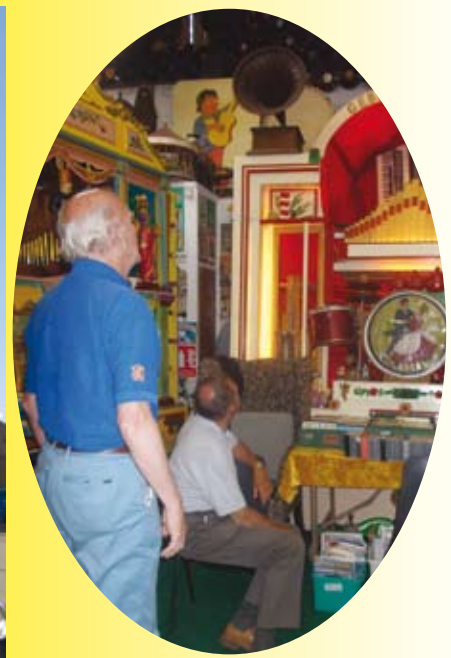




Transverse Torque

Issue number 221
July - August 2016





Register Officers

Chairman

Jim Sharpe, 23 Rous Chase, Galleywood, Chelmsford,
Essex CM2 8QF
Tel: 01245 351546 email: jajm.sharpe@btinternet.com

Vice Chairman

Bob Wilkinson, Rose House, 9 Brambleside, Thrapston
Northants NN14 4PY
Tel: 01832 734463 email: bobwilkinson49@hotmail.co.uk

Secretary

Owen Baldock
26 Great Elms, Hadlow
Tonbridge, Kent TN11 0HT
Tel: 01732 852491 email:owen.baldock56@gmail.com

Treasurer

Colin French, Stonehaven, Church Street, Bodicote,
Banbury, Oxon OX15 4DW
Tel: 01295 262707 email: colinfrench12@btinternet.com

Membership Officer

Mike Malyon, 8 Bron Haul, Dyserseth, Denbighshire LL18 6LE
Tel: 01745 571423 email: mikemalyon@hotmail.co.uk

Spares Officer

Peter Ketchell, 2 Manor Road, Westminster Park,
Chester CH4 7QW
Tel: 01244 676856 email: peterketchell@yahoo.co.uk

Spares Administrator

Colin Rowe, 4 Croxdale Close, Brampton Park,
Northants NN2 8UL
Tel: 07944 825045 email: colinatordyandc@aol.com

Editor Transverse Torque & Forum Moderator

Roger Corti, 24 Wentworth Drive, Eastcote, Pinner,
Middlesex HA5 2PU
Tel: 01895 471749 email: rogercorti@aol.com

Archivist

Sam Roberts, 16 Croye Close, Andover, Hants SP10 3AF
Tel: 01264 365662 email: sam@samroberts.plus.com

Honorary Founder Member : Graham Miles

graham@familymiles.com.

Technical Advisor

Nigel Stennett-Cox, 157 Mundesley Road, North Walsham,
Norfolk NR28 0DD
Tel: 01692 406075 email: binroundabit@btinternet.com

Website Manager: - Ron Lewis

2 Astlethorpe, Two Mile Ash, Milton Keynes, MK8 8EN
ron.lewis@zen.co.uk

Ex-officio Committee members

Geoff Dee, Leamington Spa. Tel: 01926 334780
Robert Jarvis, Bodicote, Oxon Tel: 01295 259800
Andrew Bailey, Burbage, Leics. Tel: 01455 610925

THE FORD Y & C MODEL REGISTER

Our web site is found at:

www.fordyandcmodelregister.co.uk

Find us on Facebook.com

Annual Subscriptions:- UK £30.00 (S/order preferred);
Overseas (incl. Eire) £35.00

TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office:5 Clarendon Place, Leamington Spa, CV32 5QL

DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed, nor on the Y&C Register website or Forum.

The Ford Y & C Model Register

Regional Contacts

- | | | | |
|-------|---|----|---|
| 01/02 | Devon/Cornwall/Avon /Wilts/Glos
Gary Whittle and Vicky Edwards.
Bristol BS4 1PR.
07967 523 130
victoriaedwards2000@yahoo.co.uk | 14 | N. Wales/Cheshire/Lancs
Merseyside/Manchester
Clive Harrison
Tyn Y Felin, Pandy Lane
Dyserth, Denbigh LL18 6AL
Tel: 01745 571185
cliveharrison2@hotmail.co.uk |
| 03 | Dorset/Hants/I of W/ Channel Isles
Colin White
49 Grange Road
St. Leonards, Ringwood
Hant BH24 2QE
Tel: 01202 873620 | 15 | Notts/Derby/Lincs/S. Yorks
Robert Marshall
32 Florence St., Hucknall
Notts NG15 6EB
Tel: 0115 955 6802
romarpop@ntlworld.com |
| 04 | Surrey/West Sussex
Dave Minnett
20 Princes Ave,
Carshalton Beeches
Surrey SM5 4NZ
Tel: 020 8661 2480
Thev8telegraph@aol.com | 16 | North, West & East Yorks
Pat Jennings
59 Cookridge Drive
Leeds LS16 7HP
Tel: 0113 261 3780
pdjennings@ntlworld.com |
| 05 | East Sussex/Kent
John Keenan
41 Ghyllside Ave, Hastings
E.Sussex TN34 2QB
Tel: 01424 424323
elvabeach@btinternet.com | 17 | IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Cvlnd
Duncan Davis. The Black Bull, Frosterley, DL13 2SL
Tel: 01388 527784.
duncandavis@mac.com |
| 06 | South Wales/Hereford
Mike Samuel
"The Willows" Stoney Road
Garndiffaith, Pontypool
Gwent NP4 8PY
Tel: 01495 772418 | 18 | Scotland
Drew Barr
30 Weavers Crescent
Kirkcaldy KY2 5LN
Tel: 01592 269266
barr195@btinternet.com |
| 08 | Oxon/Berks/Bucks
Ron Lewis
2 Astlethorpe, Two Mile Ash
Milton Keynes MK8 8EN
ron.lewis@zen.co.uk | 19 | Ireland
Roy Moore.Newtonards,
Co. Down. BT23 7HB
Tel: 02891 813011 |
| 09 | Beds/Herts
John Argent
see Chairman details
Tel: 01707 662049 | 20 | London/Middx
Jim Miles
11 Gordon Road,
Wanstead, London E11 2RA
Tel: 07901 561866 (pm only)
fastforward1941@gmail.com |
| 10 | Essex
Dave Gustard
44 Park Dale
Danbury, Chelmsford
Essex CM3 4EH
Tel: 01245 222921 | | Overseas
Australia
Bill Ballard
24 Rowan Ave, Boronia
Victoria 3155, Australia
Tel: 00 61 3 9762 9974
sfbill1@bigpond.com |
| 11 | Worcs/Staffs/W. Mids/ Warks
Geoff Salminen
2 North Pathway, Carless Ave. Harborne,
Birmingham B17 9EJ
Tel: 0121 427 2189
e.mail:gsalminen@talktalk.net | | Scandinavia
Michael Deichmann
By-Lyngen 4
Blistrup, DK-3230 Graested
Denmark
Tel: 00 45 2227 8651
michael@deichmann.org |
| 12 | Leics/Northants/Cambs
Dave Tanner
8 Chatley Road
Gt. Leighs, Chelmsford CM3 1NU
Tel: 01245 361211
Davidtanner879@gmail.com | | U.S.A
Robert P (Bob) Anderson
228 West Russell St,
Barrington,
Illinois 60010, USA
Tel: (001) 847 381 0052
Bander8899@aol.com |
| 13 | Norfolk/Suffolk
Roger Hanslip
165 Hungate Road,
Emneth
Nr Wisbech, PE14 8EQ
Tel: 01945 430325
jo.hanslip@btpopenworld.com | | |

When telephoning UK from overseas replace first 0 in UK number with +44

Editorial

It's only when I start to write this editorial that I fully realise the enormity of this job - suddenly having to increase my focus and devote the extra hours needed, to fret about quantity and quality and do my best not to omit anything important! All that amidst real employment, the needs of children and grandchildren, trying to sort out problems with my car and planning for future events. The reward of course is the occasional comment from members that proves someone has read the magazine and appreciated it. Job satisfaction happens in that moment someone notices what a good job you have done.

That sentiment goes of course with the job for all of our committee, be it parts supply, treasurer, secretary, stores holding, tour organiser, technical team, regional contact and administrative positions. Your committee are all unpaid volunteers, doing the best they can on behalf of members and because they glow in enthusiasm for our car models. Don't forget to thank them when you have the opportunity.

I've seen this enthusiasm in recent events – Enfield Pageant, Chiltern Hills, Club Tour and know the same will occur soon at the Old Ford Rally. Only this week, five members spent a day attending to repairs to shelving in the Club's two containers, involving the moving of many doors, bonnets and body parts – no light weight task at our age – all to help preserve the future of our cars. That enthusiasm is worth a fortune, and without it, our club could not exist, indeed I recently heard of one club that is doomed to close for lack of support, despite a large membership, because members would not take on responsible positions. Do not let that happen to our club.

