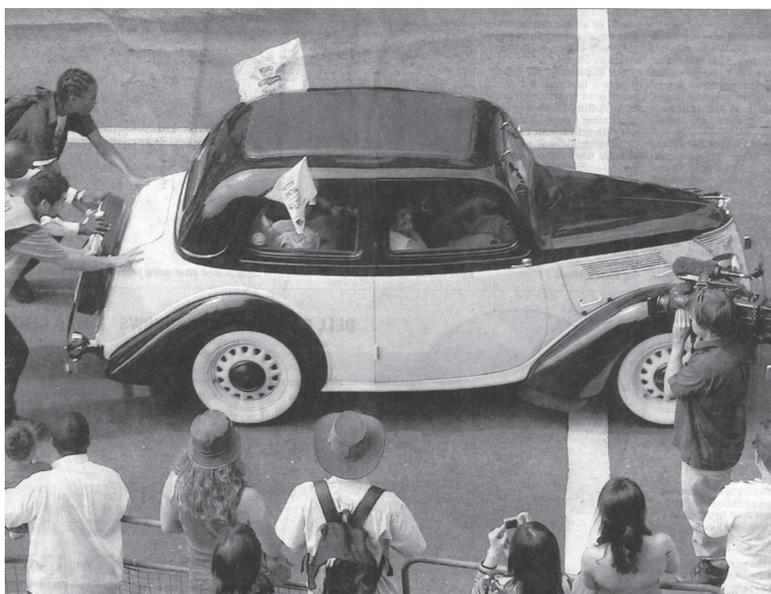
The participants lined up in Park Lane by decades of manufacture; 250 cars in all, representing 100 years of motoring. On the 'off' at 2.30 p.m., the cars drove slowly past Hyde Park corner into Piccadilly, down to Piccadilly Circus and right, down Lower Regent Street, into Pall Mall. The route had been cleared of normal traffic and the parade was embellished with the band of the Royal Marines, cheer-leaders and cars made famous through various films; Austin Powers' Mini, Laura Croft's Tomb Raider vehicle and the amazing rococo convertible from 'A League of Gentlemen' to name but three. Having turned left into Pall Mall, the cars continued to the finish in Trafalgar Square. From Trafalgar Square, the vehicles travelled down Whitehall and joined the normal London traffic for dispersal.

The weather was stupendous and the parade was a huge success. All our cars managed to pull over in Whitehall for a 'group' photograph, less John Keenan's Model 'C', which had to go elsewhere to load up onto his trailer for the return trip to Hastings.

I eagerly switched on the TV for the 10 o'clock news, but it was full of the activities of Israelis, Hamas, Hezbollah, Shi'ites or Sunnis and no coverage of pleasant news. However, I was amused the following morning at breakfast,

as I read the 'Daily Telegraph', to find a large picture of Jim Miles' Eifel, with a sick-looking Cath in the passenger seat, being pushed on the parade by eager spectators! I was hoping for media coverage, but didn't expect that! David Gustard came to the rescue with 'The Times' report of the parade, which was accompanied by a photograph of three of our cars no less! It's amazing that both these top quality newspapers chose our cars to illustrate the event.

*"The Daily Telegraph photograph that greeted me at breakfast the following morning. Jim Miles' Eifel being assisted on the parade!"*



*The Times also gave our cars a good coverage. Here we see John Argent's Model 'Y' leading Stan Bilous' and John Keenan's Model 'C's.*

parade in London. The weather was gorgeous and our old Fords never looked better. The girls and ladies looked absolutely stunning. The lads from our club were all cheerful and happy.

There we were in Park Lane at around midday, with perhaps 100/200 classic vintage motorcars. Certainly our club were well in attendance more than any other clubs, except perhaps the Bentley club.

Word spread that one of our lads had spoken to you, Sam, on the Saturday and you requested that our club members and cars



I then received a first hand report on the event from the ebullient Jack Clarke (Lance Jack ENO 'Nobby' Clarke), as follows:-

*"What a lovely Sunday old ENO, Shirley and myself had on 16<sup>th</sup> July, the day of the old car*

*meet up along Whitehall for a photoshoot and you would arrange for a dirty big Fortnum & Mason hamper to be delivered for our attention, light refreshment as a reward to us for our contribution to the London parade, courtesy of your good self.*

## International correspondence

### Australia

I was delighted to see that an industrious Bill Ballard in the suburbs of Melbourne in Victoria is producing a regular 'Y&C Syndicate' newsletter for distribution to the 25 syndicate members spread across the Australian continent. Because of the unfavourable exchange rate, it is rather expensive for southern hemisphere Y&C owners (in Australia, South Africa and New Zealand) to join our Y&C Model Register, when the only benefit of membership is that they receive six copies of the magazine per annum. Bill, as our Australian representative, decided to spread the Y&C word by forming his syndicate of Australian owners, to whom he sends photocopies of the magazine. The syndicate, through Bill, pays the Y&C Register an annual overseas membership subscription.

The May edition of the syndicate newsletter carried six pages of interesting tales of members restoration projects, get-togethers and recent finds.

### France

**Michel Aubry from Saint Cyr sur Loire has written to say:-**

"Bonjour!

As soon as I re-joined your club, I believed that I would find a solution to the problem with my car. Different persons of your organisation help me and now my lovely car looks like a young girl. You have a photo in 'Transverse Torque' of April 06.

I would say a very strong thank you to Graham Miles, who spent a lot of time finding the parts for my transmission (I had a very early rear axle, which has now been replaced by the fully modified one). He worked for me this winter in -15°C and I believe him! Graham knows the Ford 'Y' like his thumb and he is very attentive to the mails I send.

I send you some photographs taken after the repair. The car is small but he catch the curiosity of the people; now my Ford 'Y' is glad ... Thank you for your magazine, even if I spend a long time to understand all the words. It's a good exercise to remind my school English.

Salutations, Michel."

