



# Transverse Torque

Issue number 217  
November - December 2015





**Workshop Day at The Old Pump House Garage, Adderbury**



**- A good time was had by all accounts, plenty of tea and grub.**



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The Ford Y & C Model Register

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# Editorial

I have been pulled up by a sharp eyed member over several mistakes that crept into the last issue and these added to those I had already noted. As Editor, I have to take the blame for even though they are created in the process of layout, not the writing, It is my job to proof read and correct these errors. I apologise to you all. See 'Errata' As the old saying goes – "More Haste, Less Speed" and there's the rub. I only have a weekend to read through the proofs and these get corrected –several times, but often moving or resizing one article creates more errors later on. So tired eyes and deadlines lead on to errors.

This of course is a tale repeated when working on our cars, in an endeavour to meet a deadline of getting out to the next event, sometimes we let things slip and pay the price. My advice therefore is to make check lists, double check everything and get into a system before you set off. Check water and oil always! Carry some obvious spares – bulbs, plugs, points, hoses, condenser – and some not too obvious, inner tube, spare fuel pump [or diaphragms], carburettor bowl, wheel nuts, wire etc. Also check your tools – Jack, brace, starting handle and that variety of useful spanners etc. I am reminded that winter is on its way – I read of it being a harsh one expected, so again drain or replenish water and anti-freeze, check battery water –use distilled only - and if possible take the battery out and place somewhere warm.

My thanks go out again to all those of you who contribute articles and photos. Without your help, the magazine would not have the quality and interest it has. Please keep them coming and any snippets, events, comments, observations and encounters you have.

Now with New Year approaching fast, what are your new resolutions? Mine is to make some – (any!) – Improvements to my car. Painting the wings, repairing the leather upholstery and finishing off the trim are mine. What I like is how we have to learn several skills in our restoration. I like the feelings of satisfaction from what is your own accomplishment, rather than just paying out to have things done. Perhaps the finish isn't quite concourse, but you get a more intimate relationship from DIY. Don't you?

I've heard from Karl and Adrian that their pick-up has had its first outing t'mill, albeit on a trailer. It now has painted wheels and tyres.

One surprise for me was when Googling for the magazine, I came across a photo of my first car – an Austin 10/4, AGW 241. The photo had been taken at a show in 2013, and is 'alive' on the DVLA register. I last saw this car on 1st July 1967 after having sold it in 1965 to raise cash to buy our engagement ring. The owner had brought it along to our wedding as a surprise, and Judy and I drove it around the area in our wedding finery. It seems no one forgets their first car - and I hear that at every show I get to. On this vein, you will read of the search for "Dilly" later in this issue. Can you help find her?

I hope to meet some of you at the NEC – I'll be there the Saturday. Please come and say 'Hello'. Finally, may I wish you all a very happy Christmas and safe motoring in the New Year.

# Chairman's Chatter

Looking out of the window with the sun streaming in, I wondered why a couple of days ago I thought it was time to wrap up the Y for the winter . Then of course it was cold, windy and although dry , rain was forecast. Realising that the anti-freeze had not been renewed for some time I thought that I would practice what I have been preaching i.e use your old car, and took the Y down to the local motor spares shop. Much to my surprise she fired the second time and I had a pleasant journey with a number of people waving, pleased to see and old car out and about.

Chatting with the owner of the spares shop about the old car scene, he was very interested in our Club's views about the MOT . He was totally against the abolition for older cars and was sure that it will lead to many historic vehicles being used regularly in an un-roadworthy condition.

So I thought in my jottings this month that I ought to encourage members to ensure that they get their vehicles checked over by a suitably experienced mechanic at regular intervals. Perhaps we should be considering putting together a register of suitably qualified garages and private individuals capable of offering the service at reasonable rates. Our 'Useful Contacts List' has only two names – Tim Brandon and Roger Hanslip both in eastern England, so there is plenty of scope to expand our list. I think that such a list can only come from members input from their local knowledge. I would be interested to hear member's views on whether they would find such information useful. It would be nice to be prepared for any controls that the EU might endeavour to impose on our cars. I know that this does not happen until 2018 and of course there is the 'Membership' debate and vote to go through, but I think it likely that when it comes to historic vehicle control these regulations are likely to affect us all.

I am sure that I do not need to remind you that Christmas is nearly upon us so may I wish all our members the Season's Greetings and a very happy, healthy and hopefully prosperous 2016.

## JOHN ARGENT

A Jaguar mechanic was removing the cylinder head from the engine of an E-Type when he spotted a well-known cardiac surgeon in the garage. The cardiac surgeon was there waiting for the service manager to come and take a look at his car when the mechanic shouted across the garage, "Hey Doc, want to take a look at this?"

The surgeon, a bit surprised, walked over to where the mechanic was working. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything back in, and when I finished, it worked just like new. So how is it that I make £30,000 a year and you make £600,000, when you and I are doing basically the same work?"

The cardiac surgeon paused, leaned over and whispered to the mechanic:

"Try doing it with the engine running."

(Sent in by our Chairman)

## Corrections

Owning up to a few errors that crept in TT 216 – firstly in 'Membership Matters', due prominence was not given to **Andrew Foster** and **Chris Tidy** in their write-ups – the printer was obviously saving ink and forgot to place their names in bold.

Also it appears captions may be mixed on page 9 International News for the two Cairns.

There may have been one or two more 'typos' and for these I apologise.

If submitting items for submission, they might not squeeze into available space so please be patient – they will probably turn up in the next issue.

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# Secretary's Ramblings.

As we move into winter members will be able to list those jobs on the old Ford which summer motoring showed as needing some attention. The club has excellent stocks of mechanical parts and this is a good time to order ready for doing the necessary repairs or improvements. Even if the cold winter days are a discouragement from leaving the fireside for a cold garage, having the parts to hand when a good day comes along will be useful.

The Federation of Historic Vehicle Clubs. (FBHVC) recently held a joint meeting with clubs and DVLA. (Notes below are at present unconfirmed). Concerns were raised regarding "taxing" of vehicles upon change of ownership consequent upon the recent abolition of the road fund tax disc. Since pre-1975 vehicles are now "tax free", questions have arisen regarding when the tax is deemed to have expired and the need to "re-tax". It seems that transfer becomes effective once DVLA have received written notification of change of ownership. Thus, assuming that appropriate insurance is in place, a car which is already taxed can be bought and driven home by the new owner as it may take a few days for the DVLA notification to arrive. A buyer should lose no time in taxing such a vehicle even though it is free of charge. Clearer guidelines on DVLA website, and in any publicity, were requested at the meeting.

Procedures regarding application for "lost" vehicle registrations were on the agenda. Rumours have been spread in recent weeks regarding the intention by DVLA to inspect (retrospectively) all historic vehicles. It was expected that these rumours would be tested at the meeting and existing procedures confirmed. Informal feedback suggests that DVLA is happy to continue with present procedures agreed with clubs regarding authentication. One worrying change may be that original registration applications will be successful only where an original logbook is present as evidence. Historic MOT's, tax discs etc. May not count as evidence in future applications. I await confirmation, or otherwise, on this point. If you have any registration questions please contact me.

**Club Workshop :** A report on the October workshop appears elsewhere in this issue. This is part of our club initiative to assist owners in gaining experience and confidence in maintenance tasks. This is all the more necessary as many newer owners lack many of the hands on skills .... most modern cars are not user friendly in that respect. It is also vital that we give members an opportunity to develop skills to do the MoT type checks where an annual MoT test is not undertaken. The club is seeking to put on these workshop days around the country.....do you know of a suitable location near you? A workshop with bench areas etc. and basic hospitality is all that is required. Just let us know.

## NEC Classic Car show 13-15 Nov. :

This will be our 23rd. such show appearance thanks to the dedicated efforts of Geoff Salminen and Geoff Dee with additional member support. We feel that it important for our club to attend the show to fly the flag for the pre - 1940 cars. A declining number of "early" clubs now attend. Please call in at our club stand and give your support to Geoff and the gang.

**Suppliers and Services:** Do you know a good vehicle upholster? I was asked this recently and this prompted the need for an update of local service providers ..... have you, or a classic car pal, successfully used a local service in recent past? Please let me have details of the service provided (eg. radiator rebuilt, ....carpets made.... etc) and contact details and I will compile a list to be issued to members. This could become a directory feature on the club website for easy access. Just let me know.

## Finding Cars. Where is DLY 785 ?

We love to reunite former owners with their old Model Y or C. Enquiries via our website are quite frequent but often we find that the car in question has long gone. In this issue we have a lovely story of DLY 785 from the original owning family .....DLY 785 is still out there but not in membership . Can you help to find it? Read the story and see the early pictures sent in by the family. I love the picture of the Model Y in 1937 Coronation decoration.

**My CX Tourer has chassis and body reunited ....** and it fits! Roger Hanslip & I spent many hours getting the door gaps right and with wonderful hindsight realised that we should have fixed them rigidly onto the body before reuniting body and chassis together. That is a tip for any body off restoration! However all is looking good with some welding still required to rear wheel arches.....sounds easy! By the time of the next issue I hope to have the car back home so that , in exchange, Roger can have his van back in his workshop to complete the re-assembly of wings etc. and to fit the rear doors. We will work together on this to enable the van to undertake the club tour to Norfolk and Suffolk next June. All exciting stuff! Incidentally what a super picture of my old CX Tourer (now with Bob Brown) on front cover of last issue. Wonderful scene.

