



Transverse Torque

Issue number 216
September - October 2015



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THE FORD Y & C MODEL REGISTER

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Annual Subscriptions:- UK £25.00 (S/order preferred);
Overseas (incl. Eire) £30.00

TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model
Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory
Close, St Mary's Gate, Lancaster LA1 1XB

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first 0 in UK number with +44

Editorial

So far, it's been a good season for me – Judy and I have been out and about a fair amount in Bluebird, my 4 door 1933 deluxe Y. Events seem to flash by, but recently we attended the Heathrow Classic Car Show at British Airways Concorde Club – winning first prize in their raffle and also meeting another Y owner and prospective member – Gordon Titchmarsh, went to Stoke Poges local Flower show, meeting up with Peter Anderson with tales of their family Y's, got to Datchet Village Fete – getting some free tomato plants, the Chiltern Hills Open Air Museum Classic vehicle Show, Classics on the Green at Croxley Green – meeting up with member Nick Hardey who had just purchased a 100E (As he was getting impatient waiting for the right Y to come along), The Windsor Royal Farm Show and of course the ultimate – The Old Ford Rally at Gaydon. I also managed to fit in a visit with the lads to our spares container to do a little more tidying up and sorting bits. I also had the pleasure at the Royal Egham Show of meeting up again with new member Gordon Titchmarsh who had come with his vintage 1923 S23 B.S.A. motor-bike instead of his Y and also our ex-Chairman, Brian Godfrey in his Short Rad



Brian Godfrey at Egham with JV 1972

The thrill of the OFR show was seeing the 'newly found' Y Pick-up bought on eBay by Karl Grevatt and Adrian Chalmers. I encouraged the buyers to attend and that's another new membership under my belt. (And another Sam's book sold.) It is so important that each of us follow up any leads to get new members, as several members have dropped out, selling off their cars as they get too old. (The owners, not



Arrival at Gaydon

the cars). Why not carry a pamphlet or a spare magazine with you to shows? Talk to anyone who shows interest. Demonstrate the friendliness of our club and enthuse about the outstanding spares service, the magazine and the extensive archives kept.

Getting younger (And young) people interested is a priority for the Register. Using Facebook, YouTube and the other modern media enables a wider audience and boosts interest and curiosity – and is what other Motoring clubs are doing to attract new members.. Good photos, film clips and articles can achieve that and reach a huge worldwide audience. More interest equates to more demand - and raises values too.

I recently took over custody of two crates of old magazines from our Archivist, Sam Roberts, and can see many articles for the future therein. I also took the various CD's and VHS tapes and if anyone wants to borrow these, there is a list somewhere – just pay the postage. The tapes could do with someone performing magic and converting to DVDs to make them more accessible. It's also possible that some clips could be put on YouTube for members to enjoy – one day!

Meanwhile, there are still more events to get to - Amersham and Marlow, followed by Stoneleigh and finally the NEC. (Where our team work wonders. Get to meet Eileen [because she does] there as well.) If you know of any events local to you, please drop me a line and I'll include on our newly improved website (Thanks Ron Lewis), Facebook, Yahoo Forum and here in our magazine.

There is no Spares Report this issue. Please note a few price changes though.

Chairman's Chatter

With 2015 disappearing fast, I hope that you have, whenever possible, been getting your Y's and C's out on to the road.

I am a firm believer that the more our cars are seen, the greater chance we have of maintaining the popularity of historic vehicles, thus making sure that we will be able to use them in years to come. If we hide our cars away we may find that everyday use is denied.

I think that there is still an enormous interest in historic vehicles and this was demonstrated to me recently when, along with several Register members, we again attended 'Classics on the Common' at Harpenden.

All vehicles have to be at least 25 years old for this event which has been held for many years and, I am pleased to say, seems to be growing in popularity.

Harpenden is a pleasant country town situated between St. Albans and Luton. The event is run by the local Rotary Club with each vehicle paying a fee to park on the Common. There is no entrance fee for the general public and there are no club stands or auto jumble. Vehicles are parked in rows as they arrive. The place was packed and I would guess that this year there must have been between two and three hundred cars. The

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Cover Photos:

Front cover – In the woods somewhere near Silverstone - Bob Brown's 'CX' tourer

Inside cover: A collage from the Old Ford rally

Inside Rear: Seen at Gaydon, the newly acquired Pickup of Karl Grevatt and Adrian Chalmers with extra details .

Rear Cover: A fine example of a Long Rad radiator

Rotary Club make the money that they raise for charity by using collecting buckets plus, of course, the vehicle fees.

Local pubs, restaurants and shops etc. are packed and everyone seems very happy with the outcome. I understand that they are very much oversubscribed and only the size of the Common stops them expanding the event. My reason for mentioning this very successful event is that it shows the huge interest in the wide range of historic vehicles that can be seen in this Country. It demonstrates that if you show your vehicles then people will come to see them, and we should be able to ensure that with the weight of public support behind us we will be able to keep our cars on the road for general use. So keep using your cars!

One last point for our UK readers is that I have learnt that the legal trigger for the cessation of tax cover on vehicles is the change of registered keeper as shown on the V5C and not the sale! I understand that the DVLA have been asked to update their publicity to make the actual situation clearer.

I cannot finish my few jottings without mentioning Gaydon. It was again a great success, perhaps the best ever and an enormous credit to Bob Wilkinson and the large group of helpers from the Y & C.

Very well done to all concerned.

John Argent

SECRETARY'S RAMBLINGS.

Firstly a big thank you to all who attended the Old Ford Rally at Gaydon, with a special thanks to those members who came on Saturday to help set up and also on Sunday morning (early !) to marshal vehicles into place. Most of our members took on the spirit of the day and dressed in 1940's garb to support the "Remembering 1945" show feature. Great! All this helped to make a very successful show. A report and pictures appear elsewhere.

Federation of British Historic Vehicle Clubs (FBHVC) News. The latest newsletter is dominated by matters relating to DVLA and club authentication issues. Basically there is current dialogue between FBHVC and DVLA over the apparent lack of trust from DVLA in the processes undertaken by clubs in terms of vehicle authentication. There have been some references in classic motoring press to the saga unhelpfully suggesting that all classic car owners may be subject to having their vehicles inspected for authenticity. This is NOT the case according to FBHVC discussions with DVLA.

It may be that some clubs have not acted with accuracy and honesty when authenticating vehicles. If this is the case then most classic owners would not defend those clubs or support them from having DVLA accreditation removed. It is unfair to pun-

ish the masses for a few individuals.

Our members need to know that The Ford Y & C Model Register has always acted with complete probity throughout the many years our involvement in vehicle authentication. Years before it was mandatory, we undertook vehicle inspections to verify all information and our record keeping has been efficient. Our club archives, produced by Sam Roberts, have proved an invaluable resource in these processes. I see no problem for our club, and others acting with probity, to be unduly concerned. We will keep members informed on developments.

Is My Old Car Still Alive? We encourage former owners to check with us if their car, owned many years ago, is still alive. Most enquiries come via the club website. We have a modest rate of success considering that many cars which were on the road in the 1960's were culled by the MoT testing regimes - started with a 10 year test then progressively became a 3 year test - when repairs to cars were going to cost several times their value. By the early 1970's only the best "on road" vehicles, and those stored away in barns etc. for future restoration, survived. (See article from Ford Times - 1965).

So when a family look through the old black and white pictures and ask us "is it still alive"...the odds are against. Currently, Sam is contacting a former member following separate enquiries from two members of the same family! One enquirer has family photographs showing the Short - Rad Model Y in the late 1950's. No doubt a story here. Our members need to know that all enquiries are handled with great caution and no contact is offered with a Y & C member to anyone outside the club without consent.

Another type of enquiry is for an elderly family member to have a ride in a Model Y or C to bring back fond memories from ownership many years ago. Again we hope to have a story in a future issue resulting from such a meet up planned as I write. I wonder if, after all those years, the memories match reality ... as the intervening years, along with modern car travel, will have dulled the memory.

My CX Tourer restoration is moving along steadily after holiday and other interruptions. Recently the body was taken to meet up with the restored chassis. At present it is sitting there whilst we decide on a plan of action to remake most of the body to chassis mounts as over the years much well intended remedial welding (probably for MoT) needs sorting to meet good restoration standards. The rear floors, in due course, will need new pieces welding in at the points where they fit the chassis. New inner wings await fitting... all

of which will restore the original strength to the body. Much to do ... but I am not setting a serious deadline.....except 2016.

Enjoy the remainder of the summer.

Bob Wilkinson.

FORD TIMES MARCH 1965. Ford Model Y

I came across the following extracts in the letters page of the March 1956 Ford Times which links with my piece, on surviving vehicles, in Secretary's Ramblings. Both extracts refer to an earlier article by the well known writer Bill Boddy who was mourning the disappearance of good Ford Model Y's. (Remember this is 1965 ... just over 50 years ago!).

"What memories ... and sadness ... article by Bil Boddy on the £100 Ford. My father bought one of these splendid little cars and I learned to drive in her (called Nellie). When I got married, father gave the car to me and I taught my son to drive in her. It was only in June last year (1964) that I finally, and reluctantly, got rid of her. Yes, she was one of the family."

Another letter following is from a chap who owns one in excellent condition "and it gives much pleasure to passers by wherever he parks in Nice."

I wonder if that car returned to UK in later years. And so, 50 years later, we now are getting enquiries from families such as these trying to trace an old friend. Now and again we strike gold.

BOB'S JOKE CORNER.

As usual I offer you your smile... or better... in this issue...

The Will.

Smithy is on his deathbed and knows the end is near. His nurse, his wife, his daughter and 2 sons, are with him.

He asks for 2 witnesses to be present and a camcorder be in place to record his last wishes, and when all is ready he begins to speak:

My son, "Bernie, I want you to take the Mayfair houses."

My daughter "Sybil, you take the apartments

over in the east end."

My son, "Jamie, I want you to take the offices over in the City Centre."

"Sarah, my dear wife, please take all the residential buildings on the banks of the river."

The nurse and witnesses are blown away as they did not realize his extensive holdings, and as Doug slips away, the nurse says, "Mrs. Smith, your husband must have been such a hard-working man to have accumulated all this property". Sarah replies, "Property? The old so-and-so has a paper delivery round.

Please send me your favourite chuckle!

Membership Matters!

- News of new members

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 9 new members.

