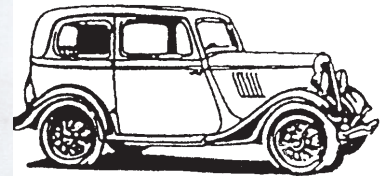
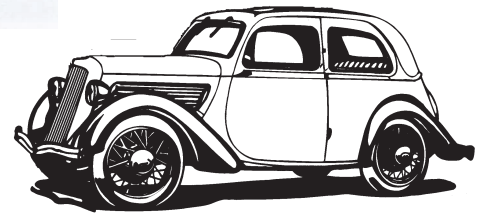


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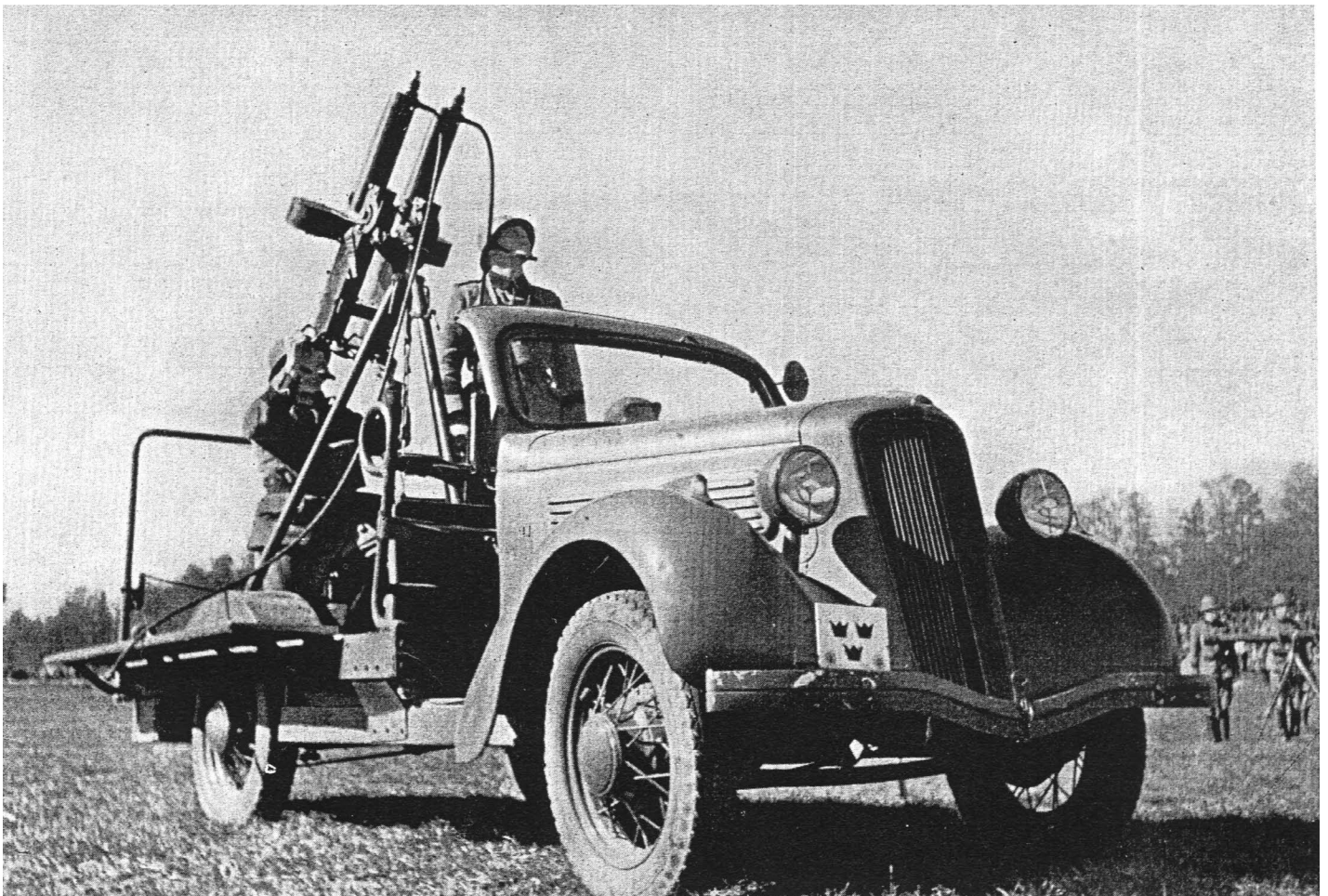
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July - August 2009
Issue 179



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



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Editorial

As is usual at this time of year, there are a number of write-ups on Y&C events to be included in this issue. However, as Graham Miles points out, with some 600 model "Y"s and 50 "C"s/"CX"s shown on the List of Known Survivors as being 'on the road' in the UK, the turn-out so far this year has been very disappointing. Fewer than ten cars took part in the three major, well-advertised events; the trip to Arras, the Northumberland Walkabout and the Ypres WWI battlefield tour. Our cars were designed to be driven and experience has shown that the more you drive them, the more reliable they become. Let's hope that the two remaining major events, the Old Ford Rally and the North Norfolk Railway 1940s Weekend are better attended.

It does raise the question though; what events would you like to see on the calendar? An awful lot of effort is put into organising each one and it is rather disheartening when only a handful of cars take part.

This year also seems to be an anniversary year for a number of events. Where relevant to our cars, they are given an airing.

New Zealand delight. Jill Walker and son, Luke, have now returned to Christchurch on the South Island of New Zealand, having visited friends and their roots in the UK. Jill owns the youngest known surviving Model "Y" (Y198872), a vineyard green Tudor, which was assembled at the Ford plant at Lower Hutt, just outside Wellington (assembly no. 8NZ 418), probably in early September 1937. Whilst over here, as they couldn't make the A.G.M., I invited them down to Andover. I met them at the station in my Kerry and drove them round some charming Hampshire villages (they had never seen thatch). After lunch, I drove them in the Jag down to Christchurch to show them the original town. Both Christchurches are situated on estuaries of River Avons! For Jill, the icing on the cake was the model Model "Y", which Paul Tritton had sent Special Delivery to arrive that morning, in answer to my advert for a model in issue 177. Before I knew Jill was coming to the UK, she had asked me to look one out for her - hence the advertisement. Needless to say, she was over the moon! Well done Paul.



Showing Jill Walker and son, Luke, round some Hampshire villages. This one is Wherwell

I mentioned meeting up with Fred Cooper at the local Andover Classic Car Spring Vehicle Meet on Easter Monday in the last issue, but didn't realise that the show was to be the subject of a double-page write-up in May's 'Classic Motor Monthly'. My Kerry was one of the cars to be featured and illustrated. Also at the show, I bumped into an old work colleague (not old, old - rather, of long standing!), Peter Heslop, who is being sorely tempted into buying a classic. He has joined the Y&C Register as a 'Friend' to get a flavour of the classic car movement through the magazine.

Michael Worthington-Williams put out a plea in his Automoblia column in 'The Automobile' magazine for information on the Allan Taylor company that built groundman's tractors. From the Y&C Register library I was able to send him extracts from our, circa. 1937, Allan Taylor catalogue. This he acknowledged in the May issue. As a result, one Stuart Hayward, an Allan Taylor Model B tractor owner, contacted me through Michael W-W requesting a copy of the catalogue, as he plans to write a history of the company. I was able to oblige (photocopying 40 pages!) and am delighted to report that he donated £20 to the Club funds as a thank you gesture.

We are grateful to Doug Hickson, who donated the book 'Ford and Fordson Trac-

tors', by Michael Williams, to the Club library. Although not of direct relevance to our cars, it tells the story of Henry Ford and his tractors and gives another insight into the Ford Motor Company - especially the Henry Ford & Son, Ltd. subsidiary, in Cork. I am also grateful to Michael Deichmann, who obtained a copy of the Ford of Denmark's 25th anniversary book, illustrations from which will be included in the magazine as space permits.

For the first time that I can remember

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there is nothing advertised for sale in this issue - no cars, no parts. Please note that the website and this magazine are where people first go when looking for a vital spare, a restoration project or a running vehicle. Please make them the first places you go to when you want to sell.

Bernie Jacobson, the self-styled Australian motoring correspondent for 'The Automobile', made a howler in his report on the Kalorama Rally in Victoria in the July 2009 issue. The caption to his photograph of Bill Ballard's Model "CX" roadster stated, "Something few Ford Y model enthusiasts would have ever seen, this 1934 8 hp has a rare dickey-seat roadster body." As Bill said, all he had to do was read the description of the car in the windscreen to get it right.

This is the last issue of the magazine before the much-heralded Old Ford Rally at Gaydon on 26th July. If this is to be established as the classic Ford Clubs' annual gathering, this year's meet needs to be a success. Even if you cannot bring your car, please come along and enjoy the show.

Sam Roberts.

Copy deadline for issue 180 of Transverse Torque is Friday 28th August

Bill Ballard's 'CX' roadster, 'Bluey', at Kalorama in March, as it appeared in the July 2009 issue of 'The Automobile'.

Chairman's chatter

The 2009 outdoor motoring season is now in full swing and the weather to date has proved to be, at the least, changeable. The only thing that remains constant is the winds. They have been so strong lately that I'm investigating fitting a full set of sails to the Model "CX" tourer. It will improve my 'green footprint', but I am a bit worried about tacking and jibing along the county roads in Wales.

The other thing that has started to rise again is the price of petrol, with a litre of regular unleaded around £1 plus, but, as they say, "prices are relative". To illustrate this, just compare the price of two fluids that enable the average Ford Y & C Model Register member to keep running correctly (oh the joys of old age and the prostate gland!). One is a combination of a plant's cones with water and the other has to be pumped from underground, shipped across the world, and then refined with various chemicals added. I refer of course to beer and petrol. The approximate prices of a pint of bitter to the price of a pint of regular petrol are £2.30p and 0.57p respectively! Well, I rest my case - but would advise, apart from the fire eaters in our membership, not to drink a pint of petrol. However, I do remember in my youth tasting an 'Aussie white wine', in Yates Wine Lodge, that came very close to Shell four star.

As I remarked earlier, the 2009 motoring season is well under way. On 'National Drive It Day' we had our AGM and I was invited to about six local events which saw large turn-out of cars with most people dressing up for the occasion. I attended a brilliant road run organised by Bruce Allan, driving through the Bowland Forest up to Lancaster and finishing at Carnforth. I also attempted to go on the Chester Vintage Enthusiasts Clubs 50th Anniversary Run but my battery packed in.

Well, we have lots to look forward to and, in particular the Old Ford Rally on Sunday 26th July. If you have not already done so, get your application in right away.

On a final note, I am glad to say that I am still a member of the Register as my membership subscription was paid out of my bank account automatically. Why? Because I filled in a Standing Order some years ago and I have not needed to do anything when my subs are due. If you haven't done so already, and you have ei-

Mike Malyon reminds us that Subscriptions were due on the 1st of June 2009

I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by 8th August 2009, this could be your last issue of "Transverse Torque".

I would like to stress that paying by Standing Order is easier for you and me - you don't have to remember to pay- your bank does it for you!!!! If you have a UK or Eire bank account and would like a standing order form, my details are on the inside front cover of the magazine.



ther a UK or an Eire bank account, why not try it yourself? It is so simple and I am sure Bruce will help you out if you are not sure what to do. If you have not paid; this will be your last copy of 'Transverse Torque' until you do.

Peter Ketchell, Chairman.

Front cover:- An unusual application of the transverse sprung Model "C". The Swedish army obviously found it made a suitable mobile anti-aircraft gun platform. Note the strengthened chassis and what appears to be water cooling pipes draped down from each barrel.

Back cover:- Following the Model "C" anniversary theme, this was the advertisement placed in the 10th October 1934 Punch magazine, announcing the new De Luxe Ford to be viewed at the forthcoming Ford Motor Exhibition.

75th anniversary of the Model "C" - Part 3.

The story so far: Following his visit to Dearborn in November 1933 to view the proposed replacement for the Model "Y", Sir Percival Perry wrote to both Edsel Ford and Walter Briggs, saying that he liked the proposed design of the new car. However, he would prefer a scaled down version of the proposed replacement for the Model 40 V8, the Model 48. He did not want to cease production of the Model "Y" and suggested that the new car be manufactured in parallel as a De Luxe version (Model 20). He acknowledged that the De Luxe could well be equipped with the proposed new small V8 engine, that car being referred to as the Model 49.