The problem Michel had was the same one we had with Wim Hofstede's SICAL Model 'Y'

So off we all drove at 2.30 p.m. in the procession down Piccadilly to finish in Trafalgar Square; 2 motor show flags adorned each car. The crowds were wonderful along the way; four deep in places; one would have thought it was a coronation. The London roads were closed off for us and of course there were hundreds of police in attendance. But fortunately none of our members were recognised from their 'Wanted Dead or Alive' posters. Although the weather was scorching and we were only moving at 4 mph, our cars did not overheat, although a little yellow Austin 7 had to leave the procession, as steam was bellowing from its rad. It looked like the Flying Scotsman arriving at Kings Cross.

So after we dispersed at Trafalgar Square, most of our club met up at our chosen meeting point to have photos taken of our cars and their proud owners, but sadly no Fortnum & Mason hamper arrived? So off we all went in convoy into Pimlico to a charming little boozier for a drink and a chat about the day's events. It was a lovely day which we were all pleased to be part of. It was jolly good fun."

Jack Clarke in ENO jumping a red light in Piccadilly.  
Photograph courtesy David Gustard



The cars line up in Whitehall after the parade:- from left Stan Bilous' Model 'C', David Gustard's Model 'Y', Jim Miles' Eifel, Jack Clarke's ENO, Graham Miles 'Y' van, John Argent's Model 'Y' and Kevin Briggshaw's short rad. Missing from the picture is John Keenan's Model 'C' which was loading up onto his trailer elsewhere.



Club members waiting for the Fortnum & Mason hamper! From left; Stan Bilous, David and Jackie Gustard, Kevin Briggshaw, Jim Miles and Cath, Graham Miles, John Argent and Shirley Clarke, the lovely wife of the photographer, Jack Clarke. Missing, John Keenan."



in Ireland. The major design fault on the Model 'Y' on introduction was the weak prop shaft, which was prone to sheering at the rear support bearing. Graham, Jim Miles and Bob Wilkinson worked in the container in the freezing cold last winter to find Michel a serviceable rear axle with decent crown wheel and pinion and bearings. One was made up and sent out to Michel, with spring spreader, new shackles, gearbox mount, etc. All tools and unused parts have been returned. Well done team. Another very satisfied member.

Michel's Model 'Y' is a very early LHD January 1933 short rad (Y9770) assembled at the Ford plant in Asnières, near Paris (Asnières number 1730).



Michel Aubry and wife in period costume for the 'Pique-nique des Années 30: deuxième édition', which I interpret as being 'the second 1930s picnic', which was held at the chateau de Candé à Monts near Tours in June."

### Spain

Luis Cascante writes:- "On June 24<sup>th</sup> I celebrated my 60<sup>th</sup> birthday with a garden lunch with my family and some friends in my parents' house in the Montseny mountains. We parked three old cars together in a prominent place (my Model 'Y' 'Forito', a 1934 ASX Vauxhall, belonging to brother-in-law Alfonso, and a 170S Mercedes of brother-in-law Carlos), but unfortunately nobody took pictures of the cars.

What I didn't realise then, is that at the very same time, but 20 years ago, I joined the Y&C Register, as you commented in the editorial of the last issue of the Magazine (really, I had forgotten that). What a coincidence! I have enjoyed a lot during all these years with the camaraderie of all fellow members and good friends of the Club. 20 Years! As Virgil said, 'Fugit irreparabile tempus'.

Following Bob's suggestion in issue 160, I list the 'Deviations from Standard' (improvements, perhaps?) that I have fitted to 'Forito' during restoration:

1. A second rear light on the offside of the car.
2. Four yellow turn indicators.
3. A voltage control box, instead of the third brush. Thus preventing the burning of the dynamo during long trips in daylight and allowing a good level of charge to the battery. The control box is hidden under the dashboard, but I have retained the original cut-out in situ, but with no wire connected to it.

4. A battery isolator. I fitted one to my other loves – 220 Merc and TR4A- and agree all Bob's comments on that device.

5. Three fuses in the electric circuit, protecting from short-circuits.
6. A small pin in the 'Choque' button, allowing it to rest on the fully closed position. That permits me to turn the ignition key while pulling the Starter switch.
7. An outside rear view mirror.
8. An extra earth wire to the headlights, trafficators and rear lights.
9. An in-line translucent fuel filter. Fixed to the left side-member of the chassis, out of the sight, under the body.
10. A period roof light.

But that's not all. I am looking for an inside rear view mirror with clock, but they are not available in Spain. I am also trying - with no results - to obtain a period ashtray suitable for the Model 'Y'. Finally, I will fit a 6V warning light box; in my opinion, is a very important safety device, as the probability of a road breakdown is higher in old cars than in the modern ones.

I am a member of 'Classic Motor Club del Bages' the large Spanish club devoted to old cars (some 3500 members) and a regular contributor to 'Infoclassic', the Club's quarterly magazine. Our Chairman-cum-Editor suggested that I write an article on the Spanish Ford 8 HP, and I accepted. May I have your permission to use some parts of your book to summarise the origins of the Model 'Y', and reproduce some photographs, too? I will mention the title and the author of

the book, of course. Are you still working in the Model C history? It will be fantastic to have a second book on our cars."

Luis, of course you can use my book as a source of information on the Model 'Y'. I wish you success with the article. I only wish I had time to write the Model 'C' book. I have still to do the second edition of the Model 'Y' book, which has sold out. If only we had a volunteer to take over the editorship of the magazine!

### Western Australia/ Canada

A new member to the Classic English Ford Club of Western Australia is Martin Crawford, who spends part of each year in Canada and Ireland. He has classic cars in each of his residences. In Quebec, Canada,

he has a Model 'Y'. Cruelly, in his last edition of 'Enfo mation' as Editor, before he changes horses to become the Secretary, Chris Newman, instructs his new member as follows:- "Martin, it is compulsory for you to lift the bonnet of the 'Y' next time you are in Canada to get the body number and, if possible, the chassis number to stop me being harassed. I'll receive an e-mail from the UK about a nanosecond after Sam Roberts reads this section asking for said numbers for the worldwide register of the Model 'Y' and 'C'."

