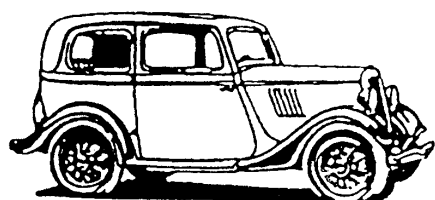
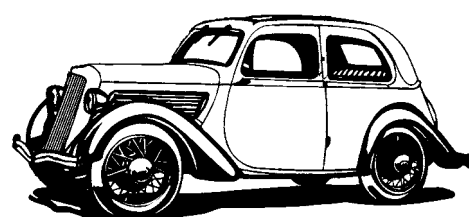


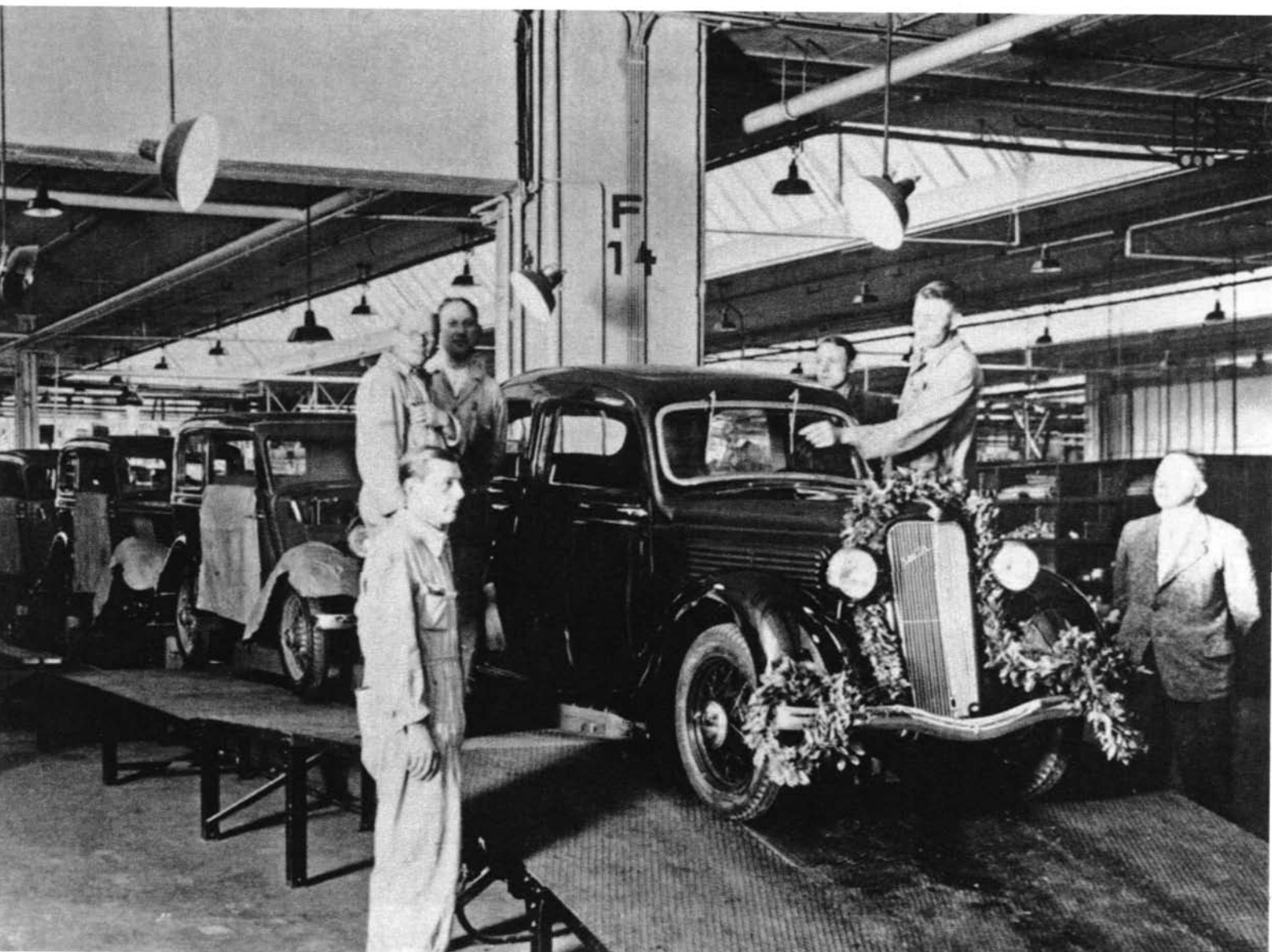
TRANSVERSE TORQUE



**Issue 181
November - December
2009**



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



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Editorial

The North Norfolk Railway 1940s weekend was blessed with glorious sun, the turnout was good and everyone who attended seems to have thoroughly enjoyed themselves. Thanks for the administrative success of the weekend must go to the Hanslips, Jo in particular. Her write-up on the event is included in this issue, as is the 95% group photograph, taken on the beach at Sherringham and pictured on the back cover. The gathering marked the 75th anniversary of the launch of the Model "C" in September 1934 and it was pleasing to see three Model "C"s, three Model "CX"s and Jim Miles Eifel in the line-up. It was particularly pleasing to see Richard Bonson's rare Model "C" tourer, Robert Marshall's Tudor "C" and David Tanner's Fordor "CX" – cars we don't see that often. Arrangements are already being made for the event next year – see Jo's afternote following the write-up in this issue.



The red and black tourer, VSV 910, advertised for sale in 1990. The name of the coachbuilder is not obvious from this photograph, but the design looks very similar to the Bradshaw, presently under restoration by Clive Harrison. Does anyone know the whereabouts of this car?

In my last editorial, I mentioned the book, '53 years of Motoring Memories', by Les Ives (ISBN 0-9536813-1-9). I splashed out and bought a copy, only to find that the cover shows his wife in 1956 with their newly purchased 1937 Ford Model "Y" (with a short rad rear bumper!). In the letter accompanying the book, he wrote, "A good many Fords came my way over many years - far more often than not I was blessed with a company car. None holds the memories for us as does our first ever Ford - pictured on the book and on some of my promotional literature. "She" never let us down and ran for a good many years. (Boy - did they make 'em in those far off days!)"



Les's wife Dottie sitting on the rear bumper of their first car, a 1937 Ford "Popular", CRU 134, which he purchased in 1956 for £20.00. Note the incorrect short-rad bumper.

Les also ran a company post-war Ford 8 van, which was subject to the Commercial road traffic laws regarding road tax, speed limits, etc. It would be interesting to research the regulation differences between the commercial and the passenger vehicles. For example the numbers of many the Ford overhauled engines now fitted in our cars, starting with the letters RY or RC, end with either P, C, or PC. The letter C meant that the engine was suitable for a commercial vehicle. What was that all about? Les also suggests that commercial vehicles were restricted to 30 m.p.h. If so, when was that introduced and for how long did it remain as such? If anyone can shed light on the 'commercial' status, we would be interested.

Terry Mortiboy sent me an advertisement

which he saw in a classic car magazine dated December 1990. The advertisement was for Methold Engineering Ltd., based in Middleton-on-Sea in West Sussex, who were selling a number of passenger cars. One was a 1934 Model Y Ford tourer, which had recently been totally restored, was on the road and had an MoT. Its registration, VSV 910, was an 'age-related' number. Can anyone recognise the car from the photograph. As Terry said, "It looks to be in good order so should still be around."



Ron and Mavis Kendall's April 1937, Tudor "Popular", complete with sliding roof, in the rain at the Cheltenham Steam Fair on 11 October

Front cover

The first Ford of Germany Eifel (an imported Model "C") is ceremoniously driven off the assembly line in Köln on 21st May 1935. Seeing the line of Model "Y" 'Kölns' behind the Eifel suggests that this was a posed publicity photograph!

Back cover

Most of the Club members and guests on the beach at Sherringham on the North Norfolk Railway 1940s weekend. From left to right:- John Keenan, Colin & Chris Rowe, Mary Keenan, Jean & Peter Purdy, Pat Wilkinson, Geoff Salminen, Jean Ketchell, David Kent, Pete Ketchell, Freda Kent, Noel & Terri Page, Christine Baldock, Clive Harrison & son Ben, Owen Baldock, Sharon Harrison, Diane Tebbs, Margaret Butwright, Jo Hanslip, Roger Hanslip, Pat Grieve, Monique & Nick Smith.

Front: Jim Miles, Eleanor Harrison (evacuee !), Bob Wilkinson. Missing are Tim Brandon (photographer), Wendy Grace, Yvonne Mace and Jim & Joan Sharpe.

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It is good to see members out and about in their steeds. Ron Kendall's Model "Y" was spotted by Ivor Bryant a long way from its Warwickshire home at the Cheltenham Steam Fair in October.

I am hoping that the postal disruptions do not adversely affect the distribution of this issue of the magazine. This is the last issue before the Classic Car Show at the NEC, Birmingham, over the weekend 13th/15th November, at which we shall be staging the Y&C Register stand, thanks once again to the enthusiasm of Geoff Salminen, aided by Geoff Dee. I hope that we shall see a number of you there.

The two Geoff's were also flying the Y&C Register flag at the Stoneleigh restoration show again in mid-October with their two matching black Tudor Model "Y"s on the Club stand. Visitors included John Griffiths, Terry Mortiboy and Alan Summons.

I enjoyed a lunch in the company of member, Arthur Redfern, who was visiting his daughter in Somerset. Arthur joined the Ford Motor Company at Dagenham when he was 14½ and served 25 years with the company finishing his time as the Managing Director of the Gordons Ford Group in the north-west of England. The story of his early days with the company make fascinating reading and will be serialised in the next two issues. On my way home, I called in to see Ken Arthur, who has provided many members with body panels in the past. He has recently recovered from a serious bout of kidney cancer and is selling up the business. He is to spend his time doing six months about between here and near his son's home in New Zealand.



Your editor with Arthur Redfern and his immaculate 1994 Scorpio suitably registered RED 38, a number he tells me he came across purely by chance. During his National Service he served with the 13th / 18th Hussars, affectionately known as the 'Three and Eights', hence 38.

As I close this issue of the magazine, I wish you all an enjoyable Christmas and festive season. It seems to come round quicker every year! The first decade of the second millennium is drawing to a close already. Can someone explain why time is passing at an ever-increasing rate. Perhaps I'm enjoying myself too much.

Not wishing to outdo Bob's Joke Corner, I'll sign off with a little story from September's 'Ford Upwrite', the newsletter of the Ford 8 & 10 h.p. Sidevalve Club of Queensland:-

"A driver tucked this note under the windscreen wiper of his vehicle: "I've circled the block for 20 minutes. I'm late for an appointment and, if I don't park here I'll lose my job. Forgive us our trespasses."

When he came back he found a parking ticket and this note: "I've circled the block for 20 years and, if I don't give you a ticket I'll lose my job. Lead us not into temptation."

Sam Roberts
Editor/Archivist

'FRIEND' MEMBERSHIP

Will all Friend Members please note that their renewal date will no longer be on the anniversary of joining, but is being brought into line with all Full Members, i.e. annually on 1st June. Your next renewal reminder will be the same as that sent to all members and will be incorporated into the general reminder next June, with administration handled by Membership Officer, Mike Malyon.

All members may wish to be reminded that the Friends Membership is open to all NON-OWNERS of "Y" and "C" models. Any enthusiast, former owner or anyone looking to buy one of our models is eligible to join this scheme. All Club services EXCEPT SPARES are available and annual membership subscription is set at approx. 75% of Full Membership. Enquiries should be sent to the Membership Officer, Mike Malyon, or to me.

Bob Wilkinson.

Chairman's chatter

By the time of the publication of this issue, the Register's 2009 motoring season will have come to an end and, as they say, the older you get the faster the years fly by. In my case, it seems to be at supersonic speed. We will be planning what to do, or not going to do to our vehicles over the winter period. According to experts, all this global warming is going to make our winters milder but my garage floor looks less inviting and colder the older I get.

I have been involved with another 'first' for me since the one I mentioned in



GI Peter and 'Jitterbug' Jean Ketchell suitably dressed for the party at the North Norfolk Railway's 1940s' weekend.

the last issue; this time it was the North Norfolk Steam Railway Weekend. We saw a good turnout of vehicles with 21 from the Ford Y&C Model Register, including six

75th anniversary of the Model "C"

– Part 5

In this part we look at some of the variants of the standard Dagenham production Model "C"s and "CX"s and the Cologne produced Eifels. The Australian variants will be covered next year, 2010, which is the 75th anniversary of their introduction 'Down Under'. Bill Ballard is our local expert and is preparing an article for the Australian Clubs' newsletters.

Jensen Motors Ltd.

In 1932, the Jensen brothers had been commissioned by Bristol Street Motors, Ltd., one of the many Ford dealers in Birmingham, to build a tourer body on the Model "Y" chassis to be displayed in

their showroom. The attractive "Mistral" was the result and helped promote sales of the Model "Y" through that dealership during the worst years of the Great Depression. Because of their sleek design, a goodly number of "Mistrals" were also sold. By late 1934, when the Model "C" was launched, Great Britain was coming out of the Depression, yet Jensen Motors Ltd. and Bristol Street Motors Ltd. still felt it worth their while to design and market, not only an attractive 10 hp 'De Luxe' tourer, which they called the "Hurricane", but also an even more attractive drop-head-coupe. The story of these two cars, with illustrations, was written up last year in issue 175 of 'Transverse Torque'.

