



Transverse Torque

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Editorial.

In this issue we celebrate the launch eighty years ago of the Ford Model C, a car, along with its variations, that endears itself to many members, once seen!. Its shape was definitely the forerunner of the later 'sit up and beg' models so familiar to us all.

It has of course also been the hundredth anniversary of WW1, and this fact was brought to the attention of all of us who attended the Old Ford Rally at Gaydon in July, with the playing of the Last Post and the attraction of our Ladies dressed up as wartime nurses. A serious note amongst the day's enjoyment. I report on that later.

For myself, this OFR, together with the Midlands Tour, were my main outings these last two months as other weekends have been committed to looking after our grandchildren whilst our children worked or holidayed, but I'm hoping to get out to at least a couple more local shows, and then plan to make further improvements to both engine and paintwork.

The importance of getting out and about has recently be evidenced by new member Nick Hardey from nearby to me, in Harefield, Middlesex, who having seen my 'Y' at two or three local shows, (and reminding him of one his father kept) has decided to obtain one for himself. Nick is a committed Ford enthusiast, along with his son, and I've wished him luck and offered support in his purchase. So, a car sitting in your garage attracts no-one, but one on the road and getting to shows demonstrates effectively its character, its practicality, its ease of maintenance and its sense of fun. Being seen also encourages fresh members to join – to replace those members who through age or health have left our club.

Now, this edition is my second attempt, and I am encouraged by those of you who wrote with your kind words and support after reading edition 209. It was obvious from remarks made how important it is to maintain a high standard and in this endeavour I promise to try my hardest. Besides working to that end, I am minded to bring a balance of interest, and a sense of fun that I've found in all club activities, a sense of pride in our cars and to bind together members from a social perspective.

I have to apologise to Freida Kent whom I mis-named as Edna in the last edition's report of the Enfield Pageant – my poor note-taking and writing I'm afraid.

I have just received also the last and final tax disc for my car, as from October, tax discs become redundant and no longer issued – although any tax must still be paid! So I guess old tax discs will now increase in value to collectors. Don't throw your old ones away – as if you would!

The Ford Y & C Model Register

Car Tax Changes here in the UK

The Driver and Vehicle Licensing Agency (DVLA) has announced what the abolition of the tax disc later this year will mean for drivers.

From 1 October, motorists will no longer need to display a tax disc on their wind-screens, something that has been required for the past 93 years. Instead, the DVLA is moving to an electronic-register system that will allow drivers to pay their car tax via direct debit.

Direct Debits will be available from 1 November and motorists will be able to pay their tax on an annual, six-monthly, or monthly basis.

Ahead of the changes, the driving agency has issued advice on the changes drivers need to be aware of:

Buying a car

From 1 October, the tax on the vehicle you bought will no longer be transferred with the car - you will need to get new tax before you can drive. This can be bought online, on the phone or via the Post Office using the existing 'New Keeper Supplement' part of the vehicle registration certificate.

Selling a car

If you sell a car after 1 October and inform the DVLA, you will automatically be refunded for any full calendar months left on the tax that are unused. You will no longer need to make a separate application for a refund of vehicle tax.

The tax disc, which was first introduced in 1921, will cease to exist in paper form from October 1, with a new electronic system being put in its place.

Under new rules announced in the Autumn Statement last year, motorists will now have to register their car online to pay Vehicle Excise Duty, otherwise known as road tax. This can be done via Direct Debit on the Driver and Vehicle Licensing Agency (DVLA) website or at a Post Office branch.

Those who don't register for the tax, will be caught out by number plate recognition cameras which track each vehicle on the road.

While the move aims to streamline services and, it is claimed, save British businesses millions of pounds a year in administrative costs, motorists are being warned to brush up on the new rules or face possible fines. The change mostly affects those buying or selling a used car.

Anyone who buys a used car will no longer benefit if there are months left on the tax disc, as the vehicle tax will no longer be transferred with the car. This means buy-

ers will have to renew their tax disc straight away, or risk being caught out on the road in an untaxed car.

The seller of the vehicle is responsible for informing the DVLA of a change of ownership, otherwise they could face a possible £1,000 fine. This can be done by filling out a V5C form and sending it to the DVLA.

Vehicle sellers will get an automatic refund for any full calendar months left on the vehicle tax.

Paul Watters, head of roads policy at the AA, said: "This is a huge change and vehicle owners and drivers need to be aware of the rules. A driver, not registered owner, can be issued a non-endorsable fixed penalty for driving an untaxed car. An owner can be fined £80 for using an untaxed vehicle (one not registered off the road) and can be charged any back tax."

Mr Watters said it was important all vehicle owners and motorists did their utmost to establish whether their vehicle was taxed or SORN'd (declared off the road) before driving the car. Julie Daniels, head of motor at comparethemarket.com, said that the removal of the tax disc, which will in turn eliminate tax dodgers from the road, "should have a positive impact on premiums".

The paper element of the driving licence, which accompanies the credit card size photo-card, is also due to be axed in January 2015.

A gentleman sent me a message on Facebook when he heard of my interest. He says

"When I first started work, some 50 years ago at '584' Garage on Kingsbury roundabout, I remember a Model Y coming in for attention to a noise from the rear of the car.

The rear bodywork was so rotten with rust, it had sagged down and was rubbing on the back tyres!

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Win a Model Y

Dover Transport Museum has a fascinating collection of vintage transport and transport models of all types. Very special are: one of the first American lorries supplied to the British Army in WW1; a beautifully restored Romany Caravan; an Aveling & Porter steam roller, a genuine charabanc and impressive ship models. Our two large exhibition halls have recreated old Dover street scenes that will stir the memories of many older visitors and give younger ones a glimpse of how things used to be. Discover what life was like years ago.. <http://dovertransportmuseum.org.uk/>

Dover Transport Museum Society is offering the chance to win by raffle a 1935 Ford Model Y Saloon Car.

(The one being raffled was given to the museum by ex-member Alan Eyden. BXM 644, Y100673, 167/9834, 2dr brown, 26/04/1935)



Going for a Good Cause

Terms and conditions of the raffle are as follows:

- Tickets costing £1 each may only be purchased in person at the Museum or at selected events attended by members of the Museum Society
- Tickets may not be sold to persons under 18
- An alternative cash prize of £2,000 is offered and may be chosen by the winner if preferred
- The draw will take place at the Museum on Sunday 14th December 2014
- The car will only be awarded as a prize to a winner whom the governing committee of the Dover Transport Museum Society believes is willing and able to ensure the preservation of the car, as assessed by an appointee of the governing committee
- It will be the winner's responsibility to collect the car from the Museum – production of a driving licence and certificate of insurance will be required if the car is to be driven away
- In the event that the car is not awarded to the winner, the alternative £2,000 cash prize will be given

Chairman's Report

We are enjoying a few days break on the Norfolk coast in Cromer so I have taken the opportunity to pen my Chairman's Report before being chased by Roger.

I must start by congratulating Bob Wilkinson on the excellent 'All Ford Rally' this year at Gaydon. The organisation was great, the attendance superb, the weather fantastic and the whole event seemed to go with a great relaxed feel.

Lots of members, too many to mention by name, gave Bob a tremendous amount of assistance and we must again be grateful to them and that our Club support is so strong.

Gaydon is a very good place to meet fellow Y & C owners and it occurred to me that we never meet the majority of Club members. So I am hoping to encourage committee members to tell you a little about themselves in future magazines and perhaps persuade one of our founders to tell us about the background history of the Register.

To start the ball rolling I thought that I should begin. I have been a member of the Register for over 15 years after being 'joined' by my son Colin as a retirement present. A Y model was my first car at 17 and I think he thought that I ought to get back to my youth! I should add that he was generous enough to give me my very nice 1935 Y saloon.

I have been married to Carol for over 52 years and we have three children all now in their 40's - Colin, Neil and Lindsay. These three have been lucky enough to produce six grandchildren, two of whom have now produced two great grandchildren so Carol and I are beginning to feel rather old!

I spent most of my working life based in London and before retiring at the end of the 90's was senior partner in a firm of Chartered Surveyors dealing mainly with the cost control and project management of a wide range of new building schemes, refurbishment projects and the fitting out of City office buildings.

After retirement I undertook non-executive roles on the boards of two major Housing Associations for almost 10 years mainly advising on their building development schemes.

Now that I am fully retired, my interests other than the Register revolve around golf, skiing, the gym, gardening under supervision and, of course, the family - plus Carol's dog Lola who has just reminded me of my walking duties.

With holidays thrown in whenever possible, life is a full one with little time to spare but I do enjoy relaxing at the end of the day with a glass of red wine.

The Clubs 'season' is far from over so don't forget to read the Events 2014 where I hope to see a number of you.

Please note in your diary. Next copy date of your magazine will be Friday 24th October. ALL news items, events, articles, histories, humour, legal, photos, sale/wanted, progress so far, ideas, observations and constructive critiques welcome. Be creative – send by email, FB, via forum or good old-fashioned Mr Pat the Postman. I'll even take dictation if required!

Front Cover :The delightful well finished Ford 'C' Belonging to Neil Bray

Inside back cover: Six of the Best plus one imposter at the Old Ford Rally"

Back Cover :Jenny Bone's short rad outside the old Post Office in Richmond, New South Wales, Oz, earlier this year. Jenny's car is the youngest known short rad Model "Y", which she exported on emigration from Petersfield, Hampshire to Oz in 2004. Jenny and Derek (but not the car) were seen recently at the Old Ford Rally.



SECRETARY'S RAMBLINGS.

Bob Wilkinson.
Secretary.

Firstly a message of thanks and congratulations to Roger Corti on the previous issue, his first magazine as club editor. Roger's style and keenness to succeed in the role showed from the outset and we wish him well as he continues to deliver a first class product. Support Roger by sending him your stories and articles.

(Thanks Bob – Ed)

What a summer so far!

As I write we have just had several weeks of hot, sunny, weather ... but now we are getting the tail end of a hurricane from across the Atlantic. No doubt we will return to our normal fine early autumn weather to finish the outdoor season. Though having said that, there is no reason to not use the car through autumn and winter on suitable days. Our cars are "taxed" and insured the year round so why not.

We had excellent weather and vehicle attendance at the Old Ford Rally on 27th. July. Our club stand had a good selection of cars – the whole show had around 600 vehicles. My thanks to all "our gang" who turned out over the weekend to prepare the show and marshal on Sunday morning. A full report appears elsewhere in this issue. Book now for next year – Sunday July 19th.

We celebrated the 80th. anniversary of the Model C / CX – we had saloons and a tourer at Gaydon. I was reminded by the 20 Years Ago article in the previous magazine, that at the annual gathering at Wellingborough we managed to get 6 C /CX tourers present. Most of these seem to have gone to ground and are rarely seen. One of the 6 went to the US and only 2 of the remainder are in club membership.

