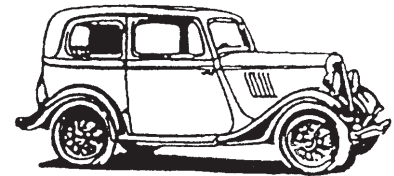
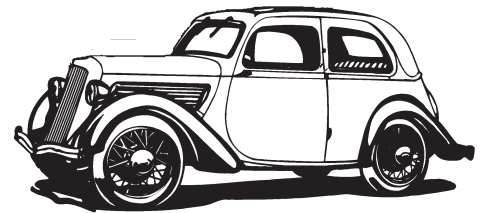


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May - June 2009
Issue 178



75th Anniversary of the De Luxe Model 'C': 1934 - 2009



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When telephoning UK from overseas
replace first 0 in UK number with +44

The Ford Model Y & C Register

Editorial

This issue is overshadowed by the death of David Grace, a much loved member, who, with Wendy, has joined in with most of our travel adventures since he restored their little Model "Y" Alpine. Even before then, throughout the 1980s and 90s they were ever present at our gatherings. An obituary appears elsewhere in this issue. It was a privilege to join in with the family, their friends and other members and wives of the Y&C Register to give David a fitting send off. God bless you David.

Another enjoyable A.G.M. has come and gone. As the first A.G.M. was held on 29th March 1979, we have just witnessed the 31st, 30 years after the first! Not many car clubs can boast 10% of their UK membership in attendance at their A.G.M. - we can - regularly! Well done y'all. The event is well written up elsewhere. I would just like to congratulate our Regional Contact in Denmark, Michael Deichmann, for driving his



Model T all the way from Copenhagen to attend.

Whilst on the subject of the Continent, you should be aware that drivers and passengers crossing the Channel should each have a Hi-Glo jacket. You will note that Y&C Register jackets are now available from Regalia at £5.00 each (incl. postage).



Michael Deichmann (left) and navigator, Gert Røner, with Michael's Model T, parked up at the A.G.M. after their drive from Copenhagen.

Ken Waller arranged a 'car'd of honour' outside the church for David's funeral. Next to Ken's Tudor "Y" is the Austin 10 of Pam, who cared for the 'Three-Legged Ben' during the last days of his doggy life. Ken Sleight's Model "CX" is next to The Grace's Model "Y" Alpine, which has now been passed down to David's grandson, Alex.

of readjusting the brake rod clamp, but no! All checks pointed to the switch not working, so off it came. The little Bakelite container was fouled up with grease, oil, verdigris and goodness knows what else, causing a greasy insulated pad between the copper spring and the brass contact point. ! A thorough strip and clean up cured the problem.

Please note that the Institute of the Motor Industry's 7th Annual Classic Car Show which was going to be held at Farnshaws, Essex on 5th July has now been cancelled.

I have spent many hours over the past month or so compiling illustrated pages

You win some and you lose some! I apologise if I have upset anybody by referring to 'the late Brian Belcher' in my **20 years ago** article in the last issue. I am assured by Paul Beck that Brian is still very much alive and kicking. Thank you to those of you who do write in with feedback. It is always gratifying to know that some of you do read the magazine! Even Graham Miles wrote in to say, "Now we know why the Japs invaded Singapore. They were trying to corner the Model "Y" market. Who would have thought that one!"

The credit crunch has forced me at long last to abandon my family AA membership, which I have been religiously subscribing to for years. This year, they wanted upwards of £150 to renew. I realised that Footman James included breakdown cover on all their car insurance policies, so thought I would try them out. Needless to say, shortly after the AA membership ran out, the Jaguar wouldn't start after our three weeks trip to Singapore over Christmas. I called the Footman James breakdown number and very efficiently, a breakdown vehicle arrived at the house and the car was started. The Jag stopped for no apparent reason whilst I was driving in Andover last week. Again, I called the FJ number and, again, out came a breakdown van and, with the aid of its remote battery, the Jag was restarted. The mechanic also noted that there was little or no electrolyte in the battery! So he followed me to the local garage, where a new battery was fitted, (the old battery was the original Jaguar battery fitted when the car was manufactured in 1996 - it had lasted 13 years and 140,000 miles!). Those of you feeling the pinch might look to your FJ policy for more than the mandatory insurance cover.

Have you checked your brake light switch lately? You know, the one that is screwed to the underside of the car and open to the elements. I checked my lights for the Kerry's MoT and found the brake lights lacking. I thought it would be just a matter

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for our Club and cars to go onto a relatively new website www.motorbase.com. "The home of classic car information". It would appear to be a pretty comprehensive website covering manufacturers, cars for sale, literature, clubs and an encyclopaedia of different marques. I have also, at last, managed to satisfy a motoring photographer, called Mirco Decet. It was last October that he contacted me to take some photographs of my 'Kerry' for a book that was being published on Classic British Cars; the Model "Y" being one. He had arranged to take photographs of Geoff Salminen's Tudor saloon and wanted an open-topped "Y" to balance the article. I drove Mirco out to one of the picturesque Hampshire villages and we had a successful photo-session. He then sent me copies of the four Model "Y" pages for me to add captions to his selection of photographs. I'm afraid I had to make quite a number of corrections to the text in addition to writing the captions. Mirco was not responsible for the text, I might add. One of the reasons that I wrote the book on the Model "Y" was to explode many of the myths that surrounded the development of the car. It would seem that some motoring correspondents delight in propagating the myths.



Geoff Salminen's Tudor Ford "Popular" photographed by Mirco Decet over Christmas.

In addition to taking the car out on that occasion, I took it to a local car show on Easter Monday. I was delighted to find Fred Cooper there in the very early long rad and original Cordoba tan Tudor "Y" that he inherited on his father, David's death last year (Y39157 - October 1933). He is keen to join the Register and Bob Wilkinson has this in hand. Unfortunately, I did not have my camera with me, but Fred subsequently sent in a couple of photographs - thanks Fred. It is interesting to note how much the Cordoba tan colour has darkened over the years.

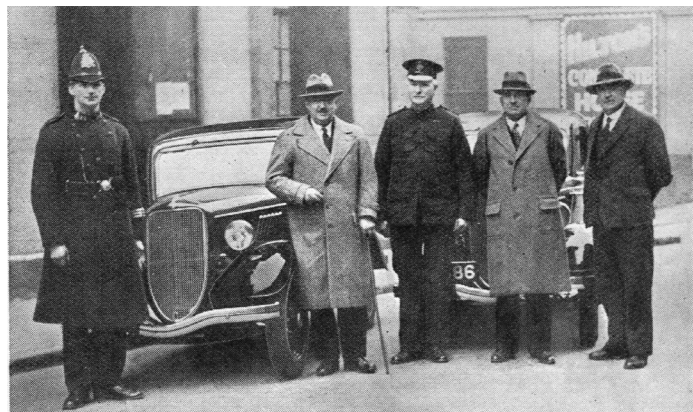


Fred Cooper's early long rad, Cordoba tan Model "Y". Seen this year at the Easter Monday Wyke Down Classic Car show near Andover.

I am grateful to Steve Waldenberg for adding the April 1937 issue of 'The Ford Times' to the Register library. Copies of 'The Ford Times' are very thin on the ground in the library. If anyone has copies lying around, not being read, the Register library is a good repository for them - please.

In the April 1937 edition was a photograph of yet another police force with their Model "Y"s. In the last issue I included photographs of Model "Y"s belonging to the Dublin Garda and the Chester Police Force. Illustrated here are two of the Isle of Man Constabulary's cars.

Finally, being on the touch-line for the arrangements for the Old Ford Rally at Gaydon, I can appreciate the amount of work that has been put in by Bob Wilkinson and Peter Ketchell to make the show a success. The Heritage Centre and all the



Mr E.B. Christian (right) Ford dealer of Douglas, handing over two £100 Fords to the Isle of Man Constabulary. Next to him is Detective Sergt. W. Keen, then Chief-Inspector C.J. Paragher and, on the Inspector's right, Major J.W. Young, O.B.E., Chief Constable of the Island.

Ford Clubs are totally on board making for an excellent day. I hope that those members within striking distance of Gaydon, in the heart of the Midlands, will bring their cars along to the Y&C Register stand on Sunday,



My Kerry photographed by Mirco Decet on my driveway in February.

26th July. Entry forms were included in the last issue of Transverse Torque.

Closing date for copy for Issue 179 is Saturday, 27th June 2009

Covers:-

Front cover: John Keenan's granddaughter, Chloe, in 2004, polishes 'Black Beauty', John's very early Model "C" (C00647), which is the subject of Members' Cars in this issue."

Back page: On the reverse of Issue 172, we illustrated Graeme Jenner's portrait of a Model "C", based on John Keenan's car. Graeme has now completed a portrait of a Model "Y", based on Christine Baldock's car. A colourless blank is shown on the back page of this issue. Orders can be placed, stating preferred body colours and registrations, through www.classiccarportraits.co.uk or telephone 01323 845111.

Chairman's chatter

It was gratifying to see over 50 people at the AGM and the members present accounted for nearly ten percent of the membership; well done to all concerned. The reports from the Registers Officers confirmed that the Register is in good shape; thank you to all members who have contributed to another very successful year.

Another satisfying aspect of the meeting was the number of additional members coming forward to join the committee, once again thank you. Rod Janes – Vice Chairman, Mike Malyon - Membership Officer, Michael Deichmann - Assistant Editor, Brian Godfrey and Peter Purdy new committee members.

Congratulations to John Keenan on receiving the Maurice Billing Trophy in recognition for his exceptional work as Regional Contact for Sussex and Kent.

John Keenan receives the Maurice Billing trophy from the chairman, Peter Ketchell at the A.G.M.



A proposal from Clive Harrison for an interactive page on the Registers website to include restoration and technical problems was enthusiastically welcomed and a sub-committee will consider and report back on the logistics.

We have much to look forward to this year:- Enfield Pageant: Jim Miles has passes for this event, Ypres Belgium: contact Sam Roberts, Old Ford Rally: fill in the green form sent out with issue 177 of Transverse Torque, the 75th Anniversary of the Model 'C' at the North Norfolk Railway Weekend and the NEC in November. Please do attempt to support these events as well as any local ones in your area.

There was an interesting article in the latest issue of the FBHVC newsletter stating that Bayford & Co., who have been at the forefront of resistance to Europe's imposition of unleaded petrol in the UK by continuing to offer their own brand of leaded fuel, has been able to reduce the price of their product by 65 pence per litre. That is £2.95 per gallon in proper money – although I suppose that should be £2 19s 0d if you want to be pedantic – there. It seems that their CEO is such an avid supporter of our interests that he applied to the EU for a licence to supply leaded fuel, and he has been able to pass on savings accrued with Bayford's new blending partner. I think that my nearest supplier is in Holmes Chapel, which means I could go there for fuel and, when I get back home, I will just have enough fuel to go back to Holmes Chapel to refill the tank! Anyway, full marks for demonstrating the proof of his convictions. Does anyone have experiences of Bayford's initiative to share with us? You can look up their website to find your nearest supplier.

Peter Ketchell. Chairman

Treasurer's announcement

Financial Year Ended 28th February 2009

I have now received the Audited Accounts from Moore and Smalley our Accountants in Lancaster and these were made available for perusal at the AGM

Should any member wish to receive a copy of the accounts please send a stamped addressed envelope (A4 size) to the Treasurer who will forward a copy by return. The appropriate address is inside the front cover of this publication.

Bruce Allan, Director/Treasurer.

The Ford Model Y & C Register

YOUR MEMBERSHIP SUBSCRIPTION IS DUE ON 1 JUNE 2009!

If you want to help your club, **please renew promptly**. Late payments cause additional expense for the Club and a lot of unnecessary work for the Membership Officer in sending reminders. Your membership will lapse if not paid by August.

A Subscription Renewal Form is enclosed with this issue. Please complete and return with your subscription payment to Mike Malyon (the new Membership Officer) by 1st June 2009.

If you wish, and you are encouraged, to pay your subscription for this year by Standing Order, you will find a copy on the rear of the Subscription Renewal Form. Please complete and return to Mike Malyon.

Eire Members can now pay their subscription by Standing Order in Euros to the Club's AIB Eire Bank Account. Please contact Mike Malyon for a Standing Order Form.

Overseas members may prefer to pay by credit card as the simplest method – contact details are on the form.

Thank you for your prompt attention to this matter.

**Christine Baldock
Retiring Membership Officer**

75th anniversary of the Model "C" - Part 2

In Part 1, we described Sir Percival Perry's visit in November 1933 to Detroit and to the Briggs Manufacturing Company in particular, where he saw the drawings for the proposed new 8 h.p. car to replace the Model "Y" at the end of 1934. In a letter to Edsel Ford on his return, he suggested that, rather than replacing the Model "Y" with a completely new design, the two should be manufactured in parallel with the new car being called the De Luxe. Sir Percival also liked the look of the new body design for the 112" wheelbase V8 chassis and said that he would like to make a study of this to go on the chassis with **'the new small V8 engine.'**

On 12th December 1933, Sir Percival wrote to Walter Briggs (and copied the letter to Edsel Ford). Note: Hodgson headed up Briggs Bodies Ltd. in Dagenham:-

Dear Mr Briggs:

Thank you for your cablegram reading as follows:-

"ANSWERING YOUR LETTER NOVEMBER TWENTYFIRST EDEL FORD HAS APPROVED DESIGN OF SMALL BODY NEW DESIGN FOR LARGE BODY EMBODYING GOOD POINTS OF JOB YOU SAW HERE WILL BE FORWARDED TO HODGSON VERY SOON WILL GET APPROVAL HERE FIRST KINDEST REGARDS - BRIGGS."

Your people and ours had a long conference on 1934 type bodies at which I was present. We all liked the body which I saw and of which you sent Mr Hodgson some photographs. I presume this is the one you refer to in the above mentioned cable as the "large body". Hodgson tells me in your correspondence you refer to it as "abstract".

Presuming that this body is approved by Mr Edsel Ford for fitting to a new chassis which Dearborn are designing for European production, we should like the new body for the little car to be a miniature of it. Hodgson says that several of the dies could be useful for both jobs, which would mean elimination of expense. Everyone over here liked the sketch and particulars of the new body for the small car, and Hodgson would have gone ahead with the study of the die costs for that job excepting for the facts above mentioned.