Apart from the Jensen models, no other variant of the De Luxe Model "C" or "CX" is known to have been marketed commercially in Great Britain.

British Empire (less Australia)

The exports of the 10 hp 'De Luxe' are shown in the table. To our knowledge, apart from the Australian special bodies, only New Zealand produced a commercially viable variant of the Model "C" in the shape of a panel van. Before the opening of the Ford plant at Lower Hutt in November 1936, imported Fords were assembled by the Colonial Motor



The Model "C" panel van designed and built on an imported rolling chassis by Standard Motor Bodies, Ltd., in Ebor Street, Wellington.

Company, Ltd. in Wellington. A subsidiary of the Colonial Motor Company was the coachbuilder Standard Motor Bodies, Ltd., who built a wide variety of different bodies onto Ford chassis from 1925 onwards. It was they who crafted the van body onto imported 10 hp 'De Luxe' chassis.

Europe

Following the launch of the Model "C" in September 1934, 'Knocked Down' and crated cars were exported to each of the 'European' assembly plants, less Asnières, Paris. The exports would not have commenced until early in 1935, when the plants would have re-jigged their production lines to cope with the new model. Plants may well have included Alexandria, Antwerp, Barcelona, Cologne, Copenhagen, Cork, Helsinki, Lisbon and Stockholm, left-hand-drive vehicles being provided where appropriate.

In most European countries, in order to meet national tariff agreements, many of the minor components were locally procured and manufactured, e.g. trim, glass, head-lining, etc.

Eifel

However, in Germany, with the rise of the Third Reich, Ford of Germany was forced to toe the Nazi line and work towards manufacturing the complete car in Germany. To quote Thilo Moerke in Cologne, "Ford of Germany gradually increased the local content of the Ford vehicles in order to qualify as "Made in Germany" = "Deutsches Erzeugnis". This did not only reduce import duties,

but also qualified customers from 1937 onwards to park a German Ford in certain public parking lots (which was forbidden for foreign produced vehicles) and to be used for official fleet use (military, police, etc."

Initially, 186 "Knocked Down" Model "C"s were imported from Dagenham between February and April 1935, the first coming off the assembly line in May (see

Model "C" derivatives - see Jo Hanslip's separate report on the event. For my part, I enjoyed the music and the dancing American Patrol, In the Mood, Don't Sit Under the Apple Tree, Pack Up Your Troubles, Run Rabbit Run and of course Colonel Bogey; all played by a big band orchestra, with tribute acts of legends such as The Andrews Sisters, The Squadronaires and Nat "King" Cole. We were provided with free travel on the railway throughout the weekend. I personally loved the steam trains and the fantastic outfits people were wearing. The thing that made the weekend for me was the excellent atmosphere in the hotel amongst the Register Members which added immensely to the enjoyment of the weekend. Roll on next year. My greatest thanks to Roger and Jo for organising such a fantastic weekend.

This world seems to be getting dafter and dafter, especially when it comes to us motorists. I have been reading that the latest 'think tank' has come up with the idea that, in any accident involving a motorist and a cyclist or pedestrian, the motorist will be legally responsible (to blame) in all compensation cases! This is apparently to encourage greener transport but, from my observations, it would be nicer to educate cyclists and pedestrians in another colour - red. Specifically what a red traffic light means! The same goes for the rear cycle lights.

Peter Ketchell, Chairman.

**Next issue deadline
31st December**

	1935				1936				1937*			
	2 dr.	4 dr.	Tourer	Chassis	2dr.	4 dr.	Tourer	Chassis	2 dr.	4 dr.	Tourer	Chassis
South Africa	313	524	130	3	414	484	42	2	111	249	6	-
India	133	480	2435	12	6	246	214	6	44	440	36	8
Malaya	62	147	59	76	104	214	128	86	55	256	55	16
New Zealand												
CMC	164	616	12	32	295	606	20	56				
FMC					110	495	20	24	201	455	2	96
West Africa	4	11	5	-	10	13	1	-	2	14	1	-
East Africa	113	64	16	13	126	132	44	14	60	182	4	-
Misc.	2	24	9	-	1	27	3	-	29	173	5	-
Australia				1752				2406	90	2694	257	886

Model "C"/"CX" exports to British Empire. * Note: 1937 totals mainly 7W exports after March 1937.

front cover). From the start, they were called Eifels and carried the Eifel badge on the radiator. Thereafter, every effort was made to manufacture the car in Germany. Ambi-Budd, the Berlin motor body company were to provide the body shells for the limousines (saloons) and various, mainly Cologne-based manufacturers were contracted to supply engine and transmission parts.

For 1935 and 1936, the body style stayed very much the same as the Model "C" on the limousines with spoked wheels supplied by Kelsey-Hayes Wheel Company Ltd. in Dagenham. However, various coachbuilders provided cabrio-limousine, cabriolet, roadster and panel van bodies to be assembled on the chassis in the Ford Cologne plant. The limousine and cabrio-limousine were also available with a boot. Rather prematurely, the radiator grille badge carried the words 'Deutsches Erzeugnis' (Made in Germany) under the Ford logo to boost sales.

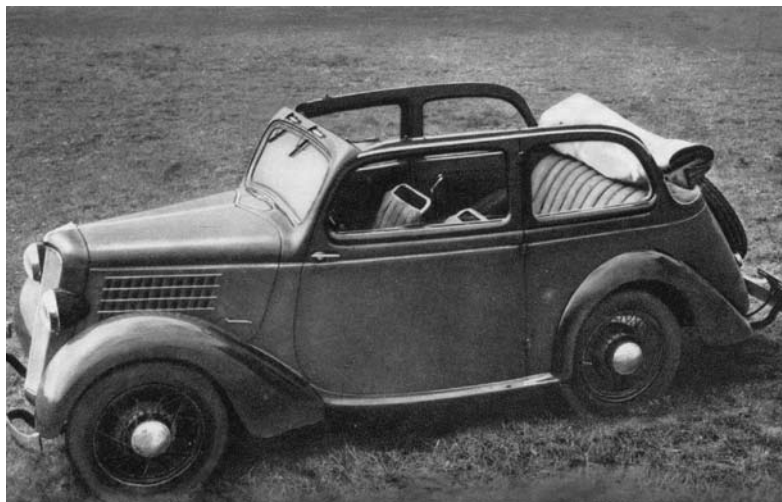
Primarily, I suspect, to convince the Nazi government that here was a totally German Ford, in 1937 the styling of the front of the Eifel changed radically in line with the V grille of the 1937 American Lincoln Zephyr. The bonnet and sides were hinged at the rear, the whole being lifted by a

chromed handle, "alligator" style, the handle becoming a 'winged' art deco radiator mascot. The wheels were also changed to a 500 x 16 pressed steel design, Ambi-Budd taking over the manufacture.

The final major change in design came

a year later, in May 1938, when the bonnet lid only opened 'alligator' style, the sides of the bonnet remaining in place.

Coachbuilders who built bodies for the Eifel were:-
 Ambi-Budd
 - Berlin; Drauz
 - Heilbronn;
 Gläser - Dresden;
 Deutsch - Köln;
 Karmann - Osnabrück;
 Stower - Stettin;
 Hebmüller,
 Wuppertal;
 Kathe & Sohn - Halle a.d. Saale;
 Ihle - Bruchsal;
 Hornig - Meerane;
 Wendler - Köln;
 Migo - Köln (boots);
 Baumgardner - Augsburg;
 Papler - Köln (Panel van (lieferwagen)).
 Quantities of Eifels built were 1935 - 1,483; 1936 - 8,521; 1937 - 18,431; 1938 - 21,682; 1939 - 11,163; 1940 - 215. Overall total = 61,495.



The 1936 Eifel Cabrio-Limousine, which did not sell well. Model "C" style bodies which were surplus on the introduction of the 'alligator' bonnet in 1937 were sold to Ford of Denmark.



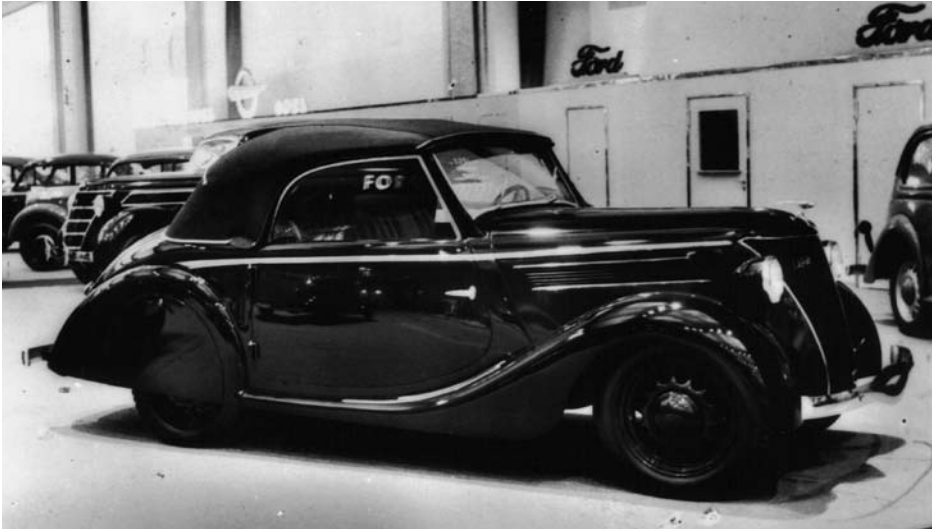
Jim Miles's 1937 early design Deutsch Eifel roadster with a fully opening 'alligator' bonnet.

The full Eifel story is recorded in Wolfram Düster's recent publication, 'Ford Eifel Personen-Kraftwagen Baujahre 1935-1939' ISBN 9789-3-941149-22-9.

Another of the Third Reich dictums was that manufacturers had to meet certain export targets to bring in much needed currency (mainly to support the build up of armaments as it turned out). With support from Sir Percival Perry, Ford of Denmark and Ford Ibérica bought in components and body parts from Ford of

Germany to incorporate into their Model "CX" assembly lines. It is suspected that Copenhagen accepted the surplus Model "C" style cabrio-limousine body shells on the change-over to the 'alligator' bonnet and bought in a number of components carrying German Ford part numbers. The Spanish 1936 Modelo 10, pictured in the last issue, page 23, was a hybrid of Dagenham and Köln components, the pressed steel wheels being the most obvious.

The final part of this series will be published next year and cover the Model "C"/"CX" Australian variants.



The beautiful lines of the later Deutsch Eifel cabriolet. This one photographed at the 1939 Berlin Motor Show.

Secretary's Ramblings.

I write this whilst recovering from jet lag following my return from an extended overseas holiday. If you tried to contact me at all during October and failed, you now know why. I think I have responded to all outstanding emails and telephone messagesunless you know otherwise.

My return from holiday coincides with a busy autumn period for the Club. Apart from the **Birmingham NEC Classic Car Show** and the **Restoration Show at Stoneleigh**, both important events in our usual calendar, we have a club **Committee Meeting** on November 1st. It may be useful at this time to remind members that your Committee meets, at Willoughby Village Hall – AGM venue, on 3 occasions during the year. Committee members attend and all Regional Contacts are invited as well to ensure that we have a wide range of views and opinion on which to make decisions beneficial to running your Club.

Committee agenda items cover finance, legal and all Club services and activities eg. magazine, spares, regalia, technical items and events. Your views can be included by contacting your Regional Contact or by writing/telephoning me. Your delegates travel from around the country many miles to attend at Willoughby and give generously of their time. We are fortunate to be served by such enthusiastic and dedicated members.

Planning has already begun for next year's **OLD FORD RALLY**, of which more news in due course. Apart from our Club involvement, we intend to ensure wider involvement of other Ford clubs. We feel that there is much to build on following the 2009 event and already our members and other clubs are making suggestions for additional arena activities, marshalling and general layout. If you have any comments or suggestions, please contact me. The most simple suggestion can grow into an important rally feature.

The **Federation of British Historic Vehicle Clubs (FBHVC)**, to which we are affiliated, does sterling work in advancing and protecting the interest in our hobby. From October the FBHVC has a redesigned website, www.fbhvc.co.uk, which enables enthusiasts to have more information at hand. Headings include news and member clubs, legislation, events, fuel (incl. lead replacement additives), museums, etc. Looking up location of events and museums prior to holidaying may add activities for classic car enthusiasts. Your Club intends to use these pages.

Typing the word sterling earlier reminded me that this month sees the 80th. birthday of Sir Stirling Moss, probably the most famous English motor racing driver of my generation and certainly the best driver ever to have not become world champion. Such is the passage of time that it does not seem long ago that we were watching him race and win around the world.....in black and white of course. We may have the opportunity to wish him well if he visits, as he sometimes does, our stand at the NEC.

Looking back on 2009 it is refreshing to see more of our **cars reaching "on road" condition** after restoration having, maybe, languishing unused for years. One of our main Club aims is to see Model "Y"s and "C"s in action. As part of our motoring heritage, they deserve better than gathering dust as museum pieces. Since we

have all the necessary parts and technical support, perhaps our message should be to either restore it or sell to someone who will! This is not intended to be rude or provocative, but simply supportive of continuing our heritage principles.

Over winter, your spares group members will be meeting to ensure that we continue our remanufacturing programme to make available an increasing range of parts to support your maintenance or restoration project. Winter is almost upon us, but this is no reason to not use the old Ford now and again. Remember to wrap up well, take a hot drink in a flask, put in the antifreeze (in the radiator not the coffee!) and go for a short winter drive. Cars which are neglected over winter through non-use are generally the ones to cause problems when spring arrives.

