

The Ford  
Y & C Model  
Register

Issue number 218  
January - February 2016

# Transverse Torque





The Club's Christmas Dinner at the Red Lion, Adderbury.



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The Ford Y & C Model Register

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# EDITORIAL

Writing this in an odd moment of peace before Christmas – four grandchildren are watching a film on TV – so trying to collect my thoughts before the final fling of mince pies! How can it be that another year has passed by so quickly? Where did it go, what was achieved? I've mentioned that Judy and I got to numerous events - mostly reasonably local shows plus the 'Big' one at Gaydon – now calling itself the British Motor Museum with extra new halls, exhibitions, facilities and roads, but the same friendly welcome as before. We also enjoyed the 'Y Not' tour around Northants, basing ourselves at Sywell Aerodrome and Hotel. I also got to Stoneleigh Restoration show and the NEC shows, all topped off with a fun Christmas dinner at Adderbury with other Y & C members and their wives and partners.

So that's where most of the year went, with the addition of much family goings-on, as my son and his family moved to Spain (working in Gibraltar) with all that entailed as parents supporting their kids.

What didn't happen was the extra work I was to have done painting the wings, changing pistons, redoing front brakes, tidying the interior, mending the seats and many other small jobs. Ah well, there's four months till the start of the new season – plenty of time! I am beginning to feel as old as my Y, and in need of some TLC too. Knees failing, teeth falling, pills to be taking, heart pacemaking, diet debating, hair thinning and eyes dilating. If only some one would look after our bodies and mechanics with the care we give our cars!

The year has seen the scandal of some Motor manufacturers fiddling the statistics to sell more cars – some of us would say "that's what car salesmen do" - but that labelling and stereotyping can't be all together true. There must be many good traders out there as there are many good cars being made. As always 'Caveat Emptor'

I've found myself the new curator of old car magazines that our Archivist, Sam Roberts, had held on our behalf, as well as the VHS tapes and DVDs we own. Looking at the first tapes promises some good images and stories to come in 2016. It's my belief, often expressed, that as a club, we need to sell ourselves more and create greater exposure of our cars on every available occasion to build interest, desire and appreciation in the public eye. Using the Forum and Facebook, I intend trying to do that with regular submissions of photos and video clips. I believe that our Ford Y's offer a reasonable entry point into the Classic Car market, and with the help our club gives, and its expertise and knowledge, we can win over new (and younger) members. By each of you getting your cars out as often as possible (Even if its only onto your drive on a sunny day for neighbours to see), getting to events, speaking to anyone who approaches our cars – in short, 'selling' the Y & C Register, we can achieve a more prominent position and recruit newcomers. I also use a laminated page of facts for people to browse and have small pamphlets to take to shows with contact information. I'm more than willing to share these.

As Editor, I would repeat my previous requests for your stories, your photos, your events and how you solved your problems. Add a few lines about yourselves for the interest of our readers. Remember – good photos can get on to our front cover! Turn your camera on its side and take 'portrait' photos, position against interesting backgrounds too. (Doors shut, no pedestrians in background)

I'm pleased to see another 'older' member catching up with the world by purchasing a laptop computer and learning to use it to email etc. Well done Jim!

To finish, May I wish you all the best for the New Year and happy and reliable motoring. Get those wheels turning!

## Cover Photos:

**Your Front Cover on this issue features the 1937 Y DVT 788, belonging to member Colin Rowe and taken in June 2014 at the Crich Tram Museum whilst on the Club's Midland Tour.**

**The Inside Front cover features the Club's Christmas Dinner at the Red Lion, Adderbury.**

**Inside rear cover shows delightful old sales poster**

**Rear Cover shows the delightful winter scene with Luis Cascante's Y**

## Corrections

**The Front Cover caption was omitted from issue 217 – it should have read:**

**"Peter and Jean Purdy's beautiful April 1934 Birmingham registered Tudor Model "Y", proudly wearing the Y&C Register bar badge."**

# Chairman's Chat

My thoughts as I sit down to write my few jottings to appease our editor for the first magazine for 2016, are where has 2015 gone? I know that I wished you Seasons Greetings in our last edition but now we have officially welcomed the New Year!

Last year was another good year for the register with high membership numbers and plenty going on at the many varied events. This does not, of course, happen by accident and I would like to thank all our officers, helpers, volunteers and conscripts who have helped make 2015 such a success.

What of 2016? Well it looks like being another good year. Plenty of events for members to attend and hopefully we are going to see more cars being used.

Changes in roadworthiness regulations are, I am told, just around the corner so to quote an old saying 'use it or lose it. Please use your Y's and Cs whenever possible.

Certainly as a very successful 1930's car club we need to ensure that our cars are seen especially as so many of our fellow clubs of that period seem to be failing to make their presence known. It has certainly been my experience that pre-World War two cars are now seen in very small numbers at car shows.

One of the registers main events is, of course, the AGM, and traditionally we have good attendance by numbers. This year through the good offices of our secretary Bob Wilkinson, we are moving the event to the 'British Motor Museum' at Gaydon on 17th April 2016.

Hopefully this will attract lots more of you to attend and perhaps we might even persuade some of you to offer your help either on the committee or perhaps locally in your area. We constantly need new faces to ensure that the register is successfully run. It is, I believe, very rewarding and Bob will tell you that it never takes more than half an hour per week! I should perhaps add that there have been one or two people who have questioned that statement.

I hope that all our members enjoy their Y and C motoring in 2016 and make it a bumper year for the club.

**John Argent**



**In festive Mood at our Christmas Dinner**

# Secretary's Ramblings.

This being our first issue in 2016 I take the opportunity to wish members and families a happy and healthy 2016. We have much to look forward towards enjoying this year. Apart from our usual national (Enfield, Chiltern, Old Ford Rally, North Norfolk meets) and local events we have Norfolk and Suffolk Tour to enjoy in June.

Norfolk /Suffolk Tour: This tour is being prepared by Jo & Roger Hanslip, ably supported by Norfolk club members Margaret & David Buckwright who have spent many winter days travelling the proposed routes and sampling the visits. I am looking forward to taking part but wonder if my CX Tourer will be ready in time.... maybe not but we hope to see two new vehicles on tour.

New vehicles on Tour: Roger Hanslip is working hard over the next few months (I may call in at Wisbech to hinder him ! ) to complete the restoration of his 1937 Model Y Van, ENO966, which has not seen action for around 30 years. Colin French, with good support from Bob Jarvis, is looking to have BOD 978, his 1936 Model Y, on tour but maybe without the interior upholstery being completed. Colin has attended all recent tours in his lovely green Morris Minor Tourer so seeing him properly turned out will be a novelty. Are you booked in yet....let's see some newer members joining in ....details in the club magazine soon.

**The British Motor Museum:** What's this ? The Heritage Motor Centre at Gaydon has been re-branded as The British Motor Museum. The museum is currently closed to the public whilst main building alterations are carried out. The new Collection Centre is now virtually completed with restoration and workshop facilities for visitor viewing in due course. The British Motor Museum will open officially in February.

(www.britishmotormuseum.co.uk)

**AGM.** We have made the new British Museum our venue for the club AGM on Sunday April 17th. I have arranged for Y&C members and guests attending the AGM to have free access to the new facilities. More news on this nearer the event ....but put that date in your diary now!

**NEC Classic Car Show:** We had an excellent club stand at this event in November thanks to Geoff Salminen , supported by Geoff Dee, Colin French and Bob Jarvis who also displayed his Model Y. Other display cars were brought by Ian Hawley (4 dr. Y) and Neil Bray (C saloon). Thanks also to "daily helpers" in terms of Roger Corti and Sam Roberts. We signed up a few new members and were visited by numerous others. We were part of a Ford island with Early V8, Model A Club GB, Model T Register. Lovely to see T's there this year to make the family lineage visible etc. Well done all for flying our club flag

**Regional Contact:** Roy Hocking ( Region 8,Oxon/Bucks/ Berks) has stepped down after 'teens of years in the role greeting new members and acting as marshal at many an Old Ford Rally. We thank him and wish him well with his newer classics now that he no longer owns a Y or C Model. Into the role we welcome Ron Lewis who recently became our new website manager. Members in Region 8 may wish to contact Ron. ( Details inside front cover.)

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The Heritage Centre has changed its name.

Vehicle Authentication: Andrew Bailey, who joined our Committee at the last AGM, has volunteered to become a vehicle authenticator for the club replacing Sam Roberts (Sam naturally continues as Club Archivist). We are waiting DVLA confirmation but Andrew, along with me, will share the administration of registering vehicles with DVLA and related matters. We thank Andrew for taking on this detailed role. Andrew is a good example of relatively newer (and younger ! ) members being prepared to offer their skills and services to the club.

2016 will see the vast majority of our cars

pass the 80 year mark as the £100.00 Popular boosted sales in late 1935 and into 1936. We have a busy year ahead. Use the winter months for getting out on those occasional fine days and get the work done on the old Ford ready for the better weather ahead.

**Bob Wilkinson. Secretary.**

### CLUB SERVICES Directory.

Had your upholstery done? ....your radiator re-cored ? ...Other members are seeking just the same sort of services. We need the information FROM YOU. I am updating a Club Services Directory, which will be published in due course, and welcome having information from you. Please let me have the contact details for such companies to add into our club directory.

**Bob Wilkinson. (Contact details inside front cover.)**

### BOB'S JOKE CORNER.

This one sent in by member Owen Baldock our revered Mayor of Tonbridge.

Those thrifty Yorkshire lads. In the Yorkshire Post following the death of his wife.... The couple had been happily married for 50 years. The husband contacted the newspaper regarding an obituary. When informed of the cost, the man uttered, in true Yorkshire fashion, "How Much?!!!" He reluctantly produced his wallet. "I want summat simple he explained, "my Gladys was a good-hearted and hard-working Yorkshire lass but she wunt 'ave wanted 'owt swanky".

"Perhaps a small poem," suggested the woman at the desk. 'Nay,' he said, 'she wunt 'ave wanted anything la-di-da, just put; 'Gladys Braithwaite's died "You need to say when,' he was told by the receptionist. 'Do I? Well, put died 17th March 2015. That'll do. 'It is usual for the bereaved to add some meaningful phrase about the dearly departed.

'The man considered for a moment. 'Well, put in, 'Sadly missed.' That'll do,' he said. 'You can have another four words,' the woman explained. 'No, no!' he cried, 'she wouldn't 'ave wanted me to splash out.' "The words are included in the price,' the woman informed him. 'Are they? You mean I've paid for 'em 'Yes, indeed. "Well, if I've paid for 'em exclaimed the man, 'I'm 'avin' 'em. 'The obituary was duly printed as follows:

Gladys Braithwaite died, 17th March 2015. Sadly missed. Also Tractor for sale.

As a Yorkshire lad myself I don't see the funny side of this at all. However if you want to share your jokes with us ....send 'em in.