Thinking about our last two months – doesn't time fly when you are having fun – Judy and I had a really great time on tour in Suffolk and Norfolk, so our thanks to the organisers – the Hanslips and Butwrights. Our car did not let us down and the only moment of panic was when it rained screws from the sliding roof clamp that had become detached, and Judy grabbed up to hold the roof from flying off in the wind until we could stop safely. A piece of gaffer tape across the leading edge solved that problem. We did have to resort to the starting handle – no problem – as the new battery ordered came two days after we left! I still have some outstanding jobs to complete – a window winder to mend amongst others – before the OFR, but that won't happen until this issue is in the post to you all. You would be naïve not to be aware of current politics – In/Out EU – and the possible outcomes that may in time affect our hobby and the motor industry.

My solution? - I would advise everyone in the UK to join a club like ours – where we have fun working together, helping each other, talking to each other and with a common aim. Less selfishness, more respect and tolerance, as found in our club would make for a happier outcome I'm sure.

I look forward to seeing many of you at the British Motor Museum, Gaydon and elsewhere in the coming year.

Roger Corti

Chairman's Chatter

The season is now well under way and I guess many of you will have been to a few shows with your cars, not to mention your local "Drive it Day" individual runs. From discussions I have had with some members, I know we have had cars at a couple of events including Chiltern Valley and the Enfield Pageant.

Jim Miles and Roger Corti were among those at the Chiltern Valley meet near Aylesbury and I met up with them, and several other members, at Enfield over the Spring Bank holiday weekend. Usually this event is blessed with warm dry sunny weather, this year it was cold and windy. Thank goodness we had the luxury of being able to huddle in the awning of Jim Miles custom built caravan to keep warm.

I haven't missed Enfield for some years, and will continue to go there, but sadly for us it has changed. Ten years ago you would find a good selection of bits and pieces for our cars at the Autojumble stalls as well as some of the well known suppliers, such as Woolies, Small Ford, and S-V-C. Whilst there are still some things to be found it's not the selection there once was. The era now catered for seems to start with the 1960's. Despite this the crowds keep coming and seem to enjoy what is on offer which is good news for the organisers.

This also means we lose the joy of rummaging amongst piles of bits and finding that surprise part you didn't know you had been looking for. It makes you appreciate the selection of parts we have within the Club that are just an email away.

From what I hear from other members, the same situation exists at Autojumbles in other parts of the country, with more emphasis on general items that seem to draw in the families, and less for the old car brigade.

The Club tour to Norfolk and Suffolk was a great success and our thanks go to Jo and Roger Hanslip together with Margaret and David Butwright, for their planning and choice of hotel and interesting places to visit. There is a full report elsewhere in this magazine so I'll not spoil it by saying anything more, you can read for yourself that a good time was had by all.

The next big event is almost upon us, the Old Ford Rally at Gaydon. I look forward to seeing you there on July 17th.

Thanks.....

Nick Smith thanks members for their messages of condolence and the beautiful floral tributes. It was nice to see many of our friends in their vintage cars - Monique would have appreciated that.

Contents

Editorial.....	4
Chairman's Chatter	4
Owen's Observations!!	5
Membership Matters!	5
Spares Officer's Report.....	7
Technical enquiries	7
International correspondence.....	8
Project 19	11
Events 2016	13
Regional reports:	14
Enfield Pageant	15
Photographic finds.	16
20 years ago.	18
The world's oldest automobile road.....	21
FBHVC News	22
Suffolk/Norfolk Tour	24
BOV 160 – A sad tale of neglect.....	26

Owen's Observations!!

from our new Secretary

A fantastic tour of Suffolk and Norfolk was held at the beginning of June, some 18 vehicles took part in the weeklong tour, coming from all parts of the country Wales, NW England, SE England and everything in between.

Thanks to Jo and Roger Hanslip, Margaret and David Butwright for organising such a brilliant event. The weather was amazing with sunshine for the entire tour (I must speak to Jo and enquire how she fixed this)

From visiting an Aviation Museum to a Museum of Mechanical Musical Instruments to my favourite the Living Steam Museum where the Steam Engine used to raise the road on Tower Bridge is housed and in full working order.

Finally you will be pleased to know that I am NOT going to continue Bob's joke corner! He is!! Seriously I cannot finish without conveying not only my thanks to Bob, but I'm sure all members for the incredible hard work and support Bob has given the club and its members over the last 30+ years.

I'm pleased to say that Bob isn't retiring completely and has willingly offered me as much support as I need until I settle into the post, so I'm afraid you will have to put up with his jokes for some time yet!

I would also like to send the Club's best wishes for a speedy recovery to our Treasurer Colin French who has not been well of late, and was unable to join the Club Tour.

O.B.

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 4 new members

Brooklands Motor Museum B0401
Weybridge Surrey
Greg Pye P0601 Blackpill West
Glamorgan
Charlie Seymour S1001 Great Baddow
Essex
Chris Watson W1002 Great Dunmow
Essex

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

Brooklands Motor Museum have a 4dr black, 1936 "C". The registration number is CLK 179, chassis number C30522 and Briggs body number 466/402. The vehicle is presently having some mechanical repairs. We hope that it is soon on its wheels again and taking its rightful place amongst all the other exhibits.

Greg Pye- we extend a warm welcome to Greg, who is the owner of TI 3205, chassis number Y166731. It is a black 1937 Tudor, first registered on 30th April of that year. TI 3205 is registered in the Irish Republic. It was bought from ex-member Ken Hawthorne. As your "Y" is on the road we hope you have many hours of enjoyment driving her.



Charlie Seymour has upgraded from a Friend of the Register to full member. He is the owner of CG 6582. The car carries the chassis number Y46287 and Briggs body number 165/4076. It is a blue/black Tudor, first registered 20/01/1934. The car has been off the road for twenty five years. We hope you soon have CG 6582 running again and a warm welcome on board.

Chris Watson - we are pleased to welcome Chris to the Club. He is the owner of EG 2726, a 1936 CX, first registered 19th May of that year. The chassis number is C41082. It is a grey 2dr. The car is under restoration with floor work to do and the engine's not running. We wish you well

Brookland's C photo by Editor Oct 2013

with the restoration. See photo on next page


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.


Mike Malyon Membership Officer

CX belonging to new member Chris Watson



**Ford Models
Y&C**
HENRY'S CARS FOR EUROPE

1932  1937



Sam Roberts

Good news!

As announced at the A.G.M., the price of the book 'Ford Models Y&C. Henry's Cars for Europe' has been reduced to £25.00.

Now is the time to buy. Contact Sam Roberts to benefit from this reduction. See page 3 contacts for Sam's details or the Club website.

<http://www.fordyandcmodelregister.co.uk/>

**SUBSCRIPTIONS WERE DUE
ON 1st JUNE 2016**

I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by the 8th of August 2016, this will be your last issue of "Transverse Torque".

I would like to stress that paying by standing order is easier for you and me – you don't have to remember to pay – your bank does it for you!!!! If you have a U K or Eire bank account and would like a standing order form, please contact me, my details are on the inside front cover of the magazine.

Please note subscriptions this year are:

- FULL MEMBERSHIP UK £30**
- OVERSEAS/EIRE £35**
- FRIENDS MEMBERSHIP UK £20**
- OVERSEAS/EIRE £25**

Thank you in anticipation.

**Mike Malyon
Membership Officer**

Bob's Joke Corner.

Readers will have mixed feelings about Bob's Joke Corner - despite requests, I am continuing! This one from our in house tyre supplier Tony Etheridge.

Young people often do not realise that we old folk had a career before retiring.

A New Career:

Charlie was newly appointed as an assistant at B&Q but just could not seem to get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, sharp minded, pleasant and friendly.a credit to the company. His boss called him into the office. "Charlie, I have to tell you that I like your work ethic and you work well when you get here: but your being late so often is bothersome and unfair on other staff."

Charlie responded positively saying, "I understand your concern and I will try harder." The boss pressed him further ... "I know you retired from the armed forces. What did they say there if you arrived late for work?" Charlie looked down and chuckled and with a grin said, "They usually saluted and said good morning and can I get your coffee now Colonel?"

Please send your favourite chuckle to share with us.

Bob Wilkinson.

Spares Officer's Report

There is not much to report on the spares front in this issue.

In May Bob Wilkinson and I attended a meeting organised by the FBHVC at the Rolls Royce club in Paulespury, Bob's article on the club implications appears in his report, and my report covers the meeting from a spares point of view.

As we do, many other car clubs also do not sell to North America because of the countries litigation system, however, some of our parts can finish up in America or Canada if a vehicle is sold over there or someone buys parts for someone else. It is extremely important that club members do not buy parts to send to these countries. Even if the insurance claim is unjustified, the defence costs of such a law suit would be enough to close our club down.

Our parts fall into three categories:-

Remanufactured parts either from original drawings, new drawings for parts which are copied from original parts or the supply of an original part as a sample.

The club takes care in selecting companies to remanufacture parts we in most cases insist on BS9001 which is a quality standard, we specify the material to be used, we insist on traceability and an audit trail. When assembly is carried out we look at the qualification and experience of the people doing this work. This is to comply with the insurance companies requirements.

New Old Stock these are new parts which were manufactured either by Ford or a company which copied the original designs.

Old New Stock is not so simple as most of the original manufacturers with have ceased trading; I ask where does the liability fall? We need some of these parts to keep our cars on the road.