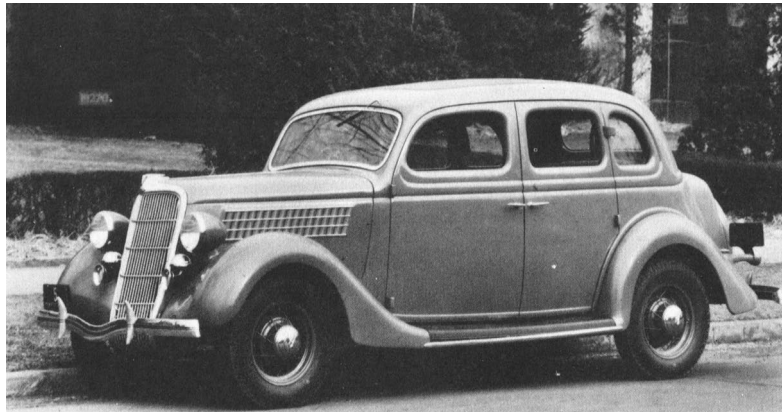
I am sending a copy of this letter to Mr Edsel Ford with a request that he shall give us his decision as soon as he can, so that Hodgson can go ahead with the study of the dies and take his time making them.

I am very pleased to hear from Mr Hodgson that your health is better. With compliments of the season and best regards.

Basically, what Perry is saying is that, although he liked the design of the proposed new body for the Model "Y", he would prefer the new body on the Model "Y" to be a miniature of the new body being prepared for the 1935 V8, the Model 48.

On the same day, in the letter to Edsel Ford enclosing a copy of his letter to Walter Briggs, Sir Percival says:-

"I am sure that you will appreciate the point of endeavouring to save in die costs, and also that we do not want to procrastinate so that later on we have to rush into unnecessary expense and work against time, as was the case with the Model Y when first introduced.



This is the V8 Model 48 which was introduced in the U.S.A. for 1935. It was this body design that Perry saw at Briggs in Detroit and liked.

However, I appreciate that until A R Smith [Rowland Smith - Ford Production Manager, Dagenham] is over in Detroit and discusses with you and receives instructions as to specification of the V-8 little car, we do not know what will be the wheelbase or the track upon which dimensions body design and die construction will obviously depend.

I think it would be a progressive step, however, if we knew that you approved of the body referred to in my letter to Mr Briggs. Mr

Hodgson could then be making a study of die costs and construction. The Briggs Company at Dagenham have their own die department, but it is on a small scale and they need as much notice and time as possible in order to get the work done at the most economic cost.

The 'new small V8' car with a miniaturised Model 48 body-shell is the main subject of this correspondence. Dearborn was working on the small V8 project (which was called the Model 49 in Ford parlance). However, Perry was prepared to wait until Rowland Smith visited Dearborn to receive the specifications of the car.

To be continued

Secretary's ramble.

I write this with strong spring sunshine beaming into my study.....and two old Fords outside begging for attention. A couple of hours should see the 'CX' greased, brakes adjusted and out on the road tho' the car has been in use over the winter, as my plan is to use my old cars all year round to avoid the winter neglect syndrome. My Model A is getting nearer the finishing line with 'body fitting' now on the agenda. I plan ahead but was surprised (I started the restoration effectively around 2 years ago) to note the date of 1995 on a packet of spares I opened recently! A few months should see completion.

Getting moving and keeping up momentum is the key to any restoration. Doing something every week is important to keep the job moving. Progress is easier if one

has an extra pair of hands occasionally but, more importantly, a pal or two to come round, lend a hand, and encourage at the same time. Simply knowing that a friend is coming on a particular day will often spur one into getting stuck in. Where are these friends? Your club **Regional Contact** will be able to help with your local network but, since our members are thin on the ground, one may have to look for other sources. Joining a local all mark car club may be the answer to finding other like minded car buffs. If you are stuck and not making progress, give these ideas a try. Your experiences in overcoming restoration inertia will be welcome.

Classic Oils at Discount: On the subject of oiling the wheels...your club has taken advantage of a special offer from Morris Lubricants. Classic oils, particularly SAE 30 and 40 grade engine oil, are not always available locally. We have set up this offer so that members can obtain at least 10% discount on ALL the company lubricants by mail order. (NB. The member gets the benefit not the club). To order, go to the Advertisements page on the Club website and scroll down to Parts for sale. Click the link to the Morris website, go to classic oils section, and when ordering quote our CLUB CODE - **FYC888**. Alternatively, you can telephone 01782 410391 and quote the CLUB CODE - **FYC888** to obtain the discount. Orders over around £40 are postage and packaging free (UK), so it pays to order for the shelf or to get a local group to make a joint order. If you haven't bought oil for your old Ford recently, you are in for a shock as oil prices have risen considerably. Ordering using this method is cheaper than travelling any distance to find a supplier. Incidentally, the absence of an oil filter in our old engines, and the chemical additives, which may be unfriendly to our white metal bearings, makes the use of multi-grade oils inadvisable. Use a classic 30 or 40 grade. We hope you find this service useful. Please let us know.

I write this just before our AGM and the National Drive It Day. An AGM report will be included elsewhere, but please send us your pictures of your car out and about on Drive it Day. I hope we have our usual numbers of members with their 'Y' and 'C' Models at the AGM.

I have had very little feedback from the mailing in the last issue. Is the Services List of use? ...I hope so since it takes a good deal of time to compile. What about the A5-sized laminated Break-down Chart? Is there any feedback on the extensive List of Known Survivors? All of these items were produced for the benefit of members and it would be good

to know that all this effort is worthwhile. **Renewals of Membership Subscriptions** are now due and a notice appears elsewhere. There is also a renewal return sheet included with this magazine. We owe a big 'thank you' to Christine Baldock, who stepped temporarily into the vacant Membership Officer post a few months ago....thanks Chris. We should have a new officer in place by now ready to receive your subs. (Latest: AGM elected Mike Malyon as the new Membership Officer).

The **OLD FORD RALLY** at Gaydon on 26th July. Applications are coming in well ...send in your special Club member application (included with the last issue of the magazine) if you have not done so already. Passes, etc. will be issued around two weeks before the event. It is important that we all do what we can to get this new rally up and running this year so that it will become a regular "not-to-miss" event in the future.

The season is now well under way, so please get out and about and show off your old Ford ...this will give the public a deal of pleasureand is fun for us too!

Bob Wilkinson. Secretary.

Bob's Joke Corner.

I had one letter from a member recently complaining that this column lowers the tone of the magazine. However this fails to balance other messages of approval and contributions so

When Insults Had Class.

The following lines are an offering from a former age, when insults were cleverly worded as against the barrage of abuse one might expect today:-

This exchange was between Churchill and Lady Astor: She said, "If you were my husband, I'd give you poison," and Winston replied, "If you were my wife, I'd drink it."

"Some people cause happiness wherever they go; others, whenever they go." - Oscar Wilde.

"Thank you for sending me a copy of your book; I'll waste no time reading it." - Moses Hadas.

"He has no enemies, but is intensely disliked by his friends." - Oscar Wilde.

"I am enclosing two tickets to the first night of my new play; bring a friend....if you have one." - George Bernard Shaw to Winston Churchill. "Cannot possibly attend first night, will attend second... if there is one." - Winston Churchill, in response.

"I've had a perfectly wonderful evening but this wasn't it." - Groucho Marx.

I hope you enjoyed these lines....send in yours for us to share.

For Sale

Engine sold to me as reconditioned £100; Gearbox £50; several ammeters £10 each; petrol gauge £10; 4x wheels £100; Pair head lamp bowls with chrome bezels, glasses and magniflex bars £30; several sets of points £8 each; condenser £3; rota arm £2; pair of plates to fit in engine bay £20; Pair head lamp base plates £10; 4x hubcaps in usable condition £12; Ford 8 & 10 service manual published by Scientific Magazines (mint) £25; Pitman's Series Ford Eight Handbook by Jelly £15. Or will take an offers around £350 for all items, this may include free delivery U K mainland.

D.Henderson. Tel: 01900 819022 (Maryport, Cumbria).

Long rad Model "Y" parts: Offside rear wing generally in very sound condition small rust near running board, £65. Front bumper requires renovation £45. Period car heater the type that fits into the top water hose £25. Two wheels fair condition £15 each. **Paul Ellis. Tel: 01278 427253 (Somerset.)**

'Age related' registration marks



An extract from a letter from the Brighton DVLA office.

Old vehicles submitted to the Driver & Vehicle Licensing Authority (DVLA) for first registration are allocated 'age related' registration marks from an unissued series on a non-transferable basis. Specific registration marks ranges are set aside for this purpose, i.e.:

- Vehicles manufactured before 1905 are allocated marks from the BS 8000 range;
- Vehicles manufactured between 1906 and 1930 are allocated marks from the BF 4001 range;
- Vehicles manufactured between 1931 and 1962 until recently have been allocated marks in the format of 3 alpha characters followed by 3 numeric characters.

However, from April 2004, the system of allocating age-related marks for vehicles manufactured between 1931 and 1962 changed. Due to the existing combinations of replacement marks nearing exhaustion, it was necessary to introduce a new combination of marks. The range chosen was issued in the format of 3 numeric characters followed by 3 alpha characters. All vehicles coming forward for registration that fall into the category of being manufactured between 1931 and 1962 are now being allocated a registration mark in the 3 numeric/3 alpha character format.

Obituary - David Grace.

It is with great sadness that we have to inform members that our long standing friend and colleague, David Grace, died in March after a struggle over several years with motor neurone disease. Along with Wendy, who owned the Model "Y" Alpine tourer, David had been an ever present in Club activities over many years. Their active participation in the Club's early annual Stanford Hall gatherings will be always remembered

David and Wendy joined the Y&C Register in the early 1980s, within a year of the Club being founded. The Alpine had been Wendy's everyday car some 15 years earlier, but was at that time stored away awaiting restoration. Parts were gradually obtained ready for work to commence, but the little car had to wait for a place in a long queue of practical jobs to be tackled around the home.

David served as a teacher in several schools in the old West Riding of Yorkshire taking on various roles, primarily in physical education. He was a keen and proficient cricketer as well as a club-standard rugby player (both union and league), so work and hobbies took up much of his time. Doubtless, the numerous Y&C Club meets David and Wendy attended affected the order of priority of work and, eventually, around 1990, after house moves, the little car came to the top of David's list and serious work commenced! It took another 8 years or so before the car was finished, just in time for its second duty as a wedding car, the first being Wendy and David's own. This time it was for their daughter.....a proud family moment.

The first major tour for the Alpine came in the Club Convoy 2000 round mainland Britain tour, but sadly their participation ended in Fort William with an engine problem. Undeterred by this experience, Wendy and David joined in further Club rallies round Ireland, the Isle of Man, Holland and on a second visit to Ireland in 2007. In 2005, combining their love of their little car with caravanning, they towed their treasure around Europe behind their Hymer mobile home! The Czech Republic remembers them well!

A highlight came later in 2005 when Wendy and David, once again displaying the Alpine on the Y&C Register stand, won the Car of The Show Award at the prestigious classic car show at the NEC.... a tremendous achievement given the acres of glittering exotic classics on view.

Ill health curtailed use of the old Ford but David and Wendy continued to be ever present at events, the last one, the 2008 Yorkshire Tour, only a few months before David's death.

David will be remembered as a big guy in all respects. A big frame, a big heart and a generous spirited. He was a gentle man in all respects and, though sadly missed, he will be long remembered.



David enjoys a joke at the Bewley's Hotel in Leopardstown, Dublin, where we stayed during the Powerscourt Rally of 2007."

More photographs



Seen in the Bank area in 1952 was this British Oxygen cylinder delivery Bedford SL with a Ford 8 car and an Austin Loadstar in the background.

Bill Ballard found this picture in the August 2008 edition of 'Heritage Commercials' magazine. The 1937 Model 'Y' Tudor, London registered DXU 929, is following a Bedford SL tipper truck through The Bank area of London in 1952. It was one of several pictures included in a feature titled "Archive Album" and reproduced in the form of an old photo album."

A 1937 Glamorgan registered Tudor Model 'Y' caught up in the queue of what is probably football/rugby supporter coaches outside Cardiff station in 1955.



A Model 'Y' Ford "Popular" joins two Austins and a Standard on the Cowal Ferries Ltd. crossing between Gourock (Inverclyde) and Dunoon (Argyll & Bute) on the Clyde estuary in Scotland in the 1950s. Photograph courtesy Malcolm Grace



2009 A.G.M. Notes.

Willoughby Village Hall. Sunday 26th. April at 2.00pm.

Present: 37 members + 15 family & friends. 8 Model "Y"s and 1 Model T on show. Apologies: 6. Chairman Pete Ketchell welcomed members and friends to the 31st. A.G.M. A particular welcome was made to Michael Deichmann and Gert Roner who had travelled by Model T from Denmark.

1. (i) **Minutes** of 2007 AGM were agreed.
(ii). **Matters** arising: none.
2. **Officers Reports:**

Chairman: Pete Ketchell thanked in detail the Committee and all members who had contributed in various ways to a successful year. Club finances are in good shape, membership had increased and the services to members have continued to develop. The club magazine continues to uphold high standards to the benefit of all members. Sam continues to seek editorial support to enable him to devote more time to club archive work. The club website, under the excellent stewardship of Roy Hocking, reaches around the world and provides sources of information and extends club influence. Organisers were thanked for club attendance at events – Yorkshire Tour, Enfield Pageant, Bristol Classic, NEC, Powerscourt, N. Norfolk Railway and numerous local shows where our Club was represented. Sadly we lost two long standing members and friends in Brian Mace and David Grace and it was good to see their families present at the A.G.M. with the next generation of owners. 2009 has lots of events on offer ...Belgium Tour, Old Ford Rally, 75th Anniversary of the Model "C" at North Norfolk Railway, in addition to our other usual calendar items. Pete reminded members that although we set high standards, those who run club services are volunteers and sometimes a little patience is required.

Treasurer: Bruce Allan presented a comprehensive report (full copies available - send large SAE), which shows club finances in a healthy state with £12k on deposit, a small profit of £896 on year, despite spending £7k on new crown wheel and pinions. The magazine and postages continue to be the highest single expense and excellent value at £7k. with other expenses at a very low level, as few officers make claims. There was no need to raise subscriptions for the coming year. The Meeting approved the accounts which had been audited.

Secretary: Bob Wilkinson reported on another busy year – his 25th as Secretary. The Committee had met on 3 occasions and the spares group on 2 occasions. A dedicated Committee had, between them, travelled around 8k miles and no expenses claimed. Their enthusiasm is exemplary. A survey of Club services has been launched in Committee and would include members' thoughts at this A.G.M. in an attempt to develop and improve services. Godfrey Dingley-Jones was thanked for his work as Membership Officer, as was Chris Baldock for stepping in over recent months. Bob put out a strong plea for members to come forward to take on Club roles, as this would widen horizons and ensure continuity over coming years. It had been noted that more cars, after languishing unloved, were now being restored. It is our responsibility to ensure that the next generation of owners is encouraged, so that our cars continue into the future in new hands. In that respect, it was heartening to see next generation of owners at the A.G.M. in the families of David Grace and Brian Mace. FBHVC, to which we are affiliated, was to be congratulated on promoting National Drive It Day, as this raises the awareness of the classic car heritage. Bob thanked all members for contacting him and in various ways showing pride in the Club.