# 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 6 new and 2 rejoining members.

John Dillon	D1904	Coolfore Co Lough
Kevin Elliott	E1701	Boldon Colliery Tyne & Wear
John Huckle	H0901	Wilstead Bedfordshire
Gordon Henderson	H1803	Elgin Moray
Ray Perkins	P0502	Boughton Monchelsea Kent
Josep Pladellorens	O-P106	Terrassa Spain
Sean Rickard	R1302	Brandon Suffolk
John Sager	S0102	St Ives Cornwall

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. As we move into yet another year, I would like to wish everyone a happy 2016.

**Mike Malyon Membership Officer**

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

**John Dillon** has joined the Club at the NEC. He has a blue/black Tudor. The chassis number is Y4343 and Briggs body number 135/4198. He inherited the car from his father who was a member some years ago. John is very pleased to have his father's membership number. The car is under restoration. Welcome to the Club and good luck with the restoration. John has asked me to convey his thanks to the committee for their hard work and dedication he also wished to congratulate the Club for the excellent magazine.

**Kevin Elliott** – we are pleased to welcome Kevin to the Club. He is another recruit at the NEC. He is the owner of TSJ 699, chassis number C49148 and Briggs body number 462/1218. It was previously CPP 796. It is a red CX, first registered on the 4th of August 1936. The car is under restoration. Good luck with the restoration.

*see photo right.....*

**John Huckle** is a rejoining member at the NEC. He has a 1935 van. The registration number is CKL 347 and chassis number Y111291. The van is under restoration. We wish you well with the restoration and welcome back on board.

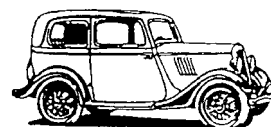
**Gordon Henderson** – we extend a warm welcome to Gordon, he is the owner of VFF 866 (previously JM 1823). The chassis number is Y96365 and Briggs body number 165/20397. It is a black, 1935 Tudor, first registered on 5th April of that year. The car is under restoration. We wish you success with the restoration.

**Ray Perkins** - we are pleased to welcome Ray, who is the owner of NG 4737, chassis number Y19202. It is a maroon 1933 Tudor, first registered on 4th May of that year. The car was previously owned by member, Rod Janes. As the car is on the road we hope you enjoy driving your "Y".

**Josep Pladellorens** is our rejoining member from Spain. He is the owner of Y105553. It is a dark red Tudor, first registered 20/09/1935. The car is under restoration. We wish you good luck with the restoration and welcome back to the Club.

**Sean Rickard** – we are pleased to welcome Sean to the Club. He owns FMF 608, chassis number Y152264. It is a blue Tudor. It was first registered on 30 January 1937. It is under restoration with an engine rebuild, new tyres and possible re-spray to do. This car was previously unknown to the Club. Good luck with the restoration.

**John Sager** - we extend a warm welcome to John who is another NEC recruit. He is looking for a "Y" or "C". Good luck with the search, we hope you find a suitable vehicle soon.



# SPARES OFFICER'S REPORT

I would like to take this opportunity to wish you all a Happy New Year. It is a busy time for me with the annual stock taking, budgets and restocking.

## Two new items have been added to the Parts for Sale List:

Bf32a. Instrument Face Transfer Y. LR. (3 Transfers) £6.25p per set.

Bf32b. Instrument Face Transfer C. & CX. (4 Transfers) £8.00 per set.

The transfers were shown in the last issue of Transverse Torque, they stick onto the existing instrument face and they are sold as a set. The model Y set is for the long rad and consists of speedometer, fuel gauge and ammeter transfers. The Model C and CX have speedometer, fuel gauge, clock and ammeter transfers.

The manufacturing of fuel tanks and windscreen surrounds is progressing slowly, we should have some news by the end of January. There is still time 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.

I repeat my request for anyone who has any shock absorber parts that are surplus to their requirements. This has resulted in no one coming up with any so far, so please let me know if you have some, as we can always use them for spare parts.

**Peter Ketchell  
Spares Officer.**



The Ford Y & C Model Register

## Germany.

Yet more fascinating information from Arne Bolzmann. Having sent him the photograph of the Luftwaffe officer and others trying to push-start an Eifel during the war, Arne responded,

“The Luftwaffe Eifel probably had an easier time of it than most. Even though it doesn't seem to be running at the moment the snap was taken, Luftwaffe units were often stationed well behind the fronts (though by no means always!); many in occupied France, in fighter formations defending Germany from incoming bombers, or even at home, etc. So many smaller cars were allotted to them, including the two-cylinder two-stroke DKW cars with barely 18 h.p.

The one in your picture nicely shows the mandatory “Tarnscheinwerfer” (or camouflage light) on the left wing, a device that looked remotely like a miniature German steel helmet from the side and shed light only downward onto the street. These were a patent of the Nova-Technik company and are therefore also known as Noteks, officially denoted night-march-device. The driver could choose from three settings, each shedding a bit more light, according to the assumed proximity of danger. Nova-Technik must have made a fortune out of those lamps, as every vehicle in Germany needed one, by law.

The second interesting thing in that photograph is the registration. The Luftwaffe in its prime was a large and highly professional organisation and probably had many thousands of road vehicles at its disposal. Still, maybe not as many as the number on the registration suggests. It is a significant hint that the thousands figure is a nice even number (350). That shows the old system of allotting batches of numbers to certain “Wehrkreise” or defence cantons. So, rather than this Eifel being the 350433rd vehicle of the Luftwaffe, it belongs to a regional command which can allocate numbers from 350.000 to 360.000 and has not nearly exhausted its supply of numbers. Somewhere else there will be a Luftwaffe car with WL-360176 and yet somewhere else another with, let's say, WL-370578.

They seem to be doing serious pushing, though, as there are at least three men pushing, with possibly a fourth man's cap just barely visible through the

rear window. Well, the officer looks like he's putting in only token effort... Maybe they've run out of petrol. I'm sure this is why at least a number of pre-war cars survived the war in Germany. Perhaps the Eifel in your picture survived to live some years in the fifties, especially if it came to rest in the American zone of occupation, where the

Americans were so well equipped that they let the surviving small cars be. Not so the Russians, who had suffered

so appallingly that they could use just about anything in the rebuilding of their country, including the dis-assembly of the Opel Kadett production line, setting it up again deep in Russia to become the Moskvitch.

## International Correspondence.



The Luftwaffe Eifel saloon commented on by Arne Bolzmann



A Wehrmacht Eifel cabrio-limousine in a Mediterranean setting in 1938. Note the “Tarnscheinwerfer” camouflage light on the off-side mudguard.

I attach yet one more army Eifel, because it is such a nice photograph, maybe taken in southern Italy, Sicily or Greece. Unfortunately the sign on the door is illegible.”



**Australia.**

Bill Ballard reports, "Every car in Australia should be fitted with an air filter! The main reasons being firstly, you are bound to drive along an unsealed road every so often, be it a minor country road; or a drive way to a vineyard, historic homestead, heritage rail-way, etc or just a car park in the country!"

Secondly, the north westerly winds we get every so often (and several times a year), which cross Australia roughly from Darwin to Melbourne, pick up the dust from the "red centre" (desert area) of Australia and drop it on us. There are days when a car left outside can be covered in a very thin film of red dust, deposited by that wind. If those same winds bring rain with them from the Indian Ocean, then your car could be covered in red spots! It is those same winds which can be very hot, that bring the temperatures up to well over 30degC and, when they meet the cool air from the Southern Ocean, cause the severe thunderstorms whose lightning sets fire to the grass and bush and causes the bushfires we get here. It's nature's way of regenerating vegetation, encouraged by the eucalypt trees, which give off a flammable (but healthy and invigorating) scent!"

**Norway.**

Terje Sæthre, in Oslo, sent in a nice photograph of a left-hand-drive Model "Y". He reports, "Enclosed you will find an old picture of a Model Y Ford. The registration letter "E" says it is registered in the

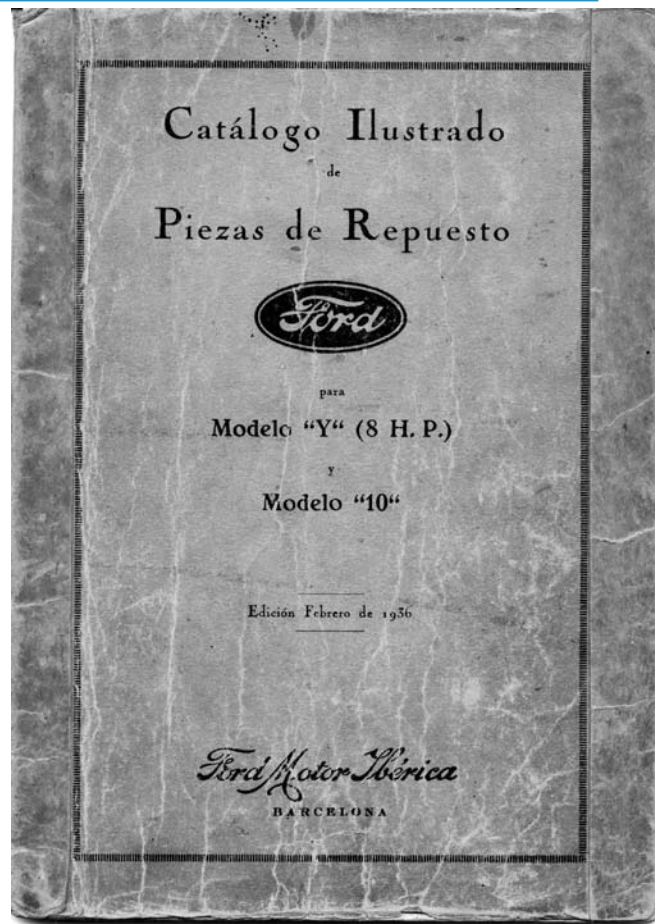
"Oppland" county in Norway. Lillehammer, where we had the Winter Olympics in Norway in 1994 is located in the Oppland county.

It is unknown where this picture is taken, but it is definitely taken by one of the fjords in the western part of Norway. It is also unknown which year the Model Y is, or when the picture is taken."