Second-hand Parts these usually come from scrap vehicles bought at auto jumbles or donated to the club.

Generally buyers have a lower expectation as to the quality or reliability in use of second-hand or pre-used parts. We would not intentionally sell any parts which were not fit for purpose.

(Bob, when asked by your editor "What can I fill up the space with, now we have no 'Rambles'?", replied "I don't do recipes", so I said "Not even for waffles?")

Club Insurance Issues- FBHVC Meeting.

May 23rd. FBHVC Meeting convened by Paul Chasney, with Karl Carter, Rosy Pugh, (all FBHVC) with invited speaker Peter James. Y&C were represented by Peter Ketchell and Bob Wilkinson along with representatives from 15 clubs.

Peter James gave a short review of the insurance industry as it applies to Clubs with particular reference to issues surrounding spare parts, parts production and sales. The meeting then continued with Peter James responding to detailed questions from the delegates.

The following were discussed in some detail:

- * Professional Liability – e.g. when club offers technical advice .
- * Event Cover including Public Liability.
- * Limited Company protection.
- * Parts liability.

Summary of our club position: We are insured by Peter James .

- 1.(i) Parts: we use only companies – suppliers / manufacturers – able to meet stringent manufacturing standards and have adequate liability insurance..
 - (ii) All parts are to original specification as a minimum.
 - (iii) We maintain records to show traceability of supplier.
2. Officers: We use only suitably qualified members in parts operations. All operations are risk assessed to show we operate with due diligence.
3. We sell to members only to limit risk.
4. We do not supply parts to North America – insurance cover premium could not be operationally justified.

FBHVC position: over the next few months FBHVC will draw up guidelines to support clubs and set up links with insurers who meet FBHVC requirements.

It would appear that we have moved down this road already to meet our members' needs and give good protection to your club.

If you have any questions on these issues please contact either Peter Ketchell or Bob Wilkinson.

Bob W.

As you can see the sale of parts is a mine-field, the thing that concerns me is what happens after we have sold them as the parts need to be fitted properly. All the parts sold are accompanied by an order form which specifies that: - We recommend that ALL parts are fitted by someone who is competent or appropriately qualified. Since we can have no control over either the fitting or the parts when in use, the responsibility and any liability will rest solely with the purchaser or end user. The parts which have fitting instructions also have advice that the parts be fitted by a qualified person.

P.K.

Technical enquiries

– **questions asked.**

Our Technical Officer, Nigel Stennet-Cox responds:

Oil Pump Removal or Not? My Y has a 10 hp engine that starts and runs well but is excessively smoky, so an engine overhaul now seems inevitable as adding an oil treatment does little to reduce the smokiness. As I haven't done this before I purchased a second-hand 10 hp engine to "practice" on before removing the engine from my Y. (I may end up installing this in my Y while I overhaul the "original" engine, I haven't finally decided as it depends on how much work is involved.)

The ancillaries and cylinder head were already released from the second-hand engine and I have now removed the valve gear and sump. Wishing to clean the oil pump I followed the instruction in a manual I have, that is "...Remove the two retaining screws securing the flange to the cylinder block, to enable oil pump to be released." Well, I've removed the screws and the oil pump won't budge.

Do you have any suggestions as to how I might release the oil pump without damaging the lower face of the cylinder block or the pump itself?

I have a "spare part" oil pump so can see that the shaft of the pump makes a tight fit with two "bearings" in the block, an extremely tight fit in the above case! I also found that if the two screw holding down the cover are undone then most but not all of the filter gauze can be seen.

Alternatively, would it be wiser to give up on trying to release the pump? I could just loosen the cover, lift it as high as it will go and slosh the pump and filter in situ in a container of paraffin until the solvent is clear?

Fixing Castellated Nuts on Big End and Main Bearings what is best practice? I have seen two example engines both where the castellated nuts securing the three main bearing caps are wired whereas the castellated nuts securing the four big end bearings are neither wired nor split-pinned. The manual implies that in all instances castellated nuts should be secured with split-pins.

What would you consider "best practice" as regards securing castellated nuts in the above two (main bearing and big end bearing) instances?

Thanking you in anticipation of any help you are able to provide.

Nigel Replied:- Firstly your oil pump, it's stuck in by rust and/or dried sludge from dirty oil. The housing on the outside of the block could be gently warmed and the pump "eased", perhaps by gently trying to rotate the body with grips on the oblong mounting flange. Then again and as you say, removing it is not essential and the filter screen can be removed and washed separately by undoing the nut holding the upper cover [when the engine is right way up] and sliding that cover up from the filter and pump "works".

Castellated nuts were used on big-ends and other crucial fastenings in the old days and always have spit pins of wires through them, they'd act just like ordinary nuts otherwise. However, for many years now they've been superseded by one or another form of friction-based self-locking nut such as Nylock or Simmonds; try Googling them. These do have the advantage of one not having to go "that bit" further or less far in the tightening process so as to make the slots and hole line up.

Further information was advised on leaking steering box oil seals/bushes - replacement boxes are available from parts dept - and torque settings for cylinder head nuts [35 lbs ft / 47.5 Newton M]

International correspondence.

France.

Pascal Planke sent me details of Lot 317 at an auction which took place in Fontainebleau, to the south of Paris, on the 15th March, last year, in 2015. The lot was described as a "1932 FORD Y SICAL Châssis n° Y19726 Certainement le seul survivant." The accompanying photographs confirmed the car as the one which appears on page 154 of the Y&C book.

The car was found in 1970 by the American, Griffith Borgeson. It had been hidden in a barn since World War II. Griffith is the well known automotive historian, author and engineer (see Google for his achievements), who unfortunately died in 1997. Having beautifully restored the fixed-head coupé, he presented it to his wife, Jasmine, who had travelled regularly in it with him. It would appear that it is she who put it up for auction.

In the auction blurb, it states, in French, "Fifteen years of vigilance on the part of a number of well-placed people have failed to find another survivor of the type." Hence the statement in the heading, "Certainement le seul survivant". The 'well-placed people' failed to put the question to the Ford Y&C model Register as we have two other SICAL fixed-head coupés on our list of known survivors. Many of you will remember our Dutch member, Wim Hofstede, in his maroon coupe on our various tours. There is another owned by non-member Bernard Mathieu in France.



The Borgeson SICAL fixed-head-coupé as shown in the auction catalogue."

Pascal has been asked to contact the auction house to see who now owns Lot 317.

Another one bites the dust!

Pascal has also discovered a very early, October 1932, short rad Model "Y", Y2119. It was built before the first left-hand-drive cars came off the Dagenham production line and was shipped to Asnières, on the outskirts of Paris for assembly. It carries the Asnières assembly number 104. (I have yet to discover whether that number refers to the 104th Model "Y" to be assembled at the plant, or the 104th car to be assembled).

The bad news is that the present owner is disembowelling the car to convert it into a hot-rod –sacre bleu mon ami!



The very early right-hand-drive, Asnières assembled, short rad Model "Y" presently in the process of being hot-rodded in France. Ye gods!"

"Germany.

Arne Bolzmann, having read the 'mit koffer' article on boots, sent in a stunning photograph of a 1938 Eifel cabrio-limousine. As he says, "I attach a photograph of a Ford Eifel Drauz Cabriolimousine, a model that was often criticised as being somewhat plump in the backside. Personally I think it might not be too elegant, but the car looks somewhat robust and modern in this version. Independent of

that, I like the picture because it is so natural, while at the same time showing the silhouette of the body perfectly, including the late thirties idea of an integrated luggage compartment.”

Australia.

Congratulations to the Ford Owners, Restorers and Drivers Club of Australia Inc. (F.O.R.D.C.A.) who are celebrating their 10th anniversary already. It only seems like yesterday that they came into being. Special mention should be made of David Moran (President), the two Yules, Alan and Garry (Secretary and Treasurer) and Bill Ballard (Editor) for making it all happen.



The 1938 Drauz-bodied Eifel cabrio-limousine 'mit koffer', referred to by Arne Bolzmann, showing it with an open hood. What a lovely natural photograph of the three generations.

Norway.

Terje Særth from Oslo remarks “Unlike Sweden, we have always driven on the right-hand side of the road here in Norway. On pre 1936 Model “Y” vans, with left-hand drive, I guess that the spare wheel was on the right-hand door, like this van. I remember seeing a picture of my dad’s 1935 van with marks or holes from where the spare wheel was attached to the right-hand door.



The square on the 1946 photograph has never had an official name,

but it was called Sandaker-plassen, after the geographic area of Oslo, or Nordpolen (North Pole), after the name of a Café or Restaurant (probably located in the wooden house on the left of the picture). The wooden house was torn down in the fifties! I remember the square as Nordpolen. Everybody used that name, and people still do!”

Can anyone identify the car parked behind the 1937 Plymouth taxi?

Portugal.

Rogério Machado spotted an advert for a right-hand-drive Model “C” tourer on the Portuguese OLX website. On questioning the seller, it appears that the chassis number is C20292, which dates the manufacture around August 1934. The car was originally registered in South Africa, prob-

The South Africa assembled Model “C” tourer advertised for sale in Portugal.”



ably being assembled at the Ford assembly plant in Port Elizabeth. It looks to be in very good restored condition in a vineyard green and black livery, although the restorer was a tad over zealous and chromed the complete Model “C” radiator grille!