Membership Officer: Christine Baldock reported a small increase in membership to 435 (incl. Friend Members). 52% now pay by standing order and this number was increased during the year by Godfrey Dingley Jones and Bruce Allan, who set up Eire Standing Order facilities. She wished her successor well!

Editor/ Registrar/Archivist: Sam Roberts thanked members for magazine input but asked for greater contribution from UK members in terms of restorations, histories, visits, etc. The Club Library has hundreds of books, brochures, videos/DVDs, but sadly this is little used by members. Sam has concentrated on archives – probably the best Y&C collection anywhere - and queries from owners and enthusiasts, especially regarding car histories, are welcomed. Details of over 1700 surviving Models "Y" and "C" world-wide are known to the Club. Individual car records/histories total over 400. All members were requested to send information to add.
Spares Officer: Jim Sharpe reported on maintaining a good range of new spare

parts but warned that some items, e.g., wheel bearings, are now becoming difficult to source. Members were asked to input information in this regard. Used old parts are stored for use as future patterns. A new approved manufacturer of body panels – door skins, running boards, spare wheel covers, repair panels, etc. will be listed in the Useful Contacts page of the magazine for direct contact. The spares group has prioritised steering box overhaul and an engineering establishment was currently looking into restoring steering boxes. News on this will be published. The Club aim to supply good parts efficiently was underlined by Colin Rowe in his plea to members to order parts using (or copying) the magazine Parts Order Form and the part numbers listed in the Spares listing.

Regalia Officer: In John Argent's absence Bob reported on the availability of club fluorescent safety jackets as a new item. These are essential safety items and compulsory for continental motoring. Mike Samuel and Terry Mortiboy were thanked for manning the sales counter at the AGM.

Technical Officer: Geoff Dee reported on the low numbers of enquiries over the year. He reminded the meeting that he was an unusual Club officer in still being a working man and was therefore only available by telephone between 7-9 pm.

3. Election of Officers:

The meeting elected the following members:

Chairman: Pete Ketchell.
Vice Chairman : Rod Janes.
Secretary: Bob Wilkinson.
Treasurer: Bruce Allan.
Membership: Mike Malyon.
Editor: Vehicle Registrar:
Archivist: Sam Roberts.
Spares Officer: Jim Sharpe.
Assistant Editor: Michael Deichmann.
Spares Administrator: Colin Rowe.
Technical Adviser: Geoff Dee.
Regalia Officer: John Argent.
Committee Posts:
Brian Godfrey, Peter Purdy.

The Chairman welcomed new officers to their posts.

4. Maurice Billing Trophy:

John Keenan was presented with this award in recognition of his outstanding work as Regional Contact, Region 5.

5. Events 2009-10: Information on the following was given to members: Enfield Pageant. 23rd-25th May 2009. (Jim Miles.)

Ypres Belgium: 7th-13th June 2009. 20 members and friends attending. (Sam Roberts).

Old Ford Rally: Gaydon: 26th. July. Members were asked to promote this event to ensure a success and establish this for the future. (Bob Wilkinson). 1940's Weekend/ 75th. Anniversary of Model "C": North Norfolk Railway. 18th-20th September (Roger and Jo Hanslip.) NEC 13th-15th November 2009 (Geoff Salminen).

6. Survey of Club Services:

This was being undertaken as part of a process to review and develop services to Members. Committee members had begun this survey in February and Members were now asked to complete, anonymously, a survey form indicating those services done well and areas where improvements could be made. New ideas were welcomed. Results would be reviewed by Committee and published in due course.

7. Notices etc:

Meetings : next
Committee Nov. 1st. 2010 AGM - April 18th.
Chris Baldock conducted the raffle draw, collecting £90 for Club funds.

8. AoB.

(i) Interactive page on Club website:

Clive Harrison outlined the proposal which would include restoration and technical issues. After discussion, it was agreed that a sub-group look into this, and report back to the Chairman, to ensure adequate safeguards were included. A decision would be announced.

The Chairman thanked all for attending (this was the best attended Club A.G.M.) and closed meeting at 3.55pm.

Top: Members start to assemble for the start of the meeting.

Middle: Ian Hawley's Tudor, Sam and Doug Hickson's tourers and Michael Deichmann's Model T.

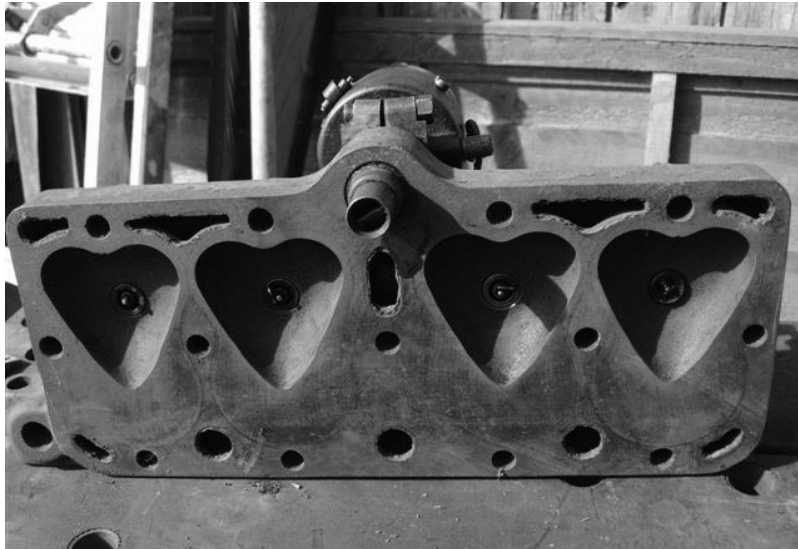
Lower: Rod Viveash's ex-van pick-up and the Kendalls' and the Rows' Tudor "Y"s"



Members' correspondence.

Early Model "Y" cylinder heads.

Having read the first instalment of the Model 'C' story, Roger Gurney kindly sent in some photographs of the Gurney's Model 'CX' alongside their Model 60 V8 (the English version of the Model 48). He also sent in a photograph of a cylinder head, posing the questions, "Have just found this early cylinder head. Is it the correct type for our 1932 "Y", JB 985? Did they have the heart shaped combustion chamber?"



The early 8 h.p. cylinder head with the heart-shaped combustion chambers and centrally located spark plugs found by Roger Gurney.

Brian and Roger's Model "Y" is very early (late September 1932 - Y1472). The heart shaped combustion chambers with the centrally located spark plugs were a

feature of the early engines and would certainly have been fitted to their car in production. However, I cannot find reference to the change-over to the offset spark plugs and 'standard' combustion chamber in the 'Bulletins', so I am unable to give the change date. Can anybody help with this?

Why "Y" feedback

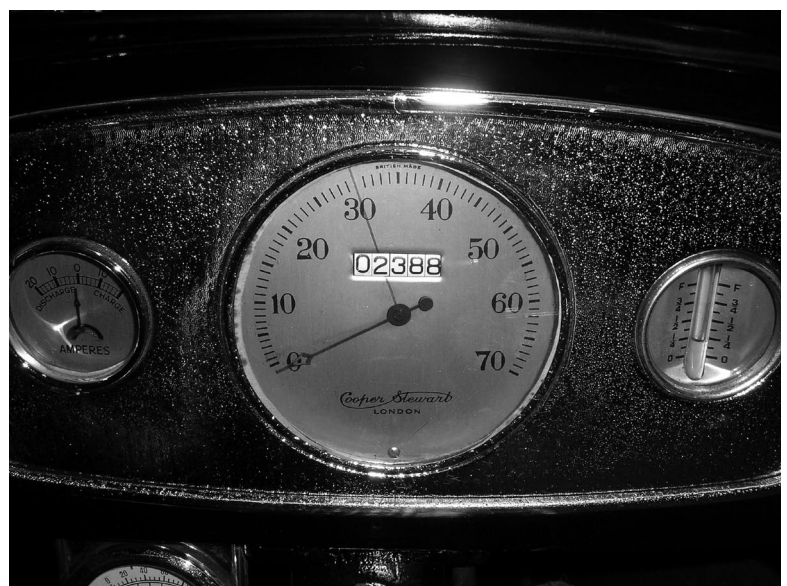
Having read my comment at the tail-end of his explanation for the letter "Y" being allocated to the Model 19, Yvon explains:- "I'm obliged to come back to you regarding your comment on the article "Why Y". My reference to the "knowledge of a 10 or 12 horse in the pipeline", as you know, goes back to my original article in "Sidevalve News". This relates strictly to my article on the numerical and alphabetical system/sequence of all the American and Dagenham Ford models up to the year 1937. Its inclusion in my letter to you was not to suggest that a 10 hp or indeed even a 12 hp car was on the cards prior to the 8hp Model 19 Ford, but to point out that the Ford Motor company as a manufacturing base, and away from the design aspect of the Model 19, was continually monitoring what other car manufacturers were producing as well as identifying those cars that were continuing to sell. These after all were their competitors. For example, one of the most important items that needed to be addressed with regard to the new baby Ford was to identify the horsepower. Don't forget that, prior to the initiation of the Model 19, even a 12 horse had been casually considered, when the new Austin 12 had been introduced in May 1931. So, as with the question, why Y?, one could similarly ask why 8hp, why not 7, 9, 10 or even 12hp. All were charged in Britain at the same rate of a 6.5 fiscal horsepower vehicle under the RAC formula. With the continuing depression, Ford could only configure sales results of all makes from the early full months of 1931 to make the best accurate assessment for a decision to be

made on the engine size of the Model 19. At the time, figures clearly showed that cars of all makes rated under 10hp were continuing to increase in sales, whereas those of 10hp and more were declining rapidly. However, by the time the Baby Ford car was ready with an 8hp engine for the road in 1932, these figures had changed somewhat due to a number of manufacturers coming out with new 10hp cars. These new figures showed that 10 hp cars in the final part of 1931 and into the year 1932 were directly affecting the larger hp market. This change in the public's attitude to car buying would certainly have become noticeable to anyone associated in the motoring manufacturing trade from the sales side to top management. The unanswered question then was, 'Would these cars that were gaining popularity, eventually start to eat away at the lower end of the market?' So, although a 10 horse may not have been on the cards at the time the Model 19 was renamed Model "Y", the 10hp effect on a more volatile car market would certainly have been noticed by Ford executives before this juncture. Hence my inclusion in the original Ford coding article and in my notes to you. This is very topical and if it keeps going we might come to a positive conclusion?"

Speedometer red line

Andrew Sharkey, in Ireland, comments:- "Apropos the quest for information on the 30 mph red line, my car, chassis no. *Y-132458*, now registered as ZV 60398 is fitted with such a speedometer." This dates Andrew's car at April 1936. Having been re-registered, it is probably a Dagenham assembled import, rather than a product of Cork.

Alan Summons reports, "With regards



The inserted dash of Alan Summons' April 1934 Model "Y" showing the 30 mph red line and the single screw holding the face to the body at its base.

to the issue of the red line on some of our speedos, I have taken photos of my dash and, as you can see, the speedo has the red line. My car (BKE 808) is an April 1934 Model "Y", but I'm sure you would agree that this may well not be the speedo fitted in '34. A point of interest is that I have a spare speedo with no red line, but it has three fixing screws holding the dial face; whereas the speedo in my car only has one screw at the bottom [the plot thickens]."



Alan's spare speedometer showing three screws holding the face to the body.

I put forward a theory for consideration and investigation:- In 1934 a general 30mph speed limit was imposed on roads in built up areas (effectively roads with street lighting) which remains to this day. Could it be that Cooper Stewart, or even the Ford Motor Company, introduced the red line on Ford vehicles for a set period to make drivers aware of the new regulation? Alan Summons' car certainly would fall into that category. Raymond Neeve's December 1935 Model "Y" red-lined speedometer (issue 176) could also. Question: did the early Model "C"s have the 30 mph red line?

But now we have another identified change to the design of the Cooper Stewart speedometer. Alan has noticed that the face of his fitted speedometer is held to the body by one screw at the base of the dial (as is Raymond Neeve's), whereas Alan's spare speedometer is held by three screws at 120 degrees around the circumference.

Graham Rudd's Model "Y"

In my Editorial in the last issue, I mentioned the many newspaper cuttings I had received from members recounting the story of Graham Rudd driving his **The Ford Model Y & C Register**

Model "Y" to work on his last day at work in Beccles, Suffolk. Cuttings from the Daily Mail, The Daily Express, the Sun and the East Anglian Daily Times arrived by post! I mentioned that I had been unable to contact Graham, as he was on his retirement holiday in Tenerife. On his return he wrote:- "Thank you for the nice article about Henry and myself in issue 177 of 'Transverse Torque'. We had a lovely holiday in Tenerife (warm and sunny in Las Americas).

On our last afternoon, I picked up a free weekly newspaper and could hardly believe my eyes - another article! The photo that went with it was of a different Model "Y" (don't know where they got it from) EPA 917, which is in the new Listings as 15.6.36 Black/green owned by N.C.H. Stroud S0824. I enclose an additional copy of the article if you would like to pass it on with letter.

We were near the M25 the other week and called into a garden centre. I couldn't resist buying a jig-saw (about £10.50) which shows three old cars outside a pub in front of a pond. One of the cars is a Black/Blue Model "Y" Tudor GHT 117. Can't see it in the Listing. The jig-saw is by Falcon de Luxe, Jumbo 10925, 1000 pieces, 26.8" x 19.3" 2008 Kevin Walsh, Nostalgia Collection, called 'The Old village Pub'."

[If we have any jig-saw fans out there, you might keep an eye open for this one. Once you have completed it and exhausted your enthusiasm, the archive would appreciate it]

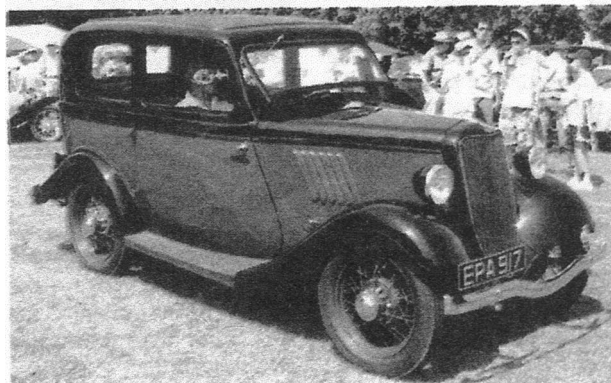
The article on "Henry" appeared in the Canarian Weekly, dated 13 February 2009, as follows:-

Graham's amazing time machine!