One of Our cars in Practical Classics: Club member & regular supporter of events, Ian Hawley, took his lovely 4 door 1937 Model Y saloon to Thoresby Hall, in Nottinghamshire, at the request of Practical Classics magazine. The day was devoted to a test driving various cars which would have been in popular use at the outbreak of the war in 1939. Ian's car performed well against competition from Morris & Hillman saloons of the day. A report is due to appear in the October issue . We will look out for this and meanwhile we thank Ian for giving his day to flying the club flag!

The above comment brings me to the issue of cars hiding away for decades, sadly, untouched. A good number of classic car enthusiasts become "collectors" but not always "users" of old cars. Many is the time I have come across a car which has been "in storage" awaiting restoration to the point when the owner no longer has the spring of youth , energy, or determination to get on with a restoration. Such cars could have been sold / passed on to a new owner and been in use for all to enjoy. Living to be 120 years of age, long enough to complete all the restoration work on the old cars in the shed, is not a viable option! Accept it and sell the old cars that one is not going to get round to restoring. Get them onto the road and let them be seen! Maybe the next piece will ensure that these cars are secure for the future

FBHVC- Apprenticeship News: The future looks a little rosy !

The Federation of British Historic Vehicle Clubs (FBHVC), to which we are affiliated, works hard to ensure the continuance of classic motoring. This support obviously safeguards the jobs of about 30,000 people who work in the classic car industry but concerns have been aired for some time about ensuring that the skills required in classic car restoration are there into the future and the FBHVC has taken this on board. The FBHVC has just announced that apprenticeships in classic car restoration have been established at 2 centres – Banbury / Bicester and Bristol. Support is growing for this scheme to be extended over coming months and years to the benefit of future classic car owners and the motoring heritage which we cherish. More on this anon.

FBHVC – Tax Disc problem: In October the use of the traditional tax disc will be discontinued. Number plate recognition systems will help authorities check that vehicles are using the roads legally. A new owner will be required to re-register and tax a vehicle at the point of sale. This situation raises obvious practical issues for private buyers and sellers. We hope that FBHVC dialogue with DVLA will clear up some of the issues , which are not seen as a problem by DVLA, maybe before October?

I am sure these issues will be satisfactorily resolved ... Let's continue to enjoy our late summer and autumn with our cars..... that's what our hobby is about.

REGISTERING YOUR CAR WITH THE DVLA.

Members are reminded that the club is registered with DVLA to authenticate vehicles for registration purposes. We can help with registration issues where cars are with, or without, paperwork (logbook / tax disc etc) . The rules by which we are governed are quite strict and a little complex for clubs to administer. An outline of the process are on our club website so I do not intend taking space here . Suffice to say that if you need guidance just contact me. DO NOT SEND ANY DOCUMENTS WITHOUT FIRST CHECKING WITH ME. As an example we were able to help Sheffield member Glen and Joan Brindley recently . Glen writes:

"I am writing to thank you and the club for all the help you gave me in keeping the reg. JT 5826 and getting me the (V5C) logbook. We have been out for a drive and all is well with the car. Wishing you and the club well. Best wishes,

Glen & Joan Brindley".



Since Glen had an old style logbook the process in retaining the original number was straightforward. The number JT5826 is now fixed to his car for life. That's great news.

Bob Wilkinson.

Bob's Joke Corner.

This one was sent from Bill Ballard, "down under" in Australia.

THE NEW COUNTRY DOCTOR

A young doctor had moved out to a small community to replace a doctor who was retiring. The older doctor suggested that the young one accompany him on his

Parts Report

It has been a quiet time over the past two months as most members are on holiday, including myself, so not much has happened. We have had discussions about insurance, sale of second hand parts and looked into the registers procedures for sourcing and selling spares. These procedures will help to protect us against potentially damaging claims which could arise where we had sold second-hand or pre-used parts to our members in good faith.

We have now refurbished a number of LHD steering boxes and each one has given us differing problems, although in theory there should be no difference between LHD and RHD steering box refurbishing, apart from the steering nut, most of the LHD boxes we have received have had previous repair work done to them.

One suggestion made by the firm that refurbishes the boxes is to accept the LHD boxes from members and if it is a standard renovation the cost is as in the parts for sale list, any additional work would be quoted before work starts. Only one has been a straight forward refurbishment.

It should also be noted that henceforth there will be the following disclaimer on any second hand parts supplied:

rounds, so the community could become used to a new doctor.

At the first house a woman complains, "I've been a little sick to my stomach." The older doctor says, "Well, you've probably been overdoing the fresh fruit. Why not cut back on the amount you've been eating and see if that does the trick?"

As they left, the younger man said, "You didn't even examine that woman? How'd you come to the diagnosis so quickly?"

"I didn't have to. You noticed I dropped my stethoscope on the floor in there? When I bent over to pick it up, I noticed a half dozen banana peels in the rubbish bin. That was what probably was making her sick." The younger doctor said "Pretty clever. If you don't mind, I think I'll try that at the next house."

Arriving at the next house, they spent several minutes talking with a younger woman. She said that she just didn't have the energy she once did and said, "I'm feeling terribly run down lately."

"You've probably been doing too much for the Church," the younger doctor told her. "Perhaps you should cut back a bit and see if that helps."

As they left, the elder doctor said, "I know that woman well. Your diagnosis is almost certainly correct, she's very active in the church, but how did you arrive at it?"

"I did what you did at the last house. I dropped my stethoscope and when I bent down to retrieve it, I noticed the vicar under the bed."

Second-Hand or Pre-Used Parts

The Ford Model Y & C Register Ltd accepts no responsibility or liability (direct or indirect) as to the quality or reliability in use of second-hand or pre-used parts. Such parts (indicated on the order form) in use are essential to ensure the future of our old cars, and we are happy to be able to supply them to members where we can. We recommend that all parts are fitted by someone who is competent or appropriately qualified. Since we can have no control over either the fitting or the parts when in use, the responsibility and any liability will rest solely with the purchaser or end user.

Petrol Filler

As we all know petrol in the UK is one of the most expensive we pay around £1.30 plus per litre. So here are some tricks to get more of your money's worth for every litre.

One of the best tips is to fill up your vehicle in the early morning when the ground temperature is still cold. All service stations have their storage tanks buried below ground; the cooler the ground, the more dense the petrol. When it gets warmer petrol expands, so buying in the afternoon or evening you will find that your litre is no longer exactly a litre.

In the petroleum industry, the specific gravity and the temperature of petrol, diesel, ethanol, jet fuel and other petroleum products plays an important role. A one degree rise in temperature means a great deal of business for the industry. All the service stations do not temperature compensate at the pumps, unlike the pipelines, every truck loaded with fuel is temperature compensated so that every litre is actually the exact amount.

When you're filling up do not squeeze the trigger of the nozzle to fast mode. If you look you will see that most triggers have three stages; low, middle and high. You should be pumping on low mode, thereby minimizing the vapours that are created while you are pumping. All hoses at the pumps have a vapour return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapour. Those vapours are being sucked back into the underground storage tanks so you are getting less worth for your money.

One of the most important tips is to fill up when your petrol tank is half full. The reason for this is that the more petrol you have in your tank the less air is occupying its empty space. Petrol evaporates faster than you can imagine, especially during hot weather. Petrol storage tanks have an internal floating roof. This roof serves as zero clearance between the petrol and the atmosphere and so it minimises the evaporation.

Another thing to note, if there is a petrol tanker pumping into the storage tanks when you stop to buy petrol, do not fill up; most likely the petrol is being stirred up as the petrol is being delivered, you might pick up some of the dirt that normally settles on the bottom of the garage's storage tanks. Most garages do not let you use the pumps when the tanks are being filled, so this is not a big problem.

(Of course, the best way to economise is to take it easy with the pedal, relax and take it easy! – Ed)

Y & C Register Workshop.

It gives me great pleasure to report that we have now exceeded the minimum number for the above workshop and it will take place as previously advertised.

At our first Workshop on Basics, to be held at The Old Pump House Garage, Adderbury on Saturday morning 18 October 2014, members will have a rare opportunity to see two Model 'Y' Tudors. Originally identical models built within a few weeks of each other in the summer of 1936, one of which, the car formerly owned and restored some 36 years ago by Sam Roberts, is complete and in regular use.

The other is shown half way through a major restoration, and presents a wonderful chance for anyone currently undertaking a restoration to see and share a fellow member's efforts to overcome the usual variety of problems. The engine bay is virtually complete (Inc. 12v conversion) and the car is on wheels with the body-shell fitted, but is displayed without doors, wings, complete interior, floorboards, bonnet, windows and most other 'bolt-on' body parts.

Membership Matters

- News of new members

Prepared by Mike Malyon 26th August 2014

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 7 new members

Neville Bland	B1301	Stowmarket Suffolk
Dover Transport Museum	D0501	Dover Kent
Michiel Hoyneck van Papendrecht	O-H108	S-Gravenzande The Netherlands
Kjell Kristoffersen	O-K105	Hoenefoss Norway
Irene Matalevitch & Gary Dyas	M1407	Llanbrynmair Powys
Herberto Mendes	O-M114	Funchal Madeira Portugal
Nick Smith	S1105	Honeybourne Worcestershire

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

Neville Bland- we are pleased to welcome Neville to the Club. He hasn't a Y or C at the moment, but, he owns a Model 7Y. The registration is 299 UXT and the chassis number is 246962. It was first registered on the 26th October 1938. The first owner of the car was Arthur Negus, of the Antiques Road show fame. As the car is on the road we hope you will enjoy driving your Model 7Y.

Dover Transport Museum has a black, 1936 Model "Y" on exhibit, registration number BAD 899, chassis Y128339 and Briggs body number 165/33594. It was purchased by the museum from a local owner 5 years ago. The museum was recently given a Model "Y" by an ex-member of the Club. It is currently being raffled. The registration number is BXM 644, Y100673, Briggs body number 167/9834.

Michiel Hoyneck van Papendrecht is our new member from the Netherlands.

A few spaces are still available for members to attend (more details are elsewhere in the magazine). Adderbury is just a few miles south of Banbury on the main Oxford Road.

The main purpose of the workshop is to enable members to check their car is safe for the road, where faults are likely to occur and how they are remedied. The first session will be centred on the axles, wheels, brakes and steering, with probably a few items suggested from the attendees.

We still have a few places left if anyone wishes to attend. Please contact me by email; peterketchell@yahoo.co.uk if you would like to attend the workshop; we look forward to hearing from you.

For the people who have already informed me of their attendance I will be sending out full details in September.

Peter Ketchell.

He has bought AOW 934 with the chassis number Y197568. It was first registered on the 3rd of September 1937 and is new to the Club. The first owner was Philip Anthony Tull from Southampton and the second owner was also from Southampton. The car will be undergoing a major restoration. It looks like you have taken on a mammoth task Michiel. Good luck with the restoration and a very warm welcome to the Club. The Club is always on hand to give assistance in any way we can.

Kjell Kristoffersen-we would like to extend a warm welcome to Kjell from Norway. Kjell is the owner of F-3653, chassis number Y26446 and Briggs 135/15794, a dark blue Tudor. Our archivist, Sam Roberts, will be happy as the car is another one previously unknown to the Club. The vehicle needs a full restoration. We hope all goes well with the restoration.