Carpet sets Model "Y"

Geoff Foss is making up sets of Model "Y" carpets (red, green or light blue). He asks that you give him four weeks notice from placing your order. Cost:- £490 plus postage and packing.

See Useful Contacts for address of Family Repair Service, telephone: 01264 323144

Tim and Glynis

Tim Brandon, one of our excellent in-house mechanics, was called upon to overhaul the engine and gearbox of the E83W belonging to The Cooper Car Company of Surbiton in Surrey. This is the vehicle that tows trailers carrying the single-seater Cooper racing cars (500cc Formula 3 cars) to circuits around the UK. Tim was naturally honoured to be asked to undertake this task by such a renowned company.

Tim also reported that Glynis Buckles, whom we often see accompanying Tim at various shows and on tours, has at long last retired from the well-known shoe shop, John Self, in Framlingham, Suffolk. Glynis joined the shop on leaving school in 1968 when it was run by John Self's daugh-



'Tim's E83W towing a Formula 3 500cc Cooper racing car.

ter, Brenda. When Brenda retired in 1985, Glynis was persuaded to take over and ran the business successfully until March this year. Hopefully, we shall see more of Tim and Glynis now that she has more time on her hands rather than on her customers' feet!

Library books

Following the decision at the A.G.M. to donate the Register library to the British Motor Museum to start a Ford section in the museum's research library, the 170 books were split into five categories; Ford Family, Ford Motor Company US and Worldwide, Ford Dagenham, Ford Vehicles and Automobiles General with a Ford Flavour. Each category fitted neatly into five crates, which were collected from Andover and are now in the new Collections building at Gaydon. It will be interesting to see them in situ at the Old Ford Rally on 7th July.

The Club library books categorised, crated and ready for dispatch to the British Motor Museum.

Three in a row.

David Laws sent in the photograph, taken in the 1970s, of his February 1937 Fordor Model "Y", CCE334, ahead of his father's and brother's Tudors - a good family line-up. David reports, "I have checked with my brother about the other two cars. He is the same as me and cannot remember any numbers. Nor can he find any more photos. The cars went for scrap."

The Laws family Model "Y" line-up in the 1970s. David's Fordor followed by his father's and his brother's.

Museum of London.

For years we have known of the Model "Y" on permanent display in the Museum of London. ANM 895, registered in



Befordshire in July 1936, belonged to a London bus driver living in Stevenage for most of its life up to the early 1970s, when the owner asked the Ford Motor Company at Dagenham if they knew of a good home for it. David Burgess-Wise, the then Corporate Historian of the Company, hot-footed it up to Stevenage and bought the car on Ford's behalf for £100. After a superficial restoration by the apprentices in the Ford Trade School, the car was donated to the Museum of London in recognition of Ford's enormous contribution to the economy of east London. And there it has sat ever since.

"We caught a glimpse of ANM 895 in the Museum of London in the Business supplement of the Daily Telegraph on 2 June."



Project 19

was unveiled at the Ford Albert Hall Exhibition on the 19th February 1932. The body looked rather similar to the Ford Model B and was an immediate success, being cheaper than both the Austin Seven and Morris Minor.

The prototype was then redesigned by Eugene T. Gregorie, including a 20 degree rake on the windscreen, to parallel the vee-shaped radiator. Edsel Ford was so impressed with the re-styling that he ordered it to be scaled up for the 1933 Model 40 V8. So the small 8 h.p. Ford came before the Model 40 and not after as is popularly believed.

The Model 'Y' as it was now called, was in full production from August 1932, only ten months after design work had started. There were two basic models offered; these were Two Door (Tudor) and Four Door (Fordor) saloons. Coachbuilders also used the 'Y' chassis for attractive tourers. The price of the Model 'Y' Tudor in 1932 was £120.00, but was cut to £100.00 for a short time in October 1935.

Did Ford make a three wheeler? Yes, it was called a TUG, built on a 'Y' chassis from October 1935 until the end of 1937. The versatile chassis were also the basis of light commercial vans and pick-up trucks.

In 1934 the Model 'C' 10 h.p. "De Luxe" was announced. It featured concealed bonnet catches, no running boards, and "Continental" spare wheel mounting, which was a running theme in Ford styling. Two and Four door saloons and two door convertible tourers were offered from Dagenham.

Production of Dagenham built 'Y' and 'C' models ended in 1937. Ford's German Factory in Cologne also produced 'Y' and 'C' Models known respectively as Köln and Eifel. These cars were very similar to the British models.

The Ford Company of France built the 'Y' Model in Asnières, Paris, as the 6 c.v.; also in Barcelona, Spain, a version was produced.

DAGENHAM PRODUCTION FIGURES

Model 'Y' 8 h.p. 1932-37	157,668
Model 'C' 10 h.p. 1932-37	96,553

COLOGNE PRODUCTION FIGURES

Model '19Y' Köln 8 h.p. 1932-1935	11,121
Model '20C' Eifel 10 h.p. 1935-1939	61,496

I have no figures for France or Spain at the time of going to press.

Jim Miles.

Archivist's note. Jim had a very good grasp of the Model "Y" story at this early stage of the Club's history. I would make only two points; 1.) The production Model "Y"s were designed and developed by Eugene Gregorie and team at the same time as the 'prototype' was being designed by Jo Galamb as a concept car for the Royal Albert Hall exhibition. 2.) The Tug was not built by Ford but rather by County Commercial Cars Ltd. in Fleet, Hampshire, from parts supplied by Ford and with Ford's blessing. The Tug had a special strong chassis designed and built by the Fleet company.

The full and comprehensive history of our cars and their production and assembly can be followed in "Ford Models Y&C. Henry's Cars for Europe" by Sam Roberts; now reduced to only £25.00.

By Jim Miles – written in 1979 – the first year of the Ford Y&C Model Register

"Everyone in this country is agreed that the only path out of the present intense industrial depression is one of economy and, as this reacts upon the motor industry, it means that the trend everywhere is to buy smaller and cheaper motor cars."

The above letter was written to Edsel Ford in mid-1931 by the Head of Ford's European operations, Sir Percival Perry. Two important factors in the need for a small car were firstly the Motor Taxation Act of 1920, which Act taxed private cars at the rate of one pound sterling per horsepower and secondly the Petrol Tax introduced in 1928. These factors made the large engined Fords cheap to buy but expensive to run.

On October 18th, 1931, work was started on the design for the new small car in Dearborn, Michigan. It was code named Project 19 and headed by Laurence Sheldrick, Ford's Chief Engineer. The prototype 8 h.p. baby Ford



A sartorial Jim Miles aboard a train with other Register members on the North Norfolk Railway in 2009.



The ever-correct Jim Miles salutes the lowering of the Register flag at the end of another day at the 2013 Enfield Pageant.

Events 2016

17th July	Old Ford Rally at Gaydon	Bob Wilkinson
16th-19th Sept	North Norfolk Railway '40's Weekend	Jo Hanslip
15th Oct	FBHVC AGM at Gaydon BMM	
23rd Oct	Stoneleigh Restoration Show	
6th. Nov. .	Willoughby Committee Meeting 10.30am	
11/13 Nov.	NEC Lancaster Classic Motor Show	
10th Dec	Christmas Dinner at the Red Lion, Adderbury Contact Colin French. EM colinfrench12@btinternet.com	
23rd April 2017	Our AGM at British Motor Museum, Gaydon	
11th-17th June 2017	Fenland Club Tour –	Jo Hanslip 01945 430325
1th Sept	Otley Vintage Transport Extravaganza, Pool Rd, Otley.	Pat Jennings 07951 841868
21st August	Burley Classic Show 2016, The Cricket Ground, Burley-in-Wharfedale.	Pat Jennings

**Next Copy date will be
Friday 26th August 2016**

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, for your '15 minutes' of fame, upright 'Portrait' photographs are needed, for the back cover normal 'Landscape' layout preferred. Photos sent in may 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 each other's cars and show off their own.



THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

11-13 NOVEMBER 2016

Over 2,000 stunning classic cars
250 car clubs | Celebrity guests
Wheeler Dealers Live Stage
The UK's biggest indoor autojumble
& trader village | Classic cars for sale
Meguiar's Club Showcase | Silverstone Auctions
Lancaster Insurance Pride of Ownership
Restoration Theatre | Dream Rides
Free entrance to the Classic Motorbike Show
NEW! The Lancaster Insurance Classic Motor Show Tour

**EXCLUSIVE
CLUB WEEKEND
TICKET DISCOUNT!**

SINGLE £19.50*
QUOTE:
CSCMS16

BOOK NOW TO RECEIVE YOUR CLUB DISCOUNT
CALL 0871 230 1088* NECCCLASSICMOTORSHOW.COM

FAMILY £38.00*
QUOTE:
CFCMS16

Regional reports:

The

Chiltern Hills

A good day at Chiltern Village Show, lots to see and do. I took my CX and met up with Jim Miles and his friend Norman at Waltham Abbey, and we drove in convoy to meet up with Roger Corti, Graham Miles and John Argent on the A41 and arrived at about 10:30, me having travelled 90 miles or so.

On arrival I checked oil and water on the CX and found that the dynamo had lots of end float, fetching the fan blades close to the radiator! I removed the dynamo and with the help of Graham and Michael, managed to improve matters by tightening the pulley fixing nut.