Enjoy your winter. See you at the NEC show.....call in on our stand in Hall 2.

Bob Wilkinson.

BOB'S JOKE CORNER.

If you're not familiar with the work of Steven Wright, he's the famously erudite scientist and humorist. His mind sees things differently than most of us do, to our amazement and amusement. I'm sorry I did not note who sent in the following gems of his:-

1. I'd kill for a Nobel Peace Prize.
2. Borrow money from pessimists -- They don't expect it back.
3. 99% of lawyers give the rest a bad name.
4. A clear conscience is usually the sign of a bad memory.
5. All those who believe in psycho-kinetics, raise my hand.
6. The early bird may get the worm, but the second mouse gets the cheese.
7. OK, so what's the speed of dark?
8. If everything seems to be going well, you have obviously overlooked something.
9. Depression is merely anger without enthusiasm.
10. Ambition is a poor excuse for not having enough sense to be lazy.
11. Hard work pays off in the future, laziness pays off now.
12. I intend to live forever.....so far, so good.
13. Why do psychics have to ask you for your name?
14. If at first you don't succeed, destroy all evidence that you tried.
15. Experience is something you don't get until just after you need it.
16. If your car could travel at the speed of light, would your headlights work?
17. My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."

Send in your laugh lines to share with us.

Bob Wilkinson.

Photographic finds

Three more photographs sent in by member, Fed van Leeuwen, in Holland.



A 1936/37 Fordor Model "Y" "Popular" with sliding roof outside the Tanronen Hotel in Beddgelert in Carnarvonshire in the 1930s. Note the petrol pump by the side of the road protected only by a chain fence, presumably operated by the hotel.

The 'hotel' today, now called the Tanronnen Inn (with a double 'n') and now in the county renamed Gwynedd. Architecturally unchanged externally, apart from losing a couple of chimneys.

Fred spotted an all-cream Model "Y" in the middle of the row of vehicles parked on The Strand in Barnstaple, Devon in the 1930s. He suggests that this was one of the 200 special edition vehicles produced at Dagenham for dealers to take along to the 1934 Ford Dealers' Convention in Blackpool.



What are they doing? A short rad Model "Y" with a 1933 Brighton (ACD) registration is parked alongside some earth-workings opposite what looks like council offices. I don't think this is an archaeological dig. I suspect that they are digging an air-raid shelter for the office staff. The trench in the foreground is being covered with a wooden



frame on which, I suspect will be piled sandbags, which are stacked around the workings. It is pre-war as there are no blackout markings on the vehicles. Can anyone recognise the location and suggest what they are up to?



NORTH NORFOLK RAILWAY 1940s WEEKEND. 19/20th September 2009



Richard Bonson with his very rare June 1935 Model "C" tourer, alongside the other "C"s" and "CX"s celebrating the 75th anniversary of the launch of the Model "C" in September

Those of us who had booked the Links Country Park Hotel and Golf Club for the weekend met up on Friday. It was lovely to meet old faces (I mean that in the best possible way), and we all had a very pleasant meal and the usual exchanges of Y&C experiences.

After a relaxing breakfast on Saturday morning, we set off in various directions, often bumping into each other at one location or another. We returned to the hotel to get ready for our evening jaunt to Sheringham Station for a jitterbug and hog roast. The atmosphere was fantastic, there was even a vintage coach laid on for us. Geoff Salminen did his usual with the yuke alongside other '40's entertainers.

Sunday morning, the main day for the Y&C Club presence, saw us at Holt Station where the "Y"s and "C"s came in. We had a very impressive display of 21 cars from our club alongside many, many others. Again, it was great to meet and greet other members of the Club, some with their cars, and particularly wonderful to see that Yvonne Mace and Wendy Grace had joined us.

It seemed that everyone had made the effort to dress in '40's style, even to Sharon and Clive Harrison's two children, Benjamin and Eleanor. It was really great fun. Chris Rowe found a fantastic outfit in a charity shop and changed immediately (what dedication).

We spent the day travelling on the railway, getting off at each station to look
The Ford Model Y & C Register

at the many displays. We even managed a "photo shoot" on the beach at Sheringham, thanks to Tim Brandon (See back cover).

Sunday evening saw us back at the hotel for another lovely meal and then entertainment from Geoff with some George Formby numbers, and a double act from Bob Wilkinson and Pete Ketchell with some Stanley Holloway monologues, ending with a grand finale of "On Ilkley Moor Baht 'at" with Owen Baldock interjecting with "where's that?". In the words of our revered Secretary, Bob, "It wor eur reet gran' neet." On Monday morning, we eventually left the hotel after breakfast and went our separate ways; all arriving home safely.

I have already provisionally booked 20 rooms for next year, (Friday 17th to Monday 20th September). If you want to come, let me know and I will make sure that we have enough. If you want to make your stay longer, again let me know. I will see what we can negotiate with the hotel.

Afternote, see item overleaf.

Last but not least, a big thank you to all who came and thank you for the photographs that you sent for inclusion on the DVD.

Jo Hanslip.



A suave John and Mary Keenan parade with their Model "C", the earliest known roadworthy survivor (C00647).

Afternote:-

**NORTH NORFOLK RAILWAY 1940s
WEEKEND -2010
17TH TO 20TH OR 23RD SEPTEMBER**

We have contacted the Links Hotel at North Runcton and at the moment they have rooms available for either the Friday to Monday morning, as this year, at a cost of £150 per person and an extra 3 days for a total of £300 per person as some have expressed a wish to stay longer.

The weekend will take much the same format as this year's and we are sorting out ideas such as a trip to the Thursford Steam Museum, the Cressenghall Museum of Rural Life, or a trip on the Southern Comfort, a Mississippi River Boat on the Norfolk Broads. The coast line is renowned for its natural beauty and wild life and with several National Trust Properties nearby, the Queens Estate at Sandringham, Norwich City with its Castle and Cathedral and numerous quaint market towns. There is no shortage of places to go and things to do in our "Y"s and "C"s.

If you are interested, please contact us so that we know roughly what numbers to expect.

Roger and Jo Hanslip (jo.hanslip@bto-penworld.com Tel: 01945 430325)

A motley group of 1940's wannabees head for the action on Sheringham station. Don't ask why Joan Sharpe wants to take her shopping basket to the party!



A cheeky Mike Malyon admires Jo Hanslip's bloomers. Mrs Mop and friend (sisters Diane Tebbs and Pat Grieve) look on!



And there was steam!

News of new members

Prepared by Mike Malyon 26 October 2009

Since issue 179 of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 10 new members and one rejoining member.

Glenis Astbury	A1701	Gateshead, Tyne & Wear
Barrie Ayres	A1201	Leicester
Paul Ellis	E1301	Mattishall, Norfolk
Peter Green	G1802	Wokingham, Berkshire
Sean Maguire	M1901	Keenaghan, Co. Fermanagh
Luis Pallas	O-P105	Barcelona, Spain
John Pinchbeck	P1101	Redditch, Worcestershire
Derek Riley	R1601	Bridlington, Yorkshire
Sean Ring	S0501	Maresfield, East Sussex
William Smith	S1803	Peterhead, Aberdeenshire
Geoff Wells	W2001	Ashford, Middlesex

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

Glenis Astbury from Gateshead has joined the Club. Glenis, has a 2-door, long rad Model "Y". The car, first registered 10-5-1934 as JL 1367, now has the registration 919 UXS. The car is black with green trim, chassis number Y61031, Briggs body 165/9609. Currently under restoration, she is affectionately known as "Ruby". We would like to welcome Glenis into the Y&C Register and hope "Ruby" is on the road soon.

Barrie Ayres from Leicester has joined the Club, having purchased a 1936 Model "Y" Tudor, Y 150356, Briggs body number 165/46394. It was originally registered 20-8-1936 as DT 7794 which is now 191 XUS. The car is under restoration. Good luck with the restoration and thanks for joining the Club.

Paul Ellis from Mattishall, Norfolk has joined us. Paul, has a Model "Y", EVX 280, chassis number Y187573, first registered 31/5/37. It is a black, Fordor with green trim. The car is under restoration, needing a total strip down and rebuild. Looks like you are going to be very busy, Paul. Good luck with the restoration and welcome to the Club.

Peter Green - we would like to welcome Peter, from Wokingham, Berkshire. Peter, has a 2-door, black Model "Y", first registered 6 July 37. It has the registration DOH 838 and chassis number Y193521. The car has been laid up for the last twenty five years. We hope it won't be too long before the car is on the road again. Thanks for joining the Club and we wish you luck with the restoration. We will be pleased to hear how you are progressing.

Sean Maguire - we welcome Sean from Keenaghan in County Fermanagh. Sean, has a Model "Y" Fordor, Y106809, Briggs body number 164/2457. It was first registered 20-7-1935. It is black with dark green trim and registration VN 7413. We hope you enjoy motoring on the roads of Co. Fermanagh and thanks for joining the Club.

Luis Pallas from Barcelona in Spain has joined the Club. Luis, has a dark blue, 4-door "CX" with light brown trim. Unfortunately, we haven't any other details. Please let us know the chassis number and the Briggs body number, Luis. We wish you good luck with the full restoration, Luis. The Club is always happy to assist members with any problems, parts, etc. Thanks for joining and welcome to the Club.

John Pinchbeck from Redditch, Worcestershire has rejoined us. John has bought an incomplete car and is in the process of sourcing missing parts. We hope all goes well and you will soon be able to start the rebuild. Good luck with the work and thanks for rejoining the Club.

Derek Riley from Bridlington, Yorkshire, has upgraded from a Friend of the Register to full membership. Derek has a Model "Y", FPG 447, chassis number Y191711, which was first registered on 1 July 1937. The car is on the road. Thanks for joining the Club, Derek and we hope that you get many years of enjoyment driving your "Y" around Yorkshire.

Sean Ring from Maresfield, East Sussex is the proud owner of a 2-door, Model "Y", SSJ 619, first registered 30-11-1935 as JG 6698. It is green with black mudguards. The car's family name is "Sid" and is regularly used for family trips to National Trust properties and other places of interest, for shopping trips and picnics. "Sid", has been to the Goodwood Revival for the last three years. We hope to see "Sid" & his family at some of our Club events. Thanks for joining and welcome.

William Smith, who likes to be known as Jim, from Peterhead, Aberdeenshire, has joined the Club. Jim is now the proud owner of a blue, 2-door "CX" saloon, YSY 334, chassis number C37421, Briggs 465/3344. It is on the road, but has a little tidying up to be done, possibly a respray in the near future. The car may have done more miles off the road than on, having been

For sale

Four Model "Y" road wheels (condition conducive to age but all spokes appear to be in good order). Model "Y" steering box. Two Model "Y" rear shock absorbers. Nominal price.

Paul Cox (non-member). Tel: 01985 844832 (business) - 01985 845043 (home) (Warminster).

Bill of sale for 1937 Model "Y". Also Handbook and Repair Charges book. All original and in good condition. Best offer.

Alan Ogden. Tel: 0113 265 1494 (Leeds).



A rather tired looking long rad "Y", still sporting its JL 1367 registration (1934 Holland, Lincolnshire). The car is now under restoration in Gateshead in the ownership of Glenis Astbury, who has christened 'her' "Ruby"

exported from new to New Zealand, where it was registered AD 2915. It was there for at least thirty years and now Jim has purchased the "CX" from the previous owner, a non-member, who lives in the Shetlands. We hope you enjoy motoring around Aberdeenshire. Thanks for joining and welcome to the Club.

Geoff Wells. We would like to welcome Geoff, from Ashford, Middlesex. Geoff, has a Tudor "Y", long rad saloon, black with maroon

as always, the Club extends a warm welcome to all the new and rejoining members. The Editor will be pleased to receive any news and photographs of your vehicles.

I am pleased to have received five standing order applications for 2010 but I will be happy to receive many more.

Anyone wishing to complete a standing order form may obtain one by contacting me. My details are on the inside of the front cover, (mail, phone, email: I don't mind) whichever is easier for you.



John Keenan introduces Sean Ring to the Y&C Register at the Michelham Priory car show near Hailsham, East Sussex. Sean is a miller at the priory mill."



Peter Green's new acquisition, which is currently undergoing the re-registration process through DVLA, via Bob Wilkinson and the Club, to retain its original DOH registration

trim, MRO 905 and with the chassis number Y 203521. The car, which is under restoration, has loads of work to be done. Good luck with the restoration, Geoff, and thanks for joining the Club. Please keep us informed of

Mike Malyon
Membership Officer

your progress.

Hopefully you will find this contribution to "Transverse Torque" informative and,

Members' correspondence.

Swedish prototype Model 19

Yvon Precieux sent in a photograph (see next page) of a Prototype Model "Y", which, it is believed, was of the car sent to Sweden in February 1932. Sweden at that time drove on the left-hand side of the road, which is borne out by the windscreen wiper in the photograph being on the right-hand side of the windscreen. This infers that the diminutive lady is driving, with the equally diminutive men and second

lady as passengers. The chap in the back even has a trilby hat on and still has plenty of room between him and the roof! The photograph also infers that the car was a roadworthy vehicle. None of the Prototypes was registered for use on the road and, it is understood, they were not able to move under their own power. This is quite understandable as the concept of the 'Baby' car for Europe only came about at the beginning of October 1931, four months previous to this photograph being taken.