Steve Alsop	A1602	Honley West Yorkshire
Andrew Dunne	D0502	Sevenoaks Kent
Andrew Forster	F0901	Dunstable Bedfordshire
Mikael Fransén	O-F106	Svärdsjö Sweden
Karl Grevatt & Adrian Chalmers	G1102	Snitterfield Warwickshire
Manfred Kreidenweiss	O-K106	Vlotho Germany
Doug Nixon	N1001	Cressing Essex
Chris Tidy	T0901	Watford Hertfordshire
Gordon Titchmarsh	T2001	Stanwell Middlesex

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

Steve Alsop has recently purchased DEH 480 chassis number C45364, a black 4dr CX. The car was previously unknown to the Club. It was first registered on the 24th of June 1936. A full restoration is needed. Good luck with the restoration and a very warm welcome to the Club.

Andrew Dunne – we extend a warm welcome to Andrew who is looking for a "Y" or "C". Good luck, with the search. We hope you find a suitable vehicle soon. Andrew Forster is the owner of FML 801, chassis number Y174481 and Briggs body number 165/60250. It is a yellow 1937 Tudor, first registered on 24th March of that year. As the car is on the road we hope you enjoy driving your "Y" and a very warm welcome to the Club.

Mikael Fransén – we would like to extend a warm welcome to Mikael, our new member from Sweden. He is the owner of Y5421, Briggs body number 135/4240, a very early green Tudor. The vehicle was found and purchased in Leksand. The car is under restoration, having not been on the road since 1954. We hope you have good luck with the restoration.

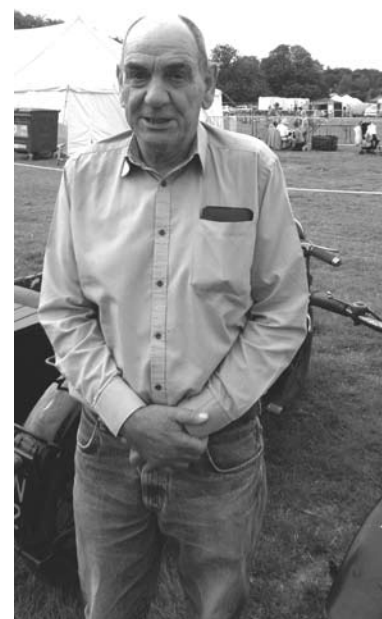
Karl Grevatt & Adrian Chalmers joined the Club at OFR, Gaydon. They are joint owners of RD 9012, chassis number Y160829, a late 1936, blue Y pick up. The vehicle is being restored. We wish you well with the restoration and a very warm welcome to the Club.

Manfred Kreidenweiss is our new member from Germany. He has a 1933 2dr blue/black model "Y" registration HF-K200H, chassis number Y15813 and Briggs body number 135/10879. He also has a 2dr green/black Kelsch registration HF-06709 chassis number Y18382. They are both on the road so we hope you enjoy driving your Y's and a very warm welcome to the Club.

Doug Nixon – we extend a warm welcome to Doug who has joined the Club. He is the owner of a 1934, blue/black Tudor. The chassis number is Y69703 and Briggs body number 165/12130. The car is under restoration with a lot of work to do. We hope you are successful with the project.

Chris Tidy is the owner of CRW 223, chassis number Y182079, Briggs body number 165/64686. It is a beige/black 1937 "Y", first registered 15th April of that year. The car is under restoration with an engine overhaul and body repair to do. The car has been garaged for the last twenty years. It was formerly owned by James Hodgkins of Cobham. Good luck, with the restoration and a very warm welcome to the Club.

Gordon Titchmarsh – we are pleased to welcome Gordon to the Club. He has bought US 2090, Y29708, 135/8008 off ex-member David Kitchen. Gordon did a round trip of



With his 1923 B.S.A.

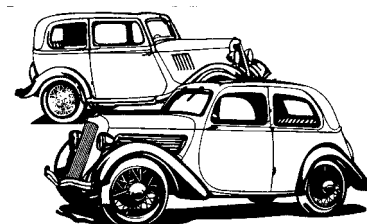
457 miles when he travelled to Lancashire with a transporter to get the car home. Gordon was introduced to the Club by Roger Corti (Editor) when they met at the recent Concord Club show. As the car is on the road we hope you enjoy many hours of driving your "Y".

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

Mike Malyon
Membership Officer



They bought the book!



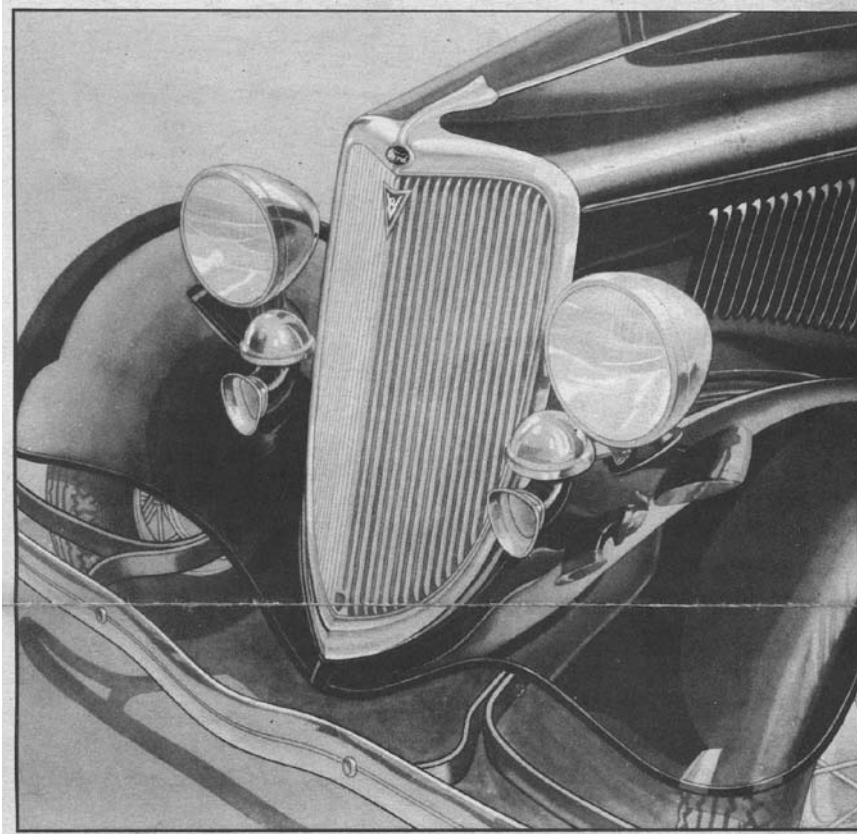
International Correspondence.

U.S.A.

Mike Hines in Washington state, was reading the U.S.A. nationally recognised best classic car newspaper, the Hemmings Daily, and observed:- “Ran across this article and it seemed that this is the first time (this side of the pond) that I had seen reference that it (the 1933/34 V8 Ford Model 40) was modeled after our beloved Model Y’s”.

It is good to know that the myth has at last been destroyed that the Model “Y” was a scaled down version of the Model 40. See the Y&C book, page 73.

The report reads, in part, “The 1933 and 1934 Fords were arguably some of the prettiest models that the automaker built in that decade of attractive cars. Their perfect proportions, scaled-up from the British-market 1932 Model Y that was styled by the gifted Eugene T. Gregorie (who also penned Edsel Ford’s incredible 1934 Model 40 Special Speedster), made them real competitors for the Chevrolets and Plymouths that had taken so much of Ford’s original market share.”



The photograph which accompanied the Hemmings Daily article re: the 1933/34 Model 40 – the scaled up Model “Y”.

Denmark.

Michael Deichmann found a photograph (below) of a Model “Y” van on Facebook and comments, “Here we see driver Georg Jensen (no, not the famous silversmith) in front of a Ford Model



“Y” Van from “Premiere Is” (Ice cream) in Esbjerg. The “Z” on the license plate indicates that the van, as well as “Premiere Is” was registered in Esbjerg. However, the picture is taken in Allégade in Frederiksberg in Greater Copenhagen. The comments on Facebook, where I spotted the picture, do not explain why it is in Copenhagen. If it was to stay there, it will have to have the license plate changed to either an “A” plate for Frederiksberg or “K” for Copenhagen. Maybe that happened later – we just do not know.”

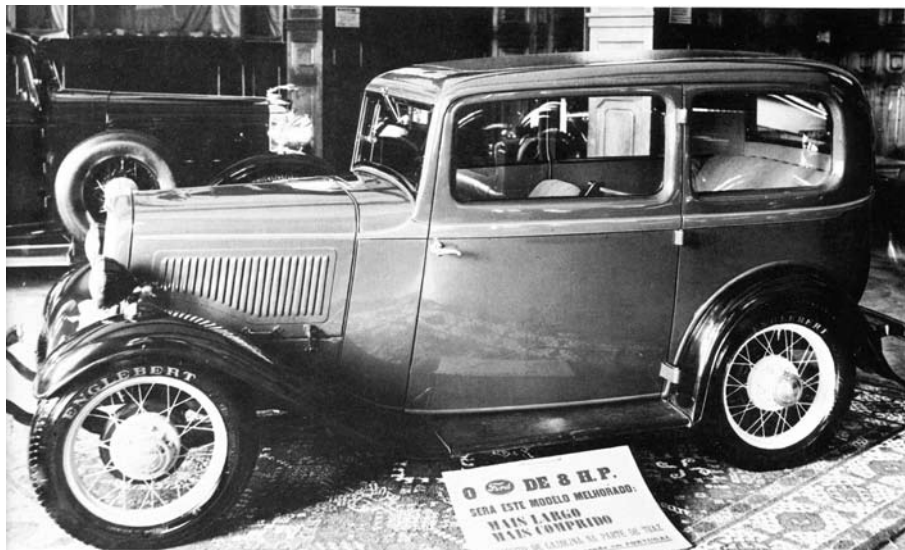
Portugal.

Luis Cascante, from Catalonia, Spain, reports, “Some news from the Iberian front. I’ve been reading a Portuguese book called ‘Os Automóveis do Palácio de Cristal 1927-1939’, devoted to the cars that were exhibited in the eight events of the ‘Sallon Automobile do Porto’ held in Oporto between the years 1927 to 1939. In the European Ford’s chapter of that book, three photographs of Model “Y”s and Model “C”s stand out.

The first picture shows a Prototype Model “Y” on display at the 1932 Exhibition; the very same unit that appears on page 180 of Sam’s ‘The Ford Models Y&C’ book. But in this picture the car is standing with the four wheels on the floor, instead of being in a raised platform. A poster beside the left running board explains: ‘The 8 HP Ford will be an improved version of this unit: Longer, more spacious and with a rear placed fuel tank’. Unfortunately the poster’s last line is not shown in the photograph; it should inform about the start of sales of the 8HP Ford in Portugal .