Sadly we recently lost our dear friend Wendy Grace. With late husband David, they were stal-

warts of the club for many of the early and recent years. They were the very first club members I met when I joined in 1983 when I was restoring my Mistral Y Model Tourer. David showed me their Alpine Tourer hanging in the garage roof (minus engine and axles) awaiting restoration. I saw much of them over the next 30 odd yeas.....they are together again.

On the national scene we also note the passing of Lord Montagu who probably did more than any one else, over the past 60 years or so, to raise the profile and interest in the classic car movement. He made his home at Beaulieu into an international venue for all things classic car. His influence in government circles, and as President of the FBHVC, has enabled us to continue to enjoy great freedom in the use of our hobby vehicles. Our motoring heritage owes a great deal to him. Incidentally, in the 1990's he placed the ford Model Y in his list of 10 top vehicles which had significance in the development of the motor car. A man of sound judgement indeed.

Enjoy your winter motoring .... heaters? Who needs one of those!

See you at the NEC.

**Bob Wilkinson.**

## Bob's Joke Corner.

A couple of jokes with an international flavour. Read both with the correct accent.....

The Glasgow Wedding - Two Glaswegians, Archie and Jimmy, are sitting in the pub discussing Jimmy's forthcoming wedding. "Och, it's all goin' pure brilliant," says Jimmy. "Ar've got everythin' organised awready, the flurers, the church, the caurs, the reception, the rings, the Minister, even ma stag night". Archie nods approvingly. "I've even bought a kilt to be married in!" continues Jimmy. "A kilt?" exclaims Archie, "That's magic, you'll look pure smart in that. "What's the tartan?...." Och," says Jimmy, "A'd imagine she'll be in white."

## And a second one on a topical note.....

Wiremu, a New Zealander, was in Australia but about to fly to England to watch the Rugby World Cup and was not feeling well, so he decided to see a doctor.

"Hey doc, I dun't feel so good, ey!" said Wiremu. The doctor gave him a thorough examination and informed Wiremu that he had long existing and advanced prostate problems and that the only cure was testicular removal. "No way, doc," replied Wiremu. "I'm gitting a sicond opinion, ey!"

The second Aussie doctor gave Wiremu the same diagnosis and also advised him that testicular removal was the only cure. Not surprisingly, Wiremu refused the treatment. Wiremu was devastated, but with the Rugby World Cup Final just around the corner he found an expat Kiwi doctor and decided to get one last opinion from someone he could trust. The Kiwi doctor examined him and said: "Wiremu Cuzzy Bro, you huv Prostate suckness, ey." "What's the cure thin, doc?" asked Wiremu hoping for a different answer. "Wull, Wiremu", said the Kiwi doctor, "Wi're gonna huv to cut off your balls." "Phew, thank god for thut!" said Wiremu, "those Aussie buggers wanted to take my test tickets off me!"

The member who sent these wishes to remain anonymous!

Send me your favourite chuckle.

Bob Wilkinson.

# News of new members

Prepared by Mike Malyon 26 October 2015

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 2 new members.

Dennis Holden H1704  
Robert Vaughan V0601

Pennington Cumbria  
Stags Head Ceredigion

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

**Dennis Holden** – we are pleased to welcome Dennis to the Club. He has bought HG 4252 from a member in Anglesey, chassis number Y129545, Briggs body number 165/34383. The car is a black 1936 Tudor, first registered on 8th September of that year. The car is under restoration with a few jobs to be done. It had previously stood for forty years in a showroom /garage in Sale, Manchester. We hope the car is soon on the road again.

**Robert Vaughan** is the owner of 806 XUN, previously RC 3295. The chassis number is Y112499 and Briggs body number 165/25469. It is a black Tudor, first registered 01/11/1935. The car is on the road with light restoration work to be done. Robert wants to keep the car as original as possible. As the car is on the road we hope you enjoy driving your "Y" and a very warm welcome to the Club.

Hopefully, you will find this contribution to "Transverse Torque" informative & 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. As this is the last magazine of the year, I wish all our members a very happy festive season.

**Mike Malyon Membership Officer**

## SPARES OFFICER'S REPORT

The manufacturing fuel tanks and windscreen surrounds are taking a little longer to develop than first anticipated. As you can appreciate, these two items will take some considerable time, resources and finance to develop. There has only been one expression of interest in the fuel tanks and two for windcreens. If you are interested in purchasing either item please let me know.

If anyone has a badly rusted fuel tank or a corroded windscreen surround on their car and would like to be involved in the evaluation please let me know, as part of this you can have fuel tank or windscreen surround at cost price on the understanding that you give us feedback on the quality and performance.

You will see in this issue that we have had instrument faces made for both Y and C Models, we are sorting out the price to charge and they will appear in the next issue of Parts for Sale List.

If you are ordering sets of exchange brake shoes, please remove the rollers as we cannot guarantee you will get them returned with the relined shoes. Please do not remove the linings, the old lining may contain asbestos and the removal is done under strict conditions at the relining company.

My request for anyone who has any shock absorber parts that are surplus to their requirements, has resulted in no one coming up with any. Please let me know if you have some, we can always use them for spare parts.

### Next Copy date will be Monday 28th December

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. What a year you must have had!

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 enjoy seeing other's cars and show off their own.

**Peter Ketchell  
Spares Officer.**



**Looking good! Especially in colour with silver.**

# International

## Germany.

Arne Bolzmann, sent in a photograph of an early Dagenham 'Knocked Down' (KD) Model "Y", which was imported to the Ford plant at Cologne (Köln), where it was assembled incorporating locally procured components, to avoid import duty, and distributed as a Ford Köln. Arne also provided a historical insight into the interface between the Third Reich and the motor industry in Germany in the 1930s.

"When Ford-Germany chairman Edmund C. Heine made a press statement in August 1933 that all Ford cars sold in Germany were 100% "Deutsches Erzeugnis" (Made in Germany), the German Automobil Producers Association opposed him by publishing a calculation which showed around half of all parts to be imported. Ford then went on to increase the percentage of German-made parts and received the blessing of the regime; very visibly so when the editors of the nazi-party's own newspaper, Völkischer Beobachter, bought several of the new Ford V8s as company cars. GM and Ford both cultivated a good working relationship with the German government, giving Opel and Ford a massive share of the market.

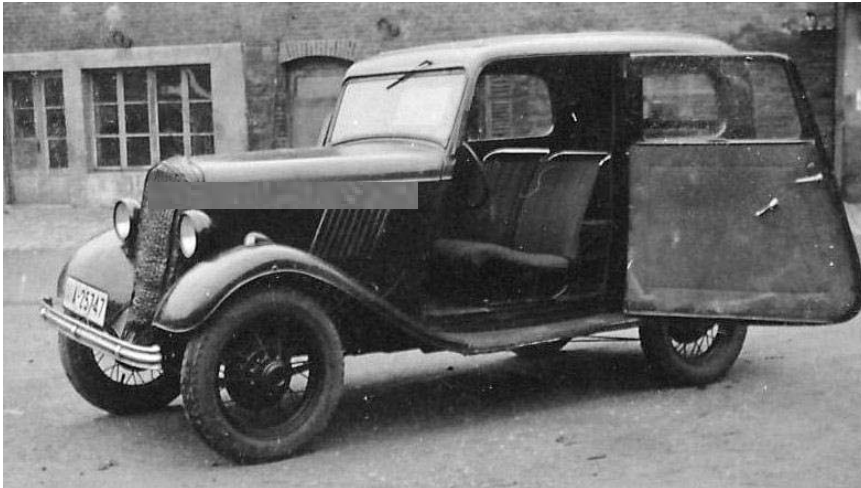
Many well-to-do middle-class Germans went on buying foreign cars, mostly American, as said before. I have photographs of Buicks, Packards, Chryslers, Chevrolets and Hudsons. These makes even featured at the Berlin Motor Shows, with other non-German brands. Louis Renault must years later have cursed the day when Hitler came to the Renault display in spring 1939 and shook his hand for the photographers. Photographs of British cars are much rarer to come by though. There is the odd roadster in the thirties and then some captured cars appear in the army after the French campaign."

## Australia.

They all eventually come out of the woodwork! We had lost track of a rare Model "Y" phaeton, which had been stored by a Mrs Shepherd in Jamestown, South Australia. Bill Ballard had seen it in 2003, obtained its chassis number (Y25387) and taken some oblique, indistinct photographs in its cramped shed.

And now, a delighted Bill emailed to say that last month he was called by a Ray Dwyer of Millthorpe, New South Wales, who said he had been the owner of the phaeton for about a year. He reported that the little shed it was kept in collapsed and did some serious damage to the car. When he bought the car it was in a terrible state and

# Correspondence.



**The early Dagenham built, Cologne assembled left-hand-drive Ford Köln, showing the locally manufactured seating. Later Cologne manufactured models had plain bumpers and no running boards.**

rats had nested in the upholstery, etc. He is fully aware of its rarity and intends to restore it to as near original condition as possible. He has stripped it down to the bare chassis which needed extensive repairs. He plans to repaint it in a lighter shade of blue (elec-



tric blue?) with black mudguards. Unfortunately, he has been unable to find a Geelong body number, like "19 P xx", stamped anywhere on the car.

## Australia again.

From member, Jenny Bone in New South Wales, "Hope you are all rugged up in the warm, it's bitterly cold here and we've had sleet all afternoon so I thought I would jot down a few notes on last Sunday's outing in 'Blue'.