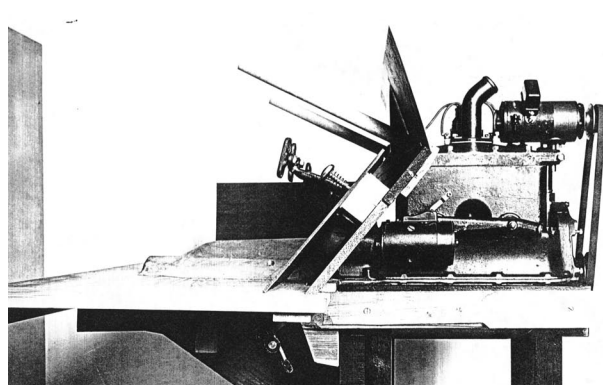
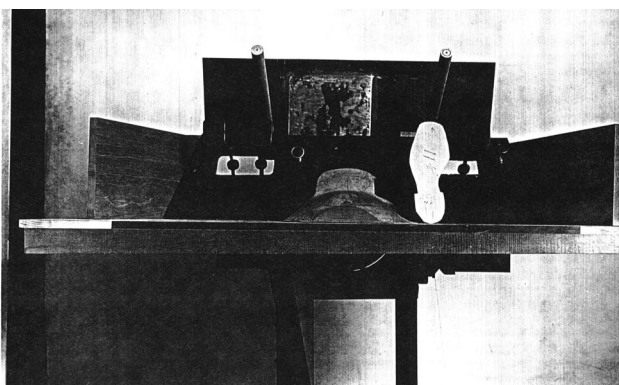
In February 1934, a mock-up of the new Model 20 was sent to England, where it was realised that the chassis would need totally different tooling and jigs to the Model "Y" chassis. This perturbed Sir Percival as he feared this would increase the costs of both cars. He was assured by Charles Sorensen in Dearborn, following investigations by Russell Gnuv and Bill Squire, that costs would not be increased. He was also assured that the new chassis would enable open top cars to be produced as its X - frame chassis would not twist. A damper was also put on the idea of the Model 49, small V8, at this point as it was considered that manufacturing that engine, in addition to the large V8 and the sidevalve engines, was considered not cost effective.

cream Model "Y" to Blackpool to take part in publicity events around the town and along the seafront. Note that the previous year's 1933 Ford Dealers' Convention, in Hastings, had also staged a publicity gimmick, marking the culmination of the Model "Y" 72 hours Dependability Demonstration, most delegates arriving in their Dependability Demonstration cars.

Production of the Model "C" had commenced at Dagenham, with engine/chassis number C001, on 10th September 1934. Dealers at the convention in Blackpool were given an opportunity to drive the 10 h.p. De Luxe, resulting in Rowland Smith, the production manager, cabling Sorensen in Dearborn,

little motor. I think it is now up to its limit. The future spells something else, and we are working on it. Ultimately your small car will want a V8 engine in it, and you will see something like this before long

Sorensen obviously saw the small Fords going the same way as their big sisters which, following the upgrade of the Model B to the V8 Model 18, were now all V8s from conception. Without further searches through the Ford archive in Dearborn, one can only surmise the reasons for dropping the small Ford V8, Model 49, idea. Possibly the performance of the 1172 c.c. engine on European roads was considered to be more than adequate. Alternatively, the earlier statement that it was not economic



The mock-up of the pedal arrangement during the development stage of the Model "C" in Dearborn.

And so production of the new car, the Model 20/Model "C", was introduced into the Dagenham production schedules. The new chassis were sent to Briggs Bodies Ltd. to be fitted with the scaled down Model 48 bodies. A slightly larger (1/8th inch wider) engine block was cast with the four cylinders bored out to 2½ inch which, with its 3.64 inch stroke (same as the Model "Y"), gave it a capacity of 1172 c.c. and a 10 fiscal h.p. rating. The b.h.p. rating was 32.5 compared with the 23.5 b.h.p. of the Model "Y" at the same r.p.m.

The De Luxe car was ready on time to be launched, as planned, at the Ford Dealers' Convention, which was held in the Norbreck Hydro at Blackpool on 17th September 1934. To promote the 1934 convention and the launch of the De Luxe car, each dealer from around the country drove a specially manufactured

SORENSEN ALL EXECUTIVESWHO HAVE DRIVEN TEN HORSE CAR VERY ENTHUSIASTIC ABOUT ITS WONDERFUL PERFORMANCE AS REGARDS SPEED ACCELERATION SPRINGING STEERING AND ROAD HOLDING QUALITIES PERIOD BELIEVE IN ALL THESE RESPECTS IT IS FAR AHEAD OF COMPETITION AND WILL PROVE GREAT SUCCESS PERIOD DEALERSAT CONVENTION ACCLAIMED IT AS A WINNER AND ARE DELIGHTED WITH OUR NEXT YEARS PROGRAM

Sorensen replied on 24th September 1934, "The sample bodies that we saw at Briggs when I was last with you certainly had the earmarks of a beautiful car. The development of the motor to its limit has now stepped the car up in its performance, and we are pleased of course to see how well everybody has taken to it.

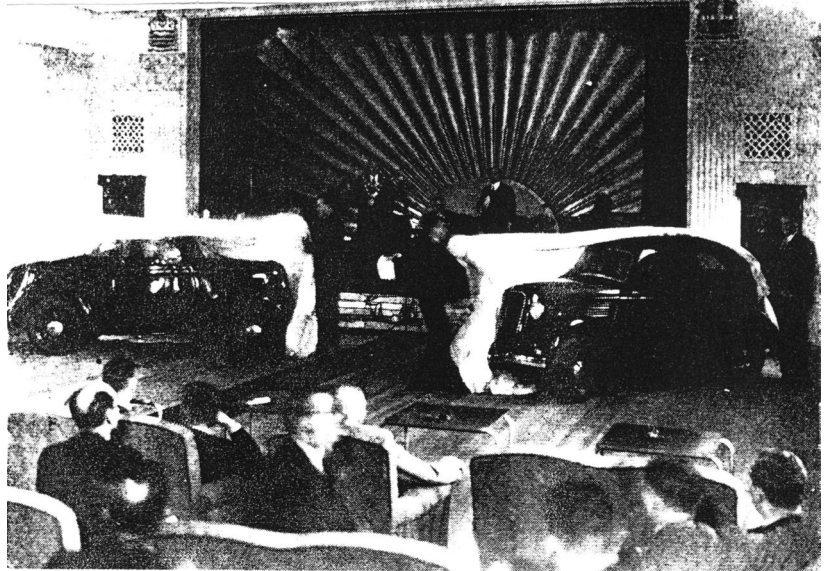
Squire has returned and has all the backing of the data that we worked out on the

the produce too many engine types may have persuaded Sir Percival Perry against the idea. Or, with 8 cylinders, the fiscal h.p. of the Model 49, and hence its annual road tax, would have been excessive.

The De Luxe 10 h.p. Model "C" was the star of the 1934 Ford Motor Exhibition, held at the Albert Hall from 11th to 20th October. On a rotating platform was a special example of the car with an ivory and black paint finish. There was such a demand for this colour combination that, in mid-November, a limited number of the De Luxe in this finish was produced at an extra charge of 25 shillings.

There was a further feather in the cap for the new car later in November, when Sir Malcolm Campell, a member of the Ford Motor Company Board of Directors and, of course, the land speed record holder,

wrote to Rowland Smith,
"My dear Mr. Smith,
I had an opportunity last night of having a run on one of your new 10 h.p. Ford cars, and I am writing to congratulate you most sincerely on the amazing performance of this little car. I always regarded the 8 h.p. model as a very fine little proposition, but the Ford De Luxe has got it absolutely cold in performance and stability. The weather this morning was none too good, but I succeeded in easily reaching a speed of 72 m.p.h. on the speedometer, and I think she would have exceeded this but I had to slow down due to foggy conditions. The car was dead steady at this speed, corners well, the brakes are excellent, and the acceleration is extremely good.
I shall be writing an article on my experiences with this car which will be appearing in the "Field" in the near future.
I would very much like to change my present 8 h.p. Ford for one of the new De Luxe models as there is no comparison between the two.
With kindest regards, and heartiest congratulations on your remarkable achievement,
Believe me, yours very sincerely ... "



"Possibly the worst PR photograph ever published by the Ford Motor Company showing the simultaneous unveiling of two Model "C"s at the Blackpool Dealers' Convention on 17th September 1934.

Secretary's Ramblings.

Old Ford Rally: You will be reading this around the time of this first Old Ford Rally which will be reported on in the next issue. Our members responded magnificently by exhibiting a fine range of 25 of our "Y" and "C" Models. Thanks are due to those members who also elected to show a different old Ford on a different stand to add to the diversity of the show. At the time of writing, overall numbers are average, but this was to be expected for a first show when exhibitors are juggling their busy calendars. It is impossible to find a weekend from June to the end of August when there is not a classic car gathering. No doubt this year's show will grow over time.

Thanks to Colin White, the Regional Contact for Region 3, along with Mike Cobell of the Model A Club, for manning our Club stand at **Beaulieu in mid May**. The stand was purely to promote the clubs in terms of membership and to advertise the Old Ford Rally. The weekend turned out to be one of the windiest and wettest of the month! Made of stern stuff our boys!

Tours to Northumberland and Belgium were undertaken during the past 2 months by various groups of members under the leadership of Graham Miles and Sam Roberts respectively. These are reported on elsewhere so suffice to mention here that both groups suffered no breakdowns or any serious issues, which is testimony to the strength and reliability of these little Fords....even after 75 years! It is important to our motoring heritage to show these cars for wider enjoyment by the public....not to mention the enjoyment we have too in using them. Even if you do not take part in this kind of tour, please do get out and about with your old Ford whenever possible.

New members: Mike Malyon has been busy since the AGM signing up a good number of new members. Most of this increase is due to cars changing hands and now being restored after years of inactivity. This is excellent news as it means that another piece of our motoring heritage will be seen out and about in due course. If we know of cars languishing in sheds and not having seen daylight for years, let's persuade the owners to sell the cars to those who will be active.

Thanks to those members who have promptly **renewed subscriptions** for 2009-10. To everyone else Please help Mike by renewing now to save his time in chasing up late payers come on, it only takes a few minutes to do it!

The government **Scrappage Scheme** hopefully will not affect our cars since those on the road are worth considerably more than many 10 year old bangers. The only con-

cern is for the unscrupulous to trade in a low value one (maybe one without MOT) for a new car. This car will then have to be crushed. The other concern may be for the 10 year old car which may become the classic of the future. After all, no one would have raised an eyebrow in the 1940s had our cars been crushed in a similar scheme and been lost forever.

Don't forget to make every effort to get your "C" or "CX" Model to a show this year, the 75th anniversary of the launch of the marque. The September 1940s meet at the North Norfolk Railway should draw a number of our cars. Contact Jo and Roger Hanslip (01945 430325) for details.

Enjoy your summer motoring.

Bob Wilkinson, Secretary.

Bob's Joke Corner.

The following were sent in from Robin McCullagh, the immediate past President of the Irish Veteran and Vintage Car Club. Sometimes the funniest lines are from notices made and printed in a hurry.....these are from a church magazine.....

"Miss Charlene Mason sang **I will not pass this way again**, giving obvious pleasure to the congregation."

"For those of you who have children and don't know it we have a nursery downstairs."



"The Ivory and Black special display Model "C" on the rotating centrepiece of the 1934 Ford Motor Exhibition at the Albert Hall.

A copy of the letter was sent to Sorensen in Dearborn, who showed it to Henry and Edsel Ford. ".... naturally they were pleased to hear what Sir Malcolm had to say about the new car."

A sample Model "C" was shipped to Dearborn on the S.S. American Banker on 30th November, no doubt for Edsel Ford's pleasure once the engineers had checked it over.

To be continued.

Club celebration.

Note that the Y&C Register is celebrating the 75th anniversary of the launch of the Model "C" over the weekend of 18th - 20th September (75 years and one week from first production at Dagenham) at the North Norfolk Railway - 1940s Weekend. Those with roadworthy Model "C"s and "CX"s are encouraged to join in the fun. Roger Hanslip (01945 430325) has all the logistic and hotel details.

"Ladies of the church have cast off clothing. They may be seen in the basement on Friday afternoon."

"This evening at 7pm. there will be hymn singing in the park near the church. Bring your blanket and be prepared to sin."

"The Low Self Esteem Group will meet on Thursday at 7pm. Please use the back door."

"Don't let worry kill you off. - let the church help."

"The associate minister unveiled the church new tithing campaign slogan: **I Upped My Pledge - Up Yours.**"

"This being Easter Sunday, we will ask Mrs. Lewis to come forward and lay an egg on the altar."

"At the evening service tonight the sermon topic is **What is Hell ?**. Come early and listen to our choir practice."

"Ladies, don't forget the jumble sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands."

ThankstoRobinMcCullaghforthesechuckles. Please send in yours for us all to enjoy.

Bob Wilkinson.

The Northumberland 'Walkabout'.

Narrator: Graham Miles.

The basic structure of the trip was arranged by John Argent and me over several pints on a cold winter's day. We considered that a period of eight nights, nine days, and a total of 1,000 miles would be acceptable, although this was later changed to ten days, once we realised that we had included the May Bank Holiday Monday. The first and final two days were going to be the hardest part, with approximately 600 miles to cover, and the balance of 400 miles to be spread over the remaining seven days. We wanted to have a taster of the Yorkshire Dales on our way north to the moors that surround Alston, then on to Northumberland National Park, ending our trip on Holy Island, and returning south via the North Yorkshire Moors. The first 200 miles would take us north to Wetherby, an easy town to find, and our final 400miles as we returned south, would be via Beverley. Accommodation would be selected and booked via the internet.

Saturday 16 May Day One. As predicted a hard slog via the M1, M18 and A1 to Wetherby for our first night, and the first use of my secret weapon. On the Dutch Trip Sam had shown the advantages of using 'Sat-Nav' so prior to the trip I added a small 6 volt battery alongside the vehicles main battery. With cunning wiring I could set this additional battery in series to give me a 12 volt supply, or in parallel with the main battery to charge it! Crafty eh! We set it up as we entered the town and it obediently delivered us to our first nights accommodation. In retrospect perhaps, we were to wish it hadn't! The door was opened by our chain-smoking host, who relentlessly pursued us with a non stop series of motoring anecdotes but -woe betide you. At breakfast it was made very clear to you it was a choice cereal or juice, but most defiantly not both. Carol was horrified, had we stumbled across Yorkshires own 'Bleak House'? Fortunately evening meals were not provided, and the discovery 'Bon Appétit' restaurant had more than compensated, and is thoroughly recommended.

