

Issue 161 July - August 2006



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Editorial

The main event over the past couple of months has been the Tour of Holland. The first of two parts is written-up in this issue. It was a fabulous trip and I hope that this comes through in the report. Not only was the weather superb, but the Dutch members, led by Rob and Ans Bolland, drew up a programme that could not have been bettered. It was varied in the different aspects of the country, fascinating to those who don't know the well-kept secrets of Holland and hugely informative. On top of that, add some good hotels and you have the perfect holiday! Well done y'all. To cap it all, Bruce Allan, our Treasurer, tells me that his uncanny financial knack resulted in the overall cost being only £20 out from what he collected from the participants – in the Club's favour! Gordon Brown, eat your heart out!

One of the benefits of insuring your classic cars through Footman James is that the Club receives a donation for every member who does so. I am pleased to report that for the year 2005/2006, we received a cheque for £168, with a message from FJ, "Please extend our gratitude to all members of the Ford Y&C Model Register for their continued support." I am aware that some of you have found brokers who offer cheaper premiums without the breakdown recovery option – you being already covered through the AA on your 'modern', for example. I have suggested to Footman James that they consider providing a no breakdown cover option. They are thinking about it!

I'm sure you will agree that the photographs in the last issue were particularly clear. The printing end of the system would seem to be continually upping the quality, for which I'm sure we are grateful. I only had my wrists slapped three times for the last issue. I apologise for missing the caption slippage on page 18 (Mike Poxon's restoration) during proof read; for inadvertently adding a 'u' in the address of our Membership Officer and for, yet again, making the mistake of referring to Herbert Wingate's Fordor 'Y' as Stuart Spencer's car under 'New Members'. The last time Stuart rejoined, I showed the same photograph of a Model 'Y' alongside a V8 Model 40 at Abingdon in 1987, thinking it was Stuart's. On that occasion, Herbert 'phoned me and gave me stick! I never learn!

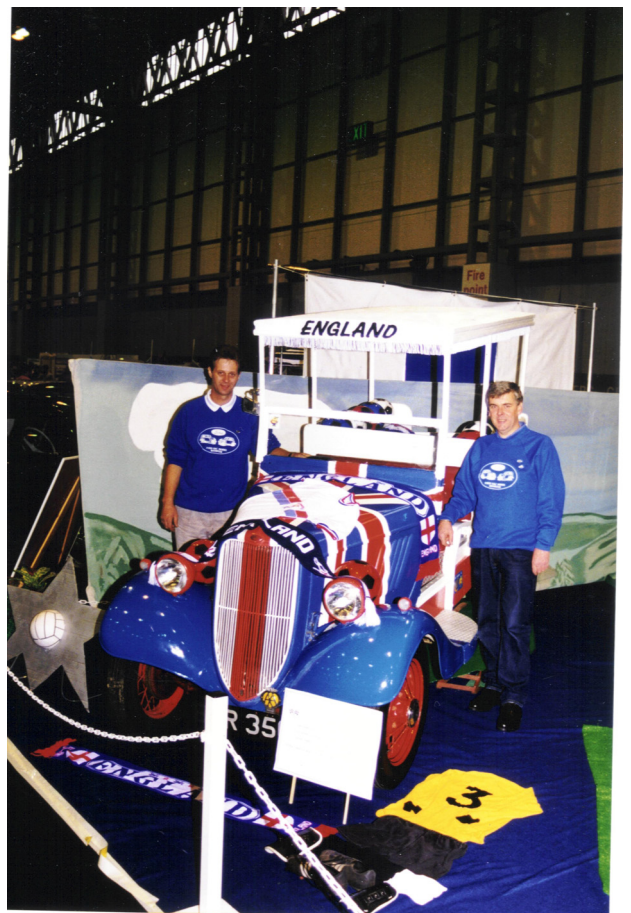
I am delighted to report that Heather Trumper, the editor of the New Zealand South Island 8&10 hp club newsletter, has produced a healthy 6lb 7oz son, Ethen Benjamin. Needless to say that she and husband Steve, the President of the Club, are over the moon at becoming parents. We wish her and tiddler Trumper health and happiness and a restful maternity leave. You may rest assured that your editor will not be taking maternity leave, although that might be the way to pressure one of you into volunteering to take the job over. I'll work on that!

Dave Ball kindly sent in a couple of photographs of Model 'Y's, one of which was from the frontispiece of the Shire Publications booklet "Motor Cars of the 1930s" by Ian Dussek. The caption under the photograph of DOA 244 (Ford's own Model 'Y') stated the Model 'Y' as being "the first truly Dagenham-designed model.....The engine was a 939cc side-valve unit ...". I'm sure that 99% of our members can correct both those statements. As I know only too well, authors should always authenticate their text. I am also grateful to Dave Ball for sending in some Model 'Y' and 'C' blueprints – see Local Correspondence, as well as further photographs of his taxis, as found and under restoration, for the archives.

Please note the change of contact for The All Ford Rally this year, due to Bob Tredwell's temporary health problem. However, I do have a few entry forms if any of you need one. Closing date for entries is 31st August.

Regrettably, the Enfield Pageant had to be cancelled at the halfway point this year. I was gaily driving my Model 'Y' Kerry up the M3 en route to Enfield on the Sunday morning, when I felt a tingle in my trouser pocket!

It was my mobile phone ringing away, the sound being drowned by the al fresco noise of the motorway and passing traffic. I couldn't hear who was on the other end of the phone, but just made out "Enfield cancelled Ground waterlogged." At least I had given the car a good 60 miles run by the time I returned home, which was a good warmer in the bank for the Holland Tour. From the feedback received from the Enfield regulars, that may have been the last Pageant on that site as Enfield Council have raised the ground rent to an exorbitant level. Also, it has grown so much that the entrance and exit to and from the site causes traffic chaos. The case for staying there was not helped by a punch-up on the Saturday night. It will be interesting to see what the Enfield and District Veteran Vehicle Trust (EDVVT) decides to do next year. There is talk of it moving to Epping, which means that Jack Clarke can just fall out of bed onto the site!



Brian Monger and friend, Rod Middleton, on the Y&C Register stand at the NEC in 1997 with the Spain 1982 World Cup special.

Some times I wonder why I bother. I have just been telephoned by a well-known, very active member (no names) who said he had just had his Model 'Y' MoT'd and he was asked by the tester for the weight of the car in kilograms. "Did I know?" After a couple of expletives I referred him to the index of the last issue of the magazine, which quite clearly reads, 'The new MoT test and vehicle weights.' I'm sure most of you use the bi-monthly issue of 'Transverse Torque' to line the bottom of your cat's dirt box!

I was contacted by the well-known motoring correspondent, Jon Pressnell, who has obviously had a good crawl over Jim Miles' Eifel saloon. He has written an article on the Eifel for the 'Classic & Sports Car' magazine and was after some photographs from the archives. If you look out for articles on our cars, keep your eyes skinned for this particular one. I do not know how soon it is to be published.

With World Cup fever abound, I thought I might remind you of our very own World Cup Model 'Y', owned by member Brian Monger. This was driven down to Barcelona for the 1982 World Cup, which was hosted by Spain. And speaking of Spain and Barcelona, I noted that in Issue 42 of 'Transverse Torque', which was published exactly 20 years ago, we welcomed a new member by the name of Luis Cascante. Congratulations Luis, we have enjoyed your 20 years with us. Please keep the Spanish material and news flowing in to the magazine.

Some feedback from Neil Bray, who lays claim to the unidentified Model 'Y' chassis in the last issue. He has yet to let me know the chassis number.

Finally, you are reminded that, if you have not paid your annual subscription, this will be your last magazine. Now you wouldn't want that, would you?

Sam Roberts, Editor.

Deadline for copy for issue 162 is Friday 1st September 2006

Chairman's chatter.

Since the last issue the "The Raid on Holland" has been and gone. I travelled in Bob Wilkinson's recently restored 'CX' Tourer, which was a dream to drive. When I say recently restored, I mean over the last three years.

My first official duty as Chairman was to award the Maurice Billing trophy, which is for services to the Register. The surprised recipient, Wendy Grace, could not believe it. She was awarded this trophy by Mike Samuels at the AGM, but could not be there to receive it. She was chosen for the award for her promotion of the Register whilst on holiday in Eastern Europe and also for representing the Register at the NEC, where she won 'The Classic & Sports Car' special award. The shocked Wendy thought I was taking the Mickey, but after some confusion over whether it was her, the car or her husband that had won the award, I finally presented the award on behalf of Mike. Wendy said a few words of thanks and promised to send me the video taken on Convoy 2000 and said it would be in the post on her return to England. I am still waiting!

The "Raid on Holland" was a phenomenal success. The organisation by Rob and Ans and their team of helpers was brilliant. There were too many highlights for me to mention; from the visit to the Ford museum to Geoff's music. I am sure Sam will have written in detail about the holiday. For me, the trip on the canal on Patrick's father's boat was such a relaxing and calming



I was given stick for printing the photograph of Peter in the last issue of the magazine, as it made him look like a fuddy-duddy. Here is one of him looking pretty 'cool' with one of the flash ties he displayed on the "Raid Holland" trip. Photograph courtesy Malcolm Hutchinson.

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Photograph on back cover

The extracts from the August 1936 edition of 'Ford Revista' sent in by Luis Cascante included this evocative photograph of the hybrid Barcelona-assembled Dagenham/Cologne Modelo 10 parked on a quayside. The period steamship and '30s attired model just add that something to the shot. Further extracts from the 'Ford Revista' article are included in this issue of 'Transverse Torque'.

experience.

The camaraderie, friendliness and collective spirit needed to be experienced to be believed. I was particularly pleased for the people attending a Register event for the first time, who to a person said they would be attending the main event next year.

Of course the customary 'Last Supper' took place on the final evening, where fun was poked at all-comers - particularly at Sam and no-one laughed at his jokes [I could have edited that out! - Sam].

It was my privilege and pleasure to award Rob and Ans the Geoff Murrell trophy, for their involvement in the "Raid on Holland". I only have praise and admiration for the whole Dutch team. Once again, thank you very much.

Here's now looking forward to next year. Don't forget we are trying to get 75 Model 'Y's and 'C's together at one venue for the 75th anniversary of the Model 'Y', so start dusting off your cars, change the engines, gearbox or whatever else you have to do, but get them there. Details to follow in later editions.

Peter Ketchell, Chairman.

SECRETARY'S RAMBLINGS.

I hope you are getting out and about in your old Ford and making the most of this summer weather. The weather was unusually kind to those of us who went on the Club tour to Holland. What an excellent event! The first part of a full report, with pictures, is in this issue so suffice here to give thanks again to **Ans & Rob Bolland, supported by our Dutch friends**, for planning such a wonderful tour.



Rob and Ans Bolland with their Copenhagen assembled Model 'Y'. We are indebted to them for organising a fabulous tour of Holland.

Driving in Holland was in the main extremely pleasurable since Dutch drivers seem to give time and patience for drivers of our Old Timers! Most of the roads we used were just right for our cars and, despite the flat countryside, the numerous waterways made for pleasant scenery. Only when we were obliged to use the motorway system around Rotterdam did we encounter faster moving traffic. A journey well worth making in excellent company..... why don't you join in one another year? That's what being in a club is all about.

A big thank you to those friends and members, including tour participants, who supported my efforts for charity on tour. I was able to raise the magnificent sum of **£500 for Cancer Research!** Thanks everyone.

Most car problems, with noted exceptions, seemed to centre on minor electrical issues – condensers and a cut-out. On my return though I did find a broken leaf in my front spring on the 'CX' tourer, which has since been replaced. A full service was due when I got back home having covered about 1,000 miles. Full service what? After only 1,000 miles. How times have changed.... But how rewarding to see grease emerge from around all the points needing attention and clean oil on the dipstick. Modern owners don't know what they are missing!..... Oh yes they do! I can now hopefully enjoy the fruits of my 3 years labour restoring my 'CX' tourer having got all the gremlins out of the way on the tour.

My piece in the last mag on modifications to our cars brought no response or complaint so I will go ahead and fit a 12 volt battery, CD

player, air con, and the V8 engine saved from an unfinished project.

Discussions at meets with other owners of 1930s' and 1940s' cars show that we are well placed regarding services to members and spares in particular. Many enthusiasts do have difficulty in locating genuine spares, often having to make do with used items or having to modify existing parts – or get one-offs made at some expense. Austin 7's, Morris 8's are well served, but owners of other well known vehicles must fear breakdown due to mechanical failure. How many clubs can match the range of spares you see listed in our magazine – and they are all new parts? This is thankfully due to the efforts of your officers over the years and I am proud to boast their achievements.

DVLA ITEMS.

Registering cars in UK. It would appear that the traditional 3 letter prefix numbers are now in short supply for those of us still to apply for an age-related Registration Mark. My advice is to apply sooner rather than later to hopefully avoid a 3 digit prefix. Contact me on how to apply.