Proud youngster Graham Rudd drove to his new job at the printing factory in a 1936 Ford Popular. On his last day at the firm, nearly 50 years on, he waved goodbye to his work-mates from the same machine.

Astonishingly, Graham spent his entire working life at printers Clowes, in Beccles, near Lowestoft, Suffolk. He bought the 1936 Model Y Ford in 1961 after passing his driving test, shortly before starting work. But once he met Margaret at work in 1966, fell in love and started a family three years later, the car had to go. "There was just no room to put the pram in," said Graham, who pined for years over the car he called "Henry" after US motor-legend Henry Ford.. Years went by and then, at a vintage car rally, in the early Nineties, he spotted old Henry. "It was a million-to-one chance, almost like fate," he recalled. "Once I had seen it, I knew I had to get it back." Unfortunately for him, the owner also loved his treasured motor and it took Graham three years of negotiations before he finally wore him down. "He knew I was desperate to buy it, and he was very fair about it," said Graham, who turned 65 on 9th February. "I keep it garaged most of the time now, but on my last day at work I just wanted to give it a run-out for old times sake. It brought back lots of fantastic memories and it was a brilliant way to finish my career."

Graham's Model Y Popular was the first designed by Ford to be exported from the US to Britain and quickly became a best-seller. It was in production there from 1932-37, available with two or four doors and powered by a 933cc side-valve engine. The 1935 two-door version was the only fully-equipped car ever to sell for less than £100 and was a huge success.



Nigel Stroud's March 1936 Tudor "Y" (Y128496) as it appeared in the Canarian Weekly. Coincidentally, Graham Rudd's Tudor is Y125106, manufactured only a few weeks before Nigel's.

Arras 2009

The local Old Car Club of Arras, France, were kind enough to invite The Ford Y&C Model Register to their annual Motor Show and Autojumble on 22 March 2009. As Graham Miles, Tim Brandon and I, Jim Miles, had attended the show last year, we knew it would be a good 'Do'.

Graham drove his 1933 Model 'Y' tourer, Tim his nicely restored Fordor short rad and I drove my 1937 Eifel Tudor limousine. This year we took 'Le Shuttle' from Dover to Calais on the Thursday and drove down the E15 motorway to the Best Western Hotel in Arras. On the Friday, we drove to Vimy Ridge, which is only about 10 miles south-east of Arras. The German front line ran across the top of the ridge during the First World War, from where they could look over and control the flat-lands of Flanders. Many attacks were made by the Allies but to no avail. Then in 1917, Tunnel Companies dug from the allied trenches and placed thousands of tons of explosives under the ridge and, at zero hour, detonated them with devastating effect. The Canadians attacked and, after suffering many thousands of killed and wounded, captured the commanding heights. In remembrance, France gave Vimy Ridge to Canada for ever after the war. Now, Canadian students work for their government for six months at a time as tour guides around the massive monument, which was unveiled in 1928, the museum and the extensive tunnel system.

On the Saturday morning, a huge open air market takes place in the two adjoining main squares in Arras. The squares are cobbled and surrounded by shops and cafés, topped with Flemish gables. After viewing the market, we visited the



The imposing Canadian memorial on Vimy Ridge, where so many were killed, wounded and captured whilst taking the ridge in 1917.



Graham Miles mans the Y&C Register stand at the Arras Motor Show and autojumble.

belfry of Arras church, from where we could see many miles in glorious sun. Then it was time to stop playing 'tourists' and to drive to the Exhibition Centre for the set-up. One of the perks of the set-up time is that you are in the autojumble before the public!

Most of the cars and motor-bikes present were of French origin; Rosengart, the French Austin 7 made under licence; Panard, which I remember from my

younger days, and an original six-cylinder, fixed head coupé by Mathis caught our eye. Three six-cylinder Austins of 1934 vintage had also made the trip over from Britain. One of them had been assembled in Australia.

Up to Monday morning the weather had been sunny and mild. However, it was now very windy, but still dry for our trip back to 'Blighty', which went OK.

One thing I would like to mention, which might help someone out of trouble one day; my Zenith carburettor kept flooding petrol onto the manifold. All the jets and the float bowl gasket were found to be in good order. The problem was resolved by adding a very slim wash-

er to the needle valve, which lowered the petrol level in the float chamber by a few thou.

Jim Miles.

20 years ago.

Issue 58 - March/April 1989

As with today's issue, issue 58 reported on yet another successful A.G.M. at which some 10% of the membership were in attendance. The Club only supported 343 members then, compared with 422 members plus 19 'Friends of the Register' today. Apart from Jim Miles (Archivist), who was heading off to the north of France to live and Christine Baldock (Treasurer to the Spares Department), the 1988 committee was re-elected. It was at that point I took over the archive from Jim and started collecting and writing down information on our cars (as I have an appalling memory!) which culminated in the book on the Model "Y".

Other points from the A.G.M. included the fact that we were embarking on a spares re-manufacture programme as spares for our cars were becoming unobtainable at autojumbles and scrap yards. To help towards the cost, subscriptions were raised by £2.00 to £12 annually for UK membership and £16.00 for overseas members. Graham Miles, the Spares Secretary, was still operating out of lock-up garages in his local area and was trying to cut down on the amount to be stored. Sheet metal work was a problem due to surface rust and the expense of manufacture. Fibreglass was suggested for the smaller panels and providing a manufacturer with patterns for the larger panels so that he could produce copies to order for individual members.

In my Chairman's Newsletter, I covered a couple of technical points arising out of experiences in my Model "Y". Firstly, remember the need every year or so to remove the distributor out of the cylinder head, to re-grease the shaft and replace it. This prevents the shaft rusting in the head and ensures that you re-time the engine every now and then. The other tip is for when you are driving along and suddenly the car splutters and threatens to stall. Pull out the choke. The cause could well be dirt in a carburettor jet. By pulling out the choke, the jets are by-passed and the engine carries on. Obviously, at the next possible lay by, remove the carburettor bowl and float chamber, clean out the red gunge at the bottom of the chamber, blow through the jets, put it back together, suck a peppermint and carry on.

On a more professional note, our Model "Y" Technical Adviser, Jeff Cole, wrote an erudite article entitled **Rear End Thoughts**: - *No, not the delightful wiggle of the female anatomy, but the rear axle fitted to the Model Y&C. I noted in issue 56 that our Editor, John Guy, is currently restoring an axle and is seeking out bearings. Graham's spare part and illustration list is excellent for identifying the required part and number, but this is a very early listing and some assemblies and numbering have altered through the five year run of the models. [Graham was reproducing pages from an early Model "Y" parts list in successive magazines]*

Anyway, you are not likely to go down to your favourite Ford Dealer armed with a 'Diff Bearing' part number and obtain a pair for your Model y or C, but there are Bearing Specialists, also our Useful contacts (Bert Thomas [sadly, like Jeff himself, no longer with us]) has them in stock. If you quote the bearing manufacturers number, you can obtain them as follows:-

Differential Bearings manufactured by Timken, 14138/1 Cone, 14276/2 Cup.

Pinion Bearings manufactured also by Timken, 15119 Cone, 15250 Cup

The latest Parts List I have shows the Ford part numbers for the above as: Y4221, Y4222, Cone and Cup for the differential bearings and Y4615-B driving pinion assembly.

When changing bearings, etc., in the axle, do not forget to replace the oil and grease seals as these are most likely to be well worn.

Bob Wilkinson, as Membership Secretary, reported 17 new UK members - none from Ireland - plus one from Switzerland and one, Alf Jonasson, in Sweden. Only Alf is still on board! Equally sad is that, of the 10 cars mentioned by Bob belonging to members, only one (AVP 805) is currently owned by a member, Gary Crosby in Stourbridge. The other 9 cars are owned by non-members! Why are they not members?

Bob did have a whole page devoted to himself (poser!). He had recently completed the restoration of the Model "Y" Jensen Mistral, which has recently been imported back into the UK from Mallorca by member Winston McAdoo in the north of Ireland. Give Bob his due, he had taken 8 years of his working life to restore the car to a very high standard and the Yorkshire Evening Post acknowledged this in a gushing article referring to 'Bob, who holds a string of posts with the Model Y and C Register' - he was

the Membership Secretary, Treasurer and Registrar at the time.

Finally, it won't go amiss if I repeat the highlights from an article titled HIGHWAY CODE. It would do us well to consider what Mr. Joe Public thinks about us (on the road). If we do not cause him too much hassle, it is probably true to say that he welcomes us on the roads as a pleasing sight which evokes a little nostalgia and which relieves the boredom of driving today's modern machines. However, that is only if we do not cause him too much hassle. If we do, then his voice will join with other killjoys to have us banned. Here are a few courtesies it is worth bearing in mind when driving our cars.

1. Always be aware of those behind you. If you are causing a tailback or if you are holding up a driver for an excessively long time - pull over and stop if necessary until the road is clear.
2. If the above occurs on a motorway or main dual carriageway, drive off at the first exit, pause and then rejoin, once clear.
3. Try to avoid busy motorways and main dual carriageways. Plan routes to avoid notoriously bad stretches of road.
4. Remember your car is relatively slow to get away at road junctions and roundabouts. Be patient and wait for a clear gap in the traffic.
5. When travelling in convoy with another old car, or behind another slow-moving vehicle, allow at least 50 yards between you to let traffic overtake each of you as a separate procedure.

Teacher's model of success



A much younger Bob Wilkinson proudly posing with his Jensen 'Mistral' trolley in 1989.

Spares report

In the main we have had another good year, supplying members with the parts they need to keep their cars either on the road or to complete a restoration.

As our cars get older (but don't we all), the availability of parts to keep them running diminishes. Fast moving items such as points, plugs, etc. are relatively easy at the moment, but they will become scarce as time goes on. The members of the Parts group are continually searching for those hidden supplies of old stock stashed away in some lockup.

Our substantial stock of "old used bits" is an insurance, should we ever want patterns to reproduce those obscure items sometime in the future. That term "may come in handy sometime" could never be truer.

One shortage, which surprised us, was front wheel inner bearings. Being imperial size, which has gone out of fashion, the stocks are drying up, except on special order. As we all know, rarity means price hikes and, although we have limited but adequate stock at the moment, we are continually seeking fresh supplies.

Long term plans include availability of body panels, through a recommended supplier, and serviced steering boxes. Panels that are currently available include running boards and door skins (albeit RH front Tudor Model 'Y's only). We are also looking at spare wheel covers to add to the list. The supplier we are working with will, when we finalised the arrangement, deal directly with members and make parts to order. Prices and contact details will be in the magazine. This is just a start, we are looking at other replacement panels, or part panels, should members want them.

On the subject of steering boxes, our own serviced assemblies are a long-term project. I know some of you would like this to happen tomorrow, but it can't be done. Another solution is also being looked at. We are working with a small engineering company and if things prove successful, and we are satisfied with the results, we will publish details in the magazine. Members can then deal direct through our "Useful Contacts" page. More information on this when it's to hand.

Thank you for your support in the past year. Our aim, as always, is to provide a good, fast and efficient service with quality parts.

Behind all this are the administration group, Colin Rowe and the Parts Holders, they are the ones who organise, pack and send your orders. They make the whole thing work. It's the same old story, the back room staff keeping the whole thing going.

Jim Sharpe,
Spares Officer

From our Spares Administrator

Your orders may be going astray if you are not using the latest address of the spares administrator, who moved 10 months ago. There is no longer a redirection of mail at the old address. Please note the correct address printed at the top of the order and on the inside front cover of this magazine.

Colin Rowe,
Spares Administrator

Members' Cars

Black Beauty - a 25 years restoration.

John Keenan, who lives in Hastings on the East Sussex coast, owns the oldest known surviving roadworthy Model 'C', chassis number C00647. This was probably built at Dagenham during November 1934, two months after the launch of the model in Blackpool. BKN 319 is a Kent registration issued between December 1934 and January 1935. According to the 1961 Continuation Log Book, the car wasn't registered until 1 January 1935, which is unlikely as that was New Year's Day. The first owner was a Mr. Smart, who eventually handed the car down to his son, George Smart.

As 2009 is the 75th anniversary year of the launch of the Model 'C', it seems appropriate that we should look at the story behind John's car, which is affectionately known in the family as Black Beauty. John recalls:-

"Back in 1974, a neighbour, George Smart, rolled in a wire wheel to my Petrol Station to inflate the tyre. It transpired that his old car was to be collected later that day for scrap. Curiosity got the better of me and I followed George back to his garage. In the garage lay a very pathetic looking little rusty old Ford Model 'C'. It was love at first sight; I was well and truly smitten. George told me that the scrap value was £25.00, so I gave him £50.00 and promised that it would be restored.

I was not in a position to pay out for repairs or professional work, so it had to be a DIY restoration. But first, I had to learn the trade. Evening classes at our local college taught me how to gas weld and shape metal panels. This was followed by a preparation and spray painting course. Fortunately, my brother-in-law was a panel beater, so I could borrow his welding plant and pick his brains when required.



The sills had almost rotted away.



November 1992: the car is stripped bare, repaired and ready for its primer coat. The draughtsman friend tries to sketch the complicated sliding roof design



The skeletal interior.

cored and the engine and gearbox re-conditioned. Many parts were available through our extensive Y&C Register Spares Department and I found that technical advice was freely given. Sam Roberts visited one day, with a draughtsman friend, to make drawings of the original sunshine roof assembly for the archive. [Regrettably the assembly is far more complicated than the Model 'Y' roof and, although we do still have the drawings made on that day, I would not recommend anyone trying to replicate the original Pytchley roof. - Ed]

I retired in April 1999. By now, the car was repaired and in primer ready for painting. As the car was in 35 bits, it was difficult to find a spray shop to paint it inside and out in two-pack, but I eventually found one. Re-building the car over a period of one year eased me into retirement. Fortunately, I found a local retired upholsterer who remembered just how the original trim all went on the Model 'C'. He repaired the seats and the door trim. A new head lining, new carpets and wing piping were all made to match the original.

The Y&C Register Convoy 2000 tour of England, Scotland and Wales was my completion target and proved to be a very extensive road test. During the 1,980 mile trip, I only suffered two small faults, a broken speedo cable and a loose distributor.

What a super little Ford and nice looking.

The Ford Model Y & C Register

Now the restoration could really get under way. Due to the extent of the very excessive degree of corrosion, the body had to be lifted to get at the chassis. The body tub and attached parts were stripped back to bare metal, the rust cut out, the gaps plated and re-shaped ready for priming. The engine, gearbox, axles, etc. were cleaned, primed, painted and stored in the cellar. The lighter panels, the wings, bonnet, doors, seats, etc. were taken up into the loft. Boxes of small parts went into the shed.