Not quite Chris, no e-mail; just a hint of a reminder in this column! We'll miss your Editorial wit. Thanks for your efforts in that chair and we wish you enjoyment in the Secretary's seat.

### U.S.A.

In the May issue of the Universal Car, Michael McSems tells of the trip he made to the Henry Ford Museum in Dearborn during the Ford Centennial celebrations in 2003. To his surprise (and mine) he reports that the archives are now housed in the Benson Ford Research Centre (BFRC), which is presumably the same building as before, located to the right of the main building, but now named after Edsel's second son, Benson. It certainly seems to have changed since I visited it in 1999 to research my Model 'Y' book.

Of particular interest was Michael's meeting with BFRC archivist, Pete Kalinski, who was in the process of unpacking and cataloguing the many crates of historic Ford of Europe material, which was shipped to Dearborn by David Burgess-Wise a decade earlier after the

closure of the Dagenham archives. When I was there, I looked through these files, which were then located in the Ford Motor Company's own archive in Schaefer Court. They must have now been handed over to the BFRC, which will please David Burgess-Wise, to whom we should be very grateful for saving the material from the skip.

More information on the BFRC and much more besides can be found on [www.thehenryford.org](http://www.thehenryford.org)

## Canada

Michael McSems also includes a 'valet' to Sandra Notorianni. You will recall, I mentioned her retirement from the Ford of Canada Archivist post in an earlier issue. Michael expands on my tribute by saying:- "In a case of *déjà vu*, in January 2006, Ford of Canada closed their historic archive. This archive was established in 1968 by historian Herm Smith and has been run since the late 1980s by Sandra 'Sandy' Notorianni. There is one big difference between the closure of the British and Canadian archives. In Britain, the archivist (David Burgess-Wise) packed the archives content into crates and sent them to Dearborn. In Canada, as nearly as I can tell, the archive was closed on short notice with no provision made for the archive's contents. This is doubly disturbing. However, it is hard to imagine that the infamous story of the Packard archives being sent to the dump in 1955 will be repeated. The Ford Archives in Dearborn are aware of the situation and one has to assume that they won't let the unthinkable happen.

I have to say that I consider myself fortunate to have been able to visit the Ford of Canada archives twice. Sandy was very supportive of my efforts to start up 'The Universal Car' back in 1997 and was very accommodating of me and many other researchers that came through Oakville looking for bits of Canadian Ford history. Sandy also played a crucial role in the celebration of Ford of Canada's 100<sup>th</sup> anniversary in 2004. Thank you Sandy for 20 years of being a beacon of Ford historians and enthusiasts. I hope that Ford of Canada recognises your contribution and that retirement agrees with you."

I'm sure we all agree with those sentiments. Sandy was most helpful to me in the research for my book and our archives contain the shipment spreadsheets for all Ford of Canada orders from 1932 – 1937, which Sandy kindly photocopied and sent to me. As you appreciate, all Model 'Y's and 'C's/ 'CX's (and other Fords) exported from Dagenham (other than to Europe) were ordered and controlled through Ford of Canada.

## Australia, Queensland

I am delighted to report that the newly formed 8 & 10 hp Sidevalve Club of Queensland continues to flourish under their President, Terry Keene, and their Secretary, Brian Shields. I received their May 2006 Newsletter 'The Ford Upwrite', Editor, Chris Cook, in which Brian Shield's dad, who is a UK resident, wrote of his early experiences with a Model 'Y' in 1950 in Yorkshire. He was not very flattering in his description of the ride, nor was he, as he admitted, very experienced at driving a motor vehicle. He says:-

"I well recall the steering wheel had to be constantly worked upon in order to maintain anything like a straight course. One could be forgiven for thinking that the car was devoid of any suspension at all as it skipped and jumped over the uneven local road



*Thanks Sandy for all your help with the Ford of Canada Archives. Photograph courtesy of James Mays.*

surfaces. At that time, almost all the main thoroughfares in my part of Britain consisted of a network of tramlines and granite-like squares of stone known as 'setts'. I was not averse to the Model Y's cramped interior, especially when sharing the back seat with my girlfriend!

The novelty of urban driving wore off and I suggested that we take a ride into the "Yorkshire Outback". Against his better judgement, my cousin allowed me to point the Model Y towards the North Yorkshire Moors. Out there, there exists a single carriage gradient known as "Rosedale Bank"

which is inclined at 1 in 4 for much of its length. It presents a challenge to any motor vehicle, even when an experienced driver has charge of the controls.

Cousin did not like the prospect of his little gem being subjected to such an ordeal and voiced an opinion that we may well be tempting providence. Despite my lack of experience I pressed on undaunted. On the approach, I pressed the go faster pedal hard to the floor and at one point, with the engine screaming, I noticed the speedo had almost reached 60 mph. Allowing the speed of the little Ford to build up while on the approach to the gradient proved to be a mistake and I was soon in serious trouble with the car coming to a shuddering stop.

I made two unsuccessful attempts at the hill climb before my cousin decided to attempt a reverse up – which resulted in the engine overheating and us conceding defeat. These days, whenever I see a Model Y at local rallies my mind goes back to those exciting experiences of more than half a century ago.

Recently I saw a 4 door version of a Y for sale - described as a "Popular".

I'm sure many of you will be amused at the above. From my point of view, the steering wheel is held gently, with minor adjustments to suit the camber. Yes, I agree that the 'Y', and most other small cars, would skitter over 'setts', which is why the Swedes nicknamed the 'Y', "Joijon" – Yo-yo in English! Actually, I found the back seat rather roomy with my girlfriend, fiancée and, subsequently, wife. Now the front seats– they were a different matter!

Without wishing to be too disparaging, the treatment metered out to the car at Rosedale Bank deserved all that befell the hapless pair. If the engine is screaming and the speed is under 60 mph then, either the clutch was slipping, or the driver was slipping the clutch. I've had the Kerry up to 75 mph and the engine sounds just like a sewing machine. I'm sure many members have climbed a 1 in 4 gradient in their 'Y' – no probs!