Last Sunday we went on our first car run since returning from the National Rally in WA and it couldn't have been a better day. It was a frosty morning but we left Bilpin at 9.15 with brilliant sunshine, which was good because we have no heater in my little Ford. We were off to Bathurst and travelled along the Bells Line of Road to Lithgow where we joined the Great Western Highway. We made a stop at Lake Wallace, Wallerawang for morning tea which is where we met up with other members of the

Blue Mountains' Historic car club who had set off from Blackheath. Because we hadn't been on a couple of the recent club runs (due to being away in WA) some members actually thought we had returned to the UK so we got a lovely reception when they drove into the car park at Lake Wallace and saw "Blue". It's amazing that so many people cannot remember our names but always say they recognise the car, which is nice. After our break we then continued to Bathurst, a good straight run, although the Great Western Highway is nearly as 'rough' as the Bells Line of Road in places, but it's a good road for 'blowing the cobwebs away'. Our destination was, of course, Mount Panorama; a trip to the motor museum and then a drive around the race track and up to the top of the 'mountain' for lunch. You don't realise how steep the race track is until you actually drive on it, and how close the bends are to one another (and the walls); the track is so smooth and you can easily get carried away with speed if you don't watch out and with my car you have to constantly think of its braking capabilities! There is a lovely picnic park at the top where we had lunch with over forty club members. Even if you aren't a motor racing enthusiast it's a great place to visit, you can walk the track if you like, which a lot of people were doing the day we were there, and the views are fantastic, you can see for miles and miles on a clear day. It was a good outing.

## Somerset!

Not quite 'international' as the 1933 FIAT Belilla illustrated is for sale in Radstock, Somerset. However, its design is obviously a copy of the Model "Y". Note that the Fascist government of Benito Mussolini would only allow FIAT cars to be manufactured or assembled in Italy in the 1930s, which is why Ford were denied a foothold

in the Italian market; contributing to the failure of Sir Percival Perry's 1928 Plan (see pages 16 and 24 of the Ford Models Y&C book.)



**Blue', Jenny Bone's short rad on the Panorama race track. I somehow don't think the skid marks belong to her!**

**see photos on next page....**



**The 1933 FIAT Belilla. The similarity between its styling and the 1933 Model "Y" is beyond a coincidence!**

**Under the Belilla's bonnet, we see that the petrol is gravity fed from a large tank in front of the scuttle, reminiscent of the Model "Y" prototype. Photographs courtesy Karl Dillon.**

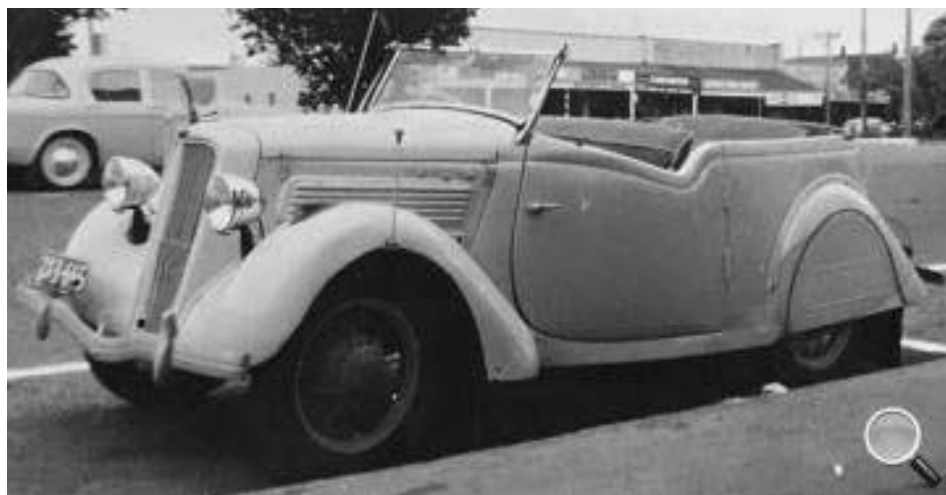


## New Zealand

In the latest issue of the North Island Ford 8 & 10 News are a couple of photographs of Aaron Parkes' Dad "cruising Pahiataua in his Ford Ten Convertible in the late 50's. He bought it as someone else's unfinished project, completely in bits. It was dubbed 'Mighty Mouse' complete with graphic on bonnet



**Aaron Parkes' Dad in his Model "C" turer "cruising Pahiataua" in the late 1950s. Note the outer rear mud spats and the 'Mighty Mouse' image on the bonnet**



**Looking more appealing with the hood down**



**Our man in Spain, Luis Cascante, tells Sam Roberts how he came to write his article in the latest issue of the prestigious Spanish classic car magazine, 'Autódromo' (Spanish for 'racing circuit'):-**

"Some years ago, I began a research on the history of Amado Casajuana, the first Ford agent in Spain. You probably remember, Sam, that the origin of that investigation was your doubt if the founder's name of the Casajuana agency, was Juan Casajuana, as Manuel Martínez Cordero wrote in his book 'Historia de Ford en España 1919-1954'.

Sometime later, a meeting with the late Rita Ybáñez, widow of Amado Casajuana Jr. - a delightful elder lady - was arranged, and I could trace the backbone of the family's history. It was published in an issue of Transverse Torque some years ago. Further research on the subject over the years, has given to me enough material to complete an article. It has been published in the last issue of 'Autódromo', the Spanish quarterly magazine devoted to Spanish motor history. Of course, included in the article is a mention of Casajuana's special tourer bodies built on Ford Model "Y" chassis is; a subject that you detailed in other issues of Transverse Torque. Here is an extract from the article covering the tourer bodies."

### **OPEN BODIES BUILT ON THE 8HP.**

The original proposal for a small Ford for the European market, the 8 HP Model "Y" - to be built in England - included two and four door saloons and an open topped body called a 'roadster'. Later in the design period, the roadster version was withdrawn from the original body styles. It was considered that, without a roof structure, the light chassis was not stiff enough to cope with an open body, causing unacceptable flexing.

However, there was a significant demand in the British market for affordable open bodied cars; Morris, Austin and Singer marketed 'tourer' versions of their smaller models. Because of this competition, some British Ford dealers decided to display open bodied models alongside the original 8 HP saloon cars to attract customers into their showrooms. They commissioned British coachbuilders to build such bodies on the 8HP chassis. The better known of these tourers were the Arrow Coachworks 'Alpine Tourer', the John Charles and Co 'Ranalah' Coupe, the 'Dagenham Motors' manufactured by Abbey Coachworks; Jensen Motors built the 'Mistral' (later, Jensen Motors manufactured cars under the Jensen brand), Salmson-Tickford the 'Cairn' and Whittingham & Mitchel the 'Terrier' (later changed to 'Kerry'). Other British bodymakers built their own, but were few in number.

The Ford Y & C Model Register

# Amado Casajuana, Spain's leading Ford dealer.

As with British dealers, Casajuana decided to market his own open bodied 8HP Ford. At the 1933 Barcelona's Exposición del Automóvil, three different open versions of the Ford 8HP were on show on the Casajuana's stand, none resembling any of the 26 special versions built in Britain. Interestingly, on the adjacent stand, a fourth special version of 8HP was on display. According to the official catalogue this stall was booked by Ramon Pla, a coachbuilder of Artesa de Segre, a village about 150 km from Barcelona. It seems unlikely that this small local coachbuilder could have his own stand at the 'Exposición'. It could be that Casajuana and Pla had some kind of agreement for designing and building these special bodies. In any case, their smart tourers were a success.

It must be pointed out that Ford Motor Ibérica was not listed in the official catalogue of the 'Exposición'. All Ford vehicles were displayed on the three stands under the Casajuana name: one showed cars, a second one displayed trucks and a third was devoted to special bodies on Ford vehicles. The absence of Ford Motor Ibérica in the show possibly was due to the fact that Ford Ibérica, following Detroit instructions, refused to be member of the 'Cámara Española de Automovilismo y Ciclismo', the Spanish association of vehicle manufacturers, the organizers of the event. Hence Ford did not have a stand.



**Amado Casajuana's dealership in Barcelona. The Model A trucks suggest a date of c.1930**

# Obituary – Lord Montagu of Beaulieu

*with a bias towards the Ford Y&C Model Register*

It is with regret that we learned of the death of Lord Montagu on 31st August 2015, aged 88. Full obituaries have appeared elsewhere in the national media and in classic car publications, but to the Ford Y&C Model Register, unbeknown to him, he was a champion of our particular cause and, for that, we owe him a dedicated few words of thanks.

Lord Montagu made a tremendous contribution to the classic car movement, not only as the founder of the National Motor Museum at Beaulieu, but by his lobbying and support of the movement in the House of Lords and the media in general. In 1995, he presented a weekly series in the Saturday supplement of The Times newspaper on 'the dozen cars that made Britain great'. It was a great pleasure to see that, despite the more exotic marques, his sixth car in the series was the Ford Model "Y". It appeared, complete with large cut-away diagram, on Saturday, April 8th 1995 and was headed 'The little gem that rescued a giant – without the Model Y, the modern breed of world cars such as the Mondeo would never have happened.' There followed a comprehensive summary of the reasons why the humble Model "Y" took the British car market by storm in the early 1930s, i.e., the first streamlined mass produced car, the first Ford designed for a market other than the U.S.A., the first and only £100 saloon car, the car that took 40% share of the small car market after only a year in production, etc. We were certainly grateful to Lord Montagu for raising the profile of our little car.

1996 saw the Centenary of the Quadricycle, Henry Ford's first automobile. Lord Montagu hosted a Ford event at the National Motor Museum to celebrate the centenary, inviting Ian McAllister, the Chief Executive of the Ford Motor Company Ltd. and Ford classic car clubs to a short ceremony in front of the museum. Present was a replica of the original quadricycle. After the ceremony Lord Montagu visited the various clubs and spent some time with us on the Y&C Model register line-up. He had also provided a 1920's Le Mans Bentley and his favourite 1909 Rolls Royce Silver Ghost for those who wished, to be driven round the grounds. Paula and I opted for a ride in the Silver Ghost. Just as we were setting off, Lord Montagu asked us if we would give him a lift to the palace. We had a very pleasant conducted tour round the Beaulieu estate with the most informative tour guide!



