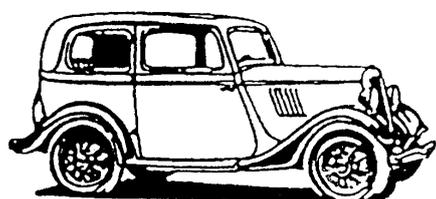
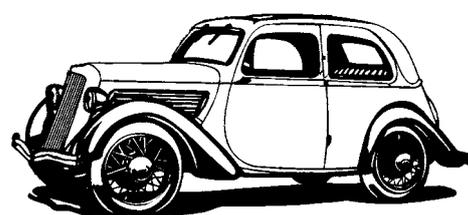


TRANSVERSE TORQUE



Issue 187
November - December 2010



Register Officers

Chairman

Rod Janes, 94 Berkeley Crescent, Dartford, Kent DA1 1NH
Tel: 01322 229656 e.mail: rodjanes.94@tiscali.co.uk

Vice-Chairman

Brian Godfrey, 57 Aldershot Road, FLeet, Hants GU51 3NW
Tel: 01252 616296 e.mail: briangodfrey@ntlworld.com

Secretary

Bob Wilkinson, Rose House, 9 Brambleside,
Thrapston, Northants NN14 4PY
Tel: 01832 734463 e.mail: bobwilkinson49@hotmail.co.uk

Assistant Secretary

Peter Purdy, Manor House Farm, Thoroton, Nottingham NG13 9DS
Tel: 01949 851293 e.mail: allpurdys@hotmail.com

Treasurer

Bruce Allan, 37 Meadow Park, Cabus, Garstang,
Lancs PR3 1TA
e.mail: bruce.allan@yahoo.co.uk

Membership Officer

Mike Malyon, 8 Bron Haul, Dyserth, Denbighshire LL18 6LE
Tel: 01745 571423 e.mail: mikemalyon@hotmail.co.uk

Spares Officer

Peter Ketchell, 2 Manor Road, Westminster Park,
Chester CH4 7QW
Tel: 01244 676856 e.mail: peterketchell@yahoo.co.uk

Spares Administrator

Colin Rowe, 4 Croxdale Close, Brampton Park, Northants NN2 8UL
Tel: 07944 825045 e.mail: colinatfordyandc@aol.com

Regalia Officer

John Argent, 35 Brookmans Ave., Brookmans Park,
Hatfield, Herts AL9 7QH
Tel: 01707 662049 e.mail: j_argent@sky.com

Editor & Archivist

Sam Roberts, 16 Croye Close, Andover,
Hants SP10 3AF.
Tel: 01264 365662 e.mail: sam@samroberts.plus.com

Technical Advisor

Geoff Dee, 27 Ladycroft, Cubbington, Leamington Spa,
Warwicks CV32 7NH
Tel: 01926 334780(7-9pm) e.mail: GJDee@hotmail.com

Website Manager

Roy Hocking - see Regional Contact 08 for details

Co-opted member:

Jim Sharpe, Galleywood, Essex. Tel:01245 351546
e.mail: jajm.sharpe@virgin.net

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www.fordyandcmodelregister.co.uk**

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Regional Contacts

- | | | | |
|-------|--|---|--|
| 01/02 | Devon/Cornwall
Somerset/Avon/Wilts/Glos
Ivor Bryant
The Cottage, The Street,
Alveston, Bristol BS35 3SX
Tel: 01454 411028
ivor_bryant@msn.com | 14 | N. Wales/Cheshire/Lancs
Merseyside/Manchester
Peter Ketchell
2 Manor Road, Westminster
Park, Chester CH4 7QW
Tel: 01244 676856 |
| 03 | Dorset/Hants/I of W/
Channel Isles
Colin White
49 Grange Road
St. Leonards, Ringwood
Hant BH24 2QE
Tel: 01202 873620 | 15 | Notts/Derby/Lincs/S. Yorks
Ken Sleight
The Forge Cottage
Owston, Askern,
Doncaster DN6 9JF
Tel: 01302 337483
kenneth.sleight@btinternet.com |
| 04 | Surrey/West Sussex
Dave Minnett
20 Princes Ave,
Carshalton Beeches
Surrey SM5 4NZ
Tel: 020 8661 2480
Thev8telegraph@aol.com | 16 | North, West & East Yorks
Barry Diggie
16 Croftlands, Idle
Bradford BD10 8RW
Tel: 01274 614729
barry.diggie@btinternet.com |
| 05 | East Sussex/Kent
John Keenan
41 Ghyllside Ave, Hastings
E.Sussex TN34 2QB
Tel: 01424 424323
elvabeach@btinternet.com | 17 | IoM/Cumbria/Durham/Tyne
& Wear/N'umberlnd/Clvnd
Andrew Black
66 Lindisfarne Lane, Morpeth,
Northumberland NE61 2UL
Tel: 01670 511113
wagtail139@btinternet.com |
| 06 | South Wales/Hereford
Mike Samuel
"The Willows" Stoney Road
Garndiffaith, Pontypool
Gwent NP4 8PY
Tel: 01495 772418 | 18 | Scotland
Drew Barr
30 Weavers Crescent
Kirkcaldy KY2 5LN
Tel: 01592 269266
barr195@btinternet.com |
| 08 | Oxon/Berks/Bucks
Roy Hocking
69 Aylebury Road
Bierton, Aylesbury,
Bucks HP22 5BT
rhock@btinternet.com
Tel: 01296 427706 | 19 | Ireland
John Fitzgerald
Three Rock, Tara Hill
Gorey, Co.Wexford
00 353 53 948 1414
jfitzgeraldfordyc@eircom.net |
| 09 | Beds/Herts
John Argent
35 Brookmans Avenue
Brookmans Park, Hatfield
Herts AL9 7QH
Tel: 01707 662049 | 20 | London/Middx
Jim Miles
11 Gordon Road,
Wanstead, London E11 2RA
Tel: 07901 561866
(afternoons only) |
| 10 | Essex
Dave Gustard
44 Park Dale
Danbury, Chelmsford
Essex CM3 4EH
Tel: 01245 222921 | Overseas | |
| 11 | Worcs/Staffs/W. Mids/Warks
Geoff Salminen
2 North Pathway, Carless
Ave. Harborne,
Birmingham B17 9EJ
Tel: 0121 427 2189
e.mail:gsal_minem@talktalk.net | Australia
Bill Ballard
24 Rowan Ave, Boronia
Victoria 3155, Australia
Tel: 00 61 3 9762 9974
sfbill1@bigpond.com | |
| 12 | Leics/Northants/Cambs
Vacant - can you help? | Denmark
Michael Deichmann
By-Lyngen 4
Blistrup, DK-3230 Graested
Denmark
Tel: 00 45 2227 8651
michael@deichmann.org | |
| 13 | Norfolk/Suffolk
Roger Hanslip
165 Hungate Road,
Emmeth
Nr Wisbech, PE14 8EQ
Tel: 01945 430325
jo.hanslip@btopenworld.com | U.S.A
Robert P (Bob) Anderson
228 West Russell St,
Barrington,
Illinois 60010, USA
Tel: (001) 847 381 0052
Bander8899@aol.com | |

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replace first 0 in UK number with +44

Editorial.

All too soon, here is another issue of Transverse Torque. I must say, it doesn't seem two months since I submitted the last issue for publishing. Mind you, quite a lot of Y&C water has flown under the bridge during that time. They say time flies when you're enjoying yourself!

The Sunday after the North Norfolk Railway weekend, I attended the John Mould Paradise Collection of vehicles at his large premises near Reading. Along with others from the Club, who were visiting for the first time, I was gob-smacked! He has row upon row and sheds full of Model A, Model B, V8 and more modern cars, trucks and vans. He has bought up and hoarded Ford and Bedford trucks from the UK and New Zealand, where he has a couple of houses and business interests. At a rate of 2 or 3 per year he and his team are gradually restoring them in his John Mould livery. At a guess, he has some two hundred vehicles in addition to his large fleet of demolition lorries, JCBs, bulldozers, etc. He also collects model vehicles and automotive ephemera. He opens his collection to the public on one day per year, but is always willing to display his classic vehicles at shows (his lorries were at the Old Ford Rally this year). He is a seriously rich man, who started in the 1960s by offering to demolish a building free. Two other companies had submitted tenders for the job. He bought a lorry, carried out the demolition and sold off the demolished parts. The rest is history. How entrepreneurial is that?

Also present from the Club were Brian Godfrey in his short rad Fordor, Tony Hurst from East Sussex, Jim Miles in his Eifel roadster, Colin and Julie White from Ringwood, Dave Minnet in his Tudor Model "Y" and, bless him, Ivor Bryant, who registered my concern at the lack of Model "C"s at the Old Ford Rally and brought his along on the back of a lorry! That's my boy! I set out from Andover in my Model "Y" Kerry, but only managed half a mile before the engine shut down on me. It restarted and I managed to limp home and hop in the Jag to complete the journey. It is an electrical fault!

did not want a third party involved!! 'Caveat Emptor'. See, also, the Chairman's report on dodgy vendors.

Whilst discussing the Wanted list of items on the website, would those who have advertised, please check that you still want the items listed under your name. Conversely, all members with access to the website are asked to check the Wanted list in case they are able to help out fellow members.

Geoff Salminen called in to see me with his Model "Y", en route even further south. He was clutching another Ford dealer's dashboard badge. This one issued by Beacon Motors Ltd. of Aston Road, Birmingham. Although it is showing the old Ford logo, in the 1930s the only Ford dealers in Aston Road, Birmingham were the Premier Motor Company and Thomas Startin, Junr. I wonder which one became Beacon motors.

In addition to the passing of member, Norman Purdy, whose obituary appears elsewhere in this issue, I regret to announce



Four forlorn looking Club cars at the 'John Mould Paradise Collection' open day. Ivor's Model "CX" on display with Jim Miles' Eifel, Brian Godfrey's Fordor short rad and Dave Minnett's Tudor Model "Y"

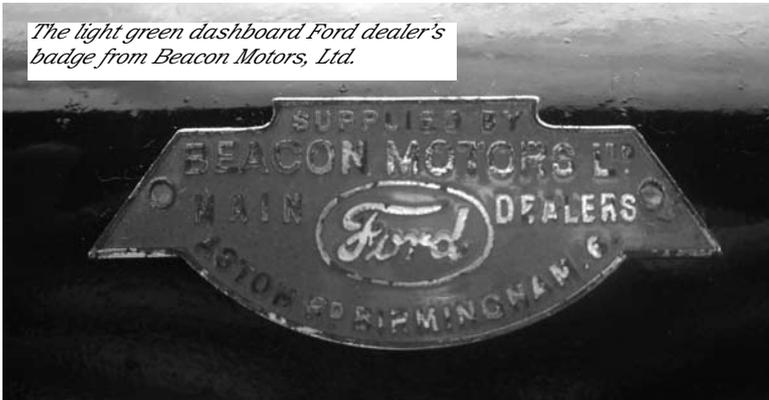
As we ran out of space in the last issue, I have doubled up on the '20 years ago' feature this time round, covering news from issues 66 and 67 of 'Transverse Torque' (August - November 1990).

Our congratulations and thanks go to Bob Wilkinson, our Secretary, who raised the subject of the loss of original registrations on classic cars to number plate dealers at the A.G.M. of the Federation of British Historic Vehicle Clubs (FBHVC) in October. This is a subject, which this club has championed for a number of years now and which, as a result of Bob's presentation, is now receiving attention from other clubs, the FBHVC and, as they were present at the A.G.M., the DVLA.

Two members who advertised for parts wanted on our website (a steering wheel and a front wing) each received two emails from different addresses in Madrid, Spain, saying that the sender had the parts they wanted in good condition. The members were then asked to send money for the parts. One member asked to see a photograph of the steering wheel and was told that the scanner was broken! Yes, you've guessed it - it is a scam. We recommend that you do not part with any money until you have the goods in your possession. Afternote:- Since writing the above, Rogério Machado in Portugal, advertised for a radiator grille and received an email from a UK-based non-member asking him for 300 euros for one. On our advice, he asked for a photograph and an address so that 'his friends in England' could check it out. Needless to say, the seller could not send a photograph and

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The light green dashboard Ford dealer's badge from Beacon Motors, Ltd.



the death, on the 20th September, aged 81, of Harry Edwards, the Ex-Editor and Historian of the Morris Register. On behalf of the membership, I passed our condolences to the current Editor. As I explained, Harry was a great friend of the Y&C Register. Every time he came across an item relating to our cars, he sent it to me and you will have seen mention of his name frequently in this magazine. A near neighbour, member David Ball, attended his funeral and relates an anecdote told about his niece, "He drove around the streets every Christmas dressed as Father Christmas with his niece, dressed as a fairy, and with all the family's presents in the back of his open Morris 8. When his niece was in New Zealand a couple of years ago, she was looking at an old Morris when the owner turned up. The owner soon realised that she knew more about the car than he did. He asked, "How do you know so much about Morris cars?" She replied, "My uncle taught me back in England. His name is Harry Edwards.", to which he replied, "Not THE Harry Edwards?" I was pleased to see a comprehensive obituary to Harry in the November issue of 'The Automobile'.

Synchronicity strikes again! As with London buses, none comes along and then two in a row! In this issue we welcome two new members, one in Devon and the other in Portugal, each with a 'cut and shut' Model

"Y" pick-up! Lisa Pawsey's appears on the front cover and in Members' letters. The other, owned by Rogério Machado, is in a less-roadworthy state, but has great possibilities. Welcome aboard both of you.

With winter approaching, in this issue, I repeat the advice of Jeff Cole, who was our Technical Adviser 20 years ago. He aims the article mainly at those who only use their cars in the summer and hence can spend time in the winter preparing for the next summer! Anti-freeze technology has moved on a pace since then. Members should be aware that only the blue anti-freeze should be used in our cars (e.g. Bluecol or Blue Star). The red and the green jobbies are not really compatible with our engines.