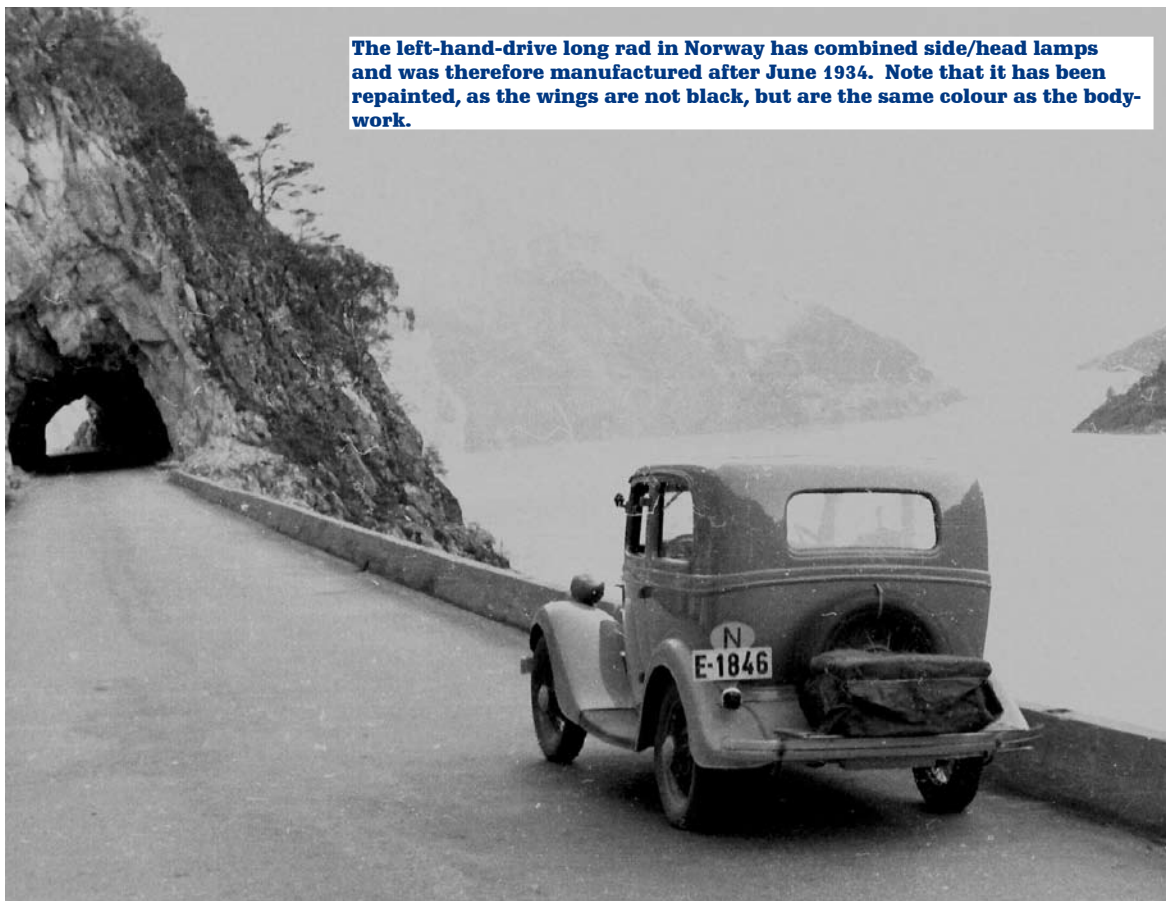
**Spain.**

Luis Cascante reports on an unusual find; "Some days ago, while rummaging on a book stall in AutoRetro, the Barcelona's auto-jumble, I came across a completely new 1936 Ford Model Y & C parts book. Amazingly, the booklet has cloth binding with gold lettering, instead of the usual printed paperback.

I wonder why this particular book has that handsome binding. Perhaps it belonged to the official Motor Ibérica's library? I don't know, but I couldn't resist the temptation and bought it for my personal (small) collection of Model Y related literature."

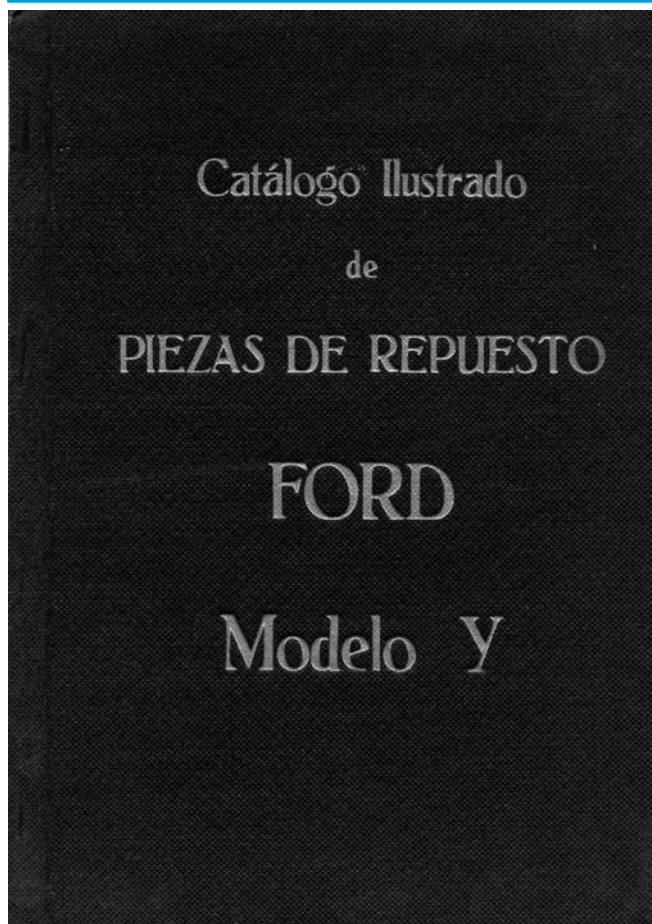


**The more typical thick paper parts catalogue sleeve. Note it is labelled both Modelo "Y" (8 H.P.) and Modelo "10", suggesting a combined parts catalogue."**



**The left-hand-drive long rad in Norway has combined side/head lamps and was therefore manufactured after June 1934. Note that it has been repainted, as the wings are not black, but are the same colour as the body-work.**





**The cloth bound Ford Ibérica parts catalogue for the Model "Y" found by Luis Cascante. Possibly issued for the Barcelona Company library?"**

### Germany – again!

An unusual photograph this time of a couple taking the air in a 1933 Deutsch-bodied Ford Köln cabriolet (note the wider body tub behind the scuttle to give more room inside – a similar design feature to the French Kelsch-bodied Model "Y" variants). The unusual, aspect of this photograph is the swastika flag fluttering on the front bumper. Little flags were very popular in Germany from the early days of motoring but, before 1933 (Hitler's ascent to power), the flags mostly advertised national or regional car clubs (notably the ADAC) or other

societies; rarely making political statements. This changed from the beginning of the 1930s as more and more swastikas flags appeared. Some people may have reluctantly bowed to the need to publically assert their allegiance in times when being an outsider was frowned upon. Many were genuinely enthusiastic; Nazism, at first, having had mainly a middle-class following. However, the political flags were found mainly on the cheaper cars; less frequently on the luxury models, whose owners were often from the old conservative elite. They found it hard to reconcile themselves to the little upstart from Austria.

What makes our man in the Deutsch cabriolet very suspect of being more than just a "Trittbrettfahrer" or "running-board-rider" of the Nazi movement, is the party membership badge ("Parteiabzeichen") on his lapel, embarrassingly visible in such a good photograph.

**A superb photograph of a 1933 Köln cabriolet bodied by Deutsch. The owner is obviously a keen Nazi with his swastika flag fluttering on the bumper and wearing his Nazi party lapel badge.**



# Members Letters

## Forum & Facebook Posts

**Member Dave Tanner writes in:**

*I did mention when we last spoke about a small parcel shelf I created on my CX, and could also fit the Y. It's nothing fantastic, but I find it invaluable, bearing in mind the lack of storage space in our cars.*

*It's of simple construction, and inexpensive. It fits easily below the glove box and is attached to the underside of the tool box. I had two holes already there, so these were used with suitable nuts & bolts, washers etc.,*

*It's made from 1/4" plywood, about 12" wide x 12" deep, with a 1" rail at the front and side. I covered it in black carpet. It's bolted on under the nearside 'toolbox' with about 6" protruding into the car, 6" under the bulkhead.*

*Dimensions are not critical, but I find it best fitted on the nearside as the steering column is in the way when on the offside. It's handy for keys, glasses, camera phone etc. Above all it's something worthwhile to do during the lay-up?*

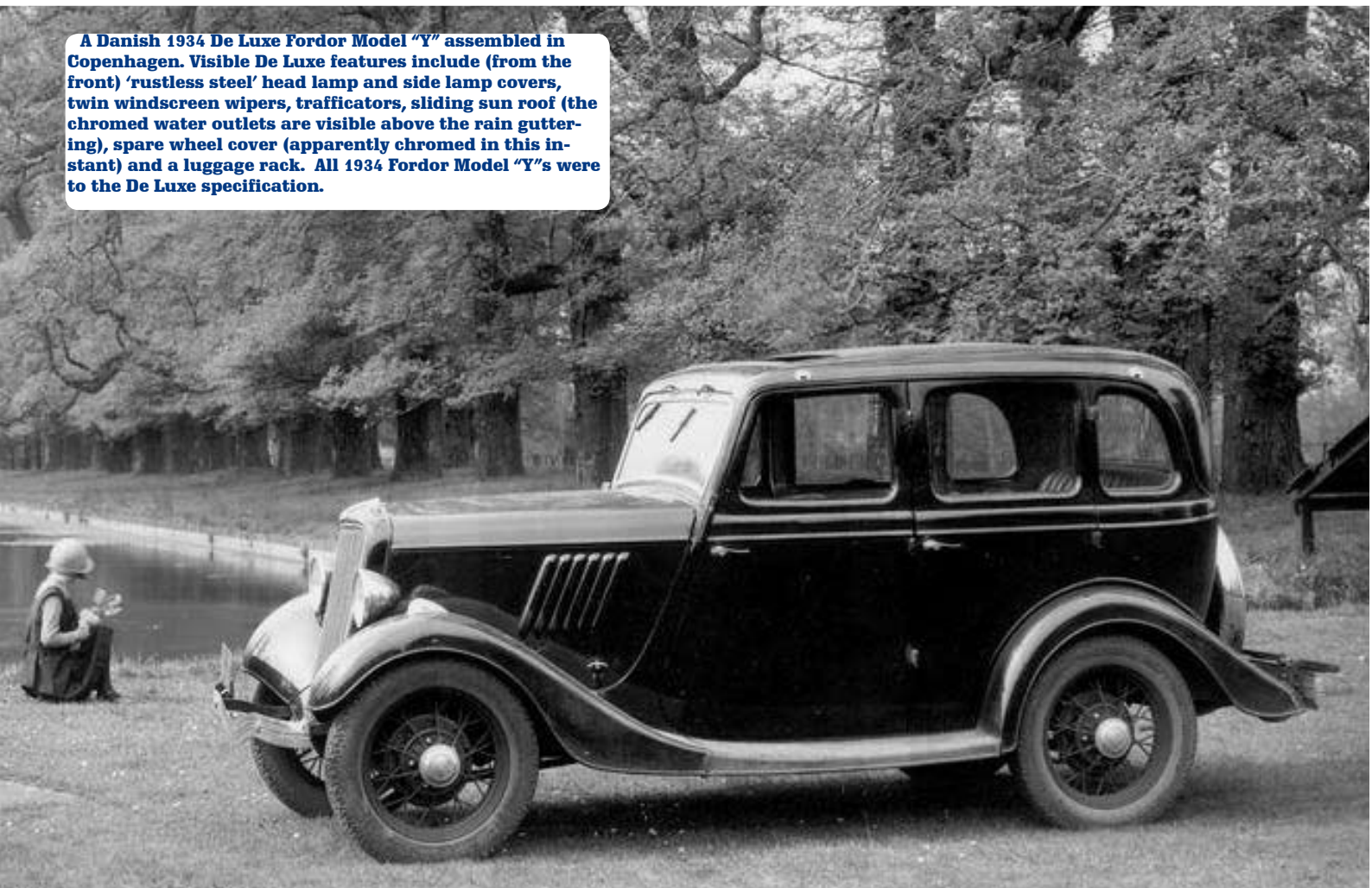
**On the Forum, a member asks** "What anti-freeze should I put in?" and was answered by other helpful members thus – "You need old type Blue anti-freeze for older cars", "Cast Iron engines with copper gaskets should have blue. Pink is for aluminium engines."