A second picture, this one from the 1933 Exhibition, shows an 8HP tourer. The caption states that it was bodied by an Oporto coachbuilder. But I don’t think so; in my opinion it is an Arrow Coachworks ‘Alpine’, despite the caption’s statement.

A standard Model “CX” on display at the 1937 Exhibition can be seen on a third photograph.”

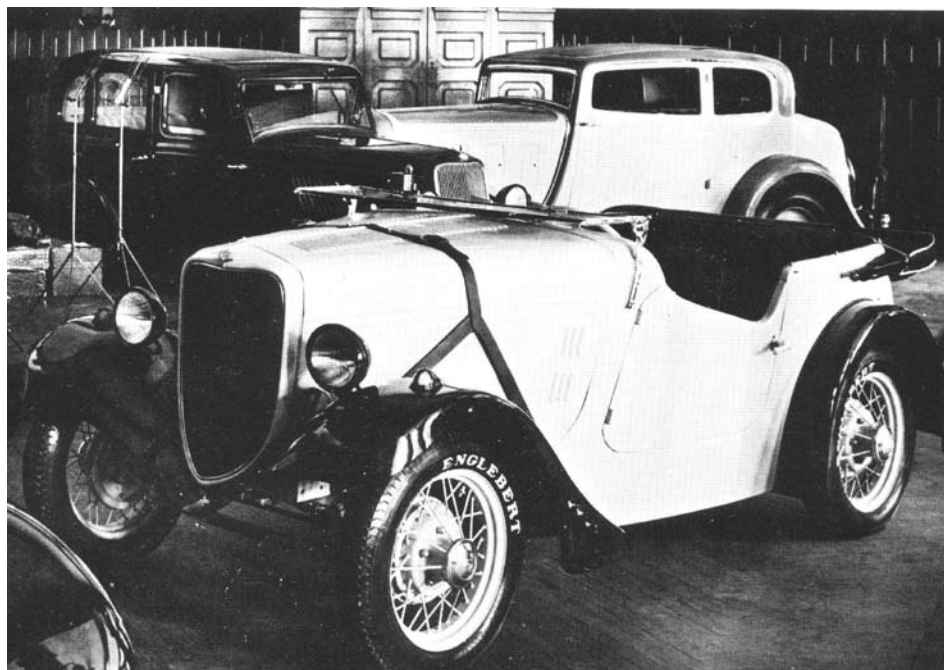


The Portuguese Model 19 Prototype on display at the 1932 'Sallon Automobile do Porto'.

Belgium.

Franz Boets in Belgium tells us, "I bought my car in 1990 from a dealer in Antwerp, Belgium. It is an import from England, but I have no history or know its original English registration. The reconditioned engine has two water intakes. My Ford "Y" is my favourite car. We run every year 2000 miles with him and I've never had any problems."

Franz Boets' 1934 Model "Y" (ex-AVX 180 - Y52481) photographed recently on the Belgian Schaffen Classic rally.



Above
A Model "Y" Arrow Alpine tourer on show at the 1933 Automobile Exhibition of Portugal. Note the Engelbert tyres, which constitute some in-country involvement in the assembly to avoid import duty.

Holland.

Arjan Haitsma, from Ridderkerk in Holland, has almost finished a restoration of the Salmons & Sons (Tickford) Cairn coupé, which was owned by Frank and Pauline Gowing in Horsham, West Sussex. Having been a yellow and black liveried body in Sussex, the Cairn now boasts an attractive light green and black colouring. Regrettably, the lovely unique red leather trim and upholstery has been lost, complete with its map and pleated paper pockets in the door panels.

Germany.

Arne Boltzmann, from Germany, sent our Webmaster, Ron Lewis, three photographs of an early Dagenham-manufactured left-hand-drive Ford Köln. Unusually, the doors are open showing the German manufactured seats. The car is also wearing German tyres. These and other components would have been incorporated on assembly to reduce the import duty. The car was imported in the days before Adolf Hitler decreed that only German-manufactured cars were to be sold in Germany.



A standard Tudor Dagenham supplied Model "CX", before the introduction of Ford of Germany components onto the Ford Lusitana assembly line.



The Cairn, then yellow and black, when owned by Frank and Pauline Gowing in Sussex in 2006.



The Cairn, now light green and black, nearing completion of its restoration by Arjan Haitsma in Holland.



An early Dagenham 'Knocked Down' (KD) import to the Ford assembly plant at Cologne (Köln). This 1933 left-hand-drive shortrad Ford Köln has German components incorporated to avoid the full import duty. Photograph courtesy Arne Boltzmann

Events 2015 / 2016

5/6th September	International Autojumble Beaulieu	
13th September	Otley Vintage Transport Extravaganza Pool Road, Otley, W. Yorkshire	Pat Jennings 07951 841868
18-21st September	North Norfolk Railway	Jo Hanslip 01945 430325
3rd Oct	Club Workshop	Peter Ketchell 01244 676856
1st Nov.	Committee Meeting	Gaydon @ 11.00am
13-15th Nov. (see advert for discounted tickets)	NEC Footman James Classic Show	Geoff Salminen
12th Dec.	Christmas Dinner	Colin French

2016

7th Feb	Willoughby Committee Mtg 10.30am	
17th April	Our AGM at Willoughby	
5th-11th June	2016 Tour Norfolk/Suffolk	Jo Hanslip 01945 430325

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

Wanted. - A new home for the library.

The Y&C Register library of books and pamphlets is presently stored in a dry cupboard: the books on a bookshelf and the pamphlets, which include parts lists and driver instruction books, are held in a few box files. It is a superb reference library for international Ford matters pre-war. The complete list of books and pamphlets is on the website and although it looks formidable, as I say, it can be contained in a relatively small space.

The collection must be one of the most comprehensive Ford archives in the UK, it being equal, if not better than the National Motor Museum's collection of Ford literature. The librarian, ideally, should be based in the UK and be someone who has an interest in matters Ford and who, as he or she thinks fit, will enjoy reading the fascinating history of the Company, its cars, its personalities and its associated suppliers in UK, U.S.A., Europe and the British Empire that was. The books are/would be available to members on loan.

Please contact Sam Roberts for further details: 01264 365662 or sam@samroberts.plus.uk

Next Copy date will be the last Friday at the end of October – Please make a note of this in your diaries, as I will be asking once again for your reports, happenings, whereabouts, achievements, coming events and of course, photographs – of trophies won, scenes seen, repairs made and people met. The 'season' is nearly over so there must be some exciting travel tales out there!

To get on the front cover, upright 'Portrait' photographs are needed, the back cover normal 'Landscape' layout preferred. 'Photos sent in also get into our Forum and Facebook pages as well as our website.

Please also share details and dates of events that you hear of, so that members can

Y & C Register.

Further to the article in the last issue of Transverse Torque, I am pleased to report that we have had a number of people apply to attend the workshop and it will go ahead. There are still a couple of places left on a first come first served basis, so let me know as soon as possible if you wish to attend, it helps for ordering the food.

The date of the workshop is Saturday 3rd October.

We will start with basic maintenance and then concentrate on how to diagnose any unanticipated failings in your eighty year old pride and joy. The things we will be covering are fault finding on batteries, fuel and ignition systems; The sort of problems that may prevent you driving home under your own steam and not in a breakdown truck.

If you have any examples of problems or failure of parts in the past bring along your thoughts and we will endeavour to help you solve them. Or if you have

*Club ticket (adult 16 years+) offer only applies to Saturday and Sunday, and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). **Book before Saturday 31st October 2015 at midnight and you will automatically be entered into our free prize draw to win a car & £300 giveaway towards car insurance courtesy of Lancaster Insurance. Hand in your ticket stub or print-at-home voucher to your club's stand and they will benefit from a commission. Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £150. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

Photographic finds.



This photograph, simply titled 'Paul Packman' portrays either the son or father, Paul, taken post war. The "Popular" Model "Y", complete with 'Town & Country' tyres, appears to have a fully laden luggage rack, ready for the 'off

Workshop

any suggestions for things you would like us to cover please get in touch with me at the email address below.

The venue is, The Old Pump House Garage, at Adderbury, once again it has been offered by Robert Jarvis. The date is now Saturday 3rd October.

We have the minimum number of people to make the event viable but would like a few more if possible. Please contact Peter Ketchell by email; peterketchell@yahoo.co.uk if you are interested in attending the workshop; we look forward to hearing from you.

In a nutshell; the workshop could called be your own break-down service.

The members that have applied to attend the workshop you should have received you're joining instruction by now.

Peter Ketchell.
Spares Officer
 The Ford Y & C Model Register



Taken at the height of the stock car racing period in the 1960's, a heavily stripped down Model "Y" in the Junior Class appears to be up-ending the competition!"



A postcard depicting an idyllic scene in the village of Great Budworth, off the A559, near Northwich, Cheshire, taken probably in the 1930s. The short rad Model "Y" seems to be a long way from home, wearing as it does a 1933 Dundee registration, YJ 575.



A group of the lads with a long rad Tudor Model "Y" and what appears to be a pretty clapped-out looking Riley drop-head coupé. The caption to the photograph is 'Lulworth 1957', which would fit in with the scruffy looking soldier, probably doing his National Service at Bovington Camp nearby in Dorset

The Old Ford Rally, Gaydon 2015.



If you didn't attend this event, our 6th Show, you missed a truly great event! Organised with continuing care by our Bob Wilkinson together with several other Classic Ford Clubs, it ran as smooth as one could wish, providing spectators with a truly superb show of historical Ford cars. Between 5 and 6 hundred pre-1990 cars from twenty Ford Clubs attended, many getting on for a hundred years old. This year saw the CX have its 80th anniversary and the Mustang its 50th.

Saturday saw the team come together, along with those from the Heritage Centre, to get signs placed, barriers moved and a vast quantity of advertising material and voting slips sorted and placed into bags to give away as freebies to entrants. All the team kept lubricated with teas and coffee and fed a continuous supply of cakes!

From our Y & C Register, we had about twenty plus cars attend, mostly driven there, showing off their reliability and proving the loving work and care of their owners.

Our ubiquitous Jim Miles – again"

The show was themed around the 1945 wartime 70th anniversary and many braver members dressed up in accordance with those memorable times, in varying ranks of military splendour. Cars even dressed in wartime blackout outfits with white edging and blackout headlamps. I'm told that Graham Miles' rifle was quite safe! Member Ladies were also splendidly dressed as well as the Gents. The Military Vehicle Trust and Bicester Home Guard attended, putting on special displays and parades.

One of the centres of attraction was the Ford Y Pick-up brought along by trailer, that had been purchased just a week prior to this event. It drew admirers and enthusiasts like bees around the honeypot – myself included. A truly fascinating example, and we had a similar working Pick-up attending the show JB 6552, – by Rod Viveash and this was duly parked close by for comparison.