Sunday and 'Sat-Navs' next challenge was to deliver us to a National Trust location, Brimham Rocks set high in Nidderdale. When, in the middle of a field, it announced, 'you have arrived at your destination,' I was initially perplexed, but to be fair it had! For Brinham Rocks are massive sandstone outcrops carved by wind, rain and weather over millions of years-26 acres of natural landscape that present a remarkable spectacle.

The next test for 'Sat-Nav' was to find Pately Bridge. A detailed address was required, so No.1 High Street sounded reasonably feasible, we were duly delivered to the 'Spar Supermarket' at No 1 High Street, not that we needed it, but we were tempted by the Art Shop! Over the coming week 'Sat Nav' would prove itself to be invaluable.

After coffee/lunch and a stroll it was 'onward and upward' - literally. John had to face one of many 'first gear' climbs with his 8 HP, whereas I have that all powerful 10 HP! However he made it without any bother, well not to us - other motorists may not have shared that view! Following the eastern edge of Swaledale and Coverdale we headed to Richmond and on to Barnard Castle, enjoying the freshness of trees and fields, plus the ultimate sign of spring, lambs frolicking by their mothers and affording us great entertainment!

Here, Jersey Farm Hotel was our chosen accommodation, a fantastic improvement over Bleak House, with beautiful rooms and excellent food. (Should the Register ever consider a meeting, or even an event in the area, this venue comes highly recommended.) The entertainment here was provided by a paddock full of Shetland ponies and an exuberant boxer dog, using a traffic cone as his toy, which he chased round and round the car park! Barnard Castle itself proved a little disappointing, unless you're in the market for antiques.

On **Monday**, we set off for Alston in Cumbria. A member, Duncan Davis, who lives at Frosterley, had invited us to his pub the 'Black Swan'. En route we wanted to visit Hamsterley Forest, which proved to be well worth the detour as we made several passes through it on various roads. Duncan and his wife Diane made us most welcome and provided an excellent lunch. Their Pub is full of interest as they have re-introduced many period features to this Victorian inn. Duncan now owns ex member David Curtis's "CX" saloon, which after lunch he used to lead us to Killhope Lead Mining centre where you can experience a sanitised example of life in a lead mine. Just how long the workers lived for does

not bear thinking about. We left by successfully fording a small river.

Yet another first gear job for John as we headed to Alston. With its steep cobbled streets it is said to be England's highest market town at nearly a 1,000ft. above sea level. Situated on the 'Pennine Way' we were to meet up with many walkers over our two night stop here, in a friendly, lively and busy pub/hotel.

On **Tuesday**, we took the B686, towards Penrith, which is **reputed** to be one of the most scenic drives in the country. For lunch we went to Appleby-in-Westmorland, a delightful moorland town, then onward via Brough, where the B6276 took us across the dales and moors, to Middleton in Teesdale, however we all agreed was actually prettier run than the mornings. On the road back to Alston we visited 'High Force' waterfall, one of the most impressive waterfalls in Britain and worth braving the winding, slippery path and treacherous rocks for a closer

proficiency test! (Would Hadrian have made the grade one wondered?!!)

We did manage a short walk on the wall itself, as the heavens opened and we retreated to the pub where Bruce and Carol Allan joined us with their Model "Y".

Bruce takes up the story:-

As an avid reader of the Transverse Torque I was taken with the event as advertised and contacted Graham Miles about participation. My wife, Carol, and I joined the party of Graham & Margaret Miles and John & Carole Argent in the North Pennines as we could not afford the whole time away. We had a steady drive up the A6 from Garstang near Preston and after lunch in Brampton found the other two cars outside a pub on Hadrians Wall. The weather was not good and in fact the lights kept going out in the pub. A plan of action was drawn up for the afternoon and a visit to Housesteads Roman Fort was agreed. A break in the rain ensued and we climbed the hillside to see the Fort before the weather turned against us again. We all returned to the cars wet and decided that we would be better off just heading for our accommodation in Bellingham for the night.

Next morning, in much improved weather, we started out by driving to The Kielder Reservoir, the largest freshwater reservoir in Europe and, after seeing the exhibition, decided that we would attempt the Forest Drive, a 15 mile drive on forestry tracks. We startled one or two Landrover

owners coming the other way as we trundled past them in our Fords without any bother at all!! Lunch was taken over the Scottish Border in Jedburgh, a journey we had done before on the Convoy 2000 route, before we returned to Bellingham for a second night.

The following day we stopped off at National Trust Property Craggside and carried on for two nights on Holy Island enjoying the hospitality of the Ship Inn. Visits were made on foot to Lindisfarne Castle and Priory.

It is vitally important to cross to Holy Island at the correct time as the causeway floods twice a day at high tide and is closed for 6 hours each time.

On the Sunday morning we said our



John and Carole Argent's "Y" (left) with Bruce and Carol Allan's "Y" and Graham and Margaret Miles' Knibbs Parkin tourer in the Kielder Forest.

look (Carol has the bruises to prove it!) We had enjoyed another lovely day with such varied scenery and it made us pause and reflect on all that our own country has to offer.

Wednesday dawned cold, with rain threatening as we drove north to Haltwhistle, (the town which claims to be the centre of Britain) and the mighty Hadrian's Wall. We reached the area via unclassified roads all with excellent views; one of a long rail viaduct set deep in the valley was particularly pleasing. Near Cawfields on the 'wall' John and I took a walk to the main quarry that had supplied the material to build it. On our way we spoke to an instructor supervising a group of students, all frantically building Dry Stone Walls, in order to pass their



Lindisfarne Castle stands out in the distance on Holy Island under a clear blue sky.

goodbyes as Carol & I were going to visit Alnwick Castle before returning to the North West, while Graham and John and ladies were driving towards Scarborough and eventually the South East. For our part we stopped overnight at Gilling West, near Richmond, and gave the car a good run through North Yorkshire travelling the full length of Swaledale, going over the Buttertubs, a 25% climb, and down to the Ribbleshead Viaduct, before arriving home in the mid afternoon.

We enjoyed a great few days of fellowship with other Club members and I would fully implore anyone in the Club to partake in events as advertised. Our cars were made for driving and this holiday proved that we can still use them and enjoy motoring as it used to be.

Back to Graham:-

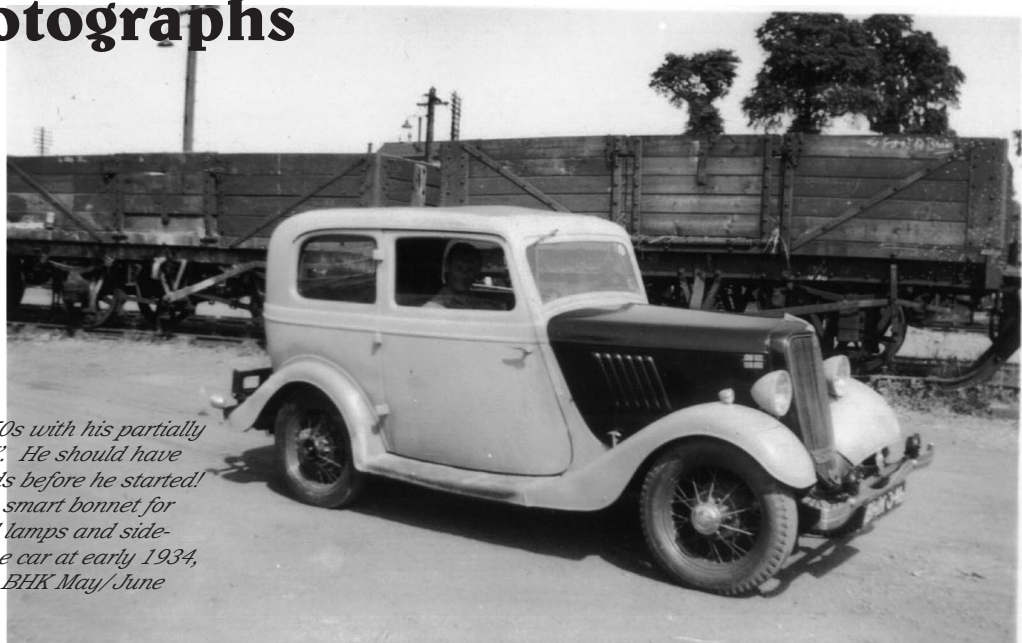
As Bruce said we were left to start our two-day journey home from Holy Island south via the A1, A19 until we were able to pick up the B1257 to run south down the western edge of the North York Moors. By chance at the village of Wetwang we came across a long held festival of dressing the village with 'scarecrows'. With just about every home decked out with a fine example, even the Vicar had not been forgotten. Once in Beverley we were able to relax by strolling in its ancient centre, which gave John, with his interest in architecture an opportunity to inspect the 13th century Minster.

The final day saw the two little cars once again cross the mighty Humber Bridge, this time heading south. The last time they had crossed it they were heading north as part of Convoy 2000 trip. We lunched at Lincoln which afforded us the opportunity to visit the triple towered Norman / Gothic Cathedral.

Our final mileage averaged out at 965, close to our original estimate. We had visited numerous areas of the country's outstanding natural beauty, four National Trust locations, three English Heritage sites, three religious buildings of historical interest, one Lead Mine and enjoyed numerous spectacular views. Our final decision was that, one day, we would make repeat visits to many of the areas, next time to enjoy them in their autumn colours.

The Northumberland walk-abouters.

Jim's photographs



A happy chappee in the '50s with his partially resprayed Tudor Model 'Y'. He should have masked the running boards before he started! He seems to have found a smart bonnet for the car. The pointed head lamps and side-lights (not original) date the car at early 1934, which is supported by the BHK May/June 1934 Essex registration."



Mutte takes Oma to the cemetery in her modified Ford Köln. Note the lack of running boards and mud-flap, which are the main distinguishing features of the Köln. Modifications include a grooved front bumper, raised headlamp stalks. Jim reckons that the car is fitted with late Eijfel 16 inch wheels. I believe the registration may be from Brunswick (Braunschweig)

Mutte, later in the year, having probably left Oma at the cemetery. Note now that we see that the Köln has a boot (Koffer) fitted, probably in production. Note the flap-door hiding the fuel filler, the bald spare wheel and the pressed out finger grip to lift the bonnet (below the lowres). The photographs were probably taken in the 1950s.



A Bern, Switzerland registered Model 'C' advertising Dups paint on a wet carnival day. The elaborate advertising montage, with a huge butterfly on top, must be attached to the car through the sliding roof as the Model 'C' did not have guttering on which to anchor a roof rack. Switzerland was supplied with Ford cars, assembled from Dagenham kits, by Ford of Belgium in

'Northern Sidelights'

A report from Yorkshire

Probably for the first time ever, I entrusted the servicing of one of my old cars, the Model "Y", CNN, to the local garage. To be honest, this coincided with the need for an MoT and my theory has always been that the likelihood of a pass is always the greater when this is accompanied by other work, as indeed was the case in this instance. I am also lucky in having a local garage with both a grease gun and a Tapley decelerometer!

My first outing was to a local gala, which being their first attempt to invite old cars, only attracted a handful, but nevertheless a pleasant Saturday afternoon. CNN ran very well having had all her bits and pieces attended to.

Our next big event up here is, of course, **Newby Hall on 19th July**. There has not been an overwhelming response for entry forms, and the closing date was 26th June. I am hoping that members who attended in the past will have received their entry forms direct from the organisers.

Don't forget the **Kirkstall Classic Car Show on Saturday 22nd August**. Details of this may be had from Steve Waldenberg, and his contact number is in the "Events, 2009" section of the magazine.

Wanted

Model "Y" van.

Jack Clarke. Tel:- 01992
893649

(Waltham Abbey, Essex)

Manifold, bottom channel
for opening windscreen and
wheel hub cap for Model "Y"
1937.

Derek Riley. Tel:- 01262
603993 or 07767810695
(Bridlington, Humberside)

Eastbourne spectacle

Malcolm Grace visited Eastbourne and saw more than he bargained for. He emailed, "Took these yesterday (3May) at the 'Magnificent Motors' Classic & Vintage Vehicle Show on the Western Lawns, Seafront and Promenades in Eastbourne. The Small Ford Club had a stand there and these two Model "Y"'s were there. I had hoped to get mine there but it is having the brakes done at the moment and was not ready in time. The rear hubs are proving to be a bit of a pain. One off, one to go."



Commuter's pleasure

David Kent emailed, "I almost fell off my train seat tonight when I got to the centre pages of my London Evening Standard (West End Final Edition) to be confronted by ANM 895 and a full frontal at that!" The picture of the Museum of London's Model "Y" appeared in the Fashion, Style & Sex supplement on 12 May. That's got to be the first time the Model "Y" has been rated as a sex symbol!

Chris Jarvis giving Jo Public a good insight into his maroon, August 1935, Tudor Model "Y".

And more!