Certainly wasn't going to detach itself now as the nut was really tight, and end-float a lot better. I got home OK and have replaced the dynamo.

Other than that, a good enjoyable day.

Enfield Pageant

As usual these days, I tend to meet up with Jim Miles en route to shows as we are not so far apart. This time we met at the Enfield on Saturday, 28 May at around 7 o'clock followed soon after by Norman towing Jim's caravan behind his V8 Ford.

Weather,... Well, really windy and cold but not stopping us sorting out the caravan. That is until we started to erect the awning. (Roger and myself sleeping in it for two nights).

The keystone cops came to mind, and maybe if we had stopped laughing and mucking about, we would have managed the job before the very heavy rain. We took shelter in the wardrobe - I mean caravan, sorry Jim - and completed the task when the rain stopped half an hour later, however the laughing and messing about continued and on went the kettle.

The weather improved and out came the sun, just as all our troops were arriving. John Argent, Roger Corti, etc., etc.,. Sadly no Graham Miles, due to being poorly, with a bad backache, hurry up and get better Graham.

So up went the flags, John and myself set to with this and both ending up with damaged fingers (cuts), still, we will and did, survive - all the bunting de-knotted as well.

Lots of people milling around our stand showing lots of interest in our seven exhibits.

Also we drank lots of tea made by yours truly, and an excellent calorie controlled fry-up produced by JM. I have to say, I honestly can't remember any lull in the friendly banter, laughter and silly jokes!

A similar day on Sunday, auto jumbling etc., more troops arriving including Jim and Joan Sharpe, more tea and fun, lots of good company, and lovely sunshine. Then guess what? Yes more tea and fry ups! Later in the evening the three of us had to go to the pub (Me, Jim and Roger) - good couple of laughter packed hours.

Yes a good weekend and sad it went so quickly. I drove home Monday morning about 60 miles. The car ran really well and by the way I can recommend the Shell ultimate, it's a bit dearer but what a difference to the running of the car, very happy.

Looking forward to Gaydon and the Suffolk Norfolk run, so sadly can't be involved in all of it due to work commitments.

Regards - Dave Tanner - Region 12 contact.

As was expected, Jim Miles once again organised our club stand at the established Enfield pageant - a place in the hearts of many older members and founders of our Register. This year, a slightly more prominent position was available, just second place up the third aisle, with our closest neighbours, the FSOC in attendance with a similar amount of sidevalves as our own Y's and C's/CX's on display, and a stand of Ford V8's - making that particular grassy lane a firm favourite for Ford fanatics.

Bunting strategically placed around the extremities, the old A-board in place and the newer larger wider double-sided banner holder prominent to the fore, the effect most noticeable, and in addition to add to our prominence, not one, but two flags raised to the sides. The larger, some 30 foot I guess, of these had some teething troubles in assembly, with very tight joints, but both Dave Tanner and myself martyred ourselves using fresh Stanley blades (without holders) to pare down the grooved unions. Needless to say, it has been christened in blood! But the stand could be located thus from way across the field.

The weekend as a whole was very consistently windy with 30mph plus gusts, but some sunshine did filter through - more so on Sunday - attracting substantial crowds, but these were thinner on the Monday.

Opposite our stand were the Mini-coopers, one of whom we were able to assist in the fabrication of a thermostat housing gasket by the supply of scissors and sealant. (Y owners know to carry a large assortment of miscellaneous spares, just in case!)

Visitors included members Jim Miles with his YD8501, Dave Tanner in his CX, PIJ 871, John Argent in his white Mistral tourer AYL 454, Neal in both CMF999 & DYU 188, Michael Leete and Chris in their SR, VE 9051 and Jim Sharpe and Joan in their Y, DKE 912. Also Tony Eldridge came one day with his fine CX, DLA329

Other members attended with Steve Whiteley from Rochford, Marvin Starbuck, Brian Slogett of Enfield, Geoff Caves from Romney and several others whose names were not recorded, along with many enthusiasts. A couple of these had Y's not yet finished who were encouraged to join the club.

The Terrible Trio of Jim, Dave and myself slept overnight - Jim in his vintage caravan

Enfield Pageant

and Dave & I under its awning, after blanking off the windy gales from under the van. Jim provided fry-ups and copious tea to ourselves and visitors.

I found myself as stooge to these two with their Cockney slang repertoire and sagas from the past history of our club. Many hours were spent by all on the large amount of Auto-Jumble. Altogether, once again, a prominent and interesting display of our cars to a large and interested audience.



Jim on bus



PHOTOGRAPHIC FINDS.

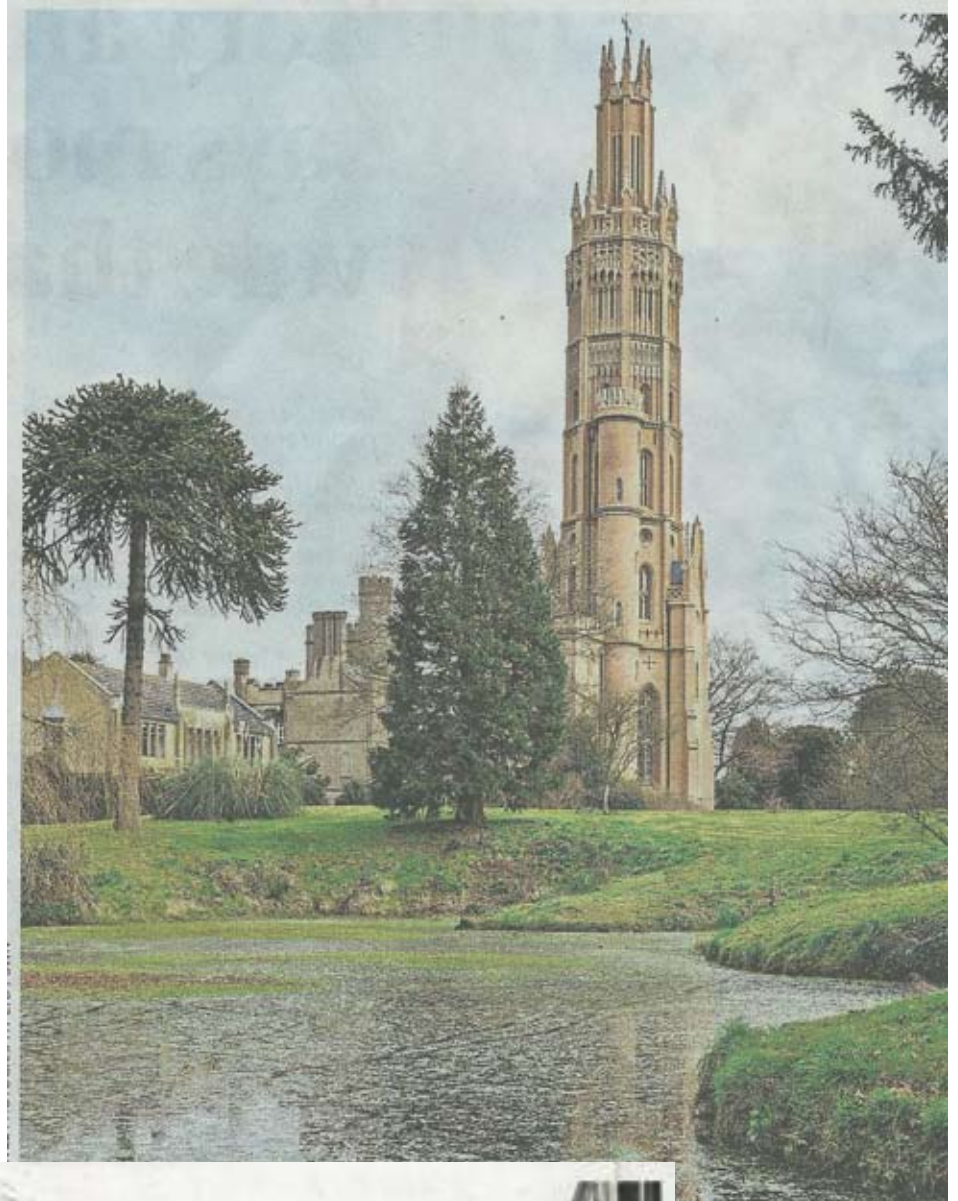
Tony Clubb, the grandson of a previous owner, is asking about the whereabouts of his grandfather's car, HV 5918, presently owned by Terry King. Tony sent in this fabulous period photograph, "Just rummaging through old photos - I believe this was taken just before the war, around 1938 - The people are my mother and father, not the owner who was my mother's father. The badge is for the flying club and that enormous light was used as for assisting night landings. I believe the picture was taken at Southend on Sea." Note the White Ensign flag fluttering on the radiator. This should be flown only by Royal Navy ships and shore establishments! There appears to be another Model "C" parked alongside.