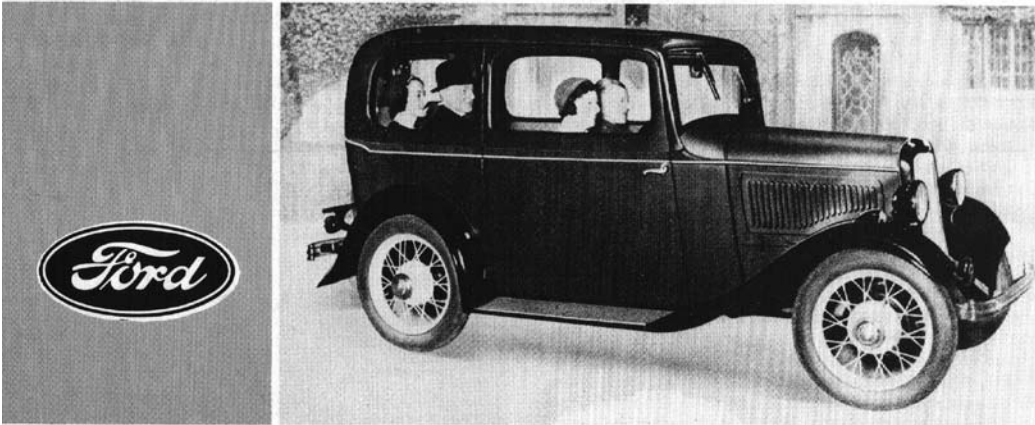
Ford tools

Tony Eldridge, whose tool kit was illustrated in the first epistle of Bill Ballard on Ford tool kits in the last issue, emailed the following:-

"Thank you for yet another issue of Transverse Torque which just arrived. It always makes for interesting reading and the old photographs that are unearthed by members such as Jim Miles are fascinating. I am always somewhat surprised by the shabbiness of some of the vehicles seen in the pre war pictures, despite the fact that the vehicles may have been only a few years old.

The article by Bill Ballard about Ford tool kits was an interesting one. As I have

The Ford Model Y & C Register



Allegedly, this is the prototype Model "Y" sent to Sweden in February 1932 to advertise the coming of the 'Baby' Ford later in the year. Note the relatively upright body styling, the many bonnet louvres and the Model A door handles.

owned my 1936 "CX" for 47 years, having bought it from the original owner's widow, I can give assurance that the tool kit that came with it is totally genuine and original. The tool bag is not made of hessian but of dark brown cotton drill material, which is now a little fragile. And the screwdriver is a genuine one marked "Ford" on the metal part of the handle, which is made of wood and not plastic. Plastics were not in use in 1936 in this respect. The black tools including the handle of the screwdriver have been repainted and the silver items were re-zinc-plated as per the original finish. No grease has ever been put in the grease gun and the tyre pump, which has not been repainted, is still tied up with the original thin string just as it left Dagenham. The original Jack is painted pale green as per original with a zinc plated handle. All of these items were never used by the original owner because he was not a "hands on" motorist and rarely used the Ford anyway as it had only 28,900 miles behind it when I bought it. It was rarely used at night and thus still has the original side lamp bulbs fitted and working. They are 3 watt and marked with the "Ford" logo and part number - not Enfo. Only recently I changed an original headlamp bulb because its envelope showed signs of blackening. Other details present when acquired included the number "10" on the underside of the front wings, which still carried original paint and on the inside offside rear wheel arch there were factory scribbling, which unfortunately I painted over in 1963. Original books and booklets were to be found inside the orange card wallet as supplied. These wallets have a large hole in the closing flap, which suggests that they may been hung on a peg before being placed inside each new car, or perhaps they were hung on the glove box lids. Original Ford Bulletins published by the Register suggest that these wallets may not have been complete when handed to original owners, as owners were advised to contact their Dealers if anything was missing. And no doubt not everyone was bothered about

The Ford Model Y & C Register

such things in those far off days."

Both Michael Deichmann and Nigel Stennet-Cox commented on the different prefixes for apparently the same tool. Michael expresses it thus:-

"Spare part catalogues are a very important source of information, but they must be read in context. When the 1958 catalogue states 1932 - 1958 for example, that does not mean that it is the same part throughout that period, just under another number. It means that, when Mr. Smith shows up at the Spare Parts desk some time in 1959 and asks for a new tool-bag for his Model "Y", the part produced at that time, CE 17005-B, can replace the original B 17005. The two tool-bags are most likely not the same. The change in numbers can be because the supplier has changed, the design has changed, etc. It is also very possible that the same tool-bag could have been supplied with the V8 cars. The big variance in prefixes - B, Y, CE, 20E etc. indicates from where the tools originated. For example the B 17005 probably first came with the Model B."

Model "C" feedback

Nigel Stennet-Cox also emailed:- "Needless to say, the last issue of 'Transverse Torque' was the usual excellent read! The Model "C" articles you are incorporating are particularly interesting.

You mention the body being wide in the middle with no running boards, and this giving rise to the barrel shape, with the shape to me being particularly noticeable in the saloon. Personally, I have long suspected this feature to be a side-effect of Ford's attempting to simplify and rationalise the design, with particular reference to using as many parts and dimensions in common with the Model "Y" as possible. Key dimensions here would be the same wheelbase, and so far as I know, the same track.

British 10hp cars at that time majored on interior space as a selling feature, and Ford just had to at least give the "C" noticeably more "elbow room" than the "Y" had. So, having painted themselves into a corner with the "Y" track and wheelbase in order to simplify production and save costs, the only way was to make the body barrel-shaped. Looking at a "C", they already seem to have as much overhang of the mudguards over the wheels as could be got away with, so all extra width had

to go into the middle of an already short car. To support this "embonpoint" they had of course to design chassis rails to curve outwards between the wheels, but could otherwise use much of the "Y" frame.

From my recollection of both Model "Y"s and "C"s when they were just "old bangers" in the early Sixties, the "C"s were much more rot-prone, stemming from so much more of the body and chassis being in the line of fire for muck and crud from the wheels, than that of the Model "Y".

Nigel raises an interesting point here. The Model 48, the design of which was supposedly scaled down to form the Model "C", was not 'barrel-shaped' and in fact had running boards. Perhaps it was the desire to make the car as roomy as possible that resulted in the lack of running boards. - Ed.

Model "C"/"CX" differences

Tony Eldridge also took the opportunity to comment on the design changes from the Model "C" to the "CX", "Apart from the cosmetic differences inside and out, the body shells are not identical. The Model "C" has a rear panel that slopes more than the Model "CX". Although the part that carries the spare wheel appears to slope at the same angle on both models, on the "CX" the panel sweeps more upright above the waistline. This has the effect of giving more headroom in the back seat of the "CX". It shows in the side elevation of each model. I read about these differences a long while ago. No doubt Ford tried to effect improvements to the 10 horsepower models in an effort to increase sales, but the British market was not over-keen on American styling in general at the time."



The rear of John Keenan's early Model "C" whilst under restoration in 1995, showing the profile of the rear panel. Can a model "CX" owner please provide a photograph of their rear panel taken at the same angle for comparison. A restored car with the spare wheel removed will suffice.

Minic model Model "Y"s

Chris Jarvis reports:- "After the little feature on Triang-Minic "Y"s in the last edition of our mag, I thought you might be interested to see my collection. The "Y" saloon is a pre-war toy, as verified by the Shell petrol can on the running board and the metal wheels with white coloured rubber tyres (post-war models did not have the petrol can and had black hard rubber wheels and tyres). I had the maroon Minic saloon car bought for me as a present, some years before I acquired BRR 525 from the Club and what a coincidence; the real "Y" is basically the same colour as the model one? Even more coincidence is I have also owned a Shell petrol can the same as on the running board long before I got into classic cars.

My other two Y models are the green post-war van with 'Minic Transport Express Service' plus the red triangle symbol on the side, and the red post-war van is of course 'Royal Mail GR' with crown symbol on the side.

I'm no authority on Triang-Minic but I have spoken to collectors, and apparently the model cars were made in blue, dark green, grey, black and maroon. I can't say how many variants of the van there are though.

My warm Regards to you and all fellow Y&C members"

Member, Paul Tritton also pointed out that it was the pre-war models that had the shell petrol can. His green saloon, bought for him by his parents in 1946 from the famous Franz Carl Webber toy shop in Lucerne, Switzerland, was a post-war version without the can.



Chris Jarvis's enviable collection of Minic models

Parts Report

My report in the last issue of the magazine mentioned running boards. Since then our new panel supplier has had enquiries on other body panels but could not get any further without sample parts to work from.

Along with Graham and Jim Miles, I went to meet Rick Beasley at his workshop at Wollaston in Northamptonshire. We took samples of long and short rad front and rear wings, the two types of cowl panels (the panel under the radiator grille) and a short rad running board. These panels cover the current requests from members. If you have any other suggestions please let me know.

The brief to Rick Beasley was to look at the viability of reproducing these parts and, in particular, making patch panels for the back of the front wings and the front of the rear wings. In other words to fit each end of the running boards.

As with running boards, the Club will not stock body parts. Members will have to go to the panel supplier direct, but you have the assurance that the Club has been involved in their development.

Just out of interest, this man is not only into reproducing car parts. While we were there we saw him working on aluminium panels for a Spitfire (the wartime flying type not the Triumph sports car) and the J40 pedal car (Austin A40 Devon replica) of the 1950's. Apparently he has an order to make some boot lids. The other item of note was a complete MGA body being built in aluminium.

Enjoy the festive season and I hope you and your families have a happy and successful 2010.

I am now off to the sunshine for a couple of weeks to prepare for the hectic two months ahead.

Jim Sharpe, Spares Officer

20 years ago –

Issue 61 October/November 1989

There were one or two restoration letters in from members in this issue. Phil Prosser, from Gloucester, likened his car to the one featured in Val Doonican's song 'Rafferty's Motor Car'. He made the right noises about 'persevering and one day will drive it on the road'. The car, a very early 1933 Tudor short rad, HY 7957, is still shown on the register as being under restoration, but now in the ownership of Chris Gill of Ludlow in Shropshire. What progress, Chris?

Roger Starmore in Manchester was looking for assistance with some welding on his 1935 Fordor Model "Y", WV 8013. Roger remains a member of the Club and the car is still shown on the register as being under restoration and in primer. Please let us know the current state of the game with WV, Roger. Also, you are shown as owning a 1934 Fordor, Y42987, about which we have no details. What is with this one?

Ian Williams, of Paddock wood, in Kent was 'jubilant about his registration number, DKX 335, for his 1937 Model "Y". He wrote to Bob Wilkinson, "You may recall that I asked you for a letter earlier in the year to support my claim to retain the above registration. WELL IT WORKED. I have today received the registration document from Swansea. Thank you for your help." The car is presently owned by Brian Money, an ex-member in North Chingford in London.

Praise for the spares organisation ('second to none') came from Robin Prebble, who was restoring DLJ 855, one of the last Model "Y"s to be built, in August 1937. Regrettably it is still shown as being under restoration in the ownership of ex-member, Stephen Marks in Alfreton, Derbyshire.

A 'Down Memory Lane' letter had been received from David Eatwell, of Cheam, who wrote about his 1934 "Y", OY 9136, which he bought in 1955 (it no longer appears on our list of survivors), "I bought Cleo, as she was called in 1955, from Cyril Ball who lived in Sanderstead, Surrey, and where I lived also, for £125. It had, I think, belonged to an elderly man who had looked after it extremely well. I had her for some 4 and a half years and sold her to Tony Goode who lived in Waringham, Surrey and worked at Lloyds Bank, for £50.

In 1961 I saw OY 9136 at Masters Garage one Saturday at about 5 o'clock with a 'For Sale' notice in the screen. I asked the price and was told £7 10s. I bought the car back and a friend of mine, Peter Collins, towed me home. On the next day, a Sunday, we sold the car to a lad in Barclays Bank for £30 and split the profit. We even delivered it to Tonbridge in the price. Incidentally, Peter Collins had a C.

Memories of OY 9136:- Mileage, 1955-56 3,082; 1956-57, 8,964; 1957-58, 11,860; 1958-59, 12,368. A total of 36,274 miles whilst owned by me.

I had a recon engine fitted and supplied for £27 10s. The old one burnt out at a rate of 40 miles to 1 pint. I had repairs done like: front spring, crown wheel and pinion, split rear axle.

Other odd things I remember were: having tyres recut (illegal of course); cost of new battery £5; petrol gauge – useless; wiper – useless; driver's door opened when on poor roads!; sidelights incorporated into headlamps – all like candles; I had 'yellow ears' on the roof to glow, to replace the trafficators; during the Suez Crisis I had coupons, some of which I still have. I used to mix paraffin to make the petrol go further!

On one occasion, I seem to remember, I got nearly 70 mph out of 'Cleo' down hill and a following wind, of course, on the way to Goodwood Races. What fun – terrific days. I was sad to see her go, but that was life 28 years ago and 25 cars on!"

[Nearly 70 mph may have been recorded on the speedometer, but actual speed



RD 7970 photographed when owned by Dave Curtis in 1993.

would have been a tad over 60. The speedometer is accurate at 30 mph and progressively over-registers above that speed – Ed.]

New members this time round included Clive Brooke and Norton Brock, who are still members; Clive with his May 1934 maroon Tudor "Y", AYP 699, and Norton with his April 1937 Tudor "Y", VV 5918. Incidentally, it was a pleasure to see Clive, Kate and Sarah at the Old Ford Rally this year. Other new members who made a bit of a splash in Register activities over the years, but who are sadly no longer in membership, included Andy Aldridge and Tom Tomlin, both Model "C" owners, and Bob Hale who supported the Committee as Regalia Officer for many years.