Bruce Allan joined Graham Miles and John Argent for part of their Northumberland Walkabout journey in May. Bruce reports, "after we parted company on the way home, I stopped overnight at a small B&B near Richmond, North Yorkshire. The owners were amazed to see a Ford "Y" in the flesh as their local paper had just done an article..." celebrating the 80th anniversary of Edsel Ford cutting the first turf on the Dagenham site on 17th May 1929. In addition to the photograph of Edsel cutting the sod, there was the standard photograph of the first Model AA truck being driven off the production line by A.R. (Rowland) Smith and one of the standard publicity photographs of the long rad Fordor Model "Y".



John Keenan advertising the Old Ford Rally on the windscreen of his Model "C" at Eastborne.

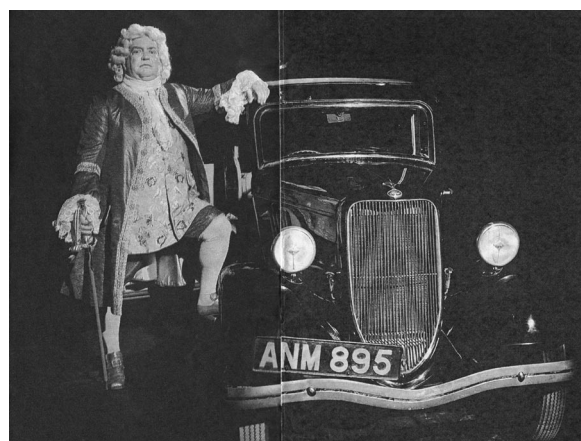
This leads me on to a request to Region 16 members for any news, progress reports on restorations, etc., which they might have and which I can include in these columns. Any snippets will be most gratefully received, along with any pictures.

And finally, a piece of information which is not even likely to be of value in a pub quiz. Albert Pierrepont, the hangman between 1932 and 1956, who despatched such infamous murderers as Christie, as well as some probably innocent ones, as well as the Nazi War Criminals, was born in Bradford. He was in fact a Model "Y" owner. In a recent biography, the author says that, (in the late 1930s), "Pierrepont bought his first car, a wire-wheeled Ford 8, the one and only time he paid for anything on hire purchase!"

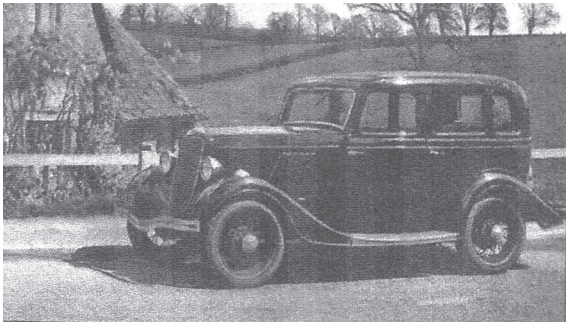
Barry Diggle, Regional Contact, Region 16.

And again, with a Spanish flavour!

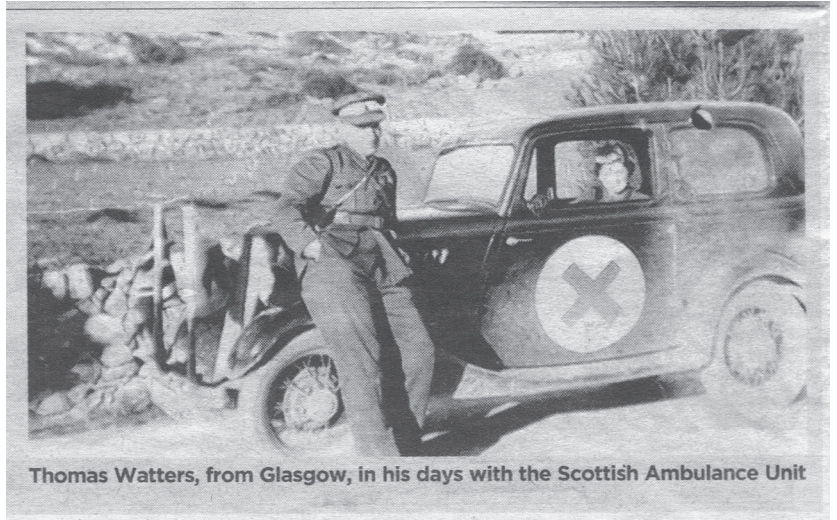
I am grateful to Peter Purdy who sent in a page from 'The Times' of 26 May on which was an article entitled '**Spain pays homage to last few Britons who fought Franco - with an offer of citizenship.**' As the Spanish Civil War ended in 1939, 'the last few Britons' number only eight and they are well into their 90s, with two over 100. One is Thomas Watters, now 96, who was a bus driver in Glasgow and who ferried wounded republicans from the front line as part of the Scottish Ambulance Unit. "I'm not interested in politics." he said. He was due to receive a Spanish passport in June!



The 1936 Ford "Popular" which was donated to the Museum of London by the Ford apprentices after they had restored it. The caption to this picture in the London Evening Standard was, "A Modern day hedge fund manager dressed as a mid-18th century city merchant with a 1930s Ford." Now that's what I call 'period costume'!



One of the standard publicity photographs of the 1934 Fordor 'De Luxe' Model "Y"s (AVX 10) as illustrated in the 'Yorkshire Post' on 23rd May 2009. Note the 'rustless' steel headlamps and sidelights and chromed windscreen surround - all features of the 'De Luxe'



Thomas Watters, from Glasgow, in his days with the Scottish Ambulance Unit

The Bristol Classic Car Show - Shepton Mallett, 2nd-4th May 2009

Ivor Bryant, who ran the combined Ford Sidevalve Owners' Club and Y&C Register stand reports, "The original show was snowed off in February and was re-staged in early May. It was busy on Saturday and Sunday, when I was in Southampton! Monday was fairly quiet and many of the autojumbler were elsewhere. Phil Wookey brought his Model "Y" onto the stand; reliable as always. I didn't know that he also has a 4 door. Brian Bedford had some 4-door spares he bought with his car, which need a new home. I have an on going joke with Brian on how much food he can get in his car. Last year he brought his Prefect, with a boot, this time the "Y" with a box on the back. He also has an Austin 7 tourer.

Shepton was OK, but it's usually the same supporters each year. What I need is a good Model "Y" of my own. I think the "CX" will be too narrow if I ever get it on the road.

Model "Y" jigsaw

In the last issue, under Members' Correspondence, I mentioned the jigsaw that Graham Rudd had bought at a garden centre on the M25, which was of a Black/Blue Model "Y" Tudor, GHT 117, outside a pub by a pond. Long-standing member, Ken Clarke, wrote in, "I have just been reading the latest Y&C mag and noticed the piece about the jigsaw featuring a blue/black 'Y' by the pond. I also spotted the picture on a greetings card.



Not the best view of Brian Bedford with his nice vineyard green and black April 1937 Fordor "Y" at Berkeley following the Bristol show. Note the tuck box on the luggage rack and the cooker on the go. I think Ivor was proving a point when he took this photograph



It is my car, CHP 127, depicted. It is taken from an article by Andrew Whyte for the Auto-car magazine. The registration number has been changed, but I recognise the badge on the front bumper as a Midland Preservation Society one. I had it on at the time and the front bumper with no groove. The car is now Brown and Black. You will not find GHT 117 on your list, only a slight alteration to CHP 127."

The greetings card depicting Ken's Model Y. The card is one in the Rothbury Collection, titled "Feeding the ducks" by Kevin Walsh.

Old Ford Rally

Nigel Stennett-Cox writes in to Bob Wilkinson:- "Just to say that I shan't be at The Old Ford Rally this year, owing to my having signed up and paid, back in January, for attendance at a motorcycle rally in Scotland that same weekend.

This is frustrating since I greatly appreciate the effort you and others have put into creating this much-needed event from the ashes of the All Ford Rally. I'm confident too that this will be a better event, more centrally located, a much better equipped venue and more orientated towards families and the younger enthusiast.

The Ford Model Y & C Register

The Ypres tour

Because of the drop in value of the pound against the euro, the number of cars driving to Belgium from the UK was reduced from sixteen to six, which was a pity as the cost of the trip was not as high as was feared. We were joined by four Dutch cars in Ypres, so the total number was ten: seven Model "Y"s, Jim Miles' Eifel roadster, Mike Capps' 'Pop' and Cees and Kitty's Model A.

As was expected after the long drive to Ypres on the Sunday, Monday was a rest day spent looking round the town; taking in the Cloth Hall with its fantastic Ypres Salient and Flanders Fields museum, the ramparts and the general ambience. It should be borne in mind that the whole town (as with all the surrounding villages) had been rebuilt after their total destruction during the Great War. Each building was an exact replica of what it was before the war. That evening, at 8 p.m., we attended the very moving Last Post ceremony under the Menin Gate, our hotel being only 200 yards away.

Some homework had been done and suggested itineraries and a brief overview of the Ypres battles had been sent to all participants beforehand, so each car was expected to select its route and enjoy a carefree few days. Not so! Round the bar that evening came the question, "What time are w

I wish you all well and hope to be there next year, since I'm confident that this will take off and become a major event in the old-vehicle world."

Ypres feedback

Mike Capps wrote in:- *"I enjoyed the holiday tremendously. The hotel was good apart from the service in the evening. When you are alone, it is good to go with a group of people and thank you for including me to the restaurant."*

I had an uneventful trip down, apart from getting my feet wet. I must do something about the windscreen leak. On the tour, I followed Sam Roberts for four days down country lanes and footpaths. We got lost, saw places we should not have seen and had a jolly good time. On my fifth day, I went on the official Battlefield Tour. And it just glossed over what we had all seen and said. The cemeteries originally started next door to first-aid stations. We visited the largest - 12,000 men in Tyne Cot cemetery and 12 in a Royal Engineers Cemetery: boys as young as 14 and men as old as 52 all together. Some known by regiment, some by rank and others buried with no name.

Thanks once again."

We did not get lost. Maybe things weren't there where the map showed them to be, but my navigator, Geoff Salminen, assured me he knew where we were at all times!! - Ed.

The Ford Model Y & C Register



Australian troops marching towards the Menin Road on their way to relieve the front line in 1919. The ruins of the Cloth Hall and St. Martins Cathedral act as a backcloth."



The view from the same spot today showing the totally rebuilt Ypres. Our favourite restaurant was immediately below the right hand spire in the photograph.

leaving in the morning?" So, at 9.30 the following morning, after a huge breakfast, designed to tide us over until supper with only a beer and a bun at lunchtime, ten cars spewed out of the hotel's underground car park and headed off, through the Menin Gate and down the Menin Road to the site of the Hooze crater. This was probably the most dangerous area of the Salient during the war, it being totally overlooked by the Germans on the Passchendaele and Bellewaarde ridges and, like all the land beneath the ridges, soon became a sea of mud and shell holes interlaced with British and Commonwealth trenches. From Hooze we travelled to Tyne Cot cemetery, the largest Commonwealth War Graves Commission cemetery in the world, holding some 12000 graves and an overflow memorial naming over 34,000 missing soldiers whose bodies were never found. These are in addition to the 55,000 missing whose names are engraved on the Menin Gate. The casualty numbers throughout the Salient are staggering. Tyne Cot was so named as, being situated halfway up the ridge, the attacking soldiers of the Northumberland Fusiliers said the German concrete pill boxes on the skyline up ahead of them looked like Tyneside cottages.

I won't do a re-run of the battlefield tour as it would fill half the magazine. Suffice it to say that we covered the northern part of the Salient on the Tuesday, the southern part, including Sanctuary Wood, Hill 60 and Messines, on the Wednesday and Mount Kemell, the Lijssehoek Cemetery (alongside the site of the main field hospital) and the restful peace of Talbot House (the home of TOC H) in Poperinge on the Thursday. It was in Talbot House that Geoff Salminen, for the second time that day, came upon a piano - not any old piano - but the very piano played by the troops as they enjoyed some rest behind the front line. We joined in a sing-song of 'Pack up your troubles ...' and 'Jerusalem', which were the songs displayed on the piano's sheet music.

On Friday, we were left to our own devices. Some of us went to visit an old car museum, which was closed, but fronted up a superb DIY supermarket, in which I



Our initial run out along the Menin Road to the Hooge crater, which was the result of tunnelling under the German lines and blowing them up. The hill was taken, but, as the graves in the Hooge cemetery show, it was at a cost of 6000 British and Commonwealth soldiers, of whom 3,500 have not been identified.

was able to purchase some new orange flashers and 6 volt bulbs for the Kerry. Some went off to the beach at De Panne, others did some retail therapy in Ypres, whilst Christine and Owen Baldock came with Geoff Salminen and me to Diksmuide and then on to the large Belgian cemetery at Houthuist. En route, to keep Geoff happy, we did a bit of 'birding' in a hide in a bird sanctuary in the Yser river basin.