Irene Matalevitch and Gary Dyas have a black/maroon 1936 Tudor, first registered on 9 October of that year. It carries the registration DGN 166, chassis number Y156894 and Briggs 165/50183. The car is under restoration with interior and wiring to be done. Good luck with the restoration and a very warm welcome to the Club to you both.

Herberto Mendes is the owner of MN-47-60 a brown Tudor. The chassis number is Y77690. The car arrived in Portugal on the 27th August 1934 and on the 6th November 1934 was recorded in Ford Lusitana at Lisbon and was then sold to the car's first owner on the 19th November. It was sent to the city of Oporto and later to Madeira. The car is on the road, but, Herberto intends to disassemble the car piece by piece, so when he has finished, it will be in mint condition. We hope you enjoy driving your "Y" and a very warm welcome to the Club.#

Nick Smith- we are pleased to welcome Nick to the Club. Nick has purchased JT 4776, chassis number Y132568, Briggs 165/35862, a black Tudor. It was first registered 01 May 1936. There is an article on the car's history in this issue of Transverse Torque.

One Family for 78 years!

New member Nick Smith from Honeybourne in Worcester no S1105, has recently joined the Register with his 1936 Y Tudor. He writes in to Mike Malyon with a potted history of the car :-

"I purchased the car from my friend James Nutty of Swindon on the 29th June 2014 and trailed it home. The car had been in the Nutty family since new and was purchased on 29th April 1936 by James's grandfather, William Nutty, at that time residing in Weymouth, Dorset. He drove it on a provisional licence until he passed his test on the 30th June 1936. He decided to record every journey from 8th June 1936 until 24th July 1940 when the war prevented the use of the car. It was re-commissioned after the war and eventually when supplies of fuel were more abundant, was regularly used from July 1946, when records of journeys recommenced.

About this time ownership passed to William's son, Ernest John Nutty and he kept up the recording of every journey, every gallon of fuel etc. etc.

On the 7th April 1962 Ford held a competition to find the best Ford Popular. They called the competition 'Pick of the Pops', corny I know, but the prize was a new 100E popular. JT4776 was entered and won. This car is still at the Nutty household but is in a poor state (tin-worm)

As James had recently passed his driving test, he used this new car and Ernest continued to use JT, but as he grew older it was used less and less. From 1962 until 1967 it covered 4000 miles but from 1967 until it was last driven in 1984, it only covered 400 miles. On his father's passing the ownership passed to James and was put into store in a nice dry integral garage at their home in Swindon. However, a few years ago, James decided to convert this garage into a workshop and it was moved into a 'not so dry' garage alongside the 100E.

The car is in remarkable original condition as the underside was sprayed with engine oil. There is some surface rust, which probably occurred whilst stored in this damp garage.

Most of the rubber components have perished - tyres, windscreen seal, door seals, hoses, bushes etc. The fuel tank still had two gallons of fuel in it together with loads of rust and crud.

The 30-year-old petrol appears to resemble turpentine and smells like it! The interior is pretty grotty and so far we have managed to clean up the seats and patch them. (I had two quotes for re-upholstering and they were the same as I paid for the car!) The rear carpet and front rubber mat are beyond hope. Mechanically, the car is excellent and shouldn't take too much re-commission, but the list of jobs seems to

get longer, not shorter!

From 1970 until 1984, the only mileage covered was for an annual MOT, approx 10mile round trip."

Both the chassis number and the engine number are the same Y132568, the Briggs number is 165/35862, total mileage now 54478, first registered 1/5/1936.

Parking fine notice under the wiper? Well, it's been hanging around somewhat."



Well detailed, this record shows mileage, destination, fuel & Redex costs and oil used (in fractions of pints)" Note Repairs!

81.

DATE	MILEAGE		TRIP		
	START	FINISH			
11.8.58	38830	38832			
17.8.58	38832	38866	34	2 GALLS SHELL REDOX 9/8	9/16
19.8.58	38866	38872	6		9/16
20.8.58	38872	38885	13		1/2
23.8.58	38885	-	-		
24.8.58	38885	38948	63	2 GALLS SHELL-REDEX 9/8	9/16
31.8.58	38948	38981	33		7/16
7.9.58	38981	38986	5	2 GALLS SHELL-REDEX 9/8	7/8
14.9.58	38986	38990	4		
14.9.58	38990	39032	42		9/16
17.9.58	39032	-	-		
21.9.58	39032	39071	39		3/8
5.10.58	39071	-	-		
1.11.58	39071	-	-		
1.11.58	39071	39080	9		
8.11.58	39080	-	-		
9.11.58	39080	39089	9	2 GALLS SHELL-REDEX 9/8	9/16
9.11.58	39089	39101	12		1/16

MECHANICS. MODEL RLY CLUB. 40 MPG
 LAMBOURN GALLOPS
 A. PHILPOTT. ²⁰⁷ QUEEN'S DRIVE
 HIGHWORTH
 RF & RB WHEELS CHANGED. LF & LB WHEELS CHANGED.
 GIRENCESTER. STROUD. RYEFORD (RICHARD VILLIERS)
 LAMBOURN GALLOPS Col
 SUNDAY SCHOOL. KINGSHILL GARAGE.
 SUNDAY SCHOOL (TWICE). 38988. 38990 Green Road Wheel
 BAYDON. SHEFFORD WOODLANDS WICKHAM. HUNGERFORD ALDEBOURNE.
 REAR GREASED. (L.T. TOP SPRING PIN GREASE NIPPLE CLEARED)
 CONCO HALL. ASHTON KEYNES. SOMERFORD KEYNES. OAKLEY. MALMESBURY. HANKERTON BRANKWORTH
 NO. 1. LEAF (RH SIDE) FRONT SPRING BROKEN (38990. ?)
 NEW FRONT SPRING FITTED. FRONT SHOCK ABSORBERS REPLENISHED. (R.F. DEFECTIVE)
 WOOTTON BASSETT RD. WROUGHTON FRONT GREASED.
 REAR RADIUS ROD - TORQUE TUBE BOLT TIGHTENED.
 UPPER STRATTON POST OFFICE. RODBOURNE.
 STRATTON ST. MARGARET. PENHILL.

Thought for the day
(Seen on Facebook)

My greatest fear is that when I die, my wife will sell all my car parts for what I told her they cost!

A friend once told me the most dangerous bit of a car is 'the nut behind the steering wheel'. Following his advice, I removed this nut from my car. Later, whilst travelling at speed on a dual carriageway, the steering wheel became detached, and the car spun across the central reservation and collided head-on with an on-coming lorry. It just goes to show, you shouldn't believe everything people tell you.
T Rodgers
Arbroath

Photographic finds.



Photographs from Jim Miles' collection this time round. Jim assures us that this photograph, showing a Wehrmacht corporal and staff car, was taken in Berlin on the day before the outbreak of war in September 1939



The same 1939 Eifel cabrio-limousine, this time with hood closed, and the driver, this time with great-coat."



The earlier 1936 Model "CX" styled Eifel cabrio-limousine with the roof open.

An early short rad Deutsch Köln cabriolet (and Opel). Note the distinctive Deutsch wider body tub behind the bonnet (and Hamburg HH registration, Jim!).



Events 2014

14th September	Otley Vintage Transport Extravaganza Pool Road, Otley, West Yorkshire	www.ovte.co.uk
19/ 21 Sept.	North Norfolk Railway '40s weekend. The Seamarge Hotel, Overstrand. Nr Cromer. www.seamargehotel.co.uk	Jo & Roger Hanslip 01945 430325
28th September	Paradis Collection - Reading, Berks RG30 3XT By Invitation - contact Mike Cobell	mike.cobell@btinternet.net.com - 01594 834 321
18th October	Register workshop on basics. Adderbury, Oxfordshire	Peter Ketchell 01244 676856
26th October	Carole Nash Restoration Show Stoneleigh Park, CV8 2LG	www.restoration-show.co.uk
2nd November	Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
14/16th Nov.	Lancaster Insurance Classic Motor Show NEC Birmingham	Geoff Salminen 0121 427 2189
13th December	Y&C Register Christmas dinner Red Lion, Adderbury, Nr. Banbury	Colin French 01295 262707

Events 2015

8th February	Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
12th April	36th Annual General Meeting Village Hall, Willoughby, 2 pm.	Bob Wilkinson 01832 734463
19th July	The Old Ford Rally – Gaydon	Bob Wilkinson GaydonHeritage Centre 01832 734463

Would members please advise the editor of any new events for inclusion or changes.

IN ASSOCIATION WITH THE FORD MODEL 'A' CLUB OF GREAT BRITAIN AND BY KIND PERMISSION OF JOHN MOULD

**YOU AND YOUR SIDEVALVE FORD ARE INVITED TO THE PARADISE COLLECTION,
THE PRIVATE MUSEUM OF JOHN MOULD,
ON SUNDAY SEPTEMBER 28th 2014
(Between 10.00 am and 4.00 pm)**

We are looking to have an eclectic mix of vehicles from the various Ford Sidevalve clubs.

**The Paradise collection is on the outskirts of Reading,
Postcode RG30 3XT**

**If you are interested in attending please contact Mike Cobell
mike.cobell@btinternet.com
Phone 01594 834 321
Mobile 07843 482 214
10-14 Newland St,
Coleford, Gloucestershire.
GL16 8AN**

Jo and Roger Hanslip write:

In view of the fact that we may have caused disappointment regarding 2015's North Norfolk Railway weekend, (Announced in last TT 209) we have decided to carry on. This year's (2014) is on track (excuse the pun) and we have 14 rooms booked.

We know it is well in advance but we should like an idea of numbers of who might be interested in the North Norfolk Railway weekend in September 2015. Can you just email us please. jo.hanslip@btopenworld.com

A 2016 Norfolk/Suffolk tour is being formulated and we plan to visit the intended hotel within the month. The dates proposed are Sunday June 5th until Saturday June 11th for 6 nights. We will be able to let you have more information after the end of August.

If you are able to let us have an idea if you wish to be part of this tour, please email us so that we have a better idea of rooms which might be required.

Jo & Roger

Postscript to the Midland Tour report last month.

Thanks were justly received from a tour member who wrote a "big thank you" to Jo & Roger for their delightful DVD of the Ooops-a-daisy rally. It had been watched twice and it was said the music was so well chosen and all the pictures captured people looking so happy.

This is what the club is about – Mutual love of both cars and members! Well done Jo. You have our thanks.

Club Trips and 2015, A few thought starters for Ten!

Without any proposed trips planned for 2015 it's clear that some ideas need to be put forward for consideration. So here we go! We need PDQ responses to Roger so that a report and general census of opinion can be written up in the subsequent News Letter and the matter considered at the Committee meeting in November.