Another member sought advice on taking out the engine and gearbox, someone else wanted fit an oil pressure gauge, another sought advice on clutch judder with additional questions on the handbrake. There was humorous banter about an eBay item - a Y parts catalogue – going for £1700. That later was changed to just £17.

**On Facebook,** members ask about fitting rubber bushes to the shock absorber links, how to remove front and rear wings, positioning brackets, painting wheels and admiring various photos shown.

## Photographic finds.

**A Danish 1934 De Luxe Fordor Model "Y" assembled in Copenhagen. Visible De Luxe features include (from the front) 'rustless steel' head lamp and side lamp covers, twin windscreen wipers, trafficators, sliding sun roof (the chromed water outlets are visible above the rain guttering), spare wheel cover (apparently chromed in this instant) and a luggage rack. All 1934 Fordor Model "Y"s were to the De Luxe specification.**

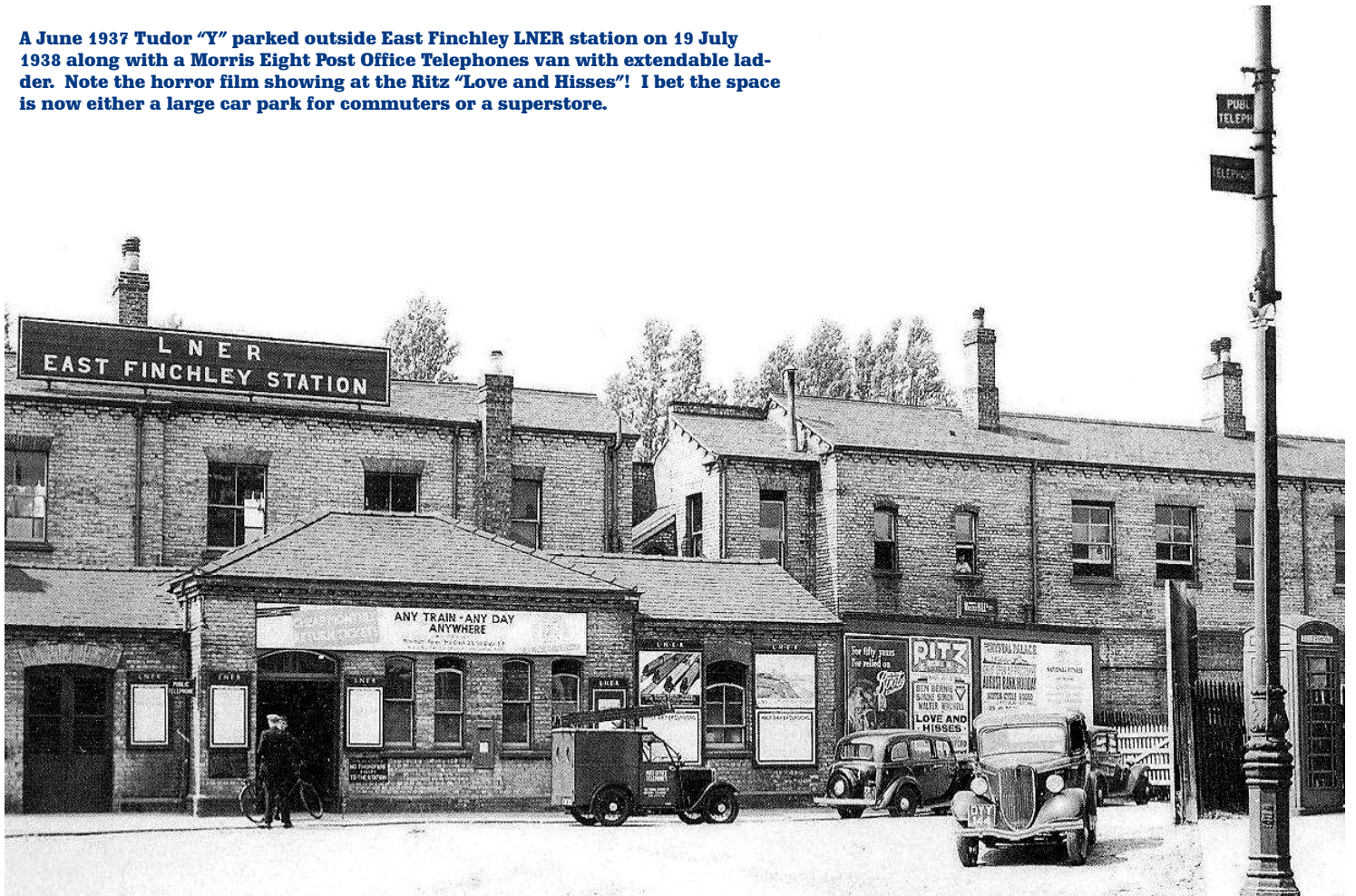




**Karl Dillon sent in this photograph of Liverpool in the late 1940s. The late 1936 Cheshire registered Model "CX" is parked below what appears to be a metro railway line. Can anyone throw light on this?**



**A June 1937 Tudor "Y" parked outside East Finchley LNER station on 19 July 1938 along with a Morris Eight Post Office Telephones van with extendable ladder. Note the horror film showing at the Ritz "Love and Hisses"! I bet the space is now either a large car park for commuters or a superstore.**





# Half a Century with Forito

In October 1965, when I was nineteen, I attended the third of seven courses for my Industrial Engineering graduation in Barcelona's High School. That same year, the High School premises were moved to a new large building in the recently built Barcelona's University area. This was way out of the town with a single tram line as the sole means of public transport. I suggested to my father that he buy me a motorcycle for my daily educational trips. He hated bikes and his answer was a resounding 'no', but he agreed to look for a little used car, and bought for me a thirty years old, Spanish assembled Ford 8 HP. Its owner was a retired rural doctor, Angel Soler, living in Vilada, a village 100 km North of Barcelona. The known history of the car was explained in Transverse Torque some years ago.



**Adjusting the idle speed in Vic's Major Square, north of Barcelona, in 1966**

On October 9th 1965, assisted by a friend, I went by train to Manresa and took delivery of the car. It had been overhauled and converted to 12 V in a local workshop. I immediately christened it Forito, (little Ford) a familiar Spanish nickname for the Models Y and C (officially known as '8HP' and 'Modelo 10').

The first thing I did on the car was to clean the interior thoroughly; I had been alerted by a friend, a former owner's acquaintance, that the good doctor considered the passenger's floor board as the car's ashtray, dustbin, etc. The second task I undertook was to fit up a home-made transistor radio, an essential accessory for me in that time.

I drove Forito intensely during the following years, not only commuting to the High School but also in many excursions with Tatat. I also attended some veteran car outings with it. Tatat and I were married in 1972. I bought a SEAT (The Spanish built FIAT) 124 and Forito was stored in a garage, standing on four wooden blocks. The next year I was offered a job in La Seu d'Urgell and we moved to the Pyrenees, where we are still living. The arrival of our three children and consequent family duties rendered Forito's use impossible, but in the summer of 1984, I decided to use it again during the holidays. The remains of the old fuel was drained, the distributor points changed and, with a new battery and fresh fuel, the engine was easily persuaded to run. In 1986, I contacted Bob Wilkinson and joined the Register, the best decision I have made concerning Forito. A complete body-off restoration was undertaken in 1998 and since then, Tatat and I have had great fun, covering thousands of kilometres in our eighty years old good friend. Other classic cars have joined my garage, a 1956 220 Mercedes, a 1966 TR4A Triumph and a 1938 convertible Matford, but, after fifty years of friendship, Forito still is the favourite.

**Forito's interior with a radio. 1966**

**Luis Cascante.**







Forito taking part in a Rally in 1967, in front of a superb Pegaso Z 102

$\frac{d(M_1 - M_r)}{dn}$

En régimen inestable, (fig. 21 b) el grupo, o bien se "embala" o bien se "calá".

La relación:

par motor máximo  
par motor nominal

se denomina, coeficiente de estabilidad del motor.

Trataremos en esta lección de calcular para una máquina eléctrica ideal, cuyas características fijaremos a lo largo de la lección, la f.e.m. inducida y el par interno producido.

4-1 - CAMPO DE UN INDUCIDO LISO.

La mayoría de las máquinas tienen sus devanados inducidos repartidos en ranuras practicadas en la periferia del armazón. (fig. 22)

Para una determinación precisa del par y de la f.e.m., es preciso conocer la situación exacta del devanado y la naturaleza de la corriente. Pero para un examen general del par y de la f.e.m., no es necesario especificar exactamente la disposición de los devanados, es suficiente admitir que se trata de un inducido liso con un arrollamiento uniformemente distribuido; el cual podemos sustituir idealmente por una lámina de cobre arrollada alrededor del inducido, que conduce corrientes solo paralelamente al eje en un sentido u otro según lo harían los conductores reales (fig. 23 y 24).

FIG. 22



This time ahead of a Lancia.

Forito as sketched by Luis Cascante during a tedious electricity lesson in 1969

## Events 2016

<b>7th Feb</b>	<b>Willoughby Committee Meeting 10.30am</b>	
<b>17th April</b>	<b>Our AGM –Now at Gaydon British Motor Museum</b>	
<b>15th May</b>	<b>Chiltern Valley Vintage Show</b>	<b>Jim Miles</b>
<b>28th-30th May</b>	<b>Enfield Pageant</b>	<b>Jim Miles</b>
<b>5th-11th June</b>	<b>2016 Tour Norfolk/Suffolk</b>	<b>Jo Hanslip 01945 430325</b>
<b>7th July</b>	<b>Old Ford Rally at Gaydon</b>	<b>Bob Wilkinson</b>
<b>16th-19th Sept</b>	<b>North Norfolk Railway ‘40’s Weekend</b>	<b>Jo Hanslip</b>
<b>23rd October 2016</b>	<b>Stoneleigh Restoration Show</b>	

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

**Next Copy date will be Friday 26th February**

**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.**

**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.**

**Part 2 of ‘Ford Special Tools’ will follow in the next issue as well as a follow-on feature article of ‘In The Frame’ showing members’ cars used in films. Details of our AGM to take place this year at the British Motor Museum, Gaydon, will also be announced.**



# Uxbridge 1936

Whilst at a 'Show' in Amersham back in the summer, a gentleman, Roy Latchford, approached me to see if I was interested in some old photos he had acquired some thirty years prior, showing scenes of my locality that were taken by Buckinghamshire County Council's Highways Dept. He was present when they were clearing out a cupboard full of photos, some thirty years ago. In Roy's world of steam engines, large vintage lorries etc, he asked and he was allowed to take some duplicates and copy others that featured old vehicles, particularly steam traction engines.