We also reported on the 21st birthday party of the Sidevalve Owners' Club, which was held at Witney in Oxfordshire. Dave and Cher Curtis were there with Dave's beautiful 1936 Model 'CX' tourer, RD 7970, which ran away with 'The Arthur Taviner' cup. RD 7970 is now owned by John Stanners in Northumberland.

Club stands were in evidence at the Abbey Park show in Leicester (four cars), the Staverton show near Gloucester (three cars) and Ardingly in Sussex (seven cars).

Finally, 'Doctor Ford' (a.k.a. Graham Miles) wrote a very erudite article on engine valves. Time has moved on and Graham has promised to revise the article for a future issue.

Events 2009

13 - 15 Nov International Classic Car show
NEC, Birmingham Geoff Salminen
0121 427 2189

Events 2010

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

Note change of date

18 April Annual General Meeting
Willoughby Village Hall Bob Wilkinson
01832 734463

25 April National Drive It Day

25 July Old Ford Rally
Heritage Centre, Gaydon Bob Wilkinson
01832 734463

14th August Kirkstall Classic Car Show
Leeds W Yorks. (Saturday event!) Barry Diggle
01274 614729

17 - 20 Sept North Norfolk Railway 1940s
Weekend. (Sunday main day)
- see details after 2009 report. Jo Hanslip
01945 430325

7 November Y&C Committee meeting
Willoughby Village Hall Bob Wilkinson
01832 734463

International News

Australia

Aussie-wise ("Y"s)

Jenny Bone, who exported the youngest short rad Model "Y", nicknamed 'Blue', to New South Wales, Australia, reported to Bill Ballard, the Y&C Register Australian Contact, in Melbourne, Victoria, as follows:-

"In early July we did a trip to Parramatta in 'Blue' to the Care Flight Centre, which was very interesting, and then had a picnic lunch in Central Park. It was a great day but so many traffic lights to contend with. Driving in Sydney is no fun in an old car.

Last week we went to Eastern Creek Racetrack for the Shannons Car Show. There were over 1900 cars on display and it was nice to see them all shining in the warm sunshine. Steve, our son-in-law drove 'Blue' around the track for a couple of laps and thoroughly enjoyed it - I tried to take a photo but the sun was facing me from the other side of the track and I only had my mobile phone. I've attached the only photo I managed to get (just for a laugh). [Actually, it is quite an artistic photograph - photogenically speaking - Ed.]

Tomorrow we are off to Parramatta again, this time to the Kings' Boys School for the 'All British' Day, which should be good (apart from the traffic lights). Derek has been working on 'Blue' during the week. She had a hairline crack in the carburettor where the fuel pipe connects, so he has replaced the barrel (nice to have a spare) and also took off the manifold, cleaned it up and replaced it with a new gasket. Someone at the rally suggested doing this as she didn't like ticking over and, guess what?, she sounds totally different and Derek was very pleased.

It's amazing how there is always something to do. He also had to tighten up the rear shock absorbers as one had come loose - the roads around here are so bad. You constantly have to check all the nuts and bolts. The exhaust pipe where it joins onto the manifold also was loose, most likely due to the shock absorbers knocking it.

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An evocative photograph taken by Jenny Bone at the Eastern Creek Racetrack in New South Wales. Blue, her short rad, is being driven by her son-in-law, Steve.



Ian Scobie's "CX" Tudor 10NZ46, chassis number C53962, manufactured late October 1936 and hence only the 46th "CX" Tudor to be assembled at the new Ford assembly plant at Lower Hutt.

1936 at Lower Hutt, taking over the assembly of imported Fords from the Colonial Motor Company, numbers were hand-stamped on the

How is your events calendar for the spring? Do you have any interesting runs organised, this time of year is good because it's not too hot for the cars? We stopped in Richmond on our way back last Sunday and just topped up the radiator before hitting Bell Bird Hill and the mountain, and at the traffic lights in North Richmond a young chap pulled up alongside and wound his window down and told me she was losing fluid. I thanked him and explained we had just topped up the radiator and it was just over-spill. His lane had a green light and he was holding the traffic up and as he began to pull away, he stopped again and congratulated us on a 'nice car' which was really nice.

Well, must get on and do a car wash this afternoon, when the long awaited rain stops and before the gale force winds arrive."

New Zealand

The code is cracked.

Thanks to Ian Scobie, a Model "CX" owner and member of the Ford 8&10 Enthusiasts Club, South Island, the mystery of the battery box numbers is solved. Readers will recall that when the Ford of New Zealand plant opened in November

front of the "Y" and "CX" battery boxes. Thanks to both New Zealand sidevalve clubs, we have been able to add known numbers to the cars' entries in the List of Known Survivors, not knowing really what the different pre-fixes indicated. We now know that:- prefix 8NZ indicates a Tudor Model "Y"; 9NZ indicates a Fordor "CX"; 10NZ indicates a Tudor "CX"; 11NZ indicates a Fordor "Y" and 12NZ a "CX" tourer. So Ian's Tudor "CX" heap has a battery box number 10NZ46! Thanks Ian for adding yet more to the story of our cars.

We do, however, have positive proof of a September 1936 Dagenham manufactured "CX" with only 155 hand-stamped on the battery box. Perhaps, initially, sequential numbers were used without model differentiation. Time will tell as more numbers come to light.



The hand-stamped body number on the battery box of Y198872, 8NZ418, Jill Walker's August 1937 Tudor Model "Y"



Jill Walker and friend, Mary, at the South Island, Ford 8&10 Enthusiasts Club Lady Drivers' Rally near Christchurch.

Jill Walker reports

I thought you might like to see the latest adventures of Fordy. My friend Mary and I at the Lady Drivers' rally September 2009. Unfortunately we couldn't go to the evening dinner, entertainment and prizes as had to go to a friend's 60th birthday dinner. (see picture previous page)

Spain

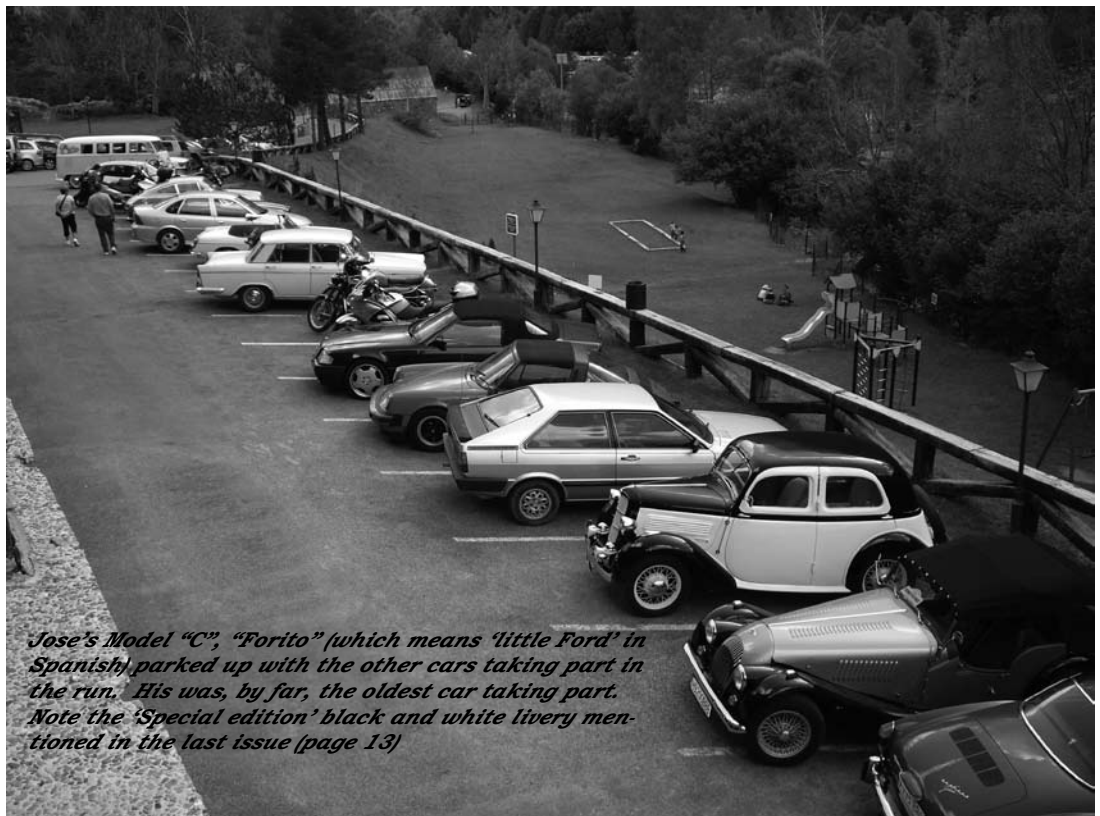
Jose Luis Laguens emailed:- "These photos were taken in the Parador Nacional de Pineta (1200 mtrs.) at the foot of the peak of Lost Mote (3400 mtrs.) in the Spanish Pyrenees. This was my first outing in my "Forito" along 300 km of mountain roads. The car behaved perfectly. Before we set out, my wife had no confidence in the car, but when we got home she was very pleased with how it behaved. This was one of several classic car runs that we do every year and, in this instance, my Ford was the oldest taking part. All participants took many photographs, plus many hikers who were on site and others passing by. The restoration of the car took me five years of work and effort, but finally I made it. My salutations to all Club members."



Jose Luis with his wife on the 300 kms mountain run in the Spanish Pyrenees. This was his first outing in the car since completing a five years restoration.

Canada

Michael McSemms sent me a number of photographs of the Bronte English Car Day, held on 20 September outside Toronto in Ontario. Michael is the Director of the English Ford Club of North America and is based in Olympia, Washington State in the U.S.A. One of the photographs was of a black Model "Y", registered AVAR 152 (which is why he sent me the photographs). Putting two and two together, I telephoned Jonathan Kearns in Toronto and was not surprised to find that he attended the rally in his April 1934 Tudor "Y" (Y60481), which we show on the register still under its Illinois registration number, 93.526. To our knowledge, Jonathan's car is the only Model "Y" in Canada. His nearest fellow member and Model "Y" owner is Mark Turner, 200 miles away, just outside Detroit.



Jose's Model "C", "Forito" (which means 'little Ford' in Spanish) parked up with the other cars taking part in the run. His was, by far, the oldest car taking part. Note the 'Special edition' black and white livery mentioned in the last issue (page 13)



Jonathan Kearns's Tudor "Y" at the Bronte English Car Day held just outside Toronto, Ontario in September. The car is thought to be the only Model "Y" in Canada.

Members' Cars

Chris Jarvis from Hove on the Sussex coast emailed the following:-

"I just thought I would write to mark the 10 years that our Model "Y" has been with us. As you know, I rather foolishly bought a 'basket case' 1936 Tudor "Y" in 1996 for £200 and, not having much experience (or skills) with body/chassis work, I set about trying to restore the car. Sadly, I very soon came to the conclusion that I was well out of my depth. In about 1997, Carol and I were moving house and so the restoration project had to go. I sold the car, recouping more-or-less what it had cost me thus far. I was very disappointed to learn later that the car had been stripped and the registration plate was being sold on one of those agency sites.

I do believe in fate and, on reading an article in 'Transverse Torque', I spotted a maroon "Y" being offered for sale by the Club in a 'sealed bid' auction. Maroon is my favourite colour and the registration seemed to jump out at me too, BRR 525. It has symmetry about it and, as Carol will testify, I have to strive for that in most things. She will put pictures of odd sizes on the same wall and I can't stand it! I used to be a plasterer when I was self-employed and, if I see angles on walls or ceilings that are 'out', it draws my eye to it every time! I will stop going on about this now, in case you have decided I'm a nut!

I was fortunate enough to become the owner of BRR 525 in mid-1999 and delighted I was with it too. Carol loved it when it arrived. I think she thought I was buying another basket case! BRR came with an 8hp engine with the exhaust ending just in front of the nearside rear wheel. Our part of Sussex is very hilly and the poor old car struggled a lot. John Keenan and I went to Graham Miles' house for something - I can't quite recall what exactly now - and we got talking about my car. He had a rebuilt 10hp engine that he had 'in stock' (not one of the Club rebuilt ones) and had checked it over and established that it was in good condition. We agreed a price for it and John brought it back home in his car for me.

I stripped the bonnet off BRR and whipped out the 8hp engine about a month later. I fitted a new clutch friction plate and thrust bearing and persuaded the 10hp engine back into place. I bought a reconditioned 10hp carburettor and opened up the mouth of the 8hp inlet plate on the manifold slightly to the size of the carburettor. I then elongated the carburettor securing holes to accept the slightly bigger one onto the 8hp manifold. Then, with the burnishing stones in my electric drill, I carefully ground away the metal within the inlet hole to form an elliptical shape, reducing the sharp bend where the fuel charge turns to each inlet tract. I then relieved the inner edges as far as I could, without breaking through the casting within the two ports of the inlet manifold. Finally, I polished the internals as much as I could with emery cloth and Brasso polish.

I did consider swapping the 10hp head for the 8hp one to increase the compression ratio, but I studied the shape of the combustion chambers on



Carol and the August 1935, maroon and black Jarvis "Y", BRR 525 at the 2001 Hellingly, East Sussex show at which Carol and BRR won the 'Lady and Car' competition. P.S. she won it again in 2003."

each head side-by-side and noted there was more clearance round the valves on the 10hp head. This equates to better breathing, so I had a local machine shop grind 85thou off the 10hp head face. I then polished the area around the inlet valve 'pocket' in the chamber and, by my calculation, I have about 8.5:1 ratio. The inlet throats, where the gas passes by the valve guides, was also ground away slightly and polished finally.