By the end of the first twenty years of the clubs existence we had arrived coincidentally at the new century, and selling anything which incorporated 2000 was easy-peasy, fridges to Eskimos comes to mind, the idea of 2000 miles in a Y or C was quite an acceptable. This led to Convoy 2000 (in principle the cars covering that mileage) this then led on to the Irish, Welsh and Dutch tours, all of which proved the capability of these cars. However in recent years we've slipped into single Hotel stays and local visits. Perhaps it's time to recognise we have two rather distinct groups amongst the members, those who want every thing organised for them treating the occasion more as a social gathering and those who want travel between several locations, recognising that we are a car club.

So here are my 'Thought Starters' for early May 2015.

ONE a return to Normandy, a Hotel in the Bayeux area and visits to the D day sights. Crossing to Caen on a night ferry this will give you an early start and time to explore eastern landing sights prior to arrival at the Hotel, thus we will only need three nights in the Bayeux region. Those who wish can then return to the UK while others may fancy a Dover return with two or three additional nights in France. I know Jim Miles has one or two thoughts on where we might visit.

Thought TWO a return visit to Northern France and 1st WW battle sights, on this occasion going further east than we did back in the nineties and experiencing several very picturesque French towns as well as the battle fields.

Thought THREE explore the possibility of joining up with 'The Ancient Ford Club of Belgium' as we did at least twice in our early years. An add-on of days either side of their three day trip could be considered if we wish. (This will very much depends on the Belgium Club, A inviting us to join them, and B that they are actually holding an event this year.)

Thought FOUR. Once again a trip to Holland but this time incorporating Belgium, and concentrating on the eastern sides of the countries close to Germany. (A third country! Are you mad Miles?) Culminating on the northern Dutch coast and with a probably return via The Hague.

So reactions to Roger please, and don't leave it to somebody else! Yours Graham M

The Old Ford Rally Gaydon Sunday 27th July 2014



I am pleased to report another successful – the 6th – Old Ford Rally at the Gaydon Heritage Centre.

Visitors were able to view around 600 classic Fords from 1911 to 1990, see displays from 20 clubs and rummage through a large area of Autojumble and trade stands. In addition visitors could visit the museum and film theatre with enthusiasts waiting and willing to talk to them. Organised by four clubs – The Capri International, The Ford Sidevalve Owners, The Ford Model T Register and ours – the Ford Y & C Model Register - together with the Heritage Motor Centre, the show lived up to the high standards of previous shows.

The weather was kind to us (if not a little too hot on the Saturday whilst we prepared).

Visitors were in good number as were the age and variety of the cars and commercials. John Mould was again well represented, as were many other interesting commercials. Autojumble stalls were again brisk with many bargains sought.

The theme this year was the centenary anniversary of the start of World War One, with our 'girls' dressing up as nurses of the period. (See inside rear cover) The Last Post was broadcast at eleven o'clock as a reminder, along with a few appropriate words by our Bob Wilkinson.

About twenty of our cars were on display (and all bar a couple were driven there!), making a formidable contingent, situated just to the right of the main entrance, so commanding much attention. Our Sam Roberts sat in his gazebo busily trying to sell copies of the book. (Have you got yours yet?) Sam met up with visitors Derek and Jenny Bone from the Blue Mountains of New South Wales, Australia. Jenny owns 'Blue', the youngest known surviving short Rad, which she exported to Oz from UK and which was the subject of the bush fires reported in Transverse Torque last year (issue 205). We feature Jenny's car on the rear cover of this magazine.

Many other discussions on our cars occurred especially with the striking attendance of Graham Cribb & David Dowsett's newly renovated CX tourer. The OFR is a wonderful opportunity to see 'under the bonnet' of members cars and compare, suggest and ask questions. The Cairn was like a honeypot to members!

We also had the pleasure of YD 8501 - Jim Miles' Model Y – comments being made that when it rains he takes his Eifel tourer, and in the sun and heat he brings the closed in Y! His little friend though was in attendance, amusing visitors somewhat, but not too talkative.

The Club's prize for the Best Club car on show went to Andrew Bailey and his well finished 4-door CX saloon - CAU 392 The engraving soon to be added to the excellent trophy plate he received from our Chairman John Argent.

The Show Car winners voted as "The car/commercial you would like to take home" were Adrian Evans and his white 1969 MK2. Cortina 1600E with runner up Neil Kinkinson and his yellow 1979 Capri 3.0S

Best commercial was Paul Gollings and his red 1959 Thames 400E van with runner up Dave Carden and his cream 1958 Thames 300E van.

Bob Wilkinson presented prizes to the winners.

Peter Purdy once again furnished us all with delightful interviews of display cars with their drivers. Bob performed once again in his Bowler hat.

Photo:

Thanks must go the large number of club members acting as stewards as well as our special ladies looking after the Control caravan, and doling out refreshments. It was noted that once again, as happened last year, we had an impostor dressed up with our Lady Nurses. (MM!)

The Saturday night before had brought some fun and frolics in the manner of a barbecue around the Roger & Jo Hanslip's caravan. This proved a great 'get to know you once again' opportunity. Photos were shared of the progress on Roger's Y Van. (Coming along nicely), Penny French, due to her recent knee operation, had the benefit of Vicky acting as her nurse. A few of us had camped (properly in tents!) and greatly appreciated the new buildings, layout and shower block provided by the Heritage Centre. Things just keep on improving there!

For myself – and probably reflecting other's thoughts – the event proved most enjoyable in the camaraderie of members, the superbly finished cars on display, the fun of driving my Y 180 odd miles and the friendly contacts made and refreshed. I for one am looking forward to next year there! [Note in your diary: 19th July 2015]



Someone enjoyed themselves!



Trophy presented by Chairman John Argent.

'Vantastic'



Members cars noted on display were: CAU 392, DUV 252, JB 6552, AMF 282, EEV 370, BPT 311, NV 2821, JL 1349, EMF151, CBY 920, BAB 687, ACJ 86, YD 8501, FS 7435, JL 4086, CNY 360, CNN 125, OW 6918, AOA 727



"Reward OFR'd"

Impressive line-up



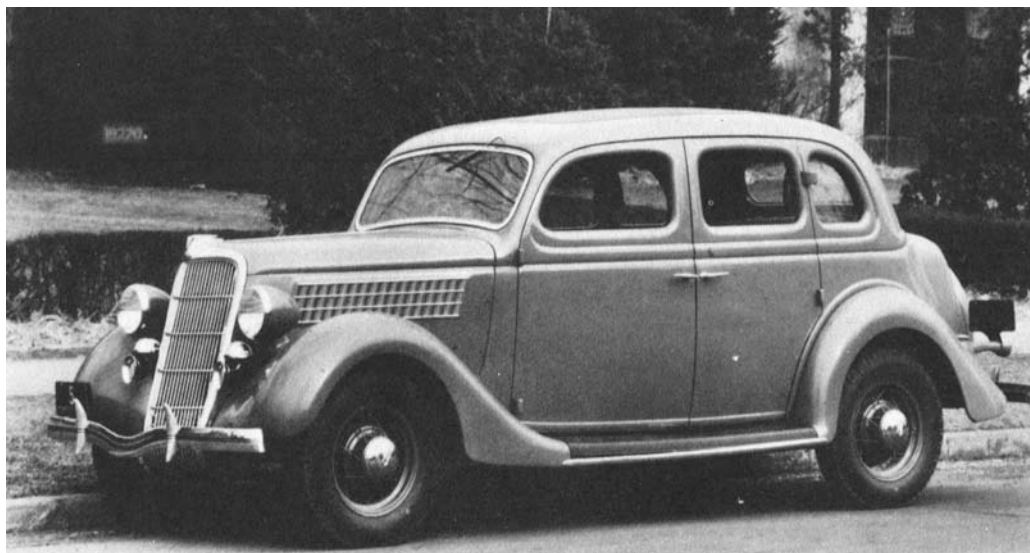
Cairn AMF 282 – surprise of the show.

80th anniversary of the launch of the ‘De Luxe’ Model “C” on 17 September 1934.

Following the ‘Wall Street Crash’ of 1929 and the subsequent Great Depression, the three major U.S.A. automobile manufacturers were desperate to produce attractive, appealing cars to sell to a pretty hard up public. The public were also becoming more style conscious with the onset of the ‘jazz age’, ‘streamlining’ and the ‘art deco’ influence on the design of everyday products. Add to this the technological strides being made in mass-production, manufacturers were able to update their vehicle designs regularly to make them progressively more appealing. It became the norm to upgrade the design every two years.

The Ford Motor Company was no exception. The introduction of the ‘improved Model A’ (the Model B), having been conceived in at the end of 1931, was delayed until 1932 when the V8 engine became available (Model 18). This was superseded by the 1933/34 up-scaled Model “Y” (the Model 40), which was then re-designed as the Model 48 for 1935, as the Model 68 for 1936, etc. Having been developed in 1932 as the Model 19, it was not surprising, therefore, that Dearborn considered the Model “Y”, should be replaced with an upgraded model in 1934. However, Sir Percival Perry, the Chairman of Ford Motor Company Ltd. in England, was not

at all in favour. Sales of the Model “Y” were improving and, with Patrick Hennessy’s efforts at gradually reducing production costs, which were being passed on to customers, and with its improved reliability, there was no reason to stop its production, especially with the enormous cost of retooling the factory for a new model. Also, at the beginning of 1934, the Model “Y” was still ahead of its competitors in styling and was attracting customers away from the more upright Morrises, Austins, Standards, Hillmans, etc.



The Model 48, which Sir Percival saw in its pre-launch state and which, when scaled down, became the Model “C” and later, with the chrome furniture, became the “CX”.

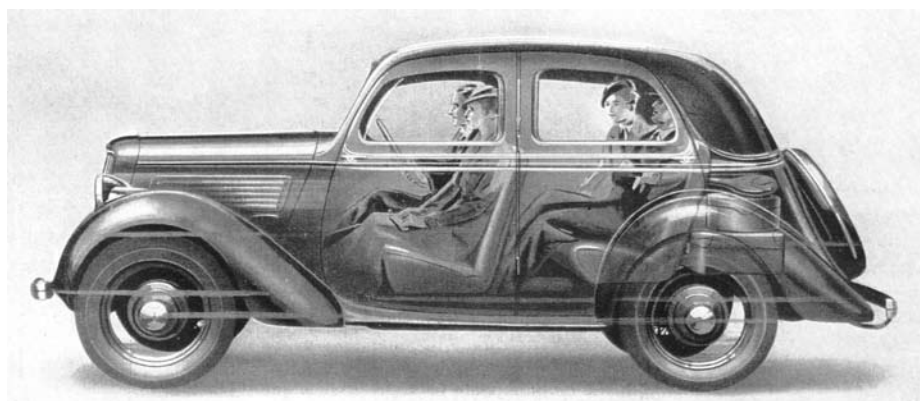
Dearborn had the drawings for the successor to the Model “Y” ready by November 1933. By chance, Sir Percival Perry was visiting and was able to look them over. He liked the concept of doing away with the running boards to widen the passen-

ger compartment and was happy with the new ‘centre-poise’ concept, whereby the passengers were seated forward of the rear axle, allowing a lower silhouette and a more comfortable ride. Whilst in Dearborn, he was also shown a mock-up of the new V8, Model 48, which was planned for 1935 and made the point that, if he was forced to introduce a successor to the Model “Y” in 1935, he would prefer a scaled down version of that. As we now know, a compromise was reached with the Model 20 (a scaled down Model 48 with an 1172cc engine) being

manufactured on the same production line as the Model “Y”.