FBHVC Technical Tip.

In the latest FBHVC Newsletter comes a useful technical tip:- When fitting tyres, do not use duct tape to cover spoke fittings as it will dry out and the hardened shards will split the inner tube. Use the correct rubber rim tape (available from Tony Etheridge – see Useful Contacts).

Annual Subscriptions: Elsewhere in this issue Membership Officer, Godfrey Dingley-Jones, reminds you that your subs are now overdue. This is a very busy period for Godfrey, so please remember to renew promptly and to include all details to make his task easier. As Club officers, we are all unpaid volunteers and members too don't forget.

Is this our last magazine? As you know, for some time we have been waiting for someone to volunteer to take over as Editor - on a gradual basis if necessary - to free Sam's time to attend to matters relating to the extensive vehicle archives and to perhaps produce a book on the Model 'C'/'CX'. As yet we have not had a volunteer, probably in the belief that "someone else" will do it. **TIME IS RUNNING OUT.** One day soon I may have to write to all members indicating that all other Club services are running but we do not have a magazine! With the type of modern

technology we have in our homes, I am surprised that we are still searching. **PLEASE GIVE THIS SOME THOUGHT** and give me a call if you have an interest in this role. It may not be as daunting as you think.

Meanwhile get out and about this summer in your old Ford. I hope to see you at some of our events.

Bob Wilkinson. Secretary.

BOB'S JOKE CORNER.

One of our members in a former colony across the Atlantic sent in this one.

An older lady gets pulled over for speeding...
Older Woman: "Is there a problem, Officer?"
Officer: "You were speeding".
Older Woman: "Oh, I see."
Officer: "Can I see your license please?"
Older Woman: "I'd give it to you but I don't have one."
Officer: "Don't have one?"
Older Woman: "Lost it, 4 years ago for drunk driving."
Officer: "I see...Can I see your vehicle registration papers please."

Older Woman: "I can't do that." Officer:"Why not?"
Older Woman: "I stole this car."
Officer: "Stole it?"
Older Woman: "Yes, and I killed and hacked up the owner."
Officer: "You what?"
Older Woman: "His body parts are in plastic bags in the trunk if you want to see."

The Officer looks at the woman and slowly backs away to his car and calls for back up. Within minutes 5 police cars circle the car. A senior officer approaches the car, gun in hand. Officer2: "Ma'am, could you step out of your vehicle please!" The woman steps out of her vehicle.

Older woman: "Is there a problem?"
Officer 2: "One of my officers told me that you have stolen this car and murdered the owner."
Older Woman: "Murdered the owner?"
Officer 2: "Yes, would you open the trunk of your car, please."
The woman opens the trunk, revealing nothing but an empty trunk.
Officer 2: "Is this your car, ma'am?"
Older Woman: "Yes, here are the registration papers."
The officer is quite stunned.

Officer 2: "One of my officers claims that you do not have a driving license."

The woman digs into her handbag and pulls out a driver's license and hands it to the officer.

Continued on page 6

Events 2006

8/9 July	Ardingly Show. Club stand. Haywards Heath, West Sussex	John Keenan 01424 424323
8/9 July	Birdingbury Festival, Sothall, Warks. with the Midlands Vehicle Preservation Society	Geoff Dee 01926 334780
23 July	Blue Oval Super Rally Gaydon Heritage Motor Centre, near Warwick.	Geoff Dee 01926 334780
13 August	Wisbech Road Run, Cambridgeshire	Roger and Jo Hanslip 01945 430325
20 August	Powerscourt Picnic Run Irish Veteran & Vintage Car Club	John Fitzgerald e-mail:- john.fitzgerald@electrolux.be
16/17 Sept	North Norfolk Railway 1940s weekend.	Brian Mace 01603 425558
24 Sept	All Ford Rally, Abingdon Club stand.	Entry forms from David McKenzie 01235 847489
1 October	The Restoration Show Stoneleigh, Warwickshire.	Geoff Dee 01926 334780
27-29 Oct	Classic Motor Show NEC Birmingham. Club stand	Geoff Salminen 0121 427 2189
5 November	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
11/12 Nov	Restoration Show, Shepton Mallet, Somerset	Ivor Bryant 01454 411028

Events 2007

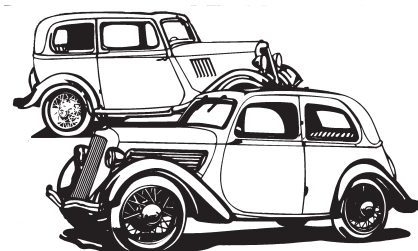
17/18 Feb	Bristol Classic Car Show Shepton Mallet. Club stand.	Ivor Bryant 01454 411028
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25 February Y&C committee meeting
Willoughby
Bob Wilkinson
01832 734463

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

Blue Oval Super Rally – Sunday 23 July

This July, the Heritage Motor Centre at Gaydon (just off M40 south of Warwick) will be bringing together Ford clubs to celebrate the marque at the centre of British motoring history. 12 vehicle passes are available to each Club, which allow entry to the rally but not camping (available o/night Saturday at £10 per pitch). Always a good show with the Heritage Museum as an added attraction. Participating cars to be in position by 1030 a.m. on the Sunday. Contact Geoff Dee for Club stand vehicle pass: Tel: 01926 334780.



Continued from page 5

The officer examines the license. He looks quite puzzled.

Officer 2: "Thank you ma'am, one of my officers told me you didn't have a license, that you stole this car, and that you murdered and hacked up the owner."

Older Woman: "I bet the liar told you I was speeding, too."

Moral: Don't mess with older ladies!

Please send in your favourite story .
Bob Wilkinson.

SUBSCRIPTIONS WERE DUE ON 1 June 2006 – HAVE YOU PAID YET?

Hopefully more Members will have paid their subscriptions by the time they receive this issue of 'Transverse Torque', I do hope so. Prompt payment saves the Club money! By not having to print and send out reminders, there is, of course, a substantial saving in postal charges. If you have not yet paid your subscription I shall be pleased if you will do so as a matter of some urgency to enable your Membership to continue. If you do not pay, this will be your last issue of 'Transverse Torque'. Please send your payment to me as soon as possible (cheques made payable to Ford Y & C Model Register Ltd). My address details are on the inside the front cover of the magazine.

**Godfrey Dingley-Jones
Membership Officer.**

The Holland trip – ‘Raid Holland’.

Part I

Were we ever lucky with the weather! The previous two weeks had been inclement and wet, but our week in Holland started dry and improved as the days passed, until we were basking all day in wall-to-wall sun. I know it is an English trait to talk about the weather but, when you are faced with the prospect of a nine days' driving in an open-topped car, it does play a major role in your holiday plans and enjoyment!

Whereas the majority of those travelling from England chose to pass through the ports of Harwich to The Hook of Holland or Hull to the Europort in Rotterdam by boat or catamaran, I and my navigator Malcolm decided to drive from Hampshire to Folkstone, stay overnight with friends in New Romney, catch an early train through the Channel Tunnel on the Saturday morning, 11th June, and drive up through France and Belgium to the first scheduled hotel at Voorschoten, just north of The Hague in Holland.

All went well until we decided to become adventurous at St. Niklaas, south-west of Antwerp in Belgium. It was only midday, so we thought we would strike due north, cross the Dutch border near Hulst and catch the ferry shown on my map, which crossed the Westerschelde. From there we would make our way up to Rotterdam, exploring the massive dams en route. We fell at the first hurdle as my 1998 map failed to point out that the ferry had since been discontinued and replaced by a toll tunnel 50 miles to the west!

I might point out at this point that my 1934 Model 'Y' Kerry was fitted with a Becker satellite navigation kit, which worked off Malcolm's 12-volt lawn-mower battery at his feet. He is a bit of a technocrat!



Our hosts, the Dutch contingent. This photograph was taken at the Last Supper on the final evening. From the left:- Wim and Cok, Rob and Ans, Kitty and Cees, Janny and Renier.

Regrettably, he had yet to get to grips with the intricacies of the programming of this gizmo, so we took a few circuitous routes to eventually reach the hotel. But, give her her due, Nelly, as we called her, finally said, "In two hundred yards, turn left." and then, thirty yards later, "You have now reached your destination." And, sure enough, we stopped outside the grand entrance to the Hotel Gouden Leeuw (Golden Lion) in Voorschoten.

It was a fabulous hotel. We parked up alongside the familiar group of Model 'Y's, 'C's and a Model A and were welcomed in the foyer by Rob and Ans Bolland and the rest of the Dutch contingent, who beamed a friendly welcome and good cheer, which did not leave their faces throughout the week. They were brilliant. The tour they organised for us proved to be varied, informative and hugely fascinating. The goody-bag they provided in the foyer contained superb maps and leaflets of the places we were to visit, a Tour of Holland embroidered cap and an intricately carved Tour of Holland bumper plaque. They had thought of everything. They should be named at this point: Rob and Ans Bolland (Members and chief organisers), Wim and Cok Hofstede

(Members), Janny Oosterveer (Member) and her partner, Renier Dubach, and Cees and Kitty Overgaauw (Model A owners). Also very much involved in the preparatory stage, as well as weekend partakers in the tour, were Martin Bolland (Rob and Ans's son) and the ebullient Patrick van der Meer. Our thanks also to John Argent, who was the Club co-ordinator on this side of the Channel during the build-up to the trip. In all, we had three nights in the Gouden Leeuw hotel at an amazingly low tariff for dinner, bed and breakfast, arranged by Ans with the hotel management.

We tucked in to a superb dinner that evening; I can still taste the beautifully tender one-and-a-half inches thick fillet steak, not to mention the excellent Dutch beer in the bar afterwards – it had been a long day! There was one outstanding item from the A.G.M. to be attended to and this first dinner was provided the best opportunity to deal with it. The Maurice Billing Trophy, awarded at the Chairman's discretion to the person he considers has contributed significantly to the well-being of the Club during the previous year, could not be presented at the A.G.M. as the recipient chosen by Mike Samuel, the then Chairman, was not present. But now, Peter Ketchell, on behalf of Mike Samuel, had great pleasure in presenting the trophy to Wendy Grace, who was suitably gob-smacked!

The only break-down suffered on the first day was on Neil Bray's Model 'Y'. It had to be Neil, didn't it? Because he had been having trouble with his electrics prior to the trip, he had fitted electronic ignition, which didn't seem to agree with the car. However, it was fixed in the car park before dinner. Neil, who has raced cars



Wendy says her bit after receiving the Maurice Billing Trophy from Peter Ketchell, Chairman, while a replete looking Bob Wilkinson looks on. Photograph courtesy Malcolm Hutchinson.

competitively and successfully for many years, was amusingly humiliated by an over-zealous Dutch policeman, who stopped him at the end of a convoy of our cars and told him that he was driving too slowly!! Will he ever live that down?



Refreshments being provided at the main museum/gun emplacement bunker. Photograph courtesy Kitty Overgaauw.

We woke on the Sunday morning, carried out our first parade maintenance on the cars and headed off to visit Hitler and Rommel's Atlantic Wall, on and under the dunes on the coast by The Hook of Holland. We were met by a group of excitable, desperately keen young volunteers, who had unearthed the bunkers and gun emplacements and had created the Atlantic Wall Museum. They walked us a quarter of a mile to an observation bunker, which consisted of a rabbit warren of reinforced concrete corridors and rooms and then returned to look round the museum proper, located

in a massive gun emplacement bunker. It was a fascinating insight into the ridiculous WWI trench warfare mentality of Adolf Hitler, who had this thin line of defence built along the coast from Norway to Spain at vast expense in money, materials and manpower.

From here, most travelled the few miles in batches behind each of the Dutch cars to the canal at Kwintseul, where we took to a couple of boats owned by members of Patrick's family.

A pleasant trip through Westland ensued. From the boats we looked twenty feet or so down the side of the canal banks to the fields, houses and glasshouses along the way. The canal was also below sea level, so we quickly understood the constant threat presented by the sea.

As a matter of interest, for the first part of the week, in the west of Holland, Nelly was telling us we were constantly up to 200 feet below sea level. We stopped in the middle of nowhere and clambered over wire fences, down the bank to the front of a large glasshouse. Here we were shown probably the most fascinating sight of the tour. The glasshouse was owned by

Patrick's cousin, who had opened up specially for our visit (it was Sunday), and he grew tomatoes. Boring you might think; we've all seen tomatoes growing in greenhouses. Not so; in the glasshouse were rows and rows of tomato plants one yard apart in grow-bags. They grow from January through to November and each plant grows to a length of 11 metres! It has a string tied to the uppermost part of

the growth. The tomatoes redden when they are about three metres from the top of the plant, at which point they are at waist level and are picked. The string is then moved to allow the barren stem of the plant to lay along the side of the grow-bags. Bumble bees fly freely in the glasshouse pollinating the plants. We then were given a demonstration of the packing machines. Each plant produces about 40 vines each of approximately 20 tomatoes. The vines are packed about ten to a box and shipped out in pallets to market. It was a most interesting visit, finished off with a feast of raw herrings dunked in chopped onions. It was then back into the boats and a putter round the rest of the canal circuit to the start point.