After 10 years of slow progress, I built a workshop just for the car, which helped speed things up a bit. A friend, who was a sheet metal fabricator, rolled out new door sills and a rear end panel for me. I had a new petrol tank made, the radiator re-



John and Black Beauty win the Pre-war Concours d'Elegance at Hooe in 2001

Noteable events in Black Beauty's short career since restoration:-

- Convoy 2000 - Round England, Scotland and Wales
- Eric Bufton Memorial Shield for Best Restoration - 2000
- Pestalozzi Hill Climb - Award for best presented Classic Car - Aug 2000
- Hooe Show - Concours D'Elegance Pre-war Class 1st - 2001
- Brooklands FSOC Day - Pre-war Upright 1st - 2002
- Convoy 2002 - Round Ireland
- Tatton Park Show - Best Four Door Ford 3rd - 2003
- Friday-Ad Motor Show, Bentley - Pre-war Class 1st - 2004
- The Bert Thomas Salver - 2004
- Normandy Tour - 2005
- Holland Tour - 2006
- Bognor Classic Motor Cavalcade - Pre-war Class 1st - 2007
- Bognor Classic Motor Cavalcade - Pre-war Class 1st - 2008



Loading up after the All Ford Rally at Abingdon in 2006.

Chatham dockyard

The annual Easter gathering at The Royal Chatham Dockyard in Kent attracted a number of our members, who enjoyed the sun this year, rather than driving through snow blizzards to get there, as last year!



Tim Brandon captures our cars at Chatham: Glynis peers out of Tim's short rad Fordor; Jim Miles with his rarely seen Model 'Y'; Stan Bilous and his beautiful Model 'C'; David Tanner's Model 'CX' and Christine Baldock with 'Fordy'; her Tudor 'Y'

Events 2009

16 - 24 May	Northumberland Walkabout (see below)	Graham Miles 07889 844949
23 -25 May	Enfield Pageant of Motoring (Club stand - Jim Miles)	Entry form 02083 671898
24 - 29 May	12 th Ford 8 & 10 hp National Rally Queensland, Australia	Contact Sam Roberts if interested 01264 365662
7 June	Lancashire Rotary Clubs' sponsored 'Two Towns Rally'	Bruce Allan 01995 601041
7 - 13 June	Y&C tour of Ypres Salient, Belgium (see below)	Sam Roberts 01264 365662
11/12 July	Ardingly show, Kent (Club stand)	John Keenan 01424 424323
12 July	Clwyd Practical Classics classic car show, Caerwys nr Mold, Flintshire.	Clive Harrison 01745 571185
19 July	Newby Hall, Yorkshire	Barry Diggle 01274 614729
25/26 July	Old Ford Rally (see below) Gaydon Heritage Centre	Bob Wilkinson 01832 734463
22 August	Kirkstall Abbey, Yorkshire	Steve Waldenberg 0113 226 7497
23 August	Powerscourt Picnic Run and Rally Co. Dublin, Eire	John Fitzgerald 00 353 1 295 4299
12/13 Sept.	Bolton Abbey Forties Weekend Yorkshire	Barry Diggle 01274 614729
18/19/20 Sept	North Norfolk Railway 1940s Weekend. (Sunday main day) Model 'C' anniversary (see below)	Roger Hanslip 01945 430325

4 October	White Rose rally, Bolton Abbey Yorkshire	Barry Diggle 01274 614729
25 October	Stoneleigh Restoration Show Warwickshire	Geoff Dee 01926 334780
1 November	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
13 - 15 Nov	International Classic Car show NEC, Birmingham	Geoff Salminen 0121 427 2189

Events 2010

14 February	Y&C Committee meeting	Bob Wilkinson 01832 734463
18 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
25 April	National Drive It Day	

The Northumberland Walkabout - 16th to 23rd May 2009

On May 16th, Graham and Margaret Miles and John and Carol Argent are heading north to Northumberland in their Model 'Y's for an 8 day trip and are inviting members to join them, either for the whole trip or for parts of it. Hopefully our northern and Scottish members will be particularly interested.

The outline programme sees them leaving the South Mimms

Service Station on the M25 (Junc.23) on Saturday, 16th May and heading for an afternoon tour and a night stop in Lincoln. Day 2 sees them in Beverley, via the Humber Bridge, then via the North Yorkshire Moors to Scotch Corner for a second night's stop.

On day 3 they will travel via Barnard Castle to Alston, where they will spend two nights, allowing visits to the 'The Northern Pennines National Park'. Then on to Bellingham, via Hadrian's Wall, for another two nights stop-over to visit 'The Northumberland National Park'.

On Friday, 22nd May, they will head for Holy Island, via Bamburgh Castle, for the final night's stay before returning home.

For information on hotels and specific planned timings, please contact either John Argent (see Regalia Officer details) or Graham Miles (see contact details above).

Update on Tour to Ypres Salient - June 2009

Since the original booking of 20 rooms in the Novatel Centrum hotel in Ypres, the pound has taken a tumble against the euro. As a result, the hotel has been contacted and they have agreed to reduce the price of a twin room, bed and breakfast, from 45 euros to 41.50 euros per head per night - a saving of approximately 40 pounds per couple over the six nights.

The hotel has its own secure car park and swimming pool. It is located close to the Menin Gate and also the famous Cloth Hall. There are also many attractions other than the battlefields and cemeteries of Flanders fields and Passendale. These include tours of Ypres and Poperinge (home of TOC H), tram rides along the coast, auto-museums, antique shops (Ostend), theme parks, gardens, etc. A day trip to Brussels or Brugges by train costs only 19 euros return.

The cheapest crossings are via Norfolk Ferries - Dover to Dunkirk. We would be looking to cross from Dover after lunch on Sunday, 7th June and return during the morning of Saturday 13th June. Dunkirk is only about 60 miles from Ypres (Ieper in Flemish).

Please note the need to carry Hi-Glo jackets on the Continent (see Regalia).

Those wishing to join in the fun, who have not already booked, please let me know if you would like to come on 01264 365662 or by email sam@samroberts.plus.com

Clwyd Practical Classics car show. Sunday 12 July at Caerwys, near Mold.

Like last year, there will be a club stand at the event and members are welcome to come along to display their cars. Last year we had a fantastic day chatting to like-minded folk with over 300 cars on display. Access to the event is good as it is just off the A55. Club stands are few and far between in our area, so all local members in Region 14 are asked to put this date in their diaries and to join in - free entry passes for those wanting to display. Please contact Clive Harrison on 01745 571185 or Mike Malyon on 01745 571423

Old Ford Rally. July 26th 2009. Motor Heritage Centre, Gaydon.

Applications are coming in well for this rally which is being run jointly by our Club and the Heritage Motor Centre. Around 20 Ford Clubs will have stands with an excellent range of vehicles on display. The centre has a huge user-friendly museum of motoring history so, even if the weather is poor, you will have much to see and do. You will have had your club member's application form with the last issue of the magazine, but if you have mislaid this then please contact me (01832 734463).

We have a spread of old Fords from the Model T through the years to 1982....cars, commercials, tractors, military, etc., as well as trade stands. We need your car too! This is the first Old Ford Rally and it is important for us all to make this a success so that it becomes a regular feature on the classic calendar in future years.

Application forms (exhibitor and trade) can be obtained by using our Club website as a link to Gaydon. www.fordyandcmodelregister.co.uk Go to "Old Ford Rally" page and follow the links. See you there!

Bob Wilkinson.

North Norfolk Railway-1940's Weekend September 18th, 19th, 20th, 2009.

75th Anniversary of the Ford Model 'C'.

The North Norfolk Railway holds the popular 1940's weekend annually and our club has always had a good attendance at this enjoyable event. **Sunday is the main show day and tickets are available for just the one day.**

This event coincides, almost to the day, with the 75th. Anniversary of the launch Ford

The Ford Model Y & C Register

Model 'C' on 17th September 1934. We aim to mark this event with additional Model 'C'/'CX's ...or as many as possible we can muster.

This year there is an opportunity to make this club gathering a weekend rather than just the Sunday. A 3-night hotel package is available to members and friends - shorter or longer stay may be possible.....just ask. The package includes Friday, Saturday and Sunday nights B&B, with evening meals on Friday and Sunday, at a total of £150.00 per person. This includes free passes for the NNR event on the Sunday. The Country Park Hotel is of good quality and only a short drive from Sheringham and Holt stations on the NNR.

A weekend programme is being compiled to accommodate various interests but basically:- Friday evening - Arrive at hotel. Meet for evening meal: Saturday - local visits etc. (TBA). Sat. evening, 1940's Dance at Holt: Sunday - 1940's experience at North Norfolk Railway. Evening meal at hotel: Monday- depart after breakfast.

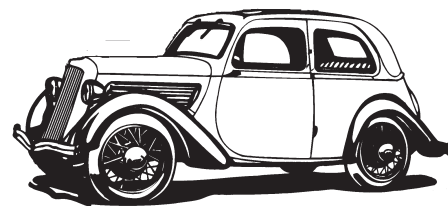
Although not compulsory, most visitors to the show wear 1940's gear and over the years our groups have been quite inventive; military, civilian, workplace, formal and casual gear have all been included.

All Models 'C' and 'CX' owners are invited to add to the display. The Model 'C' may exist in smaller numbers but, as the first Ford 10h.p. car, it is an important model in Ford development. Let's have a good turnout.

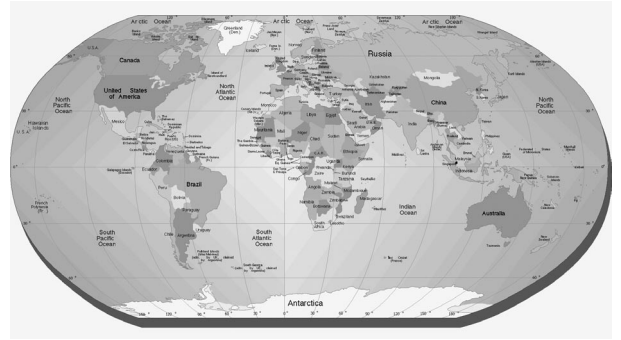
Apart from travelling on the steam trains each station is set out in period style with the popular music of the era adding to a tremendously nostalgic atmosphere.

If you are interested in booking your place or finding out more details, please contact Jo & Roger Hanslip. Tel: 01945 430325 or by email: jo.hanslip@btopen-world.com

Early bookings appreciated to ensure hotel places.



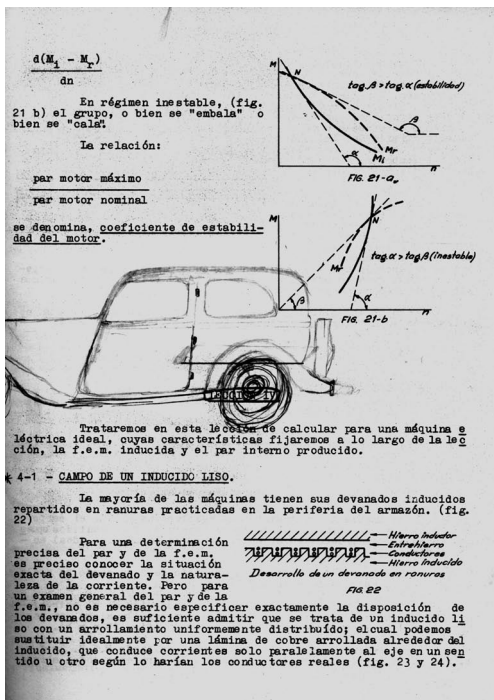
International News...



Spain

Doodling

Luis Casante reports, "While looking up for some electromagnetic background in a book that I used during my University days (1967), I came across a sketch in pencil of Forito my beloved Model Y, then my everyday car. Some of the classes were so tedious! Believe it or not, I was better as a student than sketcher. A reminiscence of my youth."



Luis Casante's boredom threshold had been crossed during this physics session on his degree course!

Canada/New Zealand



"George Humphreys' unregistered September 1936 Model 'CX'."

George Humphreys has been trying to import a Model 'CX' from New Zealand to Victoria on Vancouver Island in British Columbia. He has been unable to prove that the car has ever registered in New Zealand. He had bought the car, which had been almost completely restored, without any documentation or registration plates. As a



The revealed battery box assembly number 155 hand-stamped at the Ford assembly plant at Lower Hutt.

result, Land Transport in New Zealand would not allow the car to be exported. He turned to the Ford 8&10 Car Club Inc. in Auckland for help. Thelma Semadeni, their Editor, in turn turned to us for assistance.

George had emailed Thelma, "Hi... just wondering if anyone in your club could help me. A couple of years ago I purchased a 1936 Ford 10C from a fellow in Whangarei. I have been trying to get information to prove the vehicle was at one time registered and driven on NZ roads but so far have not found anything. Evidently if the VCC can prove it was, then I can get it re-

registered. Chassis Number C50512, Engine Number C218955, Body Number 464/5928. Any assistance would be greatly appreciated."

Armed with the chassis (original engine) number and the Briggs body number, I was able to tell George, from our records, that the car was manufactured in Dagenham during September 1936 and shipped out in crates to Wellington, New Zealand,

ready for assembly. There was just a possibility that the car could have been assembled at the new Ford assembly plant at Lower Hutt, which opened for business in November 1936. If that was the case, we know that it would have had an assembly number hand-stamped on the front of the battery box. Cars assembled before November 1936 were assembled at the Colonial Motor Company Ltd. in Wellington and didn't carry an assembly number.

George sanded down the front of the battery box and revealed the number 155, which is proof positive that the car was assembled in New Zealand. An appropriate letter was written to the Vintage Car Club of New Zealand, who provided the necessary documentation for George. Another satisfied customer!

U.S.A./New Zealand

You may recall in issues 158 and 159, we told of the purchase of a Model "Y" unseen by Bob Anderson from an auction in Tennessee. When the car arrived at Bob's home in Illinois, he set about trying to find its history through the Club archive. From its registration, AI 8523, and the style of the number plates it was deduced that it was of New Zealand origin. It was further traced to being registered in 1964 in Timaru, about 100 miles north of Dunedin on South Island. Despite two or three locals who replied to a letter in the Timaru Herald, each of which purported to know of the car, we were not able to make advances on the car's history - until now!

Following information from Roger Gardner, the author of "Ford Ahead - a History of The Colonial Motor Company, Ltd.", who has found a register listing all built-up Models "Y" and "CX" which were supplied to the Ford dealer in Timaru, I was able to tell Bob Anderson:-

"You are aware that your Model "Y", Y127917, was shipped out to New Zealand in crates from Dagenham in March 1936 and assembled at the Colonial Motor Company Ltd. in Wellington. I have now discovered that it was then delivered from the Timaru Ford dealer to Maude Brothers, in Oamaru, whom I assume ran the local garage. Maude Bros. sold it to its first owner,



Bob Anderson's Model "Y" as received from the auction in Tennessee. Note the distinctive New Zealand number plate.