And so, on the 17 September 1934, at the Ford Dealers’ Convention, held in the Norbreck Hydro in Blackpool, the new 10 h.p. ‘De Luxe’ Ford was unveiled. From that point on, the Model “Y” was renamed the Ford “Popular” to distinguish

it from the ‘De Luxe’. Production of the Model “C” had started at Dagenham on 10 September 1934 with engine/chassis number C001, allowing a pool of cars to be available following the Ford Motor Exhibition, held in The Royal Albert Hall between the 11th and 20th October 1934. The star of that show was an ivory and black special display model on a rotating table. Although not one of the standard Ford colours, the demand for the temporary ‘special edition’ colour scheme was such that it had to be offered through to April 1935. In all, between September 1934 and November 1935, some 17,000 Model “C” saloon cars were manufactured and, from May 1935 to January 1936, just over 1000 Model “C” tourers. The tourer was considered feasible as the X-framed chassis of the Model “C” gave the open-topped car sufficient rigidity to prevent twisting – unlike the ladder chassis of the Model “Y”.



The ‘centre-poise’ design of the Model “C”, with the passengers forward of the rear axle. This was to be one of the main reasons for the decline in sales as there was little leg-room for passengers in the rear of the car.

The Model "C" was introduced five months before the Model 48 in the U.S.A. So as not to pre-empt the styling of the Model 48, the Model "C" did not carry the Model 48's chrome furniture. This was rectified in October 1935 with the introduction of the Model "CX". Some 65 Model "C"s are known to have survived, including 5 tourers and 10 Geelong-bodied Model "C" rolling chassis in Australia.

The 'special edition' ivory and black demonstration model on the turntable at the October 1934 Ford Motor Exhibition in The Royal Albert Hall.



One of the 5 known surviving tourers, owned by Mrs Julie McAteer in West Sussex. Note, the Australian Geelong-bodied version had external door handles and was called a Phaeton. Only two were produced, of which one survives.



BACK SEAT VIEW

As the latest issue of Transverse Torque dropped through the letterbox, I quickly scanned through it, eager to read Chris Rowe's piece in the new feature, 'From the back seat', and see if I could follow in her footsteps.

She had bravely volunteered to write the first article and, carried along with enthusiasm, I volunteered the second. My idea came as Chris and I were chatting during a meal on the Ford tour – a humorous tongue-in-cheek tale.

Fifteen years ago, Nick and I decided to move from a modern bungalow with integral garage (very important) to a house much in need of modernisation and no garage. Where to put all the paraphernalia that goes with much-loved old cars – boxes of nuts and bolts, oil cans, spares and tools, not to mention normal things like lawn mowers and gardening bit and pieces?

After a couple of years of getting the house straight, it was time for the garage. A wooden building was duly ordered and the concrete base put down. The garden is large so this did not look too out of place or proportion. Timber (lots of it) arrived, along with a small gang of willing workmen. They were a jolly bunch and eagerly ate all the biscuits and drank all the tea I provided.

Days went by with lots of sawing, hammering and nailing. Gradually, the building began to look like a chalet, not out of place on a Swiss mountainside. Windows (several) went in, and two doors, then the up-and-over garage doors and roof trusses (huge). I stared out at all this from my kitchen window and wondered how much bigger it was going to get.

With the tiled roof finished one sunny afternoon, the workmen began to tidy up and leave. By this time I knew them all by name, so it was a bit sad to see them go. I went to stand beside an ecstatic husband and gazed at the beautiful building.

It is now filled to bursting with everything to do with old Ford cars. I think I briefly caught a glimpse of my bike at the very back, and it even has an upstairs. Our garage is bigger than our house so, if push comes to shove, Nick could move in there and I'm sure could live quite happily – we all need our own space sometimes!

PS. In answer to your question, Chris, as to what goes on in the back seat of a Y, as long as I can fit in a large suitcase of clothes and a bag of shoes, I'm happy.

Monique Smith



Room for at least two more then.



Bigger than their house!

VIEWS FROM THE BACK SEAT! (2)

Did you spot it? My Freudian slip? Or maybe that should be a “Mrs” Freud-ian slip? (Was Freud even married – heaven help his wife if he was – bet she never won a domestic argument!)

What am I talking about? Well, my Freudian slip was to call our venerable magazine “Transverse Talk” in my first “Views

from the Back Seat” article - ooops! My excuse is that the menfolk of the Ford Y&C Model Register do “Torque”

– whereas we ladies are more familiar with “Talk”. Let’s leave it at that.

I do know that a torque wrench is a very useful bit of kit for the garage – what it does should not concern me, although I do know it is imperative in keeping one’s wheels on! I could ask Colin of course, but then again maybe not too much information is dangerous.

Have you seen the series of publications called “A Vintage View” from Woman’s Weekly? This year they are issuing a series of 10 booklets covering a selection of their original magazines from each decade from the 20th century. The issues I have cover the 1930’s-40’s and 1950’s-60’s. How women’s lives have changed! I’m not really sure they were “the good old days”. The booklets are full of articles and fashions from those eras and are fascinating to read! If you would like a copy back issues may still be available by calling the IPC magazine Back Issues hotline on 01733 385170 – the cover price of £4.99 includes postage & packing.

One of things that Woman’s Weekly was very hot on (and possibly still is), is home dress-making, which most young women learnt to do up until the ‘70s – I certainly

learnt from my mother, who was very keen on making her own clothes. So much so that I’m sure she and her friend Bunty (Do girls get called Bunty these days?) must have used Woman’s Weekly patterns for these two dresses. The pattern from the magazine (dated April 29, 1939 when the girls would have been 18 years old) has a

remarkable resemblance to the one my Mum (on the left) is wearing in the photo. Something about the sleeves?

Looking at the patterns for a holiday, can you imagine these days wearing a beach outfit which has shorts under a buttoned skirt? I do remember Mum making such a set for herself for one of our holidays

his nose!). According to this guru of political correctness, the six key things that modern men look for in a wife include:

1. “A consciousness that marriage is a girl’s greatest career giving her scope for her business and management ability, her artistic ability or her character a better chance of coming into full play”.

2. “A love of children. At least two. Modern girls who condescend to have an only child annoy intensely” (!!!)

3. “The moral courage to take marriage vows seriously.” Divorce being “the collapse of society but also the destruction of the soul”.

4. “A mental companion ... it’s this mental comfort a man seeks”.

5. “A sense of humour.” Well she’d need one married to him.

6. “Optimism and a belief in romantic love”.

In return, the ideal husband will offer “partnership, praise, no secrets ... and maintaining romance through constant kindness and gifts”.

Nothing much changed there then!

Chris Rowe



Woman’s Weekly, 29 April 1939

in Devon in the ‘50s. You’d need a very trim waistline to get away with it these days!

Of course, what every girl in the 1930’s wanted was a husband and children (did she really?). One of the regular articles in WW was from “The Man who Sees” (who makes me want to punch



Chris’s Mum on left

International news.

For Sale:

placed 13/8/14
Universal Cruciform (joint) with bearing caps
Radiator Cap
Gear Lever knob
Rear lamp lens
Petrol Pump valves (4)
Headlamp bulbs 6V 24/24W, 24/18W
Sidelight bulbs 6V 3W & 6W

Offers - phone Richard Dilnot 01985 850146
Warminster, Wilts

For Sale 2 :placed 22/8/14

Pair of Model Y – Long rad front wings. Need some repair. Free on collection.
Tel: 01527 526514

For Sale 3: placed 9/8/14

1933 Model Y Short-Rad de luxe. (Y27738)
Restored car. Black with green interior. Much mechanical work done over several years ownership. Sadly selling due to my advancing years, so new enthusiast sought. £4500 or near offer. Tel: 01355 523991 for more details. (Glasgow)

For Sale 4: placed 9/8/14

1934 – Model Y 4 door saloon (Y48677). Car laid up since 2002 – was in ‘on road’ condition when late owner died. Some restoration work required. Sale on behalf of family. Offers around £2000. For details contact or leave message 01388 604476 (Durham)

For Sale 5: placed 28/8/14

1936 Model Y 2 door saloon, green / black.(Y154319). Older restoration in sound overall condition but not run or used for several years. Some spares and handbooks etc. Good home sought. £3,000 o.n.o. 01492 515408 for details. (N.Wales).

For Sale 6: placed 10/7/14

Ford Y 2 door 1937 .Y192253. Former club treasurers car used regularly. Converted to take unleaded petrol.
Good interior and lining, black, wire wheels. Loss of garage forces sale £5,500. No offers please.
Tel 07969356859 (Member) Lancs.

Would members requesting this free advert service note the next edition will be published around the beginning of November.
Many cars that are seen advertised on eBay or other dealers are brought to the attention of those members on the web forum. Interestingly, one recently was advertised at over £10000 – the highest to date we believe.

Wanted: placed 14/8/14

Model Y / C Original type jack. Must be in working order. Contact, with asking price. 01745 822620 (Member)
(Photo of one of these on the web forum – Ed)

Australia.

David Moran, in Wandong, Victoria, is restoring a Geelong-bodied Fordor sedan, called “Caroline”. In March, he popped into his panel beater’s to find out how it was progressing. As can be seen from the photograph, it is coming on well. “Caroline” was built as a rolling chassis at Dagenham in mid-June 1935 (C19790) and shipped to Geelong, also in Victoria, where it was assembled and given the Geelong-built sedan body 20 S339. Our thanks to Bill Ballard for allowing us to use the photograph, taken from his Y&C Syndicate publication, ‘Wire Wheels’

David Moran’s Geelong-bodied Model “C”, Caroline”. Note all Geelong bodied “Y” and “C”/“CX” sedans are four-door models.



Mocking the Model “C”.

In the UK, the Model “C” is and was often referred to as the “Barrel” Ford. Interestingly, in Spain it was known as the Ford “Cuba” (Cuba is Spanish for barrel!).

In New Zealand, the terminology was even less flattering; it was referred to as the “Preggy C” !

More officially, in Scandinavia, it was the Ford Junior and in Spain, the Modelo 10. In Germany, it was superficially redesigned and given the name Eifel to appease the Führer.

Does anyone have other official and unofficial names attributed to the much maligned car?

Swedish Model “Y” tractor.

Tommy Duvefelt in Sweden has purchased an unusual Model “Y” conversion to join the others in his early Ford collection (Fordson 5 Cwt, 1950 and a “Popular”, 1955). He was told by a fellow member of his Wednesday evening car meet that he had an Epa-Traktor for sale. Tommy has now taken delivery of it and sent in a string of photographs.