We had a buffet supper that evening in the hotel, at which Jim Miles was able to present Martin and Patrick with a wooden Deux Chevaux (2CV) steering wheel, they being 2CV fanatics. Jim had found it in an autojumble back home and had brought it over specifically for the boys. Before supper, I had looked over the balcony of our room to see yet more activity round Neil Bray's cars. This time it was his Model 'C', driven by his friend Michael Leete and the dynamo was off and being stripped by Neil, Geoff Dee and Graham Miles. Various odd bits appeared from around the car park and eventually a complete and working dynamo was fitted.

Day 3 was a bank holiday Monday in Holland, which did not affect our visit plans until we came to return to the hotel later in the day amongst all the other holiday-



The 11 metre long tomato plants. See how the barren stems are lowered alongside the grow-bags as the ripe tomatoes are picked.



Disembarking from the boats on the canal at the glass house. Note how high the canal is above the surrounding countryside.



A view of one end of the Neeltje Jans storm barrier across part of the delta of the Rhine, Maas and Scheldt rivers. From left:- Glynis and Tim Brandon, Dennis and Jean Warner and Malcolm."

aspect of the project, and then walked to the barrier itself, where we were able to go inside the structure, above the flood gates, and sense the raw power of the river water rushing out to sea.

Rob had told me of a Model 'Y' which was in a museum in a town not too far off our route back to the hotel. This enabled us to leave the traffic-jammed main road back to Rotterdam and The Hague and, with Jim Miles and Kathy following in Jim's Eifel, we detoured to Oostvoorne, where Mr. Cees De Rijke has built up a huge collection of classic cars over 40 years. They are exhibited in the Oldtimer Museum De Rijke on the "De Pinnepot" industrial estate. The curator, Mr. De Rijke's daughter, Weili, was only too pleased to show us to the Ford Hall where the 1936 Tudor Model 'Y' sat. It was not listed on our register of known survivors, so I was able to read the Briggs body number and, through subsequent e-mails, establish its full identity.

Neil Bray could not go a day without trouble on one of his cars. This time, the Model 'C' had to be pushed by John Keenan off the ferry en route to the Delta Project with a badly scrunched

makers. After waving farewell to Patrick and Martin in the car park, we had a long run out to the most amazing Delta Project. The delta is formed by the combined estuaries of the rivers Rhine, Maas and Sheldt, each of which is massive, pouring millions of gallons of water into the North Sea, through Holland each minute. The massive storm of

1953, which flooded Canvey Island in England and resulted in the building of the Thames flood barrier, devastated Holland, bursting the dykes and flooding the low lying areas. 1835 lives and 35,000 animals were lost. As a result, the government embarked on the most fantastic project to build storm barriers right across the delta. We visited one such barrier, the Neeltje Jans in Burgh Haamstede. It is massive and puts the Thames Barrier in the shade. We walked round a not very well laid out exhibition of how the surge barrier was built and realised the enormity of every

distributor cap. The rotor arm had battered the brass contacts in the cap due to the plastic peg on the inside of the rotor arm sheering off! I've never heard of that one before. Fortunately a new rotor arm and distributor cap cured the problem, although this was given as the reason for the coil packing up a couple of days later.

After an early supper, we piled into a gaily painted old Greek-Cypriot Bedford bus, the driver of which tried to drown out the transmission noises with Greek music as we went to see over a massive private collection of mainly commercial classic vehicles housed in a huge shed. It was owned by Mr. van Vliet, a friend of Wim, whose own 1920's fire engine was also there. It was a very varied collection of vehicles. I think we all asked ourselves, "Why?" Why would anyone want to cram upwards of a hundred commercial vehicles and a few old American cars in a shed? What do you do with them all? However, we were all very grateful for the owner's hospitality, which stretched to glasses of wine and soft drinks. I was fascinated by a large poster on the wall celebrating 75 years of Ford in Holland, which showed a picture of an Eifel identical to Jim Miles', but referred to it as a "Ford 'Vier' 1935 -1939". 'Vier' is German, and maybe Dutch, for 'Four', but can anyone shed light on the reason for this title rather than Eifel? Wim has promised me a copy of the poster for the archives - prompt Wim!

Continued on page 10



The RHD, April 1936 Tudor Model 'Y' (Y133806) in the De Rijke Museum at Oostvoore with Weili, Mr. De Rijke's daughter and the museum curator.

Local correspondence.

8 HP badges

In issue 159, under International Correspondence, was illustrated an unusual red 8HP radiator badge, which had surfaced on a June 1937 long rad Fordor Model 'Y' purchased by Richard Flashman in South Australia. This was declared a mystery, as neither Bill Ballard nor I had seen one before and you, the readership, were asked whether you could tell us its origin.

Nobody came forward with a suggestion of its origin, but Phil Wookey, in deepest Somerset, sent me a photograph of an identical badge, which is currently on his early 1935 long rad and which he purloined from "a wrecked short rad in Great Dunmow in the late 60s or early 70s."

So the plot thickens. It would appear that the badge was not an Australian one-off, but was available in England as well. I remain to be convinced that it was a Ford badge manufactured before the war. Did it belong to a later De Luxe Anglia model perhaps?

The red 8 HP badge on Phil Wookey's 1935 long rad, but found by him on a wrecked short rad some forty years ago.



Model 'Y' on film

An excited Roger Hanslip, through the medium of Jo, his technological wife, e-mailed to me that he had been watching a film called "This is my Father", in which a Model 'Y' plays a prominent role. Would I like a copy of the film? Well, do ducks fly?! The exceedingly technological Jo, ran off a DVD copy and sent it to me.

Continued from page 9



Janny and Wim supervise the loading of the Greek-Cypriot bus for the trip to the private commercial vehicle collection.

Regrettably, we had a more permanent breakdown that day. Jim Sharpe's big ends started to rumble big time so, whilst we were packing ourselves into the Greek-Cypriot bus, the car was driven very carefully to the Bolland residence in Wateringen, which is only a few miles from the hotel. There it was to remain for the remainder of the tour, whilst Jim and Joan shared themselves amongst the spare seats in the other cars. The car was driven to the ferry on the last day and very gingerly home to Essex from Harwich.

Sam Roberts.

To be continued in the next issue.

roof (chrome water outlets on roof) and had green upholstery and coach line.



The car parked outside the church in the film "This is my Father."

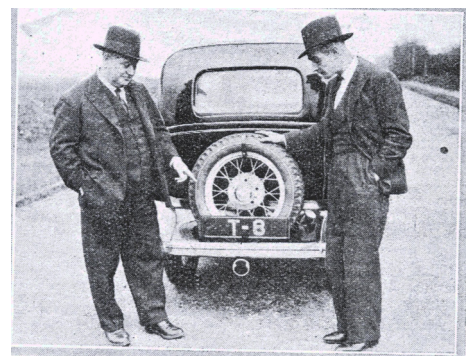


Fiona (Moya Farrelly) at the wheel, with her screen-mother, after church.

Thanks to Roger and Jo, the DVD is now in the archives.

Vanity plate

It is interesting to see that personalised number plates were around in 1934. Harry Edwards, the Historian of The Morris Register, sent me a copy of a page from the 27th July 1934 edition of 'The Autocar' depicting a proud Harry Tate with his very early long rad Model 'Y' displaying the registration T-8. Harry Edwards has done a little research on that number and,



Harry Tate and his 8 h.p. Ford, which bears the registration number of T-8, the nearest he could get to his name.' The caption to the photograph in The Autocar.

through Noel Woodall's book 'Car Numbers', has discovered that it now belongs to a Mrs Penelope Proudlock of Fleet in Hampshire.

Engine rebuild

Dave Bond strolled north of the border from his home in Brandon, Co. Durham and happened upon a vintage bus museum in Dunfermline, Fife. In the museum he came across the Tudor Model 'Y' of Doug Dickson, which would appear to be undergoing an engine rebuild. Dave reports that time did not allow him to find out who the owner is, or any details of the car. However, our register of known surviving cars immediately came up with member, Doug Dickson, from Dunfermline, as the owner. As Dave adds, "The engine has been rebuilt and looks to be nearly ready to go back in the car." Perhaps Doug can give us the story of the rebuild.



Doug Dickson's green and black Tudor in the Dunfermline vintage bus museum undergoing an engine overhaul – as spotted by Dave Bond recently.

Old 'EW' wins

Alistair Currie e-mailed from the West Country: - "Just thought I'd drop you a line. Entered EW for the Seaton Tramway vintage vehicle weekend, and WON best in show! All that polishing last week must have paid off. I hope Jeff Cole would be proud."

Alistair is the owner of the orient blue and black 1935 Tudor Model 'Y', EW 8625, (Y92009), which was owned by the late Jeff Cole, the long time Technical Advisor to the Register. The last time I saw EW,

she was in need of attention to the paintwork. Your elbow-grease must have done the trick! Well done.

Blueprints for the archives

Whilst working for the Ford Motor Company at Dunton, Dave Ball had access to some of the archive material that was stored there and could request copies.

At the AGM, he showed me copies of three Model 'Y' blueprints, which he has since reproduced to add to the archives. There is nothing spectacular here, but from small acorns big oak trees grow! The blueprints in question were for the front axle, the front wheel spindle the front number plate bracket and, interestingly, the front bumpers for the Model 'Y' (19E – 17758 – B2 Bar & plug Assy) and the Model 'C' (20E – 17758 - B2 Bar & plug Assy). The 'plug Assy' I think refers to the end cap assembly.

What is interesting is the overall length of the 19E bar (Model 'Y') is given as 52.25 inches, whereas the 20E (Models 'C' / 'CX') overall measurement appears to be 55.25 inches. The distances between the centres of the bolt holes are 29.5 inches for 19E (Model 'Y') and 32.5 inches for the Model 'C'. Would someone care to measure their Model 'C' / 'CX' to confirm this please.

These blueprints have been added to those already held (also courtesy of Dave Ball some years ago I seem to recall). When the world stops spinning for a moment, I shall add them all to the library list on the website. Thanks again Dave.

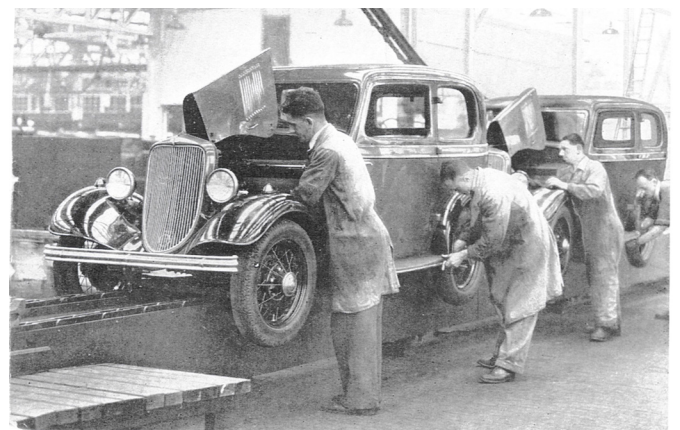
The Pre-production Model 'Y'

Tony Etheridge, our tyre supplier (01923 231699), kindly sent in a couple of items for the archives. The first was the rear cover of a 1985 Beaulieu Museum guide in full colour, which depicts the well-known first advertisement for the Model 'Y' with the lady golfers about to go off for a two-ball in EV 5689. The second was a copy of a page from the June 1939 issue of The Ford Times, which was published well after the cessation of Model 'Y' production. It was looking back to 1932 and showed a photograph of "the first Ford "Eight" to come off the assembly line." – see photograph.

What the unsuspecting reader (nor, I expect, Tony) failed to realise is that both these cars were one and the same, namely the pre-production model which was manufactured in Dearborn and shipped over to Dagenham in March 1932. This car is easily recognised by the eleven louvres on the bonnet sides (compared with the ten louvres of the production short rad) and the Model A door handles. As well as acting as a demonstration and trials model for the Dagenham management,

it was also used for pre-production publicity shots, which is what both these photographs are.

The completion of the first Ford "Eight" to come off the assembly line.' So says the caption to this photograph in the June 1939 issue of 'The Ford Times'. In fact it is a photograph of 'Bill' Baker in a posed photograph with the Dearborn-built pre-production model at the end of the Dagenham production line. 'Bill' was the uncle of Brian Baker, the ex- Archivist of the Ford Sidevalve Owners' Club."



NEWS OF NEW MEMBERS

Prepared by **Godfrey Dingley-Jones**
22 June 2006.

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register the following 6 new full members including one member who has rejoined.