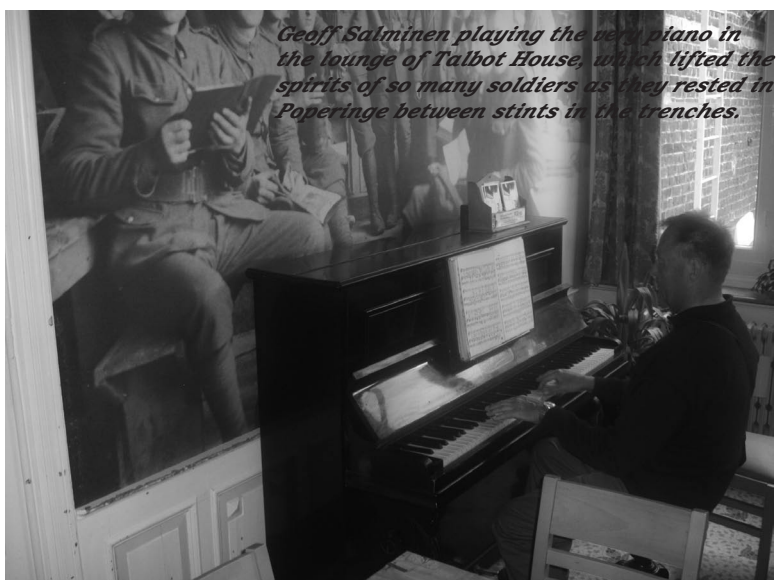
And so to the traditional Last Supper on the Friday evening. We had found a super restaurant in the town, which had served up delicious steaks most evenings. Unfortunately their function room was booked for the Friday, so we had to fall back on the hotel as the venue. The usual banter ensued. Christine sold 64€ worth of raffle tickets (proceeds to the MacMillan nurses) and the annual awards were made. The Geoff Murrell trophy, for the one who best exemplified the spirit of the Y&C Register on the tour, was presented to Jim Miles who had kept us amused throughout. We had not suffered any breakdowns, so the Hard Luck trophy went to Owen Baldock, who complained bitterly when we made a slight deviation onto a cycle track, causing him to get some mud on his nearside tyres! 'Through the mud and the blood to the green fields beyond' goes the motto of the Royal Tank Regiment following their ventures in the Ypres Salient. That really was hard luck finding a bit of mud, Owen!

To summarise, the tour was a great success, very informative, but horrendously shocking at the same time. The weather was kind to us (except for Jim Miles, who was caught out with the lid off his Eifel roadster in a downpour on the Tuesday) and the hotel was very accommodating in giving us a reduction in B&B rates, halving the car parking fees and for laying on a happy hour each evening with drinks at half price! It goes without saying that the camaraderie between us all was at its usual enjoyable standard. - So, where to next year? Any suggestions?

P.S. Paula says thank you all for the delicious Belgian chocolates.



Some of the 12,000 graves in Tyne Cot cemetery. On the large wall across the length of the top of the picture are engraved the names of 34,000 soldiers whose bodies were blown to bits or lost in the mud and never identified - these are in addition to the 55,000 names engraved on the Menin Gate.



Geoff Salminen playing the very piano in the lounge of Talbot House, which lifted the spirits of so many soldiers as they rested in Poperinge between stints in the trenches.

The group, less one, overlooking the Anzac cemetery and the New Zealand memorial in Polygon Wood.



The beautiful art deco monument near St. Julien, known as the Brooding Soldier, which, as stated on the base, "Marks the battlefield where 18,000 Canadians on the British left withstood the first German gas attacks the 22 - 24 April 1915. 2,000 fell and lie buried nearby. Note: the first British use of gas was at the attack on Loos on 25th September 1915. "

Spares report

Parts for Sale List

A quick look at the Parts for Sale list in this issue and you'll see things have changed; no price changes or additions, just the order of things. To help members find what they are looking for more easily and to avoid confusion, we have revamped the categories. The reasoning behind this is hopefully to guide members to the parts they require more quickly and accurately.

Brake components are now split into **General** or under **Front and Rear Axle** groups. This also applies to suspension items; they are now also under **Front and Rear Axle**. Suspension as a separate category has been deleted.

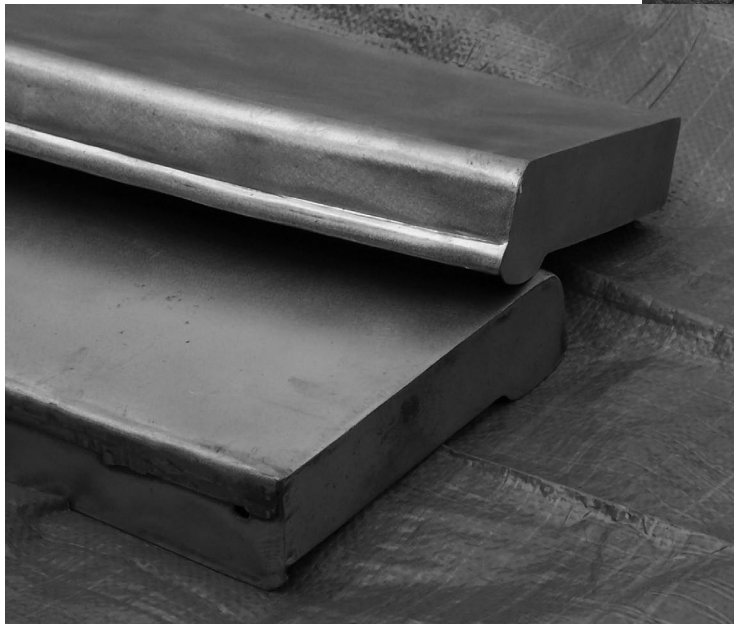
Engine and Clutch are combined and you will note that drive-shaft related items are now in the **Gearbox/Drive-line** group.

The Ford Model Y & C Register

It would be good to know if you think we are going in the right direction, if we are not then what do we need to do to improve?

Body Panels

At the AGM we showed examples of long rad Model "Y" running boards (see pictures below). Members who saw the panels agreed with us that the quality of the panels is very good and that they are a welcome addition to our parts range. Price is expected to be in the region of £80 to £90 each plus carriage for the basic panel as in the picture. We will have a progress report in the next magazine



BER 502

In many industries, TLAs abound. Non more-so than in the Army. Soldiers and Officers use TLAs (Three Letter Abbreviations) all the time. In my particular corps (REME) the TLA, BER, stands for Beyond Economic Repair.

I am delighted to report that the only car on the register with a BER registration (Cambridgeshire, 1936) is not 'beyond economic repair', but roadworthy and looking good. It did however need some attention as Roger Wright, the present owner from Swadlincote in Derbyshire wrote in to tell me:

"I apologise for taking so long to get back in touch regarding your request for further information on BER 502. I also apologise for having to respond by letter as I live in the steam age, without a computer (by choice)."

When I purchased the car from Steve Thomas in 2004, it came without any prior history or original log book. This did not bother me as I purely wanted a solid pre-war car as a project and runabout. The choice of a Model 'Y' was due to the body styling and the fact that I had previously owned a sit-up-and-beg 103E Ford Popular, so I was aware of the habits and peculiarities of the marque.

All that I can add to the information you already hold is:- the car was first registered 06/05/1936. The colour is given as black and there were six owners before myself (this is purely information given on the V5C)

I enclose two photos which may be of some use. The photo of the car standing on block paving was October 2004 when I unloaded the car off the trailer after collecting it from Steve Thomas near Stoke-on-Trent. The second photo was taken at the 2007 AGM



Roger Wright's 1936 Tudor Ford 'Popular' as he received it from its previous owner in 2004. The colour scheme is black over maroon.

All the work undertaken on the car has been mechanical/electrical, as some of the previous "repairs" were crude if ingenious (1/2" copper water pipe used as bushing for the rear brake cams!)

I closing may I personally thank you for the effort you (and the Officers) put into the Register. It is much appreciated by the 'non-active' membership like myself."

Thanks for sending in the additional details on your car, Roger. They have been added to BER's text file in the archive and the photographs have been added to BER's photo folio for posterity.

Note to other members:- If you have not sent in copies of the log book(s) or the known history of your car, they would be much appreciated. Slowly, slowly, we are building up a record of the history of each of the surviving cars for future reference. Remember, we are but temporary custodians of these old ladies!

La Locomotion en Fete 2009,

La Ferte Alais, Essonne, France

by Rod Janes

Held over the weekend of the 13th/14th June, this show is rapidly becoming one of the largest in Europe. Catering for all types of classic vehicle on a vast site from motor cycles to working WW2 tanks, with strong contingents of tractors and farm machinery, fire engines from several continents and a massive display of commercial vehicles, from vans to heavy lorries of all eras. As an added bonus it is held on the airfield of Jean-Baptiste Salis, famous for the construction of replica aircraft for the film industry and restoration of classic aircraft.

This was mine and my Son's 11th visit to the show and we always find new and interesting vehicles each year. In previous years I have taken my 1953 E494a Anglia, but for the past three events my 1934 long rad Fordor Model "Y", AAS 573, has been my vehicle of choice. On arrival we meet up with the other members of the small English contingent, this year displaying a 1947 Austin 3.5 Ton Parcel Truck, a 1949 Morris Milk Delivery Truck, a 1953 Land Rover Series One and a 1960 Morris Traveller which, since I rebuilt the engine 4 years ago, drives from Aylesbury, Buckinghamshire to the show each year.

My Model "Y" never fails to attract an enormous amount of attention, the majority of the French public having no idea what it is. I usually leave at the end of the weekend with a sore throat from explaining it's features in my poor French (ice- cold French beer is very soothing!)

At 5 p.m. on both days a parade is held on the airstrip for any vehicle that wishes to take part and this usually amounts to anything up to 500 or 600 vehicles going up and down the field in formation accompanied by a commentary. As this is a very well attended show with approximately 10 to 15,000 people each day, the audience for the parade is huge.



Rod Janes' beautiful 1934 Fordor De Luxe Model "Y" at La Locomotion en Fete 2009 in Essonne, France. It is good to see the Y&C Register grille badge on display.

This show is one of the highlights of my year, at the moment I trailer the car as I can't spare the time to drive it, but perhaps when I retire, I will make a holiday of it and drive the Model "Y" with my son in the Anglia all the way. The show organisers are great hosts and we are treated very well, I would recommend a visit with or without a classic car as it makes for a really great weekend in the heart of France.

Events 2009

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 01132 267497
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
18 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
25 April	National Drive It Day	

OLD FORD RALLY. LAST CHANCE TO ENTER!

Gaydon, Warwickshire, 26th. July 2009.

Entries have come in well for this rally which is being run jointly by our Club and the Heritage Motor Centre. Ford Clubs will have stands with an excellent range of vehicles on display. The Heritage Motor 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.

We have a spread of old Fords from the Model T through the years to 1982....cars, commercials, tractors, 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.

LAST ENTRIES: Contact me on 01832 734463 or by email if you wish to come along. I may just have time to issue passes. Non-booked arrivals on the day may be allowed to enter, space permitting, but will have to pay the full entry price.

For more show information go to our club website www.fordyandcmodelregister.co.uk and follow Old Ford Rally 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 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@btopenworld.com

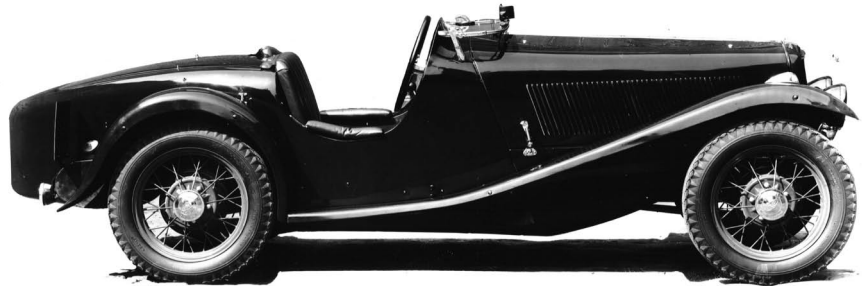
Early bookings appreciated to ensure hotel places.

International correspondence

Sweden - superchargers

Ken Håkansson emailed, "Hello! I've just been given a car that has been a C 1936 but the body looks somehow like the Dagenham Super Sports 2-seater in the book of Ford Y. The engine is a standard 1172cc Model C engine. Of course, the whole thing needs restoration and, since the DSS 2-seater had a supercharger, I would love to add one. But... Small Ford Parts can't give me any advice. Can you? Or, do you know anyone who can?"

Needless to say we are intrigued to see a photograph of the car, to see whether it really is a Dagenham Super Sports 2-seater. It will be the only known surviving one if it is.



The side-view of the Dagenham Super Sports 2 seater, showing its graceful lines. Most of the under-bonnet space must be taken up with leg room!

As for the supercharger, we contacted Rob Daniels, who heads up the Specials section of our sister club the Ford Sidevalve Owners' Club. He replied, "Sidevalve Fords were usually fitted with either Shorrock or Marshall superchargers, the Shorrocks were also fitted to such cars as Austin Mini and Ford 105E Anglia, etc. through the 1960s. Although not impossible, they are getting harder to find as are most of the other original Ford sidevalve tuning parts. Your best bet is to visit autojumbles, scour the net and the small ads in the classic journals. When you find one, you will more than likely have to have it rebuilt, which will be costly and then you will probably have to make your own manifold to suite the application you are fitting it too. You probably won't have much change out of £5-600 when you have finished. The Ford Sidevalve tuning books (found on ebay) will give you advice on tuning your engine."