At the time, I met him in the summer, he told me he had one that included a 'Y' and we went down to his vintage wood hauling lorry where

he produced an envelope full of photos showing original roads being built and other road works. I took copies of some from Uxbridge with my camera in the sunshine that day but I asked Roy if ever he had the opportunity to take a proper copy, I would be most grateful.

Well, he remembered my interest and asked his son & daughter-in-law to make a proper photo copy and called in with them some four months later.

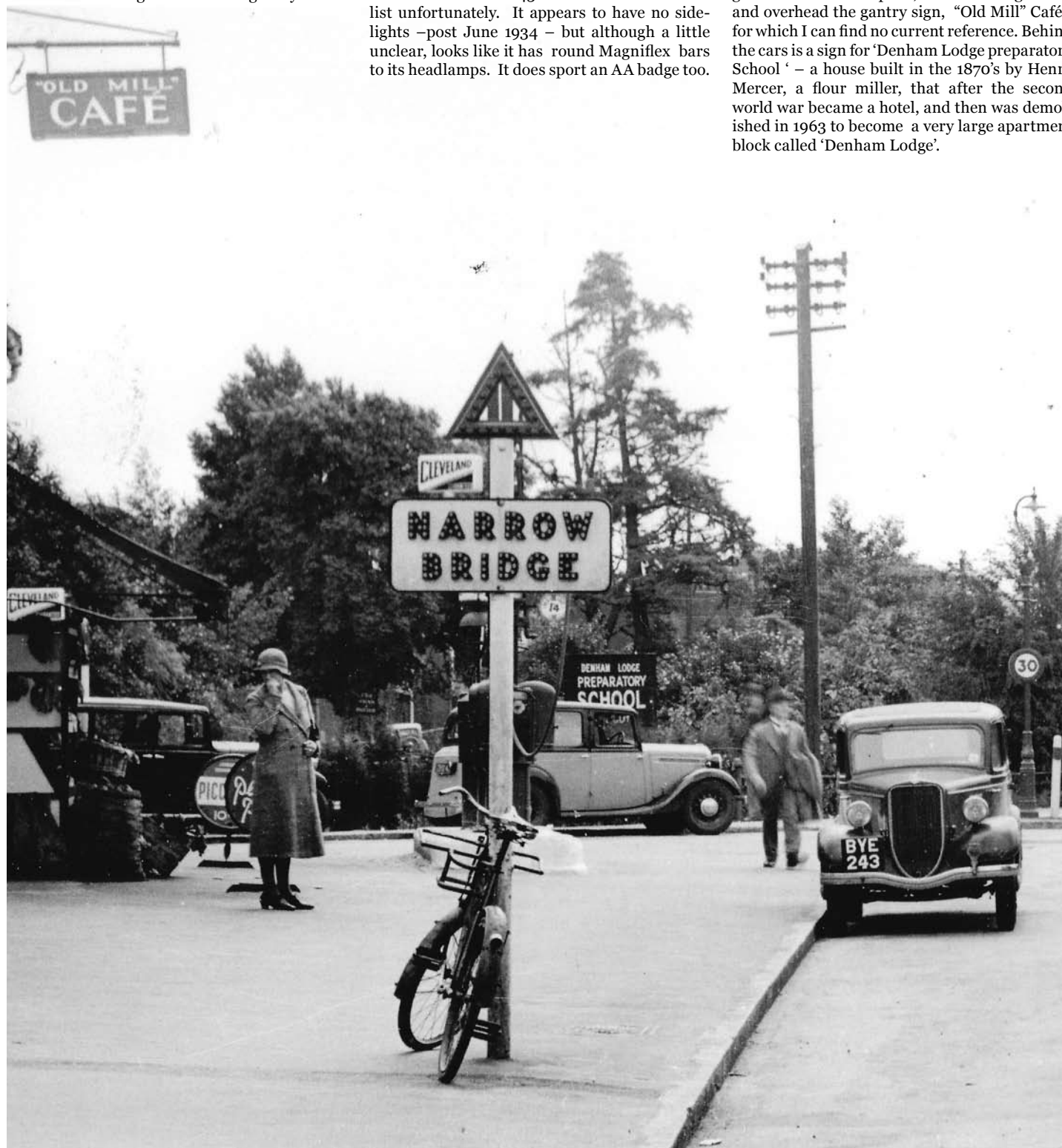
The photo shown originally showed the approach to 'High Bridge' on the London to Oxford Road, the old A40, (Now A4020) approaching Uxbridge from Denham and taken on 14th August 1936.

The Model Y - BYE 243 - is not on our survivors list unfortunately. It appears to have no sidelights - post June 1934 - but although a little unclear, looks like it has round Magniflex bars to its headlamps. It does sport an AA badge too.

I would say it's a two door and has no semaphore trafficators.

I have cropped the photo to show more detail - the Cleveland Filling Station on the corner shop, The 'Narrow Bridge' road sign, the Grocer's delivery bicycle, the 'Players Please' pavement and wall signs, the Lyons Ice Cream wall sign, the early 30mph road sign and the authentic period dress of the Lady - Was that her Ford I wonder? In the background is a Telegraph pole with fifty pairs of lines on a double pole arrangement - not surprising as this was main route from Oxford.

To the rear looks like an Austin Lichfield (?) and an unknown car waiting to fill up. In front of the grocers are sack of spuds, baskets of vegetables and overhead the gantry sign, "Old Mill" Café - for which I can find no current reference. Behind the cars is a sign for 'Denham Lodge preparatory School' - a house built in the 1870's by Henry Mercer, a flour miller, that after the second world war became a hotel, and then was demolished in 1963 to become a very large apartment block called 'Denham Lodge'.



# 'Well Worth' Exploring

WELLWORTHY PISTON RINGS							
"The Choice of the Expert"							
Type — COMPRESSION							
Size — 2.230 + .030 X .076							
Date	QUANTITY REQUIRED			QUANTITY SUPPLIED			TOTAL SOLD TO DATE
	Qty.	Order Number	Initial	Qty.	Advice Note No.	Initial	
2/9/52	8	18		8	4598	2/9/52	8
11/6/54	8	55		8	8987	11/6/54	8
1/7/54	24	1154		24	6676	1/7/54	8
1/5/54	8	1176		24	6945	1/5/54	8
1/5/54	8	1192		24	6945	1/5/54	8
12/6			12	82		4/9/55	4
12/4			7	78		2/2/56	5
122	44/60	Cel	8	70		1/1/56	8
114	2/7/60		8	62		3/1/56	18
106	3/8/60		8	44			
98	2/9/60		8	52	2876	2/9/60	1
90	2/9/60		8	50	1180	2/9/60	1
82	1/1/60	Price Motors		42	Ford C-4	1/1/60	8
				34	223	1/6/57	8
				26	Cel	7/1/57	8
				161		28/1/57	5
				153	28153	3/1/56	8
				145			7
				144			8

BOX No. 12 BUY 7428-9-49.

Officially appointed Stockist:

PALM BAY GARAGES LTD.,  
NORTH DOWN ROAD,  
CLIFTONVILLE,  
MARGATE,  
KENT.

Recently I ordered some piston rings on eBay as they seemed both useful and a bargain. I often buy up parts when seen 'Just in case' – you never know when they might be needed by yourself or another member. Grab them when they are going is my philosophy.

Undoing the box to examine the contents I discovered this pamphlet. It's a stock control card for the Plus 30 (=0.030") piston ring sets as ordered by Palm Bay Garages Ltd., of North Down Road, Cliftonville, Margate Kent. They were supplied by Associated Engineering/Sales/Ltd of 21/22 Rose Lane Canterbury. It indicates that between 2/9/1952 and 4/10/1960 about 200 compression rings of this size were sold – some fifty sets of four. Now most pistons may have had two compression rings and one oil control, or three compression and one oil control. Either way, that's quite a lot of business for this garage. In addition would have been the other sizes - +.010", +.020", +.040" and possibly the +.050" & +.060" that were available as well. Quite a turnover of Ford engines reconditioned.

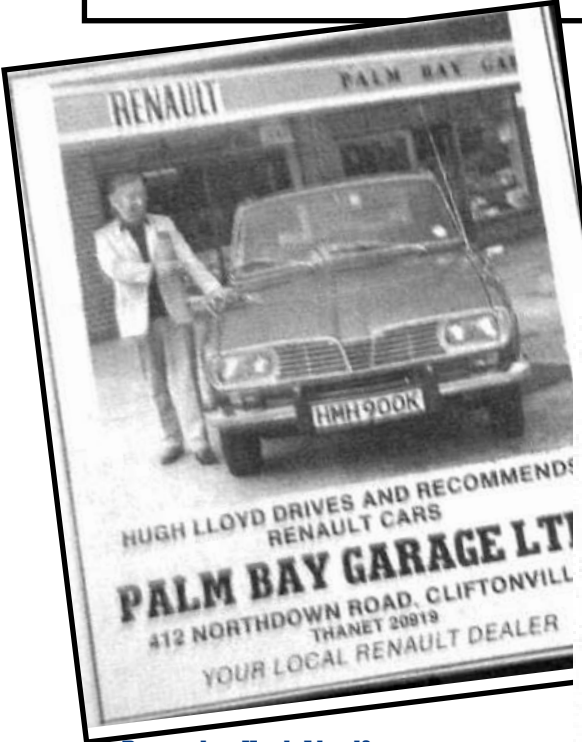
These "Salesmaster" stock control systems were probably 'state of the art' back then in the days before computers!

Palm Bay was established in October 1945, by two partners Leslie Brown and Harry Tooke. Palm Bay opened offering its local community Service and Repair facilities and Taxi services, which was hugely successful given that both partners were well respected and liked within their Thanet community.

**Upon Googling for information, I see the following:**

"Palm Bay Garage Ltd is now officially closed as of Friday 16th November 2012. Palm Bay Garage Ltd would like to take this opportunity to thank all staff and customers from the past sixty seven years of business. "(Believed to have been a Renault dealer for about 50 years.)"

"Westwood Service Centre has been set up by former employees of Palm Bay Garage and is now headed up and owned by David Locke who has over 25 years of award winning experience within the Aftersales environment for customer delivery and satisfaction. David aims to follow on from what Palm Bay's many loyal customers had come to expect albeit at a lower price - as not being tied to one manufacturer enables us to be in full control of our costs."