The original car has been chopped off at the scuttle and a heavy, flat metal plate attached to the chassis. The prop shaft has been sawn off and a chain reduction gear fitted to drive the rear axle. The chassis has also been shortened and a towing eye added at the rear.

Tommy reports, “Epa-traktors” were build by individual farmers, by the village blacksmith or in small local workshops. Initially, the name for “epa-traktor” was Biltraktor, Dragbil eller Autotraktor. (Bil is Swedish for car; Drag is Swedish for tug or tow). Because of the shortage of tractors in the country, the Swedes started to build this kind of vehicle in the 1930s and, on the outbreak of war, there were about 5000 of them. There was no law covering these vehicles so, following a government investigation, on 31 of May 1940 a law was introduced on how to build them and how to use them. In 1952 the law was amended such that you now have to register them officially as a vehicle.

The name “Epa-traktor” arose out of public humour. In Sweden there was a department store chain called “EPA” (Enhets Pris Aktiebolaget which roughly translates to ‘unit price of a limited liability company’). The quality of their products was not of the best!

In the fifties Ferguson and other tractor models came available and there was no more need for Epa-traktors. Most was scraped or placed behind barns or in the forest.”

It has still to be established whether this was a 'professional' conversion or just a home conversion by a local farmer or businessman. As Tommy states, "During WWII, a lot of old scrap cars were rebuilt to farm tractors due to problems in getting "real" tractors in Sweden. This Ford was probably modified then."

Tommy intends making the tractor a runner!

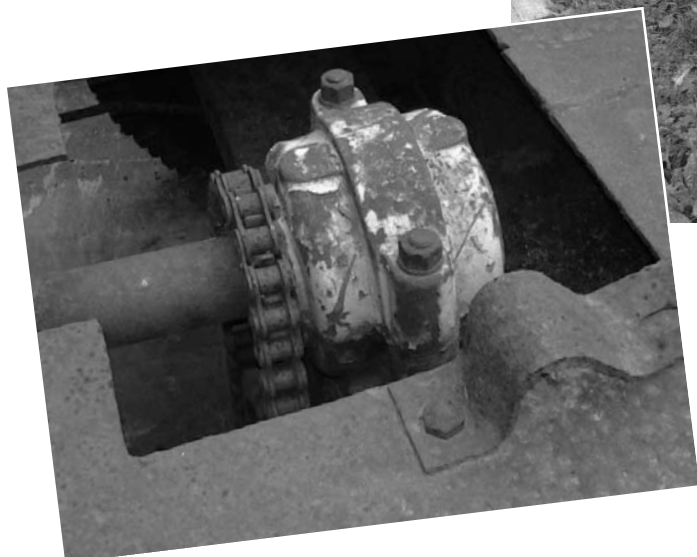
The tractor as bought by Tommy Duvefelt in Sweden. Its chassis number is Y121963, giving the original car a date of manufacture at Dagenham of mid-November 1936.



"The rear view showing the heavy flat metal flooring, shortened chassis, the rear towing eye and the top of the reduction gear forward of the rear axle.



The shortened prop shaft and cog carried on bearings and the driving chain.



The view of the reduction gear from under the flat-bed and the heavy rear axle.



Starting a 1932 Ford Eight Model Y.

A short essay to apprise those younger than I, which is most people, of particular Joys of Motoring in the 1950's. For the first time, the average working class man could have a car, just. Being poor, and everybody I knew was poor, the cars we had were worn out. I was aware of another minority world of different cars because there were many good new cars in the fifties. Austin A30 through 90. Rover 75. Vauxhall Cresta. Jag 2.4 Morris Oxford and Standard Vanguard. Etc. These phenomena were seen about but were as far from our intimate acquaintance as caviar and smoked Bavarian cheese. We also knew them all from well-worn editions of 'Autocar' and 'Motoring' passed on to us from somewhere better off. The road tests in these books were super un-critical. 'This two litre car achieved it's maximum of forty miles an hour with incredible smoothness, the only sounds you could hear were the engine, gearbox, and back axle, this formed a reassuring background to your progress, signifying that everything was working in audible harmony.' We knew a Herald from a Mayflower and their specifications, but we only saw them, our vehicles were very different. In my motoring youth, from age seventeen to twenties I don't think I ever rode in a post-war car.

What were our cars then? They were twenty years old or so, from about 1930 to the War. Nothing Post-War was within our purchasing power as the war had only been over five years in 1950. We had Ford Eights, Morris Eights, some Standards, the odd Hillman Minx, I recall a Vauxhall and one brave soul had a huge straight eight Packard left behind by the Americans. I remember it going along our road only twice, with a hissing noise like a flock of geese as it sucked in petrol by the gallon, and it's front wheels pattered up and down independently like pogo sticks. It remained on the verge, where all our cars lived, for years.

In the beginning these cars belonged to our parents, not us, and lucky ones like me got to drive them when we had passed the test, and until we got our own worn out car.

My Dad's car was perhaps typical. A Ford Eight Y type, about 1932 I think. Black, four door, brown rexine seats, one dial, a tall wobbly gear lever and a memorable curved bakelite demister stuck on the windscreen. Six volt battery. We could not afford good batteries, so starting was by the handle. We could also only afford a big can of Spitfire oil to put in the engine. There were no multigrades. This oil, when cold, was like refrigerated treacle. The starting procedure was not as it is with a modern car. It was as follows:- You got up about an hour before normal to start the car. If it is frosty, say an hour and a half. You go out and remove the small paraffin stove kept alight under the sump all night. You remove the two old coats over the engine. You fill the radiator with kettles of boiling water and start turning the starting handle. When you can jerk it reasonably over compression on an upstroke of the starting handle then you wedge out the choke five eighths of an inch, exactly, with a spring clothes peg, switch on the ignition and run out to the front to jerk up the handle some more. The handle and crankshaft dogs were pretty worn and it was possible to pull it up with no resistance sometimes and fall back and generally hurt yourself. If the dogs are in and the jerking is sufficiently smart the engine will sometimes cough encouragingly. It has not started but it has 'fired'. This is an encouraging sign. Switch off a minute to let the battery liven up, check the clothes peg and back to the handle. A few more coughs and it carries on and the engine runs. Runs is an overstatement, it coughs sufficient times to keep going round, then you dive inside, snatch off the clothes peg, pull the choke right out then nearly right in, performing a ballet with your foot on the accelerator. This starting choreography is different for all cars and has to be learnt the hard way. If we are not expert enough then the engine goes dug-aluggle-dug-dug-aluggle-stop, disaster, it is 'flooded'. In this case you have to go indoors and wait half an hour then try the same procedure all over again. In obdurate cases the plugs have to come out and the electrodes bent nearly shut so there is a spark. We



Below is an article written by the late Peter Perkins Snr (Peter Thomas Hilton Perkins 1939 – 2004), a genius of comedy writing, cartoons and sketches. He was an aspiring artist and writer in his spare time, and enjoyed family life, DIY, old cars and tinkering in his garage. He had worked for the Post Office – later becoming British Telecom, took early retirement but passed away in his sixties after a long battle with cancer.

A collection of his works, essays, stories, cartoons and a few pictures can be found on his website. www.discontentedjottings.co.uk

also used to scrape pencil lead over the plug points as an aid to super sparking. Dug-aluggle-dug-aluggle-pobble-oble-oble..... Success. We can go to work and you can see that all that extra time was necessary.

Now we drive it. Inside the car is bitter cold. We switch on the bakelite demister and in time, much time, a thin line of clear screen appears above it, through which we can peer. Steering is imprecise, it has to be concentrated on all the time and much depends on the camber of the road. If the road is cambered on the left then the wheel has to be turned to the right about a quarter of a turn to counteract it. If to the right, the opposite applies. If the road is flat, the wheel has to be continuously sawed from side to side to keep the wheels straight. We knew about the merits of 'slick' tyres long before Formula One. If minute examination revealed any trace of tread at all then the tyre was fine.

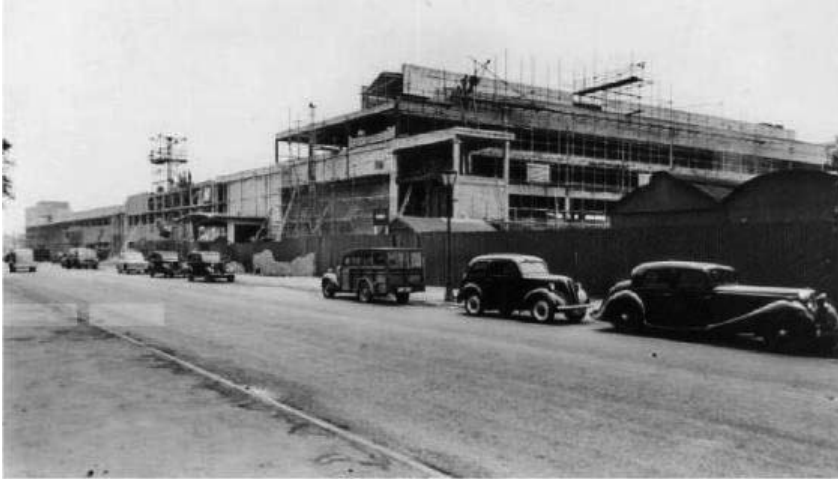
We are now in progress and by holding it in second gear, to prevent it jumping out with a 'spang', have reached top and are bowling along. Our eyes are staring a long way ahead to reserve a similar stopping distance, in the event of obstruction, as that of a fully laden freight train.

So what with being virtually unable to stop or start it, peering through the demisted slit like a tank driver, holding it in gear, and working the steering wheel like a kid on a fairground roundabout, it was a complete nightmare compared to today. Fortunately we didn't know that at the time.

Model 'Y' and 'C' Cylinder Blocks, also as related to other Small Sidevalve Fords

The attached pictures show the offside of the cylinder block of the Model Y belonging to one of our most active members, Jim Miles. Jim has had this car for some 35 years and came to the Old Ford Rally at Gaydon in it.

The cylinder block casting is of note, in that on the centre offside, it carries a cast-in emblem of some sort which doesn't relate to any of the ones known to have been used by The Ford Motor Company. The



The Imperial Foundry is seen here under construction by Turrifs of Warwick.

block furthermore has a date notation also cast in, adjacent to the symbol and which reads, 9 1 61. The symbol appears to resemble three towers and Jim has been told that this denotes the block having been cast by a firm in Coventry, with said towers representing those of Coventry Cathedral.

It is indeed the case that the old Hillman car badge incorporated a stylised representation of the three spires of Coventry Cathedral, but it has to be said that Jim has no more to go on than an assumed connection here.

Your Technical Advisor has come across these blocks incorporating the symbol and casting date before, over many years, and variously on 933cc [8hp] and 1172cc [10hp] blocks, with the latter two including some 100E models, besides pre-100E 10hps. All have incorporated casting dates in the early sixties, interestingly with this being after Ford production of both the pre-100E 8 and 10hp engines had ceased. Ford ceased fitting the 933cc unit in motor vehicles with the discontinuation of the E494A cars and E494C commercials in 1953, and the 1172cc pre-100E engine went with the final demise of the 103E Popular in 1959.