Down Under in South Australia, member Richard Flashman is restoring his 1937 Fordor Model "Y", 'Bucephalus', which was the name of Alexander the Great's favourite horse. Those of you who have joined the Y&C Register Yahoo forum will have seen the photographs of his restoration. One of the photographs shows his radiator grille badge, which reads simply 8 HP on a red enamel background – see photograph. This is a mystery and has us all stumped. Can anyone shed any light on the origin of this badge – it certainly is not off a Model "Y", so can any of our Sidevalve Owners' Club members or friends perhaps provide the answer?



Rogério Machado's October 1935, left-hand-drive, ex-Tudor, saloon, pick-up truck awaits restoration in Portugal.

As this is the last issue before Christmas and the New Year, may I say thanks to all of you who have contributed to the magazine in 2010 and may I wish you all an enjoyable festive season. Please keep sending in snippets, photographs and stories on your cars, or any other topic related to our cars, in 2011. You might like to consider some of the items listed under Regalia in the centrefold as Christmas presents. Newer members might consider purchasing a copy of the Bulletins, which are the nearest we have to a workshop manual for our cars (Model "Y" owners will need Parts 1 and 2; Models "C" and "CX" owners need only Part 2). John Argent now has dark blue fleeces in stock, which look very attractive with the Y&C logo in white. Alternatively, you might like to treat yourself to one of the DVDs advertised on the flyer enclosed with this edition. Go on – spoil yourself!

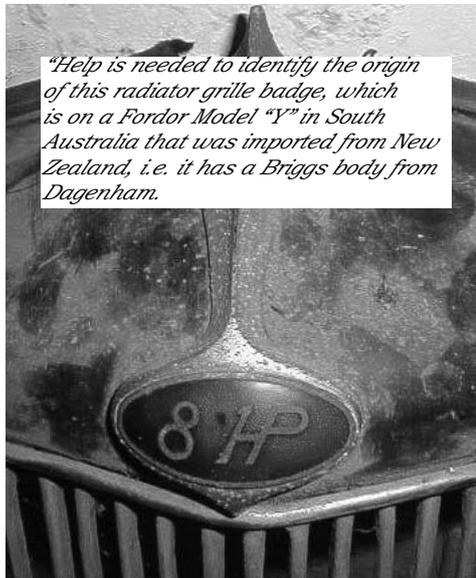
Sam Roberts.

The deadline for copy for issue 188 is New Years Eve, Friday, 31st December 2010.

Front cover. Lisa Pawsey's July 1937 'cut and shut' Model "Y" pick-up, in which she is having great fun (see her article in this issue). Here it is outside Castle Green in Barnstaple, Devon. In the background can be seen the tree-covered motte on which Barnstaple castle once stood.

Back cover: 38 of the Club members, partners and friends (plus Daisy Grace the dog) pose for a group photograph on Sheringham beach during the North Norfolk Railway 1940s weekend. Tim Brandon was the photographer.

Help is needed to identify the origin of this radiator grille badge, which is on a Fordor Model "Y" in South Australia that was imported from New Zealand, i.e. it has a Briggs body from Dagenham.



Chairman's Chatter

As I write this edition of 'Chatter', the show season is behind us and winter is descending, the clocks go back soon and those long summer evenings will be just memories. That's the poetry over, it's time to start thinking of the jobs that need doing on our cars over the Winter. With this in mind I have a cautionary note regarding parts bought at autojumbles. I was contacted recently by the owner of a 103E Pop he has been restoring for over 15 years. He, as a lot of classic car owners are, is not an engineer, but is an enthusiastic amateur and, with the help of his sons, is doing a great restoration job. At a car show last year, he purchased a 'Reconditioned' 10 h.p. engine from a stall holder, who ensured him that everything had been done correctly and it should last him a lifetime. Unfortunately, he didn't get the name or address of the vendor and parted with a large amount of cash on the day. The engine was fitted during the winter months, along with a clutch assembly, which I believe to be from a 100E, again bought from a reassuring stall holder.

I got involved when, despite every effort, he could not get the engine to run. After removing the distributor and resetting the timing, fitting new plugs and leads and cleaning and setting up the carb., it still would not run. There was a good spark and fuel was getting through. It would fire but not run. It was then that I thought that 'what a good battery he must have' as it just kept turning the engine over - then the penny dropped. I didn't have a compression tester with me, but a few drops of oil down the bores confirmed my fears - it had virtually no compression. On removing the head, it was obvious that it had not been touched, other than a lick of paint. He then told me that, when he first got it home, he had drained thick black oil from the sump. Conclusion - he had been taken to the cleaners.

The moral of this story is that, if you are not sure about any purchase, especially at an autojumble, ask somebody who knows and always get a name and address if you are going to part with large amounts of money. He would have been better served had he bought an engine from a club member or someone recommended by the club. At the end of the day, this would undoubtedly have saved him time and money. He has now joined the Sidevalve Owners' Club and I have built an engine for him, which he can feel confident with. I will assist him with the installation over the winter period and hopefully he will be on the road next season.

I am pleased to see that the Y&C Register Website and Forum are getting used more, with new people coming on board every month. I think that Roy Hocking deserves a great vote of thanks from the whole membership for his efforts in this field. For many people, the Website is the first introduction to the Register and I am sure that the first impression must be an incentive to find out more about us and our vehicles.

The excellent DVD of the North Norfolk Railway Weekend was waiting for me when we arrived home from Lanzarote. Congratulations to Jo Hanslip on a great production. I felt like I was there with you all and the music really captured the atmosphere perfectly. *If anyone would like a copy of the DVD, I'm sure a small contribution to Club funds (cheque payable to Ford Y&C Model Register Ltd.) and sent to Jo Hanslip (Region 13 address on inside front cover) would secure a copy. - Ed]*

Finally I would like to take this opportunity to wish every member and their families a very Merry Christmas and Happy, Peaceful and Prosperous 2011.

Rod Janes

The Ford Model Y & C Register

Secretary's Ramblings.

As we enter autumn and winter, now is the time to look back on our summer motoring with particular thoughts on what one needs to be done to improve the car before next season. Make your list and order those club-produced parts in good time. Don't forget the regalia items too for seasonal presents.

Your club will still be very active over the next few months – events in NEC and West Country to attend – and your Club officers with Committee Meetings. Please support the events and write to me with your issues to be raised in Committee to improve the running of your club.

I represented our club at the Federation of British Historic Vehicle Clubs (FBHVC) AGM in October. Amongst the issues discussed was the ongoing problem of increasing amounts of ethanol being added to modern fuels. Problems reported as a consequence are hotter running engines and some damage to fuel system seals and tanks. (More information:- www.fbhvc.co.uk). Another worrying report was that there are about 1.4 million uninsured cars in UK. Hence, in 2011, the government, through DVLA, is introducing rules regarding Continuous Insurance. These regulations will apply to owners of all vehicles, including classic car owners like you and me. (See note below).

At the FBHVC AGM I was pleased to introduce an agenda item, for discussion, on Reducing Trade in Cherished Car Registrations from Older Vehicle. (See report in this issue). This well received address lead to positive discussion based on our Club policy on advertising.

Our members are ever helpful. We always welcome enquiries from non-members to check if their old Ford "Y" or "C" is still surviving and, from time to time, this leads to a successful reunion. A rather different request was made for a Model "Y" van to appear at a surprise birthday party given in honour to a visitor from overseas, who left these shores many years ago. Within hours the Essex trio of members, John Giles along with Jim Sharpe and David Gustard, had a plan worked out. The story and photos are under 'Regional News' in this issue. Well done all!

Go and check that your antifreeze is up to strength and read through the late, great, Jeff Cole's article on winter maintenance. Get out the warm clothing for the odd winter run round the block. Do call in at our stand at the NEC show.....see you there.

Bob Wilkinson..

Don't be caught out by change in insurance law

A Specialist insurance broker is warning club members, who renew their insurance at the last minute, that new rules could land them in more trouble than ever before. According to recent figures released, more than 16 per cent of the insurance broker's customers leave renewing their policy until the day the renewal is due, and four per cent actually renew up to seven days after their previous policy has expired.

Continuous Insurance regulation is the next step in a national clamp-down on uninsured drivers. The ruling will make it an offence to own a vehicle without having valid UK motor insurance – this includes while a vehicle is off the road undergoing restoration or repair works. Under the proposals, drivers intending to keep a vehicle off the road must hold valid insurance, unless they arrange a statutory off road notification (SORN).

Paul Matthews, managing director of Footman James, said: "Figures from the Department of Transport suggest that there are around one and a half million uninsured drivers on the roads in the UK and there is substantial evidence that these uninsured drivers are not only far more likely to own an unroadworthy car, but they are also much

more likely to drink and drive.

However, if motorists ensure that they renew their insurance in good time, and SORN their vehicle each time that it is off the road, or when the insurance expires, then they will not be greatly affected.

Our advice for peace of mind regarding your pride and joy is to ensure that you insure the vehicle before the expiry date and not after the due date.

If continuous insurance cuts the number of uninsured drivers, then it will serve its purpose – protecting legitimate motorists and making our roads a much safer place.”

Y& C REGISTER Footnote.

For independent advice and information on Continuous Insurance Enforcement, please refer to www.direct.gov.uk/stayinsured or www.askMID.com

BOB'S JOKE CORNER.

This one was sent by a member across the pond in USA.

Grandma is eighty-eight years old and still drives her own car. She writes:

Dear Grand-daughter,

The other day, I went up to our local Christian book store and saw a 'Honk if you love Jesus' bumper sticker. I was feeling particularly sassy that day because I had just come from a thrilling choir performance, followed by a thunderous prayer meeting. So, I bought the sticker and put it on my bumper.

Boy, am I glad I did; what an uplifting experience that followed.

I was stopped at a red light at a busy intersection, just lost in thought about the Lord and how good he is, and I didn't notice that the light had changed. It is a good thing someone else loves Jesus because if he hadn't honked, I'd never have noticed. I found that lots of people love Jesus! While I was sitting there, the guy behind started honking like crazy, and then he leaned out of his window and screamed, 'For the love of God!' 'Go! Go! Go! GO!'

What an exuberant cheerleader he was for Jesus! Everyone started honking!

I just leaned out my window and started waving and smiling at all those loving people. I even honked my horn a few times to share in the love!

I saw another guy waving in a funny way with only his middle finger stuck up in the air. I asked my young teenage grandson in the back seat what that meant. He said it was probably a Hawaiian good luck sign or something.

Well, I have never met anyone from Hawaii, so I leaned out the window and gave him the good luck sign right back. My grandson burst out laughing. Why even he was enjoying this religious experience!!

I noticed that I was the only car that got through the intersection before the light changed again. So I slowed the car down, leaned out the window and gave them all the Hawaiian good luck sign one last time as I drove away. Praise the Lord for such wonderful folks!!

Will write again soon,

Love, Grandma.

Wonderful story! Why not send me your favourite ?

Bob Wilkinson.

Page 6

Obituary – Norman Purdy

It is with regret that Geoff Salminen reports that another long-standing member of the Y&C Register has passed away. Geoff's message read, "Norman died on the 4th September, aged 70. He was born in Birmingham and in early years was a keen cyclist covering many miles along canals in the countryside around Birmingham. He qualified as an engineering draftsman and spent many years working for the firm Dowding and Mills. He was eventually made redundant and went to work for Sandvik. Norman bought his Ford 8 Model "Y" in 1993, a green and black Fordor in very original condition. He used the car a great deal and in 1996, deciding he needed more power, bought an Austin Somerset. This was exchanged after a few years for a Jowett Javelin. The Ford was still used on odd occasions. Norman leaves a daughter Karen and a partner Susan. I have sent condolences to the family on behalf of the Y&C Register."

Until recently, Norman regularly attended the A.G.M. with his Model "Y" and regaled us with stories of his adventures in the car. Our thoughts are with his partner, Susan, and daughter, Karen.



The late Norman Purdy with his April 1936 Fordor Model "Y" at the 2000 A.G.M.

THE NORTH NORFOLK RAILWAY 1940S WEEKEND

September 2010

It was a fabulous weekend. I had not attended this event before, but had had good reports from previous years. Jo Hanslip was the Club organiser and had booked us into the Links Hotel and Country Club in West Runton, between Cromer and Sheringham on the north coast of Norfolk. It is a super hotel with excellent service and food, a swimming pool and a challenging 9-hole golf course outside the front door (free to residents). Dinner, bed and breakfast were provided at reasonable rates.



The line up of Model "Y"s and "C"s alongside the railway line at Holt station during the one minor shower we had all weekend.

Although most of us drove up on the Friday, the Club's involvement in the Railway weekend didn't start until the Saturday evening, when an old Bristol double-decker bus (arranged by Colin Rowe) collected us from the hotel and, after a drive round Cromer, took us to Sheringham station. By this time, we were all dressed up in our 1940's gear, which was just as well as I would say that 50% of the population of Sheringham had entered into the spirit of the weekend and had also dressed up in a wide variety of garb; anything from Home Guard, the Land Army(ladies), ARP, Police, spivs, American servicemen and ladies, British armed forces to hair-netted or head-scarfed housewives with their seemed nylons, etc. Even the shop assistants in the High Street were in the appropriate dress.

The station platforms were full of happy people partaking of the hog-roast or listening or dancing to three young ladies (pseudo-Andrews Sisters) belting out 1940's songs. Geoff Salminen added to the atmosphere at

the other end of the platform by performing his George Formby numbers on his ukulele. Meanwhile, the steam trains, made up of contemporary rolling stock, were pulling in or departing for Weybourne and Holt.

By 8.30 or so, it began to get a bit chilly on the platform, so Malcolm and I set off for the Robin Hood pub in the High Street. What an experience and what an atmosphere! It was packed with 1940's dressed men and women thoroughly enjoying themselves, listening to and joining in with the wartime songs of Vera Lynn, Glen Miller, etc. All too soon the bus was ready to take us back to the hotel.

On Sunday morning, we drove to Holt station and lined up the cars with the other classics and had a quick look round the fairground (steam tractor driven merry-go-round), before heading back to Sheringham on the train for a group photograph on the beach at 12.30 (see back cover). Back at the station a band was playing and some of us enjoyed the odd Charleston and jive. The rest of the day was spent taking in all

the excellent static and not so static displays at each of the stations (including a much-needed cup of tea at the 'Naafi' tent at Weybourne). The afternoon finished with three passes by the Lancaster bomber from the Battle of Britain Flight at about 200 feet – beautiful!