Photo: PickUps Comparison.jpg

Several photos of this example and others are shown in the colour collage on page 2 and have been placed in the OFR 2015 album on our Yahoo Forum

Members present included Arthur Redfern, who had been driven down from Cheshire by Eddie Partington. Arthur had sold his CX to Andrew Bailey once too old to drive. Ladies were thanked by Bob for their help with Kath Samuel, Joan Sharpe, Pat Wilkinson, Elsie Malyon as well as Penny and Lorraine Jarvis.

Awards voted by the public were given out – see photos – as well as Ian Hawley winning the Bert Thomas Award from our club for Best Car. That being presented by our Chairman, John Argent.

Many members attended – too many to list in full, but included Graham and Barbara Powers from Eastbourne, Geoff Salminen, Jim Miles, Geoff Dee, Colin French & Penny, Nigel Stennett-Cox, Ex-Treasurer Bruce Allen, Sue & Nick Smith, William Nutty, Ian Hawley, Eddie Saunders, Frank Johnson, Graham Miles, John Argent and many others - whose names my notebook and memory omitted!

Clubs that worked together with the Gaydon Heritage Centre to bring you this show were the Ford Capri Int, FSOC, Ford Model T register and ourselves in the Y & C Register



A survey of members cars was taken observing the number that had our car badge adorned, and this was just 8 out of 19. Perhaps put on your Christmas Present List?



Who goes there?



Mark Rogers winning the award for Best Car in his 1973 Cortina MK3



Best commercial went to John Mould with his 1930 Breakdown truck

Ian Hawley receiving the Bert Thomas award"



At a recent show attended, one of the visitors looking at my car was a Peter Anderson, who remarked on their family car of some years ago. As usual with interested visitors, I invited him to sit in the car to prompt his childhood memories! And, as always, I ask about possible old photos for the magazine. Peter was very brisk, searching his attic, and coming back with the following short article – for which I thank him.

In 1947 Dad won the pools, not a fortune but enough to buy a car. It was a 1935, 2-door Ford model Y. (This was AYF 730 he told me, but, alas, not on our survivors list.) He painted it "Battleship Grey", built a wooden box for the back carrier and Mum lined the seats with grey blankets.

OUR FIRST CAR

The 4 of us, Dad, Mum, my younger brother Keith and I had lovely days out. We then lived in Westcliff-on-Sea and had days out fresh water fishing, or visiting woods or having picnics. The roads then were very empty, in fact there were only 3 cars in our road and we lived at number 82 and that was not the top of the road.

In 1950 we moved to Chingford in Essex and did much the same, days out fishing or picnicking.

The annual holiday was the highlight of the year. Dad wrote off to the AA for a route from Chingford to Hythe, in Kent. There were 3 Model Y Fords that took the journey. Ours, Uncle Albert and Aunt Nancy, Uncle Jack and Aunt Doll. The route took us through the Blackwall tunnel and up Wrotham Hill on the A22. The hill was too steep to go up forwards so, for at least part of the hill, we went up in reverse.

When the cars started to overheat, we stopped, had a picnic and then, when the cars had cooled down the radiators were topped up and we continued up the hill in reverse. We would finally arrive in Hythe and have a week in caravans, fishing in the Royal Military Canal. Right, is a picture of us all with Uncle Albert's car (he's on the far left)

Seeing Roger's Model Y at Stoke Poges Garden Show really brought those days back again. I had a sit in his car and it reminded me of when our job, in the back, was to thump the door pillars if the indicators didn't come out.

Happy days, no traffic wardens or double yellow lines and the AA man saluted your car when you passed.

Peter Anderson

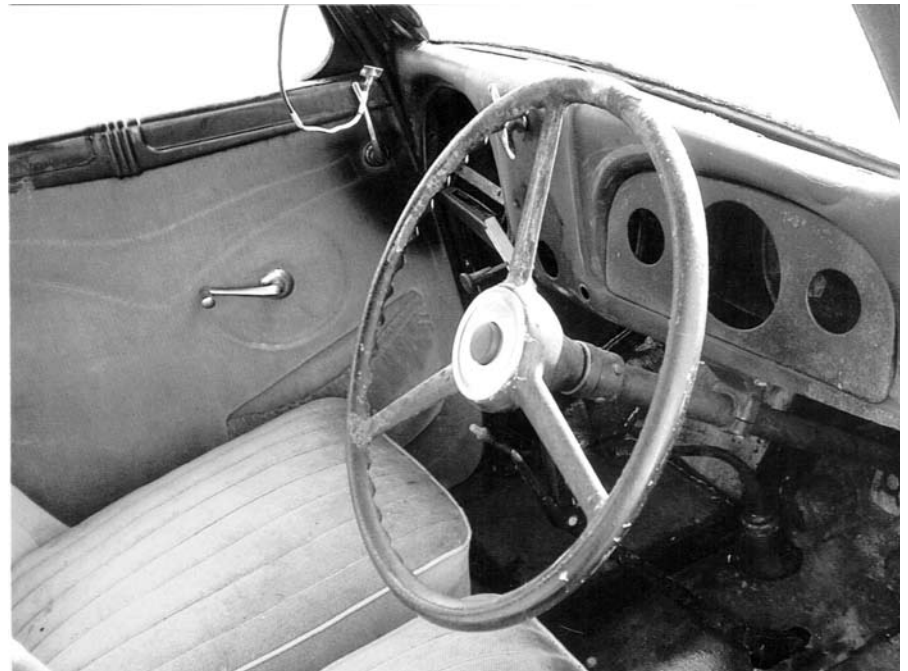


Peter is the boy on the right. No surviving Short Rad can be found with that no. 642



How many lives does a Model 'C' have?

I am grateful to Tony Etheridge, our small Ford tyre supplier (see Useful Contacts) for sending in the photograph of Model "C", C17931, taken in 1988, towards the end of its total restoration by David Gatenby, in Darlington. David had found the wreck being used as a hen hutch in a farmer's field in Masham, North Yorkshire in 1984. He carried out a very brave restoration, painting the car maroon with black wings. The car, now registered LSU 166, was sold by David Gatenby in March 2005 to Bill Keating of Scunthorpe, Lincolnshire. Shortly afterwards there was an unfortunate dashboard fire and Bill sold the car to a salvage company who advertised it on eBay. Member Mike Poxon from Blackpool saw the advert and took pity on the car, bought it, repaired the damage and kept it for two years until 2007, before selling it to non-member, John Dolby of Ramsey in Cambridgeshire. As the present owner, Barrie Clark, reported, "When I bought the car from Mr Dolby in 2007 he had run it in to the ground. The engine was only firing on two cylinders, and not very clean." Barrie carried out a complete engine and ancillaries overhaul and, hopefully, after a very traumatic life, LSU is now on the road and giving Barrie some pleasure.



LSU 166 after the dashboard fire.



The hen-hutch Model "C" towards the end of its restoration by David Gatenby in 1988.



LSU in its maroon and black livery looking smart again.

‘The Wrong Side of the Track.’

Bob Brown from Whittlebury, near Silverstone, sent in a booklet titled as the heading of this article, which tells the fascinating story of the Jennings family, who lived in various villages on and around the Somerset Levels; Bawdrip, Shapwick, South Petherton and Stogumber to name a few. The author, Trish Jennings, has researched her family history back to the early 19th century; to her great-great grandfather, who was a labourer working on building the Great Western Railway of Isambard Kingdom Brunel. Needless to say, there were skeletons in the family cupboard – hence the title of the booklet!

Trish’s grandfather, Henry Charles Jennings, was the first in the family to own a car; a 1934 Model “C”. Its registration was JI 6483, which was issued in Tyrone, Northern Ireland. How it came to be in the Jennings family, in Somerset, is not told; presumably a second-hand buy. The photograph of the car is taken outside the New Inn in South Petherton, where Henry Charles was the landlord from 1934 until his death in 1949, aged 73. The New Inn was later renamed the Wheatsheaf, but was closed down.

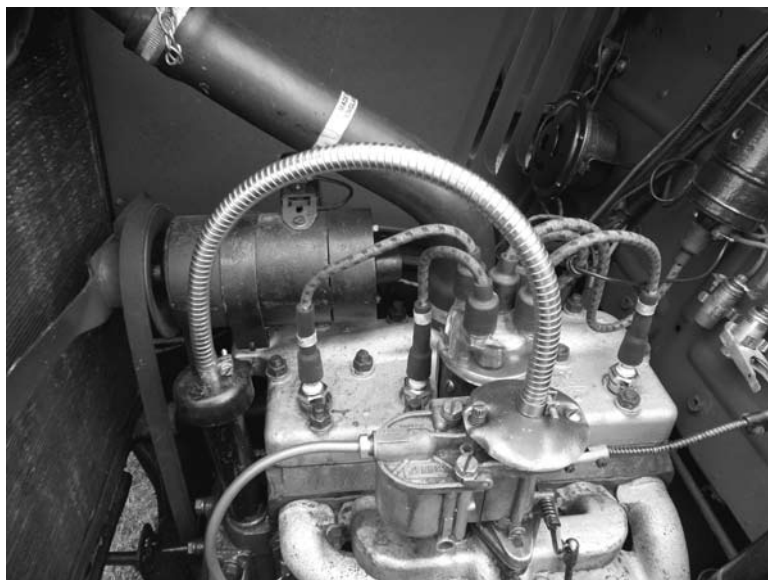


Henry Charles Jennings and his Model “C” outside the New Inn.

The car, here being driven by someone else, has had a hard life, with the bumper-end sheered off, a dent in the front offside wing and a torn door trim.

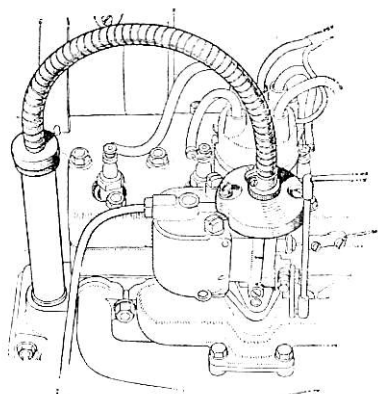
Fume Extraction

Found amongst my piles of miscellaneous was the item below – an arrangement I had already copied on my Y but using a piece of polythene tubing. In the oil filler cap, I soldered an insert end from modern plastic plumbing, and I already had a valve attachment on the carburettor lid. It seems to work! But seeing this, I endeavoured to replace the poly tubing with something more authentic for the age. Delving around the garage, I came across some shower tubing to replace the polythene, and enlarged the carb cover



to match, again using a metal insert. To prevent sagging, I inserted a stiffening wire inside the tubing.