Denmark - part numbers

In response to Michael Deichmann's observations on the Eifel parts list in the last issue, Yvon Precieux raises the point of overseas nomenclature as a result of the debate, "I hope you don't mind my contacting you re. your note on the Why "Y" feedback. Your vehicle is of German manufacture, not Dagenham, and, although you have raised an interesting point with the use of the 20 prefix, it does not refer to the episode of the allocation of the lettering "Y". Dagenham's problem with the parts listing was not shared by Europe, even though all were obliged to take on board the Dagenham alphabetical parts system on initial import of (Knocked down) KD cars. As for naming cars "Model Y" and "Model C", European manufacturers took a different approach to Dagenham. France recognised the 8hp car as the 6CV, Spain, the "Modelo 8", Germany, its export markets and much of continental Europe, preferred to identify the cars by name as the "Koln", "Junior", etc. This meant that the parts lists, although alphabetically coded to Dagenham's requirements, needed to cater for the European title of the model concerned. Hence the reference to Eifel in your parts list. Strictly speaking "Y", Model "Y", "C" and Model "C" on their own were not instantly recognisable on the continent. To some it was a chassis designation, hence you can find the wording "type Y" on some models. Germany, as an importer and exporter of spare parts, preferred to refer to the initial project coding of 19 and 20 to identify their cars (i.e. 19Y and 20C). Hence, for ancillary parts, the numbers 19 and 20 were used and could be seen on parts from valves to wings. Dagenham did alter their stance with outside sources for components and numbers 19 and 20 could still be seen on service parts from British manufacturers well after the demise of production of these two models. Your questioning is certainly valid as it raises issues, which today, because we have become accustomed to using the terminology of Y and C to refer and quantify

every vehicle in the world, regardless of manufacturer, this very usage can override a situation that was not relevant at that particular time."

Spain

Luis Cascante's loyalties are being stretched. In addition to his Model "Y", 'Forito', he is restoring a Matford. The Matford was a Ford V8 Model 40 with a special body by Mathis, based in Alsace, south-east France. For years a merger between the two companies had been muted, initially to persuade Mathis to assemble the Model "Y" for the French market. This never happened.

Luis emails:- "Last Tuesday, the Engine of my V8 Matford was started. Some parts are only temporary ones, such as the exhaust pipe, water outlets, and others – but it runs. It was a very exciting moment. So now, the rolling chassis, the engine and body are nearly finished.

I have been reading avidly the last issue of our magazine. I find it excellent, as always. I have been surprised with all the feedback of your article on the Singapore cars. It is amazing how much information has appeared on that uncommon and specialised subject, demonstrating how high the standard of the magazine is. Well done"

Alaska Another 75th anniversary

Having read about the role of the V8 Model 48 in the development of the Model "C", Kate McConnon, in Alaska writes:- "It was with much interest that I noted the picture and article on the Detroit version of a 1935 V8 Ford. Just this past May 23rd marked the 75th anniversary of the deaths of our infamous outlaws, Bonnie and Clyde. During their two-year crime-spree, criss-crossing states from Texas to Minnesota, Louisiana to Colorado, the V8 Ford was the Barrow gang's car of choice. When being pursued by the "laws", Clyde would hot-wire and steal three to four cars a day. The invention of the electric start made this quicker and easier than the old hand-crank method.

The V8 was the preferred get-away car in bank heists as it drove faster and outperformed any cars driven by local police. Clyde Barrow drove these Fords in excess of 70 - 80 miles per hour over hard-packed dirt roads. Few roads were paved in 1930s' rural America. The roomy trunks in the back of V8s held the outlaws arsenal of Browning automatics, Thompson machine-guns, shot guns and pistols.

For nearly a decade the "death car" in
The Ford Model Y & C Register

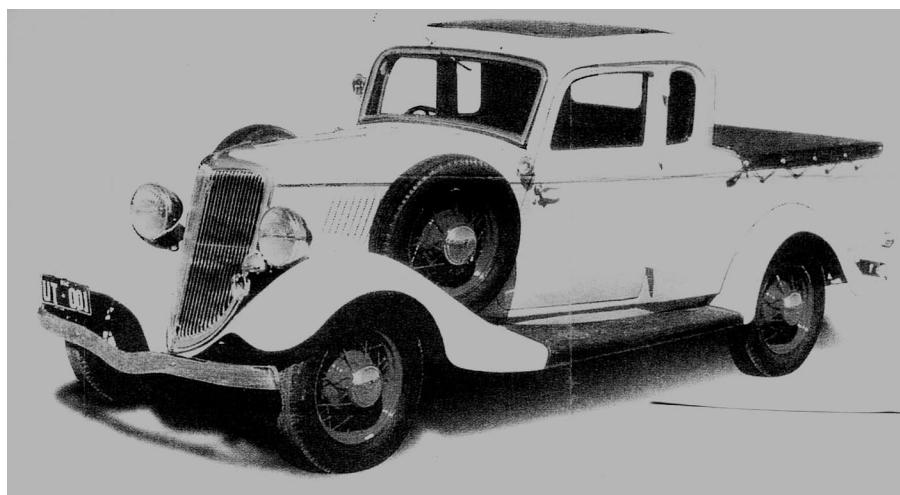
which the two met the end, was on display, bullet holes and all, at state and county fairs across America."

Many thanks, Kate. Although not "Y" or "C" related it is a gruesome period anecdote. Incidentally, Clyde Barrow wrote to Henry Ford saying "I have drove Fords exclusively when I could get away with one."

Australia - and another 75th anniversary.

Bill Ballard emailed to say, "I'm co-ordinating a display of Small Ford utes at the Ford Discovery Centre in Geelong this Sunday [28th June]. It is the 75th anniversary of Lew Bandt's first coupe ute this year, but I don't think Ford have woken up to it yet. They're too occupied with their future in Australia - and the world - at this moment in time!!"

Lew Bandt was the brilliant young Australian stylist who designed the special bodies for the Australian Fords which were assembled at the Geelong plant, starting with the V8s and the Model "Y"s in 1934. The roasters, phaeton and coupes all came from his drawing board - and he invented the utility truck, the 'ute'. The 'ute' differs from the standard pick-up in that the load carrying body and cab are one. Utes were either straight sided or well-type, with a benches along the sides of the loading area.



Lew Bandt's first 'ute' based on the 1934 Model 40, UT- 001. Regrettably, it was in this vehicle that he met his death.

News of new members

Prepared by Mike Malyon, 24th June 2009

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y&C Model Register the following 10 new members, all Model "Y" owners:-

Jeff Borrett	B0201	Bridgwater, Somerset
David Cooper	C0801	Thatcham, Berkshire
Ian Ford	F0801	Maidenhead, Berkshire
Robert Hunter	H1801	Methil, Fife
Louis Keating	K1903	Kilmihil, Co. Clare
Michael Leete	L0901	Bromham, Bedford
Rafel Lizano Gonzales	O-L102	Berga, Spain
Alistair Newbigging	N1801	Howwood, Renfrewshire
Ben Pyke	P0501	Dymchurch, Kent
David Whitehead	W0501	Iwade, Kent

We are delighted to welcome these new members and give below brief details of their vehicles.

Jeff Borrett from Dunwear, Bridgwater, has bought a long rad 1934 Model "Y" 2-door saloon. Sadly , we haven't any more details at the moment. Hopefully, we will have soon. Good luck Jeff and welcome to the Club.

David Cooper (Fred) from Thatcham, Berkshire, is the owner of the 1933 2-door Cordoba tan and black Model "Y", JB 2893, which appeared in the last issue. The car has been in Fred's family for over fifty years. His mother bought the car second hand and Fred inherited it from his father, Arthur, also known as Fred, who was a member of the Club for many years. Fred regularly drives his "Y" to work. Thanks for joining and welcome to the Club.

Ian Ford from Maidenhead, Berkshire, is now the owner of a 1933 2-door Model "Y", GSL 874, chassis number Y44936. The car is black and green and needs a complete restoration. It looks like you are going to be kept busy in the near future, Ian. Good luck with the restoration and keep us informed of the progress. Welcome to the Club.

Robert Hunter. We welcome Robert from Methil, Fife. He has a 1937 2-door, long rad, 390 XUF, chassis number Y170104. The car is black with green trim. It needs a little body work. The car was bought from member, Dave Ferrier. We hope all goes well with the rest of the work. Thanks for joining the Club.

Louis Keating is from Kilmihil in Co Clare, Eire. He has bought ALO 314, a 1933 black 2-door Model "Y", chassis number Y35724. Although the car was restored in the seventies and has been laid up ever since, the paint work needs attention and the engine needs reconditioning. Good luck with the work, Louis, and welcome to the Club.

Bank Holiday Monday 4th May, 2009

An extract from a letter received by the Club from Lord Montagu of Beaulieu:-

"When I opened my home, Palace House, to visitors in 1952 I placed five cars in the front hall as a tribute to my father, John Montagu, one of the early pioneers. The collection soon started to grow and within a few years, prompted by complaints from the family about the all pervasive smell of motor oil in the house, the vehicles were moved to a couple of wooden sheds in the grounds. Within another couple of years the collection had grown even further, requiring more prestigious and spacious accommodation, so a building was constructed to house the vehicles and a grand opening ceremony was held for what was, by that time, known as the Montagu Motor Museum.

This year sees the 50th anniversary of that opening in 1959 and I would like to mark

Michael Leete has upgraded from a Friend of the Register to full member as he has acquired a black 2-door 1933 Model "Y", VE 9051, chassis number Y23717. He is already known to some members as he drove Neil Bray's Model "Y" on the Holland tour 2006 with Christine Bird doing the navigating. Enjoy your motoring around Bromham, Bedford, Michael. Michael is also into hill climbing and the sporting side of our hobby. Welcome to the Club and we hope to see you at Gaydon.

Rafel Lizano Gonzales from Berga in Spain is the owner of a 1933 4-door Model "Y" with chassis number Y29275 and with the Barcelona registration, B-53684. Rafel has acquired the car with some restoration work done and we wish him good luck with the rest of the work. Welcome to the Club.

We would like to welcome **Ben Pyke** from Dymchurch, Kent to the Club. He has a 1936 2-door Model "Y", registered CPP 925 and with chassis number Y151153. It is on the road and Ben is looking forward to driving his it as his retirement approaches. Happy motoring Ben and thanks for joining the Club.

Alistair Newbigging from Howwood, Renfrewshire, has bought a 1937 black 2-door "Y". Sadly, we haven't any details yet as Alistair is awaiting log book. The car has been garaged for some years. Good luck with the paper work and please keep us informed. Welcome to the Club.

Dave Whitehead from Iwade, near Sittingbourne in Kent, has a black and maroon 1933 2-door Model "Y", AHK 993, chassis number Y25655. For some inexplicable reason, this is a Left-Hand-Drive model, even though it would appear not to have left the UK. Our archivist is onto it! The car is under restoration. Good luck Dave with the work. We hope you are on the road soon. Welcome to the Club.

Hopefully you will find this contribution to "Transverse Torque" informative and as always, the Club extends a warm welcome to all the new members. The Editor will be pleased to receive any news and photographs of your vehicles, as well as the known histories for the archive. He makes the point that, apart from Fred Cooper's Model "Y", we have no photographs of any of the above cars in the archive.

As this is my first report as Membership Officer I would like to take this opportunity to thank Christine Baldock for all her help on the hand-over.

Mike Malyon, Membership Officer.

Montagu Motor Museum Golden Anniversary



My Kerry lined up in the arena at 50th anniversary of the Montagu Motor Museum at Beaulieu in front of a clone of Steve Waldenberg's Jowett.

it by inviting your car club to display a representative car, 1959 or earlier if appropriate, at the Beaulieu attraction on Monday, 4th May, to help us celebrate. In addition to the presence of club cars, which I hope will be a good number, there will be a Cavalcade of vehicles from the National Motor Museum collection in the main Arena, featuring several of the vehicles that were also in the Montagu Motor Museum

I was asked if I would represent the Y&C Model Register at the event in my Kerry, which I had much pleasure in doing. There were about 60 club cars present (very few Fords) and the Kerry spent the day with the other club cars in the arena for the public and other drivers to look over. I took my grandson along and we had a super day looking over the motor museum, Palace House and the abbey ruins. At 3 o'clock the club cars paraded around the grounds in their own cavalcade, halting en route to collect a souvenir mug from Lord Montagu, who thanked us for coming.

It was a very pleasant day. The only familiar face was that of ex-member, David Lovering, who was driving his wife's light blue Austin A35.



Ex-member, John Gibson's Tudor Model "Y" is still on loan to the National Motor Museum - complete with Y&C Register grille badge.

The Sunshine Coast 'Rattle & Roll'

by Bill Ballard
(The biennial Australian National Sidevalve Rally)

This year, for the first time in its 24-year history, the biennial National Sidevalve Rally was held in north-east Australia. It was something of an experiment, as ten of the previous eleven rallies had been held in south-east Australia – the odd one out being the 1997 rally, which was held in Perth, in south-west Australia. This year, it was hosted by the Ford 8 & 10 Sidevalve Club of Queensland Inc., who chose to make it a hub rally based upon Nambour, the administrative capital of a popular holiday area in south-east Queensland known as the Sunshine Coast. It is easy to see why the name "Sunshine Coast Rattle & Roll" was chosen as the name of the rally. Nambour has a population of around 14,000, is about 65 miles north of the state capital (Brisbane) and lies in the foothills of the Blackall Range, whose highest point is 1800ft above sea level.

I say "something of an experiment" because history has shown that the majority of participants on these rallies have come from Victoria, with significant numbers also coming from South Australia and New South Wales, and it would be interesting to see how many people were prepared to travel to Queensland for the rally.