So, where did these blocks come from, and why? Anecdotal evidence suggests they may have been cast from superior material to the usual Ford iron, Jim's still doesn't burn oil after not being overhauled in all the time and mileage [35,000 miles] for which he's had it, and others known to this writer over the years seem to have been similarly durable.

Your Tech. Advisor's hypotheses include

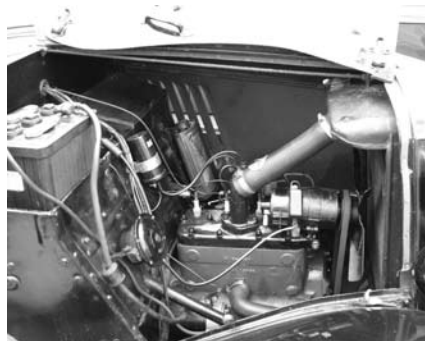
the idea that Ford began to run short of blocks for their reconditioned engine scheme in about 1960, or even lost or wore out the casting cores for the 8 and 10hp units, with this leading to contracting out of block casting for these units to an outside contractor? Or possibly even they ran short of production capacity at Thames Foundry, after all, Fords were selling well at about then, and lots of new models were around, Anglia 105E, Consul 204E, Consul Classic and Capri 109E and so on? Maybe the contractor was based in Coventry, many were?

Jim Miles tells that originally the engine was painted orange when purchased in 1967. Possibly it came from an agricultural or industrial use? Ford supplied loads of industrial engines, and not only would these have been likely to have been produced after the cars which were their usual home had been discontinued, but could have gone into stuff painted all-over orange?

I think we have the basis of a very interesting tale here, over to anyone who may know more, please?

[In the 1940's Fords did buy and use the Ex Flaval foundry – Imperial (Ford) Foundry of Leamington Spa to produce agricultural parts and later blocks and small parts and closed in 2007 – It might have come from here? -Ed]

Nigel Stennett-Cox



20 years ago. Issue 90 August/September 1994.

The Editor, Kath Devine, was rather pushed this time round, what with pressures from work, her computer going down and not much coming in from the members. Fortunately, she had received a report on the Mersey Tunnel celebrations and the subsequent Ruthin Rally. Peter Brooke, from Goole in Yorkshire featured heavily in this issue, describing his romance with Emily, his July 1936 Tudor Model "Y", and, as the newly elected Registrar, his plans to put all the information we have on our cars onto a database. Peter thus trail-blazed the reasonably comprehensive archive that has been built up, and continues to grow, on each individual car. We now have text files and photographic folios on many of our cars, the text files including all the known history so that, in future, when a new owner wants to know the history, it is held in its discrete file in the Club archive. If your car's details are not recorded, you are encouraged to let the present archivist have the details. If you are not sure whether they are, or you would like to know what information is held, then ask the present archivist.

Peter's story of Emily went like this:-

"I first saw 'Emily' driving round Wath upon Dearne in South Yorkshire when I was in my teens and learning to drive. Even then I was an 'old car nut' with my heart set on a pre-Ruby Austin Seven, but, when I saw our local postman in the Model "Y", I changed my preference. EML 150 became my pride and joy in the first week of March 1966. I went to school in her and then off to college in Cheshire. It was there where her big end lost most of its metal. I got her back to my father's smallholding by driving her on the flat and down the hills of Derbyshire and getting Dad to push me up the hills with his Bedford CA van! (A neat way to prove how strong the luggage rack is). She was then stored until I could find some money, since it was cheaper to buy another car than to repair Emily. Eventually, she was joined in store by her successor, a 1937 Austin 12 Ascot (which I also still have.)

Over seven years on the Isle of Wight kept me from doing any restoration, then, when I moved to the Goole area, there was the house to repair, the family to keep me busy, but



Peter Brooke's restored Emily with 'alien' headlamps and a Model "CX" front bumper. A long and brave restoration.

eventually I managed to bring my stored cars 'home'. The strip down of Emily was drastic. It was at that point I realised that, when she first broke down, I had removed several rather vital pieces and put them somewhere safe.; they are still there, wherever it is! A good example might be the three nuts missing from each wheel! The rebuild was a very slow process, much of it based on guesswork, until I found Bob Wilkinson. He had been passing my door for years and didn't know what was in my garage. Since then, June (my long-suffering garage widow) and I have been to Y&C events and met enthusiasts from far and near. I have increased my knowledge about 'our' cars and Emily is now very close to completion, the aim being to use her, not simply to take her to shows. The engine was the

biggest problem and, as a temporary measure, a 100E engine was fitted, which some of you may have seen, but it allowed her to be moved. I found an RAF standing engine earlier this year, fitted to a hydraulic pump for testing aircraft landing gear during the war. It was withdrawn from service in January 1947 according to the ticket tied on the frame and this is now in the car and sounds very sweet!

Without the advice and spares available through the Y&C Register, the restoration of Emily may well have ground to a complete stop. As it is, June and I will be rallying her next year and we hope to see as many members as possible."

Only three new members were recorded in issue 90, of which only one, Mike Meadows from Woodbridge in Suffolk, is still with us. Mike joined with AVF 245, which moved on to Roy Kerrison of Norwich in 2010. AVF 245 won the award for the best car in 2002 on the round Ireland tour. Mike now owns another Tudor Model "Y", DUC 399 as well as his long-time friend, a "CX" tourer, BDD 784. Neither is shown as being on the road Mike. What is their current state?

One of the other new members became a great contributor to the Club, being employed at Gates, the Ford dealer in

Woodbridge. His most iconic Model "Y" photograph is shown below. It also appears in the Ford Y&C book on page 120. He owned CPC 537, a 1934 De Luxe Model "Y" Fordor, now re-registered ZV 17241 in Ireland and owned by Michael Mullally near Limerick. Finally, Stephen Sutch from Stanmore, Middlesex, joined with a dismantled/partly restored un-registered 1936 Model "Y" Y124035. He said that the car had been sitting in a garage for 14 years. Needless to say, it required a total restoration of both the mechanics and the bodywork. Unfortunately he dropped out of membership in 1998 and has not been heard of since.

Technical snippet – Clutch judder – from Issue 90.

One or two members have been asking what they can do about clutch judder. I suffered it early this year on my Kerry and have now eradicated it. Most cases of clutch judder are caused by misalignment of the engine and gearbox. If one is only slightly out of line with the other, then there will be an uneven coming together of the rotating parts on engagement of the clutch. As the engine is bolted to the gearbox bell housing, they can't be too far out! So, the first thing to check is the alignment.

The engine is firmly rooted onto the chassis at the front end by the engine mounting bolts – not much scope for adjustment there. However, the gearbox is held onto the chassis cross-member by the gearbox mounting strap and rubber and the two tie-rods, one either side. By adjusting the effective length of a tie-rod, we can skew the gearbox one way or the other; but, which way?

To find out, jack up the rear end of the car and place stands under the rear axle.

Slacken off the bolts holding the tie-rods to the chassis cross-member, noting whether either of the tie-rods springs clear of the cross-member on being released. Start the engine; let it warm up to a gentle tick over state. Sitting in the car, change through the gears, letting the clutch out sharply. There's no need to rev up to do this. Repeat the run through the gears two or three times and switch off the engine. Any misalignment should now have righted itself. Check for a gap between a tie-rod and the chassis cross-member. Remove the bolt completely and shim the gap with a suitable washer or the right width of shimming material. Replace the bolt and tighten up the bolts on both tie-rods. Remove the axle stands and go for a spin. Hey presto, the judder has disappeared!

Regrettably, if Murphy is with you and it has not disappeared, then it is an engine out job. There is something wrong in the clutch department, which could take a variety of forms and which is usually apparent on engine removal.

Sam Roberts.

Finally in issue 90 was the write-up on the rally celebrating the 60th anniversary of the opening of the Queensway Mersey Tunnel, followed by our participation in the Ruthin Rally. "Imagine the centre of Liverpool being closed to traffic to allow a parade of some three hundred classic cars to drive down Lime Street and through the pedestrian shopping precinct on a Saturday morning. It happened on 16th July 1994. Hundreds of people strained over barriers

The Ford Y & C Model Register

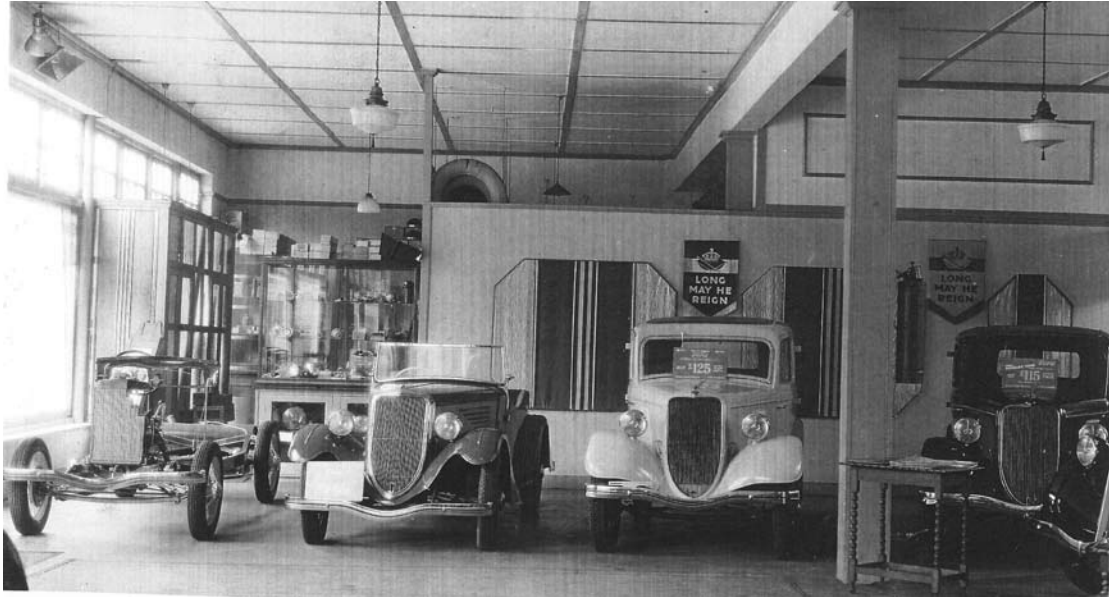
and lined the twisty, indirect route from where we had assembled at the Albert Dock to the entrance to the Queensway Mersey tunnel. Waves, cheers and hoots

graphs at the mid-way point, causing the parade to halt. Graham was less than pleased to be classed as a 'Commercial' and drove behind four Sentinel steam lorries, belching smoke ahead of him!

We lined up on the Birkenhead side for the rest of the afternoon for the public to ooh and ahh over the cars. We were each presented with beautiful replica of the medallion which was struck for the original opening of the tunnel.