I would thoroughly recommend this weekend to members. Already, Jo Hanslip is having to gather in names for 2011 to book the hotel. The dates are the 16th to 18th September. She asks that anyone who wants to be included next year let her know **by the end of February**, whether it is for NNR tickets only, or for the Hotel and tickets (North Norfolk Railway issue tickets for re-enactors only). She did have problems this year for late exhibitors. If anyone is interested in the hotel, she won't hold them to it, but Jo does need an indication as to how many rooms will be needed. Jo can be contacted on 01945 430325 or jo.hanslip@btopenworld.com

The traditional Last Supper was held in the

hotel on Sunday evening, where 30-odd members and partners enjoyed the each others' company and banter. After dinner, there were two presentations; the first, the Geoff Murrell Award was presented to Colin Rowe for best representing the spirit of the Y&C Register at the event, and the Walker/Wright Hard Luck Trophy, for which there was only one contender – Peter and Jean Purdy, whose car suffered a deep rattling noise in the engine en route to Norfolk and had to be back-loaded by the rescue services to Roger Hanslip's workshop for attention. This did not deter them from attending and thoroughly enjoying the weekend (see separate report by Peter Purdy after this). Geoff Murrell was a much loved and respected member, who died suddenly whilst fulfilling the role of Chairman of the Club. His widow, and present member, Eileen, presented the award to the Club. Trevor Walker and Ian Wright, two of our longer-serving Geordie members, presented the Hard Luck trophy at the 75th anniversary of the Model "Y" at Stanford Hall on that wet day in 2007.

On a personal note, Malcolm and I enjoyed three games of golf on the three full days we were in the hotel; we explored the north coast from Happisburg to the Blakeney Point nature reserve, enjoyed a boat trip out of Wroxham on the Norfolk Broads and a dip in the swimming pool each evening before dinner. Over the five days we covered 545 miles in my Model "Y" Kerry,



John (Mr Mannering) Argent, Margaret Miles, 'Commander' Graham Miles and Carol Argent on Holt station

with only two minor problems: an HT hiccup (loose lead) and a spell of vaporisation after filling up with fuel on the way home. All in all, a super long weekend. Thanks Jo.

Sam Roberts.

from our college days some 48 years ago.) The intention was to have dinner and an overnight stay, before going on on the Friday to Sheringham and meeting up with everyone at the Links Hotel. We had made

A Memorable Weekend

For the Purdys and AOA 727 – known to friends and family as 'Daisy' – the Norfolk Weekend was memorable in more ways than one. Although the Purdys eventually made the whole weekend, Daisy did not and this little piece for Transverse Torque is in part about the events and lessons surrounding her non-appearance.

All began well on the Thursday morning as we set out from our home in Thoroton for our friends Andrew and Rosemary Bickerton, who live in the village of Great Massingham in Norfolk. (Andy being one of my oldest friends



Members hanging around on a Sheringham street corner

David Kent is arrested in the Robin Hood pub by the local copper for being inappropriately dressed



excellent progress down the A1 and across the A47 towards Kings Lynn but, on the approach to Lynn, some awful noises set off in the engine compartment. The accelerator pedal showed great resistance to any speed above 25 miles an hour and there was a worrying degree of vibration that threatened our peace of mind. Not being part of the mechanical wing of the Model "Y" Party, I resolved not to stop but to limp along so we could reach the haven of Great Massingham, where I knew Andy would have a contact, who was likely to understand things mechanical. After a warm welcome from our friends, we made contact with another Andy, Andy Taylor, who runs and owns the garage in Great Massingham and he promised to come round the following morning and help to diagnose Daisy's malaise. After two or three pints of Greene King IPA in the local pub before dinner, the seesawing events of the day seemed to have a much calmer and balanced perspective.

Friday morning saw Andy Taylor arrive and, after introductions, we set off in Daisy to "go round the block" a couple of times. At this point, it was a bit like going to the doctor's when you think that the ache and pain that made you make the appointment in the first place, appeared to have abated somewhat. However, when Daisy warmed up and I attempted to push the needle on the speedometer to 30mph, the vibration began to set up again. In some ways I was almost relieved as it was a "there you are doctor that's what I meant" moment. Andy made me pull over to the side of the road, put the car in neutral and revved the engine. The vibration and funny noises were still there, leading him to formulate the view that the problem

was with the engine and not the drive shaft or the gearbox. His words that stayed with me were "in the trade that's what we call a rumble". He went on to say it would be unadvisable to drive it further and to take it to a specialist who was familiar with that type of engine and would be capable of analysing the exact nature of the problem.

Arriving back at Andrew's house, I thanked Andy Taylor for his help and then decided to seek the advice of someone in the Model Y Register. Being in Norfolk, my first thought was to call Roger Hanslip, who was in nearby Wisbech and I was lucky enough to catch him at home before he and Jo were setting off to Sheringham. It was agreed that I would get the car over to Roger's place and leave it there, get myself home to Thoroton pick up a car, drive back, collect my wife, Jean, and go to Sheringham and enjoy the weekend. As I had full breakdown and get you home recovery, there should be no problem.

I telephoned the Breakdown Assistance Number given to me by my insurer Peter D James Limited and explained my circumstances - in brief that I needed my car to be taken to a specialist repairer and for me to be taken home. I pointed out that it was fortunate on this occasion in that the specialist repairer was on my route home. The young lady said that the car has to go home with you or, you and the car have to be left at the specialist repairer under the terms of the policy. She went on to state that the policy specified that I was only insured when I and the car were still together. At this point in the story I won't bore you with the argument and discussion that bounced back and forth. I concluded that, as I was also covered by

the AA under another policy, I would telephone them and see if they would drop the car off and then take me home. The Peter James young lady then informed me that she could save me the trouble of the telephone call, as she also dealt with the emergency calls to the AA! A little taken aback, I gave her the policy details and, when she then began to look up the policy features, she said the conditions were the same as Peter James, except from the point where the car was dropped off, I could have an Enterprise hire car for the day. I did say that, under the circumstance, this was not of much help to me, as the nearest Enterprise Depot was 15 miles from my home and I had no means of getting back to my house, as I needed to pick up my own car. After further conversations with her supervisor, there was no progress, so I cut my losses and told her to get the AA to me, take me and the car to Roger's place and I would make my own way home.

Two hours later, Gary, the AA man and his van arrived. Gary spotted the Model "Y" and before I could say a word, he said "I'm not dragging that car with the kit I've got. I'll ruin it. You need a low-loader." I did say to him that I had pointed out to the Call Centre the nature and type of car to be recovered. He got on to his control and told them of the situation and what was required. After two minutes, they rang him back and said they couldn't find any such car as a Ford Model "Y" on their computer system! Gary wearily went through the situation again and explained the car was 76 years old and would be classified as a Historic Vehicle or Classic car. After asking me if I would sign a job sheet to say if I was satisfied with the service, Gary departed.

Then came a telephone call from an AA man asking where I was, as he was in Ely and was unfamiliar with Norfolk. I passed the phone to Andrew as he was the nearest thing I had to a native guide, who could explain the route he should take. I then had a further telephone call, this time from a third party contractor, who told me he was on his way, as the AA had pulled out of the job. Finally, four and a half hours after my first call, Shaun turned up with a low-loader.

Loading Daisy without mishap, we journeyed to Roger's place and, on the way, I telephoned Nigel, Roger's son, who met us on our arrival. After parking up Daisy, Nigel very kindly took me to Wisbech Bus Station, where I caught the express bus to

Cont'd on page 10

REDUCING THE TRADE IN CHERISHED REGISTRATIONS FROM OLDER CLASSIC CARS.

A summary of the discussion item at the AGM of FBHVC in October 2010, introduced by Bob Wilkinson on behalf of the Ford Y & C Model Register. (See www.FBHVC.co.uk)

The original registration being retained on an older classic is important for our motoring heritage. Everyone remembers the registration of their first car, or dad's, or even that of a neighbour. The Ford Y & C Model Register, like many classic car clubs, receives requests to find a long lost old Ford which was once in the family. Classic car magazines too devote column space to this long lasting interest in original registrations. The key is that old registration marks belong on the original vehicle, as part of the traceable history of that vehicle, in addition to forming

Cont'd from page 9

Peterborough. (Sitting upstairs at the front I spotted Colin and Chris Rowe in their car, 'Billy', travelling in the opposite direction, a feeble late wave from myself went entirely unnoticed.) The bus dropped me at Peterborough Railway Station, where I caught a train to Grantham, where Jane, our daughter, was waiting with our Land Rover. I then retraced my steps back to Great Massingham, picked up Jean and we finally arrived at the Links Hotel at 8.30p.m. - just in time for dinner and a round of applause, as it seems that bad news travels fast in motoring circles!

The weekend was wonderful, not just because it was the 40's event, but because we felt we were amongst a group of truly warm, supportive people who displayed all the best features of friendship. We both would like to thank all of you who offered us unconditional help and assistance, when not knowing that we had already managed to arrive with another car.

So what are the lessons? The first is to check out your insurance. Many of you in the Club are no doubt competent and skilled mechanics, who only need to get your car back home and you can do the rest. Others, like myself, whose pleasure is in driving these little cars, need to know where we can reach out and obtain the necessary assistance. I would recommend that each of us clarifies with our various insurers just what exactly is meant by the "get you home" clause of our policy. Secondly, make sure that, if you do call for the "get you home" help, you specifically request a low loader, so that the car is not subject to the stresses and strains of a dragged tow. We were lucky in that our AA man had a real empathy with old cars and knew what was best, so we didn't even have to have the debate.

an important part of our motoring heritage.

We do not like to see pre-1960 vehicles with ugly age-related numbers allocated to replace the original, where the original has been sold. Once gone, it is forever lost. We accept that age-related numbers are allocated by DVLA to vehicles where all paperwork has been lost, or the vehicle has been imported. We also accept the legal right of the vehicle owner to sell the number....but our club wishes to restrict the trade, which is often conducted by those whose only interest is to asset strip the history of a car for profit and then sell on the car. These traders are not classic car enthusiasts, but opportunists simply making money.

Sadly the trade is encouraged by sellers indicating, in adverts that "..... the car has original registration worth £xx"..... an open invitation to trade.

It was as a consequence of these feelings that the Ford Y&C model Register now adopts an advertising policy to reduce the opportunity for registration transfer. Our cars' 'For Sale' advertisements (on our website and in our magazine) (i) do not carry any reference to the registration number (ii) do not show registrations on pictures of advertised cars. (iii) do not include e-mail addresses.

Contact with vendor is by telephone, to enable the filtering out of number plate traders. Potential email scams, increasingly common, are also avoided.

Though not foolproof, this policy does result in fewer spurious enquiries; in cars being sold to genuine enthusiasts and in a reduction of registrations being removed from our cars. It is suggested that other car clubs follow this practice.

Our members have also become increasingly concerned over apparent fraud. Cars in parlous condition, requiring complete and lengthy restoration, appear in website advertisements boasting an original registration number. Strangely, the same cars appear later, in the same condition, but without the registration number. It is illegal to transfer a number from an unroadworthy car. Fraud is likely to be involved. We should all be concerned to stamp out fraud and our club will "whistle blow" where this is suspected.

Declaring all pre-1960 vehicle registrations as "non-transferrable" is not possible without lengthy legislation. But a deterrent came in discussion at the FBHVC AGM, when it was suggested that a pre-1972 car, losing its original registration by cherished transfer, should lose its entitlement to free road tax (VED). That would cause a stir - even DVLA might be interested in raising more revenue in that way. Discussions revealed much support from other car club delegates present for most of the suggestions proposed. Our intention was to promote discussion on this topic before part of our heritage disappears. If we agree with these sentiments, then we must start to take action now.

Bob Wilkinson.

News of new members

Prepared by Mike Malyon 26th October 2010

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 10 new members plus 1 rejoining member.

Rob Burrell	B1003	Rettendon, Essex
John Curley	C0601	Hereford
Patrick Fitzgerald	F1102	Codsall, West Midlands
David Gibb	G1701	Middlesbrough
Wynne Hughes	H1401	Amlwch Port, Anglesey
Jakub Huni	O-H106	Krakow, Poland
Roy Kerrison	K1301	Norwich, Norfolk
Rogério Machado	O-M106	Algés, Portugal
Richard Moody	M1920	Waterford, Eire
Martin Northcote	N1201	Ely, Cambridgeshire
Lisa Pawsey	P0101	Barnstaple, Devon

Rob Burrell - we are pleased to welcome Rob to the Club. He has rescued HFO 699 (Y78535) a 1934, black, "Y" Tudor off ebay. It is new to our list of known surviving vehicles. The car is not on the road at present as it needs a new fuel tank. Hopefully, it will be on the road soon. Thank you for joining the Club.

John Curley - we would like to extend a warm welcome to John, who has joined the Club. John is the owner of a 1936 Model "Y" Tudor in black. It has the chassis number Y153542

and registration DGH 206. At this stage, we do not have the Briggs body number. The car is under restoration. Thanks for joining and good luck with the restoration. Sam Roberts, our archivist, is excited that we yet again have another car previously unknown to the Club.

Patrick Fitzgerald - we welcome Pat to the Club. He is in the process of restoring TI 3205, (Y166731) a black, 1937 Tudor, in Wolverhampton. It has been in the same family since new in Limerick. It belonged to former member, the late Jim Fitzgerald and then to member, John Fitzgerald. Many of you will have seen it on display at the Powerscourt Picnic Run and Rally near Dublin. When the car is restored it will be returned to Dublin. Thanks for joining the Club Pat.

David Gibb has bought CER 46, a black, 1937 "Y" Tudor off member Ewan Manuel. The car is currently under restoration, having engine work to be completed and minor MOT preparation. In the 1960s the car belonged to Richard Dilnot (a Friend of the Register) and his wife. Richard has been trying to trace his old car and is very pleased it has survived. We extend a warm welcome to David and thanks for joining us.

Wynne Hughes has just bought the 1936, dark blue and ivory Eifel limousine from member, Jim Miles. The registration is 705 XUU. The body was made by Ambi-Budd of Berlin and, then transferred to Cologne, where it was partially assembled. It was then shipped to Copenhagen for final assembly. Jim imported the car from Denmark. We hope you enjoy driving around the Isle of Anglesey, Wynne. Thanks for joining and welcome to the Club.