Planning for the 2009 rally had started immediately after the Queensland Club had been selected as hosts at the Presidents' Meeting at the 2005 National Rally in Tasmania, but it was to be a further

two years before Expressions of Interest were called for, which were to show that at least 50 cars could be expected. However, that was before the global financial crisis took hold and numbers were to drop dramatically by 20% when it came to firming-up bookings in January 2009. There was also the wild weather in April and early May 2009 in south-east Queensland, which caused very heavy rain and localised flooding, which was to force one participant from South Australia to cancel at the last moment. In the event we were, according to my reckoning, to have 38 Small Fords (84 people) participating,

made up of 20 vehicles (39 people) from the host state; 8 (19) from Victoria; 6 (17) from New South Wales; 3 (7) from South Australia and 1 (2) from Tasmania. The interesting thing is that the 12 vehicles (28 people) from Victoria, South Australia and Tasmania would have had to make a round trip of at least 2,500 miles just to get to and from Nambour, and half of those from N.S.W. would have to make a round trip of at least 1,450 miles. Most trailed (or trucked) their "oldies", but four participants (two from Victoria and one each from N.S.W. and Tasmania) decided to drive their little Fords all the way there and back – which was a tremendous challenge, and all achieved it with only relatively minor ailments en route!



The pre-war entrants line up at Cooroy on 30th May.



Y&C Register member Jenny Bone's white knuckles clutch at the door-grip as husband, Derek, drives her short rad, 'Blue' (the youngest short rad on the register of survivors) at Nambour on 30th May. The Y&C Register bar-badge would make your collection a nice trio on the front bumper, Jenny.

Cripps in their 1935 "Longrad" Model "Y" Tudor and David and Sandra Moran in their newly-restored 1936 Model "CX" roadster, well-sided utility. Other members of the Y&C Syndicate who came in "alternative" Sidevalves were Bernie, Christine and Trent Bridle, Terry Keene, Keith Pratt, John Rimon and Jenny Free and Walter and Sue Thompson. Cyril and Gayle Johnston were to catch up with us at Cooroy for an hour or so on the 30th May, but were unable to attend the rally. We were joined by a third Model "Y", the 1933 "standard roadster" belonging to Ken and Karen Codling from Sydney (which used to belong to Bernie Bridle), so we equalled the all-time Australian record of mustering three Model "Y"s together on the same rally field. Interestingly,



David and Sandra Moran's recently restored Model "CX" well-type roadster ute.

Keith, John and Walter were three of the four to drive their Sidevalves up to Queensland and back.

So much for the background and the statistics, what about the journey up there? Bernie, David and I and our partners/families set off on Tuesday, 19th May and chose to take four days for the northbound journey up the Newell Highway, averaging about 480kms (300 miles) a day, stopping overnight at Narrandera and

Gilgandra (N.S.W.) and Goondiwindi (Queensland). Walter and Sue joined us at Gilgandra in their 1955 100E Prefect and John and Jenny traversed the same route but were always a day or two ahead of us in their 1950 A494A Anglia sedan. We were all free to visit attractions of our choice en route and Sandra and I chose to detour on the second day to visit a small air museum at Narromine in N.S.W. On the third day, most of us chose to take the tourist route through the scenic Warrumbungle Range and on the fourth day we avoided Brisbane by travelling via Toowoomba, Crows Nest, Esk, Kilcoy and Beerwah, calling in at the Somerset Dam (one of Brisbane's main water supplies) which, due to the recent heavy rains, was overflowing, and driving round Lake Somerset, which was full for the first time in very many years. We had fine weather for the first three days, but it rained for about nine hours on the third night and we had showers for the first few days we were in Nambour.

Commencing with a "meet and greet" at 'The Big Pineapple' near Nambour (an Australian icon, which I thought was run down and in need of new investment) on the evening of 23rd May, the Pre-ambly Rally was held over the next 6 days and visited places of interest within a 20 mile radius of Nambour, including Wappa Dam (another water catchment which was full to overflowing); Bli Bli Castle (which would compare very favourably with many British castles); a dairy farm at Maleny and the aircraft museum at Caloundra. We were also to have an inter-state "bare foot bowls" competition (won by Queensland), followed by lunch, at the Yandina Bowls Club. Sandra and I particularly enjoyed the cruise down the seafront at both Maroochydore and Mooloolaba (try saying those place names after a few pints!) on the 26th May, and the long climb up the Blackall Range to meet members of the Blackall Range Horseless Carriage Club at the Mary Cairncross Park (from where we had a wonderful view of the Glass House Mountains); the aforementioned visit to the dairy farm; lunch at Tranquil Park and the cruise through Maleny to the delightful township of Montville, renowned for its speciality shops, all on the 27th May. After a breakfast kindly provided by the owners of the Nambour Rainforest Holiday Park (where most of us were staying) on Friday, 29th May, the rest of the day was free for participants to do their own thing. Most seized the opportunity to visit Australia Zoo (made famous by Steve Irwin, "the crocodile man"), but I had to accede to Sandra's request to visit some friends in Caloundra. That evening we had the "meet and greet" for the Main Rally and a BBQ at the PCYC

The Ford Model Y & C Register

(Police Community Youth Club) complex in Nambour.

On the Saturday (30th May) we visited the renowned Eumundi Markets and the Ginger Factory at Yandina, where we had lunch, before proceeding to the Cooroy premises of the Combined Coastal Car Clubs for a photo-shoot and a BBQ. The following day we visited the Maroochy Bushland Botanical Gardens and Sculpture Park, where we had morning coffee before cruising over to the Bellingham Maze, where the more brainier people amongst us bought the postcard to assist them to find their way round and out of the maze! That evening we had the rally dinner and presentations at 'The Big Pineapple'. Amongst the prize winners were John and Jenny, who received the "Longest Distance Travelled to the Rally" award (they actually covered 3,261 miles on their round trip from Hobart!); David, who won the "Best Commercial Vehicle" award with his "CX" roadster ute, and Rod Cripps, who won "Best Male" award in the fancy dress competition.

The farewell breakfast on the last morning of the rally is always a sad affair so the Queensland Club decided to do something rather unusual and hold it at Drysdale's funeral parlour in Nambour!! (The reason for this becomes clear when you realise that Drysdales were one of several rally sponsors). It was also a very special occasion for Yolanda Puust, who has been attending rallies since she was a baby. She was 21 that day, and a cake-cutting ceremony was held. (You can imagine her telling her friends in future that she had her "21st" at a funeral parlour!!). And so another very enjoyable rally came to a conclusion... Now for that long journey home!

Bernie, Sandra and I (and several others) chose to return to Victoria via Brisbane; the N.E. coast of N.S.W.; Sydney and the Hume Highway to Melbourne. According to my copy of **Explore Australia**, the coastal route is about 100 miles longer than the inland route via the Newell Highway. After overnighing in a plush motel at Nambucca Heads on the Monday night, we called at the home of Y&C Syndicate members Rick and Robyn Bushell in Bonny Hills (just south of Port Macquarie), where Sandra and I were to stay Tuesday and Wednesday nights. After having lunch with Rick and Robyn, Bernie was to proceed to his mother-in-law's place at Gosford before continuing home on the Wednesday. Rick had recently had an operation to remove his left kidney, which had been affected by cancer, and was thus prevented from going on the rally. The Bushells were to have a procession of visitors from the rally for, apart from us, Keith, the Codlings and Gary & Jan Fuller were also to call in to see them.

Bonny Hills is still some 820 miles from home and we had to overnight at a motel in Gundagai, southern N.S.W., on the Thursday night (4th June), eventually arriving home late on the afternoon of the Friday, 17 days and nearly 3,000 miles after we had left! It was a journey and a rally I shall never forget.

My local Ford club, the F.O.R.D. Club of Australia Inc., are to host the next rally in March 2011, and it will be based in Castlemaine, Victoria.

The odd one out; Maggie and Rod Cripps electric blue Tudor Model "Y", which was imported from New Zealand, rather than being built at Geelong. All Geelong 'sedans' were Fordor models.



Although she didn't win the competition, member Jenny Bone put on a good show on the arm of husband, Derek, at the fancy dress competition.



The beautiful Model "Y" standard (no dickey seat) roadster, now belonging to Ken & Karen Codling at Wappa Dam Park.



Dagenham factory site is 80 years old

Edsel Ford cuts the first turf

On May 17, 1929, the Company founder Henry Ford's son, Edsel, was the first to dig into the low-lying marsh which the Company had bought five years earlier for £167,700. Around 20,000 piles had to be sunk 80 feet into the ground to support the engine and car factory.

Edsel Ford cuts the first sod on the Dagenham site on 17 May 1929.

DAGENHAM, 13 May 2009 – Ford Dagenham celebrates 80 years of manufacturing as its engine production rate tops 1,000,000 units a year. The 475-acre complex on the River Thames, which now majors in diesel engine design and manufacture, produced 1,050,000 units in 2008, ranging from 1.4-litre four-cylinder engines to 3.6-litre V8s for delivery to vehicle assembly plants across Europe.

The rising demand for diesel engines had pushed Dagenham output up by over 16 per cent on the previous year. Following £800 million of investment this decade, Ford Dagenham has the capacity to assemble 1.4 million engines a year. Today the site employs a total of 4,000 people in engine, stamping and transport operations. Ford engineers and production specialists at Dagenham are responsible for the development and assembly of diesel engines fitted to 28 different Ford, Jaguar, Land Rover and Peugeot Citroën models. Four-cylinder 1.4-, 1.6-, 1.8-, 2.0-, 2.2- and 2.4-litre units are produced alongside 2.7- and 3.0-litre V6 engines and a 3.6-litre V8.

The above is extracted from the <http://media.ford.com/news/forddagenhamat80.htm> website.



The Ford Media 80th anniversary of Dagenham portrait.

Model 'Y' flatbeds.

Until recently I had never come across a Model 'Y' flatbed and then, within a period of two months three come along (shades of the old London bus joke!).

Setting the ball rolling was a snap shot from the 1956 film "Together". In the background of one scene is a Model 'Y', which I thought was a flatbed, but on magnification, has sides to the back, so I suppose it really is a pick-up. Unfortunately the photograph is too dark for printing.

And then Russell Storey, from Chester-le-Street in Co. Durham, told me all about an ebay find, which he seriously was considering purchasing. As you can see from the photographs, this was a van that had been converted to a flatbed, but as Russell intimated, it was pretty far gone and he doubted whether he had the time to restore it before it rusted away. Let me know, Russell, what was the outcome.

Finally, again on the Internet, appeared a 2007 picture of a pretty rough looking Model 'Y' in Sweden, that has obviously been converted to a flatbed. The question one asks here is, was this perhaps originally an Allan Taylor Tractor conversion that has been pretty heavily stripped down? I include photographs of both for you to consider.



Russell Storey's find on ebay. Stated as having a chassis number Y137P48, this ex-van was manufactured in May 1936. The sliding windows give the flatbed away as an ex-van, as does the Fordson radiator grille badge (prior to late 1935, vans and Tugs wore the standard Ford grille badge). Hopefully, this vehicle is now in the hands of a sympathetic restorer.



For comparison, here is Dave Tebb's beautifully restored Allan Taylor Tractor with its 5:1 epicyclical reduction gearing in each of its rear wheel hubs.



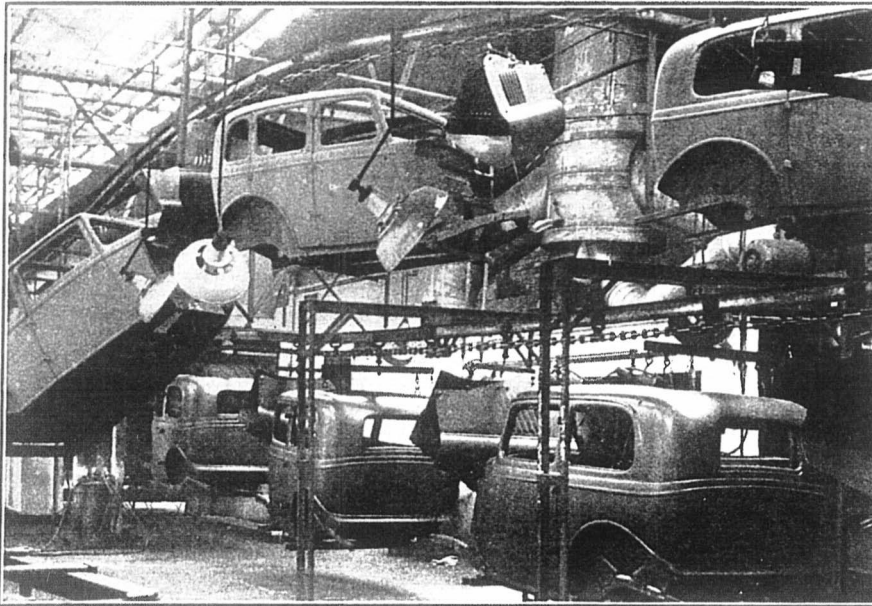
Here is a Swedish workhorse, which has seen better days - but as what? Is it a significantly modified saloon or van, or is it a stripped down Allan Taylor Tractor?

Briggs Bodies Ltd.

Part 2 - again with thanks to Yvon Precieux.

A continuation of the article taken from 'The Automobile Engineer' dated January 1934.

From the (wood) mill, components are carried to the section for framing the doors and sub-sections of the main frame, these sub-assemblies being completed with the panels from the adjoining press shop and loaded on to an overhead conveyor which serves the "body in white" section. Here, more elaborate jigs are employed for uniting the various sub-assemblies, including the front-end unit, one of these fixtures being shown in Fig. 9.