Having been out to several events since, I can say that nearly all the fumes have gone! These happened mostly with the foot hard down uphill or accelerating.



The Tidswell fume extractor as fitted to an 8 h.p. Ford engine (see paragraph).

Out and About

Seen recently on the FSOC Facebook page, showing our member Andrew Bailey's CX and his Dad's Anglia together. A fine pair.

Member Andrew Bailey says:

My 1936 model CX and 1953 E494a Anglia used to belong to my Dad in the late eighties when I was growing up (he was a long standing FSOC member). After he sold it we never heard of it again, sadly my Dad passed away in 2008. By chance, I was browsing eBay on a cold October evening and I stumbled across it, I couldn't resist and agreed to buy it. When I went to collect it I noticed that it still had the last tax disc that dad had put in the window in 1987 stamped by our local Bulkington post office.

Since then it has had a fairly in depth restoration in his memory and my children are now following in their father's footsteps (next generation club members).

I note also that Andy keeps winning awards – "The Anglia came 3rd place at Hebden Bridge for the best vehicle in the 1940's - 60's bracket."

Following up on this story, Andrew expanded on the story;

Hebden Bridge

A few friends from the FSOC had decided that we should attend Northern Sidevalve day at Hebden Bridge, this would consist of a two night stay and a 310 mile round trip. I had initially planned to take the Model C, but after a recent engine rebuild on my Anglia I thought it would be good to put some miles on it and get it run in. The Model C was off the road at this stage due to the distributor being seized in the head and it not running too well.

I had previously given my old engine from the Anglia to Colin Pudge to put in his 103e Popular as a temporary measure until he had his reconditioned engine ready to fit, this proved to be not much improvement on the engine he had taken out! This conversation took place on the Monday evening before the planned Saturday departure and we decided that the trip would be too much for the already tired engine in Colin's Pop. I mentioned taking the model C if we could sort out the seized distributor but this may be a tall order due to time limitations. Colin came over the following evening (Tuesday) and we set about trying to ease the dizzy from the head, no luck! The head had to come off and was taken away for gentle persuasion! By Thursday evening the head was re-fitted after de-coke and new gaskets fitted, timing set and radiator system thoroughly flushed through and she fired up without much fuss.

Saturday morning arrived and both cars were packed up and ready for the lengthy trip up North! We all met at John Porter's house and after a quick chat we were ready to hit the road! The Model C wouldn't start! after a quick look it was diagnosed that the points had burnt out and new ones were duly fitted (note to self always keep a spare set in the car). The model C behaved impeccably from thereafter and completed the journey there and back without a murmur.

We experienced some fantastic roads and scenery along the way and at 35/40mph you actually have the chance to really enjoy it!



I expect we'll hear more from Andrew in the future!



20,000 mile honeymoon trip in baby car.

Reading the 'Ford Times' from January 1936, I noticed the photos of Mr and Mrs E. H. Naumann with their £100 ford saloon in which they had already covered over 200,000 miles touring the continent. (In a Short Rad no less!) They hoped shortly to cross the Sahara desert and proceed through Central Africa to the Cape. (Reported in an earlier issue.) Mr Naumann, a Venetian journalist had visited Dagenham and shipped his car from there to Tangier, Morocco then driving the length of Africa to Capetown. He felt confident as he had already covered hundreds of miles on snow blocked roads of Europe. He then planned to proceed via Aden, Syria, Persia, India and China to Japan, ship the car to America and drive across it. He anticipated his car would travel 350,000 miles! He was an enthusiastic long distance driver, and was the first to cross Siberia by car.

Photo: FordTimesJan1936p39.jpg

In December 1936 p 20 of the Straits Times (Singapore) I read the following:

A 20,000 mile trip by car to New Zealand is the honeymoon idea of Mr and Mrs Ceredrig Richards, who were married in London a few weeks ago. Mr Richards is a writer, and his bride, who is 23, was until a few weeks ago, a secretary in London.

They have set out on the adventurous journey, which will take them through the jungle and waterless desert, and across some of the most formidable mountains in the world, in a popular Ford eight HP car, which they bought second-hand for £40 in London.

Many months of planning have preceded the trip. The route lies by way of Belgium, Germany, Austria, Italy, Jugo-Slavia, Bulgaria and Turkey, to the desert tracks and high mountains of Syria and Persia, and thence into India.

From Calcutta the motorists will continue along the foothills of the Himalayas, and through jungle to Singapore. The car, will then be shipped to Australia, driven across the southern continent, and again shipped to New Zealand. A large tent, camp beds, a cooking stove, and even such a luxury as a flat iron, are being carried, but the motorists will travel unarmed.

Touring on the continent.

Interesting evidence of the suitability of the economic all British light car for continental motoring, when conditions that may be expected to be more severe than in Britain is to be found in the experiences of a motorist who has just returned to England after 4000 mile trip tour in Western Europe. Driving a Ford eight HP saloon with two passengers and luggage for the whole party, he covered 500 miles during one day's run at an average speed of nearly 50 Miles per hour.

The journey included the crossing of the Alps by the Simplon pass, and excursions into the Apennines over extremely primitive roads.

Despite the high-speed maintained, the poor roads, and steep gradient, the car behaved excellently throughout.

The owner of the car is Mr Alfred Conti a native of Italy at present resident in Carmarthen and he made the interesting run in the course of a holiday visit to his home town, Parma, in the plain of Lombardy.

The run from Calais to Lausanne, overlooking the lake of Geneva, occupied two days. From Lausanne the party crossed the Alps to Palma, this being one of the most arduous sections of the journey, for



roads were of gravel, and to negotiate the Simplon pass, the driver had to climb 65 26 feet over torturous roads.

Staying at Parma, Mr Conti followed country roads and tracks for his trip into the Apennines, many of them of the type usually employed only by mule drivers.

The above article goes to demonstrate the reliability and the confidence that motorists had in those early days in the Ford model Y's.

Apart from Richard Ball member back at the New Year who drove to Morocco, your editor would like to know of further adventures journeys carried out in our cars! (Be it 20 or 20 thousand miles!)

Long Distance News

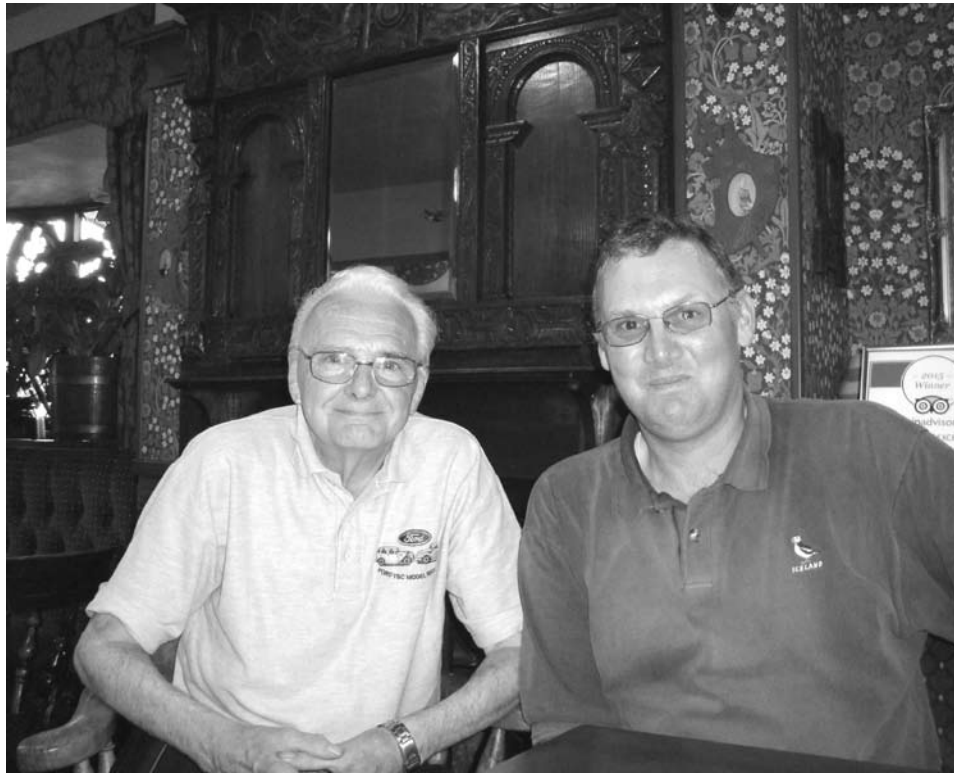
Mke Malyon writes in:

At the end of May I was talking to Ian Scobie, a member from South island New Zealand. According to Sam he lives the furthest away from Dagenham. Ian said he was holidaying in the UK in July & August and was intending to visit North Wales.

I met Ian on 14 July in Llanrug, near Caernarfon. We went for a meal & had an interesting chat for a couple of hours.

It was nice to put a face to a name, especially a member who lives so far away.

Mike



‘Fordy’ out with the Lions.

Owen Baldock writes in :

Thought you might be interested in the attached photos.

Fordy is back on the road (at last) and we have taken her for a couple of local runs, one of which was on one of my Mayoral duties, where she was used as the Mayors official transport!

The local Lions group organise an annual Diabetes test day in Tonbridge and Chris and I were asked to attend to raise the profile of the event, (not sure why they asked me!) so we decided to give Fordy a run.



I attach a couple of photos of the event. The Presidents name is James Lark and his wife Jill. The pic titled “ouch” says it all. We are hoping weather permitting to take Fordy to Alfriston this Saturday for their village fete.

Owen

Many thanks for that Owen – we hope your support helped! Anyway, the car was an attraction to offset the pain of testing no doubt. Good news that it’s out and about.



Life with the Lions

20 years ago

Issue 96, August /September 1995

The important point was made in this issue that (as now) many of the members were new to the Register and to model "Y"s and "C"s and would like to know more about the basics. There were a couple of articles addressing this. The first, by Bob Wilkinson, was on the perennial problem of overheating:-

"Starvation by Evaporation.

This article is about the shortages of the precious liquid, especially at the carburettor, usually noticed when you come to a spluttering halt at the roadside. I regret this did not happen as frequently I would have wished when I was a young man out with a girlfriend in one of my old cars in the 1950s. But that's another story.

Ironically our 1995 Annual Meet at Crich was held on probably the wettest weekend of the year, which subsequently broke all weather records for hours of sunshine and high temperature right through July and August. During the hot (or even warm) weather, under bonnet temperatures on our cars increase dramatically. Petrol then turns to vapour before it reaches the carburettor bowl, due to high temperatures either side of the petrol pump.