**The Centenary of the Quadricycle celebration on 4 June 1996 at the National Motor Museum. From the left; Club members Bert Hopkins, Steve Young, David Leach, Ian McAllister (G.E. Ford Motor Company), Lord Montagu, David Lovering and Sam Roberts."**

May he rest in peace.

**Sam Roberts.**



**Lord Montagu describing the Beaulieu Palace grounds to Paula Roberts in the back of his 1909 Rolls Royce Silver Ghost, he having thumbed a lift!**

# Obituary Wendy Grace.

The success of any club can be measured by the friendliness and contributions of its members. Our Club has always been regarded by our members, and outsiders looking in, as a happy and friendly Club and long may it remain so.

From its inception in early 1979, there has been a hard core of stalwarts who have given their all to ensure that the Club prospers and that members are made to feel part of an active, working group. David and Wendy Grace were certainly part of that hard core, having joined shortly after the Club's launch in 1979. Although, in the early days, we rarely saw Wendy's Alpine tourer as David was forever restoring it, they regularly attended and organised events. Bob Wilkinson's 'Yorkshire Dos' and the early Stanford Hall annual gatherings were their particular favourites; the barbecues and the competitions at the latter often being in the hands of the Graces. Regrettably David died in 2009 and now, at the early age of 74, Wendy has died also.

Wendy was not one to stand back and let others do the work. She was feisty and had style. She was a Yorkshire lass and gave her honest opinion on most matters succinctly: no beating around the bush with Wendy! She was friendly, loveable and great company at the Club social events. She and David drove Wendy's Alpine at their wedding in 1962, shortly after which David started, what turned into, a total body-off restoration. It eventually saw the light of day again in time for the Convoy 2000 tour of the UK. Regrettably, the engine packed up in Fort William, Scotland and the car had to be rescued back to Boston Spa to await David and Wendy's return. Once back on the road, on Club tours, they visited Ireland with Ben, Wendy's three-legged dog, who had to be smuggled in to the less pet-friendly hotels; the Isle of Man; Holland and many UK trips. Wendy's last outing was with son, Nick and the family to the North Norfolk Railway 40's weekend in 2011; since when 'The Hutch', as the tourer was affectionately known, has been passed down to grandson Alex, our youngest member.

Perhaps the proudest moment of Wendy's automotive life was in 2005. David and Wendy had bought a Hymer motor-home and went with the Hymer Club to the Czech Republic. The Alpine was towed behind the motor-home and driven extensively around the country. At the subsequent Classic Car Show at the NEC Birmingham in November, the car was judged the Special Award winner by the Classic & Sports Car editorial team, it being the car that the judges would most like to take home (out of over 1000 cars!).

It is a great shame that a brain tumour should cut short such a vibrant life. Wendy had so much more to give. The Club has lost a great supporter and friend. We will miss that wicked sense of humour and that telling smile. God bless you Wendy.

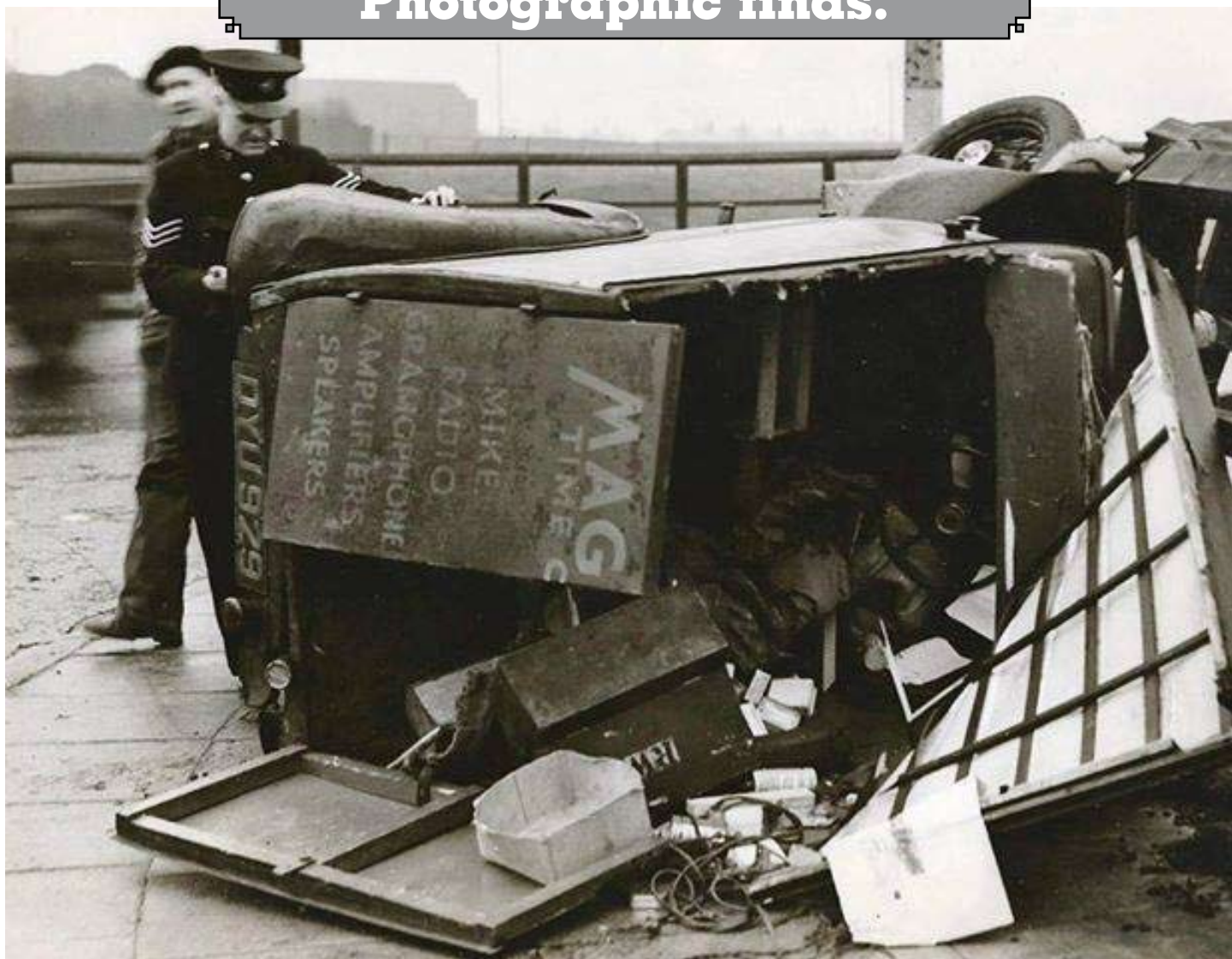


**Wendy receives the 'Best in Show' award at the Classic Car Show at the NEC in 2005. Her Alpine tourer was considered by the Classic & Sports Car judges to be the car they would most like to take home.**



**Wendy receives the Maurice Billing trophy at a dinner on the Holland tour of 2006; The trophy is awarded annually to the person the Chairman considers has contributed most to the Club during the previous year.**

## Photographic finds.



**"An accident at the junction of Kingsway and Milnrow Road in Rochdale: Sgt James McGilchrist in attendance. Note that the van had only three cross-roof sticks, the number being reduced in production from four post-early 1933. The registration DYU 929 confirms this, it being an August 1937 London mark. Photograph courtesy Karl Dillon**

**A delivery van belonging to Messrs C.E.J. Hames & Son, of Cwmbbran, near Newport, South Wales, purveyors of radios and radio stores – HMV items in particular. The van carries a BAX, late 1936 Monmouthshire registration. This van must have been one of the last to carry the spare wheel on the driver's door; it being moved to the passenger door in production in October 1936. Photograph courtesy Karl Dillon.**



**Not a van on this occasion, but a 'woody' converted from a Tudor saloon Model 'Y'. Registered in Canterbury, Kent in December 1934 and photographed in 1957 with Malcolm and Jacqueline Winwright on board.**



## For Sale and Wanted –

Refer to our website for up to date adverts.

**For Sale:** 1937 Ford Y, black with wire wheels and luggage rack. Very good condition inside and out. 933cc with lots of history on file. Excellent runner Genuine bargain at £5250. Telephone Steven Smith 07969 356859

**For Sale:** 1933 Ford Eight SR (Y26895)

Advertised by:- Alan Robertson (member) Tel. 01360 311587 (near Glasgow)  
1933 Ford Eight SR, four door, dark blue with black wings. Running, in drive away condition. £4000 ono.

**For Sale:** Model Y Spares

David Wallis. Contact: david.helenwallis@btinternet.com

Having had to sell my Model Y, I have the following spares available:

Fuel tank with sender, 2 x Carbs, 2 x dynamos, complete set (4) wings in black - VGC, inner wings, rear bumper

I am open to offers on ALL or individual pieces.