I modified the standard exhaust front pipe using a Nissan Micra heat expansion front box, followed by the standard Ford exhaust box and a modified 'upright' Ford tail pipe to exit at the rear of the car. Right from the first time I started the 10hp engine, I used Mobil 1 fully synthetic oil reasoning, if it can withstand racing temperatures and pressures, it will be fine for Dr. Ford's creation. I know many don't agree with me, but we all change our oil regularly anyway, so the theory of modern oils needing a filter is negated in my view. In my book, £37 for 5 litres of Mobil 1 oil is a bargain compared to an engine rebuild. I am very pleased with the results of the 10 engine swap. We have checked the 'flat-out' speed of BRR using my Tom-Tom and we were doing 70 m.p.h. on a flat road.

I have since turned my attentions to the brakes and, not having a formal engineering background, I thought about the rod braking system and lifted BRR onto four axle stands. I then removed some of the split-pins from the braking rods and adjusted the brakes by gradually increasing the pressure on the brake pedal, using a stick under the steering wheel down to the pedal. By adjusting the rods bit by bit, I have biased the front brakes to start coming on quite a lot before the rears. So far, I have not had any problems with the rear wheels locking under heavy braking as I did before.

We love the old car and, thus far, it has gone through every MOT since I have owned it. Admittedly, I don't clock up the sort of mileages that some members seem to, but we have enjoyed some memorable days together including: the Ford Sidevalve Day at Brooklands, Surrey 18th May 2002, organised by Dave Taylor of the SE Branch of the Sidevalve Owners' Club. Also, the two days filming in London, 4th Jan and 1st Feb 2004, on the 'Piccadilly Jim' movie - driving there and back both times on the M23. Plus of course, our recent jaunt up

to The Old Ford Rally at Gaydon. We tend to do our local shows mostly and Carol almost always comes along to them, but she lets me know very soon, and in no uncertain terms, if we are set to do too many events and that she won't be going on ones that are more than 40 miles away!

My plan for the future is to keep the car and to discreetly improve on its abilities to contend with modern driving conditions. I have a really nice 100E engine that I am hoping to fit at some point, with 12volt conversion using indicators, rather than the present fitted trafficators. I intend fitting an alternator, as that negates the need for the control box. Needless to say, I will keep the original bits, just in case I do ever have to sell it and need to revert it back.

Thanks Sam for your tips and support throughout the ten years, and here's to another decade!

Regards, Chris & Carol Jarvis

The 100E engine.

Chris raised the question of the 100E 12 volt sidevalve engine (introduced in 1953). I quote from the book "Anglia. Prefect. Popular: Ford Eight to 105E" by Michael Allen:

"By designing a new sidevalve engine around existing bore centres and bore/stroke measurements, much existing production machinery (at Dagenham) could be utilised, thus offering worthwhile savings in the overall development costs.

The new cylinder block featured larger inlet ports, larger main bearings and cooling arrangements which included water ducts to the exhaust valve seatings and an impeller-type pump as an integral part of the system. The cast alloy steel crankshaft had larger diameter bearing surfaces and improved counterbalancing, which promised smoother running at high rpm. The new connecting rods and bearing caps, however, still featured cast-in white metal bearing surfaces, as on earlier engines, although these could now be machined out to accept replaceable shells if required during reconditioning. Adjustable tappets were a useful improvement from the servicing point of view.

The larger inlet valves, a Solex carburettor and a new cylinder head of 7.0:1 compression ratio (6.1:1 on the earlier engine) were responsible for a 20% increase in nett bhp to 36 at 4,500 rpm (30 bhp at 4,000 on the earlier engine) and, as maximum torque was up from 46 lb/ft to 54 lb/ft, excellent all-round performance was promised. The new engine in fact shared no components with the older 10hp unit, which continued in

the 103E Popular, nor was there any interchangeability between it and the uprated 1,172 cc unit which had appeared in the 1952 German Ford Taunus 12M, there being no organised liaison in those days between Dagenham and Cologne."

Chris adds:- "I was told some years back that the stock car racers in the '50s and '60s used the 100E engine in the "Y" (tragically!) as, in standard, un-tuned form, it produces 36 bhp with more torque, and higher revs. It is quite easy to make this engine produce 50+ bhp with twin carbs, profiled cam and alloy head, whilst still keeping Ford reliability.

Now for the practicalities of fitting it in 'our' cars. The 10hp clutch assembly must be fitted to the 100E flywheel, and the "Y" or "C" gearbox case needs slightly modifying where the starter fits. (I am assuming the Y & C owner is not adverse to using the 100E 12v starter). The standard front engine bearer can be fitted to the front of the 100E block and therefore the original engine mountings can be employed.

A slight 'slot' will possibly be required to be cut into the nearside chassis rail to accommodate the external full-flow oil filter. The dynamo/alternator is fitted on brackets on the side of the 100E block, but the original three-brush dynamo can be fitted here. The fan on the pump of the 100E engine is still more-or-less in the same place, so there should be no problems using the original radiator. A neat improvement would be to connect the radiator overflow pipe to an expansion bottle."

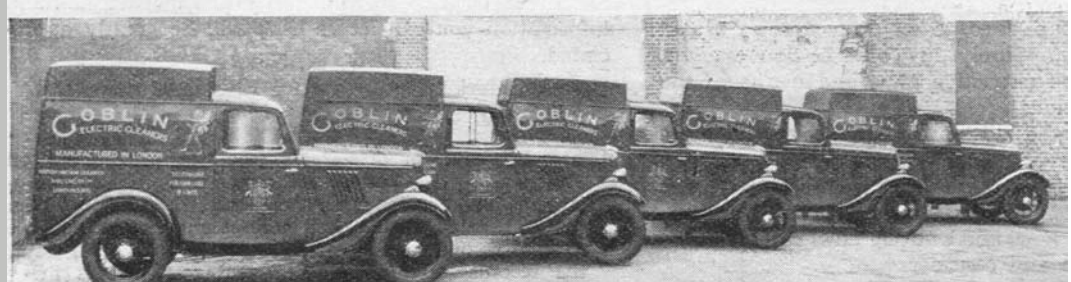
Goblin Model "Y" vans

Extract from The Commercial Motor, 7 May 1937
(with thank to Malcolm Grace)

Fordsons help to sell vacuum cleaners.

There are few more highly competitive fields than that of marketing vacuum cleaners, and none in which enterprising sales methods are more widely adopted. The British Vacuum Cleaner and Engineering Co., Ltd., with works at Fulham, London, S.W.6, is among the most progressive concerns in this business, and it employs a strong force of representatives throughout the country to maintain and extend sales of the well-known Goblin household electric cleaner. These men, who formerly used their own cars for much of their work, are now being equipped with Fordson 5-cwt. vans. The Goblin fleet of vans of this capacity will soon number 100. The vehicles are operated from the company's 36 offices in England, Scotland, Wales and Northern Ireland.

A big fleet of Fordson 5-cwt. vans of this type is used in connection with the sale of a popular household electric cleaner. Each vehicle has a light self-contained cabinet on the roof.



Mr. J.J. Hanbridge, managing director of the company, and Mr. George Aggett, M.I.T.A., the transport manager, consider that their method of solving the problems of representatives' transport has many advantages in the case of a large undertaking selling a nationally known product. The publicity value of a large fleet of vans, all finished in the same attractive manner, is an important asset, and the company is able to exercise the closest control over the transport used by each man, ensuring that he travels in a vehicle that will impress customers and add to the company's prestige.

Model 'Y' vans with London Transport

I issues 120 and 136, in conjunction with the Post Office Vehicle Club and Harry Edwards, the Historian of the Morris Register, some 122 Model 'Y' vans were identified as being used by the Post Office. Apart from one, CLD 428, which was probably a trial vehicle, they all carried DGU registrations.

In a recent issue of 'Sidevalve News', I was interested to see a list of Model 'Y' vans which were part of the London Transport support vehicle fleet pre-war and which continued in service until well after the war ended. I am grateful to Yvon Precieux, the Pre-war Registrar of the FSVOC and Y&C member for enabling me to photocopy the source of his information for our archive. It is a compilation by a member of the London Omnibus Traction Society (LOTS), Julian Bowden-Green, of London Transport Service Vehicles from November 1939 to May 1978, the latter being the date of publication. As explained in the introduction, there were many other vehicles which were in service before 1939 and which were taken out of service before that date. These were not known at the time of publication and are not included. It is possible that a number of other Model 'Y' vans fell into this category.

The support of hundreds of London Transport buses, trams, trolley buses and trains, as well as the infrastructure (buildings, depots, tramways, etc.), required a large miscellaneous fleet. The vehicles ranged from massive rescue breakdown tenders to the humblest of small vans for carrying publicity material. Up to the end of the war, the small van fleet, as with the Post Office, was made up of Morris and Ford/Fordson 8HP 5 cwt Box Vans. Morris also supplied 12HP 10 cwt Box Vans.

Chassis Number	In service Number	Registration	First Reg'd	Source
Y78950	10/34 - 08/48	AYV 799	10/34	Purchased new
Y78986	10/34 - 09/48	AYV 798	10/34	Purchased new
Y93189	11/40 - 05/48	CMC 253	02/35	2 nd hand A.E. Gould Ltd.
Y99450	07/41 - 07/44	BYE 164	06/35	2 nd hand E. Murrell Ltd.
Y100312	06/41 - 11/42	CMG 896	05/35	2 nd hand Blair & Sons
Y131047	01/42 - 12/46	FPA 915	03/37	2 nd hand Min of Home Security
Y151463	10/40 - 11/48	ATM 188	10/36	2 nd hand A.E. Gould Ltd
Y185026	06/41 - 06/44	DYL 140	06/37	2 nd hand Chaseside Motors

Van bodywork provides the most convenient means for carrying a range of products and accessories for demonstration, whilst the operation of a standardised fleet shows economies compared with the cost of allowances to salesman running cars of widely different types.

The standard Fordson 5-cwt. chassis and bodywork are used, except that a light self-contained cabinet is attached to the roof. This enables another type of electric cleaning product to be carried.

As the fleet is so widely distributed, maintenance and running repairs are carried out by the Ford service organisation in each locality. The company maintains extensive workshops at its London factory, and each unit is returned to headquarters, at intervals, for more comprehensive attention.

The fleet was supplied by Taylor Beckman, Ltd., Brixton Hill, London, S.W.2.

Early liveries of service vehicles were usually red or red with a cream top half. During the war, many vehicles were painted in khaki, especially those used anywhere near the aircraft production factories. After the war, two distinct liveries were developed; vehicles concerned with the railways, trams or trolley buses were painted in the former red and cream or red liveries, while other vehicles were painted in the new standard 'Chiswick Green', which was a rather drab dark army green colour introduced during the war. Latterly, the Model 'Y' vans all had a 'Chiswick Green' livery, except for Y99450, BYE 164, which was khaki. Regrettably, as with the Post Office vans, we have no photographs of these sturdy little vehicles. Details of the vans are as follows

If other members have access to records of fleets of our vans or cars being used by public bodies or private companies, please let me have the details and any photographs for the archive.

Sam Roberts

Jim Miles the cabby.

Dave Ball visited Brighton recently to carry out some research on his two Model "Y" Fordor taxis. Regrettably, he did not find out much, but came across this newspaper cutting from June 15th 1935:-

BRIGHTON'S OLDEST CABBY

Brighton's oldest cabby, whose sad tale we told at the beginning of last year, is now a happy man. After an interval of many weary years, he is driving a horse and carriage once again.

Readers may recall how Mr. Jim Miles was, in the old horse cab days, a familiar figure as a driver in the Kemp Town district. When the motor-taxi dominated the transport world "Jim", as all knew him, had, tardily and reluctantly, to abandon his beloved horses and take to the driving of a taxi-cab. It was a task he abhorred and, truth to tell, it did not occupy him for many years. He took to pulling a bath-chair - and those who knew him thought that his days on the box were gone for ever.

But no; there is life in the old driver yet. Of late he has been astonishing and gratifying his friends by appearing in full Victorian glory of landau and horse, sitting on the box, whip beside him, flower in button-hole, jaunty and happy as in the old days.

Precisely how the miracle happened one does not quite gather. Perhaps a little mystery over an act of anonymous charity may be still desirable.

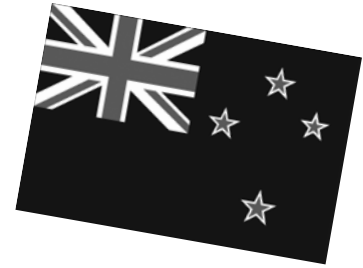
The animal, a mare, was, from all one can gather, a pretty poor specimen when "Jim" first got it, but his solicitous care in feeding and grooming has worked wonders.

To a young lady he was telling his story this week the while that he was fondling the animal and stroking its already glossy coat. "It's well enough," he admitted, as he performed a scraping movement down the side of the mare with his hand. "But it's not smooth enough or clean enough yet, and I shan't be satisfied until it's as smooth as your face miss. I am an old Army horseman, and I know how they ought to be kept."

So "Jim" goes on combing and currying and feeding, in complete content. He is a happy man.

Treasure hunting.