Ms. Geet Chana	O-C105	Nairobi, Kenya
Mike Dingley-Jones	D0603	Llanddarog, Carmarthen
Harley Gausen	O-G102	Orkanger, Norway
Clive W. Harrison	H1403	Dyserth, Denbighshire
Glynn Robertson	R1403	Kirkby, Liverpool
Peter Tunmer	T1007	Chelmsford, Essex

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

Geet Chana from Nairobi has joined the Club. She has a 1936 'CX' Tourer, which she is hoping to get back on the road very soon following the installation of a new engine and other parts. The Body number is 462/1071. Welcome to the Club, Geet, and we hope all goes well with the 'CX' Tourer.

Mike Dingley-Jones from Llanddarog has joined the Club and has bought a 1937 Model 'Y' Tudor, which was first registered on 7 May 1937. The registration number is ACJ 86, the chassis and engine number is Y185622 with a Briggs body number 167/15878. ACJ 86 was formerly owned by Steve McCabe and has only completed some 27,000 miles since new. Until now it has never had an MOT Certificate, the car having been on long term display at a car museum and garage in Yorkshire. Mike is no stranger to Model 'Y's having owned a number of these cars over the years. He also owns a Model A Ford. Welcome to the Club Mike and we hope all goes well with the car in the future.

Harley Gausen from Norway has re-joined the Club. He has a 1932 Model 'Y', Y5556, which is currently under restoration. We hope the restoration goes well Harley and thanks for re-joining the Club.

Clive W Harrison from Dyserth has joined the Club. Clive has a 1936 Model Y Tudor, Y185326 with a Briggs body number 165/66759. The car is Black with green upholstery with the registration number EP 6926. Clive is carrying out a complete restoration of the vehicle. We would like to welcome Clive to the Club and wish him good luck with the restoration. We hope the car is back on the road soon.



Glynn Robertson from Kirkby is the proud owner of a 1935 Model 'Y' Tudor with a Chassis number of Y100013 and a Briggs body number of 167/9734. Glynn purchased the car, with no paperwork or registration number, from

a well known on-line auction site. The car is virtually complete but very rusty and Glynn is looking forward to the challenge of restoring the car to its former glory. Welcome to the Club, Glynn, and we hope the restoration goes according to plan. Please keep us advised of progress.



*Glynn's challenge.
We wish him success.*

Peter Tunmer from Chelmsford bought RV 4857 from another Club Member. The car is a 1934 Model Y Fordor, first registered on 5 April 1934. It has the Chassis number Y86430 and the Briggs body number of 166/2607. The body is red over black with red trim and the engine has a single water inlet. The car is on the road. Thank you for joining the Club, Peter, and we hope you enjoy owning the Model Y.

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

Godfrey Dingley-Jones
Membership Officer

For sale

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

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

November 1936 Model 'Y', 2-door for sale. I have owned car for the last 20 years. It is not registered as I have been restoring it. Lots of work done to chassis and running gear, rear wheel arches replaced, floor repaired, engine runs, all parts available and some spares. Divorce forces sale. £800 o.n.o.

Bob Parker. Tel: 07974 805603
(Maidstone, Kent)

Barn find in Sussex :- Model 'Y' 1937, 2 Door, Black, Red Leather, Chassis No. Y189304, Briggs Body No 165/68978. On a SORN with original buff log book, dry stored, stripped down with all parts available and some spare parts. It will probably need a body off restoration as there appears to be extensive rust in the chassis. Not possible to assess the condition of the wings as they were stored away in the loft. Front and rear bumpers restored and rechromed still wrapped up. So any brave soul prepared to take on a major restoration contact the owner with an offer :-
Mr. John Weedon. Tel: 01424 830343.
Mobile: 0781 052 4270 (Bexhill on Sea, East Sussex) - see picture next page..



The barn find near Bexhill in East Sussex awaiting an offer."

Model 'CX', Tudor, September 1936, C51913. MoT. In excellent unrestored condition, other than it having been re-trimmed and had new carpets, headlining and wiring loom fitted. All tyres and battery are new and it drives very well. There is some slight crazing to the gunmetal grey paintwork on both doors and the engine compartment needs some tidying. Present owner has owned it since 1986 and is only the second owner.

Offers in the region of £4000.

Robert Donovan. Tel: 01622 744924 (Maidstone, Kent)

The Popular Ford Instruction Book in clean condition. It is the booklet re-printed by the Y&C Register in 1997. Price £6.00 including postage

Roy Kendall. Tel: 01827 714584

Wanted

Front number plate bracket and a starting handle for a long rad Model 'Y'.

Alistair Currie. Tel: 01392 255836 (Exeter)

Trittons' Tudor travels

- by Paul Tritton.

In my last article, I told of my experiences in France in my own 'Y', a car then nearing the end of its first life, when the restoration movement was much less developed than it is today, other than on grander vehicles.

This piece tells of my late father's exploits with his Model 'Y' some 25 years earlier and which he ran for some 18 months. He didn't keep a diary of those times, but I have reproduced some photographs from an early album that he was keeping, which give an idea of 1934 when the car was relatively new.

My parents were married in April of that year and were given the vineyard green Tudor as a wedding present. It came through the London dealers, University Motors, and cost about £120. My father had it fitted with a sprung steering wheel and an air-cushion seat for my mother and they set off to drive across France for their honeymoon in Majorca. The ferry went from Barcelona, where they had to retreat

to their hotel because of machine gun fire in the streets; it was the start of the Spanish Civil War.

My father always said that he maintained about 50 mph on this trip, which I would put at the upper end of the cruising range but, with new valves and things, it was possible.

Later, September/ October 1935 saw them crossing France once again. This time to stay at the Carlton in Cannes. My father was the Public Relations Officer for the Savoy Hotel Company at this time and had access to the very best places. He said that the car was given the same washing and leathering care in the hotel garage as the other more exotic machinery. They drove to Cannes via the old 'Route Napoleon', through Sisteron, Digne and Grasse, and returned by the St. Gotthard Pass through Switzerland and Brussels.

The car must have been sold after this trip, towards the end of 1935, as they were posted to New York, where they arrived in time for Christmas. I still have the 'carte gastronomique' by Peugeot that he used, but, no town names are listed, so I am unable to work out the exact route.

Paul Tritton's father on his honeymoon in 1934, outside the palace at Versailles, en route to Barcelona and Majorca. Note the chrome water outlets for the sliding roof on his vineyard green Tudor.



The Tritton 'Y' atop the St. Gotthard pass in 1935. It is probably a four lane highway now! It is interesting to note that the car is registered MG 3099. My reference shows that the registration numbers MG 1 - 8000 were allocated to the MG Car Company. How did a Model 'Y' Ford obtain one?"



MODEL 'Y' & MODEL 'C'/'CX' PUBLICATIONS

(Reprinted by kind permission of the Ford Motor Company Ltd.)

Service Bulletins:

The nearest we have to workshop manuals. Reprints of the technical and service manuals sent regularly to Ford agents.

Part I: Model 'Y' Bulletin:-
Vol. 1 No. 1 to Vol. 3 No. 7
(Sept. 1932 - Aug. 1934)

Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-
Vol. 3 No. 8 to Vol. 7 No. 6
(Sept. 1934 - Dec. 1938)

Model 'Y' owners need Parts I & II; Model 'C'/'CX' owners Part II.
Service Bulletins are available at **£8.50 each** plus £1.50 postage
in UK, £2.00 Europe & £5.00 rest of the world.

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Books:

Model "Y" 8 H.P. Covers 'Short-Rad' models 1932/33

The "Popular" Covers 'Long-Rad' models 1933/37

Illustrated Parts List:

The "Popular" Covers all Model 'Y's (1932 - 37)

Model 'C' & 'CX'

Instruction Book: The "De Luxe" (June 1935 Edition)

Each of the above is available to members at £10.00 (UK);
£11.00 (Europe) and £12.00 (Elsewhere): price includes postage.

Please write order clearly & send with payment details as below:-

*Cheque (£GB only) made payable to 'Ford Y&C Model Register Ltd.' or,

*Credit/Debit card type (Visa/ Mastercharge/Delta etc.)

Card number Amount £.....

Name on card Valid from

Expiry date Issue No: (Delta/Switch cards only)

* delete as appropriate.

Date of purchase Signature

**Send to: Bob Wilkinson, Rose House, 9 Brambleside, Thrapston,
Northants, NN14 4PY, UK. Telephone or e-mail orders can be
taken 01832 734463 or <bob@bwilkinson49.fsnet.co.uk>**

Members' Cars

Jenny and Derek Bone

Jenny and Derek have recently emigrated to New South Wales in Oz. They shipped out Jenny's lovely short rad orient blue Tudor Model 'Y' (Y36169), the youngest short rad on the register, and Derek's Marmon. As Jenny says:-

"I must admit it can be very stressful shipping a car overseas, especially to the other side of the world and we had never done anything like it before. Getting the import permits from Australia was fairly easy, but export papers from the UK took ages. Then, when we loaded them up in the container and watched the lorry drive away, we did wonder whether we would ever see them again.

We arrived in Sydney on 29th Dec 2004 but the container wasn't expected for another six weeks, so we spent most of that time trying to find a house. Then we were told that the container was delayed for another three weeks because it was moved to another boat in Singapore. This was a bit of a worry, but at least it gave us time to find a handling agent to deal with the import. Our freight forwarders advised us that they no longer had an agent in Sydney, so we had to literally sit down and select one from white pages and take a chance. We were very lucky with the agent we chose; they handled quite a few older cars and couldn't wait for them to arrive. I don't know whether you know, but when the container is lifted from the boat onto the dock, the clock starts ticking with regard to charges. The container could not be removed from the dock until customs instructed it to be transferred to a quarantine depot and they were running late, so it sat there for several days. Because the container also contained our furniture, it had to be fumigated and then sit for another two days before it was allowed to be opened. Once customs had given the OK for the cars, they then had to be steam-cleaned (bear in mind every little thing they do has a charge). We were lucky because, as the cars were for our personal use, we didn't have to pay import duty, but we still had to cough up the GST (VAT). When we finally went to pay the bill it was itemised over two A4 pages and was quite expensive.

Our agent was based on the North Shore of Sydney and the container was right

across the city near Botany Bay and the International Airport and we had a really stressful Friday afternoon getting the cars to daughter, Rebecca's, house. We left North Shore about 2 p.m. As soon as we had paid the bill, we instructed the car transporter of the location and agreed to meet the lorry there. It was a hell of a journey, Friday afternoon, crossing Sydney on unfamiliar roads with the aid of the A-Z road map. We arrived at the quarantine depot just before the lorry but, when the lorry arrived, we realised it could only carry one car and tow the other. Not put off, we got the cars loaded with the help of a terrific lorry driver called Eddie and headed back across Harbour Bridge to West Pymble. It was 4 p.m. and we had no idea of the route, so stuck like glue to the lorry, regardless of any red lights we came across. The traffic was awful and, for a lot of the journey, we were in traffic jams and people on the pavements were amazed at the cars. The Marmon was on the lorry and the Model 'Y' was towed. At one place we waited ages for the lights to change and there were some chaps drinking at a street café. They were all laughing and pointing to my lovely blue Ford, so I wound my window down and told them not to make fun of it. They were great and wanted to know if I was going to turn her into a hot-rod. You can guess what I said! Daughter, Rebecca, and Steve both left work and caught an early train so they could be home when we arrived but, when we finally approached their house, about 100 yards away there was a terrific hailstorm, you know, the ones the size of large marbles. Luckily there are some very large trees outside their house, so the lorry driver parked underneath them to protect the cars. It would have been devastating to think they had travelled all that way and then got dented by oversized hailstones. As you know, Ford's do have their moments when they refuse to start and normally it's at the worst possible time but, on this occasion, 'Blue', as she is called, started first go. The very first turn of the key since leaving England and she fired up. To be honest, I think she wanted to get in the garage as soon as possible. It was brilliant though; loads of people were on their way home from work in the rain and they all either stopped in their cars to watch or slowed down and waved to us. As you can imagine we were all very relieved when the cars were all tucked up for the night."

I asked Jenny about the Marmon, having not knowingly seen one. She explained:-

"As to the Marmon, I am surprised you haven't come across one on your travels. Derek's is a Marmon Roosevelt, (all models are named after American generals and presidents) built in Indianapolis 1930, by the Marmon brothers with a rolling chassis. Marmon built a straight 8 five litre engine, 3-speed gear box identical to Ford, rod brakes identical to Ford, body built by Hayes of Indianapolis. Marmons originally built engines solely for racing cars and, as at to date, still hold the record of starting 28th on the grid and coming in as winner. They went out of production in 1933 after making the first V16 engine.