Mrs P.J. Hay, a married lady living at Lake Farm, Oamaru on 4 July 1936.

Note:- Oamaru is on the south east coast of the South Island, about 50 miles north of Dunedin. Coincidentally, Oamaru is approximately 50 miles south of Timaru, which is where we think the car came from before being exported to the U.S.A."

Australia

Feedback on issue 177 from Bill Ballard.

I was fascinated by your Singapore article, particularly as, between July 1959 and January 1960, I spent 6 months residing in a "hiring" (a brand new, private bungalow) about 50 yards from the Bukit Timah Road whilst we waited for a married quarter on RAF Tengah to become available (my father was the Warrant Officer in charge of the Station Workshop at RAF Tengah - a very popular man, even with the Group Captain!!). We were in Singapore till January 1962 and I must have passed along the Bukit Timah Road hundreds of times (my school bus to Alexandra Grammar School had to use part of this road every school day, and when not in school, I often used to get a bus or taxi into Singapore City along the road), but I cannot say I remember the Ford Plant!! Mind you, I may have had other things on my mind in those days!! I just wonder if a letter to the main newspaper(s) in Singapore asking if anyone knows whether one of those old Model Y taxis still exists might bring forth a surprise?!!

[The question of any survivors was put to Douglas Fox of the Malaysia and Singapore Vintage Car Register (MSVCR)], who replied, "The answer, alas, is that none has survived either in Singapore or Malaysia. Although I have been associated with the MSVCR since 1963, I cannot recall any reference to these cabs over the years. Possibly the Japanese requisitioned them and either drove them into the ground or shipped them to Japan

for their metal. The attached photo of requisitioned cars may include some of the cabs. If memory serves me right, the photo was taken at Farrar Park.]

Member, Arthur Redfern, is an old acquaintance of John Bruce, who writes:-

"One of your members, Arthur Redfern, kindly passed on to me a copy of the March-April issue of 'Transverse Torque' because he knew that as a past manager of Universal Cars Ltd., the company that started Yellow Top Cabs, I would be interested in the article on pages 25-27.

I suppose that as an ex-Singapore Citizen, I should take you up on your remarks about being bored there, but I must admit that although it used to be very much part of the "Mysterious East" - a place one dreamed of visiting, it is now a very modern city and although not so romantic, a much better place for the average Singaporean to live in..

grew from about 250 per annum in 1961 to 3000 in 1968. In fact, on one occasion, I was visited by the managing director of Ford of Malaya who must have created Ford history by "complaining" that he couldn't keep up with the orders I was giving him. Needless to say, I did not slow down and he somehow managed to supply the vehicles. When you think of all the other makes of cars that were being sold and then consider the size of Singapore, is it any wonder that the government imposed very severe restrictions on the sale of new cars.

Until I read the article, I was not aware that Universal Cars had started Yellow Top Cabs. I do remember seeing vehicles in that colour scheme when I first visited Kuala Lumpur in the 1950s but the significance of this did not strike me at the time. I have been in touch with the Malaysian and Singapore Vintage Car Register to see if any of the Yellow Top Cabs have survived, but it seems that, unfortunately, none has.

One interesting vehicle which belonged to Universal Cars has survived and it is now in Worcestershire. It is a Ford Model N. It first arrived in Singapore in September 1907 en route to China. The ship carrying it had a very highly inflammable cargo - 60,000 cases of benzene - and it caught fire in the harbour. The authorities could not put the fire out and so it was decided to sink the ship. The Royal Artillery was called into action to sink it by holing the hull.

Six rounds were put into it and this did the trick. When the ship was eventually raised in April 1908, what was left of the cargo was sold off and this car was bought by a Singapore businessman who was a shareholder in Wearne Brothers. It was brought to England by Alan Giles, who was the last of the Europeans to leave Wearne Brothers. Alan is an enthusiast and is working on the car himself. He



Cars requisitioned by the Japanese on their occupation of Singapore in 1942. No obvious sign of Model "Y" Yellow Topped cabs, but there is a Model "C" or "CX" in the foreground and an Eifel limousine four cars along.

Universal Cars was a subsidiary company of Wearne Brothers Ltd. and until the late 1950s, sold Fords throughout Malaya via the Wearne Brothers branches there. In about 1960 a different distribution system was set up and Universal Cars became one of two Ford main dealers in Singapore. I managed the company for seven years between 1962 and 1968. This was a time when the Singaporeans began to become more affluent and our sales of new vehicles

tells me that although it was immersed in the water of Singapore harbour just over 100 years ago, there is no sign of corrosion. I can remember a previous manager of Universal Cars, having taken the car out for a run, had a con. rod go through the crankcase. Writing off to see if he could get spare parts, he concluded his order with the words "I presume these parts will be replaced under the terms of the warranty"

Before I joined Wearne Brothers, I learned the hard way to respect the motor trade. I needed to change my car and I was recommended to go and have a word with the sales manager of the Austin agents, Alan Wood. When I came out of his office, I had (a) bought his demonstrator Austin A40 saloon; (b) become a new member of the Singapore Motor Club; and (c) become the new Hon. Sec. of the Singapore Motor Club! In that latter capacity, in 1955 I became the secretary of the meeting of what was to be the first Singapore Grand Prix. Unfortunately, we could not get a circuit in Singapore and so it was held, not in Singapore, but just across the causeway in the streets of Johore Bahru and so it became the Johore Grand Prix. A few years later, I met a couple of very interesting characters from the motor racing world. The first was Prince Birabongse Bhanubandh, better known as Price Bira. He was well known as a racing driver in the pre-war and immediate post-war years. I looked after him for a day and showed him the Grand Prix circuit in Johore Bahru. The other chap I met was Kay Don, at one time holder of the world land speed record and the water speed record. But I digress. I enjoyed reading your magazine and being given the opportunity to contribute to it."

Man thanks for your contribution, John.

Australian bush fires

Bill Ballard also writes:-

I was flattered by your mention of myself, the Syndicate and David and Sandra Moran's close shave with the bush fires at Wandong on "Black Saturday" in your Editorial. Thank you very much!! As a postscript, we (F.O.R.D.C.A.) had a committee meeting at David and Sandra's house last Sunday and I was able to see first hand the damage to their gardens and the surrounding area - staggering! Just 100 metres away there is a plot with the remains of a house and a few burnt-out cars to remind us of how lucky the Morans were! The amazing thing is that of the 20-or-so gum trees in their back garden that were burnt in the fire storm, all but about six are already sprouting new growth, and it's only five weeks since the fire!! The irises in their flower beds were pushing up new leaves... and so the rejuvenation is showing. They have had only had a few days rain in the meantime!

I was also reminded how close we came to disaster in Boronia on that fateful day, when I took 'Transverse Torque' and 'Wire Wheels' to the printers in Upper Ferntree Gully on Monday last. The fire at Upper Ferntree Gully quarry came right down to the Burwood Highway (the main road) and burnt out a stretch of bush for about 500 metres alongside the road.

We've had two major earth tremors since then - one at 9pm on the 6th March and one at around 4pm today. Both were over 4 on the Richter scale and shook our house quite noticeably!

C	.....C-E-17754	.....Forreste Stødfangerarm, højre	.....1934-37	.....	.....1
C	.....C-G-17754	.....Forreste Stødfangerarm, højre	.....1935-37	Eifel	.....1
7W	.....7W-17754	.....Stødfangerarm, udvendig, højre	.....1937		.....1
Y	.....Y-17755-BR	.....Forreste Stødfangerarm, venstre	.....1932-33	Stor Forkrøbning, 7½"	.....1
Y	.....Y-E-17755-C	.....Forreste Stødfangerarm, venstre	.....1933-37	Lille Forkrøbning, 4¾"	.....1
C	.....C-E-17755	.....Forreste Stødfangerarm, venstre	.....1934-37		.....1
C	.....C-G-17755	.....Forreste Stødfangerarm, venstre	.....1935-37	Eifel	.....1
7W	.....7W-17755	.....Stødfangerarm, udvendig, venstre	.....1937		.....1
		Bolt (forreste Stødfangerarm til Ramme).....	1932-37	Bestil 20371-S2	.....4
		Laaseskive til Bolt	1932-37	Bestil 34808-S2	.....4
		Metrik til Bolt	1932-37	Bestil 33802-S2	.....4

Michael's Danish parts list for his Eifel. The G in the ringed part number stands for Germany. The number above it, without the G, is the Dagenham manufactured arm.

Denmark

'Why Y' feedback



The actual front bumper support showing no sign of the letter C, but just the model number 20 - which is the point Michael is trying to make.

Michael Deichmann displays some scepticism about the theory on the allocated letters for the early 8 and 10 h.p. cars. He emails:- "I read with great interest Yvon Precieux's touching theory that it was the spare part guys that feared a mix up of parts for Model 18 (the V8 "Mobel B") and the Model 19. Well - I shall not

claim I know the truth, but what I know is, that the Model C most likely was called "Model 20" at some point in it's early history. When I sandblasted the front bumper supports for my Ford Junior (of German origin), a spare part number was revealed (see picture): 20G 17755.

Looking in my Danish spare parts catalogue, I find neither 19 or 20 prefixed part numbers, but instead I find C-G-17755 which is marked as being the left bumper support arm and flagged as "Eifel" (see picture).

I find it very hard to believe that, several years AFTER the spare parts guys had made management accept the use of Y instead of 19, that parts were being produced stamped as if the part number was 20. Actually, to me it looks more like there has really been some fuzz around these model numbers and letters.

After having written the above, I went down the basement to work on my Model 'C' engine. I took a look on the connection rod and found the spare part number to be: 20 - 6205 and not C-E-6200 as it says in the spare part catalogue!

PS: If you read some of the US car clubs forums, there was another Model C, a derivative of the Model B but with yet a further developed engine. Something like the car made with the "Kölner engine" - the ultimate 60 HP engine for the Model A. However, their Model C is something different. [C was the letter given to an engine, rather than a car. The C engine, I understand, was fitted in the 7V truck. - See also Feedback by Yvon Precieux under **Members' correspondence**. Ed]

Holland

Out of the blue, I received a packet of goodies for the archive from long-time member, Fed van Leeuwen. In addition to Dutch, Belgian, French and German price lists for our cars, there were magazine advertisements and a fistful of photographs, which will appear in future issues of the 'Transverse Torque'. Many thanks Fred.



Fred van Leeuwen and his July 1936 Tudor Model "Y". This photograph was taken when he and his wife, Lipka, joined us for the day on the Y&C Register tour of Holland in 2006.

NEWS OF NEW MEMBERS

Prepared by Christine Baldock
25 April 2009

We extend a warm welcome to the following 3 new members who have joined us since the last issue of 'Transverse Torque'.

Alain Herman	O-H015	Le Touquet, France
David Oliver	O1001	Chelmsford, Essex
Peter Yeats	Y1803	Mintlaw, Aberdeenshire

Below are brief details of their vehicles:-

Alain Herman joins us from Le Touquet. 'Sadly we only have brief details of Alain's Y" which bears the registration 3430 ED62. 'Hopefully he and Sam Roberts our archivist will be able to confirm the relevant details soon.

David Oliver is now the owner of DKM 481, a 1936 two door 'CX' with the chassis number C58296. David's 'CX' has an interesting history in that it was with a theatre company for a year and now needs to be re-adapting for road use. David will be spending the coming weeks returning the car to a smart and usable state before embarking on the Essex roads.

Peter Yeats has taken on ownership of Roger Booth's 1934 "Y" maroon and black saloon (a lovely colour maroon I always think!) AUF 831 will now have to get used to chugging around the lanes of Aberdeenshire rather than Dorset!

Hopefully you will find this contribution to 'Transverse Torque' informative. The Editor will be pleased to receive any news and photographs of your vehicles for inclusion in a future issue.

This is my last report as Membership Officer and I wish my successor, Mike Malyon, all the best in his new role!

Christine Baldock
Membership Officer (Temporary)

Northern Sidelights

It was with great sadness that I learned that David Grace had passed away, in March. David was a stalwart in Region 16 and always supported events in his Alpine Tourer, along with Wendy, and for many years, Ben, the faithful three-legged dog. He will be greatly missed and our thoughts go out to Wendy and the family.

Steve Waldenberg, publisher of the Ford Y&C magazine is organising a Classic Car Event at Kirkstall Abbey on Saturday, 22nd August. Many local members will remember that Steve always ran an event as part of the Kirkstall Festival, but of recent years had become extremely busy, making it difficult for cars to enter or leave the field. The event in August is planned as a dedicated Classic Car Show and should be a good gathering in the grounds of Kirkstall Abbey, just outside Leeds. Let's try to assemble a good Y&C entry. For an entry form contact either me or Steve. 0113 226 7497

Newby Hall is on Sunday 19th July, and again, I have entry forms. The closing date is 26th June.

We welcome Stuart Green from Northowram, near Halifax, to the ranks of Region 16. Stuart is undertaking the restoration of a Model 'Y' pick-up which needs quite a lot of work doing to it. I had a long phone chat with Stuart, who is no stranger to restoration work and who has the skills and facilities to undertake the work. Good Luck, Stuart! A progress report and pictures would be greatly appreciated. Also a big welcome to Neal Purseglove of York who is restoring a 1935 'Y' saloon.

The accompanying photograph is of Pat Jennings's 1937 Model 'Y' taking part in the Leeds St Patrick's Day Parade on Sunday 15th March. In the car is the Lord Mayor of Leeds, Mr Frank Robinson and the Lady Mayoress. Now, Frank Robinson taught me Physical Education at Secondary School in the very late fifties and early sixties and I can still see him now driving his 100E into the school car park. Frank had, interestingly, been a "Bevan Boy" in the war. For those not in the know this meant that he had to work in the coalmines instead of being conscripted into the armed forces. If he were visible in the picture, you would see how youthful he still appears! Many thanks for sending the picture, Pat, I'm sure that Frank appreciated a ride in the old Ford.



Pat Jennings and his December 1936 Tudor taking part in the St. Patrick's Day's parade in Leeds. On board were the Lord Mayor and Lady Mayoress.

John Warwick's tale of F.W. Porter & Son



Porter's shop, bakery and garage in Codicote High street in 1936.

War. This wasn't a large garage, just a small village garage with enough room for about four cars. The garage was run by his son, Fred Junior, my mother's cousin. Two of his sons and two employees did the repairs and also car hire, which was used a lot by the villagers; not many having cars. They were Ford agents, registered R.A.C., A.A. and M.U. repairers, being also on call for breakdowns. They sold petrol, at first, in two-gallon cans and then, in the '30s, from an electric pump that swung out across the pavement. After the Second World War, they sold the garage. It carried on being a garage until the '60s.