From the launch of the De Luxe Model 'C' in September 1934, the Model 'Y' was named the "Popular". So, Brian Shields (Senior) may not be correct in commenting adversely on the name being given to the 4-door (Fordor) version, rather than just the 2-door (Tudor) version. I stand to be corrected on that point.

*My thanks to Brian Shields for allowing me to reproduce the above.*

# Keeping track of 'CX's Down Under

by Bill Ballard

It is over 18 months since I wrote the last "CX" Update" which appeared in Issue 152, and I feel it's time to bring you up to date again, as there's been plenty happening since then!

Of the 42 'CX's that we were aware of in Australia when I signed off last time, no less than 5 - all of them sedans (Fordors) - owned by Wayne Lodge, Wally Martin, John Penhall, Greg Rice and Garry Yule - have been put on the market by their respective owners, but I'm aware of only two of them actually changing hands. Despite extensive advertising in various magazines and club newsletters, Wayne could not find a buyer within Australia for his 1936 car, known as "The Yellow Peril" (20B-S693) and when he reluctantly put it on eBay, it was snapped up by somebody in the U.S.A. and has now left these shores. On the other hand, John's green 1937 car (20B-S2077) did not venture very far and has been acquired by Steve Hardy who, like John, Wayne and Greg, lives in Bendigo, Victoria. This car had been plagued by a smoky engine in recent years and it was a chance remark to me by Wayne, a near neighbour of Steve, that got the problem sorted. Steve had taken his car round to Wayne's house to show him the engine and Wayne had noticed that, despite the fact that the engine was supposed to have been out of the car and given a thorough examination, the old paint round the valve chest cover hadn't been disturbed. When Wayne told me this, the alarm bells started ringing and, after further discussions by 'phone with Wayne and John Rimon, I rang Steve and advised him that it might be worthwhile removing the manifold and taking off the valve chest cover, and this he did, and the cause of the problem was immediately revealed! The



John Rimon's 1936 Fordor Sedan (20B 1813), 'Percy', travelled across the Bass Strait from Tasmania in June and is seen here at Wandong, Victoria.

gasket had not been put on properly and was blocking the oil passage and deflecting oil up one of the valve stems, leading in turn to the excessive smoke! After fitting a new gasket, Steve told me the engine now runs like the proverbial sewing machine!

Back in Bridgewater, Tasmania, John Rimon tweaked the engine and back axle in "Percy", his dark blue 1936 sedan (20B-S1813), and took it on the National Sidevalve Rally in February 2005, which he helped to organise, and also brought it across to the mainland to participate in a couple of rallies in the following June. Still not happy with the noises emanating from the engine and back axle, he replaced the engine with one that had fairly recently been overhauled, but that needs to come out again now to replace the ring gear. (I wish I could have foreseen all these engine changes - I would have timed them to see if John is getting any quicker at doing them!). Whilst it's out, he's going to check the small end bushes and try to resolve a niggling rattle. He's also acquired another back axle and is overhauling it prior to swapping it for the one currently on "Percy".



John Rimon's Sedan sits alongside Bill Ballard's 'CX' roadster at the Echuca steam rally on the northern border of Victoria.

Having seen Rick Bushell's red coupe at first hand at the RACQ Batteries All British Day at Tennyson, Brisbane in September 2005, Barry Seng now knows what needs to be done in the boot area of his similar, but white coupe, which he calls "The Old Girl" (20B-C103). My research into the Ford of Australia archives whilst they were located at the Ford Discovery Centre in Geelong

has revealed that all 'CX' coupes sold had dickie seats, but Barry's car didn't come with one when he acquired it for restoration! However, the handle to the boot lid is still mounted at the top of the lid, indicating that it should have had a dickie seat.

That same research also revealed that Model 'C' utilities (Utes) were only sold in roadster, well-sided form, whereas Model 'CX' utes were sold in this form (referred to as "Type 304") as well as in roadster, straight-sided form ("Type 302"). Aware that only one 'CX' ute was known to exist - David Moran's 1936 example, "Stuey" (20B-28LD - note reversal of body code and body serial number), and knowing that he intended to restore it as a roadster, well-sided example, I announced early in 2005 that I planned to build a replica of the straight-sided variety, utilising parts already in my possession (including a pair of windscreen stanchions, unique to the 'C'/'CX' roadsters and roadster utilities) and started looking for a donor chassis/cowl. My inspiration was a Ford official photograph that had appeared in Norm Darwin's book, 'The History of Ford in Australia' (see Issue 156).

You could be sure that, within two months of that announcement, an "original" 'CX' straight-sided ute was to come out of the woodwork - Stephen Garlick's 1936 specimen (20B-LD12). For full story of this unique vehicle, see Issue 155. Suffice to say that my chances of seeing that ute again to obtain measurements are pretty remote. So I have still only got photographs to work on and I'm slowly progressing with the project, utilising parts from the 1937 sedan 20B-S2068, formerly owned by David Moran, which has become "the donor car".

Harking back to David Moran's ute, he is making rapid progress on its restoration and at the same time, he's helping me with my project because, for example, we're using his old steel windscreen as a pattern for us both to have new ones made in brass, and he's having two sets of hood frames made for us. At the time of writing, he almost had a running chassis; had installed the wooden floor in the cabin; had had a pair of sedan doors cut down to size (in exactly the same way as Ford at Geelong did when building the utes) and was well on with the rear body tub. He has made one change from the original design - he has modified a pair of rear mudguards from a sedan to fit in place of the original semi-circular rear mudguards - and I think the vehicle will look much nicer for it!



Barry Seng's June 1936 'CX' coupe, affectionately known as the 'Old Girl', lives in Port Talburpin, Queensland.