Remember Hugh Lloyd?





# MEASURING ONE MILLIONTH OF AN INCH

## Wonderful Gauges for To-day's Engineers.

I've been reading up some old Ford literature and press cuttings and discovered Mr. Carl Edvard Johansson.

His contribution to Fords and our cars and indeed accuracy of manufacturing generally in the thirties onwards should not be under estimated. It appears he worked out ways of measurement to extreme accuracy and used that knowledge to produce sets of standard metal blocks to be used for testing various gauges

In the 1880's, Johansson, a Swedish immigrant, was a lumberjack in the northern wilds. With his earnings in the woods, he entered Gustavus Adolphus College at St. Peter's, Minnesota. Later he returned to his native Sweden and began his long climb to the unique place he alone occupies, arriving back in the U.S.A in 1923. He had perfected the gauge block by solving four important



metallurgical problems – first, flat surfaces in steel, second, perfect parallel surfaces, third accuracy and fourth, the effective heat treatment and seasoning of steel.

In Sweden, he became an inspector of arms, and pondering over the delays in assembling rifle parts due to inaccuracy of supposedly interchangeable parts, the idea of precision measurement dawned on him. Henry Ford was the first to appreciate the possibilities of his invention, though the world was slow to accept it and acquired the rights to his devices. Henry believed in inter-changeability of spare parts and that only came about with accurate comparative measurements.

In 1936, aged 72 Johansson left Dearborn returning home with numerous awards. Fords produced the gauge blocks in a new Tool & Die Building, and the Henry Ford Trade School graduated near on 8000 students with tool and die training. In 191, production of blocks was 200 per day. Customers included the Military and its suppliers. In one week in 1943, orders **The Ford Y & C Model Register**

received for 3101 blocks and 213 accessory gauges.

Many purpose made gauges were in use in the manufacture of engine parts – crankshafts, camshafts etc and these specialist gauges were tested in production as often as half hourly using Johanssons blocks.

Look at the edge of a threepenny bit; then, if you can, imagine it being cut into 46,000 slices. Well, each slice would be about one millionth of an inch thick.

**Mr. C. E. Johansson one the first men to Introduce precision measurements; his system has been adopted in many countries and used as the national standards at London, Washington and Paris."**

Or perhaps you may find this comparison a little easier to grasp. A human hair is something pretty fine. Well, if It were 3000 times finer still it would be a millionth of an inch diameter. There are gauges used in engineering today which could prove these statements, and in the Ford works they are constantly being employed to check up other Gauges.

This surely is the limit of accuracy when you remember the rough systems from which measurements started. At one time an inch was three grains of barley laid end to end; a foot was just what its name Indicates, the length of a human foot; we still speak of a horse as being so many hands high; a yard was the distance between the nose and the thumb when the arm was stretched out. An acre was the ground a yoke of oxen could plough in half a day.

As industry increased in the world, manufacturing efficiency demanded accurate measurements for two reasons.

First, an article that contains several parts cannot be put together quickly unless each part is precisely measured to fit the place it is to occupy. Under old styles of measurements not two parts were exactly alike each had to be separately fitted, and other parts had to be discarded.

The second reason was that inaccurately measured parts soon wear out as they are loose and rub unevenly against each other.

The more closely fitting the parts of a car. within certain limits, the longer it wears, the more smoothly it runs and the cheaper it can be manufactured because less time



and less material have been wasted in making it.

The history of scientific precision measurement dates mainly from the work of Mr. C. E. Johansson a genius who saw the value of the new science, Mr. Johansson was inventing his system at measurement when young Mr., Henry Ford was making his motor models in Detroit.

These gauges used by the Ford company permit a limit of one-tenth the thickness of a sheet of Onion skin paper in such parts as the V-8 piston and connecting rods. At 172 operations in machining and inspecting of parts for the car there is a tolerance of five ten thousandths of an inch. A few measurements are made to two ten-thousandths of an inch to ensure in the parts longer operating life.

A Johansson gauge is a rectangular block made from nickel steel, the distance between two of the faces being accurate within the limits specified in millionths of an inch. So perfectly are the faces of these blocks finished that two or more blocks can be "wrung" together with a twisting motion, after which they will adhere so firmly that it takes a considerable pull to separate them. Each little block of steel is so delicately measured that when held in the hand for five seconds only it expands it so much as to be out of truth until it resumes its normal temperature. A set of these gauges consists of 81 pieces, and by using them separately or combined, over 80,000 different sizes can be obtained.

RC

# Ford versus Ford

– an extract from  
**‘The A C Ford Story’**

(A brief history of Dudley’s famous street lighting manufacturer.) By, and with permission of Claire Pendrous, member of the FSOC.

## Fibreglass columns and the impact test incident

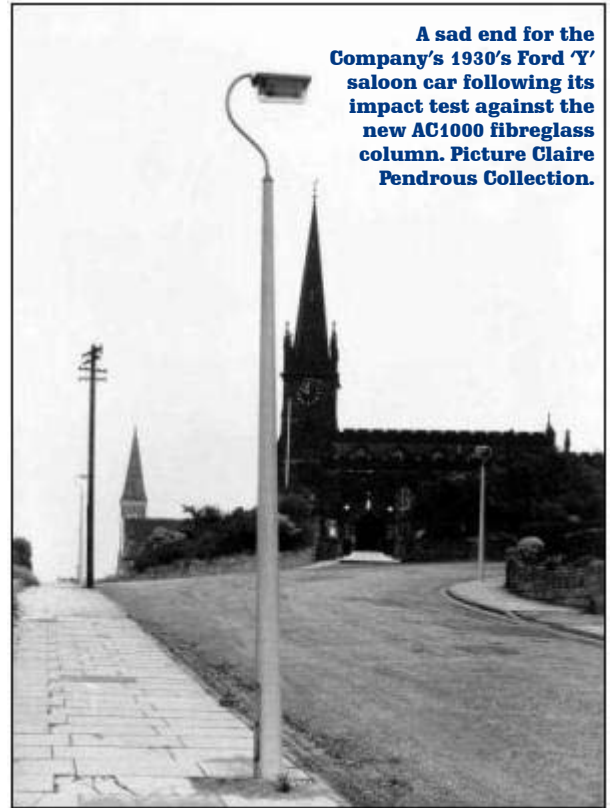
In 1960, A C Ford patented a method of constructing fibreglass columns using continuous long stands of fibreglass that were wound on to on a revolving tapered mandrel. This method of construction resulted in a very tough, durable, but lightweight column. Two models were made, but both were some 16ft in total length. The construction of each AC1000 column used 11lbs of glassfibre strand (equivalent to 3-miles of glass strand) and 20lbs of resin.

**A new installation of A C Ford AC1030 fibreglass columns fitted with AC840 85-watt sodium lanterns are seen in Wednesbury (West Midlands) in the early 1960’s. Picture: Claire Pendrous Collection.**

To help market this new product and to prove to potential customers how strong and durable these columns were, a test column was set up on land at the back of the factory in Peartree Lane; the intention being to drive a car into the column to demonstrate how these columns would stand up to a relatively low speed impact.

The demonstration was arranged and a photographer was hired from C N F Lewis a local photographic company to record the event. Edward Farmer had volunteered to drive the car into the column, so with everything in place and the small crowd of people gathered in the rain to witness the event, Edward clambered into the Company’s old Ford ‘Y’ car and drove off down the yard. In preparation for his final approach, he made a couple of dummy runs stopping just short of the column. He drove off again down the yard and turned the car around for the final run. Hoping that he’d gauged the distance and approach speed correctly, he revved the engine of the old Ford and dropped the clutch, launching the car and himself on a collision course with the lamppost ahead.

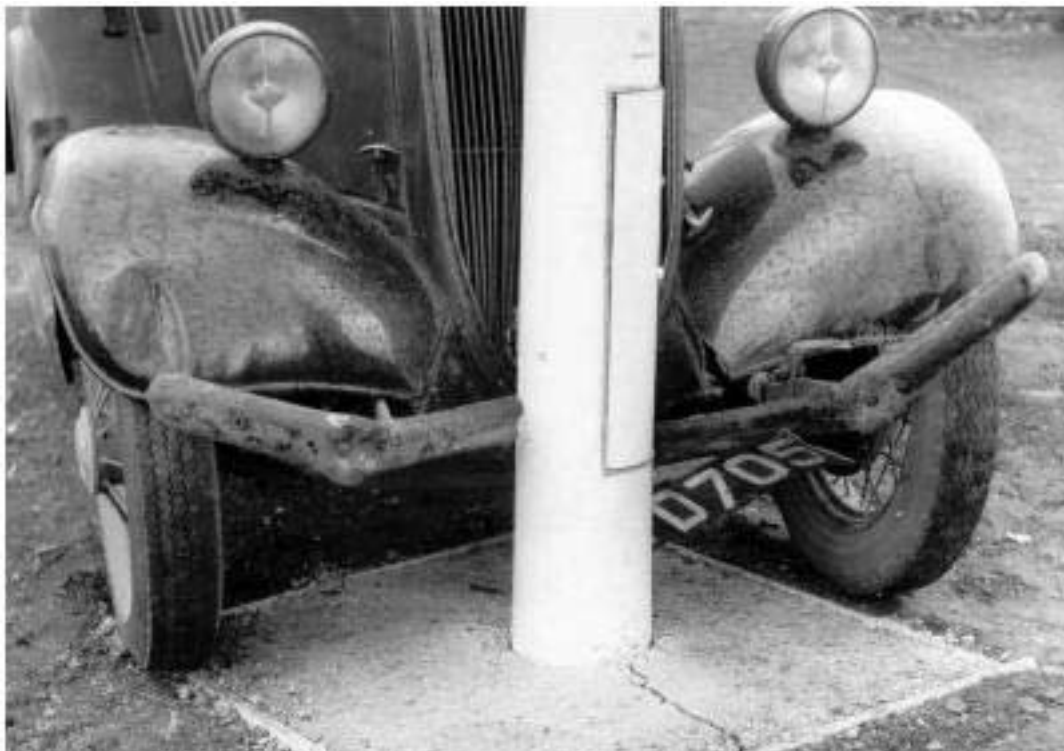
As the old car bumped and bounced along the open ground, Edward braced himself for the impact, eventually colliding with the column at quite a turn of speed and shattering the lantern mounted on top of it. Seconds later, a shaken and slightly dazed Edward emerged from the car, eager to see the aftermath. Not surprisingly, the front of the car was badly damaged, but amazingly the fibreglass column appeared relatively undamaged, even though the concrete into which it was fixed had fractured under the impact. The



**A sad end for the Company’s 1930’s Ford ‘Y’ saloon car following its impact test against the new AC1000 fibreglass column. Picture Claire Pendrous Collection.**

photographer, who was recording the event on film, was keen to get some nice close up shots of the damaged car and column, but in standing too close to the lamppost, he was struck on the head by a piece of falling debris from the broken post-top lantern above him. Concussed, the photographer was given first aid at the scene, until an ambulance arrived to whisk him off to hospital for treatment.