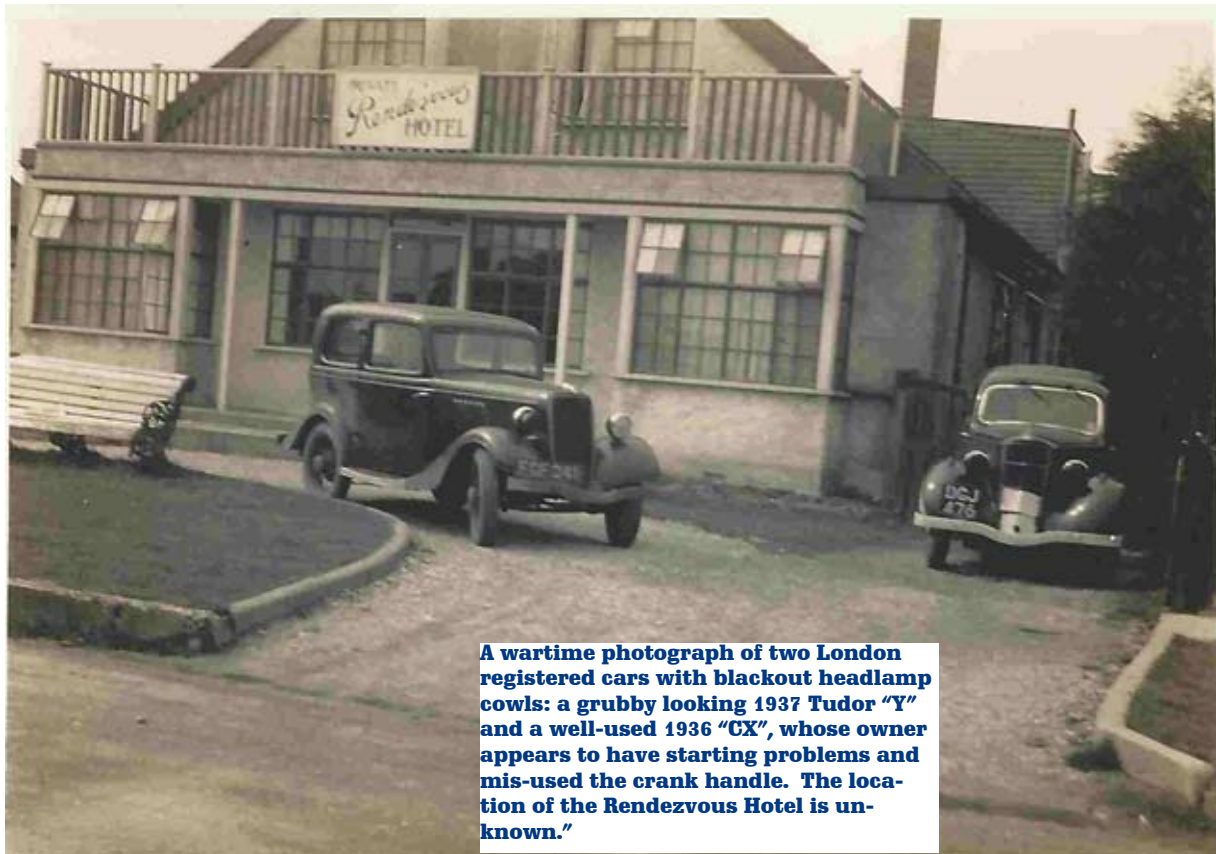
I have had this photograph for years showing a post October 1936 Model "Y" van (with the spare wheel on the nearside) with the Hadlow Tower, in Kent, in the background. For years I have been asking local residents, Owen and Chris Baldock to replicate the photograph with their Model "Y, Tordy" to no avail. I give up."



Instead, I show a photograph of the Hadlow Tower, which is now up for sale. It was built in 1838 by a suspicious businessman to house his wife, whom he suspected of having an affair with a local farmer; and no, her name was not Rapunzel!



A May 1936 Nottinghamshire registered £100 Tudor "Popular" fights its way down the crowded High street in Boston, Lincolnshire. It looks to be in a good condition for the mid-1950s. Photograph courtesy Karl Dillon.



A wartime photograph of two London registered cars with blackout headlamp cowls: a grubby looking 1937 Tudor "Y" and a well-used 1936 "CX", whose owner appears to have starting problems and mis-used the crank handle. The location of the Rendezvous Hotel is unknown."

20 years ago.

Issue 101, July/August 1996

The opening sentence of Peter Brooke's Editorial amused me, "As I write this Editorial I have just arrived back from the Yorkshire 'Do'. Emily is really going well and at times like this I know why I am involved with classic cars. The skinned knuckles after a slipped spanner, the frustration of seized threads, the gremlins which find a home in the car from time to time fade into the background as the sun shines and the miles roll by. To those still working towards that first MoT, take heart; it is all worth while."

There were three memorable events written up in this issue; firstly, the annual late May Bank Holiday Enfield Pageant of Motoring, at which the Register stand boasted 10 Model "Y"s. Yvon Precieux's Model "C" van was sitting on the Sidevalve Club stand, Ian Buckler's Model "Y" pick-up, with its Iguana delivery livery took up its annual slot on the Commercials stand and Mike Riches' Model "CX" tourer was hiding down with the also-rans on the 'General' stand. From the Club point of view it was a good turnout, with Mark Turner's Model "Y" Kerry tourer supporting the Y&C Register flagpole under its front wheel. As Mark pointed out, it was only the year before at the same event, that this 'knowledgeable Yank' appeared asking after Sam's Kerry sports tourer, and here he was, a year later, as the owner of the then only other roadworthy one.

The second event written up was the Club's annual gathering, which took place at the Midlands Motor Museum, situated in the beautiful grounds of Stanmore House in Shropshire. On the Sunday morning, many having either camped, caravanned or B&B'd overnight, some 17 "Y"s and "C"s of various shapes and body styles graced the immaculate lawns, which were surrounded by massive rhododendrons bushes in full bloom and a couple of huge Douglas firs. The sun shone on this idyllic setting, enhanced by a barbecue laid on by the museum. There were a number of awards, but the Bert Thomas, 'Best in Show' award, went to Ken Devine's Knibbs & Parkyn tourer, which had just had its rear axle and shock absorbers overhauled by Tim Brandon. This car is now owned by Colin and Julie White from near Ringwood in Hampshire.

The final prestigious event celebrated the Centenary of the Quadricycle at the National Motor Museum at Beaulieu. The Quadricycle was Henry Ford's first vehicle which he built in his workshop in Dearborn in 1896. A replica was built by the Ford apprentices at Dagenham and was on display at Beaulieu. The Chairman and Managing Director of the Ford Motor Company Ltd., Ian McAllister, and Lord Montagu of Beaulieu gave a presentation alongside the Quadricycle replica in front of the entrance to the motor museum. Representatives from each of the Ford classic car clubs, with their cars, had been invited to the event. Apart from a lone Model T, our five cars were the earliest of

the 125 Ford vehicles present and had pride of place at the entrance to the arena. The spectacle of the afternoon was seeing the well-known Ford motoring correspondent and, latterly, the Ford Corporate Historian, David Burgess-Wise driving the Quadricycle down the hill in front of the arena. What he had failed to remember was that the vehicle had no brakes! Seeing him accelerating down the hill towards the main entrance of the museum; seeing his straw hat go flying and seeing him swerving into a bollard to prevent a potentially tragic outcome in the museum entrance, was a sight for sore eyes! Fortunately, there was not much damage to the Quadricycle, or to David! After the ceremony, Lord Montagu and Ian MacAllister looked over the cars in the arena.

In this issue, there was yet another brief article on petrol evaporation. The Editor, Peter Brooke, recounts, "As the hot weather is again with us, I expect that several members have now experienced this nightmare as the car dies and refuses all coaxing into life until it has had a twenty minute rest. It happened to Emily on the way to the National Gathering, despite the petrol pipe from the pump to the carb' being stepped away, despite the heat shield which deflects the exhaust pipe heat away and scoops air along the chassis channel and even despite a four-bladed fan! The reason was simple. After motoring many miles down the M1 at fifty, I pulled into a lay-by to check the road number on the map. Mistake! Instant heat build-up under the bonnet and it was

time to reach for the wet cloth and water bottle. Ken Devine has since told me of a scoop which can be made from a headlight cowl and fitted to direct a flow of cool air over the pipe, but even this may not work if the car is stationary. It looks as if wooden clothes pegs, aluminium foil and a bottle of water are still the answer."

[Actually, if you have to stop when the engine is hot or if you are travelling in slow-moving traffic on a hot day, lift the nearside bonnet up and over. That way you have maximum cooling. I learnt that trick from Graham Miles crawling up the Horseshoe Pass in North Wales one summer - Sam.]

The "Members' Cars" article in this issue concerned itself with DOA 244, the Ford Model "Y" "Popular" in the Ford Heritage Centre, then based in Dagenham. It had been displayed in the Ford tent at the Goodwood Festival of Speed in June of that year in recognition of the Quadricycle centenary. To quote its history from issue 101, "DOA 244, when it was black, was a typical £100 "Popular". Bearing chassis number Y174593, it would have been manufactured in late February 1937, the last year of production of the Model "Y". It was purchased and owned by a Birmingham couple through to the late '60s, by when the old fellow had given up driving and had parked DOA rather permanently in his garage. He contacted the AA to see if they knew of a possible buyer. Coincidentally, at that time Harry Calton, the then Head of Public Relations at Ford, had asked Ron Staughton, who then worked in the Apprentice Trade School and is the present Curator of the Ford Heritage Centre, to obtain a Model "Y" for display purposes. So, when the AA contacted the Ford Motor Company to see if they were interested in buying a car in Birmingham for £20, Ron set off, hot foot, to look at it. The car was parked under a heap of boxes in the garage but, once cleared, a trip to the local service station to top up oils, tyres and fuel was sufficient for Ron to buy the car and drive it back to Dagenham; having parted with the princely sum of £25! Its restoration was then obviously set as an apprentice project. The "restoration" was only superficial, as it cannot be claimed to be in concours condition. However, it remains a superb example of the "Popular" work horses, which were rarely seen in concours condition anyway."