My great uncle Frederick Porter ran a greengrocer's shop, cycle shop, bakery and a garage. These were all in a row with their large house at the end. This was in the village of Codicote, Near Hitchin in Hertfordshire. The garage was started after the First World

magazines with no luck. So I joined the Ford Y&C Model Register as a Friend/Member and placed an advert on the website, but still no luck.

I really wanted a vehicle, so thinking a van might never come up and seeing a four-door for sale, I decided to buy it. I brought it home and started work on it, getting it back to pristine condition - nothing major. Repairing the underneath, engine bay, door linings, removing bumper bars, lights, etc.; cleaning them up and treating or spraying. I had nearly finished when, out of the blue, I picked up a message on my answer-phone. Someone saying that they were selling their Ford Y model van and, they being a member of the Club, had seen my advert and thought they would give me first refusal. So I gave him a ring and liked what I heard and realised that I had seen this van in our Club magazine.



Fred Porter Junior.

Now what do I do? Let the van go, or sell the car? Now, after having the green light from the wife, I have both. The car in the garage being worked on and the van outside at the garage front under the car port and the A.A. and R.A.C. signs. Like the car, the van needed some work doing to it; a new floor, head-lining, work on the chassis, interior paintwork, engine bay area, spray the bumpers and give it a good polish. The pi-

antwork was a bit faded and had the odd scratch. I toyed with spraying it, but decided that it suits a van to be a little bit on the not-so-perfect side, as it is a working vehicle. Finally, I had it sign-written with the family garage name:

F. W. Porter & Son
Motor Engineers
High Street Codicote Herts

And now, here I am, a very happy man.



John's 1937 Fordor Model 'Y' parked in his replica period garage.

I have collected tools since the '70s, so was always interested in workshops, garages, etc. I am also very keen on the history of trades in the villages and tradesmen. So I naturally was interested in the garage and, by asking the older members of my family and two men who worked there, I found out more and more. Several photographs came to light and some bill-heads were found from the '20s and '30s. So I was building up a good picture of the garage. I was given some tools, which were used in the garage. Then, one day, I spotted a 1920s' hand petrol pump being removed from a farmyard. This I obtained and was told later by an elderly gentleman that it had been in Porter's in the late '20s.

The next find was when an old stable was being knocked down for development. The owner had been a friend of Frederick Porter Junior and, behind the stables, nailed to the wood, was about half a dozen enamel signs; Dunlop, Pratt's, etc., which I was given. This was in the early '80s and they were kept in or outside my large shed in view. When I semi-retired in 2002, I

built myself a workshop behind my house, putting in all my car and garage-related items, as well as cans, tins, badges, etc. Later I knocked the workshop wall down, which opened up my garage and I started to think about getting an older vehicle over the winter.

I started to make my garage into a 1930/40-look garage, putting a roller shutter on the front and moving in all the large tools, trolley jack, etc.; placing the signs on the walls along with old photos and adverts. Now to find a vehicle: my thoughts turned to a van. I have always had a fondness for Ford vans, having worked for a Ford dealer when I left school. Here the service vans were E83Ws and I learnt to drive in one, but I really wanted a 1930s' van. I soon realised this wouldn't be easy, so I looked for cars/vans for sale in



Painted in its new livery, John's 1933 van, Y22849, sits outside the garage under the car port.

Briggs Bodies Ltd.

Part 1.

Taken from 'The Automobile Engineer' dated January 1934 and with thanks to Yvon Precieux.

Prior to the transfer of the Ford factory to Dagenham, bodies for Ford cars and vans were built in a separate section of the Trafford Park works. The Dagenham works was, however, equipped for the production of engines and chassis only, and body building was relegated to the separate establishment of Messrs. Briggs bodies, Ltd. Although only recently built and equipped, the body plant is already working to capacity with a production of 250 complete units per day and work has commenced on extensions to the present shops.

Both in layout and organisation, the factory presents many features of interest, one of the first points to be noted being that the whole of the work is carried out under one roof. The wood-mill and the paint shop are walled off from the main shop, but there is nothing to interrupt the flow of work from the entry of rough timber and sheet steel to the finished body. Further, to save unnecessary handling, the chassis are sent in from the adjoining works of the Ford Motor Company, so that bodies may be built up on the chassis and returned complete.

As at present laid out, the works cover 24½ acres and give employment to approximately 3,000 operatives. Apart from modern construction, a feature of the shops is the effective lighting, both natural and artificial. A planned combination of lamps, reflectors and diffusers gives an almost uniform intensity of illumination. The aim has been to duplicate daylight conditions as far as possible, and to employ the results of recent researches into factory lighting. These tend to show that correct lighting has a marked effect on both quality and quantity of work, accident prevention, etc. The special arrangement of lamps and reflectors to secure this effect may be seen in several of the illustrations that accompany these notes.

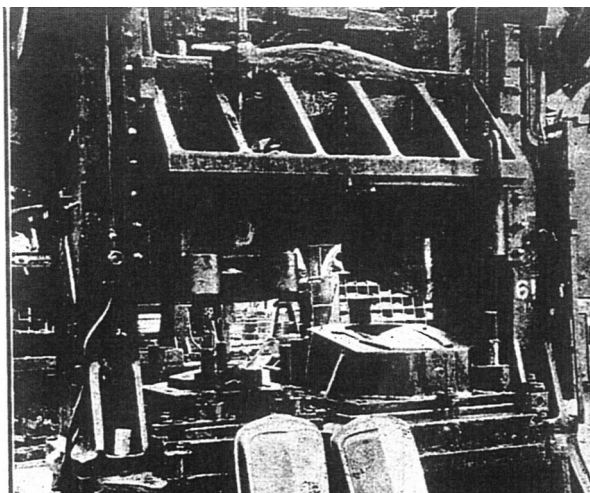
In the press shop, Fig. 2, for example, the lamps are staggered and are placed much higher than usual, giving an almost uniform lighting effect. Specially designed reflectors compensate for the loss which would otherwise result from placing the lighting units so far from the work. In other cases, notably the trimming line, and the paint conveyor, the general lighting is supplemented by local lamps focused on the work, but fitted with diffusers so that glare is avoided and a high average

intensity is secured.

The general layout of the works is quite straightforward and in conjunction with three main conveyors gives an even flow of work from the press shop to the finishing lines. To provide for handling different models or variations of one model, such as bodies with or without sliding roofs, by-pass lines are arranged at certain points so that general flow is not interrupted. The wood-mill is on the opposite side of the main shop from the press section, so that components come together in an intermediate department for building up doors, quarter-sections and other sub-assemblies which are carried by overhead conveyor to the body building line, which is also fed directly from the press shop via the welding section for building up cowl and dash sub-assemblies and complete front-end sections.

A view from one side of the press shop is given in Fig. 2, the plant being laid out in bays leading to the welding section. One of these bays is shown in Fig. 3. Toledo and Bliss presses are used almost exclusively, the largest being the 796½ Toledo and 14-C Bliss for quarter panels, cowl, wings and radiator shells. Where single-acting presses are employed, they are equipped with Marquette pneumatic die cushions to facilitate smooth drawing operations. Radiator shells are produced in two drawing operations on a single press, as shown in Fig. 1. The majority of the pressings are of 22 S.W.G. sheet steel, the remainder being 20 S.W.G. All presses have been equipped with push-button safety controls which necessitate the operator using both hands on two separate press-buttons before the press can be tripped.

The welding section is sandwiched between the press shop and the "body in white" line, and considerable use is made of jigs for producing sub-assembly units, many of these being combined in still more elaborate jigs to give the larger units such as the front-end assembly. The jig for the front end is shown in Fig. 6. With the aid of this equipment the three sub-assemblies, consisting of the dash, scuttle top or cowl, and the frame, may be completely riveted up and welded at

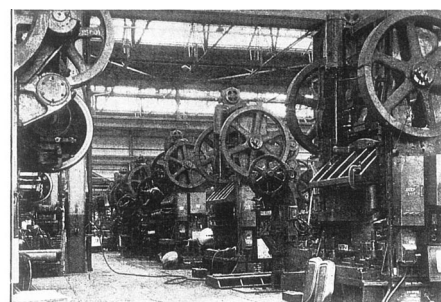


Two operation press tools for radiator shells.

the rate of twenty per hour. The quick acting clamps for securing the various units in the correct position prior to riveting and welding will be noted, and portable riveters and spot welders are carried on overhead runways so that three men can work on the assembly simultaneously. The door and panel sections are produced in a section of the main shop



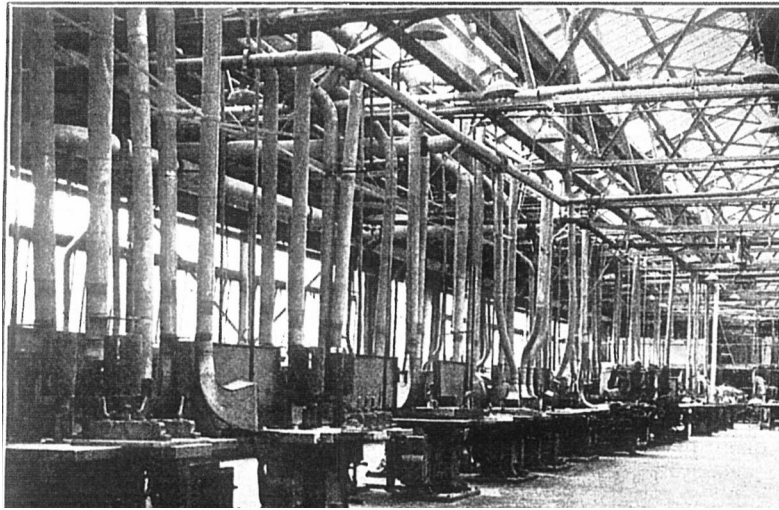
General view of the press shop



A bay in the press shop

adjoining the press shop, but since this department is fed from the wood-mill on the farther side of the works, some reference should be made to this section and a general view is given in Fig. 4.

Among the points which are immediately noticeable are the fact that short direct individual motor drives are used in almost every case, multi-spindle machines being equipped with separate motors for each spindle. The equipment comprises a total of 138 machine tools for dealing with an average of 25,000 to 30,000 feet



of timber per day. Rough timber enters from the opposite end to that shown and is broken down by the usual sequence of sawing, planing and thickening machines, an interesting point being that waste timber is returned to the Lindeman joining machine shown in Fig 5, this being one of the few machines of this type used on body building in this country. Its use enables short lengths from 12 in . upwards to be tongued and grooved together into useable boards and sections which are actually stronger in many cases than the original material. A special feature of this machine is the simultaneous production of dovetail tongues and grooves in the two pieces to be joined, the two pieces being fed from opposite ends of the machine and being automatically coated with glue by a revolving brush, after which they are brought together under pressure by the feed belt. Actually the strength and closeness of the joint depends on a rising movement which is given to the table as the material passes the cutters, so that both tongue and groove are slightly tapered from end to end, so that when brought together they lock in position.

Wood waste, which, on account of shape or size, is unsuitable for handling on this machine, is carried direct to a Woodall-Duckham waste heat boiler, which is also served by an exhaust main from the machines in this part of the shop. The bulk of the waste from such machines as spindle moulders is, however, carried by the system of exhaust mains shown in Fig. 4 into a conduit which is carried across the yard to the main power house, where it is distributed to three boilers which are also fed by under-feed stokers, the speed and thickness of fire on which is regulated according to the amount of waste produced. Two of these operate almost continuously with a 1 in. thickness of fire, and the other is run with an average of 4 in. thickness to supply the whole of

supply the whole of the works.

Another point of interest in the wood mill is the extensive use that is made of jigs, some 3,300 quick-acting jigs or fixtures being employed to deal

with different models: including variations of each model, actually 47 different types must be provided for. In general, jigs for use on the spindle-moulders, gang drills, and other machines provide for easy location and instantaneous clamping, two of the more interesting jigs for the wheel housings being shown in Fig 7. This component is built up in sections to secure the most suitable disposition of the grain, and is

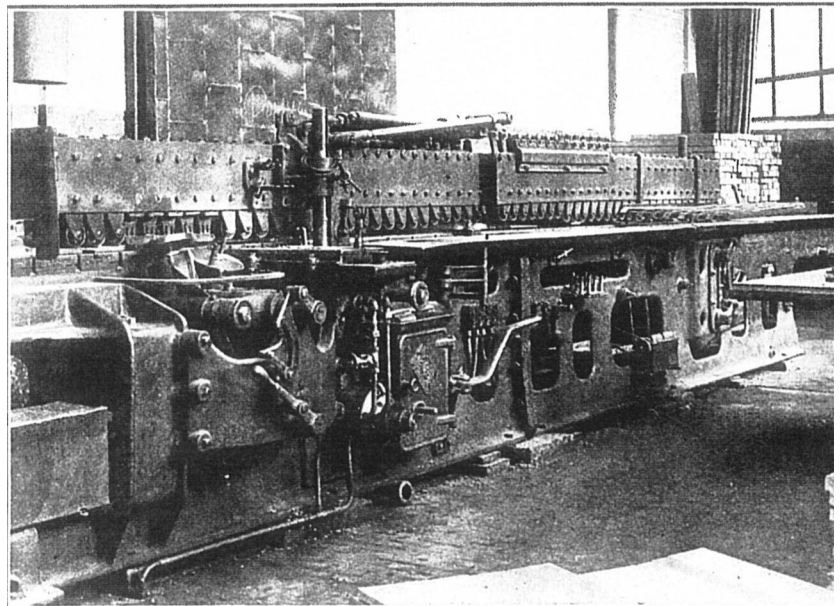
the works for heating, and the adjoining works of the Kelsey Hayes Company, the steam supply to the latter being recorded on a meter. In the power house there are also steam and electrically driven compressors which sup-

then machined to a varying thickness to suit the contour of the body in the fixture shown.

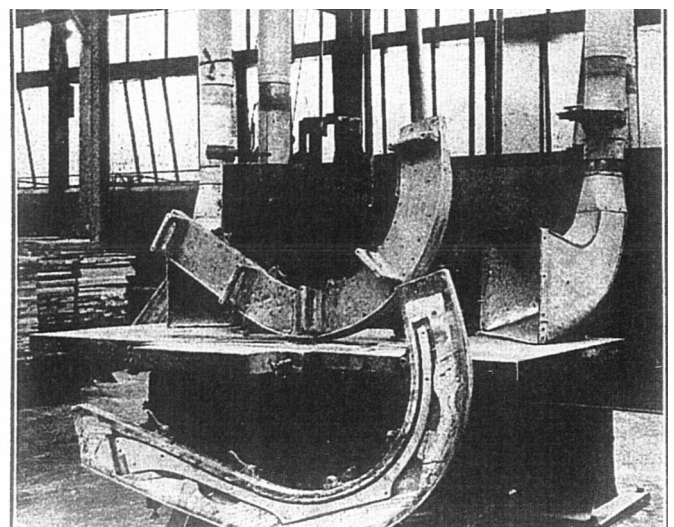
Another point to be noted in connection with the spindle-moulders, of which there are thirty-three of the double-spindle type, is that they are run appreciably faster than normal practice, the lowest spindle speed being 7,200 r.p.m.