Jakub Hunia - we welcome Jakub, to the Club. He has purchased CPU 498 (C23761) a black, Fordor "CX" from Tony Calder and exported it to Krakow in Poland. The car, which

is on the road, was first registered on 1st October 1935. Jakub also has an early Eifel Tudor limousine (C11911), which is in need of a full restoration. We wish you well with the project and please, keep us informed of your progress. The Club will be pleased to assist you in any way we can. Thanks for joining the Club.

Roy Kerrison is currently on the look out for a Model "Y". We hope you will soon be successful with your quest. The Club will be pleased to assist you in any way we can. Welcome to the Club Roy and thanks for joining.

Rogério Machado - we would like to welcome, Rogério to the Club. He has recently bought a turquoise pick-up, chassis number Y114431 (see Editorial for photograph). Although the 'cut and shut' body is in good order, there are many components and bits missing. Bob and Sam have been guiding him as best they can and are looking to our Technical Adviser to contribute his expert knowledge to the project. Good luck with the restoration and thanks for joining the Club.



Martin loads up the very tired looking BOD to take it to its new home and a thorough restoration.

Richard Moody has rejoined the Club. Dick has a 1933 Model "Y" in blue. The car was registered on the 1st June 1933 with the registration number Z 5109. The chassis number is Y18080.

The car is being restored with the body work, upholstery and mechanics still to be completed. Although Dick has been a member in the past, we didn't have details of his car, so, yet another one for Sam's archives! Welcome back to the fold, Dick, and thanks for re-joining us.

Martin Northcote has joined the Club having bought a blue, "Y" Tudor, BOD 333 (Y146333), first registered 4 July 1936. The car needs a full restoration. Good luck, with the restoration and, please, keep us informed of your progress. The Club is always on hand to assist in any way we can. We are pleased to welcome you to the Club and thanks for joining.

Lisa Pawsey is the proud owner of a 1937 Model "Y", brown pick-up which she spotted at a classic car show in Braunston, Devon (see front cover). Lisa subsequently contacted the previous owner and purchased the car on 30th July. The registration number is CYC 955 and the Briggs body number is 164/7914 (ex-Fordor with a fixed roof). The vehicle is on the road and is regularly driven by Lisa on the roads around Devon. Lisa is thrilled with her new car, named "Billy", and is hoping to attend some of our Club events. We believe that the vehicle was used as a chicken coop on a farm in Exmoor until the 1980s. We are pleased to welcome Lisa to the Club and thanks for joining us.

Hopefully, you will find this contribution to "Transverse Torque" informative and, as always, the Club extends a warm welcome to all the new and rejoining members. The Editor will be pleased to receive any news and photographs of your vehicles.

As this is last issue of "Transverse Torque" before Christmas, may I take this opportunity of wishing everyone a Happy Christmas.

Mike Malyon Membership Officer



Wynne Hughes' newly acquired Tudor Eifel limousine, seen here at the 2002 All Ford Rally.



This is Jakub's other car, a 1935 Tudor Eifel Limousine, awaiting a thorough restoration. Hopefully, the purchase of Tony Clader's "CX", will help him see what is what on the Eifel.

For sale

1936 "CX" four door saloon, original registration on up to date paperwork. All complete, new old stock front wing, rewired, stainless steel exhaust, correct headlamp glasses and magniflex bars. Runs, drives, stops, all lights working. I have owned this car for 35 years! Needs work. Offers in region £2,000. Ivor Bryant. Tel: 01454 411028 (Bristol)



"Ivor Bryant's Fordor 'CX' which needs work on the interior.

1936 "CX" Tourer. (C44444) Black. Fully restoration 10 years ago including engine, body, upholstery and hood. Registration reclaimed by club from DVLA; therefore non-transferable! In good condition with MoT. Owner reducing collection. £6,000 or offers. Don King. Tel: 01253 892361 (Blackpool)

8 h.p. and 10 h.p. engines, reconditioned with hardened valve seats to run on unleaded fuel - various prices. New Model "C" windscreen, glass only - £50. Track rod ends (state type required) - £17.50 each. 10 hp starter motor, reconditioned - £85. Clutch disc - £20. Reconditioned fuel pump - £25. Distributor and carburettors - ask for details. 6 volt bulbs 36/36 watt (headlights) - £3.00 each. MRN keys (state MRN number required) - £4.00 each (posted). Tim Brandon. Tel: 01449 711837 (Stonham Aspal, Suffolk)

Wanted

Model "Y" tourer, coupé or roadster to accompany my V8.
Terje Saethre:- email:- tesaethr@online.no (Norway)

Steering wheel for 1937 long rad Tudor Model "Y" (with large centre boss). Must be in good condition.

Richard Crabtree Tel:01729840108 or richardcrabtree@tiscali.co.uk (Settle, N. Yorkshire)

Radiator grille for Long-rad Model Y . Also LHD accelerator pedal & lever assembly. Rogério Machado. Email:- alapimba@gmail.com (Portugal)

Members' correspondence.

A happy bunny!

Oh joy! We at last have a satisfied **Nigel Stennett-Cox**. He writes, with no adverse comments, "Well, it's taken a long time and extensive coaching, but you can now tell a Morris Eight from a Ford Model "Y"! Actually, I'm writing to congratulate you on the excellent little potted history of Hendy Lennox and the beginnings of officially-appointed Ford dealers in this country in general. I've been, and still am, in many old vehicle clubs, and in very few associated magazines would one be able to find such thoroughly researched stuff; we are indeed lucky.

Also first-class and well deserving of praise is the article on the Model Y in Spain by Luis Cascante, please pass on my thanks and best wishes." Luis, this is praise indeed - well done.

Lisa's Billy.

New member, **Lisa Pawsey** writes from Barnstaple. Billy is her recently acquired Model "Y" pick-up (see front cover), "I have to rent my garages from the local housing authority, as I don't have a garage with my house. I was lucky enough to get Billy's garage right next door to my other one, where I keep my motorbikes. So, when I am supposed to be getting on with building my next bike project, I always end up next door in Billy's garage, usually just looking at him and getting nothing else done!

How did I come by Billy? In July this year, there was a little classic car meet in a small town called Braunton, North Devon. I don't think there had been one for the last couple of years, but this year the weather was nice so I thought I would go down there for a bit of a look. It's only about 5 miles from where I live.

There was quite a collection of cars there, the majority being highly polished, super-charged beasts that had clearly had an awful lot of money spent on them. Then, away from the main show display, tucked away, I saw a little brown pick-up looking a bit rejected and definitely not shiny and sparkling like the rest of the cars. Instantly I loved this car. I took a couple of photo's of it and stood staring at it for about 20 minutes, before wandering off to get a coffee.

I had gone to the show with my parents, my sister and my nephews, who went off to look at the rest of the cars, but I went back to the little truck for another look. I stuck my head in the open window and saw a crumpled bit of paper laying in the foot-well saying 'For Sale', with a telephone number. I didn't think it would be for the little brown truck, but my curiosity got the better of me, and I wrote down the number anyway.

The truck was on my mind for the rest of the day after I had left the show and that evening I dialled the number I had taken down. A man answered and I asked about the truck. He said it was for sale and nobody else had phoned about it. We arranged a convenient time for me to have a look, even though I had spent a long time looking at it that day! I couldn't stop thinking about the little truck in the days before I was due to meet the seller.

A couple of days later, I turned up on my motorbike and there was the little truck parked up in the road waiting for me. I stayed for a long time trying to get as much information as I could - it appears that the truck was being used to keep chickens in on a farm up on Exmoor in the 1980s. A man who delivered to the farm asked about buying it, but the farmer's wife said 'No' as the chickens would not have anywhere to live. The delivery driver went back to the farm sometime later and the farmer's wife was not there. He asked the farmer if he would sell it. He agreed in the absence of his wife and a deal was done. £10 later, the car was dragged out of the farm. I believe it stood in that same state for quite some time.

I took it out for a test drive and the grin on my face could be seen for miles. We went down a narrow track, which heads down towards the beach and I had to pull over to let a huge 4x4 through. The driver stopped at my window and said "I love your car!", to which I replied "it's not mine - YET!!"

So, obviously, the deal was done, but I could not pick it up for a week. I must have 'phoned that poor man every evening to make sure he hadn't changed his mind about selling it to me! He was the most helpful person and, as he had put so much effort into rebuilding it, I was surprised he wanted to sell it, but he has another project. His name was Alan Westbrook [ex-member - Ed.].

It was my birthday the day after collecting it and my friends had clubbed together and

bought me a subscription to the Y&C Register. I was so amazed and grateful! We put our heads together and came up with the name Billy, which I think really suits him. He never sees the rain as he gets covered up with blankets and has his very own garage.

Since having him, I have entered him into the Combe Martin carnival with my nephews and dad sitting in the pick-up. He had literally hundreds of photo's taken off him. I was asked to drive Barnstaple's Mayor and Mayoress in the town carnival as lead car. Unfortunately, I turned up as planned, people taking photo's etc, but the Mayoress refused to get in it. She clearly has no taste.



Billy outside the rented garages with Lisa's motorbikes.

A woman crossing a small dual carriageway on foot, stopped in the middle of the road and was shouting "I love your car. It is amazing!", which was very nice, but from the pavement would have been better. I have had lots of offers to buy him "right here, right now!" but he is no way for sale - and especially hot-rodders can stay well clear.

Next year I am going to take Billy to lots more events. He is well known around the Barnstaple area now and everyone (except the Mayoress!!!) loves him.

That's the short story of how Billy and I came to be friends. I will keep you posted on our antics!

Where have all the "Y"s gone ?

I have owned my "Y" for 23 years and, during that time, I have covered many thousands of miles whilst still finding time to be your Treasurer. This year, I have travelled 1500 miles around Lancashire, Yorkshire, Cheshire, Merseyside, and Southern Scotland, but, in all the miles covered, I have only met up with three other "Y"s on show grounds. Where do you all hide? I enjoy the thrill of getting around new parts of the country and seeing new places and, in the "Y", you drive more slowly and can take in the scenery.

The first car I came across this year was in Moffatt, where I encountered our members Tom and Sheila Laird, who had travelled from Castle Douglas. This was a good event with a 45 mile road run on the Saturday and static display on the Sunday. All in all, I covered some 300 miles over a long weekend. Also at that show, I came across Barry Clark from Blackpool, a "Y" owner, who had decided to travel in his Sunbeam Alpine.

Towards the end of the year, I met David Rothwell in a recently acquired 1932 Model "Y" and saw David Perks family's 1937



Lisa, her Dad and nephews en route to the Combe Martin carnival in Billy

Fordor. You may wonder, like me, where all the other Northern members are hiding as I know that there are plenty of others out there. It would be good to meet some other members at the shows - maybe I just attend different ones.

As you will see under 'Events' in this magazine, I am organising a Tour of the North West for 2011 and it would be wonderful if we had a full turnout of local members for at least some part of that event. Enjoy using your cars as I do and let's fly the flag in 2011.

Bruce Allan.

20 years ago – issue 66 August/September 1990

Twelve new members had joined during the previous two months, of which two are still with us today; namely Eddie Partington from Cheadle Hume in Cheshire, with his February 1935 Model “C”, and Chris Smallman from West Sussex, with his February 1933 short rad “Y”, which he has recently sold to Kenneth Wright, also in West Sussex. Some new members brought new cars to the register, which were unknown to us previously. The young 13 years old Martin Howard from Blackburn was being helped by his dad to restore MSK 676, now on the road in the ownership of member Graham Styche in Edgbaston. Rodney Booth was hoping to have his 1937 Model ‘Y’ on the road for the following season. He wrote:

“I recently attended a meet at the Bentley Wildfowl Estate (with my A30) and had a great pleasure to meet Owen Baldock and about 12 other members from the region. This was the best and most friendly part of the day. Owen had a club display, including brochures and bulletins. I spent a long while with the group listening to stories of how problems can be overcome. Great bunch of chaps!”

Rodney obviously failed to learn how to overcome his problems as the car, ABE 463, is still shown as under restoration in the ownership of David Edwards in Camber, East Sussex. How far are we from completion, David?

Des and Ron Stephens (father and son), from Bishop’s Stortford were regular attendees at the annual Enfield Pageant until 2005 with their 1934 maroon and black Fordor ‘Y’. It is now owned by Peter Turner in Chelmsford. The early short rad, Y39990, seems to have disappeared off the scene. In 1990, it belonged to Jim Fryer of Richmond in Yorkshire, but was sold on to the dealer, Spinning Wheel in Chesterfield in 1994. No doubt it has lost its registration YS 174 by now, more’s the pity. One that has definitely lost its original registration is CUL 844, which was restored from a basket case of bits by Mick Moran and sold on to Mike Walder of Oxford as a smart runner in 1990. The 1936 Tudor now boasts ASJ 566 and belongs to Mary Denton down the road in Abingdon.

Ex-member, Mark slack wrote:-

“My car is a 1937 Model ‘Y’ long rad, which I have owned for a surprising 18 months, doesn’t time fly? I bought the car from Lincolnshire and drove it back home in pouring rain, discovering several leaks on the way. I must admit that never having driven an ‘old’ car before, it was quite a revelation. Thankfully, I’m a lot more competent now. It has provided me with a lot of fun and some problems. Help from Bob Wilkinson and Peter Ketchell enabled me to refit the windscreen after I had taken it out to repair the metal frame and install a new rubber. I have now sworn never to remove it again for many years! FPG 39 has been to a few events, including last year’s Tatton Park and several events at the Crich Tramway Museum in Derbyshire. This is an excellent museum and the driver and one passenger in ‘our’ type of car can get in free if you agree to park in the museum’s main street for a couple of hours.

My car is now fighting fit after new piston rings and windscreen seal, plus improved sealing to the rear windows. I am hoping to remain dry for the rest of the year.”

Regrettably FPG 39 lost its birthright and is now XSL 581 (ugh!) and is owned by recently lapsed member, Karl Green in Broughton Astley, Leicestershire.