What happened to the good old treasure hunts of yesteryear? The 8&10 hp Club of New Zealand (North Island) reminds us of what good fun they are. Thelma Semadeni's write-up in their Newsletter gives a flavour:-



APRIL MYSTERY RUN



The participants in the North Island club's treasure hunt lined up outside Auckland station:- Martin Healy, Chris Kite, and Harvey Brewer in Model "Y"s; Paul and Delia Stewart and Brian and Bev Coutts.

This run was devised by Chris and Mel and commenced from the old Auckland Railway Station in the Strand in downtown Auckland. It took a bit of figuring out the road lay out into the station as it appears to have been altered. Eventually everyone arrived; several going around a few times ...

After the usual chit-chat the papers were handed out. These were in a different format than usual. There were 10 questions, one on each street we were to go along, plus a mystery check point, but the streets were not in order. You had to work out the route to take, giving what you thought would give you the least mileage .

We went first to the War Memorial to see the name of a battleground on the wall above a window, then up Mt Eden to count car park spaces on concrete (not tar seal) - a beautiful view on the fine day. Then out to Eden Park to see how many runs Ian Smith scored; on to Alberton Avenue to see a house costing \$749,000. Following that, the kids in Shacklton Road go to Kids Kampus day care, Ken Trehearne is the bee keeper of Torrance Street and in Walls Road is the Redbull Powder Company. Across to Ladies Mile where 140 med was 140 Medway, then down to Shore Road to find that the motto of St Kentigners School, (FIDES SERVANDA EST), then the last one was the number plate of a Prefect at the Host's home...

We all went out to the terrace at the rear in the sunshine. While the men looked at the Prefect under restoration in the garage, the ladies chatted and Mel prepared the lovely buffet lunch of salads and grilled salmon, eaten outside under the umbrella, while the guests chatted amongst themselves about the day out.

The members who attended with their club cars were, Paul and Delia Stewart, Martin Healy, Harvey Brewer, Brian and Beverley Coutts. Chris Kite also had his car there. Bud and Thelma Semadeni had their KA, as the Prefect is still ill and under repair, and

Karen Preston and Ant Kite.

After Chris had calculated the winners, it came down to mileage. Winners were Paul and Delia Stewart, Ant Kite and Karen Preston and Bud and Thelma Semadeni. All received small gifts.

This was a different type of outing than we have been going on recently and there was some skill needed to plot the course so that no back tracking occurred. Everyone seemed to enjoy the challenge of finding the route. Many people went in different directions but all arrived at the final destination without missing out any questions...

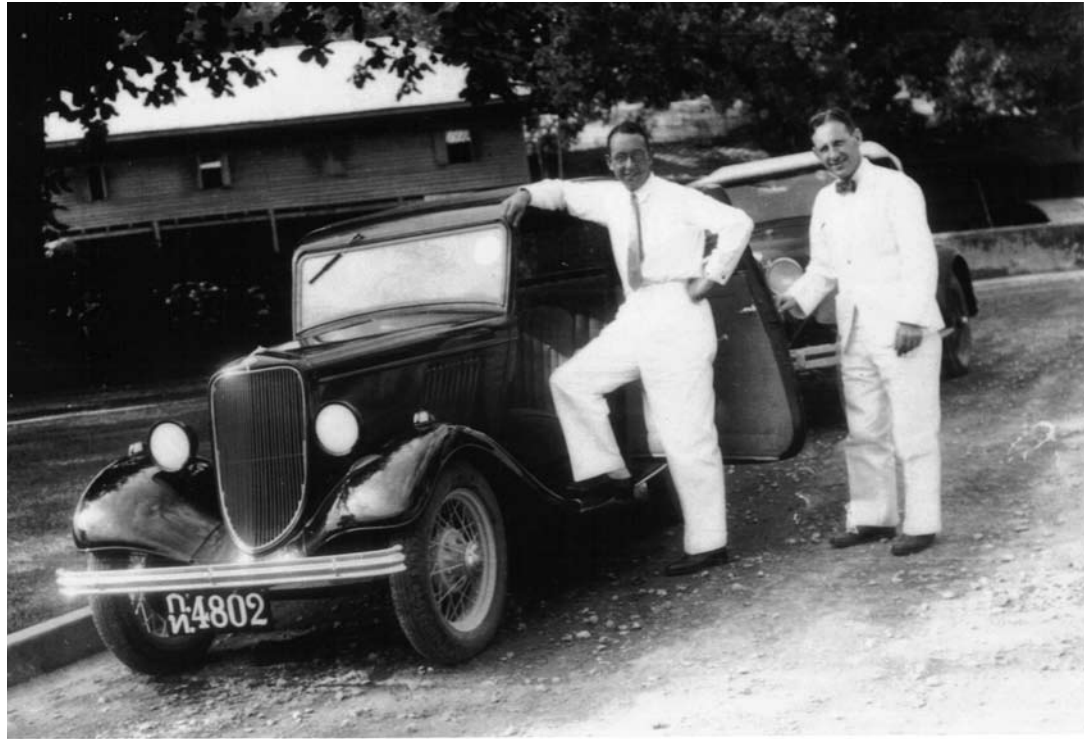
Unfortunately no one found the check-point owing to a typing mistake.

Congratulations Chris and Mel for a very enjoyable day out.

Thelma.

Thai "Y"

The reverse of this photograph reads, "Here is Mr. G.H. Catherley taking delivery of his new 8 h.p. Baby Ford. Mr. Cooke, the Ford Agent of the Bangkok Dock Co., is holding the door looking very pleased with life!!!" The 1933 short rad would have been shipped up to Mr. Cooke's 'Dock Company' from Ford of Malaya's assembly plant in Singapore (see issue 177). The Thai letters before the 4802 number read, phonetically, Grung Tabe which, translated into English, means 'Big Town'. So the car was registered in Bangkok, that being the only 'big town' in Thailand (then Siam) in 1933.



NEWS.....

Region 14. North Wales chapter.

Caerwys show - 12 July 2009.

Mike Malyon reports, "On Sunday, 12th July 2009, my son in law, Clive Harrison, and I set up a Club stand in the Clwyd Practical Classics show in Caerwys, near Mold in Flintshire. Clive organised the stand, which was advertised in "Transverse Torque". Terry and Dot Mortiboy's Model "Y" Alpine was the centre of attraction. Mike and Kath Samuel also came along to support us but, unfortunately, Mike couldn't drive his "Y" as he is on crutches at the moment. It was good to see members John and Sue Griffiths and Doug Tunstead who visited the stand.



The Y&C Club stand at the Caerwys show. From left: Mike and Elsie Malyon, Terry and Dot Mortiboy, Clive and Sharon Harrison and Mike Samuel. Kneeling: Kath Samuel, Eleanor and Benjamin Harrison.

A good time was had by all and the day finished on a high with Terry and Dot's Alpine being awarded second prize in Best Car on Club Stand category."

Region 15. South Yorkshire and East Midlands.

Jim Old, based in Doncaster, attended the Lincoln show in August and spied the Arrow tourer belonging to Frank and May Johnson from Radcliffe-on-Trent, Nottinghamshire. Mid-summer and still the hood stays up!

The pretty original Arrow Coachworks' Standard Semi-Sports Model "Y", which was marketed by W.J. Reynolds (Motors) Ltd., of East Ham, London, E.6., owned by Frank Johnson and displayed at the Lincoln Show.



Region 16. Most of Yorkshire.

NORTHERN SIDELIGHTS

Congratulations to Steve Waldenberg for organising the Kirkstall Classic Car Rally on Saturday, 22nd August. It was a most successful event, attracting a wide range of interesting cars covering the whole spectrum of historic-vehicle preservation. Even the weather turned out to be nice, encouraging lots of interested spectators taking advantage of Kirkstall Abbey and its grounds. The Y&C Register was represented by CNN and Pat Jennings with his Model "Y", both attracting lots of attention. A magnificent £960 was raised for the local St Gemma's Hospice Charity. I suspect that this was the first of what will become a regular August event in the old-car calendar. Once again, well done, Steve and thanks for the effort and hard work. (There **will** be another



Lillian Fitzgerald puts on a brave smile, whilst making the best of a bad hair day at the 2009 Powerscourt rally near Dublin.



Steve Waldenberg reports:- "A well known Model "Y" at the Kirkstall Classic Show, 22 August. It was a great event with nearly 100 cars present - "a show for real enthusiasts" as one entrant said. [The Model "Y" is my old Tudor "Popular" now owned by Barry Diggle - Ed.]

event next year - Saturday August 14th. SW)

Five of our cars made it to Newby Hall, CNN, Lynn Stewart, (Model "Y"), Ken and Ruth Sleight, (Model "CX"), Terry Mortiboy, (Alpine Tourer) and Alex Grace's Alpine Tourer driven by father, Nick Grace. Once again, the weather proved satisfactory, and the trophy was awarded to Terry Mortiboy in acknowledgement of his superb restoration of the Alpine.

One other event with both Pat Jennings and me in attendance was the Yeadon Carnival in mid-July.

magnificent Museum of Railway Travel on the same site. Again a chilly day - one forgets about the cold air blowing up the trouser leg from the pedal apertures of a Model "Y"! The next scheduled meeting here is Sunday, 27th December. Just turn up from about 10.00am.

Barry Diggle, Regional Contact

Region 19. Ireland

Powerscourt Rally - 23 August

Ireland has been suffering a rather wet summer of late and the day of the annual Powerscourt rally was no exception. In fact it came down in stair-rods! Two gazebos were blown away, but the show went on. Of the 141 entrants, a brave 120 turned out. The only blessing was that the weather cleared up for the prize-giving. The Irish Veteran & Vintage Car Club has now taken the annual show under its wing and the committee gave John Fitzgerald some assistance with the organisation and administration, for which he is very grateful.



Yet another trophy for the Mortiboys' 'Bullshit Corner'. Barry Diggle presents the award to Terry at the Newby Hall show for the superb restoration of his Arrow Coachworks' Model "Y" Alpine Tourer, also marketed by W.J. Reynolds (Motors) Ltd. of East Ham.

The season was nicely rounded off with three events. Early September saw the Otley Vintage Vehicle Extravaganza, a rally which is developing into a very popular and important calendar date, and one worthy of attracting more of our cars. As it happened, apart from CNN, the only other car was Pat Jennings' model "Y".

Bolton Abbey, an attractive country station on a preserved railway line, was characteristically a chilly event, but produced a good range of historic vehicles, including Ken and Ruth Sleight with their charming little Singer Chamois.

Finally, the Aire Valley Vintage Machinery Club held their "crank-up" at Ingrow Railway Station, also another preserved line, in late October. Although essentially for the agricultural machinery fancy, they are always very welcoming of cars and commercials. An added bonus is free entry to the



Ford tool kits -

Part 2

A continuation of an in-depth research by Bill Ballard (Continued from issue 180, 'Transverse Torque')

The seventh tool in our list is one of the heavier ones to be actually included in the tool bag. It is described as a 'monkey wrench' in the lists but is an 'adjustable spanner' to most of us! It started off as Part No. 'B-17021' in the 1933 list; became 'CE-17021' by 1937 and 'E01A-17021-A' by 1952. And just to be awkward, it appears as '20E-17021' on Forms E717 and E717E. Quite what the difference is between all these is again open to debate, as the tool in question doesn't seem to have changed much over the years and appears in all the English Ford tool kits I have seen! The tools in my illustrations (Figs. 7 and 8) were found at autojumbles and appear to be identical to those found in Tony Eldridge's tool kit and other, later kits I have seen.

Whilst the upper one of the pair in Fig. 7 is embossed "MADE IN ENGLAND" with no other markings, the other is clearly embossed "K.D." with the Ford script above it, as well as "MADE IN ENGLAND" in a similar style to the upper tool. None has a Part No. embossed on it. Since that picture was taken, I have been sent a picture of another 'monkey wrench' of identical design (Fig. 8), which is embossed "KING DICK", leaving us in no doubt as to who made the genuine Ford tool! The maximum length of all three wrenches (with the jaws closed) is about 230mms or 9.1" and the maximum width is about 50mms or 2".

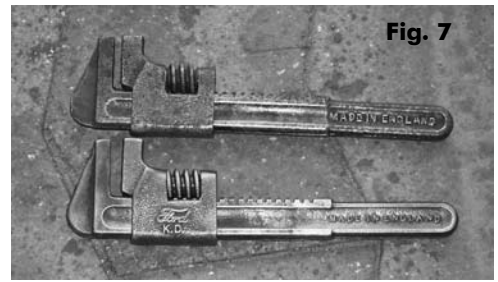


Fig. 7

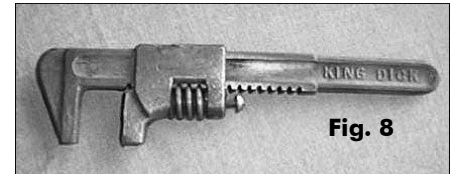


Fig. 8

that is Part No. 20E-17035, the 'Brace (wheel nut)'. This is the item (Fig.12) which is seen on the extreme right of the picture of Tony Eldridge's tool kit (Fig. 2). It was replaced by Part No. 'CE-17035', the 'Brace (jack and wheel nut)', in tool kits supplied to all cars from 1937, as it was also used in conjunction with the "Speedy"-type jack, Part. No. E93A-17080 (it was the means of raising and lowering the jack). 'CE-17035' and 'E93A-17035' appear to be one and the same thing, as friends with later cars have an identical wheel brace to Tony's. The brace was always painted black and usually did not bear any identification marks. The handle at one end revolved around the stem and the socket at the opposite end fitted either the wheel nut or the nut on top of the "Speedy"-type jack.