Two more 'CX's have come on to the scene in the past 18 months - both of them sedans, and both in need of restoration. One is a black car owned by David Pryce-Jones in Beacon Hill, a suburb of Sydney, New South Wales. The other was found in a shed in the Colac area of Victoria and is now in the collection of Keith & Yvone Pratt, who already own a 'CX' coupe and a 'CX' roadster. They and only need a ute and a panel van to make up the complete set!

Geoff Paynter in Kalgoorlie, Western Australia, recently sent me a couple of pictures of two similar-looking sedans that appear to be rusting away in the bush. One of them was fitted with a later-style grille and bonnet suggesting it could be a 'CX', but comparison of the paintwork (or rust patches to be more precise!) with other pictures in my archives revealed that it was the Model 'C' sedan (20-S403) Denis Johnson rescued from the bush a few years ago (see Issue 146). I have since been informed by Denis (owner of a 'CX' coupe and a 'CX' sedan) that the picture was taken on the premises of its current owner, a Mr T. Moffitt in Julimar, Western Australia. I am not counting the other wreck as a newly-discovered 'C' or 'CX' until such time as I know its body number!

So with one exported, three new discoveries and one "conversion", and excluding three that have been hot-rodded, I am now aware of 44 'CXs' in Australia (27 sedans; 7 coupes; 6 roadsters; 2 roadster, straight-sided utilities; 1 roadster, well-sided utility and one phaeton-cum-tourer), but only 8 have been on the road since my last update. Remarkably, four of those (of three different body types - a sedan, two coupes and a roadster) were assembled during the National Sidevalve Rally at Entally House at Hadspen, near Launceston, Tasmania on 19th February 2005, which we "Down Under" are claiming as an all-time world record (unless you know otherwise, and can prove it!). A full report of this event appeared in Issue 154.

I will finish up this time with a little story about my 1936 'CX' roadster, 'Bluey' (20B-R220). Early in 2006, some two years after she was put back on the road after a ground-upwards restoration, I was still having teething problems with her. Every now and again, she would simply die on me for no apparent reason. We tried everything from replacing the fuel filter, condenser and coil to swapping the distributor and, after each session, somehow got her going again. She would either give no further trouble for the rest of the day, or breakdown a few miles further down the road. You can see why my hair was rapidly thinning... until Keith Pratt came up with a brilliant idea. After she had broken down for the umpteenth time on this particular day, he called for a strobe light and placed one lead on the battery and the other on the coil and - Bob's yer uncle! - the fault was diagnosed as the ignition switch, and once she was "hot wired", she gave no further trouble! I must admit that the ignition switch was the only part of the car that I hadn't taken apart and overhauled - it felt all right, so I didn't touch it! How wrong I was to assume it was o.k.! In retrospect, we now know that the only reason she started again after each session was that I had switched the ignition off and on, and somehow returned the key to the right position for everything to function again!! What's that about, when doing a restoration, you should never leave a key unturned?!!



John Rimon helping Bill Ballard after yet another breakdown in 'Bluey'.

## Technical or what?

### A ballast resistor.

Roy Kendall submits the following suggestion, which I must say, I find a tad too technical for my simple mechanically orientated mind. However, if any of you wish to comment then please do:-

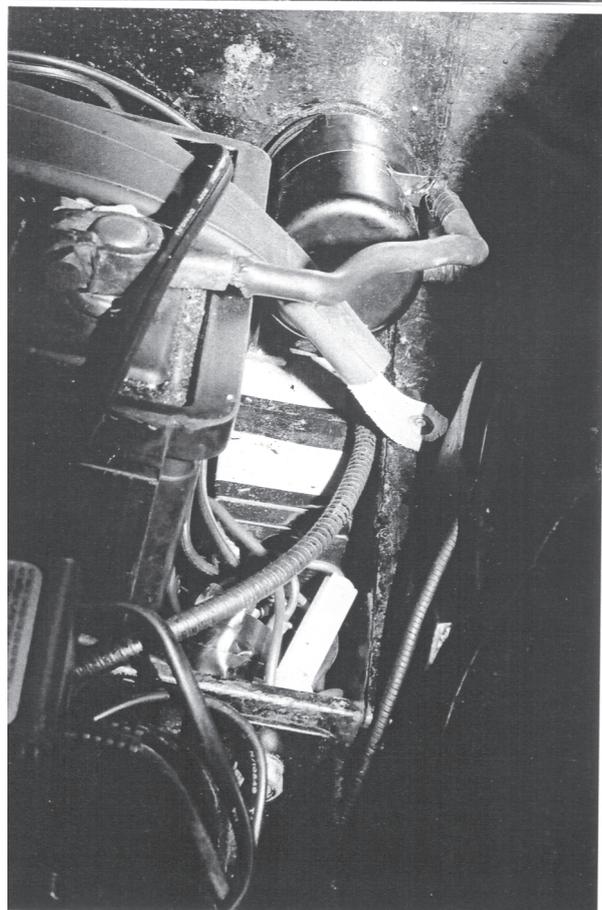
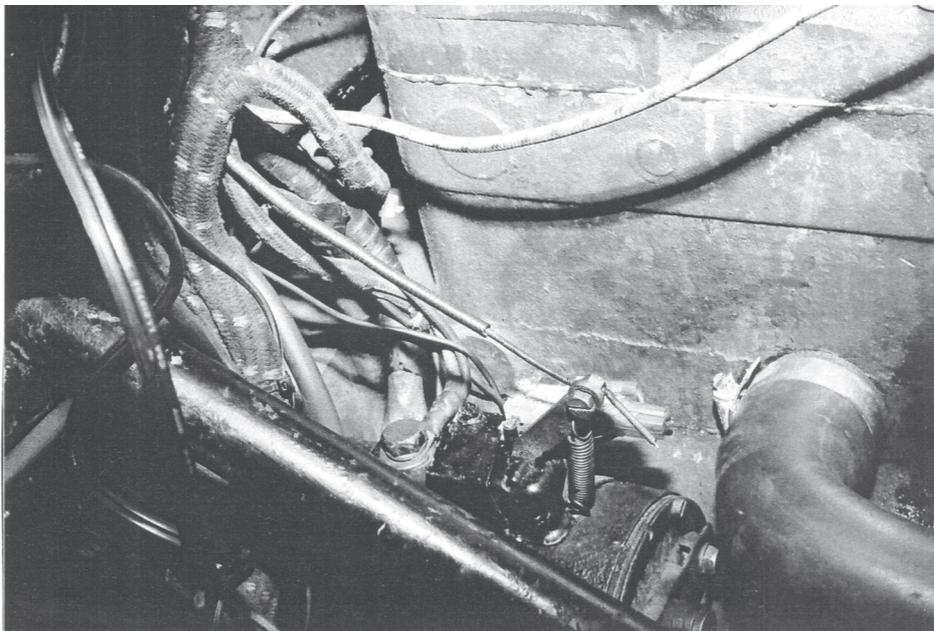
"I thought that I would drop you a line with a technical modification to the ignition on our 6 volt Fords that were built without a ballast resistor fitted to the ignition coil. It is a simple modification that works very well and could possibly have been fitted in the 1930s, but would not have been so easy to conceal.