Bob Wilkinson wrote up the third Yorkshire ‘Do’ and by all accounts, if you could understand the vernacular, it went well. As he said *“Well I tell’d yer last year to book yersel’ a place cos it wa’ bahn’t to be another reet good do – an it wa!”* It would appear that there were some 8 Model “Y”s, 3 Model “C”s an Austin 7 and a Morris 8 present! Bob had organised a 5 mile treasure hunt and Dave Tebb and Gordon Batchelor laid on a good barbecue (*“at Yorkshire prices”*). We could do with more local events like that.

20 years ago – Issue 67 (October/November 1990)

John Guy, in his editorial, introduces a ‘bumper Christmas issue’, with serious and light-hearted articles from a range of members. John had claimed to have broken the world’s speed record for a Model “Y” down a two-mile stretch of road in the Derbyshire Peak District. He doesn’t say how fast he went, but it was disputed by Graham Miles, who recounted tales of his reckless youth, as follows, *“I was in France with my Y for a number of years. From time to time I used to take it from Dijon to Paris, to get my work permit renewed, and then back to Dijon for the evening, over 500 miles. I used to just hammer*

the car from dawn to dusk, shoot into the government offices opposite Notre Dame, get the form stamped, and then leap back in the Y model, back out of Paris as fast as it would go, back to Dijon. If it didn’t do it, I wondered why. It was expected to do it. The water used to boil in the radiator and this oily rust coloured water poured out of the lowers on the bonnet, staining the whole nearside of the body – it was just running for hours, because, again, Miles was late. But, there you go, Y models were great fun, but don’t drive them like that today, because I haven’t got enough spare parts! I’ve broken front axles, stub axles, etc., from driving like an idiot. I can recall my front wheel coming off: the stub axle broke hacking round a bend and then there was a horrible shake and shudder. The car lurched across the road. I looked in the mirror and I could see the wheel wobbling all over the road. She was completely out of control and I ended up in a ditch! Poor old ALT, she had a hard life with me. The chassis had rotted away underneath and I just bodged it with a load of Dexion. It was full of bolts and welded here and there and the body used to flex all over the place and the doors would fly open regularly. I used to have them strapped up with straps and string, etc. – didn’t worry about things like that, so long as it kept going. That’s Y models of the ‘50s. Actually, thinking about it, it’s probably nearer the early ‘60s. Half shafts I used to go through quite regularly. I was quite often seen changing a half shaft at the side of the road. I used to carry loads of spares under the car, tied to the floorboards and, with jubilee clips, I used to carry springs and half shafts so that I could pull up anywhere and change a component. I really used the car and ranged far and wide in it – she’s been up to the Isle of Skye, over to France, down to Spain, over to Switzerland - so its seen some hills and valleys in its time.

Ys are far more durable than people credit them for today. People treat them with the greatest respect, as if some sort of antique, because they have become precious possessions. It is amazing how much hardship they will stand up to. No-one drives them like that any more – perhaps I’m the nearest you’ll get to it! Jim miles and one or two others, we still hack them around simply because we are used to them and know what they will stand up to.”

Peter Ketchell reported on the 1990 Northern Classic Car Show, but started his report with the following, which might bring back memories to some, *“One February morning, not being able to sleep because of the gale-force winds, I decided to have an early breakfast. Picking up the mail, I noticed my usual annual letter from Nationwide Exhibitions. Yes, it was our invi-*

tation to the 9th Northern Classic Car Show at G-Mex, Manchester. August seemed so far away. Looking out of the window, I saw my fence. What's so unusual about that, you may ask. Well, half of it was in the middle of the lawn, the other half was flapping from side to side in the wind. Striding over the roof tiles, which also lay on the lawn, I managed to secure the fence temporarily. Now for breakfast. I sat down, switch on the news to find out that a few miles down the coast, the town of Towyn was flooded and people were being moved from their homes. G-Mex and car shows suddenly seemed to have a low priority." In fact, the show was a great success, which I can testify

There were 17 new members recorded in this issue. Only one is still with us, David Pearce, from Radstock, near Bath. He has a green Tudor Model "Y", which we are still showing as being under restoration. How is it coming on, David? As always, the cars reported in this issue are still with us, only one suffering at the hands of a customiser. Members, Eddie Partington, Kenny McRae and Brian Bedford are the present member-owners of three of the cars.

In this issue, I managed to coax a lengthy article out of Dave Curtis on his Model 'CX's. Then, as now, the Model "C"/"CX" fraternity were shy and not forthcoming with tales of their cars. Dave wrote, "My affair with C types [Ugh!] started in 1982 when I bought my tourer from a lapsed member, who unfortunately had been made redundant and needed cash quickly. He couldn't watch as I took it away and for a long time I didn't dare contact him again as he was so upset. However, he has now turned up regularly at the All Ford Rally to see me and the car; so he has now got over it



"Dave Curtis' Model "CX" tourer and his Fordor saloon on wedding duty in the early 1990s.

When I bought my tourer, I didn't really want it – that is to say, I was actually looking for a saloon – some of the distinctive 'barrel' shape is lost with no roof. So, when I heard of a 4 door saloon for sale in Bristol, I had to have it. I bought it in March 1988 from another ex-member, Ed Miller, who had spent nearly 5 years working on it. He had a completely new chassis made (typical C problem) and had refitted all the running gear and body, and then, as all too often, lost interest in it. After I bought it and transported it home by trailer, I discovered the body was not attached to the chassis, only resting on the top! The car was re-trimmed in Bedford cord as near to original as possible and painted the same grey as the tourer."

Dave was a long standing and very active member of the Club, selling his 'CX' saloon in 1995 and his tourer in 2001, forsaking the pre-war models for a black Ford Zephyr. They are now owned by Duncan Davis and John Stanners respectively.

This certainly was a bumper issue. There was a lengthy article from the octogenarian, "Charlie" Attwood, MBE, who assumed the position of the Principal of the Ford Trade School in 1941, when Walter Atkinson, the founding Principal, died. David Burgess-Wise had referred me to "Charlie" when I asked why the boys at the school all wore caps and leather aprons. The story of the school and the cut-away Model "Y" display chassis is recorded in my book on the Model "Y".

Bob Wilkinson had put me on to an article in the Autoclassic magazine, which described a collection of cars, which had been on show for the previous six years at Hatfield Hall in Hertfordshire and which had recently gone under the hammer at Sotherby's. I had visited the collection as there was a Model "Y" tourer there which I did not recognise. The tourer is the now well-known Knibbs and Parkyn model, which belongs to Colin White and appeared on the back cover of the last issue. There was a full write-up on the discovery.

The late, great Jeff Cole, our Technical Adviser, in his usual erudite and thorough way, described the precautions that may be taken over the winter months to ensure that the car is in tip-top condition for the following rally season. I shall repeat it here, in full, as newer members may benefit from the in-depth description of the procedures.

WINTER THOUGHTS FOR THE MODEL Y (note this also applies to the Model 'C')

The larger majority of Small Bore flat Head owners tax their vehicles for the so-called better months of the year, with the six months excise licence expiring August or September, the next six months they are in hibernation. Now during this time off road there are certain small operations that can be undertaken to minimise those irritating breakdowns that could occur during next year's rally season.

Let us start with the battery, which works hard over the season. It's a good idea to remove it from the vehicle, making sure that spanner you use does not come into contact with the connecting straps on top, or any metal parts of the car while you are disconnecting the terminals. It is best to remove the Positive + or earthing strap first, then the Negative terminal, in that order, after which the two battery bolts and the battery carrier can be taken away. Lift out the battery, taking care not to hold it against your clothes, sulphuric acid badly burns clothes and skin. It is an excellent idea to wear eye protection during this operation and keep children away from the battery (they have inquisitive fingers).

Having removed the battery, clean the top and outside casing with an alkaline soaked rag to ensure there is no electrical path between the terminals, and liberally Vaseline the positive and negative posts and also the two battery terminals on the connecting cables.

If these are corroded at all, the best way to clean them is to place each one in an old tin of boiling water. They will emerge nice and clean ready to be vaselined. A slow trickle charge of around 1 – 2 amps for 12 hours every month will keep it healthy as long as the electrolyte level is regularly checked and topped up with distilled water.

The ignition system can do with a once over. Remove the four spark plugs, after first making note or marking the negative leads from the distributor, and check the gap between the electrodes which should be .020 - .022. when adjusting this gap, only bend the side electrode, never the centre one as you would crack the insulation and ruin the plug.

Having recorded the death of Harry Edwards in my Editorial to this current issue, in Issue 67, poignantly, Harry had sent in an article from the July 1st, 1933, edition of 'The Garage and Motor Agent' in which it was reported:-

"W. Harold Perry, Ltd. state that their Ford 8 h.p. open four-seater bodies previously sold under the name of 'Terrier' will in future be called 'Kerry' in view of representations by Leyland Motors, Ltd., who point out that 'Terrier' is the registered name of their six-wheeler chassis."

It was Harry's observation that cleared the air on why the tourer was referred to by two different names.

Before replacing the spark plugs, put a deserts- spoonful of engine oil down the spark plug holes and turn the engine over. This can easily be done by the fan belt while the plugs are removed. After replacing them you will need to use the starting handle, which I suggest you give a couple of turns per month.

The engine oil should be changed, ideally every 1,000 miles, but if this mileage is not reached, at least once per year. The gearbox every 5,000 miles with SAE 90 and rear end with SAE 140 every 5,000 miles. Make sure also the radiator is drained out, or Antifreeze if sufficient strength is added. You do not want a cracked block or radiator. This could be very costly indeed. Now let's return to the ignition. One or two of you have had the distributor seize up in the head. To prevent this, make a note of the position of the index scale, which is on a plate clamped to the lower part of the body of the distributor and fastened to the cylinder head by a round head screw adjacent to the centre cylinder stud nut, before removing the screw. You will see the markings on this plate line up with a small index mark on the cylinder head. If this mark cannot be found, I suggest you scribe on the head, allowing you to replace it in exactly the same position. Now, having removed said screw and distributor completely from the head, clean it thoroughly, especially the shank that fits into the cylinder head. Now put some high melting point grease round this shank. I find, and use myself, one marketed by 'Comma' called 'Copper Ease'. This is fine for metals that become seized together by heat. Replace the distributor back in the head. You may find it does not seat down fully onto the head. If this is so, by rotating the rotor arm, it will drop into the drive locating slot. Before placing the round headed securing screw into position, make sure there is a thin flat washer placed underneath the index plate, and a spring washer on top of the plate. If the flat washer is omitted, the plate will be distorted. We now have the distributor in position, with cap and rotor arm removed. Check the condition of the points. If they are pitted badly they should be replaced. If not, check the gap, which should be .018 - .022 for the early distributor, which is the one having a flat spring on top of the rotor arm and a fixed carbon contact in the centre of the cap. The latter one has a flat fixed brass strip on top of the rotor arm and a carbon brush in the centre of the cap, which should move freely in its socket on a coil spring. The points in this latter one are set to .010 - .012. to readjust, loosen the two flat headed screws securing the fixed contact to the base plate, turn the engine over by the starting handle, slowly, and observe the four lobed cam just under the rotor arm seat. This will rotate anti-clockwise. Upon this cam rests the fibre heel of the moveable contact which,

when it reaches the highest point on one of these cam lobes, the fixed contact must be moved to give the correct clearance with a feeler gauge between the contacts and the two screws tightened. Recheck after this as sometimes they move upon tightening. Put a small smear of Vaseline on cam lobes, a drop of engine oil in the centre under the rotor arm, also three or four drops into the oiler on the side of the body.

Fuel check on pump and carburettor. The petrol pump may need any sediment cleared out. To do this, remove the small screw on top of the pump. This allows you to remove the domed top under which is a round washer, either cork or rubber. Under this you will see a brass mesh screen filter; lift off carefully and clean in petrol. You will see looking down into the pump body if there is any foreign matter to be cleaned out that has been drawn up out of the petrol tank. Having cleared out any, replace filter mesh, washer and cover, making sure there is a fibre washer under the securing screw, which should not be overtightened as the screw threads in the pump are only in 'Mazak' metal, or as I call it, 'muck metal', so be cautious. Moving up the pump outlet pipe to the carburettor, we see, just to the right of this feed pipe, two screws securing the float chamber bowl.. these can be square or hexagon with sometimes a screw driver slot cut into them - this depends on the age of the carburettor. There is also a small brass screw in between the two. This is the air mixture screw, which is spring loaded. Do not tamper with this. Place one hand under the bowl and remove the two securing screws, when the bowl should be lowered and slightly to the left, allowing the emulsion block to be removed from the main body. Keeping the bowl upright, as there is still petrol in it, place it over a suitable receptacle and carefully tip out brass float and contents, noting any sediment in the bottom, which should be cleaned out with petrol. Having cleaned it thoroughly, you will see two brass jets in the bottom. These can be removed with a large bladed screw driver. Do not use a small blade; it only messes up the slot and small pieces of brass can find their way into the small passages and lead you a hell of a dance. Under these jets are fibre washers. After blowing clear the very small holes in the jets, replace them tightly into their respective seats, not forgetting the fibre washers. Now, round the edge of the bowl, you will see two more small jets with slots in them. Using again a screw driver with a blade the full width of the slot, remove them and clean them with air (by mouth or foot pump). Do not poke wire through the jet. On the side of the bowl is the 'Emulsion Block'. This is held in position by five screws. DO NOT REMOVE THIS BLOCK - it is not necessary - we are not going into a complete overhaul of the carb., this is a simple maintenance exercise. Further round the bowl at the base, you will

see another jet. This can have the same treatment as the other four. Clean the brass float and replace in bowl with the word TOP, or the small dimple to the top of the bowl. Replace carefully into the body and tighten the screws. It is still 'muck metal' so use caution.

If vehicle is to be kept unused for the whole period, jack up axles on stands, or on good solid wooden blocks, to keep tyres off the ground and vehicle weight, as, after a few months, flats appear in one position on the tyres. This stresses the cords and starts premature failure of the walls of the tyres. Get them off the ground and inflate them to 238 lbs, per sq. in.

Grease all nipples, 27 of them, and oil door hinges and locks, etc. Check shock absorber oil level, steering box level, oil the brake rod linkages, check road spring U bolts for tightness, etc., etc.

HAPPY RALLYING FOR 1991

Jeff Cole,

[Although I respect the late Jeff Cole's knowledge and advice, I would not advocate that you carry out all these points every winter. It is rather o.t.t. Ed.]