**Wanted:** For 'Sandrillonnette' as featured in this magazine. (A short Rad LHD)

Windscreen brackets, Front brake drum

Front brake rods

Right rear lamp

Inner handles for doors and windows (diamond type)

Pascal Planke – pascal.planke@wanadoo.fr

**Wanted:** Inner Wings for Model C

Please telephone 01207 654108 (Member)

**Model C:** A club member needs a pair of front inner wings for a 1936 Ford CX Tudor. Please telephone if you can help.

# Events 2015 / 2016

**13-15th Nov. NEC Footman James Classic Show**  
(see advert last issue for discounted tickets)

**Geoff Salminen**

**12th Dec.**

**Christmas Dinner**

**Colin French**

**2016**

**7th Feb**

**Willoughby Committee Meeting 10.30am**

**17th April**

**Our AGM at Willoughby**

**17th May**

**Chiltern Valley Vintage Show**

**Jim Miles**

**28th-30th May**

**Enfield Pageant**

**Jim Miles**

**5th-11th June**

**2016 Tour Norfolk/Suffolk**

**Jo Hanslip**

**01945 430325**

**16th-19th September 2016 North Norfolk Railway '40's Weekend**

**Jo Hanslip**

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

## 1940's Weekend in North Norfolk

*(See the collage of photos inside rear cover -Ed)*

The Links Hotel played host to more than 30 members and friends for the annual 1940s weekend on the North Norfolk Railway, once again superbly organised by Jo and Roger Hanslip. The Links has had a makeover since our last stay there, resulting in much improved accommodation, great food and service. Sheringham and Holt were superbly decorated in wartime style and packed with suitably dressed visitors throughout the weekend, providing a wonderful atmosphere for us to enjoy.

The Steam Railway enthusiasts among us enjoyed a superb mix of trains, and period buses and coaches were also on duty. An unfortunate incident occurred on Sunday when a locomotive pulled off the train. Instead of then running round, it accelerated straight into the buffers, destroying them and damaging the engine.

Most of the old cars performed well, the sole exception being Charlie Seymour's Hillman, which suffered a manifold and gasket failure resulting in a nice, comfortable ride for the three of them back to Chelmsford on Monday in a recovery truck!

We all felt desperately sorry for the young lady in our party who spent the whole weekend wearing a white wedding dress and accosting various men whilst hoping to meet the GI

who had been responsible for her predicament (She was 9 months pregnant?). But really Jean, was it necessary to try to force 3 vicars and a policeman to marry you as well as all the others who matched your photos?

Saturday night's show at The Links went well, this year enhanced by the good food and lovely and funny version of Windsor Davis and Don Estelle's classic 'Whispering Grass'. We were all so pleased that Nick and Monique were able to join us for the weekend, and they will be in our thoughts as Monique continues her recovery. Nick was apparently enjoying a break from domestic duties.

At Sunday evening's 'Last Supper' Margaret and David conned us into paying a fortune for raffle tickets to give us a chance of winning prizes that we'd already bought and paid for (a clever financial trick which enabled us to donate £80 to the North Norfolk Railway). Sheila tried to prove to us that she had a GSE 'A' level in 'How to tie a headscarf', but we all reckon she must have bribed the exam board chairman? We had a 'Guess Jim Miles' Age' competition (which nobody won), and Jo and Roger handed out lovely gifts for all those present. Joan Sharpe had kindly volunteered (?) to make a collection and buy thank you gifts, and Colin presented these to Jo and Roger whilst passing on our appreciation for the work and planning which they had once again undertaken on our behalf.

In the coffee lounge we were then treated to a George Formby 'banjolele singalong' by our own star Geoff Salminen, a lovely and relaxing way to finish the evening. Can't wait for next year Jo!!

CF

## NORTH NORFOLK RAILWAY 40'S WEEKEND 16TH-19TH SEPTEMBER 2016

We have reserved rooms in the Sea Marge Hotel at Overstrand for next years 40's do. I appreciate that it is a long time off but the event is getting ever more popular and it is getting increasingly difficult to find accommodation in the area. We went to the Sea Marge in 2014 and it is a very nice hotel as those who went will confirm. The cost of rooms is £65.00 per person for dinner bed and breakfast in a standard double room. Superior rooms are available at an extra £20 per night.

To confirm your room can you please telephone the Sea Marge and speak to Lesley, tell her you are part of the Hanslip Group which Melanie Goose arranged and pay just £20 deposit per person. There is no need to pay more at this stage. THE TELEPHONE NUMBER IS 01263579579. Several have already reserved rooms. When you have booked, can you e mail me (jo.hanslip@btoopenworld.com) and let me know please.

The Links Hotel will put on transport for the 40's entertainment and meal at extra cost but everyone, so far, would prefer to have a meal in the Sea Marge and have a more leisurely evening. We are sure that with the talent amongst us we will be able to entertain ourselves. If any member has not been before, then please telephone either Roger or myself (01945 430325) we will convince you that you will enjoy yourself.

Finally, we will be keeping you posted re the SUFFIK AND NUFFIK TOUR IN JUNE (SUNDAY 5TH JUNE-SATURDAY 11TH JUNE 2016) Keep the dates free.

Till we meet again,  
Jo & Roger Hanslip

# Workshop Day at Pump House Garage

*(See the collage of photos inside frontcover – Ed)*

The second workshop was held at Pump House Garage in Adderbury on Saturday 3 October 2015 and was a great success, with members attending from as far afield as Kent, Gloucestershire, North Wales, Essex, Northants and Leicestershire.

We were lucky to have the experience of three demonstrators, Peter Ketchell, Roger Hanslip and Graham Miles. This year the main topics covered included Ignition, Fuel Pumps, Brakes, Steering and Vehicle Safety. We again had the benefit of two 1936 Model Y Tudors. CNN 125, (ex Sam Roberts) owned by Robert and Lorraine Jarvis, which is complete and in regular use, was on the ramp, and BOD 978, owned by Colin French and Penny Stevens, its restoration clearly having progressed since last year, was on the floor. We understand this car is 'scheduled' to be on the road in time for next June's Suffolk Tour.

Ron Lewis also drove from home in his Green 'Y', which now sounds beautiful and shows the effect of the many improvements Ron has made over the months since he bought it. Of particular interest were the new and very impressive LED headlights.

As usual, notepads and cameras were in constant use and members all enjoyed the day, supplemented by a waitress service all day

from Lorraine, who looked after us with a super spread of sandwiches, cakes etc and kept our coffee mugs filled. Clive Harrison agreed 'under duress' to take away about 20 sandwiches, crisps, cake etc to help him stay awake on his long journey back to North Wales

Robert Jarvis was thanked for again making his Pump House Garage facilities available to us for the day. It seemed a bit unfair to Robert that Graham placed 'MOT Advisories' on CNN. We reckon Robert might just get away with spending less than £250 to put right 'apparent' defects on brakes and steering, and he really can't keep blaming Sam Roberts!

The committee is considering the possibility of putting on future workshops around the country, and Peter Ketchell would welcome members' views on this.

The Register is so very lucky to benefit from the efforts of Peter, Roger and Graham who, like most of those members attending, had travelled so far and contributed so much to the day.

CF

**Roger Hanslip & Graham Miles doing their thing.**



## Snippets – Out & About

John Clarke emailed me after reading of my request for any adventures had by members. See '1972 Adventure' later in this mag.

Robin and Sue Jager sent in a photo of their car used on an advert for the Lakeland Historic Car Club back in September.

Pat Jennings wrote in : " I attended a vintage vehicle day at Burley in Wharfedale in August and met Richard and Rosemarie Crabtree from Settle. Their Model Y – EPU 977 looked stunning.

Dave Tanner posted in with two photos he'd found. One of AAD 640 once owned by Peter Brooke, believed now to be in the USA. The other a photo of Bury St Edmunds with a Y, an E93A and a Daimler Ferret Scout car!

Jethran Williams also sends in some photos of a very rusty car in Shropshire.

Space limitation precludes entry here, but they will feature in the next issue.

My thanks to all who contribute, no matter how short or seemingly trivial – they all add into making this magazine interesting.



## The Tarka Trail – A ride for charity by our own Colin Rowe, Spares Administrator, who has raised nearly £2000 for The Cystic Fibrosis Trust

Two of my former school friends Alan and Jeff who I cycled with in the late 1950s and the early 1960s accompanied me on this 70th birthday reunion ride along the Tarka Trail of North Devon. We had last toured together in north Devon in 1961. It was my wife Chris who laid down the gauntlet at a lunch meeting at Coleshill, the town in which all three of us attended the grammar school. Chris commented that when we are together we are always talking about the old days and the adventures we had, so challenged us to relive them to commemorate our 70th birthdays which were all due in 2015.

I decided that while I was doing the ride it would be an opportunity to raise funds in aid of The Cystic Fibrosis Trust, a terrible disease that afflicts my 10 year old granddaughter Olivia and for which there is no cure. A website was set up at at Just Giving.com and details circulated through Facebook, the coach travel press and the membership of the Y&C Register.

Fortunately we all still had bikes and were regular riders and so the date was set for October 6th come hail rain or shine for us to meet outside the old railway station in Ilfracombe at 9.30 in the forenoon. I undertook some training along various cycle paths in Northamptonshire and gained experience on ordinary roads and hill climbing between Great Addington, Islip and the A45 at Thrapston on a weekly basis, covering at least 20 miles.

On the Saturday before the event we all met at Sywell Aerodrome near Northampton with a few family and friends to make our final plans and to celebrate my birthday, me arriving in "Billy" the Model Y, to launch the event. We were fortunate to see a Spitfire land and take off while there.

The morning of the event dawned wet and windy with a heavy downpour at breakfast time. By the time we reached the start point the rain had stopped but with leaves on the track cycling the 5 mile up-hill stretch to Morteheo was treacherous. Armed with energy drinks, which didn't exist in the 1960s, and a good supply of Kendal Mintcake we were on our way at last! We cycled on ordinary roads beyond Morteheo which form route 27 of the National Cycle Network. This proved to be a real challenge compared with railway track beds which are reasonably level, but the views were stunning. My bike weighed in excess of 20 kilograms. Alan and Jeff had lightweights with Alan's weighing less than half mine. I kept up most of the time and didn't dismount once – honest!