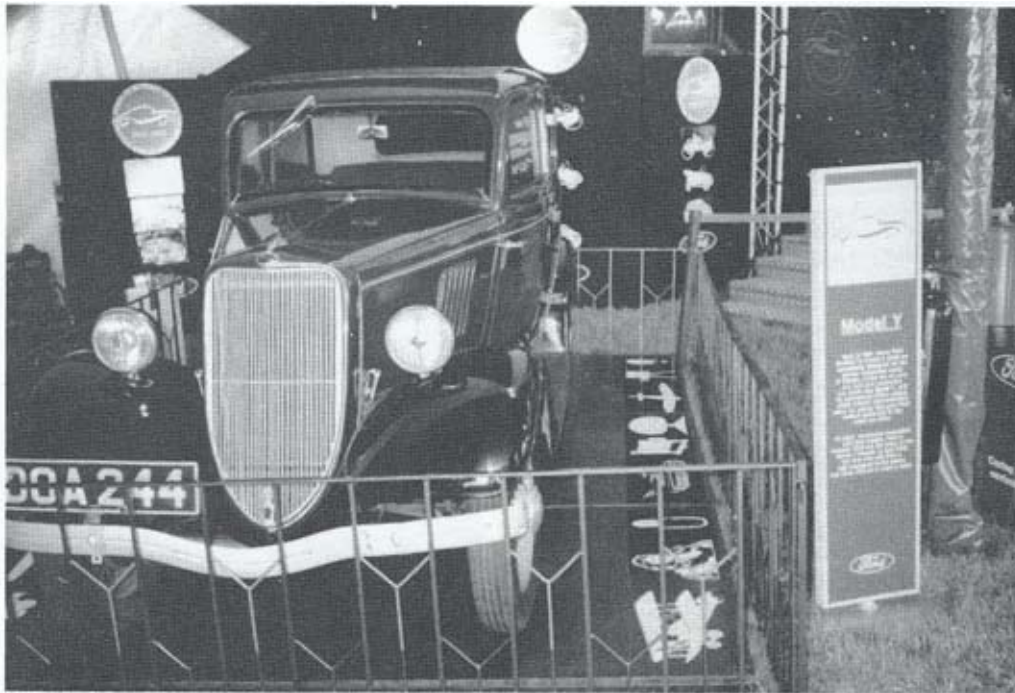
There were 13 new members listed in this issue with 4 re-joiners. This must be almost a record haul for a two month period. There were also some 'new to the Register' cars coming out of the woodwork. Regrettably, only one of the listed owners is still in membership, namely William Turner in Co. Londonderry with his June 1937 Tudor "Popular". On the plus side, only three of the then new members have lapsed still with the same car. The other cars have moved on to new members and non-members (recycling!). Dave Durant now owns the short rad NJ 1347, David Hall owns DYF 68, M. Thornborough owns TG 7292, P. Isaac owns CHW 785 and Dave Evans owns VSJ 936 (then AAB 903). Two owners have since died, their cars presumably still with their families, namely Nigel Care in East Sussex and Billy Beattie. Billy joined us for the Last Supper at the end of the Club tour of the Isle of Man in 2003.



Ken Devine's Knibbs Parkyn tourer at the Midlands Motor Museum gathering, where it won the 'Best in Show' Bert Thomas salver. The car is now owned by Colin White in Hampshire.



The Chairman and Managing Director of the Ford Motor Company Ltd., Ian McAllister, Lord Montagu of Beaulieu and the Quadricycle replica in front of the entrance to the National Motor Museum on the centenary of Henry Ford's first car.



Ford's own Model "Y", DOA 244, on display at the June 1996 Goodwood Festival of Speed in dark green and black livery."



"The late Billy Beattie (centre) and his son (on right) in 2005. Billy died in 2014. It is hoped that his son is looking after the car, which underwent a superb restoration before being shipped to the Isle of Man."

The world's oldest automobile road

In my article on Bertha Benz, the woman who moved the world by making the world's first journey by automobile, I told how she drove her husband's (Karl Benz) Patent Motorwagen on a trip from Mannheim, where the Benz family were living, to Pforzheim, ostensibly to see her mother but also to give the automobile some much needed publicity.

This route has now been given official status as the "Bertha Benz Memorial Route" which has been approved as a tourist or scenic route by the Baden-Württemberg authorities.

When she and her two sons, Eugen (15) and Richard (14) set off from Mannheim at dawn on 5th August 1888, they had a journey of approximately 65 miles ahead of them. The route passes some of the most stunning scenery through the wine region of Baden, following old Roman roads which lead along the foot of the Odenwald mountains before heading into the Black Forest. Most of the roads, used only by horses and carriages, were little more than rutted tracks. Driving an automobile along these must have been a bone-shaking experience. No wonder she had so many mechanical problems, as well as regularly having to refuel with ligroin at village pharmacies. Fortunately, the route went through numerous small towns and villages so this wasn't really a problem, provided the pharmacies were open – it was a Sunday after all!

If you fancy following Bertha's memorial route, you will see (as they did) the Palace of Mannheim and the castles of Heidelberg and Bruchsal along the way. One of the family's later homes, at Ladenburg, now houses a permanent exhibition, while the Automuseum Dr Carl Benz is located in the original factory nearby. Maybe she saw the house en route and took a fancy to it?

They arrived at Pforzheim in the evening and she sent a telegram to Karl to tell him where she was and what she had achieved, promising to return their sons, and his precious motor car, to him the following morning.

But she didn't return along the same route, for one thing she had be-



come quite scared of driving up the mountain roads so they returned along a somewhat shorter, and flatter, route – only 56 miles – taking in Hockenheim (where the Museum of Motorsports now resides at the Hockenheimring) and Schwetzingen Castle (where there is a Red Mosque, built when all things Turkish were fashionable!).

One can only imagine Karl Benz's reaction to Bertha's journey, but it did a great deal of good for popularising the idea of motoring. It also enabled Bertha to highlight a few design problems with the automobile – especially suggesting an extra gear for climbing hills.

The Bertha Benz Memorial Route opened in 2008 and there is now an annual Challenge Day along the route for "future-oriented vehicles with alternative drive systems", i.e. hybrid and electric vehicles and those with hydrogen fuel cells. The motto of the Bertha Benz Challenge is "Sustainable Mobility on the World's Oldest Automobile Road".



FBHVC News

Latest news from the FBHVC June 2016

We are now well into the second stage of our National Historic Vehicle Survey. Having for the first time polled a representative sample of the whole population (over 16 years old) on their attitudes and opinions towards historic vehicles, we are now receiving detailed feedback from you, the enthusiasts. And you have literally been responding in your thousands. Luckily, being predominantly an online computerised piece of research, much of the data analysis can be automated. I say predominantly because we have provided a paper version of the questionnaire as it was pointed out to us that even in this day and age there are some out there who do not possess or have access to a computer. Should you fall into this category but not wish to be disenfranchised you will find a copy of the paper questionnaire in the next issue of Octane Magazine. The publishers of Octane have provided this service free of charge as a gesture of their solidarity with the historic vehicle community and we take this opportunity of recognising their support and expressing our thanks.

Drive It Day is reported on in this issue. This event is celebrated the length and breadth of the country and as such, making accurate estimates of the numbers of enthusiasts taking part is almost impossible. However, if you assume that attendances at fixed venues like the British Motor Museum at Gaydon and Bicester Heritage are indicative of a general trend then the fact that Bicester Heritage pre-sold 4000 tickets surely demonstrates that this year's event was a record breaker. And speaking of Bicester Heritage we spotted a sign on Drive It Day outside the building known as the Engine Test House – see Karl Carter's report. There will be a formal launch in the summer, but it's terrific news that Banbury and Bicester College will be moving their FBHVC Historic Vehicle Restoration Apprenticeship course there. What better place to nurture the new generation of craftsmen and craftswomen.

Registration Matters

As many of you will recall, the major issue by far was that concerning bodies on vehicles with a chassis. DVLA had started for whatever reason to reject applications on the basis that the body was not original or at the very least consistent with the original style of the vehicle. Sometimes, but not always, they based these decisions on the evidence of the body style shown on an old VE60 logbook. To our certain knowledge certain of their decisions, especially on the latter point, were the reverse of the truth, and some bodies, of variable quality, which had been on the vehicle during its lifetime but were most certainly not original, were being preferred.

We have always argued that DVLA's own publications, such as INF 26 and Form V765/3, were so written as to preclude the possibility that bodies on a chassis (in contrast to monocoque bodyshells) were to be taken account of in deciding if a vehicle was genuine.

The responses of DVLA to our increasingly anguished protestations were that they had always considered bodies and that this had been the case since local authorities were responsible for vehicle registration and licensing.