Derek's has wooden gun-carriage wheels (the tyre and rim are separate from the wheel) it's a 6-volt system, 17ft 6in long, very heavy, bench seat in the front (not adjustable) very spacious in the back plus a trunk. Two-tone, dark and light grey, very large headlights and the Marmon symbol, which is a lightning strike in chrome across the radiator grille and on the bumper. The radiator cap also has a bird in flight (possibly a wild goose or other long necked bird) on top. The tyres are white-walled. The spare tyres/rims are mounted each side on front wings, with wing mirrors clamped to the tyre. It was brought into England in 1989 by an owner living in London. A couple of years later, a friend of ours bought it and only used it once in 9 years (for his son's wedding). He was quite elderly and couldn't negotiate the front seat and steering wheel. When we used it in England, we went to several events where you had to dress the era of the car, so we dressed up as Bonnie and Clyde and won champagne and other trophies. Mind you, we didn't have the machine gun.

When we used to show both cars, I would have to drive ahead of the Marmon in my Ford and, as you know, with such a small engine, I would have to forward plan any hills to maintain a good speed. If I went over

40, I was reprimanded by Derek because he would have to use too much petrol to keep up with me. He was always bragging that the Marmon could push my Ford up the hills.

The Marmon does 12 - 15 miles per gallon on a good run and also could go everywhere in top gear.

Since arriving in Australia we have re-upholstered the seats but, in England, the only modification we made was to the clutch. There was no chance of getting or making a new Marmon pressure plate, so my brother put a brake disk inside the recess of the flywheel and bolted a Sierra 2000 pressure plate (which fitted like a glove). New linings had to be riveted on the original clutch plate as it was only 8-tooth and the more modern cars are 10. He had to make a new thrust bearing carrier as the original one, made of aluminium, broke up. He knew this idea would work because he had previously done the same modification to the classic Ferraris used in America.

The Marmon that Bill Ballard came across in Australia was slightly different, as it had wire wheels and different foot plates (ours has Roosevelt printed on them), and the side lights were lower but, apart from that, it looked the same. We only ever came across one other Marmon in the UK, at the Enfield Pageant, but it was more modern shaped, more like the Ford Pilot and believed to have a V8 engine.

We brought one other car with us (in kit form and crated); the BSA three wheeler, which is a project for the future (and has been since before we were married).

I hope this has been of interest. It's always good to see and hear of other vehicles and the problems they have. I have yet to see a Ford 'Y' over here, even though we've been to several museums and car shows - but will keep looking (we need to go back to Victoria).

Regards to all at the Club.
Jenny and Derek

Jenny Bone's short rad Model 'Y' (Y36169), as they bought it in 1996, in one of Bob Wilkinson's old farm sheds in Pollington, Yorkshire."



Jenny's short rad, 'Blue', earlier this year in Sydney, Australia. Note Derek's huge Marmon lurking in the garage.

As we have been discussing cloth upholstery in the magazine, we have a picture of the cloth which Jenny and Derek used to replace their old Bedford cord upholstery. Jenny says, "I know it is not absolutely identical to the original fabric, but after hunting through hundreds of samples we were really pleased to get this close." For information the supplier was C&H Fabrics of 8 High Street, Winchester, Hampshire, SO23 9JX Tel: 01962 843355. C&H also have branches in Brighton, Chichester, Tonbridge Wells, Eastbourne, Canterbury and Maidstone. This particular fabric was MF 5044 from the Monkwell Cheltenham Collection.



The close modern equivalent to Jenny and Derek Bone's short rad Bedford cord upholstery.

20 years ago.....

Issue 42 of 'Transverse Torque' (July/ August 1986) was a particularly newsy one with reports on the Enfield Pageant, the club weekend at Stanford Hall and Jim Miles and Tim Brandon's trip to Belgium. I remember the Enfield Rally that year well as I had just overhauled a rusty old engine that someone had told me was laying at the back of a shed on one of the Andover Industrial Estates and this was its first run out in my Model 'Y', CNN 125. Those were the days when Paula came along too.

The Stanford Hall weekend was a great success with 26 cars present, which for those days was a good number. Winners who are still members of the Register included Ken Clarke, who won the best Popular Ford category and Peter Ketchell, who won the gymkhana. I came second in the gymkhana behind Peter. They were good fun.

Ian Wright, from Geordieland, owned CXC 850 at that time (now owned by member, Tom Clark in Stockton on Tees) and sent in the following:-

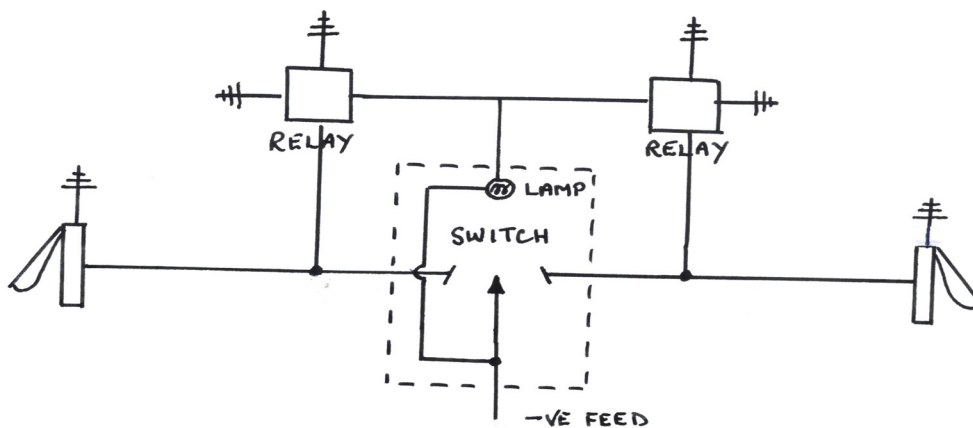
"CXC 850 still running remarkably well on the 10 hp engine I dumped in without looking at it at all. It seems to have settled in quite nicely even though it is a little smokey. Have fitted new wheel bearings all round, the rears acquired from a local collector, the fronts from a bearing supplier 'off the shelf'. I have also, like Bob Wilkinson, done some work on the steering box, which I considered to be the most significant improvement yet. I managed to get hold of a steering nut from a chap called Tony Butterfield, who was most obliging. I removed the column in a different manner to Bob, by removing the steering wheel, withdrawing the horn lead (best to disconnect the battery first, otherwise the horn sounds for what seems to be an eternity if lead earths itself inside down tube). Remove drop arm, loosen three securing bolts, the blind bolt behind the shocker needs to be loosened last. By doing this the shocker need not be removed. Remove blanking plates on bulkhead then the column support bracket under the dash. At this point the assembly should be loose and I found that if the driver's seat was moved backwards out of the way, it could be removed upwards through the off-side of the engine compartment. Having replaced the nut, I nailed everything back together, only to find that I had lost the four inches of free play on the steering. With the combination of new wheel bearings and steering nut, it is a lot smoother and I can now keep it in a straight line, luxury!! So, as far as running improvements go, everything is OK. I still need some proper headlamps though.

I have suggestion for the trafficator wiring if a switch with central warning light is

used. I fitted this type of switch (ex-Austin A30) myself a couple of years ago, using two 12 volt relays with the retention springs suitably weakened to operate on 6 volts. When trafficator is switched, the appropriate relay operates, earthing the bulb which has a permanent live feed. I know this is totally unoriginal, but it works and is extremely practical, especially if you're like me and continually leave the nearside trafficator on."

The Ian Wright way to ensure reliable trafficators."

assembly. After roughing the bores up, in went the pistons with a liberal coating of oil and a smear of STP on the big ends. While my chief engineer was underneath grappling with the sump, I was fitting the head. On went the bits, in went the oil and water and it was ready to start. This actually took quite a bit of cranking, but eventually away it went and sounded not too bad. I have run it now for over a week, including a Carnival Procession in Whitley Bay, and it seems to be getting quieter and smoother. I'm sure time will tell how good it is, but at least I can drive it without a gas mask now!



A further letter from Ian continued:- "Having a week off work, I decided to have an eyeball inside the 10 hp engine I'm using temporarily, so off came the sump and the head and out came the pistons Oh dear, what a mess. Three broken top rings in a million pieces, one bugged piston and enough carbon to do a brass rubbing of Nelson's column. Due to commitments, financial and otherwise, I decided on new rings and a decoke, to leave the valves as they looked OK and after filling a little hole in one of the big ends with Araldite (sounds dubious, but seems to have worked OK), they seem quite serviceable. The engine must have been 'done' at some time as the pistons were +30 thou. How's this for a stroke of luck? Last year I dug a 10 hp engine out of the ground after recognising the sump nut sticking up. It was horrible but I salvaged the camshaft and con rods and, guess what, pistons at +30 thou of which one was re-usable. This was duly cleaned up and a set of cord rings fitted to all four pistons. Having scraped all the carbon off the pistons (prior to fitting rings, of course) and head, and removing the gunge from the sump, a new cork gasket was made and we were ready for re-

I picked up a couple of original Ford 8 head sets the other day, so the parts for my 8 hp engine are coming together slowly. Someday it might get fixed."

I mentioned the 20th anniversary of Luis Cascante joining the Y&C Register in my Editorial. Others who are also celebrating 20 years of membership this year are Phil Denson in Burnley, John Cross in Buxton and Howard Parker in Maidstone. I see that John Cross is still recorded as having three Model 'Y's. What are you doing with them John?

I note the annual plea in 1986 which still rings true today:- "I was disappointed to have to send out over 80 reminders for the annual subscription. The cash flow situation is not easy for a small club like ours and paying subscriptions promptly is vital."

Sam Roberts

Piccadilly Jim

Having reported in the last issue of 'Transverse Torque' the Daily Mail announcement that the film 'Piccadilly Jim' had been scrapped as someone in the studio had spilled their coffee over the master tape, David Gustard e-mailed to say that he had bought a DVD of the film!

David passed on the good news to Jim Sharpe, Jack Clarke and Chris Jarvis, who were the other Model 'Y' drivers in the filming and I set about trying to buy a copy of the DVD. There was no sign of it on the DVD shops' computers in Andover. However, the self-styled "Driver Nobby 'ENO' Clarke RASC" (whom I had promoted to Lance Jack in the last issue, but he has refused to accept the rank) reported that his son, Gary, had found the DVD on sale at Stanstead Airport. Jack had watched the film on the said DVD and reported, "The film is not very good. I could not make head nor tail of the story line. There are only a few shots of our Model 'Y's, but still it's better than nothing and the lads and myself had fun at the time of the filming." He kindly donated the DVD to the archives, which gave me that chance to view it.

I must admit, I can see the reason why it was never released as a film. Do you remember those 'penny dreadful' books we used to read as kids. Well, Piccadilly Jim falls into the film equivalent category. The P. G. Wodehouse story is loosely similar to the Bertie Wooster/ Three Men in a Boat stories, but not as well acted in this film. It is based in the 1930s and tells the story of a couple of rich, social climbing, American families. Piccadilly Jim is the son of one family, who has earned his name as a playboy in the clubs of London, where the first third of the film is staged. The rest of the film is based in New York. The Model 'Y's appear in the London scenes, about eight glimpses of them in all. They are not too obvious as otherwise the casual viewer might think that apart from one Rolls Royce, all the other cars in London in the 1930s were Model 'Y's! The only shot in which a number plate is clear is one of Jim Sharpe's DKE 912. Sorry guys, none of you appears in the film.

Well, we have a copy of the film in the archive. Suffice it to say, Jack, that Piccadilly Jim gets his girl in the end. Many thanks for the donation.

Sam Roberts

Russell Reeve's reminiscences.

In issue 159, we recounted the brief story of Russell Reeve and his Model 'Y', as it appeared in October's Ford News. I wrote to Russell, to ask him for more anecdotes as he seemed to travel very long distances, commuting 400 miles from Cromer in Norfolk to Truro in Cornwall.

He replied:- "I became a Model 'Y' owner by default. I had an immaculate post-war 500 AJS motorcycle, which I reluctantly sold to provide my first car (and at the same time a belated engagement ring!). I was living in Cromer, Norfolk and in 1949 obtained an appointment with Cornwall County Council and concluded that the regular 400 mile trips with the AJS might be pushing things a bit. My father previously owned a new 1933 Ford 8 (blue with yellow wire wheels), which cost slightly in excess of £100, but was latterly running an early Prefect. I enjoyed the use of these vehicles for "social occasions" – hence the engagement! I understood the mechanics of these cars well.

In the early post-war days with less traffic on the road, I found if I contained my speed to 45/50 mph, I could cover 40 miles in the hour. The Cornwall journey included central London (prior to the M25 and motorways). My route was simply A11 Newmarket down to the London Embankment via the East End (120 miles), up to Leicester Square and turn left for 280 miles on the A30 – Epsom, Basingstoke, Yeovil, Crewkerne, Oakhampton, Launceston, Bodmin, Truro, then on to my digs in a farmhouse at Trispen.