Parts Report.

There is very little to report this time as our spares committee meeting is in a few weeks time. We are continuing to look at the steering boxes with the Ford Sidevalve Owners' Club and some progress has been made to determine a specification and a refurbishment plan.

We are investigating Model "C" drag links, brake clusters, brake rod sets, oil cans and starting handles. We have also placed several orders to replace existing stock items.

The members who have ordered spares in the past will notice that the items are despatched from different locations around the UK. The reason for this is simple: we do not have a central store - we have a number of stock holders, each carrying a small number of items. When an order is placed using the parts order form, it is converted into an email order and sent to the appropriate stock holders, who in turn, if one of their stock items appears on the order, despatches the goods.

The Register needs to increase the number of stock holders in order to reduce the number of items held by each existing stock holder. If you feel you can help in this role, please contact me.

Peter Ketchell
Spares Officer.

Ordering parts - some notes to assist you.

In the Ford Model Y & C Register we are justifiably proud of our spare parts supply system. One of the many benefits of being a full member of the

Photographic finds



The most northerly town of significance on the North Island of New Zealand is a town called Kaitiaki, where Northern Motor Ltd. bought out Stanley Holder, the local Ford dealer in 1930. Here is a photograph of the staff in 1936 posing with a Ford Model "Y", a Ford Model "CX", a coupe and a sedan V8 Model 68 and a V8 2-ton van."



By contrast, at the southern tip of South Island was the town of Invercargill, in which Macaulay Motors was established by the Colonial Motor Company, Ltd. in the early 1930s. Here we see their display at the 1936 Southland A&P Show. My thanks to Roger Gardner for both New Zealand photographs and information from his book, "Ford Ahead, a history of The Colonial Motor Company" "



A photograph taken from a scrap book bought by Jim Miles. It shows an Austrian registered short rad Model "Y". The caption reads, "Off for the Sahara Desert, as part of their tour of the world in this 8 h.p. Popular Ford: Mr. and Mrs. Naumann, of Vienna, who have already covered 200,000 miles in this car."

Ford Y & C Model Register is the availability of a wide range of spares for your vehicle, which are available to fully paid-up members of the club.

The readily available spares are listed with an order form in the centre pull out pages of this publication. To help you obtain the best service when requiring spares please note the following procedure:

Always use the order form from the **latest** edition of Transverse Torque when placing an order. Photocopy the form, scan it and email or just post the original. Although not necessary it is best to use the official order form so that every item of required information is included. Enter your landline telephone number, email address if applicable and your membership number. Completed order forms should be sent either by post or email to Colin Rowe at the address shown at the head of the latest edition order form. You can contact the Spares Administrator by telephone at the number shown in the list of Register Officers on the inside cover of Transverse Torque. If you leave a message and require a call back please include your land-line telephone number.

The Ford Model Y & C Register

All telephoned orders **must** be confirmed either by email or post.

Always consult the **latest** spares list, i.e. from the most recent edition of Transverse Torque, when writing an order as the list is regularly updated. Credit cards will not be charged or cheques cashed until after despatch of the goods. Please remember to add on the charge for handling (see order form) when totalling your payment due. If paying by credit/debit card using email, please send your card details split between two separate emails for better security.

The spares listed are stored and distributed by 6 **volunteer** holders from various locations round the country. Listed items are usually ex-stock and will be despatched within 7 days of receipt of order. Please allow two clear weeks for delivery from placing your order and please remember that different items on an order may come from different sources and so will not all arrive together.

The list of spares contains some new (pattern) parts and recycled used parts, as well as reconditioned parts. There is also a wide variety of

items taken off scrapped cars **not listed**, which are available on longer delivery, which are stored centrally in containers. If you have a particular requirement, please email or write to the undersigned and every effort will be made to find the part you require for your car.

Where listed items are marked in bold type "**EXCHANGE**", you must return your old item before the replacement can be despatched. In this case place your order as described above and **wait for instructions** regarding where to send your returns. Please do not send exchange items to the Spares Administrator as this may delay your order, especially where the spares holder needs to see your old part to ensure correct supply of the replacement.

Finally - please order regalia items on the separate order form provided.

Happy motoring!

Colin Rowe
Spares Administrator

Regional news

Region 3 "Treasure Hunt" in the New Forest

Although well advertised under 'Events' in the magazine, it didn't happen! Apart from Colin White and me, Sam Roberts, only Fred Hooper showed any interest in the day's outing. Colin plagiarised a Treasure Hunt route and questions from his local car club and, two weeks before the scheduled event, Colin, Julie, Paula and I recced the route.

Although all members in the region were written to well in advance of the event, only Fred replied in the affirmative. So it was decided to meet up at The Lamb pub in Nomansland for lunch and drive the 20 miles through the Forest to Avon Tyrrell, where we were to provide a spectacular display of classic cars at the UK Youth summer fête. To add to our three Model "Y"s, Julie offered to drive the White's Model "A" two-seater doctor's coupé.

It was beautiful weather on the day, Saturday, 4th September. I drove my Model "Y" Kerry from Andover with a well wrapped Paula and 16 years old grandson, Charlie, as passengers. Apart from the usual hold-up on the Salisbury by-pass, we had a good trip, arriving at the pub, just inside the New Forest, in one and a quarter hours, in time to get a round of drinks in before Colin, in his Model "Y" Knibbs Parkyn tourer and Julie in the Model A appeared. They were closely followed by Fred and Jenny Hooper and their friends George and Jean all in Fred's beautiful May 1935 Tudor Model "Y", recently fitted with a 10 h.p. engine. An enjoyable lunch was had by all. Those of you who took part in the round-Britain Convoy 2000 will remember Fred, Jenny, George and Jean as the providers of the excellent barbecue at Fred's house in Christchurch.

We travelled in convoy through the Forest via a number of well-known beauty spots, arriving at the entrance to the drive to Avon Tyrrell at the agreed time of 2.p.m., where we were

Region 10 – Essex David Gustard reports

At the end of August, Bob Wilkinson was contacted by non member Bill Fagg and asked if the Model Y and C Register could provide a Model "Y" van to attend a reunion he was organising for a friend, who was returning from the U.S.A. Bill said that his friend, Bryan Purnell, when living in the U.K., owned a Ford Model "Y" van. Sadly, we were told that when Bryan was speeding down a steep hill at Little Waltham in the van, he failed to negotiate the bend at the bottom, which resulted in substantial front end damage. Bill Fagg is a long standing friend of his and was keen to set up a reunion with the past. His request was for the Register's Model "Y" van to be parked outside 'The Chequers' Public House at Wickham Bishops, in Essex, at 7p.m. on Tuesday, 14th September. Y and C Register member, John Giles, who lives near Wickham Bishops and owns a 1936 Model "Y" van in brown and black, registered PV 3372, agreed to support this event. Jim Sharpe and I also agreed to attend in our Model "Y" 2-door saloons. Subsequently, the time of the event was changed to 8.30 p.m., which,



The Stig, looking the part, at the Avon Tyrrell summer fête, having been driven onto the site by Colin White in his Model "Y" KP tourer (left).

met by 'The Stig', who was hastily bundled out of the back of a van and into Colin's Knibbs Parkyn. We then processed to the fête, where we were greeted by a group of visitors eagerly waiting the appearance of the classic cars (or was it The 'Stig'!)

We enjoyed a pleasant afternoon doing the usual fête things. The guys were given a special showing round Avon Tyrrell house, which provides accommodation for some of the adventurous training and disadvantaged children groups, who use the ground and facilities for team-building and confidence training as part of the nationwide UK Youth charity. 'The Stig' vanished into thin air once the novelty had worn of and we returned home after a good day's outing.

Sam Roberts.

because of the dark evenings, was considered too late. A new time was arranged for 12.30 p.m. on Saturday, 18th September, but this meant Jim Sharpe was unable to attend as he was going to the North Norfolk Railway 1940's Weekend.

The Model "Y" van, originally a baker's van, had been stored under covers in a barn for two years and was last driven in 1982. John suggested that Jim Sharpe and I have a quick look at the vehicle to see what was required to ensure that it could be driven to the informal surprise

display. On inspection, items requiring attention were battery charge low, no fuel pump or fuel, tyre pressures low and no M.O.T. In record time, John took action to fix these items and the van was made ready to be driven on the road. John's efforts to make the van roadworthy were substantial and could feature in a separate article. John owns various other vehicles, including a Ford D Series truck, a 1950 diesel motor roller and a 1924 Wallis and Stevens Steam Powered Roller. Both of the rollers were being prepared to attend the Essex Country show at Barleylands, Billericay, Essex on 11th and 12th September.

Saturday 18th September was a lovely sunny day and Jackie and I enjoyed the ride over from Danbury. On arrival at 'The Chequers' pub, both Model "Y"s were parked up and were the only vehicles in the car park, apart from a 1955 Velocette Mac motorcycle, which as we learnt later was owned by Bill Fagg. John Giles, accompanied by his wife Anne, had entered into the spirit of the day and was suitably dressed as a 1930's delivery driver, resplendent in cloth cap and waistcoat. After a short time, Bill Fagg and Bryan Purnell came out of the pub and were delighted to see the two Model "Y"s. However, Bryan surprised us all by announcing that he had owned a Morris Eight van and not a Ford!!! He then surprised us even further by saying that he had owned a 1934 Model "Y" saloon with his friend Barry and that this was the vehicle that had left the road in Little Waltham. Bryan had a short drive across the car park in my two door saloon. Numerous tales of driving the Model "Y" in the 1950s were recalled, including the time when they were driving along and the left hand rear wheel overtook them on the inside! It was now time to drive a short distance to meet Barry Tarling, the other part owner.



The key players in the surprise meeting in Essex. From left, David and Jackie Gustard, Bryan Purnell and John and Ann Giles with their June 1936 van.

On arrival at Barry's house, the vehicles were parked on a large gravel area in front of the house. Barry and his wife were very pleased to see the two vehicles and Barry soon began to recall more anecdotes from the 1950s. On one occasion, they drove into some foggy weather and had to drive slowly. They noticed that the other vehicles were overtaking them. Eventually, they realised it wasn't foggy, their engine had overheated and the windows had misted up!

The reunion proved to be a very interesting and enjoyable event.

Region 16 (with a smattering of Region 15) – Yorkshire.

Our magazine publisher, Steve Waldenberg, attended the World War II weekend at Pickering on the North Yorkshire Moors Railway in his Austin 10. It managed to get there and back without breaking down! (*Oh the cheek of it, Austins don't break down, they may "fail to proceed..."* SW) He reported seeing Ken and Ruth Sleight there in their grey Tudor Model "CX" (C37463 – March 1936).

Thanks for that, Steve.



Ken and Ruth Sleight waving the flag in Pickering High Street on 17th October.

Events 2010

12 - 14 Nov International Classic Car show
NEC, Birmingham Geoff Salminen
0121 427 2189

Events 2011

1 January New Year's Day gathering with breakfast
Sharpness, South of Gloucester. Ivor Bryant
01454 411028

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

25 - 27 March 13th Ford Sidevalve National Rally
Castlemaine, Victoria, Australia Contact Sam Roberts
01264 365662

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

17 April National Drive-it Day

30 Apr - 1 May 32nd Bristol Classic Car Show
Shepton Mallett, Somerset. Ivor Bryant
01454 411028

11 - 18 June **North Lancashire/Lake district tour**
(See detailsj this page) Bruce Allan
bruce.allan@yahoo.co.uk

24 July **Old Ford Rally**
Gaydon Bob Wilkinson
01832 734463

16 - 18 Sept North Norfolk Railway 1940s
Weekend. Jo Hanslip
01945 430325

LANCS AND LAKES TOUR 2011

Saturday 11th June 2011 and ending on
Saturday 18th June 2011.

The Tour covering North Lancashire and the English Lake District is now a 'going concern'. We will be staying at two hotels over seven nights. We will tour the Arnside and Silverdale area, The Bowland Fells and the Lake District using small roads and mountain passes. There are many places of interest to visit along the way including Motor Museums, National Trust, Windermere Boat Trips, etc. The itinerary is very flexible at this stage.

I have made provisional bookings at two suitable hotels in Ambleside and Garstang and the price per person for the whole trip would work out at £370 per person for Bed & Breakfast and Evening Meals that is £740 per couple. There is a single person supplement of £25.00 per night. I have to firm up hotel bookings in the near future as the chosen area gets fully booked up very quickly. For those who wish to trailer their cars to the start in Garstang, I will organise suitable parking facilities.

For more information or to book a place please contact me at
bruce.allan@yahoo.co.uk or see my details in the front of this publication.

Bruce Allan.

International correspondence.

France

Following a tip off from Tony Eldridge at the Enfield Pageant, I wrote to Samuel Bohbot in Puteaux, France. Both he and Tony are members of the Austin 10 Club. Tony was aware that Samuel also had a Model "Y". Correspondence has now been flowing back and forth; he writing in French and I in English.

In his initial reply, he said that he had two Model "Y"s, one, a left-hand-drive 1933 two-door saloon, beige and black built in Asnières, Paris. 'Moteur 18595, No: 2573, immatricule 623 FKK 92' that is 'on the road', and a second unrestored right-hand-drive 1934 two-door saloon maroon and black, also built in Asnières, 'Moteur 2307, No: 134, immatricule 77 FXJ 92. He then said that he knows of at least 5 Model "Y"s near Bordeaux!!

We now have details of 12 Asnières assembled Model "Y"s on our list of known surviving vehicles, so I was able to inform him that his first 'on the road' 1933 Tudor was manufactured at Dagenham in March 1933 before being shipped to Anières for assembly - the 2,573rd Model "Y" to be assembled there. I was then able to surprise him by telling him that his second Tudor was an exceptionally early model - not a 1934 car as he believed, but an October 1932 example, built at Dagenham only one month after the start of production. It was the 134th to be assembled at Asnières. It is a right-hand-drive model because it was not until December 1932 that the first left-hand-drive saloon was manufactured at Dagenham.