Returning to our list of tools (Fig. 1), the next tool I shall deal with is the pair of pliers, which appears on the 1933 and 1937 lists as Part No. 'B-17025', but on the 1952 list as 'B-17025-A' (and on Forms E717 and E717E as AB-17025). Again, Tony's pair is the same as mine and others I have seen in later Ford tool kits, so I cannot explain the reason for the different part numbers (other than, possibly, a different manufacturer). The pliers in my possession are made of two separate castings riveted together. Each casting is stamped "BRITISH MADE" on one side, with the Ford script and the initials "TW" encircled (standing for "Thomas Williams & Sons, the makers) on the other – see Figs. 9 and 10 – a rare example of a tool bearing the Ford script more than once! When closed, the pliers measure 1 5/16" (34mm) wide and 6 5/8" (165mm) long.



Fig. 9



Fig 10

Next is the 'tommy bar', used in conjunction with the tube spanners. One wasn't included on the 1933 list, but it appeared as 'Y-110361' on Forms E717 and E717E and as 'YE-110361' on the 1937 list, and would appear from the picture of Tony's tool kit (Fig. 2) to be a simple iron bar about 176mm or 7" long. However, through the simple expedient of flattening one end and cutting a square hole in it, it became a combined 'tommy

bar and brake adjuster' with Part No. 7W-17049 on the 1952 list (Fig. 11) – a much more useful tool! These tools did not usually bear any identifying marks.

If we continue down our parts lists in strict numerical order, the next tool does not appear on my 1933, 1937 or 1952 lists, but appears only on Form E717E as being included in the tool kit supplied to the "De Luxe" (Model "C" or "CX"), and



Fig. 11

"So what did Model "Y" owners use for removing wheel nuts?" you may ask. Well, it was Part No. 'Y-17036' according to both the 1933 list and Form E717, the former describing it as a 'Starting and wheel crank wrench' and the latter list as a 'Crank (starting) & wheel nut wrench' incorporated a wrench (socket) in the starting crank handle (Fig.13). It was replaced by 'YE-17061' in the 1937 and 1952 lists, and I suspect it is the same tool. However, '20E-17036', although bearing the same serial number, appeared in place of 'Y-17036' on Form E717E, and was purely a starting handle of a unique, extended "Z" shape supplied only to the "De Luxe" (Model "C" or "CX"). Tony's example can be seen towards the top of the picture of his tool kit (Fig. 2). It was replaced by 'CE-17036-A' (1934/35) or 'CE-17036-B' (1935/37) in my 1952 Parts List (N.B. for ease of presentation of the table, this part was not included by me in Fig. 1). Quite what is different about '20E-17036' compared to its (presumably) later replacements I have yet to establish, but I suspect that 'CE-17036-A' may be a little shorter in the shank than 'CE-17036-B'. This tool

was painted black, probably had no means of identification, and was meant to be inserted with the handle between the bottom of the radiator grille and the inside of the front bumper. It was awkward to use, resulted in a number of scraped knuckles and hence wasn't very popular! As a "CX" owner myself, I do not possess a sample of this tool, and maintain that if my car will not start "on the button", it goes nowhere until the problem is fixed and it does start by this method (unless there is a handy slope nearby to "push start" it)!

PHOTOGRAPHS:-

12) [Image Fig.12 Wheel brace.jpg](#)

Caption:- " **Fig.12.** "

13) [Image Fig.13 Y starting handle.2.jpg](#)

Caption:- " **Fig. 13.** "

The next tool appears only on my 1952 list but, according to that list, was applicable to all 8hp and 10hp models from 1933, despite its prefix "7W" suggesting that it did not come into being until March 1937 at the earliest! The part in question is Part No. '7W-17049', the 'tommy bar and brake adjuster', which I dealt with in Part Two of this series (see Fig. 11).

Continuing in numerical order, we have Part No. 'YE-17052', the 'Tyre pump assembly', which appears on my 1933 list as well as on Forms E717 and E717E, but was superseded by 'YE-17052-B' on my 1937 list and by 'BE-17052-A' on my 1952 list. However, to my knowledge, all appear to be the same tool – a hand-operated pump with footholds on the base. It was generally supplied with the 'Hose (Tyre Pump) Assy., 1/8" – 28 B.S.P. thread' which is shown on my 1933 list as Part No. B-17061', but on all subsequent lists as 'YE-17061' (Fig. 14). There are many similar tyre pumps around these days, some with very ornate foot holds, but those supplied with our cars seem to have simple "hoops" (which fold out) as seen in Fig. 14 and in Fig. 2. The body of the pump was painted black, and the particular pump in my illustration has "S&C" and "MADE IN ENGLAND" cast into the unpainted base, otherwise there are no other means of identification.

Next we come to Part No. 'YE-17080', which appears on my 1933 list and on Forms E717 and E717E, and is the 'Jack assembly', which was supplied with Part No. 'YE-17081', the 'Jack handle' (Fig. 15). The jack and handle can be seen at the very top of the picture of Tony's tool kit (Fig. 2). The jack is rather primitive by today's standards and has a flip over extension to cater for the high rear cross-member. 'YE-17080' was replaced by 'YE-17080-A2' by 1937, and

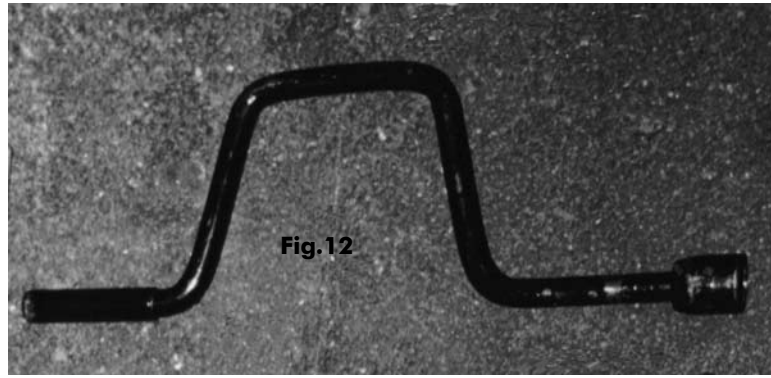


Fig.12

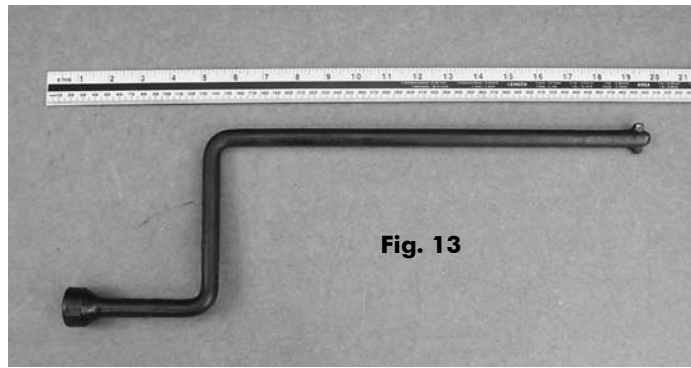


Fig. 13

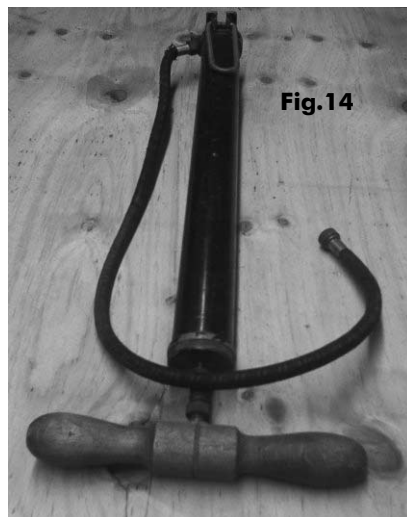


Fig.14



Fig 15

'YE-17080-A' by 1952. However, 10hp cars were issued with '7W-17080' in 1937-47 and 'E93A-17080' (the "Speedy"-type jack referred to earlier) from 1947.

The fifteenth tool on my list is the grease gun (or 'Gun (lubricating) Assembly' as it is described on Forms E717 and E717E), which was listed as Part No. 'BE-17125' on my 1933 and 1937 lists; 'ABE-17125' on Form E717;

'40-17125' on Form E717E and 'E93A-17125-A' on my 1952 list. If I am to believe the illustrations in various Ford Instruction Books for the Model "Y" and "De Luxe" in my possession, which show the same grease gun (see Fig. 16) as that appearing at the extreme left of the picture of Tony's tool kit (Fig. 2), the early grease guns appear to be of all-metal construction, whereas the grease gun supplied with the later "Uprights" were of similar shape and design, but had a plastic barrel (Fig. 17). The gun featured in Fig. 17 has no identification marks on it. Incidentally, the grease gun is one of the very few tools to have been illustrated in any of the official Ford publications in my possession!

As I have already dealt with 'Y-110361', the tommy bar (see Fig. 11), there remain just two tools supplied with early tool kits to deal with. The first of these is 'Y-110372', the feeler gauge, which only appears on Form E717 as being supplied with the Model "Y" tool kit. It does not appear in any of my Parts Lists, and remains a bit of a mystery as to why it wasn't supplied with other cars' tool kits!

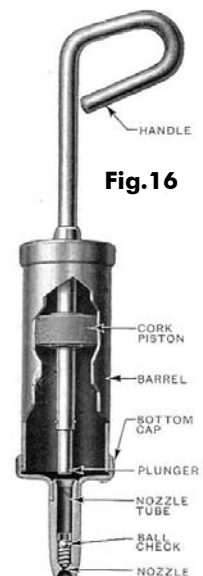


Fig.16

You can be sure I've never clapped eyes on this tool, so cannot supply a picture of it. Does anyone possess a genuine Ford feeler gauge and can supply either me or the Editor with a picture of it "for the record"?



Fig.17

is 7" long, which looks a lot longer than either of the box (or tube) spanners that can be seen in the picture of Tony's tool kit (Fig. 2)!

To wrap-up this series, there is another mystery that needs to be solved. Both Tony's tool kit and that of my friend's post-War

Finally, we have Part No. 'Y110355', the 'box spanner (9/16" x 1/2")', which appears on Forms E717 (and is described on that list simply as a 'Wrench'!) and E717E, and on my 1937 list, but for some reason, not on my 1933 or 1952 lists! However, it appears to have been replaced by Part No. 'E83W-17048' in my 1952 Ford Parts List, which implies it was available "across the board" to models from 1934 onwards (back to what I said at the beginning of this series about Ford Parts Lists being confusing and contradictory)! Whilst a friend of mine has such a tool which is unmarked and approximately 3" long in the tool kit which came with his post-War "Upright", my own specimen of this tool is marked "S.S.P." and "1/4 x 5/16W" and

"Upright" included an early example of an adjustable spanner (Fig. 18) which, to me, looks a little out of place in the early tool kit. Is it a genuine Ford tool? If so, what Part No. was it? Perhaps someone out there can tell us!

I would like to thank all those who have helped me with this series of articles, particularly Rosemary Bannan; Syd Handisides, John Rimon and Jim Sharpe. I would also like to thank Tony Eldridge for supplying the picture of his tool kit in the first place!

There are still a lot of gaps in the story to fill and we still require pictures of some of the tools. I may also stand to be corrected on what I have written. Please help us to get the facts right and complete the story by sending your observations and/or pictures to either myself or the Editor.

[See 'Members' Correspondence' for feedback relating to the different prefixes and other observations on the first part of this article. - Ed.]

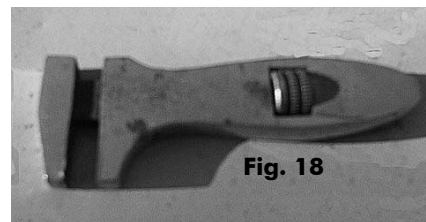


Fig. 18

The Ford Engine Exchange Plan.

Thanks to Jim Sharpe, we have a contemporary brochure (1933 or 1934) advertising this scheme for our vehicles. Extracts include:-

"The Plan is simple and applies to all four-cylinder Ford cars and commercial vehicles in current production. Your Dealer has in stock engines ready for immediate service. When you call he will take out the old engine, strip the accessories, replace them on the reconditioned unit, and instal (sic.) the completed engine in the chassis. The time scheduled for the whole work is approximately four hours.

All engines supplied under this Plan are reconditioned at the Ford works. The process of reconditioning is carried out by the same methods and with the same care employed when the unit was originally manufactured. Worn parts are replaced, recent improvements incorporated, and the customary strict factory tests applied at every step. When the engine leaves the factory it is "as good as new," and like a new Ford product it carries a SIX MONTHS' GUARANTEE.

The following prices show that this Plan, with the quality of workmanship assured, actually costs less than similar repairs carried out locally:-

PRICES (including Fitting)

PASSENGER MODELS

Popular (8 h.p.)	£9 10 0	
			EACH
14.9 h.p. and 24 h.p.	£11 10 0	
			EACH

COMMERCIAL MODELS

5cwt. Model "Y" 8 h.p.	£9 10 0	
10 cwt. Model "B" 14 & 24 h.p.)			EACH
1 Ton) produced since)		
30 cwt.) 1 st January, 1933)	£11 10 0	
2 Tons))		EACH
4 Tons) Model "BB" 24 h.p.)		

These prices apply to Great Britain and Northern Ireland Only"

The original engine numbers were erased from the cylinder blocks and new ones stamped on, beginning with the letter 'R', i.e., RY for 8 hp and RC for 10 hp engines. In addition, either or both the letters 'P' or 'C' were stamped at the end of the number to indicate whether the engine could be used in a Passenger or Commercial vehicle or both for taxation purposes.