Both Bodmin and Launceston Moors could present a hazard at night with stray cattle on the roads and it became expedient to enhance the range of the original Ford headlights. Messrs Lucas were at the time offering a matching set of fog and long range lights to the well-heeled, but I settled for just the long range light. This nevertheless necessitated a minor adjustment to the dynamo's third brush to compensate for the extra loading.

At that time, with funding tight, it was not unknown to run tyres until the canvas emerged through the rubber compound. Consequently, punctures could be a problem. On one journey, I had 2 punctures simultaneously near Okehampton. With no money in my pocket, I remained deeply indebted to the enthusiast who offered me facilities to repair a tube in his workshop at no cost. Subsequently, I salvaged tyres from the Prefect, which were of a larger section and slightly raised the overall gear ratios and enhanced the use of the rather low ratio second gear. (At a later date I would race and rally 100Es actually on Zephyr rear tyres).

My car was an early 'Y' model and the fuel gauge was limited to a 'U' glass tube on the dash which only on rare occasions gave any evidence of life. However, this did not present a problem to an ex-motorcyclist (*presumably resorting to the wooden dipstick in the tank method – Ed.*). I considered adding a vacuum tank (Prefect style) to assist my single blade vacuum windscreen wiper, but this seemed an unnecessary complication. It was good to lift the foot on occasions and this endowed an inert blade with a momentary burst of activity. I eventually established that reliable wiper action was directly related to engine compression and good valve seats. I was to become very familiar with split valve guides and grinding in valves, etc.

A successful modification was to use heavy duty shock absorber fluid in the original Ford units. This resulted in a harder but more predictable handling, provided the centre U bolts on the transverse springs were kept at the prescribed tightness.

I managed to fracture a pin in the internal prop shaft adjacent to the rear axle and this occasioned a long weekend to rivet a new prop pin. (Not well received at home). But generally the vehicle was very reliable. This may be related to use of the grease gun and regular oil changes, now a thing of the past.

My car had very sporting lines in the flared front wings and when the Ford Motor Company supplied me with a new exhaust system, the pipe discharged in FRONT of the rear wheels! Such sporting pretensions demanded competitive driving.

The only real difficulty I had with the car was with the rod brakes. These regularly required Sunday morning attentions on the farm in Cornwall. Perhaps I never really got to terms with Ford's brake compensatory system. The hand brake, in particular, was ineffective on steep gradients around Looe and Polperro. I recall exits from the ferry providing a challenge. I thought I had found a solution by being last on one side of the river, thereby establishing a short sprint along the deck before tackling the impossible looking gradient on the other side. However, on one occasion, the rear wheel spun on the slime deposited on the slipway at low tide and I had a disconcerting view of the chain driven ferry departing across the river in my rear view mirror.

After a long day in the office, located on the high ground overlooking Truro cathedral, it became a ritual to lead down the gradient into the town centre. However, on occasions, my best efforts were thwarted by colleague, Frank Pascoe, who had a Morris 8 with hydraulic brakes on all 4 wheels! I found the villages of Cornwall picturesque with their very narrow streets. On one occasion, as the road got progressively narrower, I found myself running over doorsteps on both sides of the street. Eventually I found a post in the middle of the road with a sign saying 'No cycling'!

I felt the solution to my brake problem might be the fitting of harder brake linings, which would require initial usage to bring them up to working temperature (no problem). They also required increased pedal pressure. On one occasion, in competition with a Duncan Healey, I snapped both front brake rods – without actually hitting anything. I endeavoured to weld the rods but they defied my best efforts and I drove home to Norfolk overnight with the rods tied up with stockings, previously considered merely as a substitute for broken fan belts!

I eventually left Cornwall C.C. to work for the Isle of Ely (Fenland) C.C. Completely different scenery where, on Saturday night, motorists seemed to drive into the ditches. I formed the Fenland Motor Club and served as Chairman and used the car in that Club's events to good effect. I developed a good relationship with the Ford main dealer who supported my efforts. In the flat open Fenland countryside a sense of anticipation

compensated for a deficiency of the brakes. I did well on road events without overdriving the car. Tuning was limited to good engine performance, overall lightweight and stiffened suspension. I found I could dispose with the single fan blade behind the large upright radiator and could enhance performance by careful adjustment of the advance and retard springs in the distributor. Despite a somewhat spirited use of my car, component parts gave longer life than many of my contemporaries achieved in a more sedentary lifestyle.



Russell's short rad negotiating the narrow roads of Cornwall in the early 1950s. This particular shot with Connie, his wife, at the wheel was taken as they left the Holywell Bay Hotel, near Newquay. Note the large 'long-range' light

My Ford history continued and I drove innumerable 110E and 105E, the Ford Mexico, no less than 5 Capris, including a 3100cc competition version, and GT Cortina and Mondeos. My relationship continues

with the Ford Motor Company and I was supplied with special engines from Boreham, Essex. I also drove Formula Fords with Jimmy Russell, the Jaguar XK120 at Snetterton and Coopers, with the Cooper Car Company, at Brands Hatch. We attended the last Goodwood Race Meeting and now enjoy the annual Goodwood Revival Meeting.

My present car is the Ford Focus with variable cam timing – plus hydraulic brakes!

Average speed/average fuel consumption computers with both heater and a disc player – My God we don't know we are born!"

International correspondence

Western Australia

Giulio Tagliaferri. Although I have never met him, I feel I know Giulio well, having read so much about him and his activities with the Classic English Ford Club of Western Australia. Until recently, he was their President and Parts Officer – their equivalent to Graham Miles. I had read that he had gone into hospital in 'Enfomation', the club magazine, but it wasn't until I received the e-mail version of the Victoria Club's April issue of their magazine, that the full extent of Giulio's plight became clear. Yvonne Pratt described how she and husband Keith flew out to Perth as soon as they heard how bad he was. Apparently, he had gone into hospital for a heart bypass and had had a pace-maker fitted. However, he became sicker and sicker; the doctors blaming the pace-maker. A move to another hospital and some tests by another doctor revealed that he had contracted Golden Staph (staphylococcus aureus), a sort of MRSA post-operative infection. He was given 10 days to live!

As Yvonne states, "Giulio lives life to the fullest, is determined, stubborn and doesn't know the meaning of slow-down." His determination, aided by an intravenous drip of antibiotics, appears to be doing the trick, although, as I write, he is not out of the woods.

As we go to press, the latest news from Chris Newman of the Classic English Ford Club of Western Australia is that " he came out of hospital a few weeks ago but is still not good. The golden staph is still there and he's been back to hospital and seen the specialists a few times. He has now sold his large property and is trying to find a house, but that is a problem right now - the state is booming (flogging iron ore and gas to China) and with a net migration from the east for the highly paid work, it is putting pressure on the housing market and driving up prices (23% last year). Houses are listed and sold within the day or a week at the worst! He also needs to be in the proximity of Fremantle hospital, which is also a desirable area for the well heeled in which to live. Poor guy can't win!"

I'm sure that I speak for all Y&C members when I wish him a full recovery.

Holland source.

On the Tour of Holland, Fred van Leeuwen handed me copies of articles from early magazines, which are of interest. The first, from 'Special Interest Autos', December

1979 reproduces a statement from the American publication, 'Automotive Merchandising', September 1936, which reads:-

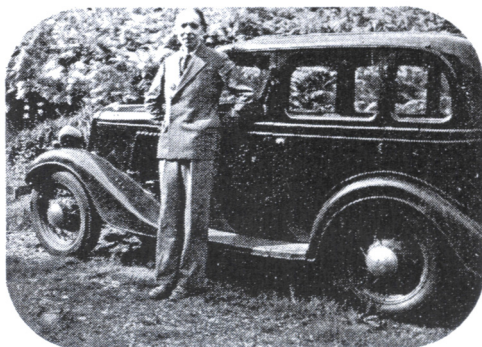
"**Less for More** seemed to be what English buyers got with their version of the 1936 Ford (Fordor 'CX' saloon – Ed.). Price was exactly double that of an American Ford V-8 four door DeLuxe sedan: \$1250. For double the money buyers got half the cylinders; four instead of eight, about half the weight; 1400 vs. 2776 lbs., less than one third of the V-8's engine displacement; 71.5 vs. 221, and to top it all off the licence tax came to \$37.50 compared to a U.S. average of \$14."

A second publication, 'Old Motor', November 1966, publishes a letter from a reader headed 'Rare Ford Y-Type' (it gives me the creeps every time I read or hear 'Y-Type'. – Ed). Reader says:-

"I am running a very rare version of the Y-series Ford with the spare wheel exposed on the back, beyond which is a luggage rack. Unfortunately my picture below doesn't show this feature. It was taken about seven years ago and she's worn quite a bit since then but with moly in the sump and gears she still "goes like a bird" – 35 to 40 miles on a gallon of "commercial" – 120 to a pint of oil – cruises nicely around 45, and the body gives one "a rattling good time". She was made in 1937."

I am amused that he thought the car very rare for those features, i.e. exposed spare

wheel and luggage rack. Looking at the photograph, he has a Fordor Model 'Y' with sunshine roof (Briggs body no. 166) which, admittedly, for 1937 was quite rare. However, the rarity in the car would seem to be the wheels (as Fred van Leeuwen pointed out to me). They would seem to be Model 'C' or 'CX' hubs and wheels. I'm not sufficiently expert in the Model 'C' to know what the change of wheels involves. Can anyone help?



The 'rare' 1937 Fordor with what appears to be Model 'C' wheels.

The third article is from an undated copy of the 'Classic & Sports Car' magazine and concerns the Tug belonging to ex-member Mark Maybee from Blagdon, near Bristol. The article reads:-

"One of the more distinctive vehicles offered by Ford of Dagenham during the '30s was the Model Y tug. It used the front end of a Model Y car body, cut off behind the front seats, mounted onto a simple cruciform chassis. A lightweight articulated trailer was then attached.

The Tug was built as a three-wheeler, hence no front wings, and proved popular with numerous railways. Bristol enthusiast Mark Maybee recently bought this example from a collector in Lympstone, Devon, who had stored it for 25 years after buying it at auction in '74.

The vehicle's first owner was the Bristol Aeroplane company at Filton, but little more is known of its history. If anyone has any more information, Mark can be contacted via C&SC."

The Tug, ex-BAC Filton, now owned by Mark Maybee. This photograph was taken when it was owned by member John White in Exmouth, who had it for 25 years. He would drive it round his orchard every now and then.

Spares report

In the last magazine it was reported that the Club's founder, Graham Miles, was relinquishing the job of Spares Secretary, just one of his many hats over the past 27 years.

Having worked with Graham for the last four years I understand how much effort goes into providing spares, new and used, for members of the Club. The stock we have is extensive to say the least, built up over years of collecting, hoarding, sorting and finding people who will make/recondition parts to replace the broken and worn out bits on our cars. Talking to Graham recently I now appreciate that this hoarding is a serious business, it can take over spare bedrooms, attics, garages, garden sheds and you may even resort to hiring storage units. It's even spread across the Channel to France I'm told.

The storage alone is a major task, we have two containers which are racked out to hold the larger and slower moving items. Most of the bits are used but will still provide restorable parts that may be difficult to find elsewhere. As you know we have moved most of the new and remanufactured parts to the six Parts Holders, it is their responsibility to get the parts out to members. It's these guys we have to thank for getting the bits to you quickly and efficiently.

Please don't think that Graham Miles is retiring, having been involved in all the changes that have improved parts supply, he is still a prime mover in keeping things going. His advice and experience is still appreciated and will be for a long time to come. You may not always see the soft side of his character, something about suffering fools gladly comes to mind, but what you get is an unsurpassed knowledge of our cars and help when it's needed.

Thanks Graham, without your hard work and guidance over the years, and yes hoarding, lots of our cars would not be on the road today.



Steering Boxes

We have, as you know, serviced steering boxes for the Model 'Y'. At the moment we are restricting the exchange scheme to the 'Y' and then only those with the splined sector shaft. If you are in any doubt please call me before placing an order.

Starters and Dynamos

We no longer supply starters or dynamos and therefore they have been removed from the Parts for Sale list. If you need help in sourcing these items please see 'Useful Contacts'.

**Jim Sharpe,
Spares Secretary.**

Ford Ibérica and the 1936 Model CX'

In 1936, Ford Ibérica, based in Barcelona, Spain, assembled a hybrid Model 'CX', made up of the standard chassis and transmission from Dagenham and body parts from both Dagenham and Cologne (Köln), Germany. It was part of Adolf Hitler's industrial plan to increase exports of German goods in order to earn sufficient credit to import raw materials for rearmament. To give the German Ford company external credit, in December 1935, Sir Percival Perry instructed Ford Ibérica to buy material at competitive prices for spot cash (in German marks) from Cologne. Thus, we see optional two-tone bodywork panels from Ambi-Budd in Berlin and Eifel-style 'Easiclean' wheels and seats from Cologne.