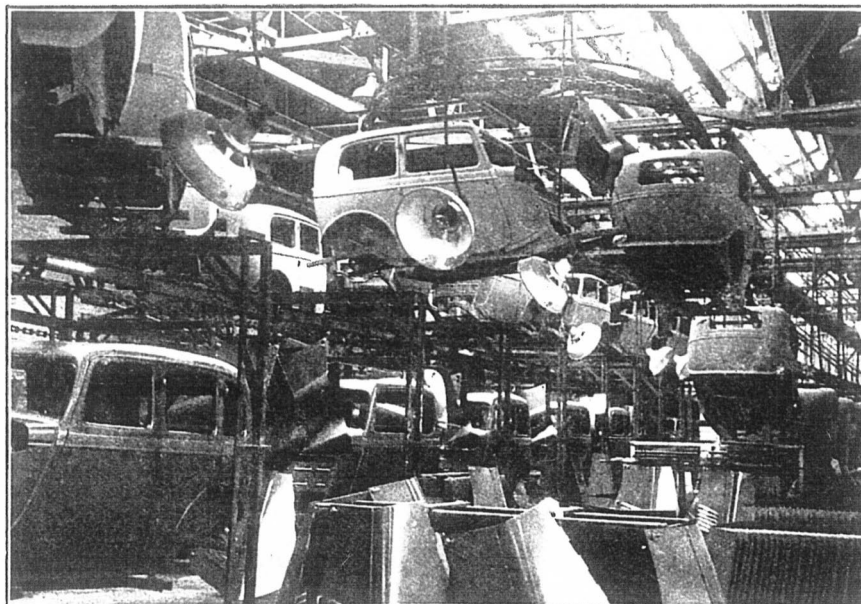


An unusual conveyor installation in the paint shop.

It may be noted that the fixture is designed to take the chassis frame, which is clamped and located in position, and six men are then employed simultaneously on placing, clamping, spot welding and riveting the front and rear end sections in the correct position. The location must, of course, be sufficiently accurate to line up the sub-assemblies with previously drilled holes in the frame.

Four jigs similar to the one shown are used for different types of 8 h.p. and 14 h.p. chassis, and the bodies are then transferred to the lines shown in Fig. 10. These are in line with the press shop and welding action previously mentioned, and terminate at the entrance to the paint shop which is along one side of the main building. The two assembly jigs for the larger bodies may be seen on the right of the illustration, which also shows the overhead conveyor for doors and quarter panel sections.

Simultaneously with the above, in another section adjoining the main shop, is the Bonderising plant for the treatment of wings prior to stove enamelling. Curiously enough, this plant is not run on the continuous conveyor system but is operated from a staging surrounding the cleaning and dipping tanks, the components being handled in batches of twelve on interchangeable cover plates. These are carried on an overhead runway enabling the batch of pressings to be lowered first into the de-



Another view of the paint shop conveyor.

greasing tank which contains trichlorethylene, following which the wings are wiped down and rinsed in a second tank before being transferred to the Bonderising solution.

It should be explained that the Bonderising process is very similar in principle to the widely known Parkerising methods of treating metal surfaces, with, however, the important difference that reagents are added to the solution to accelerate the reaction

of converting the surface of the steel into a very finely divided coating of iron phosphate. Thus, whereas a normal immersion time for Parkerising is sixty minutes, Bonderising occupies six minutes only. In passing it may be mentioned that in the latter installations of the Ford Company in the U.S.A. work is handled on a conveyor moving at a speed of 72 ft. per minute in a tank of 150,000 gallons capacity. When correctly applied this process has enabled the flattening operation after the first dipping for stove enamelling to be eliminated.

The above process is not at present applied to bodies, which are treated by hand on an interesting arrangement of conveyors in the cleaning and painting section. The conveyor serving this section is really continuous with that in the "body in white" department, which is shown in Fig. 10. And the bodies are first treated with deoxidine, followed by a spirit wash to remove

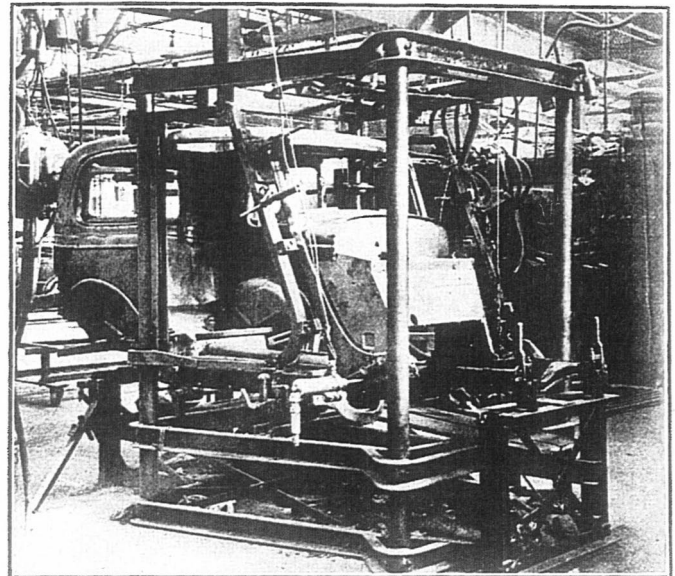
all traces of moisture. Thereafter they are dried off with rags and finally dried by passing the conveyor through an oven before the priming coat is applied. Actually in the paint shop four conveyor lines have been arranged so compactly that it is difficult to show them in the photograph, especially as the lines are doubled back on themselves to give a continuous flow. Two views are shown in Figs. 11 and 12, and the bodies pass along on the ground level on the farther side of

the shop from that shown for the preparation processes, and pass into the drying oven at the farther end of the shop, looking in the direction of the view shown in Fig. 12.

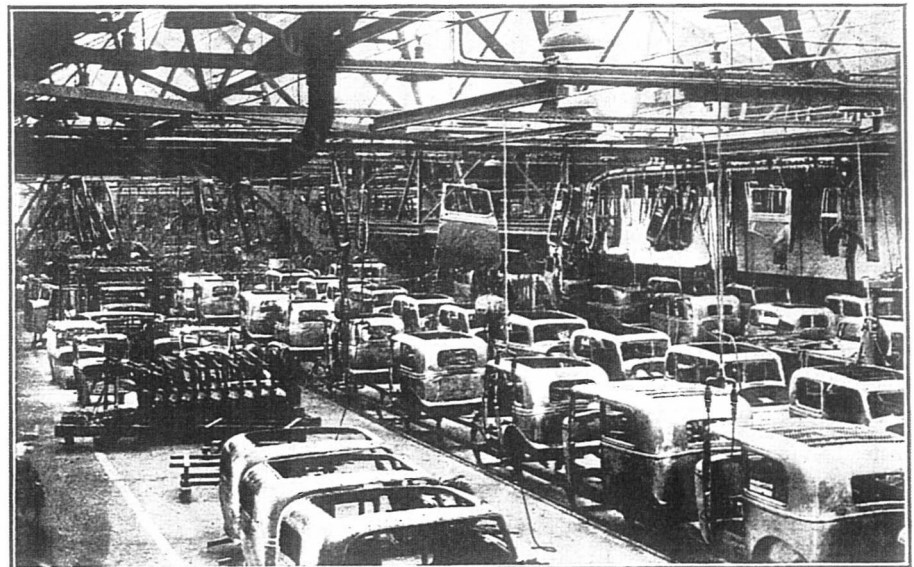
In the drying oven the conveyor makes a hairpin bend and the body emerges ready for the priming and filling coats, passing along the lower line shown in Fig. 11 into the body booths shown on the left, and on emerging from these the conveyor line is elevated as shown, to cross the original line so that the bodies are returned a second time to the oven. The preliminary coats of colour are then applied and an interesting arrangement has been adopted whereby any desired shade of twelve colours may be quickly applied without interrupting the continuous flow of the work. For this purpose each spray painting booth is equipped with twelve pipe lines serving separate spray painting guns, these corresponding respectively to the different colours required.

All rubbing down is carried out by hand, the earlier coats being flatted by water stoning on a separate conveyor, not shown in the illustrations, whilst the later coats are rubbed down by oil stoning. In all some thirteen or fourteen coats are applied. The question of effective illumination has also been considered in this department, this being shown in Fig. 13, which is a view between the main conveyors and which shows the special form of diffusers employed in conjunction with reflectors to give a high average intensity.

On emerging from the paint shop bodies are ready for the trimming line, a view of which is shown in Fig. 14. This section immediately adjoins the trimming department which is the centre of the main shop. Near the farther end of the line shown in Fig. 14 is the final finishing and polishing line, on leaving which the bodies after inspection are ready for transfer on special trailers to the adjoining works of the Ford Motor Company.

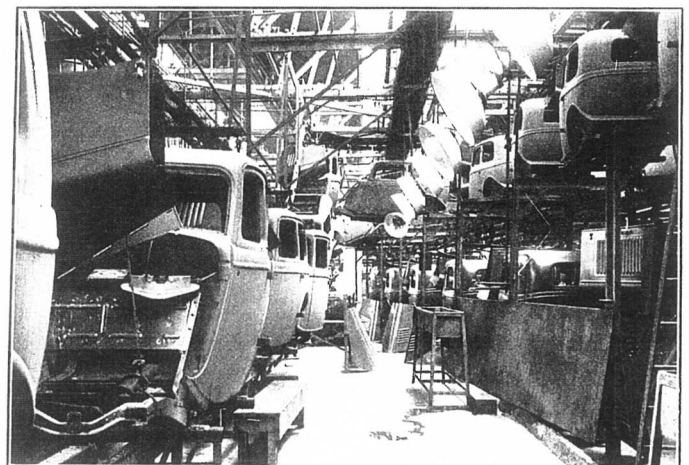
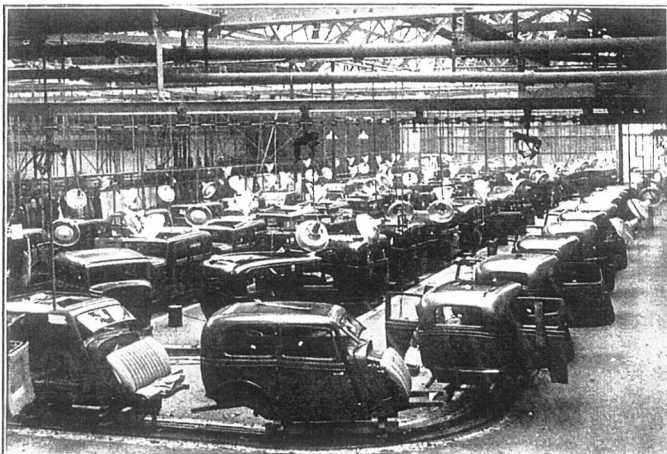


One of the body assembly fixtures.



The main body building line.

A general view of the body trimming line.



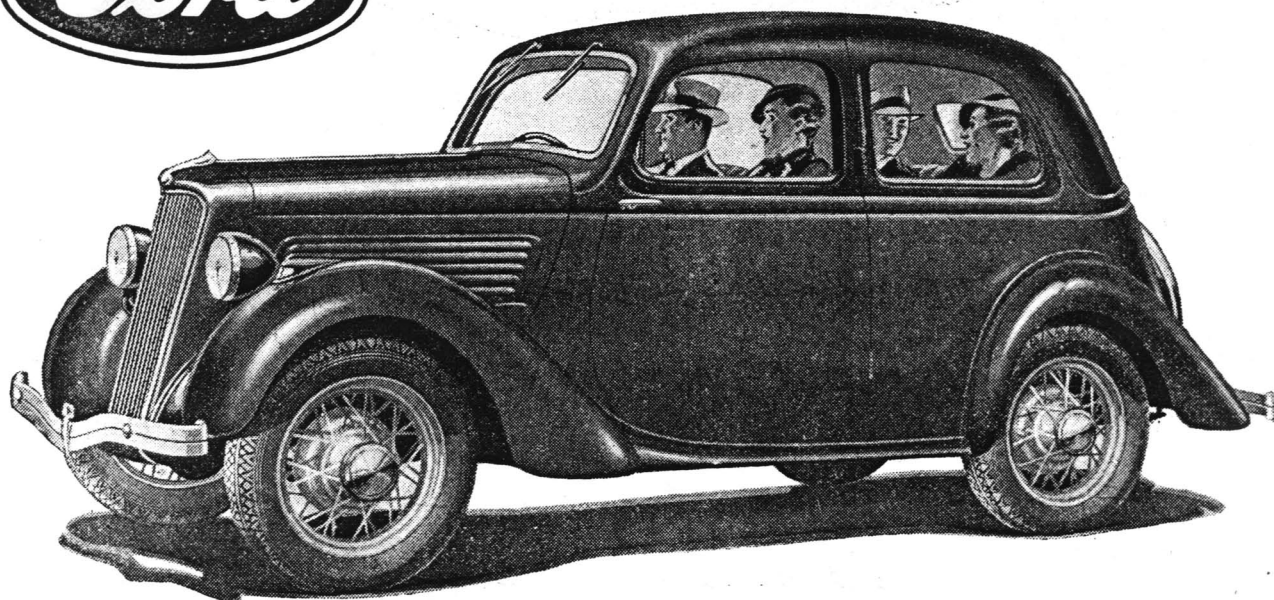
A view of the outward and return conveyors.



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