He acknowledged my revelations by saying, "Bien reçu votre email avec les explications pour mes 2 Ford Y, c'est très intéressant de connaître l'histoire des voitures ..." Unfortunately, Samuel was then "en vacances à Nice, Côte d'Azur" until the end of September (poor chap), but will be back in contact then with Briggs body numbers, photographs and, hopefully, details of the five cars near Bordeaux. I wonder if one is the restored front-wheel-drive Tracford rumoured to be in Bordeaux. We must wait and see.

Afternote:- Samuel has forwarded details of two Asnières assembled Model "Y"s so far.

Norway.

Bernt Solheim, who lives in Berg close to the Norwegian border with Sweden, is progressing rapidly with the total restoration of his left-hand-drive June 1934 Tudor short rad Model "Y" (Y65209), which was probably assembled in Copenhagen. A request for a set of hub caps was received from his great friend Ola Hegseth, the Chairman of the Early Ford V8 Club of Norway (and, incidentally, the International Representative (Europe) of the Early Ford V8 Club of America). We showed Bernt's body panels, having been sprayed with primer, in an earlier



Bernt Solheim's stripped and primed chassis in June, 2010.

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This year, whilst touring France, John came across an early orient blue and black short rad (50 AW 82) in a disused showroom near Lauzerte, in the Lot region. He tried to enter the showroom, but was barred from doing so by a French granny with two teeth!

Thanks John for helping with the archive.
(see photo on next page)

New Zealand earthquake and storms

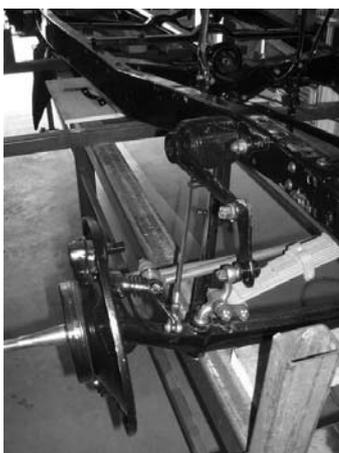
I sent our concerns for our fellow enthusiasts to Jill Walker, a regular correspondent to the magazine and Model "Y" owner in Christchurch, near the epicentre of the earthquake on 7th September. She replied, "Thank you so much for getting in touch. Yes frightening experience and another strong aftershock this morning. Big disruption here. My property sustained a chimney and cracks in exterior walls so far, but some friends and families have had their house destroyed. Not something we imagined for Christchurch. I am waiting for my workplace to be certified safe to re open so working from home when I can concentrate between standing in doorways when the tremors come." Hopefully, the little cars all survived as well as the owners.

Heather Trumper, the Editor of the South Island 'Ford 8&10 Enthusiasts' Club' newsletter reports in the September/October issue, "September has been a month that some of us would rather forget. My thoughts have certainly been with fellow Cantabrians following our 7.1 "shocker" that woke us all on the morning of Saturday, 4th September, and whose aftershocks (now numbering over 1400) continue to keep everyone on edge. I hope that all of our members in Christchurch came through relatively unscathed and I thank those of you who took the time to respond to my email letting me know that they were okay

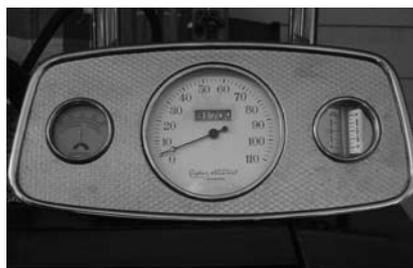
I also trust that our members in Southland and South Otago have come through unscathed following the severe snow storm that struck Southland and South Otago in late September. I do know that you all had to put up with some awful conditions so I do hope that the days since have been 'sunny' rather than 'soggy'."

Potential new member, Ian Scobie, from Wyndham in the south, writes, "Greetings from wet Southland. We have had so much moisture; 6 inches of snow and 4 inches of rain in one week: the worst storm we have had in 80 years. Some farmers have had heavy stock losses. We were lucky; a real disaster. You probably heard of the earthquake in Christchurch. We felt it 500 km away. It's amazing, the power of nature.

My 1933 "Y" is coming along slowly. [2-door short rad, Y30759. Ed.] I have the inside all cleared out and the floor is all done and painted. The wood



One month later, in July, the assembled nearside (LHD) front axle with original shock absorber. Note drag link appearing from the steering column and drop arm on the left hand side.



The beautifully restored engine-turned instrument panel with the Cooper Stewart speedometer readings in Kilometres per Hour.

edition of 'Transverse Torque'. I would hope that, at the present rate of progress, we might see a photograph of the finished restoration before the end of the year!

Seen on holidays

Although not an international correspondent, John Porter, the Chairman of the Sidevale Owners' Club, sent in some photographs he took whilst on Majorca last year and whilst touring France this year. The long rad Model "Y", PM-6646, for sale in the showroom in Majorca in 2009 for 14,000 euros(!), had a couple of unusual features. As well as boasting a Ford Ibérica add-on boot, it was fitted with a dip switch below and between the brake and clutch pedals. Was this normal for the Barcelona assembled cars, Luis?

is almost done – one piece to go. It has been booked with the painter for ages; I am just waiting. I now have the two parking lights, which is a relief, and, with the help of Bill Ballard, I now have the right shallow headlight bowls. Bill noticed I had the larger ones.”

Germany

Following the report by Thorsten Ehrenteit on the 75th anniversary of Benteler AG supplying parts to the Ford Motor Company in Cologne in issue 185 (their Eifel limousine appeared on the cover), Thilo Moerke of the Ford Oldtimer und Motorsport Club Cologne e.V. emailed me to say, “Benteler is currently running a small show in the Ford Cologne R&D centre. The main exhibit is the freshly restored Eifel, accompanied by several displays showing all steps of the restoration process and Benteler’s history.”

The Y&C Register was very involved in the restoration of this fine vehicle.



The unusual arrangement of the dip switch, which is between the brake and clutch pedals on this long rad Model “Y”, for sale in Majorca last year.

Australia

As Model “Y” and “C”/“CX” bodies were built in Geelong, Victoria and fitted to imported rolling chassis, it is not surprising that there are some differences between the Geelong and Briggs sedans/saloons. Geelong only built Fordor bodies and there were no De Luxe Model “Y” sedan bodies as we know them. One of the apparent differences came to light when Bill Ballard sent a photograph of the interior of a Model “C” sedan. A square clock could just be made out in the rear view mirror, rather than the circular clocks provided in the Briggs De Luxe Model “Y”s and the Model “C” saloons. Further enquiries brought forth a better picture of this, presumably, Australian-built component.



The square clock in the rear-view mirror on Janie Chester’s Model “C” sedan, C20222. Janie lives in Geelong, Victoria.

Bill is now investigating other Australian Model “C”s to confirm that this was standard.

DVLA news. Copied from the FBHVC Newsletter No. 4, 2010. By Nigel Harrison

Revised DVLA Form

DVLA have just introduced a revised version of the V55/5 form, which is used for the initial registration of a used vehicle, and so includes historic vehicles. The form has been revised to comply with an EU Directive. The old versions of the form are no longer valid, but for a limited period, the old form will be acceptable for postal applica-

tions. Where an application is made via a personal visit to a DVLA local office, the new version of the form will be handed over the counter.



Processing of Registration Applications

I am still coming across nominated club officials who are not distinguishing correctly between a V765 application and an age-related application.

The revised V55/5 form and the associated V355/5 explanation sheet are not available for download, but are available at DVLA local offices. These offices are only open Monday to Friday, and from personal experience, the queues at my local office are shorter during late afternoon. Clubs will need to destroy all stocks of the old form.

The revised form is still a ‘dual sheet’ form; i.e. it produces a carbon copy, but without the carbon paper being visible. The date code of the revised V55/5 form is 2/10.

For an age-related application the two key documents are the ‘dating letter’ produced by the club and the correctly filled in new version V55/5. The Federation’s recommendation is that a club’s normal practice is to inspect the vehicle prior to the production of the dating letter. Guidelines for a club inspectors and a sample inspection form are on the FBHVC website at information/downloads. The club should also carry out a vetting process on how the V55/5 is filled out. Common mistakes to check for are that an old version of the form has been used; the year of manufacture is missing; the engine size is just rounded to the nearest round figure; the form is unsigned.

The V55/5 and dating letter are then returned to the owner. The application can only be made by the owner at the DVLA local office, when the vehicle is insured and has an MoT. The owner will also need to provide proof of personal identification in accordance with DVLA leaflet INF148. It is important that the vehicle is presented to DVLA in the same conditions as it was at the club inspection.

DVLA do not do a 'pre-registration' service to determine if it is likely to receive a Q plate or an age-related number. The nature of the dating letter and the way in which a vehicle is presented will determine if DVLA allocate either a Q plate or an age-related number, e.g. if the club's dating letter indicates that the vehicle has a new body, then the vehicle is likely to receive a Q plate.

Claims for an original number are classified as 'late conversions' or V765 applications. The key documents are the V765 form, the pre-1983 documentary evidence for the claim, and the revised V55/5 form. Also, the key point is the physical inspection of the vehicle by the club. It is recommended that the inspection report remains in the club files, but elements of detail from the report are used on the covering letter. The covering letter needs to be focused, and we suggest that it should be no longer than one page. From personal experience, it is better for the club to send the completed application to the specialist unit at Swansea. Proof of personal identification by the owner is not required for this type of application.

Summary

An age-related application is processed by the DVLA local office and only when the vehicle is roadworthy. A claim for an original number is processed by the specialist unit at Swansea, and can take place either when the vehicle is roadworthy, or when it is substantially complete, possibly in its unrestored condition.

REGISTERING YOUR CAR WITH DVLA THROUGH THE CLUB.

The Y&C Model Register is able to help UK owners with registration issues. Every year, cars turn up without current V5C registration documents. The original registration may be reclaimed if sufficient pre-1983 evidence exists – the old RF60 folding logbook is the best piece of evidence, or an age-related registration may be issued where there is insufficient pre-1983 evidence.

Several years ago the club adopted the policy to ALWAYS inspect vehicles through our nationwide network of club officers to check authenticity. Wherever you live in the UK we can inspect at modest expense. All numbers recovered are on a NON-TRANSFERRABLE basis.

Further information is available on our club website, www.fordyandcmodelregister.co.uk If you have any further questions please contact me.

Bob Wilkinson.

Technical tip – window seals.

Thorsten Ehrenteit in Paderborn, Germany, whilst putting the finishing touches to his early Eifel's restoration, emailed some questions on sealing the side and rear windows. He asked:- "How do you fix the window seals on your car and how far? Up to the middle of the window? Is it possible that you can take some pictures of your car and send them to me? The next question is how do you fix the back window, with a seal or with glue?"

Thorsten attached three photographs to illustrate his problems.



I did explain that I have an open-topped sports car and that the last time I restored a saloon car (CNN) was in the mid-1970s. I therefore plagiarised the know-how of Tim Brandon for my reply, which read:-



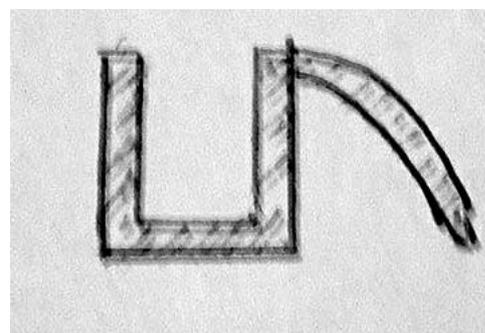
"1. The U-shaped window channelling at the rear of the door (shown in your photograph) goes from the top of the window frame down to the bottom of the glass when the window is wound down. A second length of window channelling goes along the top of the window frame, curving down the front of the door and down to the bottom of the window when it is wound down. The channelling is held in place by only a few small flat-topped nails (tacks) knocked into the wood through the base of the channel. If it is against metal, small self-tapping screws can be used. Make sure the tops of the nails/screws do not interfere with the glass. The top strip of channelling is held at one end by the top of the rear vertical channelling.



2. There is always a big gap at the bottom of the window when it is wound up. Originally, in production, the rubber in the horizontal channel into which the glass is slotted had a small lip on it which provided a not-very-good seal when the window was up. However, that special cross-section rubber is no longer available. You must make sure that the inside of the door is properly coated with a water resistant paint and/or an oily coating to prevent rust. It is very important that the drain holes at the base of the door are open to allow water to drain away when it is raining or when you are washing the car.

3. You can buy a special rubber for the rear window from Paul Beck, Vintage Supplies Ltd. (see Useful Contacts in the middle of Transverse Torque) email:- info@smallfordspares.co.uk Measure the length required and ask for "RM 28 rubber for Model "C" rear windows". This rubber has an 'S on its side' cross-section (see photograph). Remove the oval trim that you show in position in your photograph. Wrap the rubber round the glass with the spare 'leg' of the S pointing outwards and cut to length. One person places the glass and rubber in the window frame from the inside of the car with a piece of string inside the 'leg' of the S. A second person on the outside of the car pulls the string in such a way that the 'leg' of the S is forced outwards to form an external seal. By pulling the string along the length of the rubber the seal is completed around the window. The upholstered oval piece of trim is then tacked in place to stop the window falling inwards."

Rear window rubber cross-section.



War-Time Regulations

Lighting Restrictions. If you propose to drive during black-out hours you must have a mask fitted to one of your head lamps, and it is advisable to purchase one of the officially approved types. There are a number of these on the market and provided they are not tampered with you should be immune from police attention in this direction. The mask may be fitted to the near-side or off-side but not to both. The bulb must be removed from the one not being used. A headlamp mask must also be fitted in the case of a motor-cycle, and this must be a dual-purpose type. During foggy weather it is permissible to use one of your headlamps **unmasked**, provided (1) the lamp is operated by a separate switch: (2) the beam is directed downwards towards the near-side: (3) it is used only when fog conditions really demand it: and (4) it is immediately extinguished when an air-raid warning is given. Should a police officer not consider the fog dense enough to warrant the use of the unmasked lamp he has the authority to order the light to be extinguished. The bulb used in the side and rear lamps must not exceed 7 watts in power and the reflector must be painted black or rendered non-effective. Light may be emitted only through a single aperture facing to the front or rear as the case may be, of not more than 1 in. diameter. Side panels must be completely blacked out. Also, the aperture through which the light is emitted must be partially obscured by placing behind the glass, paper or some such other uncoloured material having a density equal to that of two sheets of newspaper, or by applying a thin coat of paint to the interior of the glass in such a manner that approximately the same effect is produced. The paper, paint or whatever material is used must cover the whole of the portion of the front glass through which light can pass and must not be treated in any way to increase its transparency. Also, rear lamps must not be fitted at a greater height than 3 ft. 6 in., except in the case of certain public service vehicles.