At Braunton 9 miles from Ilfracombe we joined the Tarka Trail proper following the estuary of the River Taw inland towards Barnstaple passing RAF Chivenor on the way. The new road bridge at Barnstaple was crossed so we then headed towards the coast along the opposite bank of the Taw before reaching Instow and Bideford. Here we diverged onto the bank of the River Torridge for the final push through to Great Torrington. This stretch was wet and we needed to put on waterproofs. The ride took us 5 hours including one half hour break for refreshments and several photo stops - not exactly a record breaking



achievement, but we are all 70 years old! At one of the stops we received a cash donation from a lady and it is entered on the website as Fremington Café donation.

**A HUGE THANK YOU TO ALL THOSE MEMBERS WHO SPONSORED ME**



**Colin's ten year old granddaughter Olivia.**



# Sandrillonnette.

A 48 year old French enthusiast of classics would like to join the forum (if you are ready to forgive me for the mistakes that I will probably make in the Shakespeare language).

I am already used to drive on the other side of the road as I ride my MGB GT V8 original in France. So, my Y should not be too much difficult to drive with its steering wheel on the right side.

I bought Sandrillonnette in June and recently transferred it at home. I call it Sandrillonnette as it is supposed to be driven by my wife Sandrine when renewed. And as this little car appeared in our life as an asleep lady, Sandrine & Cendrillon have merged into Sandrillonnette.

An "asleep lady" was found in a vintage garage in the North of France where we live. This garage was owned by a 88 year old mechanic when he passed away, it was full of other old cars. When my brother called me to inform about the discovery, I took my car and when there straight away to buy the Ford. (he took a 4CV Renault "six moustaches")

The car was in fact the mechanic father's car kept there since bought in 1939.

Little by little, the garage was emptied of almost a century of parts and papers, technical books stored in layers. The first MOT was then discovered with the old registration number (7553MD5) and a second one with the actual plate number 3009 BC 59 (the system of registration changed in the 50s in France).

Giving the name of the father- Gaston LEPINE-, the MOTs are helping me to recover the history of the car. Most interesting part is that Mr Gaston LEPINE is quiet well known in the north of France to this extent that he has his name on the street plate where his garage was.

If you enter this name in Google, you will find the street but also his story has a resistant in the second war in the Schelburn network. He was in contact with Ms Marie Rose Zerling (aka Claudette) who was at a time a biology teacher at Valenciennes before she returned to Paris and before being suspected in the occupied area. Gaston hosted pilots and escapers fallen in the North and helped them to go to Paris where Marie Rose was returning them to UK.

I am sure that the Ford Y carried some of them.

I think that the car was left by Marie Rose to Gaston when she left Valenciennes University but this is something that I still have to confirm with the support of the French administration....but...



For a few days now, I have started to strip down Sandrillonnette. For an 83 year old, she is still in shape. There is some "see through rust holes" on the join between the step, body base and right wing, and the base of the doors. The front plate between the 2 wings (where the starting handle goes through) is damaged.

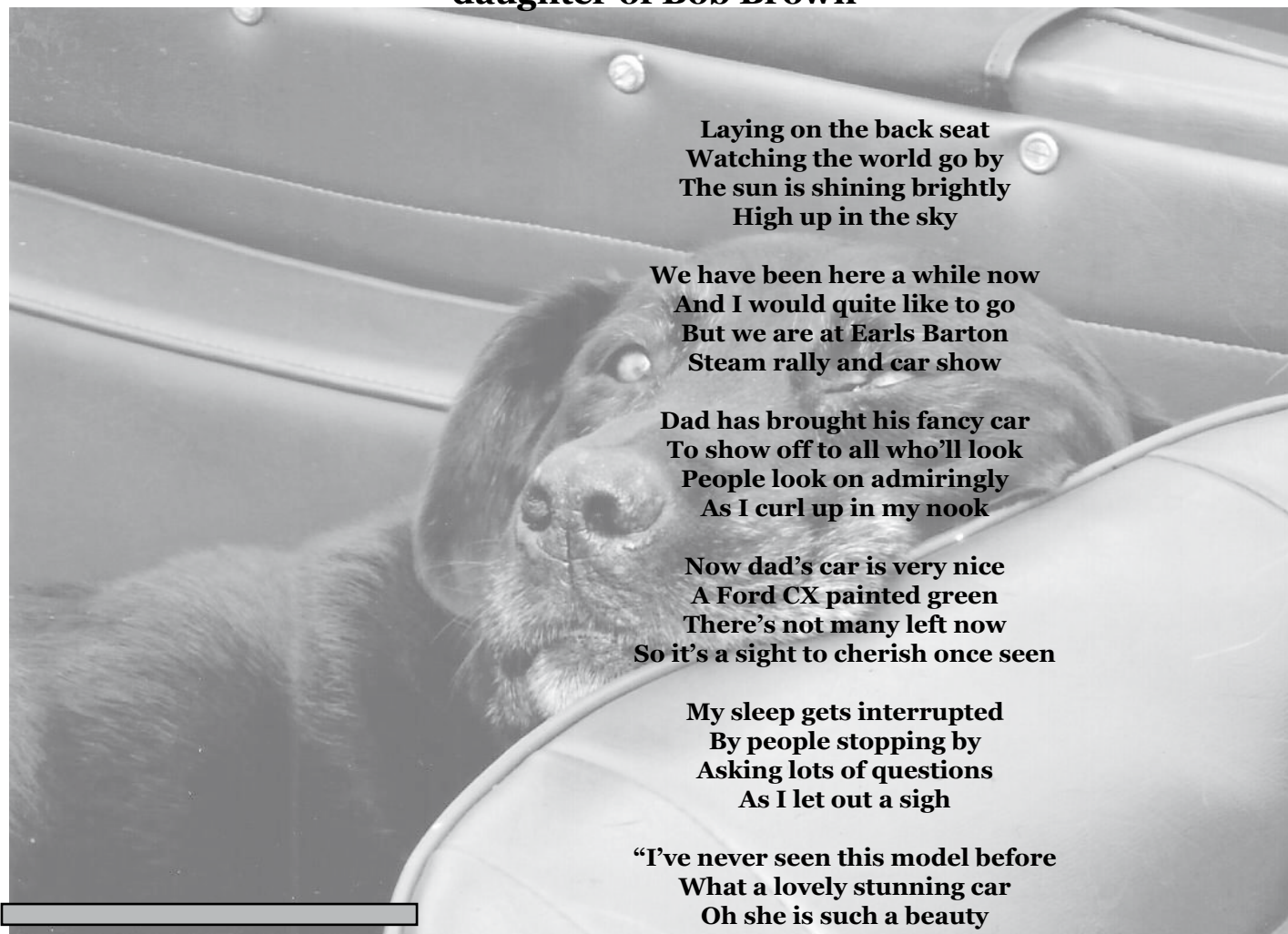
Some parts are missing here and there but the list is not too long:

- a speedometer...?! (which I believe has been removed to avoid to justify his mileage to the Germans during the war)
- a front left brake and its connecting rod
- 2 side red lamps and a rear one (which is replaced by a Traction 11CV one)
- one or 2 inside door handles
- an inside mirror

Continued on page 18

# 'Charlie', a poem by Rebecca Brown,

daughter of Bob Brown



Laying on the back seat  
Watching the world go by  
The sun is shining brightly  
High up in the sky

We have been here a while now  
And I would quite like to go  
But we are at Earls Barton  
Steam rally and car show

Dad has brought his fancy car  
To show off to all who'll look  
People look on admiringly  
As I curl up in my nook

Now dad's car is very nice  
A Ford CX painted green  
There's not many left now  
So it's a sight to cherish once seen

My sleep gets interrupted  
By people stopping by  
Asking lots of questions  
As I let out a sigh

"I've never seen this model before  
What a lovely stunning car  
Oh she is such a beauty  
Have you travelled far?"

How many are left now  
Or is this the only one  
I'd love to buy her from you  
We would have so much fun

The folk keep on coming  
One question after another  
I just want to go home  
To my dinner and my mother

How can I get comfy  
When people keep patting my head  
Oh come on, let's go home  
I'll be comfier in my bed!

Dad's car is a beauty  
Of that there is no doubt  
But if you must look  
Then please do not shout

For I am an old boy  
And I need my rest  
I'm a bit like dad's old Ford  
We are two of the very best

and....the front window brackets (gone! and the windscreen is laying on the rear seat !)

My concerns are more the engine which is blocked and the leather roof which has been replaced with a welded iron plate.

But the horn is still horning!! I have tested it as a "go" signal for a long renewing /re-building/refitting race.

I would like to enclose some pictures during the race but they seem to be large to upload so I may place them on a share net system in order that anyone who's interested can see them!

Regards

**Pascal PLANCKE**

*(His car is an early November 1932 LHD, Asnières assembled, blue and black short-rad, Y4673)*

# Cars Re-united

## Stephanie Blake writes in:

Can you reunite us with DLY (Dilly) car – registration number DLY 785?

We are keen to find any information about an old family car, registration DLY 785. Has anybody seen her or does anybody know where she is living?

DLY is a black and green four door Ford Model Y and was bought new by my grandfather in 1937. My mum was 6 at the time and DLY went to live with them in Cheam.

DLY was a family car and we have photographs of her in the Coronation Procession – organised by CAWPRA (Cheam and Worcester Park Residents Association) car club, of which my grandfather was a member. As a family, they also travelled in DLY to Scotland and to Ilfracombe in Devon. When my mum was old enough she drove DLY and travelled to and from Scotland, when she worked in Shotts in Lanarkshire for a year.