This crude, but effective test of the column could now be used as a marketing tool to sell the product. Clearly it helped convince various local authorities around the Country to invest in fibreglass columns, including: Bristol City Council, County Borough of Blackburn, Berkshire County Council, and Otley in Yorkshire to name but a few. Ironically in today’s world, the old Ford ‘Y’ saloon that A C Ford wrote off in the impact test would now be a very much sort after collectors item!





# Spotted in an idle moment



**This car looks well travelled ! The driver's door has a little surface damage though. Complete with roof rack.**

Seen recently whilst searching the web, is this photo of a Model CX by an hotel in Cardrona, New Zealand.

It was posted by Lynne N Max Youle onto the Facebook site NZ car related street scenes 1950's-1980's, and she gives permission to show it here.

Obviously an interesting photo, so I posted it onto our own Facebook site for members to enjoy. The next day, whilst at a friends house, she remarked upon it. Did I know that their cousin – who I had met a few months ago whilst he toured the UK – not only worked there as caretaker but also arranged events there as one of New Zealand's leading Folk singer/songwriters? I am always amazed at coincidences like these. His name Martin Curtis – [www.martincurtis.co.nz](http://www.martincurtis.co.nz) – and he has written songs about Cardrona that I had heard him sing in the summer.

I am assured the hotel still looks the same, but I think that the Model CX may have passed its best!

## Christmas Dinner - "That was the Christmas that was"

Is that it, Christmas and New Year over? It came, I saw, it went. Apart from the presents that still need to find storage space and making New Year resolutions such as "I must write down a list of all the people we received cards from", it's perhaps time to reflect on some of the good things that happened over Christmas period. One of them was the Model Y&C's Christmas get together at Adderbury.

This year, or should I now say last year as this piece will appear in the first Transverse Torque to be published in 2016, some 40 plus members and their wives and partners gathered at the Red Lion over the weekend of 12/13th December. Some brave souls whose liver could take it came early and stayed over the Friday night as well. It was all very Christmassy, even down to the fact that our group had taken every room in the hotel and therefore for any other travellers who may have arrived by donkey – there was no room at the inn.

Jean and I took the opportunity on the Saturday prior to the dinner to explore some of our old haunts in the Cotswolds (where we used to live.) The small towns and villages of Cotswold stone set off the Christmas lights and made it look quite magical and put us in the mood for Christmas, in-spite of it raining for most of the time.

As the clan began to gather in the late afternoon and early evening it was wonderful to meet up with friends last seen at an AGM or Y&C event. I don't think I've been kissed as many times in an evening before! As we were a large party we were ushered out of the bar

into the dining room as were cluttering up the place and getting in the way. Chatter and the noise filled the air as, amongst other things discussed, people tried to remember what they had ordered for dinner. However, our wonderful organisers, the indomitable Banbury Four, Colin French and Penny, and Robert Jarvis and Lorraine, had thought of that and everyone was given a piece of paper with their menu choice as they were seated. The meal passed off with no bad behaviour and no one being difficult, apart from Mike Malyon who had ordered Lamb Shank in advance. I only mention this in passing as that would have been my preferred choice and I was quite envious and must remember this ruse myself for next year.

Inevitably at the end of the meal, various people rose to their feet. The first to rise was Sam Roberts who gave us the news that Nigel Stennet-Cox had recently married the charming and lovely Jocelyn, who many of us have met at Club events. There were cheers and everyone sends their congratulations and best wishes to them both. Colin was the next to rise, and announced that Jim and Joan Sharpe had sent their regrets for not being able to attend. He went on to thank everyone for their support and remarked that he only had a few words to say, but that he also had a missive to read out from our Secretary, Bob Wilkinson, who also was unable to attend. It seemed two hours later after he had read out the last of Bob's words and some jokes, he was able to sit down to a well-earned rest. Christine Baldock then proposed a toast to the Y&C Register. Others then rose to entertain

the assembled members with some trepidation, probably with the same sense of apprehension experienced by comedians who had the temerity to try and entertain the crowd at the Glasgow Empire or the Romans in the Coliseum. However, when the party pieces were over and done, the evening came to a wonderful finale as Geoff Salminen played us out on his accordion with a medley of songs in a key that most members could hit.

The whole occasion seemed to embody what the Club seeks to foster among its members - warm friendship, a shared interest, and the creation of a mutual self-help network. Although, as one member put it to me on the evening "We don't need the cars to have a party, but they are a good excuse to bring us together". It was good to see some new faces at the dinner, not just new members but old members who were attending for the first time.

Our thanks again to the Banbury Four for making this, for many of us, a must-attend event in the Y&C calendar. It really was a great scene- setter, making us all feel that Christmas was on its way.

**Peter Purdy**



## In The Frame - Film Snips

Often seen in period films are excellent examples of our Y's and C's. Now that they are often on DVDs, it's comparatively easy to snip out a frame as a record for our archives. These cars, mostly belonging to members past and present are being put to good use, earning a bob or two and getting them into the sights of the public. That is so important now as we need new younger members to carry on the good work of preserving our cars and their history.

If any of our members have clips or originals from scenes in past films, your editor would be obliged to copy and to see them.

Here's an example from 'This is My Father' – "A rich tale of one man's search for his family roots". It starred John Cussack, Aidan Quinn, Moya Farrelly & James Caan. It shows Model Y Reg No. ZB 2288



Wikipedia states – "The 1998 film portrays a tragic love story set in late 1930s Ireland, focusing on the relationship between Fiona Flynn (Moya Farrelly), a beautiful, feisty seventeen-year-old from a middle-class family, and Kieran O'Dea (Aidan Quinn), a shy labourer in his early thirties, and the search decades later by their son, Kieran Johnson, (James Caan) to find his roots in late 1990s Ireland.

The film is told as an interweaving of the nineties setting, where Kieran is hearing the story of his parents, and the events of the 1930s. Kieran Johnson grew into adulthood unaware of his parents' story or of the tragic events that caused his mother to leave Ireland on her own while pregnant.

The story highlights the issues of prejudice, classism, alcoholism and social and religious conservatism in rural 1930s Ireland.

The car subsequently was owned by Eugene Markey and then Andrew Sharkey and again Michael Callaghan and with doubts over the exact identity, being found "disassembled and in terrible condition", was issued with plates ZV60398 in 2008



This is one of the DVDs your club has to lend out – amongst those being looked after by your editor – should you want to borrow it, just pay for postage. (A list is available – email me) Some are on VHS tapes that need to be converted to DVDs We also have many DVDs from Auto shows, old Ford films and home made. Have you any video clips that you could add to our archives?

One or two interesting clips are also freely available on YouTube – e.g. <https://www.youtube.com/watch?v=rEEgkcPjnEM> There are quite a few clips –ignore the hot rods – just search 'Ford Model Y'

Amongst other videos on tape or DVDs held is "Cavalcade of Ford", a twenty minute film of evolution and development – some clips shown here.

**Plenty of "steamy" scenes in this film**







**Shortrad YY 656  
crossing a Ford**



**Climbing hills with ease,**



**JB 2727 with its 72 hour reliability demonstration plaque to spare wheel**



**LongRad CVX 265 showing flexibility of suspension,**



## From Ford's Cavalcade of Ford Promotion Film



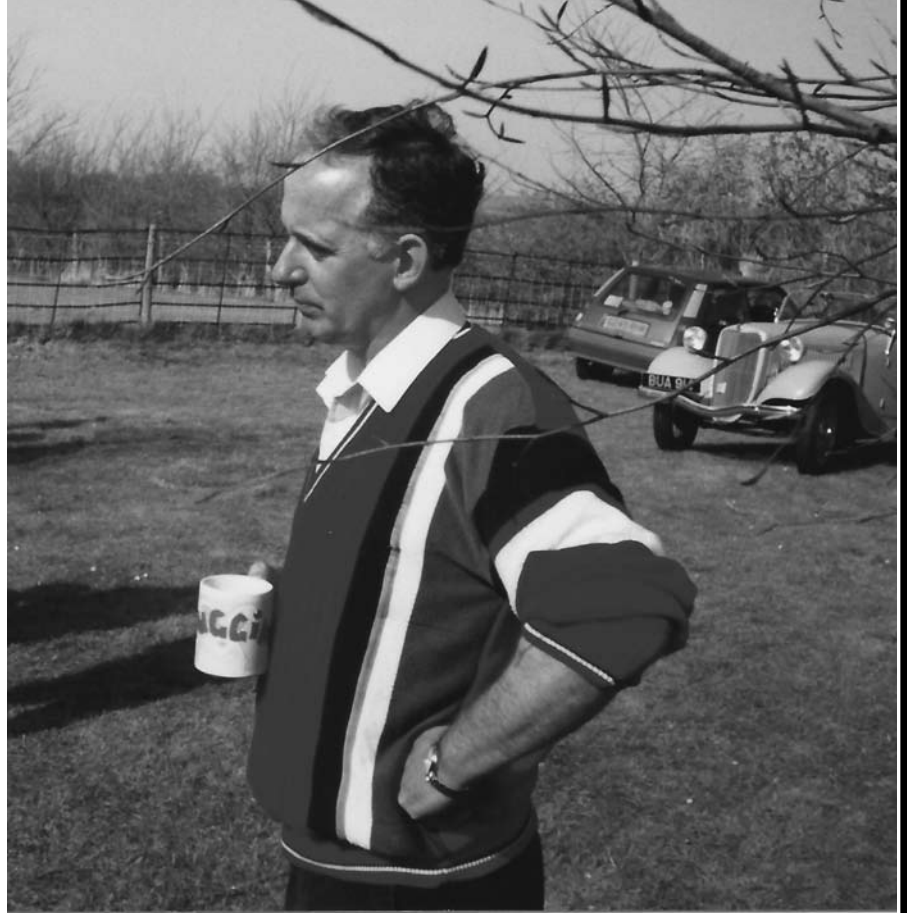
**Carrying extra weight – seven adults**

## Obituary – Ken Arthur.

It is with regret that I learned from a Christmas card that Ken Arthur succumbed to the big C last December (2014). Ken was a Master Craftsman who fabricated body panels for many exotic cars in his workshop near Frome in Somerset. He was a keen supporter of the Club and made patterns for the Model “Y” in particular, but would turn his hand to panels of any shape. When he retired with a view to moving to New Zealand, the patterns were passed to his successor as the Club supplier of panels (Rick Beasley). His move to a new life Down Under was cancelled due to poor health. Many of us were grateful for his skills and expertise. Our thoughts go to his widow, Yvonne.