What you need is a 3 terminal micro-switch, a 6v 4ah rechargeable battery and a relay switch that will work off a 6 volt battery (some older 12v relays will work with a 6v power, but not all will work). All these parts are normally stocked by City Electrical Factors Limited or Maplin Electronics but, if there is a problem getting the battery, it is the same battery that is used in most 1,000,000 candle power rechargeable spot lamps that can be bought from most markets and some retailers from about £3.00 or £5.00.

To install the system, a bracket must be made to fit on top of the starter motor switch that is situated on top of the starter motor, so that the micro-switch sits on top and is actuated when the starter cable pulls the lever back to operate the starter motor. You then hide the 6v 4ah battery away out of sight (mine is between the battery and the tool box with a wooden lid to conceal it). The positive cable is earthed the same as the main battery and the negative cable to the power inside the relay. The relay must also be earthed, completing the circuit to the ignition, so that the 6v 4ah battery is only live when the ignition is switched on. Otherwise, if you turn the engine over by hand with the ignition off, the engine will fire. Then take the wire off the coil that comes from the ignition and lengthen it and connect it to the micro-switch terminal opposite the common terminal, so that it is switched to the common terminal whilst the starter motor is not activated. Then run a lead from the common terminal of the micro-switch back to the power in connection of the coil. Then connect a cable on the third terminal of the micro-switch that is switched to the common terminal whilst the starter motor is turning the engine over, so that when the starter cable pulls the arm that switches the starter motor on, it pushes against the arm of the micro-switch and the power for the ignition coil is provided by the little 6v 4ah battery. The last thing to do is to run positive and negative leads from the 6v 4ah battery

with plugs on the ends to be able to check the voltage and trickle charge when necessary. I use an AccuMate battery charger and charge it at the beginning and end of summer as it is only used during the initial starting period and reverts back to the main battery once the starter cable is released."

1. The micro-switch located on top of the starter motor.



2. The 6v 4ah battery located between the main battery and the tool box. Note that it shares the earth with the main battery.

# Regional

## Region 13 - Norfolk/Suffolk

Brian Mace has been very active over the past couple of months. One adventure arose out of a chance meeting with an American WW II veteran. As he explains:-

"This led to Yvonne, Michael Lambert and I, on 29th July, to Tibenham airfield, which was home to the 445<sup>th</sup> Bomb Group from 1943 – 1945. As a nine-year old, I remember them well.

I thought it would be nice to give them and their families a ride round the base in an English-built Ford. The photograph shows the veterans round my 1936 Fordor Model 'Y'.

On an historical note, on a mission to Kassel in Germany on September 27<sup>th</sup> 1944, the 445<sup>th</sup> Bomb Group lost 29 out of the 35 B24s that took off. Only four Liberators returned to Tibenham. 117 men were killed and 121 became prisoners of war.

To our American members of the Y&C Register, we have not forgotten you!



Brian Mace (without hat) treats the American WWII veterans from the 445<sup>th</sup> Bomb Group on their return to Tibenham airbase."

## Regions 15 & 16 - Yorkshire

Ken Sleight, the Regional contact for Region 15 reported, "Here is a photo (next page) of Barry Diggle holding the trophy he won for best club car on our stand at Newby Hall. You will no doubt be pleased to see your old car in such fine fettle." Barry, the Regional contact for Region 16, is taking good care of my old 1936 Tudor, CNN.

# news

## **NORTHERN SIDELIGHTS** from Barry Diggle (Region 16)

Wendy Grace did a sterling job in ringing around the northern membership in the hope of a respectable attendance at Newby Hall on 16 July.



In the event, there was a rather disappointing turnout of four, albeit representative of most models for which the Register caters. Two Model 'Y' saloons; early in the form of Lynne Stewart's 1933 short rad and CNN representing the more commonplace 1936 £100 job. The Grace's Model 'Y' Alpine tourer and the Sleight's Model 'CX' added some variety. Notwithstanding, the weather held good and there was much to see in terms of cars and a particularly good autojumble.

The question of who should take home the cup was settled in a most gentlemanly and agreeable way. Three out of the four present had already had their names engraved in previous years, and so it was unanimously decided that CNN should have the honour this year! As I remarked, in some Clubs the knives would have been out!

I was approached on the rally field by one John Vero, from Morecambe. He described to me a 1937 Model 'Y' Special, which he has and would like to dispose of. Apparently, he started this project way back in the early 1960s, when this sort of thing was the norm, and by all accounts much thought was put into the planning. It is a two-seater with cycle wings, twin sidemounts and aero screen. He wasn't able to suggest a price but would welcome enquiries on 01524-854368. He did have photographs, and I gained the impression that he did not have an inflated notion of value. Please give him a ring if interested. Maybe Sam will be more than interested in the chassis/Briggs Body Number, which of course, John did not have to hand.