Sadly, my grandfather died very young, in 1955, and Mum thinks that she owned DLY until around 1958 when she was given a company car at work. DLY was given to a Mr and Mrs Maynard from their church, who lived in Fetcham, near Leatherhead. They then moved to Devon and Mum believes that DLY was given to a motor museum in Holsworthy.

I have checked the DVLA records and DLY is still taxed and on the road.....somewhere! For as long as I can remember, mum has talked about DLY and has wondered what happened to her. She is now 84 and I would really love to find out where DLY is and perhaps, possibly, to reunite her with her beloved car.

*(Please contact Bob, Sam or myself if you have any information on this car. We hold her contact details.) Sam indicates that it was once owned by a F. Short from his archive material and that it was made in October 1936.*



# UD 7893 – As featured on the rear cover.

Robert Ashworth introduced himself to members on the Club Yahoo Forum recently and told us of his purchase in January this year.

“I purchased UD7893, a 2 door long rad in black on eBay in January this year. The car is running and roadworthy, although I have only made a very few local trips so far” He goes on to say:

As a newcomer I must compliment the club, it is so welcoming and seems to be totally free of any “agenda” other than helping the members keep their cars out on the road. Special thanks to Pat Jennings my local rep, who got in touch not long after I joined. We have met up but not seen each other’s cars yet.

So why a Model Y? I am “only” 44 and so I have no recollection of these cars in daily use. I am a Ford fan however, I also have a Mk2 Escort and Mk2 Consul. My classic car history has been mainly 1950s -1970s cars and mostly Ford, but I’d always had a hankering for a pre-war car however and 7 or 8 years ago I took the plunge. An Austin 7 seemed a sensible choice with plenty to choose from, after a short search I found a lovely Mk2 Ruby. I only kept my Austin a year or so and after a short while regretted parting with it. I’ve always thought the Model Y was a lovely looking car, especially in Long Rad form, and with the increased confidence of a little pre-war car experience, I decided a Ford it had to be. UD7893 popped up on eBay almost immediately and it was exactly what I wanted in both specification and price range. It was almost too soon for me as I hadn’t done as much research as I wanted to at that point, but I did wonder how long it might be before another car came up. I don’t recommend bidding sight unseen on eBay at all, but it was clear to me that the car was very honestly described. I didn’t have time to go to view the car but decided to take a chance. I wasn’t even able to go to collect

the car after the auction and so the first time I saw it was when it was delivered by a transport company I’d arranged. I was delighted when the car arrived, it was exactly as described and I thank the seller Mr Barry Nutley for a very honest listing and a very helpful sale. I believe the car is known to the Club already. In short, it had been parked in a barn in 1951 and stayed there until around

which were pointed out in the eBay listing, I must stress). The worst is a severe clutch judder upon setting off and the second was a lazy starter motor. The clutch judder makes it very easy to stall the car and having to resort to the starting handle to restart it makes it a little stressful to drive in traffic to say the least! It is very hilly where I live and I found myself having to plan my routes to avoid hill starts, especially at



1999/2000 when it was purchased and restored by Mr Nutley. The restoration might be better described as a “re-commissioning” as deliberate efforts were made to preserve as much of the original car as possible, replacing only what was necessary to make the car roadworthy.

As a result the car is far from a show car but I like it all the more for that, it wears its years. As Barry stated in the advert, “it wouldn’t matter if someone leaned a push-bike against it”. There are one or two areas of bodywork that are just the wrong side of patina however and will need attention; a split in a wing that will get worst if left etc, and so I hope to be able to do just the minimum of localised repairs necessary to keep the car “as is”.

The car had 2 mechanical faults (both of

traffic lights and junctions. Rod Viveash was very helpful in testing and overhauling my starter motor (yes, it was the switch of course!). This has taken the stress out of restarting but I know the clutch judder isn’t doing the car any good and needs to be sorted sooner rather than later.

The judder is far worse in first gear but is also present in reverse. The clutch doesn’t slip at all even under power up steep hills but the judder is ever present - it doesn’t “burn off”. The car is dropping oil from the bell housing more than can be ignored and so I am certain there is oil on the clutch. I do need to make sure the clutch is adjusted as well as can be and I know that the engine mountings need to be replaced and I will do this, but I am sure it is going to be necessary to take the engine out. This is a job for this winter. I like the idea of restoring the

engine bay to a pristine and original appearance; to me this would serve as a statement that the exterior of the car is deliberately un-restored and like that out of choice rather than because the car is in any way neglected. I subscribe to the school of thought that I am a "custodian" of the car and as it is so original it either needs to be kept "as is" or to have a full concours restoration - nothing in between.

Anyway, I am sure I will be back on the forum quite soon asking for advice on engine/gearbox removal and topics such as crankshaft oil seals!

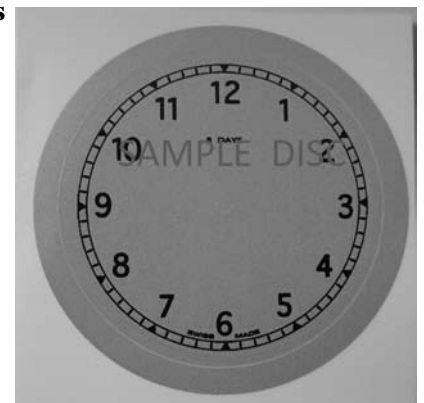
*(And true enough, Robert has been back with several enquiries for help, and hopefully found some answers. Ed)*

**Looking for answers?  
Our technical advisor  
Nigel Stennet-Cox  
has been busy again  
recently advising many  
members. Advice was  
given to a member with  
petrol feed problems (a  
regular problem with  
our cars) and responded  
to questions on fitting  
electric fuel pumps.  
Some answers can get a  
quick response on our  
Forum or Facebook  
pages as well.  
We are here to help.**



**Illustrations of the repro. gauge faces**

**Model Y Speedo**



**Model C Clock**



**Petrol gauge**



**Model C Speedo**

# US 1918 1933 model y

Steve Mckenna writes in via the Yahoo Forum:

I have a 1932 Model 'Y' (August ) under restoration, but it is not at the front of the queue at this time as I have other ongoing projects .

I had never driven a Y before but have always liked them. This one was advertised for sale as a one owner car from Mr James Goodwin of East Kilbride, Glasgow. He sold the car on 21/9/14 . I then purchased it in January 2015. The tyres were poor so I got a new set of Avon tourist and had the wheels powder coated. The fuel tank had more fibreglass than metal so I had a new tank made (Thanks Dave Tebb). Dave made me two - an extra one for my '32.

### looking proud in its WW2 décor

Other than that the car is very sound and runs well. When I have time I intend to replace :

- \*radiator (no leaks but looking tired)
- \*engine (it has the later 8hp engine fitted)
- \*gearbox (very noisy in first gear)
- \*grill (I do not like the chrome )

I have all these parts and hope to do them at the same time.

The car has attended a few events ; event city Manchester /Tatton park/Ramsbottom 40's weekend /Hebden Bridge /Astel Park.

I will leave the wing edges white and I have headlamp blackout covers for the lights as I would like to do more 40's weekends. I hope to take it to Gaydon next year as I have always used my Popular for this event.



# 1972 Adventure

I noted in the latest news letter you enquiring about other escapades. In 1972 myself in my "Y" CHP 127 and Pete Johnson in "Y" CRW 223 along with various other pre-war cars travelled to Turin.

We set off from Coventry travelled all day to some friends in Kent and camped the night. Set off next morning for Dover and the ferry to Calais we then toured down through France stopping at various places on the way and drank large amounts of wine! (You would, wouldn't you? - Ed) We spent a week camping by the lake at Annecy taking trips to Chamonix, Megeve and Geneva.

After that we went over the Mont Cenis pass down to Susa and on to Turin. Where we were entertained by the Fiat Motor Co and taken round their museum. Then it was back home again. The Mont Cenis pass is a lot steeper coming back than going but we made it 2nd gear most of the way getting a bit warm in the process! We then toured back up through France with more wine en route! And back home exhausted. The car ran pretty faultlessly.

The following years we toured through Belgium, Holland and Switzerland on numerous occasions with very little trouble. I would do it all again, - well the car would still do it but i doubt if "I" could manage it.



I also noticed that Chris Tidy has just bought CRW223. It's a car that Pete and myself restored for the trip - there's many a story to be told there if he would like to contact me, names in the members list I could give him a bit of info on it. Sadly Pete Johnson is not very well at the moment so do not want to worry him at this time.

**John Clarke**

## Ford Special Tools -

### Part 1

I recently purchased a Trade List for Pickavant Tools - in rather good condition - dated from October 1936.

Bought out of curiosity, I soon noted upon reading that there were numerous references to tools for the Ford 8HPs, 10HPs and other models. Intrigued to know if any of these tools still exist amongst our members, I have copied the pictures and detail, which I will list. Initially, all these will be referenced within our Forum under the Pickavant Tools Album, with short features on these in this magazine.

The booklet states that the tools are marketed under Registered Trade Marks of "APKOWAY", "QUIKKO" and "PACIFIC",  
**The Ford Y & C Model Register**

and goes on to describe the quality and guarantees given. They boldly state "British Workmanship, British Brains and British Material"! Those were the days!

Looking mainly for specific Ford tools, I shall not dwell on their Universal ranges except where noted as "Ford" variations.. Spelling and grammar direct from the 1930's!