How can we avoid this?

Try the 'Wilkie List' – these have been tried with mixed success over recent years.

1. Add about 1/2 pint of paraffin to each gallon of petrol in your tank (I learned this one from Ken Devine). This helps to reduce the combustion temperature created by fuel designed for modern cars.

2. Re-position the fuel feed to the pump as far into the chassis frame as possible and insulate the pipe with fireproof material. This reduces heat transfer from the exhaust front pipe.

2a. Re-position the feed pipe from the pump to the carburettor away from the exhaust manifold heat.

3. Create a spiral shape in 2a above to increase the surface area exposed to cool air.

4. Fit a deflector plate between the exhaust manifold and the petrol feed to the carburettor. This will deflect heat and also, with careful design, divert cooler air from the radiator onto the petrol feed pipe.

5. In an emergency, unclip one side of the bonnet and drive along with a small block under the rear opening in front of the windscreen. A 40 – 60 cm gap should be sufficient. This trick also works in winter to keep the windscreen from frosting over.

6. Wrap the pump to carburettor feed pipe in several layers of aluminium baking foil and hold this in position with two or three wooden clothes pegs. Yes, this does work and has the advantage that you can remove this wondrous item at shows so that judges don't knock off marks for lack of originality. This idea was given to me by a gipsy selling wooden clothes pegs.

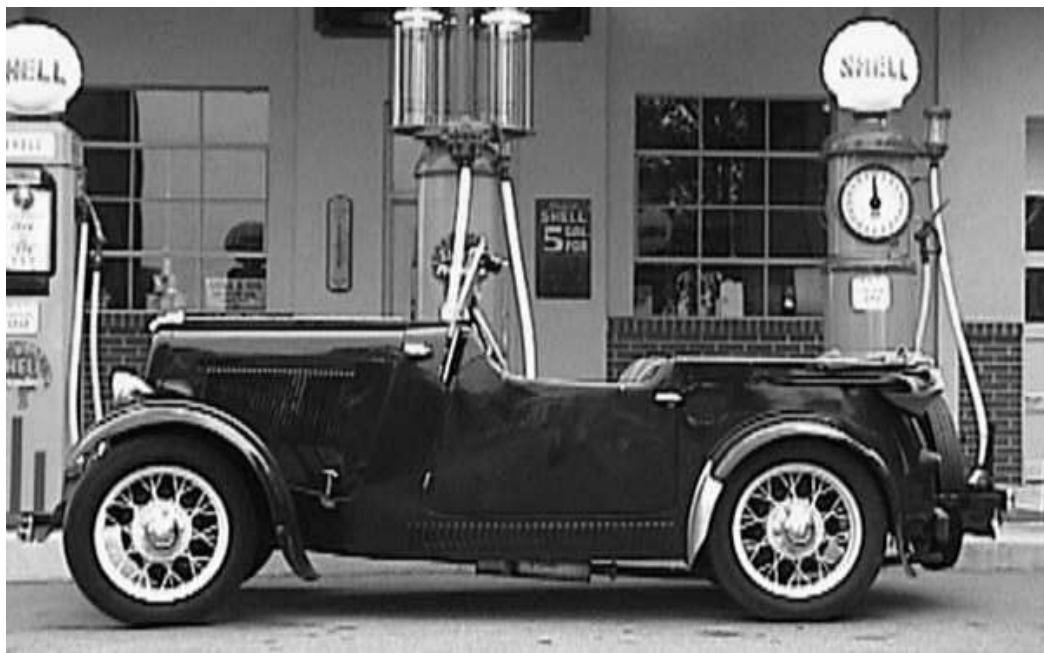
7. Don't drive in hot weather.

As I mentioned earlier, all these work with reasonable success, but I would be interested to know what other methods members have used. We have members in countries with temperatures consistently higher than those of UK in August 1995 – Australia and Spain come to mind immediately. Please write in with your tips."

[The design of the 10 hp engine put the exhaust down-pipe to the rear of the block, thus keeping it well away from the flexible supply pipe to the pump. Was the 8 hp vapourisation the reason?]

New Members in mid-1995. There were 17 new members recorded in issue 96, which must be almost a record for a two-month period. Regrettably three of them are known to have died, two had no car and four are still with us, celebrating their 20th anniversary as members – namely, Robert Pavitt, in Epping; Don Smith, now living near Wrexham; Ken Waller in Boston Spa and Mark Turner in Michigan U.S.A. Each has a Tudor Model "Y", other than Mark, who is the proud owner of 'Henry', his September 1934 Kerry tourer. Five of the cars are now owned by other members – namely Richard Prole, Jim Noonan, John Warwick and David Rothwell.

Apart from Marks' Kerry, the only unusual car was the Model "Y" special with an aluminium body owned by Gilbert Dickson (Y163998). Unfortunately, despite its good looks, we have not seen it at any of our gatherings.



Mark Turner's 1934 Kerry at Kalamazoo in the south-west of Michigan in 2007.

Yorkshire 'Do'. Bob Wilkinson, then living in Pollington, near Goole in Yorkshire, once again opened up Castle Farm to host a northern annual gathering. The account of the weekend is written up in issue 96 by Bob in a quaint Yorkshire dialect understandable only to the initiated; e.g. "By gum it wa' a warm weekend – just reet for t'owd cars." It is difficult to understand from the report how many cars and how many members were present, but it would appear sizeable. In addition to a goodly number of Model "Y"s and "C"s, members whose cars

were still not ready, arrived in a variety of cars, including a Humber Snipe, a Singer Gazelle, a 105E Anglia an Austin Heavy 12 and an Austin Ruby, "which is about as big as a decent sized tool box". It would seem that a good time was had by all with barbecues on each day, a convoy on the Saturday "down t' village main street to t' sports field where t' Pollington Olympics were bein' 'eld" to the delight of the locals and a treasure hunt on the Sunday.

Ford Archives. Sam Roberts, then our Chairman, had written to David Burgess-Wise, who was then the Corporate Historian of Ford Europe Ltd., to enquire about a letter supposedly written by Sir Percival Perry K.B.E., the then Chairman of the Ford Motor Company in England, advising Ford agents that the Model "Y" did not lend itself to carrying a tourer body as it flexed too much.

David's reply was a revelation: "Unfortunately, I cannot be of much help. If there wasn't a copy of that letter amongst the Model Y material I deposited at Beaulieu, it would be somewhere amongst the 4 1/2 tons of correspondence I had shipped to the Industrial Archives in Dearborn. With the minimal time I had to make sure the Perry material didn't share the fate of the 600 boxes of European archives that were burned at Warley in the 1960s. I just concentrated on making sure that everything was safely boxed and shipped out of harms way from Dagenham.

That archive material had a very chequered trip across the Atlantic. After I'd left, Ford changed the shipping instructions and had it shipped to the U.S. by the cheapest freight line they could find, which went broke while the ship was in mid-ocean. When the ship docked in the St. Lawrence in Canada, it was impounded by the receivers.

Eventually the archives were released, loaded onto pallets and sent to Dearborn by rail. Inevitably, the pallets burst and stuff was decanted inside the freight car

The Ford Y & C Model Register



Gilbert Dickson's blue and grey Model "Y" aluminium bodied special in 1995.

and had to be repacked before it was offloaded at Dearborn. The last I heard, it was awaiting classification in the Model T plant at Highland Park. I understand that all the Perry files will end up in the Ford Archives in the Henry Ford Museum one of these days.

The Perry letter about open bodies on Model Ys was, as I remember, a round robin to the European companies and dated from pretty early in the Model Y's history – probably about the time that they were having those problems with the back axles – and probably represented justifiable caution about running any more risks of embarrassing mechanical failures with the new car.

Sadly, I knew just where it was when my files were stored at Warley, but after the boxes were taken at sort notice to Dagenham by the General Service people on the pretext that they needed more "core offices" at Warley to house the new computer system, everything was left in disarray and time and distance precluded a proper sort-out.

Just another instance of the soulless corporate bean counters screwing things up: old Henry was right when he sacked the entire accounts department in the early 1920s."

[When researching the Henry Ford archive in Dearborn for his book "Ford Models Y&C. Henry's Cars for Europe" in 1999, Sam found the missing letter and reproduced it in the book on page 106.]

Rallies. Elsewhere in this issue were reports on two rallies. Firstly, an amusing account of three guys in a Model "CX"

tourer who entered the 1936 Monte Carlo Rally, starting at John O'Groats. It was an most eventful trip and they were pleased to finish 59th and second of the ones starting from John O'Groats. Interestingly, they caught the rallying bug from John Whalley, the Ford agent in Bishops Stortford. John is known to us as the creator of the JW Specials, built on Model "Y" chassis (see page 131 of the "Ford Models Y&C" book) and for leading the unofficial three-car Ford rally team during the 1930s – he drove a Ford V8 Model 48 coupé. On the 1936 Monte Carlo Rally, John had diced with a level crossing in Brignolles and lost the top half of his coupé.

The second rally was closer to home – the Chester Vintage Club Ruthin Rally organised as before by Peter Ketchell, aided by his very rally-wise daughter, Lynette. This year, the rally did not visit Ruthin, but rather toured round the hills of Denbigh and Mold. Reg and Jean Hunt, in the oldest "Y" in the Register (Y982) vapourised twice going up the hills and arrived half an hour late at the checkpoints with the near-side of their bonnet folded over to expose the fuel pipe. Graham Miles had suffered the same fate with his Model "Y" van on the Horseshoe Pass on the Ruthin Rally the previous year. Sam's Kerry won a runner-up award in the concours judging, but otherwise the Y&C Register did not shine at the awards ceremony! It is interesting to note a comment in the write-up, "John Griffiths' Model C, although entered, did not make the start. One day I will actually see him driving one of his vehicles." 20 years later that sentiment still holds good – where is the Bezzant?

Newcomers Notes.