Apart from the usual tagging along on the HCVS Trans-Pennine Rally, and the prospect of a trip to Morecambe in September, that's all for now.



# Spares report

## **Parts Administration**

In 2002, our late Chairman, Geoff Murrell, suggested that I should get more involved with the Club and do, as he put it, a sort of parts admin job. I don't remember agreeing, but with Geoff that wasn't important. Having worked with him for 30 plus years, I should have known that Geoff's suggestions actually meant thank you for volunteering. So on September 1<sup>st</sup> 2002 I became the Parts Administrator.

Four years on, I can happily hand over the Stores Department brown dust coat to Colin Rowe, who really did put his hand up at the AGM and accepted the role. Colin will be operational from September 1<sup>st</sup> this year and the relevant paperwork has been amended to show this. You will have noticed that the Parts Order Form has changed and Colin's name and details are there at the top and bottom. From now on all the orders should go to Colin.

## **Parts Price Review**

In the May/June issue of the magazine we explained the reasons for a parts price review. We have been living on purchases as far back as 1995 and, not surprisingly, we need replacements, unfortunately at 2006 prices. Increases in material costs, particularly for metal and rubber items, mean major rises on some of the parts. We are not the only Club or supplier to be affected, all are in the same boat.

Another aspect of pricing is the postage cost. We have yet to understand fully how the changes in postal charges will affect our costs. The Parts Group will monitor this closely; we may have to do some serious thinking about heavy and/or bulky items, who knows, maybe introduce a parts collection scheme. We'll let you know how we get on.

## **Parts List and Order Forms**

The Parts for Sale list in this issue shows the price of our parts effective from September 1<sup>st</sup>. Any orders received after this date will be priced at the new level. Another change to this list is the inclusion of a part numbering system by category. Each category has been given a heading and the parts in that section have been numbered, for example, shackle bushes are under **Suspension** and numbered **S2**.

You'll also see changes have been made to the Parts Order Form. A new column has been added to make it easier for you to identify the parts you want. For example, if you order a cylinder head gasket you would put **EN6** in the "Item No." column, this clearly identifies you want just the gasket and not a head set. I think it will make your task easier as well as ours in trying to decipher a written order. The category numbers are not meant to replace the written description, just an aid to understanding your requests and speeding up processing.

Let us know what you think of the Order Form changes - after all it's your Club.

## **Exhaust systems**

We believe we have found a supplier for stainless steel Model 'Y' exhaust systems. A system has been developed and fitted to Alistair Currie's car in Exeter. This system has the option of a tailpipe and it will be interesting to hear what Alistair thinks. If successful we will offer the separate tail pipe, as well as the exhaust system, in our parts list. As an option we are also considering a heavy duty steel standard system.

## **Dash Panel Insert**

We have a limited number of refurbished dash inserts that were fitted to the intermediate (1934/5) Model 'Y's. This is an exchange item and it's listed on the spares listing page.

There are many more things going on in the parts area, we'll keep you up to date with progress.

**Jim Sharpe Spares Secretary.**

# A.G. Potter (Framlingham) Ltd.

Part 2.

**Ford** MAIN DEALERS **Fordson**

*A.G. Potter (Framlingham) Ltd.*

AGRICULTURAL & AUTOMOBILE ENGINEERS

**FRAMLINGHAM**  
SUFFOLK

**DIRECTORS:**  
D. T. POTTER  
R. E. ALLEN  
A. H. POTTER  
A. J. POTTER

OFFICE & SHOWROOM  
MARKET HILL

CAR & TRUCK DEPOT  
BRIDGE STREET

TELEPHONE:  
FRAMLINGHAM  
215 (3 LINES)

TELEGRAMS:  
POTTER, FRAMLINGHAM

TRACTOR DEPOT  
RIVERSIDE

TYRE DEPOT  
STATION ROAD

**MAA**  
MOTOR ASSOCIATION

By this stage of his career in the late 1930s, A.G. had established himself as an active member of the local community by becoming Town Councillor, school governor, County Councillor and Magistrate, as well as playing the double bass in chapel and showing a considerable interest in the political views of the Liberal Party.

When war broke out in 1939, the firm was responsible for tyre sales in a zone around Framlingham and also took the service work for vehicles building the new airfields ready for the U.S.A.F. Horry Potter took on the duties carried out by his father in the First World War, of supervising tractor maintenance work for the Suffolk "War-Ag", which had powers to direct the use of labour and land in the war effort.

On 3<sup>rd</sup> February, 1942, A.G. died at the age of 69 having led a very active life, being involved with the first motor vehicle at the beginning of the Century, right up to the then sophisticated vehicles of the early war years.

Soon after the end of the war the agricultural activities were all established at the Market Hill premises, and a new workshop and stores were built in 1949/50 to handle the growing amount of car and truck servicing now being carried out, in order to keep the older cars on the road, since new cars were only available in limited numbers, and those were sold on a covenant system to essential users only.

In 1951 the company had acquired further adjoining premises at Market Hill thus creating the opportunity to build an all new Car and Truck Workshop complete with its own Parts Department in the same building, and by the end of the year the transfer of all the workshop and parts facility to Bridge Street was completed. This left the old Station Road premises as a store for body panels – redundant parts – as well as car and vans for storage off the main premises.

By 1955 the company needed to expand in the northern part of the territory and land was purchased in Halesworth upon which was built in 1960 an all-new garage for cars and tractors. Following the death of Jack Potter in 1955, Horry Potter took over as Chairman of the Framlingham dealership as well as his own at Woodbridge.

In 1963 the company celebrated its golden Jubilee by taking all the staff and their wives to London by charter train to enjoy a meal and a show. Later in the year the purchase of the town's defunct cinema was completed and the building was eventually converted to a specialist Truck Workshop and Parts Department. 1963 also saw the turnover of the business reach £1,000,000 for the first time.