Stoplights may be used provided they are so masked that the aperture through which light is emitted is of an area not exceeding 1 sq. in.: the aperture must also be treated in the same way as the side lamps. Reversing lamps are **not** allowed.

Interior illumination which can be seen from the exterior of the car is prohibited.

Direction indicators may still be used provided they too are blacked-out and here the law requires that the light shall be restricted to a small arrow-shaped window. The exact depth of the arrow must not be more than 1/2 in.

Anti Fifth-column Measures.

When putting the vehicle away for the night the law demands that some action is taken to put it out of commission in order that it is not used by any unauthorized persons. In addition to the ignition key being removed and the doors locked, it is necessary to remove part of the mechanism.

Camouflage. This is not compulsory, but should you wish your vehicle to be camouflaged make sure you do not use any of the "Services" colour schemes.

Speed Limit. This is now fixed at 20 m.p.h. in built-up areas during the hours of black-out governed by lighting-up times.

Parking. It is compulsory to park your car or motor-cycle at the near-side of the road during black-out, and the lights must be left on. It is an offence to leave the headlamps switched on when the vehicle is stationary.



A head lamp mask fitted to the near-side lamp with 1 in. diameter apertures in each head lamp lens to emit the maximum 7 watt side lights.



This car or the one that hit it was obviously exceeding the built-up area 20 m.p.h. speed limit!



From the German perspective, here is the Fleischhauer dealership workshop in Cologne in 1943 with thanks to Thilo Moerke. In World War II they were busy repairing vehicles for the Wehrmacht, with branches in Cologne and on the front lines. Thilo spotted "a 1934 Ford V8 with all its brightwork painted in non-reflecting colours and a whitened off-side mud-guard. On the other vehicles the head-lamps are blanked off to reduce the risk of being spotted by enemy aircraft. Some of the Peugeots were probably captured by the Wehrmacht in France, among others I spotted two Austrian Steyr "Baby", several Ford trucks and in the back a Ford Eifel missing its front wheels."

75th Anniversary of the Introduction of the Model "C" into Australia

The new English 10hp car.

Production of the very first Ford 10hp car, the Model "C" (or Model 20 in Dearborn parlance) commenced at Dagenham, England on 10th September 1934. It was only produced in 2- and 4-door saloon and sports tourer forms for the U.K. market. For the 1936 model year, it was given a minor facelift and re-titled the Model "CX" (or Model 20B), which went into production at Dagenham on 14th October 1935. However, the last Model "C" 2-door saloon was not built until 6th November 1935; the last 4-door saloon was built on 16th November 1935 and the final sports tourer was built as late as 20th January 1936.

Production of the Model C in Australia

Examination of the "Trading Account" records held by the present Ford Motor Company of Australia Pty Ltd, reveals that the first Model "C" bodies were delivered by the Ford Manufacturing Company of Australia Pty Ltd. (which was formed in 1925 to build car and truck bodies) to the Ford Motor Company of Australia Pty Ltd (the company formed in 1925 to manage the assembly plants and market the sales) in May 1935, and that by 31st December 1935, a total of 988 bodies (type unspecified) had been delivered by the Manufacturing company. Furthermore, in January and February 1936, a total of 315 bodies (mostly for the new Model "CX" 10hp, but including some for the Model "C") were delivered (see Table 1).

**TABLE 1
EXTRACT FROM TRADING ACCOUNT**

BODY SALES		
MONTH	Model C	Model CX
May 1935	50	
Jun 1935	78	
Jul 1935	166	
Aug 1935	107	
Sep 1935	67	
Oct 1935	219	
Nov 1935	162	
Dec 1935	139	
Jan 1936		96*
Feb 1936		219*
TOTALS	988	315*

* Includes some Model Cs.

Examination of the sales records held by the present Ford Motor Company of Australia Pty Ltd, reveals that the first Model 2C's (33 sedans or "Fordors" and 1 "commercial chassis") were sold in May 1935. The following month, the first roadster well-type utilities (4 in total that month) and panel delivery vans (8 that month) were sold. It was to be September 1935 before the first roadster de luxe (8 in total that month) and coupe de luxe (1 only that month) were

In one of those "chicken and egg" situations, you wouldn't expect a vehicle manufacturer to sell more cars than it actually built, but comparing the contents of Table 1 with those of Table 2 for the period May to December 1935, this appears to be the case, because 998 Model Cs were sold but only 988 were built!

Publicity for the Model C in Australia

In the course of my research, I have ex-

**TABLE 2
EXTRACT FROM SALES RECORDS**

MONTH	Model C SALES						TOTALS
	Rdstr	Coupe	Sedan	Ute	Van	Chass	
May 1935			33			1	34
Jun 1935			51	4	8	3	66
Jul 1935			96	14	21	3	134
Aug 1935			107	14	7	3	131
Sep 1935	8	1	36	13	7		65
Q/E Dec 1936	54	50	395	26	27	7	559
Q/E Mar 1936		2	14*				16
TOTALS	62	53	732	71	70	17	1,005

* Described as "sedan -touring"

sold. The last sales (2 coupe de luxe and 14 "sedans - touring") were to be made in the quarter-ending 31st March 1936 (the sales records changing from monthly to quarterly figures with effect from 1st January 1936).

In the 11 months that the Model "C" was available in Australia, a total of 1,005 variants were sold, as shown in Table 2. As can be seen from the paragraph above, the last 14 sedans sold were described as "touring" whereas the other 718 sold were described as "sedan de luxe" - I have not been able to establish what the differences were between the two, if any! It should also be noted that the English-built 2-door sedan and sports tourer were not available in Australia - their places being taken by the coupe de luxe and roadster de luxe respectively.

amined microfiche copies of The Courier Mail (Brisbane's principal newspaper), The Herald (one of Melbourne's principal newspapers) and The Geelong Advertiser (the local newspaper for Victoria's second biggest city, and home of the Ford Motor Company of Australia Pty., Ltd.) for the period 1st September 1934 to 31st December 1935 inclusive and have only been able to find a handful of advertisements for the Model "C" in each, plus a few articles which mention the new car. In contrast, it has to be said, there were numerous advertisements for the Ford V8 cars and trucks in that period - at least one a week on average in each capital's newspaper - and looking for Model "C" advertisements was like looking for the proverbial needle in a haystack! I shall deal with each advert or article in chronological order.

The earliest mention I have found for the Ford Ten in the Australian media was the photograph (shown) and associated caption in the "Motors and Motorists" section of 'The Courier Mail', dated 27th November 1934. It shows the rear of an ivory and black sedan

that had supposedly appeared at "the Olympia Show". I suspect that this was the 1934 Ford Exhibition held at The Royal Albert Hall, London on 11th to 20th October 1934 inclusive.

The earliest write-up about the new "English De Luxe Ford" I have found to date was in "Motor News from Various Sources" column of 'The Geelong Advertiser', incorrectly dated Saturday, 5th May 1935 (the 5th May 1935 was a Sunday!), which was round about the time assembly and sales started in Australia. Exactly a week later, in the same column in the same newspaper, which was correctly dated Saturday, 11th May 1935, more information about the new car was given, plus a picture of the nearside of a sedan, with the caption "The New 10 h.p. De Luxe Model Ford". Neither article gave any details of where or when the car was to be produced to Australia.

It was to be over a month later, when the Model "C" was officially launched in Australia. On Tuesday, 25th June 1935, advertisements for the sedan appeared in 'The Geelong Advertiser', placed by Hawkes Bros. (Motors) Pty., Ltd.; 'The Courier Mail', placed by Cossey Motors Pty., Ltd., (see illustration) and 'The Herald', placed by Melford Motors Pty., Ltd. I have not yet been able to check other Australian state capitals' newspaper archives, but suspect similar advertisements would have appeared in them on the same date. It should be noted that all three advertisements that I have seen published on that date were of similar design and featured the Model "C" sedan. The wording in the advertisements in 'The Geelong Advertiser' and 'The Herald-Sun' differed slightly from the Brisbane advertisement. They also did not have the picture of the Ford plant at Dagenham and associated caption in the bottom left-hand corner. The Brisbane advertisement started by stating "English design and workmanship, ably supported by the accumulated knowledge and vast resources of Ford, characterise this entirely new light car - the 1935 English de Luxe Ford..." and later continues "Another important feature of this latest English production is Centre-Poise riding comfort..." (note spelling and punctuation). Unfortunately, the quality of the printing is such that we cannot read the fine print at the bottom of the advertisement relating to the picture of the Dagenham plant and some of the names of the

The Brisbane Courier Mail,
25th June 1935

PRESENTING THE 1935

English "DE LUXE" FORD



GREATER POWER and ECONOMY
Flashing Performance
CENTRE-POISE RIDING COMFORT

English design and workmanship, ably supported by the accumulated knowledge and vast resources of Ford, characterise this entirely new light car—the 1935 English de Luxe Ford. Of strikingly handsome appearance, this new model gives finest quality motoring at remarkably low cost. It has exceptional road performance with flashing acceleration and speed. Another important feature of this latest English production is Centre-Poise riding comfort... all occupants sit between the axles... back-seat passengers enjoy a front-seat ride. More powerful than its predecessors, the 1935 English de Luxe Ford is still one of the most economical cars on the roads. Its mechanical excellence, efficiency and graceful streamline form, is unsurpassed. Its speed, silence, and safety add a new pleasure to motoring... its value is without precedent in its sphere... and it can be purchased on most attractive terms. Ask your Ford dealer to demonstrate this fine car.

Passenger Car
Prices From
£ 248
Excl. Ford Blank with
State plus Sales Tax.

Other Special Features:
SAFETY GLASS WINDSCREEN... DRAUGHTLESS, CLEAR-VISION VENTILATION
ADJUSTABLE DRIVING SEAT... BIG POWERFUL TOE-TOUCH BRAKES
EXTRA WIDE DOORS... GENEROUS LUGGAGE SPACE... POSITIVE
FEATHER-LIGHT CLUTCH... SHOCKLESS EASY STEERING... 10 h.p. (R.A.C.)
4-CY. ENGINE... BALANCED CRANKSHAFT... POSITIVE OIL FEED TO MAIN
BEARINGS... DOWN-DRAUGHT CARBURETTOR... SYNCHRO-MESH GEARS
COMPLETE EQUIPMENT... FASHIONABLE NEW COLOURS.



Manufactured by Ford Motor Co. Ltd., Dagenham, Essex, England.

Imported and Sold in Australia by
COSSEY MOTORS PTY. LTD. 251 Adelaide (New) Street, Brisbane.

PROMINENT ENGLISH OWNERS

prominent in the long list of owners of the new De Luxe Ford are the following distinguished English people, who have extended courteous permission for the publication of their names:

EARL JELlicoe
EARL OF HARDwicKE
SIR MALCOLM CAMPBELL
WING COMMANDER GREIG KCB

"Prominent English Owners" are unreadable (but I can assure you that these people were Earl Jellicoe; Earl of Hardwicke; Sir Malcolm Campbell and Wing Commander Greig KCB).

'The Courier Mail' on that date also had a big write-up in the weekly "Motors and Motorists" column about the new car. I believe that the write-up was based entirely on a Ford press release and not the work of an individual staff reporter of the newspaper. The important thing to note is the start to the first paragraph, "The de luxe Ford, an English product of 10h.p., is making its appearance on the Queensland Market this week", also the start to the second paragraph, "The new Ford is produced at Dagenham, England, which is a complete manufacturing centre". These statements and the wording of the advertisements lead me to believe that at least the Model "C" sedan was an English-built car supplied in CKD (Completely Knocked Down) state and assembled in Australia.

Three days later, 'The Geelong Advertiser' ran an article in its "Motor News from Various Sources" column, in which it was stated that the Ford Motor Company of Australia "was finding it impossible to keep pace with the increasing demand for the V-8 and the English de luxe four cylinder car" and was intending to expand the Geelong premises.

Bill Ballard
Victoria, Australia.

continues overleaf

MOTOR INDUSTRY AT GEELONG

EMPLOYMENT OF 2,000 MEN PART OF FORD PROGRAMME

PLANS TO COPE WITH DEMAND FOR NEW CARS

GREATLY INCREASED OUTPUT NEXT MONTH

MELBOURNE, June 27.

Commenting on the new building programme of the Ford Motor Co. in Geelong and Sydney, Mr. H. C. French, general manager of the Ford Motor Company of Australia, said to-day that although the Ford plant at Geelong was at present employing more labor than at any time since it commenced operations in Australia, the company was finding it impossible to keep pace with the increasing demand for the V-8 and the English de luxe four cylinder car.

During June over 1000 bodies had been built, and it was planned to build 1500 in July. Even this output would not be sufficient to supply all retail orders placed. More skilled labor was being engaged to overtake the increasing demand for cars, and it was anticipated that in the near future there would be 2000 men employed in body-building and assembling at Geelong alone. This was the highest figure ever employed by the company in Australia and the highest for a manufacturer assembling one make of car.

Extensions at Geelong

To satisfy expected orders in the future, continued Mr. French, it would be necessary to have facilities for an output of 2000 bodies per month. This figure would be reached when the extensions at Geelong and the assembly premises in Sydney had been completed. At Geelong it was intended to provide 47,000 square feet additional space. Extensions included improvement to existing plant, tooling department, and further office accommodation.

The new works section would be used for body building, an important feature of which was additional plant for the construction of the new closed bodies which were of welded one-piece all-steel construction. Parts manufactured in Geelong would be assembled at the Sydney plant for New South Wales trade. Hundreds of men would be engaged in the carrying out of the £250,000 building programme and allied industries would also benefit by the expenditure of this money. When the premises had been completed permanent positions would be created for a large number of skilled workmen.

*The 'Geelong Advertiser',
28th June 1935*

The first view of the Model "C" in Australia, in Brisbane's 'The Courier Mail' dated 27 November 1934.