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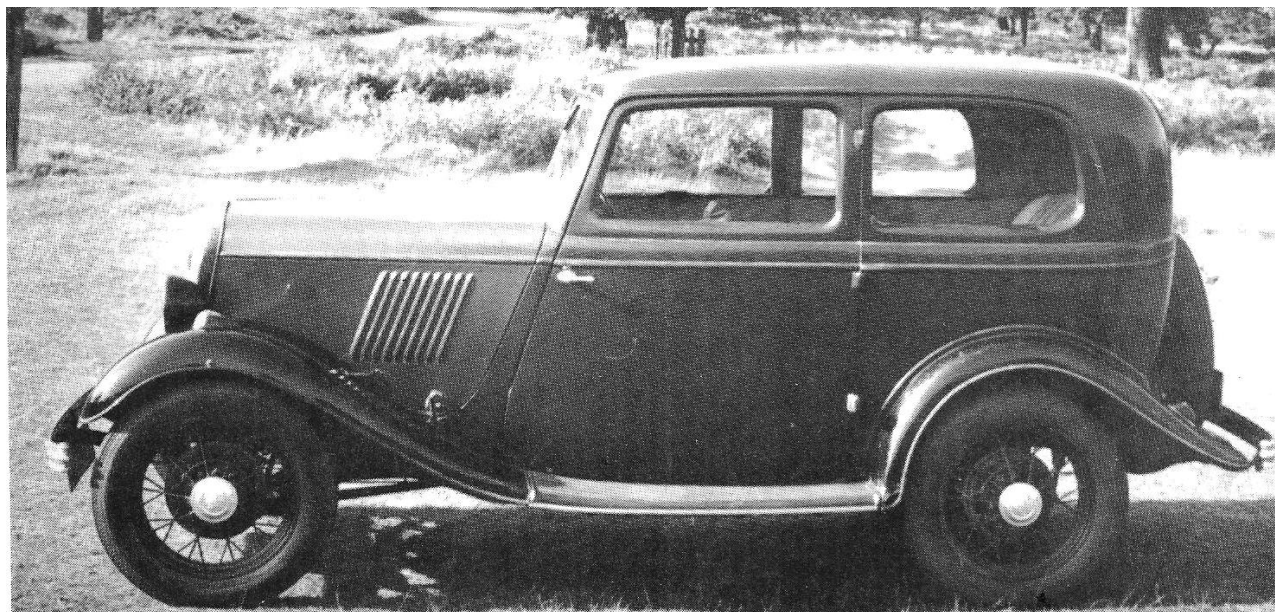
THE FORD MODEL 'Y'

By John Guy and Graham Miles of the Model Y and C Register.

Right through the fifties and in to the early sixties, a very robust runabout from a pre-war era soldiered on, unnoticed, by the great British motoring public. Equally unnoticed, it slipped from the street scene and, until now, has rarely been commented on by the preservation movement. This is all the more surprising when you consider that the Ford Model 'Y' was, in more than one respect, an historic landmark in British motoring history.

The Model 'Y' was the first Ford designed specifically for the British and European markets; the first real family sized economy car as distinct from cycle-cars or their fourwheeled derivatives; the first mass-produced car to break from the vertical two-box styling with its raked radiator shell and windscreen; the first mass produced car from Ford's Dagenham complex and, finally, perhaps its most memorable achievement was when the 2 door saloon version was offered at one stage in its 5 year production run at a price of £ 100!

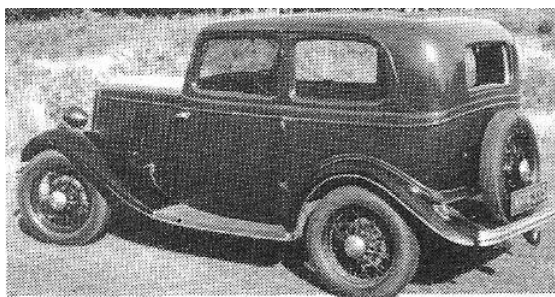
Perhaps it is this economy image which has caused the 'Y' to be neglected by a some times elitist preservation movement, but for all its economy the car is not without a considerable number of qualities all its own. At the heart of this car is a sturdy side-valve engine, giving a lively performance for its era through a three-speed gearbox with synchromesh on second and top gears, the latter allowing the car to reach a brisk 50 mph-or a nerve-shattering



A very original example of the 1933 Model Y with the standard two door pressed steel bodywork which set a new and unexpectedly elegant standards of appearance for low priced saloons. The model rescued Ford from the brink of disaster in British markets and established them as market leaders.

60!

The bodywork is rugged and long-lasting but, best of all, displays considerable refinement in its design and styling. From stem to stern the curves flow, expand, blend back, and the whole is bound together by a raised coachline springing from a delightfully raked radiator-shell, continuing over a sloping bonnet, past the similarly 20 degree slanted opening windscreen and, finally, sweeping up and across the back of the chunkily rounded rear where a sympathetically shaped rear window sits over a well placed spare



The extremely effective combination of boldly sloping grille and screen was matched by the effective use of considerable curvature in the rear panels matching nicely the free, sweeping wing-line. The result was a stylish break from the "severe perpendicular" tradition of low priced small cars

tated by Morris and other manufacturers? By 1931 the British built derivatives of the American designed Model 'A' were hardly selling in the depressed British market. The car had an additional burden in that its large bore engine carried a heavy penalty under the British '£' per horsepower' tax which crudely related to cylinder bore

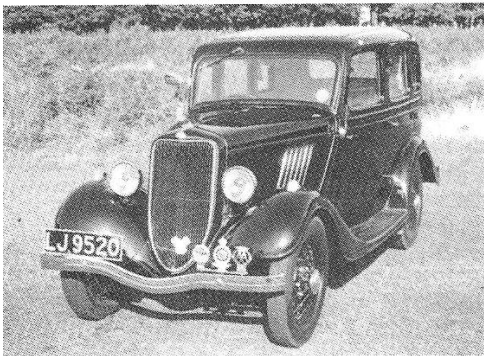
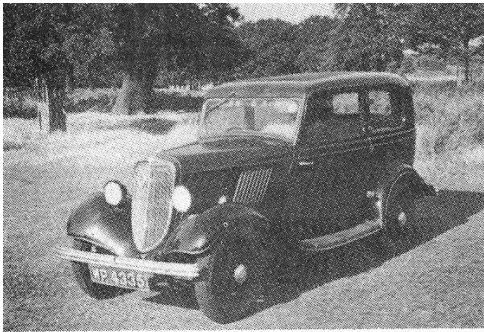
size. After exchanges between British and American management, some fifteen British and French light cats were sent for evaluation to the United States by Mr. Percival Perry (later to become Sir Percival). Agreement for the new format was reached

How did this quality emerge and what caused Ford to produce a car which was so rapidly imi-



The window area and headroom were quite generous for a small car but like almost all of its rivals the Ford body did not make much allowance for the fact that owners might wish to carry luggage. This is the rear of a 1933 example.

and work began in earnest on October 19th 1931. Incredibly, fourteen prototypes were produced by the time Ford's own motor show opened at the Albert Hall on February 19th 1932. At the show held in 1934, two complete Model 'Y's were suspended from the ceiling by the rim of one of the then revolutionary welded spoke-wheels (first seen on late Model T Fords) to demonstrate its strength.



In the latter part of 1933 the Model Y was given a facelift. The earlier cars (above) had a straight front bumper, their replacement (below) had a deeper grille accompanied by a dipped front bumper and wings with a discernible skirt to them. This is a 1934 four-door de luxe and illustrates how the new bumper made the front number plate look like an afterthought.

The final versions were powered by a four cylinder, three bearing crankshaft engine of 933cc (56.6 x 92.5mm) featuring non-adjustable tappets in classic side-valve form. Drive to the 5.5 : 1 spiral bevel rear axle was transmitted via a single dry-plate clutch and three-speed gearbox. Wheelbase was 7' 6", track 3' 9" and suspension by the Model 'T' derived transverse semi-elliptic leaf-springs.

The rather boxy prototypes were then redesigned, with great success, by Eugene T Gregorie in the US. That the classic lines he produced were adopted as the hallmark of all Ford's trucks and cars produced in the mid-thirties, commencing with the 1933 Model '40', is significant in itself. It is also interesting to note that the new Model 'Y' was then design leader for its American counterparts and not the other way around as is often supposed from what was to become the normal practice of later years.

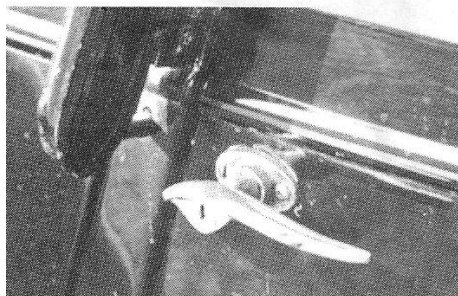
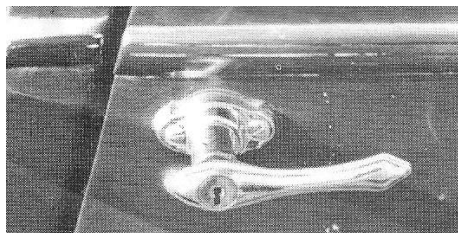
Production of the Model 'Y' commenced at Dagenham in 1932 and later assembly took place at Barcelona, Asnieres near Paris, Cologne, Cork and Auckland. By 1933 the car had achieved third place in the British car market when it underwent the styling changes of deeper radiator grille, dipped front bumper and skirted wings. In 1934, Morris countered Ford's hold on the market with their new 'Eights' copying the trend-setting style of the 'Y' but with the better mechanical specification, suspension by four road-springs together with hydraulic brakes. These compared with the non-compensated rods on the 'Y'. Ford's responded to the innovations by progressively lower-

The Ford Y & C Model Register

ing their price for the 'Y' from £ 120 for the standard single entrance model to an all time low of £100 by October 17th 1935, thus raising their market share from 22% in 1935 to 42% in 1936.

From the basic 'Tudor' and 'Fordor' models the range was further enhanced by coach building companies, using the chassis to produce open-tourers which they then retailed through Ford main dealers. Examples of these are the 'Alpine Tourer' by W J Reynolds, the 'Minstral' by Bristol Street Motors and the 'Kerry' and 'Cairn' by W Harold Perry. On the commercial side was the Groundsman's Tractor from Alan Taylor (Engineering) Ltd. and from the Ford Motor Co. themselves, came an attractive and popular 5 cwt delivery van. Perhaps the strangest of all was a three-wheeled unit with semi-trailer, manufactured for dock and internal factory use, called the 'Tug'. Sadly, in the case of some of the derivatives mentioned here, only one or two examples remain today.

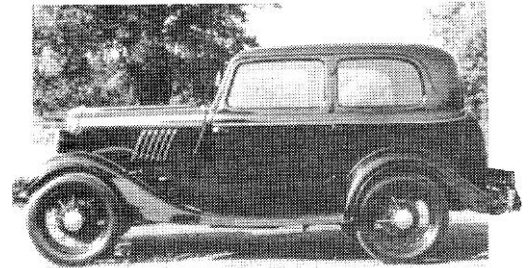
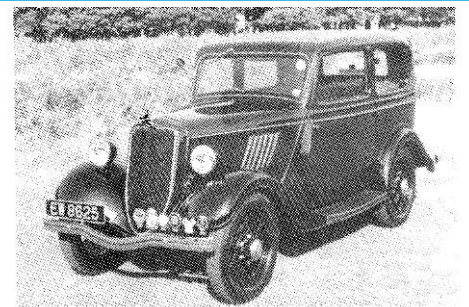
1934 saw the introduction of the sister Model 'C' which featured an enlarged 1172cc engine and an attractive 'barrel shaped' body which was to influence the design of the later 'Eights' and 'Anglias' all having a similar chassis, although differ-



The door handle on the 1932 and early 1933 model Ys (above) was replaced by a new one for the 1934 season (below) but it was hollowed out on the reverse face to save material with the introduction of the £100 Popular in late 1935

ent in detail but basically sharing the same mechanical ancestry in the Model 'Y'.