The following morning (Sunday), we set off for the start of the Ruthin Rally

at Ewloe. Much of the route took us over the scenic roads we travelled in 2013 on the North Wales tour. The only problem we had was with Graham's van, which decided to overheat halfway up the Horseshoe Pass, allowing us to dismount and take in the breathtaking beauty of the views. A dousing of water on the fuel pump to carburettor pipe cured the vapourisation allowing



John Coleman's superb photograph of the garage display at Gates, in Woodford, Essex, at the end of 1934. From the left is a Model "Y" display chassis, a Mills & Fulford Model "Y" tourer, the all-cream Gates saloon, at £115. Just out of sight to the right sits a new De Luxe Model "C" (launched at the September Dealers' Convention - see page 76 Y&C book.)"

accompanied the passage of the vehicles, which included half a dozen from the Y&C Register."

Those taking part were Peter Ketchell with John Griffiths as his co-pilot in the "CX" tourer and the Model "Y"s of Reg Hunt, Alan Higham, Bruce Allan and family, fresh from the Blackpool Tower centenary



The front and obverse of the replica of the medallion struck to celebrate the opening of the Queensway Mersey tunnel, which was presented to all who took part in the 60th anniversary celebrations in 1994.

celebrations, Ron and Carol Topping from Newcastle, Graham Miles in his van and Sam Roberts in his Kerry. Unfortunately, we were short on Model "C"s, which were also celebrating 60 years in 1994.

Graham to drive on with his bonnet open for the next few miles until the engine had cooled down a little. It was a super rally, which everyone enjoyed.

The two miles long tunnel had been closed to normal traffic, which made the journey an eerie one, especially when the less responsible drivers decided to stop to take photo-

Tales from Bert Hopkins –

Number 2.

The first tale from Bert culminated in him passing his driving test, in October 1935, in Sarum Motor Company's 10 h.p. Model "C". As a 17 years old apprentice, this made him the ideal person in the boss' eye to collect the new cars from Dagenham and to drive them back to Salisbury, allowing the more experienced drivers to work in the workshop.

The Dagenham round trip was completed in a day with 5d per hour being paid for overtime. (You will recall that, as an apprentice, Bert was being paid 25 shillings per week for 8 a.m. to 6 p.m. working) For each collection from Dagenham, he was given one pound for expenses, which was quite generous really as the third class train fare to Waterloo was only eleven shillings. Off he would go in his flannel trousers, tweed jacket and large scarf (the reason for which will become obvious). Under his arm, he would carry a set of 'limited' trade plates from the Sarum Motor Company. They were identified as 'limited' by the diamond at the top of the plates, above the red lettering and numbers. 'Limited' plates were only to be used for special purposes and could not be used on Bank holidays. Bert tells the story of him driving a Ford V8 demonstration model for Lord Radnor. This was on a Bank Holiday and Bert was stopped in London by a Bobby for displaying 'limited' trade plates. He was allowed to carry on as the car was licensed and had normal registration plates in addition to the trade plates. 'Unlimited' trade plates, according to Bert, were square, rather than oblong and were discontinued some 15 years ago [circa 1975 – Ed] as they were being abused.

Having reached Waterloo on the train, Bert would then catch the Underground to Barking and the bus to Dagenham. The bus did not go all the way to the Ford works. He would have to walk the last three-quarters of a mile down Ford Road, at the bottom of which, Briggs Bodies Ltd. was on the right-hand side and the Ford Motor Company Ltd. on the left. [I'm not sure that Bert was correct. Wasn't Briggs Bodies Ltd. at the top of Ford Road and the Ford Motor

Company Ltd. at the bottom? Can someone clarify, please? –Ed.]

So far, so good. Bearing in mind the lack of traffic on the road and the fact that he would be driving a new car, there should be little to be concerned about. This was so in the summer, but for the remainder of the year in the 1930s, there was a major hazard – fog; thick pea-souper fog, rolling off the Thames and absorbing the pollutant exhausts from chimneys and stacks in and around London.

On a good day, he would get away from Dagenham by 4.30 p.m., which would give him little daylight to get through London in the winter months. If the fog was not too bad, he would go through the centre; otherwise he would go round the North Circular Road. When the fog was particularly bad; when you could feel the heat from the 40 gallon oil drum before you could see them as you walked down Ford road, the only way to drive was with the windscreen wide open, following the rear lights of the car in front – if there was one! It was on these occasions that the large scarf was invaluable. Often, Bert and another driver, who he had met in the waiting room at Dagenham and who was also driving to the west country, would reach Staines bridge to the west of London and stop for a cup of tea from the mobile cafe under clear skies. Yet, ten miles to the east, they were unable to see the lights on the top deck of the trams through the thick fog.

Another favourite stopping place was the "Better 'ole Cafe", halfway down the Great West Road out of London. It was on a cross-roads with the Gillette factory on one corner, Bakers Soldering Fluid on another, a scent factory on the third and the Better 'ole Cafe on the fourth. In there, you could get two eggs, two rashers, two chips, two teas and two hunks of bread for the princely sum of one and three ha'pence!

The main snag with stopping was starting again! For the first 30 miles, once warmed up, the engine bearings were so tightly that the starter motor couldn't turn the engine over. The knack was to

lift up the nearside bonnet and, with your left hand on the crank handle, turn over the engine at the same time as you reach over and pull the starter cable. The combination was usually sufficient to restart the car.

And so the young Bert would drive down the A30, keeping strictly to the 30 m.p.h. running in speed. He was very aware that the boss frequently drove down from London and it was more than his life was worth to be caught speeding. Anyway, what was the hurry if you are on 5d per hour for overtime!?

Although he collected both Y's and C's, he only ever had mechanical problem, which was a slipping clutch and which he quickly overcame by adjusting the clutch pedal connecting rod. He had one embarrassing moment; he had collected two cars for some reason on the same day; had parked the first one in Silcock's garage along Ford Road; driven the second one back to Salisbury and returned the following day to collect the first one from Silcock's. Unbeknown to him, someone had siphoned most of the petrol from the first one overnight. Bert failed to notice the gauge reading until he reached Oxford circus, where the policeman on point duty stopped his stream of traffic. The car would not start again and he and the policeman had to push the car over the tramlines to the side of the road to allow Bert to find a garage.

In the next tale, Bert tells of the procedures for collecting the cars at the Ford Motor Company.

Leslie Hore-Belisha

1st Baron Hore-Belisha

It seems appropriate at this time to remind readers of the renowned Transport Minister appointed in 1934 - coming to public prominence at a time when motoring was becoming available to the masses. (Thanks in large part to our Ford Y's and C's)

All UK speed limits for motor cars had controversially been removed by the Road Traffic Act 1930 during the previous (Labour) administration. 1934 was to see record GB road casualties with (7,343 deaths and 231,603 injuries) being recorded, with half of the casualties being pedestrians and three-quarters occurring in built-up areas. Hore-Belisha described this as 'mass murder'

His Road Traffic Act 1934 introduced a speed limit of 30 mph for motor cars in built-up areas. (Was it at this time the 30mph line was printed on our speedos?) This was vigorously opposed by many, who saw the new regulations as a removal of 'an Englishman's freedom of the highway.' The earlier 20 mph speed limit had been abolished in 1930 because it was universally flouted. A large backlog of court cases had made the law unenforceable. In addition, The Automobile Association (AA) and the Royal Automobile Club (RAC) had frequently been successful in defending their members against evidence from primitive speed traps.

Hore-Belisha rewrote the Highway Code and was responsible for the introduction of two innovations which led to a dramatic drop in road accidents: the driving test and the Belisha beacon, named after him by the public.

He is quoted in a Ferodo advert for brake linings, that there were 21,572 of-



fences in 1935 in connection with equipment and maintenance of brakes, of which it was thought by Police to be just a fraction and he thought that "Incredible" Certainly his work as Transport Minister improved the lot of both pedestrians and motorists, and he is still remembered for introducing "Belisha" Beacons at crossings.

(He later became Secretary of State for War 1937-1940)

With thanks to Wikipedia

Alan Mulallay and the 'American Icon'

Book review and farewell to Alan.

Sam Roberts

The ex-Ford main dealer and member, Arthur Redfern, kindly sent me a copy of the recently published book, 'American Icon' by Bryce G. Hoffman. It tells the story of how Alan Mulally has turned round the Ford Motor Company over the past eight years, making it once again a successful, world leading automobile manufacturer.

In 2005, Ford, along with the other major manufacturers, GM and Chrysler, was running out of cash; bankruptcy loomed. The Chief Executive Officer (CEO), William Clay 'Bill' Ford Junior (son of William Clay, whose obituary appeared in issue 208), admitted that he did not have the management skills to tackle the many problems facing the Company. Contrary to all normal procedures, he looked outside the auto industry to find a saviour. He targeted and head-hunted Alan Mulally, whose management skills had turned Boeing into a profitable company by introducing the 777 and the 787 'Dreamliner' into service to counter the damaging effect of Airbus. Despite his obvious skills, Boeing passed him over for the CEO post. Without too much hesitation, he accepted Bill Ford's offer to be

the CEO of the Ford Motor Company, Bill moving to one side as Executive Chairman. Alan Mulally was to have total jurisdiction in his actions.

He joined the Company in 2006 and immediately set about forming an effective management team. All department heads had to attend a weekly meeting on a Thursday in the Thunderbird Room in the 'Glass House' - the Ford HQ building in Dearborn. Backstabbing, one-upmanship and hiding bad news soon became traits of the past as managers helped each other to overcome any problems. Such was Mulally's personality, that he soon won over potential adversaries, the major ones being the Ford family, who were the main shareholders, the UAW (United Auto Workers union), the major banks and, eventually, the Government, who, eventually, had to bail out both GM and Chrysler when they went bankrupt. By then, Ford had turned the corner and Mulally was adamant that they would not go begging for handouts - this endeared them to the public and sales increased

Globalisation and simplifying the company

was his major task. In addition to those in the U.S.A., each overseas branch had its own brands. There were just too many models, platforms and even makes. As part of his 'One Ford' vision, he was to sell off Jaguar, Land Rover, Aston Martin, Mazda and Volvo, do away with the Mercury line; leaving just the Ford and Lincoln brands. But I will not spoil the story by telling all. It is a very readable, well written, almost historical novel - thoroughly recommended.

Coincidentally, as I was finishing the book, it was announced that Alan Mulally was to retire at the age of 68 on 1 July 2014. So by the time you read this, he will have handed over the CEO post to his close confidant in the 'One Ford' vision, Mark Fields, his Chief Operating Officer. As Ford enthusiasts, we thank Alan for turning round the company from near bankruptcy to being the most profitable automaker in the world - all within a period of eight years. What a man!

'American Icon' by Bryce G. Hoffman (paperback) ISBN 978-0-307-88606-4



"Alan Mullaly arrives at Dunton on his farewell tour of European Ford centres in May 2014. Photograph courtesy the Editor, 'Ford News'."



Mark Turner's Kerry outside Ford HQ in Dearborn, known as the 'Glass House', during the Ford Centenary celebrations in 2003.