Apparently pure Dagenham, but see back cover

We are grateful to Luis Cascante for sending in an extract from the August 1936 issue of 'Revista Ford' (the Spanish version of 'The Ford Times'), entitled 'El Nuevo Modelo 10 1936'. As Luis explains:- "The first part of the article is a translation into Spanish of another article which appeared in the British magazine 'The Light Car'. The last three paragraphs – written by Ford Ibérica – explain the new features of 'Nuevo Modelo 10 1936':

"In order to obtain suitable ventilation, the windows are fitted with individual regulators. The ventilators can be opened with an extra turn of the handle, when the glass is in the upper position.

The artillery type metallic wheels enhance the Modelo 10 looks.



The new Model o 10 has been equipped with double electric windscreens wipers, two sun visors, roof nets for books and newspapers, two sets of ashtrays, trafficators with steering wheel switch, clock on the dashboard, high quality upholstery of 1936 design, bonnet and radiator grille of 1936 design and wider body for better accommodation of passengers."



The front of the Fordor 1936 Modelo 10. Note the Cologne-type hinged seats, with a slide adjustment for the passenger, the magazine net above the driver and the fact that the handbrake lever is on the nearside of the gear lever (as with RHD cars). The cloth upholstery would have been locally manufactured in Spain."

Just a nice picture!"

Congratulations

30 years at Mann Auto Car Sales



The Isle of Man Courier newspaper reports:- "Mann Auto Car Sales is based on the Snugborough Trading Estate in Douglas. In November last year, they celebrated their 30th anniversary, which is no mean feat in the highly competitive world of the motor trade. The key to their success lies in continuity. Since it was formed, Mann Auto Sales has been run by father and son team, Billy and Paul Beattie, together with John Fenlon and Irene Beattie, the very much appreciated book-keeper.

One day after arriving in Douglas from his native Northern Ireland, on 1 November 1975, Paul Beattie opened the doors for the first time of Mann Auto Services, as the business was then known, at Bridge Works on the South Quay in Douglas. Offering a fast fit exhaust service, the business soon grew, expanding to include the supplying and fitting of other vehicle parts and components, principally tyres, batteries and shock absorbers.

Later, another arm of the business was formed, Mann Auto Spares, then, with the acquisition of the rest of the Bridge Works building, Mann auto Car Sales was set up in 1982 for the sale of quality affordable used cars, overseen by John, while Paul looked after the fast fit side of the operation.

A reputation for quality after-sales service assured the growth of the business, which at one time counted some of the Island's leading companies – both in the private and public sector – among its customers. However, such was the success of the car sales side of the business, the decision was made to relinquish the fast fit operation and, in October 1997, Mann Auto Car Sales relocated to the Snugborough trading estate to deal solely in the sale of good quality competitively priced pre-owned vehicles, principally family hatch-backs, smaller saloons and MPVs.

Paul Beattie said: 'Concentrating on car sales alone was supposed to reduce our work loads a little, but the volume of business just grew and grew and we're all still extremely busy. Thirty years is a long time in the motor trade, so we must be doing something right. The key to reaching our 30th anniversary, I believe, is the fact that we're

always here, are reliable and provide excellent after-sales service, so as a consequence we've built up a loyal clientele.' "

In early 2005, Billy, Paul's father, bought the April 1937, green and black Tudor Model 'Y' from member Lester Bennett in Somerset. Billy has been a member of the Register for some time and, in fact, joined us for supper one evening on the tour of the Isle of Man in 2003. He said then that he was on the lookout for a good Model 'Y'. The car is now in superb condition, as befits a well-established Auto Car Sales firm! Our congratulations to Billy, Paul and Irene on their 30 years in the business.

Billy Beattie (centre) with Paul and John Fenton. Paul rests his weary self on the wing of Y183288, Billy's 1937 Tudor (complete with Y&C Register grille badge). Photograph courtesy the Isle of Man Courier.



Regional news.

Region 5 - East Sussex & Kent - John Keenan

Mary and I enjoyed our trip to Holland. We covered 800 miles with just a faulty indicator switch to repair. The hotels were excellent and it was a very interesting itinerary well done by our Dutch members.

Barn Find in Sussex :- Model Y 1937, 2 Door, Black, Red Leather, Reg. No CU 3789, Ch. No Y189304, Briggs Body No 165/68978. On a SORN with original buff log book, dry stored stripped down with all parts available and some spare parts. I think it will need a body off restoration as there appears to be extensive rust in the chassis. Not possible to assess the condition of the wings as they were stored away in the loft. Front and rear bumpers restored and rechromed still wrapped up. So any brave soul prepared to take on a major restoration contact the owner with an offer (see For Sale listing for photograph):-

Mr. John Weedon.
Actons Farm,
Buckholt Lane,
Sidley,
East Sussex.

Tel:- 01424 830343. Mobile No:- 0781 052 4270

Sidley is just outside of Bexhill on Sea East Sussex. If any member is interested I will be happy to help with the location etc.

Region 16 - Most of Yorkshire

Barry Diggle explains:-

Sorry I don't have any report as such for this edition, been absolutely run off my feet managing/organising GCSE, GCE, GNVQ, SATS (you name it!) exams and keeping my staff happy. However, please find attached a picture of CNN about to take the chief "witness, Pat Leverton, to the wedding ceremony on a very cold 11 March.

My old car, CNN, on wedding duty with Barry Diggle in March.



Spare condenser and battery isolator –

Bob Wilkinson dabbles in electrics.

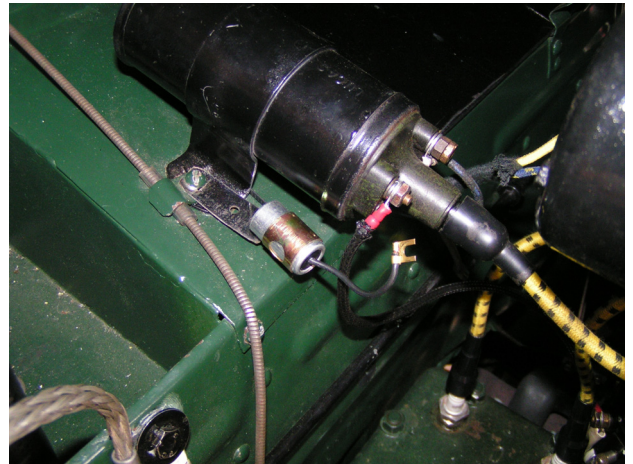
Condenser: Following my mention of condenser problems in last issue, I have had comments and suggestions from several members. I was particularly intrigued to find that John Keenan, fellow 'C' owner and Region 5 Contact, has been plagued with condenser failure, to the point where he now has two condensers fixed to the bulkhead, adjacent to the ignition coil, with connectors ready to attach to the CB contact on the coil in seconds! This saves time at the roadside, since replacing the original style condenser would take several minutes at least. You MUST disconnect the failed condenser but leave the lead from the distributor to the coil in place. The condenser lead can go to the CB side of coil and need not go to the distributor.

I have now adopted the same principle, using the replacement club condenser (see photo). Purists out there will be pleased to see that the fixing can be reversed without leaving any drill holes! When you have time, fit this replacement condenser in the base of the distributor with a slightly longer lead.

I have only one condenser at the ready, so John Keenan, with multiple condensers, still holds the record!

On a technical note, it was suggested that condenser failure could be attributed to a weakness in the ignition coil. I will be fitting a new one from Club spares before going to Holland.

Battery isolator: In issue 160 I mentioned my deviations from standard during the restoration of my 'CX' tourer. I forgot to mention fitting a battery isolator switch. When parking up after a run, I operate the switch for reasons of safety. Over recent years, several members have had minor scares or more serious fire damage to unattended cars, which could easily have been avoided. Our cars are not fitted with any fuses, so any shorting to earth from old or faulty wiring goes unprotected. A culprit in the system is the dynamo cut-out which, if



Bob's stand-by condenser already earthed and ready to be attached to the low tension side of the coil in the event of failure of the prime one.

remains closed after the engine is switched off, causes the dynamo to attempt to turn like an electric motor. When the fanbelt impedes turn, an electrical fire is possible. I try to remember to check if the ammeter has zeroed before leaving the car.

Apart from fires a battery isolator switch prevents idle hands fiddling with the car electrical equipment (at shows for instance) and leaking away our precious volts. A battery isolator is a tenner well spent.

MoT test (continued)

– Wheels, Axles and Suspension

Having inspected the steering, the examiner will now begin to cast his eyes on to the road wheels themselves and think about the hub bearings. He will place the vehicle over a pit or raise it on a hoist. He will then lift the front axle beam so that the wheel bearings become free, with the wheels off the road. At this point, the engineer will cast his eyes over any possible movement that may take place between the brake drum and the back brake, suggesting wear in the bearings or excessive movement. He will also watch that the stub axle, or the axle beam, does not move excessively either due to end-float or worn king pins. When the vehicle is jacked up, he will spin the road wheels and listen. A skilled engineer will tell by the sound that the bearings make, the condition of the bearings themselves. Of course, if they are pitted or badly worn, the presence of noise will be heard and this will tell him that the bearings are beyond their useful life. Having spun the wheel, he will then take the top and bottom of the wheel and move it slightly in a lateral position, watching with his head poked around the front to see if any movement is taking place here, and again looking to see if anything moves between the brake drum and the back brake or on the stub axle to the axle beam. If there is excessive movement, then he will fail the vehicle for either worn road wheel bearings or worn stub axle bushes. He may well, at this point, turn the vehicle to its extreme lock to check that the steering box has not been badly adjusted. Remember that the adjustment on the top plate of some of the steering boxes adjusts the vehicle in a straight ahead position, as most of the wear on a steering box takes place in the forward position, where the vehicle spends most of its time travelling. If you adjust the steering so that it is sound in the forward position, you may have found that you have over-adjusted it on the locks, thereby making it difficult for the steering column to be moved once the vehicle is turning left or right.

Having satisfied himself that the steering is in sound condition, the examiner will then begin to consider the suspension. He may once again, at this point, cast his eyes at the condition of the axle beam, the road spring, checking for cracked leaves, and the stub axles, to make sure that everything appears to be visually sound. He may well take a lever at this point and place it into the end of the shackle and lever against the spring to see if he can gain movement on the front shackles. He will also do a similar action when he looks at the rear shackles. If the shackle movement is excessive, he will fail the vehicle. Here again, he will inspect the chassis frame and the U bolts holding the spring in place, to make sure that the frame is not cracked and that the U bolts are in sound condition and, again, that the castellated nuts and split pins are in position. He will possibly try to check that the centre bolt holding the spring together is not broken and appears to be in correct alignment. He may now lower the vehicle to the ground, visually inspecting that there is not excessive end-float between the axle beam and stub axles. If there is, he can fail the vehicle, bearing in mind this excessive end-float can lower the braking efficiency of the braking system. With the wedge type brakes fitted to these vehicles, you simply have to lift the front of the vehicle on this end-float before the brakes themselves begin to function; therefore your pedal movement is lost.

The shock absorbers will be visually inspected at this point, to make sure that they are mounted correctly, that the linkages are sound, that the rubbers are not perished and that the shock absorbers are not leaking. It is very difficult, actually, from a static point of view, to see that the shock absorbers function. With the leaf spring design on our vehicles, by pressing the front of the vehicle down, virtually nothing will happen. He may well road test the vehicle to see how it handles.

Reverting to the shackles, the engineer will check that there is not excessive side-float on the shackle, where it meets the spring or perch bolt. If there is and if he considers this to be too much, he may well fail the vehicle, remembering at this point that it is the



shackles, basically, that hold the axle beam in a straight position, working in conjunction with the radius rod.

He will no doubt now turn his attention to the front radius rod to check that it is not bent or distorted in any manner. He will probably move the car back, to see that there is no excessive movement where it clamps underneath the brake cluster. I think it worth remembering at this point that the engineers who are looking at our vehicles today have never experienced anything quite like them, as the majority were made over 70 years ago, and by modern day standards are very crude in their design. The last vehicle that anybody manufactured of this nature was, I think, the Ford Popular, which finished its life in about 1960. And so, unless they are elderly, they probably have no experience at all of this type of suspension.

A similar inspection to that which I have just described will, of course, be carried out in the area of the back axle. Again, the engineer will inspect that the road springs are sound, the chassis is sound, the shackles are sound, excessive movement is not present with his lever and the frame appears to be crack-free. Excessive corrosion can, of course, lead to failure of the vehicle. He will probably check that all the rivets that hold the frame together are present and that they appear to be sound and movement free. Tell-tale rust marks will suggest to him that a rivet is probably moving in its hole.

Geoff Dee, Technical Adviser



1990's reflections

Alec Duncan, who is disposing of 20 years worth of automemorabilia, sent me a sheaf of newspaper and magazine cuttings relating to our cars. Here is an example, an extract from an article, in a 1990 unknown ladies magazine, titled 'How the Nineties measure up to the Thirties':-

"If you were suddenly transported back in time to the Thirties, you would find life has changed quite a bit. You wouldn't have anything like the choice of goods to buy but, on the other hand, your 1990's wage would go a long, long way.

spare. They were seamed and unpatterned, but you could buy them in a wide variety of colours – maybe green to match your car!