Sam Roberts

**Ken Arthur at a Willoughby Hall A.G.M. in the mid-1990s.**



**Ken Arthur's display of Model “Y” panels at the same A.G.M.**



## 20 years ago.

Issue 98 January/February 1996

It is amusing when coincidences turn up, especially when most unexpected (Bob Wilkinson and Sam Roberts refer to it as 'synchronicity'). At this year's (2015) Classic Car Show at the NEC, John Dillon from Co. Louth in the Republic of Ireland was signed up as a new member. His late father (Johnny) had joined the Club in 2006. John has inherited his father's car, which has been laying in a hay barn for the last five or six years. The car is an early, November 1932 short rad Model "Y" with a chassis number Y4343. As background for this '20 years ago' article, a read of Issue 98 of Transverse Torque revealed that, in 1995, Sam Roberts reported on three Model "Y"s for sale at The Old Motor House in Whitchurch, not 6 miles from where he lives (it has since closed). On visiting the site, he discovered that two of the cars were known to the Club and had been passed on through the dealer network. As he said in issue 98, "The third is certainly interesting. It was imported from Belgium and part-exchanged for a M.G. There were no documents with it and no registration plates. I was able to find the body number (135/4198), the chassis number (Y4343) and the engine number (Y4343), which confirmed it as the earliest short rad on the register with a Burman steering box – manufactured in November 1932, one month after first production. The car is completely original, apart from new tweed cloth upholstery and headlining. It even has its original rear axle with the one piece prop-shaft. Unfortunately, it has lost a tooth or three on the crown wheel, but that is being put right by Bill Jones, an ex-member of the Register." Jim Thompson, the owner of The Old Motor House, sold the car on to "someone in Ireland" – he did not have a name or address. It has since transpired that Johnny Dillon was the buyer. Y4343 was trailered over to Ireland along with a Fordor Model "Y", the details of which we do not know at present.

A new member announced in this issue was John Keeble. John was the son of Pat Keeble, who owned The Garage in Theberton, Suffolk, in which he kept his collection of some 168 vehicles. John did not inherit his father's love of the vehicles, so, following his father's death, the collection was auctioned by Clarke & Simpson at Leiston. Having learned that there were five Model "Y"s in the collection, we sent the Regional Rep (the late Brian Mace) along, armed with sandpaper, wire wool and a camera to capture the details and photographs of the cars.

Four of the five cars were in a bad way, but eminently restorable (they were FPF 458 (Y183288), now wearing the Isle of Man registration CMN 837 and still with the family of the late Billie Beattie on the island; DLW 557 (Y172945) owned by ex-member M.D. Baldwin of Yarmouth, Suffolk; CVB 31 (Y196947) and local Ipswich registered car PV 4427 (Y189727) both of which we have lost track.

The fifth car was the pride of the bunch, DKO 301 (Y152870), a green and black roadworthy Fordor of September 1936 vintage in immaculate condition and boasting a very smart boot. The car did not reach its reserve price at the auction and, as a result, John Keeble weakened, kept the car and joined the Y&C Register. Elsewhere in the magazine, it was mentioned that this was the third known Model "Y" with a boot, the other two being in Lancashire. The question was asked if this was a Heath-Robinson addition or a genuine after sales retail luggage compartment. We can now answer the question as the car, now owned by member Kenneth Wilding in Hadleigh, Suffolk, has appeared at Club events on more than one occasion. Close inspection of the boot shows that it has a plaque attached which reads 'Manufactured by GALLEY Ltd. 115 – 129; Carlton Vale; Maida Vale; London NW6.'

The only other new member reported in issue 98 who is still with us is Norris Bradley from Coleraine, Co. Londonderry. Norris owns a very early Model "Y", Y1975, with the Armagh registration IB 4242. 20 years ago, he reported that he was restoring it. It is still shown on the list of survivors as being Under Restoration! What is its status now Norris?



The dark blue, ex-Belgium Model "Y", Y4343, as found in the Old Motor House in 1995.



The Fordor, DKO 301, resplendent with boot at the 2006 All Ford Rally in Abingdon.



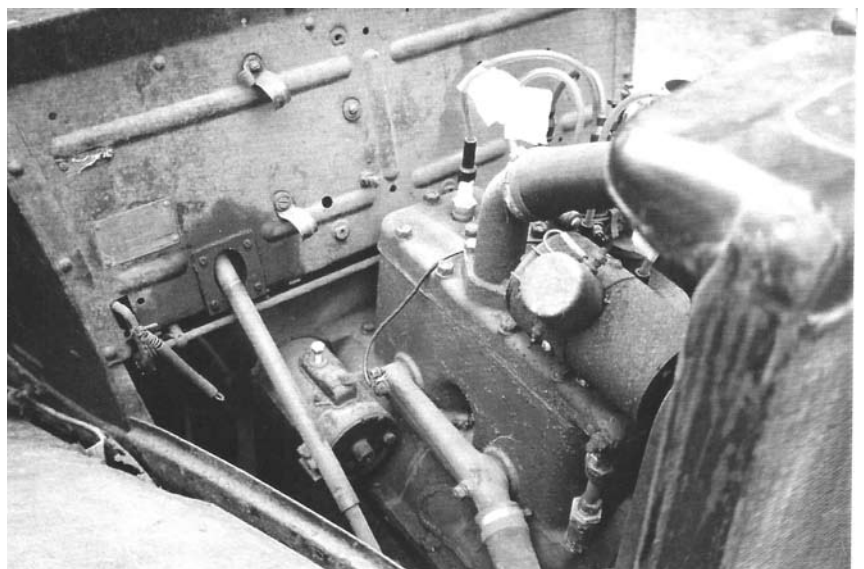
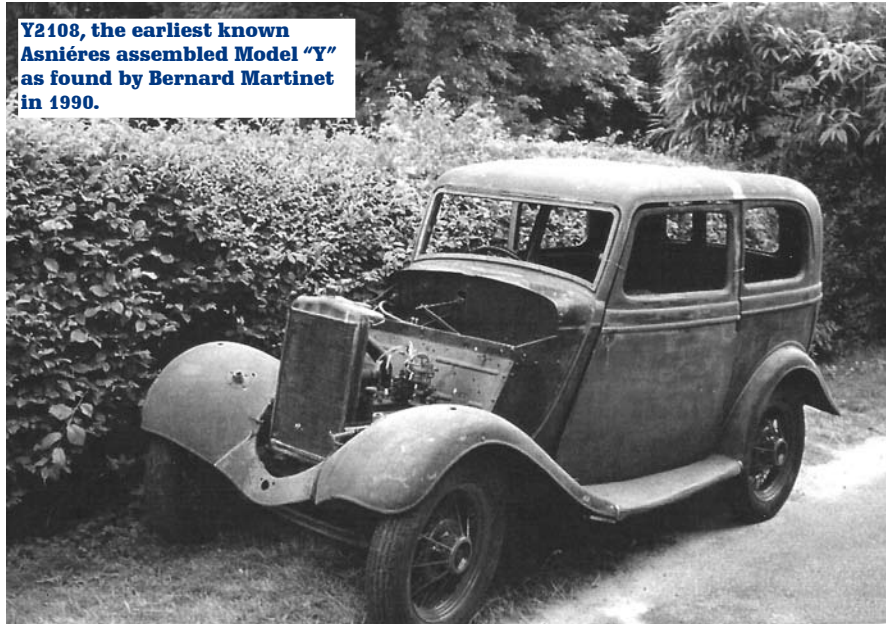
The plaque on the inside of the boot. Note the batch number 60 FS8 hand-stamped under the plaque.

Continuing the helpful tips theme of the previous two issues, two additional technical hints were covered in issue 98. Firstly, sourcing fan-belts. They are readily available from any commercial outlet on your local industrial estate or business park. For our cars with the larger dynamo pulley (nominally post-November 1933), you should ask for a B section 39inch belt. For the early cars with the small pulley, the B37 should do the trick. They are however, readily available through our Spares Section and listed on the parts list as EN14a and EN14b respectively. As was reported in this issue, "The problem comes when you try to

fit the damned thing! Trying to get the belt under the crankshaft pulley and starter dog, which are slap up against the front chassis cross-member, is the problem. However, you can get round it by removing the two bolts holding the engine to the front engine mounting bracket and jacking up the front of the engine using a block of wood on the jack and raising it by the higher end of the sump. Once the starter dog is half an inch above the cross member, the new belt can be forced past the pulley.”

The other tip concerned the charging rate of the dynamo. During the summer, a 10 amp charging rate on your ammeter is sufficient for normal running and motoring. However, if you use your car during the colder winter months, this should be increased to 12 amps to cater for the greater drain on your battery, due to thicker oil on starting, driving at lower running temperatures, on shorter journeys and with the possibility of using your headlights. To increase (or decrease) the charging rate, lift up the off-side bonnet and unscrew the clamp holding the cover over the rear of the dynamo. Slip the cover rearwards to expose the brushes and commutator. You may have to disconnect the cable from the voltage regulator and remove the brass oil reservoir at the rear to do this. Now lift up the near-side bonnet and you will see exposed two brushes on the commutator. The one nearest to you is ‘the third brush’. In order to increase the charging rate, you should move the third brush in the direction of rotation of the commutator, i.e. towards you. Make sure you move it by the brush holder and not the carbon brush itself, which might break. A move of about a third of an inch should be sufficient to increase the charge from 10 to 12 amps.

Included in this issue was the story of an unusual find in France by member, Bernard Martinet. He had come across an early Dagenham import Y2108 rusting by the side of the road. It carried Briggs body number 135/2017 and the Asnières assembly number 126 on its brass plaque on the bulkhead. This is still the earliest known surviving Asnières assembled Model “Y”. It was fitted with the early epicyclic steering box. Although looking very rusty, it was eminently restorable and was last known to be owned by a Monsieur Moussinet, who, it is believed, died in 2008. Where is the car now?



**The engine compartment of Y2108 showing an original twin water inlet engine, the distinct right-hand-drive steering column used for the epicyclic steering box and the brass Asnières plaque on the bulkhead, which states the original engine (chassis) number and the Asnières assembly number**

Also included in this issue was Graham Miles’ erudite article on the history and changes to the Model “Y” van during its production, the details of which are now incorporated into the Y&C book.

Finally, it was a great year for the Club at the Classic Car Show at the NEC. Geoff Salminen had excelled himself and had persuaded Dave Tebb to display his Model “Y” cut-away chassis on the stand. It was accompanied by Dave Curtis’ Fordor Model “CX” (now owned by our Black Bull innkeeper, Duncan Davis, in Frosterley, Co. Durham), Geoff Salminen’s Model “Y” Tudor and Sam Roberts’ Model “Y” “Kerry” tourer (now owned by our Chairman, John Argent.) Those manning the stand were immaculately, uniformly dressed in blue Register T-shirts and grey trousers and wore straw hats! The stand judges were so impressed that the club was awarded the runner-up platter – praise indeed!

*Please note that Geoff Salminen, aided by Geoff Dee, is still expertly organising our annual appearance at the, now, much bigger Classic Car Show. Well done Geoff.*







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