The first mentioned on page 7 is their No. 192 "Y", 8 and 10h.p. Ford Hub Puller.  
(Pulls on Flange of Hub)



Exceptionally strong, body being made from finest quality white-heart crucible malleable. Special striking screw with plunger action ensuring all strain of thrust being relieved from body. Note special horse-shoe shaped end specially designed to slip over flange of hub.

Priced 11/6 [= 57.5 new pence ]

In use, after slackening the brakes to clear the drums, the tool is tightened quite firmly and the screw head "tapped" with a hammer - the shock releasing the hub from the tapered slotted & keyed shaft. Several photos already feature use of this at the

Old Ford Rally on the Forum recently.

Also mentioned on the same page is the No.143 APKOWAY Mechanical type Universal Hub Puller fitted with Plunger type Screw. This pulled on studs or threads with attachments for all models and the Ford Dealer's version cost 50/- [Two pounds fifty pence]



Another tool familiar to some members was the Spring Spreader – for ALL MODEL FORDS, including V.8 and “Y” 8 and 10 h.p.

The APKOWAY no 147Y, front and rear was 42/6 [£2.12p]  
“Strong...Safe...Indestructable”

It was the tool that was “Indestructable”, not so yourself if you use a homemade tool! This tool is available on loan through Club contacts and worth every penny for the ease with which you can replace the shackles.

A tool illustrated that wasn't a Ford Special, is the No19 CYL HEAD REMOVER – British Made.

It looks like something members could knock up using odds and ends with a couple of old spark plugs with innards removed. If you manage to make one of these, please submit your photos and descriptions!



It is a fact that most of us enjoy the puzzle of how to take apart or put together components of our cars. There is a certain joy in solving a problem using what's around in our workshops. However, using the correct tool will save time, will save bruised knuckles or worse and be less likely to damage parts.

If anyone has other Pickavant “Ford” tools they use, (or others) can they send in a photo please?

**Roger Corti**  
**Forum Moderator**

**No. 19 CYL. HEAD REMOVER.**  
**British Made.**

Universal, being adjustable in length and thread. Supplied with 18, 14 m/m and  $\frac{7}{8}$ " American Plugs. Cheaper and quicker than separate handles. Being self-contained no time is wasted searching for the inevitable “other handle.” Should a different type threaded Spark Plug ever be introduced, then it will only be necessary to purchase a further two Plugs threaded to suit ... **11/6**



# A MUST FOR CHRISTMAS.

If you do not already have a copy,  
take this opportunity to treat  
yourself to

‘Ford Models Y&C.

Henry’s Cars for Europe’

Better still, let your family  
know that it is high on your  
Christmas wish list.

Enjoy the read.

A flyer is enclosed with this issue  
to make purchasing easy.

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## 20 years ago.

Issue 97, October/November 1995.

In the previous issue, Bob Wilkinson outlined a number of ideas on how to overcome the problem of fuel evaporation through overheating. This was prompted by an attempt to cover some of the basics of our vehicles for members who were new to small sidevalve Fords. In this issue, number 97, the theme continued with some more tips. The cause of overheating was addressed first of all; the answer being the clogging up of the cooling system in the radiator cores and cylinder block. The cure was to flush out the system thoroughly once a year with Holts 3-stage cleaner, then available at Halfords. Surely Halfords stock a modern-day equivalent?

The next topic concerned the electrics with a member’s tale. “The car was spitting a little before I drove to the All Ford Rally in Abingdon. So, before I set out, I checked over the plugs, setting them to 22 thou; checked the points, setting them to 12 thou and cleaned up the distributor cap. I even reset the timing using the timing pin and a light bulb – smack on. Despite all that, she was still missing once the speed rose above 40 m.p.h. On the drive back home

from Abingdon, it was worse. Not behaving at all nicely.

This weekend, after chewing over the problem, I suspected the cause might be pitted contact points. Having done a few thousand miles in the car since restoration, I suppose this is to be expected. I removed the points and, sure enough, there was some pitting. So, with an oil stone, I polished the surfaces up to gleaming again, making sure that I held the points firmly in the horizontal position whilst doing it. As the Driver’s Handbook is at pains to point out, it is important that you do not try to get rid of the pitting using a file. Emery cloth is also too abrasive. Having seen the results with an oil stone, I can see why this method is recommended.

I reassembled the points in the distributor, making sure to put the insulating washer between the two parts on the pivotal column and set them to 12 thou gap. The little “Y” burst into life at the first pull of the starter and off we went on a road run on the by-pass. 40 m.p.h. no problem. 50 m.p.h. still good. 55 m.p.h. not one miss: brilliant.

She is now all set for the trip to the Classic Car Show at the NEC in Birmingham in two weeks time.”

There followed tips on steering, “The amount of play on the steering wheel should be no more than two inches at the circumference. If it is more, first check for wear in the track-rod ends of the drag link, which connects the steering drop arm under the steering box to the steering rod. Also check for wear in the steering rod joints, which connect the steering rod to the spindle arms on each hub. These (were) checked pretty thoroughly on MoT inspections. If they are sound, then check the inner steering column by lifting the steering wheel up. If it lifts, you will need to tighten up the 1/8th inch hexagon nut behind the steering wheel, which holds the ball race at the top of the column firmly in place. Any slack in the ball race allows slack in the rotation of the column. The hexagon nut has a lock nut of the same size. The biggest problem is finding a spanner to fit the nuts! When you find a spanner, tighten up the first nut and release 1/8th of a turn. Then lock the second nut onto the first. If you still have

excessive play, then I'm afraid you probably have a wear problem in the Burman-Douglas steering box."

Topping up the steering box. "When topping up the oil in the steering box (use EP90 oil), jack up the front of the car, such that the front wheels are clear of the ground. Fill the oil filler hole to the brim and then turn the steering wheel to full left lock. This will enable you to fill the steering box. Fill to the brim again and replace the filler screw."

Congratulations Neil Bray! It is 20 years since Neil joined our ranks. There were

nine new members announced in issue 97, of which only Neil remains on our books today. Neil had bought the 1935 Model "C", CMF 999, from member Richard Cripps of Knebworth. The car is familiar to all who have visited the NEC in recent years, where it has regularly graced our stand, or been on the recent Register tours. In 1995, Neil started a long awaited restoration. The chassis was in very poor state being virtually broken on each side. With Neil's expertise and facilities, the car was quickly back on the road. Two more Models "C"/"CX" appeared with new members. One, new to the Register (C05637), has since had a change of registration to VFO 540 and is now owned by lapsed member, Mr. Popham in Burnham on Sea in Somerset. The other, "CX" (C19726), has also been re-registered to BSJ 550 and is now owned by our long-standing hoarder, John Griffiths in Ewloe, Flintshire.



**Niel Bray's restored Model "C" parked up whilst he was making a pork pie at Melton Mowbray on the 2014 Midlands tour.**

As for the Model "Y"s, of the then new members, two apparently still own their cars but have lapsed their membership. The cars are AMR 110 in Taunton Somerset and BAL 111 in Bentley, near Doncaster. If any members know of these cars, ye are to declare it – please. Another, ED 7432, is now owned by Robin Jager and YSL 243 by Ron Horsfall. One Model "Y" that is completely 'lost' is BHU 902, which was then owned by Naaman Hutchinson in Londonderry. He sold it to a Mr. B. McClean in 2001. Where is it now?

It was in this issue that the story of the Gurneys' Model "Y" van discovery was reported. A braver restoration has rarely been undertaken! Father, Brian and son,

Roger, in Spalding, Lincolnshire, already owners of two Model "C"s, wrote in:-

"As the dark nights were fast approaching, something new was needed to keep us busy over the winter. The Y&C magazine duly arrived and in the For Sale section – Ford 8 van for spares or restoration. A quick phone call and we were heading up the A1 the following Sunday, heading for Cumbria. After crossing the cattle grids and dodging the sheep, we arrived at the owner's small village. After a chat, he took us to where the van was standing down a grassy lane. The first problem was to clear away large rocks after a stone wall had collapsed into the lane.



**With the undergrowth stripped away, this is how the van was found by Brian and Roger Gurney in 1995.**

We eventually reached the field where the van was standing. He had driven it into the field many years ago, where it had stood ever since. The condition of the van is very poor; the roof has disintegrated letting in water and rotting everything away. About a two feet section of the

chassis is completely rotted away, which has made the passenger side of the van collapse. Not to be put off, we loaded it on to the trailer, roped the body together and gently drove the 200 miles home, looking anxiously in the rear-view mirror for parts flying off!

Arriving home more or less in one piece and the van body in a few more pieces, we took up the challenge to get it back on the road once again. The van was at one time a baker's vehicle in London. It has wooden doors at the rear, looking similar to a Morris Traveller. The last owner said they were on when he got the vehicle many years ago."

Fast forward three years to 1998. Between them, Brian and Roger Gurney made an excellent job of the restoration showing it off in the Gurney livery!

There were two lengthy articles in issue 97; one covered the story of David Newman's purchase in 1988 and lengthy restoration of 'Henry', his December 1936 Tudor Model "Y". He and Elizabeth subsequently had many years enjoyment from it until he sold it to Pat Jennings in 2007. The other article was a write-up on a tour of the Dagenham factory in 1932 as recorded in 'The Ford Times'. The complete article is detailed and lengthy and stretched over three issues of Transverse Torque. It makes fascinating reading.

As with his issue (217) and in the words of Kath Devine, the Editor in 1995, "This will be the last Newsletter this year, so it only remains for me, on behalf of the Committee to wish you all a very merry Christmas and a very good new year."



**Three years later the September**



**The North Norfolk  
1940's Railway  
Weekend at the  
Links Hotel, Cromer**