1964 saw the completion of the cinema conversion, and the Truck Service and Parts Department moved down to their separate premises in New Road. A year later Horry Potter decided that reaching retirement age was the right time to dispose of the Woodbridge dealership and this was sold to become Hennessy engineering Co., later to become Jewells of Woodbridge and, in 1991, a further change of ownership is anticipated. This move allowed John Potter to devote more time to the Framlingham activities and to the growing business of Potter Farm Machinery Co. Ltd., at Wickham Market and later also at Halesworth. Two years later Horry Potter retired as Chairman to allow his son, John, to become the third generation of the family to head the family business.

In 1965 the garage at Bigsby Corner, Saxmundham was taken on lease and subsequently purchased. Its primary function was to prepare and sell used vehicles thereby freeing off space at the Framlingham premises.

With the growing H.G.V. business the company again purchased adjoining land, this time in New Road, where a Compulsory Purchase Order by the local District Council had to be fought off before an extension was built to the Commercial Workshop. In 1971 the business of A.G. Potter (Framlingham) Ltd. and Potter Farm Machinery Co. Ltd. were amalgamated giving one unified agricultural operation for the first time, but a year later, with increasing demands on family finance for stocking and operation costs, the agricultural operation in its entirety was sold to Dalgetys. The company's Diamond Jubilee in 1973 was a low-key celebration because of the current fuel crisis and with the subsequent newsprint shortage and three day week, no prompting or advertising features were possible. By 1975 however, a further extension to the Commercial Vehicle Parts Department was completed, although later in the year, with a severe downturn in the economy and a shortage of vehicles, it was decided to close down the Halesworth operation and concentrate on the core activities at Framlingham.

1976 saw the arrival of Allan J. Potter (son of A.J. Potter) who started by gaining workshop experience and following a course in Motor Vehicle Management at Norwich City College. The early 80s saw the development of facilities to cope with tachographs for H.G.V.s – MoT testing – an extension to the Bridge Street workshop offices and Parts Departments until, in 1987, the opportunity arose for the company to move the complete operation to an all new green field site on the outskirts of the town on the Woodbridge Road. The ensuing planning problems, even though the proposal was initiated by the District Council, resulted in a new site being approved opposite the original Station Road premises! Negotiation for the purchase of the land was delayed by three different Covenant holders being involved and by 1990 when all was eventually settled, the housing market had crashed, and the one acre town centre site was suddenly not so valuable as had been hoped.

In the meantime, 75 years as a Ford Main Dealer was celebrated in October 1988, marked by a dinner-dance for all the staff and their partners at the local hotel.

By February 1991, there was a serious developer in negotiations for a build and swap operation which would enable A.G. Potter (Framlingham) Ltd., to move out of the Bridge Street premises and to enter 1992 in an all new purpose built facility – right up to the latest Ford specifications in every detail. The old premises development became a supermarket and the new garage was built on the Woodbridge Road site.

The present day site of the Potter garage, now owned by the John Grose Group.



A far cry from the basket makers premises towards the town centre in Station Road 93 years ago!!

However, the Potter name was not to continue as a Ford dealership. On 1 February 2005, A.G. Potter (Framlingham) Ltd. was integrated into the John Grose Group and John Potter moved into retirement. As stated in Part 1, his son, Allan, continues to run the fuel pumps situated to the right of the garage.

## VISIT TO FORD WORKS

On MONDAY, June 18th, 1934

ARRANGED BY

**A. H. POTTER, Woodbridge, and  
A. G. POTTER (Framlingham) Ltd.**

We have made arrangements for Saloon Coaches.

**Leave Woodbridge 8. 5 a.m.**

Leave Ipswich ... 8.40 a.m.

Arrive Liverpool Street 10.24 a.m.

Proceed down Subway to Metropolitan Underground Railway.

Book single to **Westminster.**

Take any **Inner Circle** Train.

When we arrive at Westminster leave station and cross road to **Westminster Bridge Pier.**

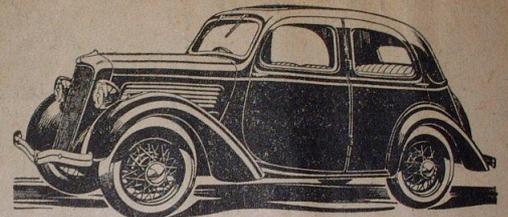
Board "New Dagenham" **before 11.30 a.m.** at which time we leave for the Works. Lunch has been arranged on board. When we get to the Works guides will meet us, show us round the Works and back to the boat. Tea will be served on board on the return journey and we arrive back at Westminster 5.30 p.m.

**We are due to leave Liverpool Street at 7.42 p.m.,** and that train on which the saloon coaches will be reserved for us will come right through to Woodbridge. There is a later train leaving London at 10.25, but it does not come back further than Ipswich, arriving there at midnight. If you want to stop till then please let Mr. H. POTTER know, as soon as possible, as we shall have to arrange for a 'bus back to Woodbridge.

Even in 1934, Potter's looked after their staff. These were the instructions for a day's outing to the Dagenham works.

An advertisement from the local press. Photographed from the company scrapbook – with thanks to John Potter.

## Motoring at its best



Double entrance Saloon, £145 at Works

### De Luxe Ford

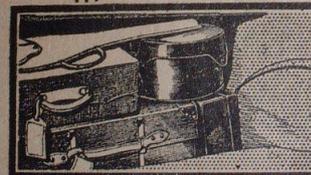
(£7. 10. Tax)

No other car will give you greater satisfaction than the De Luxe Ford. It is a car in which no detail that will add to comfort, convenience, and economy is absent. The price is exceedingly low, representing remarkable value at £135 (at works). Ask us for a demonstration.

"THERE IS NO COMPARISON"

**A. G. POTTER (Framlingham)  
Ltd.**

Or from your Local Agent  
Phone 15



#### LUGGAGE SPACE.

A notable feature of the design of the De Luxe Ford is that it has made possible an extraordinary amount of luggage space. The luggage locker is in the streamlined tail, accessible from the interior of the car. The compartment will accommodate a large suitcase, a dressing-case, a hat box, an attaché case, coats and two tennis racquets with ease.

lll