If, however, you were really down on your luck, you could have painted a seam on your bare legs with an eyebrow pencil! Today's one-size, plain or patterned tights cost upwards of £1.50.

At home in the Thirties you might have settled down to a sandwich for tea cut from an unsliced white loaf, costing around 9d (4p). And, during the war, the standard brown 'national loaf' kept everyone going. Today your average loaf, whatever shape, size or colour you choose, costs about 60p.

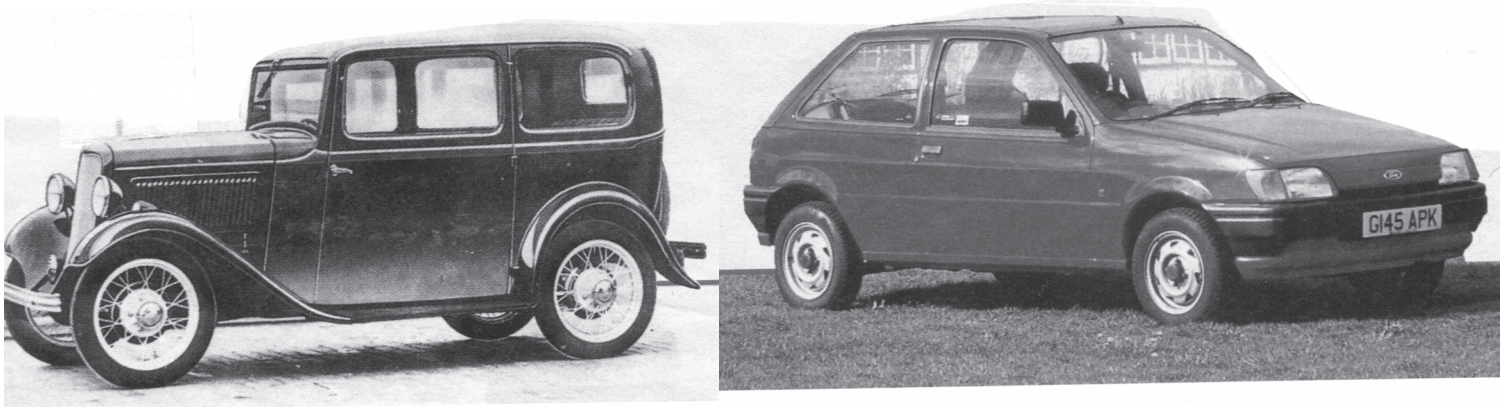
While you ate, you might have listened to the BBC on the wireless which had cost you about twice your monthly salary – such as a Decca radiogram for £17 6s 6d (£17.32). Now, you can buy yourself a portable tranny from as little as £20.

The BBC was the only British station you could listen to and five million households tuned in, having paid 10s (50p) for the licence. Nowadays you have a choice of over 100 national and regional stations run by both the BBC and the IBA and a wealth of TV programmes – not to mention video.

And what could you expect to earn back then? Well, in 1938 the average weekly wage for a manual worker was 67s 11d (£3.39). Now it's £237.20.

Life has certainly changed. But for the better? You can be the judge."

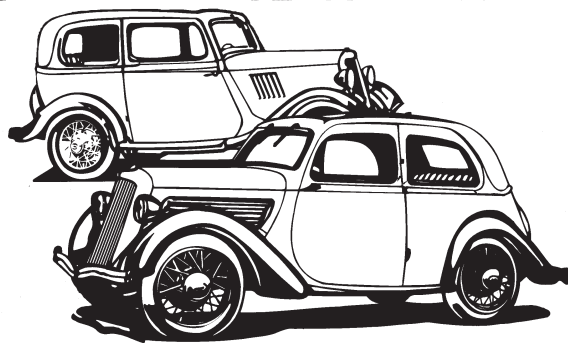
[The changes over the last 15 years, since this article was written, are just as staggering! - Ed]



In the mid-Thirties you could have bought a Ford 8 Popular for £100. The modern equivalent is the Ford Fiesta Popular costing £6180. Your Ford 8 would have come in the magnificent colour choice of black or green, and optional extras included a sliding roof or leather upholstery, but no heater or radio and only one windscreen wiper. A gallon of 60 – 80 octane (2 star) petrol for your Ford 8 would have set you back 1s 7d (7½p), compared to around £2.30 today.

As you slid out of the driving seat in the Thirties, you might have been wearing a pair of lisle cotton stockings – or silk, if, at 5s (25p), you had a little more cash to

The 1990 magazine article was erroneously illustrated with a 1932 Model 19 Prototype, instead of an £100 Ford 8 hp Popular, and a 'modern' Ford Fiesta Popular."



A.G. Potter (Framlingham) Ltd.

- Part 1.

Ford MAIN DEALERS **Fordson**

A.G. Potter (Framlingham) Ltd.

AGRICULTURAL & AUTOMOBILE ENGINEERS

FRAMLINGHAM
SUFFOLK

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

OFFICE & SHOWROOM
MARKET HILL

CAR & TRUCK DEPOT
BRIDGE STREET

TELEPHONE:
FRAMLINGHAM
215 (3 LINES)

TELEGRAMS:
POTTER, FRAMLINGHAM

TRACTOR DEPOT
RIVERSIDE

TYRE DEPOT
STATION ROAD

MOTOR AGENTS ASSOCIATION

Ford car owners in East Suffolk traditionally have been served by 'Potters', the main Ford dealers; be it A.G. Potter & Co. in Woodbridge, or A.G. Potter (Framlingham) Ltd. Whilst staying with Tim Brandon, who was employed at Potter's in Framlingham until his retirement, I arranged a meeting with John Potter, the most recently retired of the Potter family, to learn a little of their history. Although the Framlingham garage and workshop have recently been sold to the John Grose Group, John's son, Allan, continues to run the fuel pumps on the premises.

I am grateful to John Potter for digging out the company archives from the roof-space in the garage and for providing the story of the Potter dealership. I am also grateful to Roddy Murray on the Isle of Lewis, who informed me that his car had been originally supplied by Potter's in Woodbridge and that ex-Y&C member, Ian Smith, who used to work at Potter's, Woodbridge, had a book on early motoring in Suffolk, in which there was a chapter on Potter's. I was able to obtain a copy of the book, "Early Country Motoring – Cars and Motorcycles in Suffolk 1896 – 1940." By John F. Bridges – ISBN 0 9505148 1 0, which is now tucked up in the library.

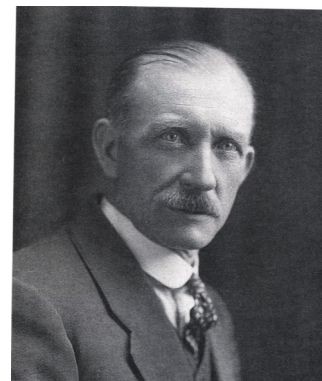
Arthur George Potter (1873-1942), the founder of A.G. Potter (Framlingham) Limited was born at Needham Market in Suffolk; one of five children of Asaac Potter, a basket maker. After schooling in Needham Market, "A.G.", as he later became known, was apprenticed to the local blacksmith, where he helped to maintain the carriages of the local gentry.

In 1897, he married Kate Rose Pendle, from Rendham, near Framlingham, and a year later moved to that town to open his own business as a basket maker: presumably having learnt the trade from his father. During his teenage years he had taken to the sport of cycle racing, using penny-farthing bicycles, and this led him to offering a service for the repair of cycles as well as basket making. This move was inspired by the local cycle dealer, who had started selling baskets; causing A.G. to declare, "OK, if you are going to sell baskets, then I am going to repair bicycles."

In 1898, A.G.'s first son, Arthur Horace (Horry), was born and he was later to open the Woodbridge Ford Main Dealership of A.H. Potter & Company, Ltd., in 1922, (in partnership with Mr. Bensley, who was A.G.'s brother-in-law). Horry's son, John (A.J. Potter), became the Chairman and Managing Director of A.G. Potter (Framlingham) Ltd., supported by his son, Allan (A.J. Potter again), as a Director of the Company.

From 1904 onwards, A.G. provided a taxi service for the local farmers visiting Ipswich market on a Tuesday and other markets and auctions throughout the district. He was using firstly, a Rochet- Schneider with tiller steering for his own motoring, to be followed, when the taxi work started, by a Rover, which was the first car in the district available for hire. To finance his first car, he obtained a loan from the village schoolmaster at Rendham, Mr. Allen, whose son, Ron Allen, was to join the Company in 1921 and to become Managing Director after the Second World War.

In 1905, A.G. moved to bigger premises, known as Tomb house, at a rent of £15.00 per annum. The Company retained an interest in this house and its adjoining small workshops until 1980, when the rent had risen to £15.00 per week. By 1912, a copy of his lease describes him as "Motor Agent, Basket Maker and Cycle Agent"; indeed a Jack of all trades. At this time he had been showing a growing interest in the new field of aviation, but a visit to the Bournemouth Airshow in 1910, where he saw the crash in which the Hon. C.H. Rolls was killed, was enough to convince him that this was not a good idea for the family man that he had now become. He, therefore, looked to the car industry to provide his future, and in 1913 signed his first agreement for the supply of three Ford cars on the 22 October, becoming only the 40th person in Great Britain to sign such an agreement. By 1914, his annual contract had doubled to six, but these were not all delivered due to the war.



A.G. Potter (1873 – 1942), who progressed from basket maker, through bicycles to selling Ford cars.

An interesting development, following the outbreak of war, was his appointment as a "Tractor Supervisor" under the Ford Production Scheme, where he was responsible for the maintenance of the early tractors being used in essential food production work. These tractors included such makes as Mogul and Titan, which pulled the plough by a length of chain attached to the tractor. This led him to becoming an agent for the new Fordson tractors and, in 1917, he sold one of these to Mr. J. Hall of Chediston, near Halesworth, which was re-purchased by the company many years later and remains in their possession. This is believed to be the oldest recorded Fordson tractor known to exist in the U.K.

During the war, in 1916, Horry Potter left to become an apprentice at Calcotts of Coventry and later joined the R.N.A.S. – later to become the R.F.C. and finally the R.A.F. – (as an engine fitter) with No. 9 Naval Squadron R.A.F. A.G.'s second son, Don (D.T. Potter), followed elder brother Horry into the R.A.F. at the very end of the war. Both brothers came back after the war to join Father in his growing business, until Horry left in 1922 to start his own company at Woodbridge.



Market Hill, Framlingham as it is today. The row of shops were the showroom of Potter's. The entrance under the 'solar' sign led to the workshops at the rear.

It was in 1921 that A.G.'s third son, Jack (J.B. Potter), joined the Company, together with Ron Allen (son of the Rendham schoolmaster). By this time, Don Potter was developing a new side of the business; namely motor cycles – selling and servicing all the popular makes available at this time. Jack Potter was showing an interest in the new wireless systems now available on a wider basis. The basket making business had by now disappeared, but the firm was willing and able to turn its hand to anything mechanical from gas fitting to plumbing.

The steady expansion led to A.G. acquiring the old granary in Station Road, Framlingham for a price of £675. It was at these premises that the new agency for Ransome, Sons and Jefferies, agricultural machinery was established in 1920. A ploughing contracting service was also available using the same staff who were selling the tractors and ploughs which were steadily replacing the horse in the heart of rural Suffolk.

An interesting sideline in 1924 was the task of carrying out the levelling and seeding of the fields for the new Ipswich Airport, where Len Wardley, a future Tractor Sales Director, carried out the cutting of 154 acres of grass in six days before the official opening by the Prince of Wales. As tractor sales increased, Len Wardley travelled all over Suffolk and Norfolk in an open tourer, servicing the tractors that A.G. had sold.

However, the early 1930s saw the agricultural recession, when land was sold at £4 10s an acre and the sale of new tractors was greatly reduced. It was in 1930 that A.G. purchased the first part of the premises at Market Hill, where he established a car showroom, and as the years went by, he acquired adjoining properties one by one until by 1986, his successors had a site of 1.25 acres within a ring fence in the centre of Framlingham. Many of the earlier workshops and stores were built by the company's own labour, with materials that were cheap because of the recession.

It is interesting to note the cars purchased by A.G. in Framlingham during the Model 'Y' / Model 'C' era;-

Year	Model 'Y'	Model 'C'	ABF	AB*	V8	V8
(Oct – Sep)	8hp	10hp	14.9 hp	24 hp	22 hp	24 hp
1932-33	10		5	2		3
1933-34	20		4			1
1934-35	32	15			10	4
1935-36	31	23			10	6

*AB was the official designation of the car commonly known as the Model B.



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

To be continued ...

Sam Roberts