Quick clamping jigs in which several cam clamps are operated simultaneously by a longitudinal bar are also used on the Natco gang drills, one of which is shown in Fig. 8 set up for drilling and counter-boring two rails simultaneously.

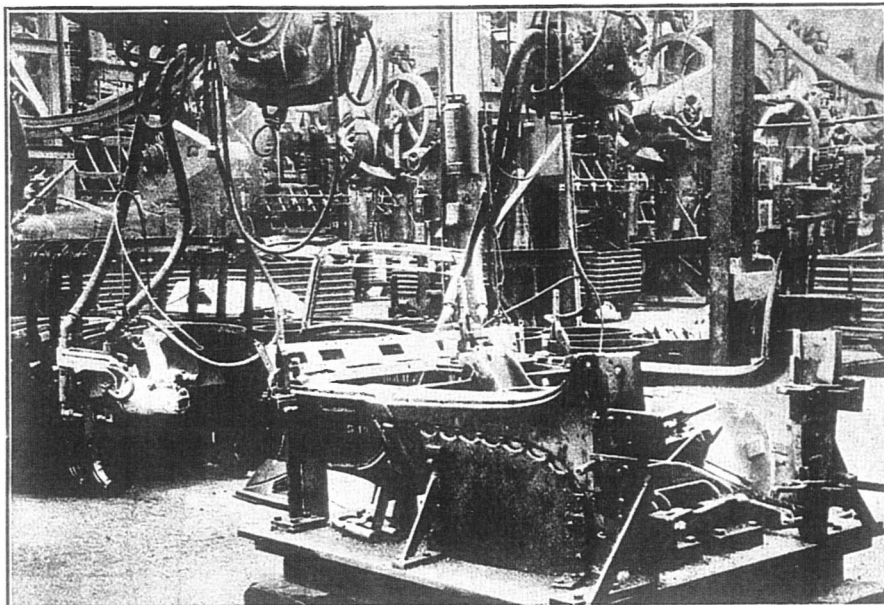
Special attention has been paid to the ventilation system, the temperature and the humidity of the entering air being controlled to prevent trouble due to warping of work in progress.



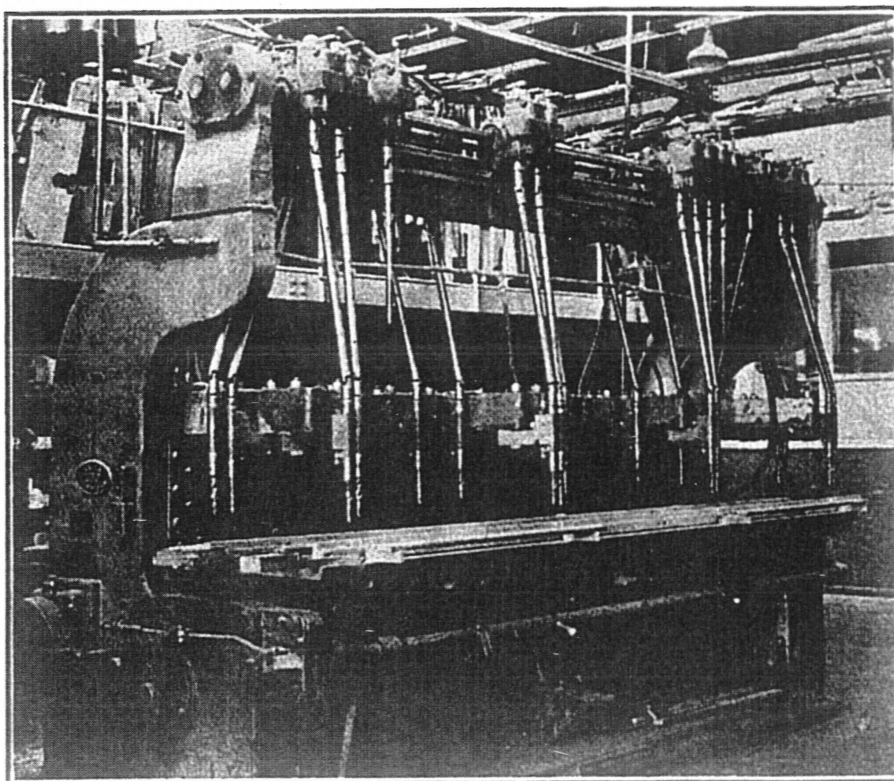
A Lindeman jointer for reclaiming waste timber"



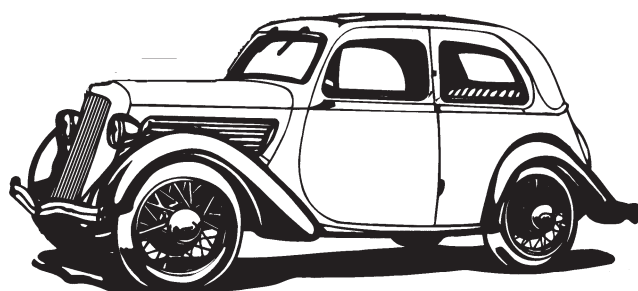
A welding fixture for front end sub-assemblies



Typical quick-acting fixtures in the wood mill



Duplex quick-acting fixtures on a Natco gang drilling machine.



Little known facts

Ford advertising 1930s

Extracted from "Ford through European eyeglasses 1907 -1947" by Edgar N. Duffield:- "Ford's advertising agents were N.W. Ayer & Son Ltd., the British company formed to handle the British Ford company's advertising, just as the parent house of Ayer in Philadelphia handled the advertising of Ford Motor Company of America."

Edgar Duffield, who was the Editor of 'The Ford Times' 1931 - 1947, wrote the advertisements for N.W. Ayer & Sons Ltd. for eight years.

Ford production records

Extracted from December 2008 edition of 'The Automobile' - David Burgess-Wise's review of the recently published book "The English Model T Ford."

"The authors' task was not made any easier by the nefarious activities of a Ford employee in the 'white heat of technology' days of the 1960s who microfilmed the early Ford of Britain sales ledgers and, as he finished copying each one, threw it into the Dagenham furnace. Needless to say, the microfilms went missing long ago."

Single water inlet sidevalve engines

The wise Terry Mortiboy explained to me at the NEC show that, on the single water inlet 8 and 10 hp engines, the cylinder onto which the inlet water hose fits is threaded and screws into the cylinder block. What is more, there are two lugs inside the cylinder onto which a special tool fits to tighten and loosen the cylinder. That I did not know.

Post 1934 Fordor Model 'Y's

Don Borrie in New Zealand informs me that his early October 1934 Model 'Y' has a Briggs body number 164/73, 164 being the prefix for long rad Fordor cars with fixed roofs. The reason why the batch number 73 is so low is that during the Ford production year 1934 (October 1933 - September 1934), the first year of the long rad, all Fordor Model 'Y's were 'de luxe' models with sliding roofs; prefix 166. The first fixed roof Fordor was manufactured on 1 October 1934 on the introduction of the De Luxe Model 'C'.

1934 FORD MODEL "Y" POPULAR

Engine

4 cylinder in-line,
Valves: side, 8
Crankshaft bearings: 3
Displacement: 933cc
Bore: 56.6mm
Stroke: 92.5mm
Compression ratio: 6.2 to 1
Valves: 2 per cylinder
Carburetors: one down-
draught
Power output: 23.4bhp at
4,000rpm

Performance

Maximum speed: 59mph
Acceleration 0-50: 24secs
Fuel consumption: 35mpg

Brakes

4 wheel mechanical,
drums all round

Steering

Worm and nut

Transmission

3 forward speed manual
Synchromesh on
top 2 gears
Rear wheel drive

Construction

Steel body on separate
pressed steel channel
chassis.

Suspension

Front & Rear: Beam axle,
transverse leaf

Wheels & Tyres

Bolt on welded 17in wire
4.50 x 17 tyres

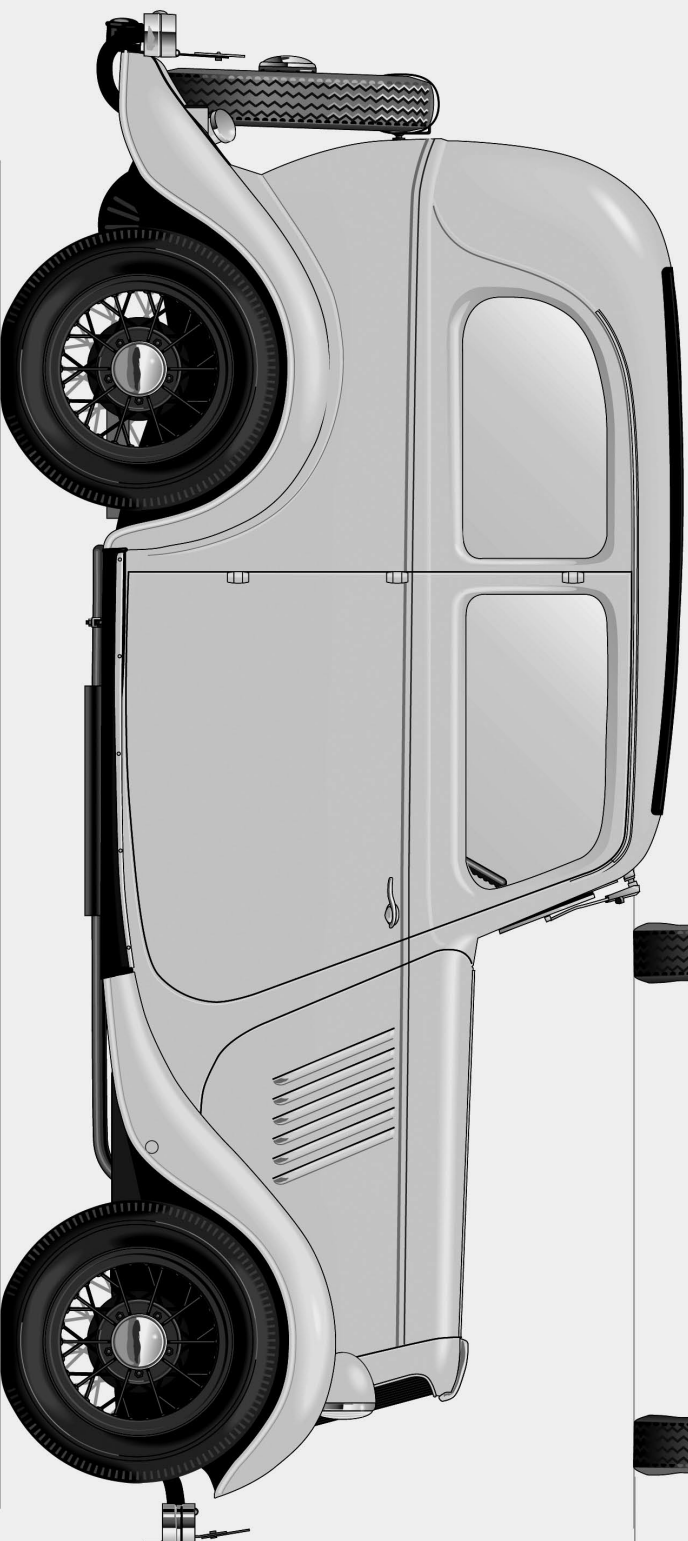
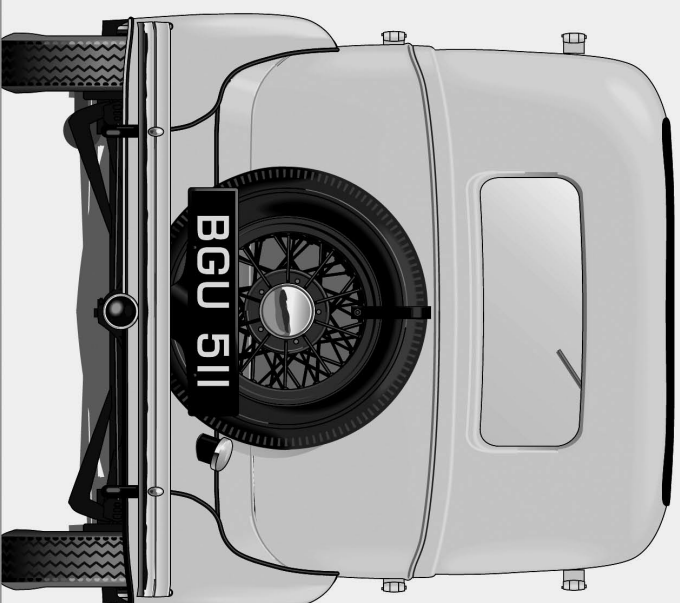
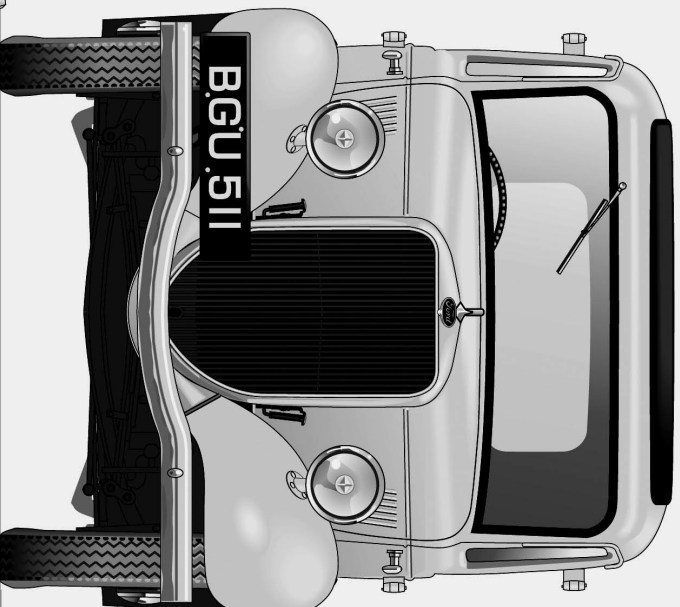
Dimensions & Weight

Wheelbase: 7ft 6in
Track F: 3ft 9in
Track R: 3ft 9in
Overall length: 11ft 9in
Overall width: 4ft 7in
Overall height: 5ft 3in
Ground clearance: 5in
Turning circle: 33ft
Kerb weight: 15.5cwt
Fuel tank 6.5gals

"Y" Production

1932 - 1937
at Dagenham
135,238 saloons
29,606 vans
Total 164,844

Price at launch: £120



Feet: 0 1 2

Feet: 0 1 2 3 4 5 6 7