Production of the Model 'C' in the UK ended in 1937 with a total of 96,533 units having been produced. The Model 'Y' was phased out in the same year with a final run of 157,668 units. This model has survived in sufficient numbers to make it an attractive and realistically priced choice for restoration. With an open-sided channel chassis and an all steel body riveted to it, and with



Two views of the 1935 two-door Popular; this one was made a matter of months before the scale of production and very thorough cost control enabled Ford to produce their £100 four-sealer family car and reap enormous publicity benefits

only timber inserts for trim use together with a ply floor, the design of the 'Y' is comparatively straight-forward. The chassis is generally found to be in a sound condition although the prospective purchaser should inspect the area above the rear wheel arch and adjacent to the front bulkhead. It is



Although the Model Y never had pretensions of luxury its interior was simple rather than stark

self-evident if the front wings are rusted and this is generally confined to the rear-most section. The running boards are usually found to have disintegrated beyond repair and need to be replaced. Inspection should also be made of the body, particularly above the rear wheel arch and below the rear seat. These areas are often found to be in poor condition and replacement panels will need to be welded in to place. The front windscreen frame should also be closely examined for deterioration. General speaking, most mechanical parts are still obtainable although where this is no longer the case, the 'Register' attempts to reproduce both mechanical parts and body panels.

Many owners still use their vehicles for

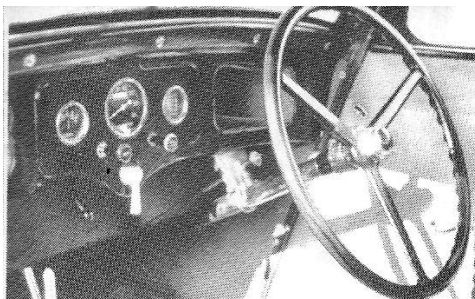
daily transport, one chap commuting on a fortnightly basis from his Cumbria home to his place of work in Nottingham while other owners regularly record 5,000 miles between MoT's and one lady owner recently covering over 8,000 miles in a year. The ride

with the transverse springs, front and rear, tend to allow the vehicles to roll on bends. Having covered many thousands of miles in a Model 'Y', I find myself driving with the window permanently open not, as you might suppose, to make hand signals but rather to allow me to hold on to the outside of the body whenever taking a tight right-hand bend at speed. Subconsciously it would seem I have found this the only way to remain in control! The infamous weakness of the Model 'Y' is its braking-system, a reputation not fully deserved if adjusted correctly - a science in itself. However, it would be fair to say that caution in modern traffic must be observed and a prudent driver will keep a wary eye on his fellow motorists to avoid the need for emergency stops.

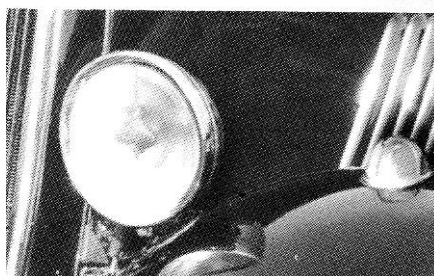
The 'Register' referred to in this article is the "Ford 'Y' and 'C' Model Register" set up by Graham Miles in 1979 for anyone who, like him, wanted to see these old cars restored and preserved in their original condition. Graham believed that there was very little being done for these vehicles and not an organisation in existence giving them the attention they deserved. He had inherited a 'Y' from his father and was only too well aware how hard it was becoming to find parts and the only answer seemed to be try to gather-together enough interested parties to make the manufacture of parts a viable proposition. Slowly this is now becoming a reality. May they long continue, for once the day dawns when your Model 'Y' is fully restored and you take to the road, oh, how the heads will turn and how many will tell you of the times when their parents owned 'one of those' back in the thirties. For it would seem that half the population of these islands owned or at least rode in a Model 'Y' in those bygone days. Truly, a vehicle with its own unique handling characteristics, a pleasure to drive on the open road once again.

The 1933 Model Y is owned by Thomas Morgan; The 1934 four door by Ron Smith and the early 1935 example by Jeff Cole. All are members of the Y and C Register.

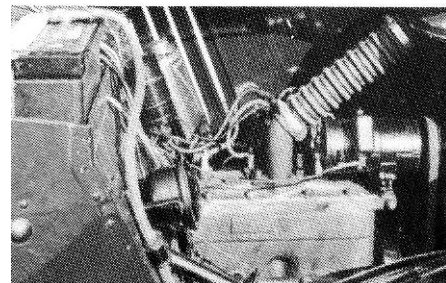
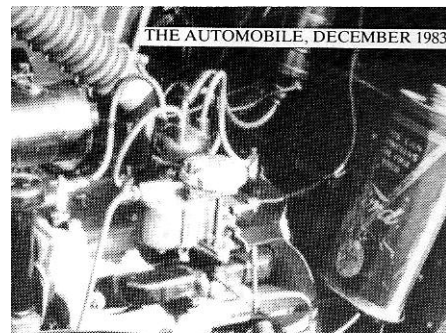
Given that the chassis was not all that stiff when denuded of its saloon body and taking into account the limitations of the Model Y brakes the 1933 Bezzant supercharged sports conversion was probably jolly good fun while it lasted



The controls and ~ instrumentation were basic but neatly arranged ~ the driver was not required to trouble with ignition advance, oil pressure or water temperature.

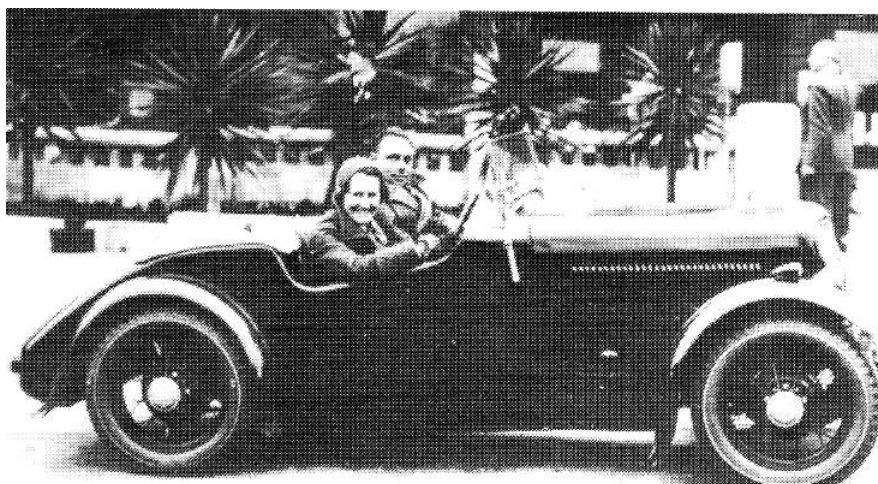
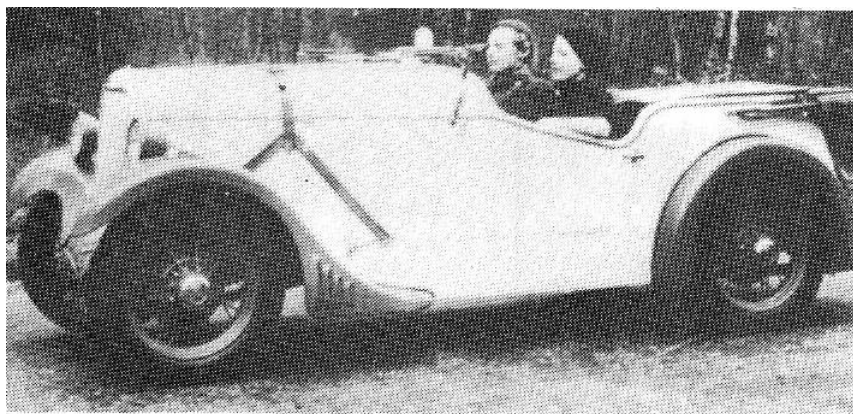


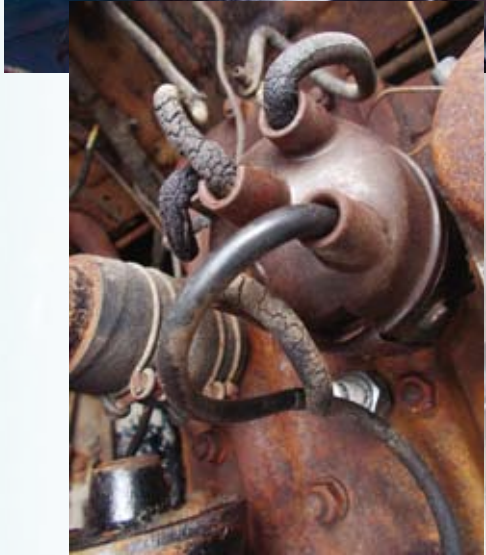
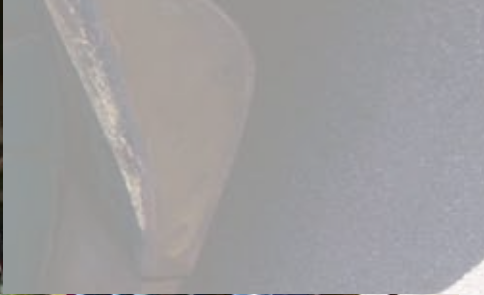
For the first two years of production the Model Y had separate 'jelly-mould' sidelights (above, but in late 1935 they were done away with and the sidelamps were incorporated in the repositioned



The 933c.c. side-valve four cylinder engine created for the Model Y was unremarkable in appearance and design but it was cheap to make and tough. Although Model Y production ended in 1937 basically the same engine served Ford into the late 1950's

The saloon bodywork of the Model Y was riveted to the chassis and imparted some stiffness and the Ford Motor Company was not enthusiastic about light open specialist bodywork for this reason. This rather ambitious four seater tourer is a 1932 'Continental' from Reynolds who presumably had a good supply of tiny models who may well have to sit on the floor to get this low in such a small car!







Ford

AA

Y&C REGISTER

RAC
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