However, evidence has come to light that the DVLA are in error.

Well, thanks to help from the Kithead Trust and their almost bottomless archive of documents, I was able to find the Ministry of Transport's 'Handbook regarding the Taxation and Registration of Mechanically Propelled Vehicles the Licensing of Drivers and Related Matters'. This is the instructions to local authorities as to how they should handle their registration and licensing responsibilities

Paragraph 303 (2) deserves to be quoted at length: 'The most reasonable assumption is that the chassis constitutes the vehicle and that the chassis consists not only of the frame but also front and rear axles, gears, steering and transmission units. [A] change of body... does not by itself constitute a change of identity.'

Paragraph 303 (5) make clear that this is not the case with a monocoque bodyshell so the distinction is clear.

Having established what was policy I then searched for any point at which a change in policy might have been made and announced by MoT or DVLA. Searching through various stages of development of policy on historic vehicles, such as the setting up of the V765 Scheme, a Consultation in September 1996, being a five year review of the V765 Scheme, and a Consultation on Inspection Processes in 2004, revealed no change. The wording continued to be consistent with no change having occurred.

We have set all this out much more fully in our Policy Paper to DVLA.

I cannot at this stage predict what DVLA's response will be so our advice to those affected to be patient has to remain valid.

An interesting development regarding apprenticeships in Heritage Vehicle Restoration.

It has now been two years since we launched the Classic Vehicle Restoration Apprenticeship at Bicester Heritage. Bicester College had decided to go ahead with the new course and we were looking for students and restorers to get behind the scheme. Bicester College were the only college at the time to take a chance at getting a course running. With only seven apprentices at the start we all knew that the college would lose money in the first year but they remained confident that in the long term the course would be successful. A further three apprentices resulting in 10 students, helped the first year finances and the course started.

The second year at Bicester College has seen a step change in numbers with a further 10 apprentices starting the Level 2 course and 20 new full time students being taught the course. With a total of 40 students the issue now is space, as the classic course shares the facility with Motorsport. With a further year's intake and those in the last year of Level 2 going on to Level 3, where you specialise, it soon became obvious that new premises would be necessary. During the last few months a number of options have been considered but in my mind only one of them was the exact fit for taking this course to the next stage. That option is to run the course from a new facility in the heart of Bicester Heritage. Students taught classic vehicle restoration surrounded by restorers and classic cars has got to be the best possible combination and the concept fitted perfectly with the vision of Bicester Heritage.

The FBHVC AGM and Annual Conference will be held at Gaydon British Motor Museum on the 15th October 2016.



Club Tour 2017

Y & C Fenland Tour Sunday 11th to Saturday 17th June 2017

We have a tour booked for next year; the Hotel has been sourced and secured. We again have a fantastic rate of £55.00 per person, including dinner, bed and breakfast.

We have contacted various places of interest regarding visits and have received very enthusiastic support.

If you are interested in this tour, please contact

Jo or Roger Hanslip on 01945 430325 or email jo.hanslip@btopenworld.com

Register details available at

www.fordyandcmodelregister.co.uk once dates for the various visits have been finalised.

Up Write – members' letters

Geoff Caves writes in: -

Good to see you at Enfield the other day.

Have attached some recent pictures of my car, plus here's the YouTube link: <https://youtu.be/o-YUV74-8Qw>

It's been an interesting and challenging project! Bought the car from Ebay in Oct 2011 in the Derby area, where it had been standing for 35 years in a lock-up garage. It was all complete, but the cylinder head undone, so seemed at the time like a straightforward clean up & fix job!!! Soon discovered the front crossmember had snapped in half, so it became a major strip-down. This also uncovered the usual rust holes in the rear of the chassis and much of the rear inner wings, sills and rear footwells.

Didn't actually take the body off the chassis, but everything else came out for it to go to a friend's for the welding and, once back, the long process of putting it all back together began.

The engine itself just had a thorough clean-up and new head gasket and I managed to get it running last summer, but getting all the other mostly-original parts to a useable condition, plus re-wiring it, took a lot longer. Finally got it back on the road in October



2015, but only really started using it this year and so far the longest journey has been about 20 miles, without any problems.

I've still got loads more to do - have since discovered a crack in the block, so I may have to change the engine anyway, but will leave the car unpainted for now and just continue to make it more driveable.

Geoff

Good luck with your project Geoff.

The Suffolk and Norfolk Tour

The tour, meticulously organised by Jo and Roger Hanslip together with David and Margaret Butwright attracted some 17 Y's and C's along with their drivers. In addition one Ford Pop brought by Michael Capps and the Land Rover recovery vehicle by the Butwrights. We should not forget either the bright red Ford Eifel belonging to our Jim Miles.

Following carefully detailed instructions, (diligently followed by most), members enjoyed the attractions arranged by the team managers. Both Diss and Eye were nearby as well and some members visited these towns as well.

Attractions included – in no particular order – the Peter Beale Rose Gardens in Attleborough, the Dad's Army Museum in Thetford, the Cotton Mechanical Music Museum, the Norfolk and Suffolk Aviation Museum at Flixton, crossing on a chain ferry at Reedham, the Forncette Industrial Steam Museum, the St. George's Whisky distillery, and Southwold with its Lighthouse. (Sadly I only got up about 30 steps of the lighthouse before fear stopped me in my tracks, and had to wait patiently for all to come down)

The Eastern Daily Press attended at the Aviation Museum, taking several group photos, one of which provided a two page colour spread in a following edition headed "Fabulous Fords bring '30's glamour to museum". So true!

The routes along country lanes were carefully constructed as to test the suspensions of our cars, (shaking off the dust so to speak) challenge the navigator's skills, play hide and seek with road signs and generally provide opportunities in driving skills lacking in modern day driving. Some 320 miles were covered – plus to and from home - with delightful countryside views to boot. My own total was 560 miles and all bar two cars were driven to and from the hotel.

Our base was the Hotel where at the end of each day, tales were exchanged, cars discussed, hours of catch-up enjoyed and much teasing and friendly banter endured. The meal on the last evening provided an



opportunity to dress up posh and awards were presented along with a raffle held in aid of Prostate Cancer UK and Breast Cancer Now - £101 being raised. Toasts were raised for the Duke of Edinburgh reaching his 95th birthday and absent friends.

On this occasion, Bob Wilkinson also announced that Peter Ketchell was to receive a Lifetime Membership for services to the Club. Peter in response acknowledged the 'Parts Team', Colin Rowe in particular, and the various spares holders.

The Walker-Wright 'Hard Luck' trophy went to Terry and Dot Mortiboy..... and the Geoff Murrell trophy to David Butwright, both presented by our Chairman, Jim Sharpe. The raffle was organised by Owen and Chris Baldock, and gifts, flowers and thanks were next presented to the organisers of the tour.

[A surplus of funds together with the raffle raised a total of £244.00 to be split between two charities. Cheques of £122.00 each have been sent to Prostate Cancer UK, and Breast Cancer Now.]

Whilst at the Hotel, the car park was shared with five vintage steam powered cars and charabancs and these delightfully puffed silently to their own events each day.

Breakdowns were minimal, trouble with a starter motor and minor adjustments were noticed. Roger Hanslip brought along the newly renovated Y Van that had its teething troubles with coil and condensers and a poor battery necessitated using the starting handle each day for my own Y.

Along with those booked in at the Hotel, several member visitors living nearby participated, on various days – Tim Brandon and Glynnis Buckler, Michel Capps with his white Ford Pop, as well as Richard and Annie Bonson in their C, Vicky and Gary Edwards with their Y

Sadly missed were Colin French owing to ill health and Penny, but their newly renovated car, BOD 978, attended driven by Robert Jarvis. Attending were Model Y's, one van, one Eifel, CX tourer, C Tourer, Ford Pop, one Cortina and the LR breakdown truck.

All in all, another fine memorable Club tour. Hopefully, volunteers will organise another next year? (See the advance notice in Events – Ed)

Registrations were : FS 7435, DVT 788, BTA 828, CXB 96, BOD 978, CPP 39, ENO 966 (Van), DKE 912, BHP 527 CX, OW 6918, CNY 360, AKK 874, JJ 9010, COA 715 (C tourer), CBY 920, and the LandRover 688 UXT with Ford Pop XFF 876, Cortina DHJ 56B, BYW 936 (C) and of course the Eifel FKZ 339. Twenty of the best. (I hope I got those all correct!-ED)

Many photos are featured on both inside covers, others will appear on the Forum, website and Facebook soon.

LATE NEWS: Colin French has reported that all is now well, treatment has been a success and he thanks everyone for their kind messages of support, and looks forward to seeing everyone soon.

Links: Aviation Museum - <http://aviation-museum.net/index.html>



FORD Y&C MODEL REGISTER



ON TOUR

Register details available at
www.fordyandcmodelregister.co.uk



BOV 160 – A sad tale of neglect.

Don Smith from Wrexham wrote recently enclosing a couple of photos of rather a rusty wreck. The best (?) photo is shown on our back cover.

The 2-door Y, reg no. BOV 160 was apparently sold in November 2014 at a farm sale in Shropshire for £400. Don could not trace the buyer. He notes both the engine and the king pins were seized. Our own archive records had this as a four door – obviously not from the photo. Our archivist Sam Roberts has a photo when it was a Barn find before the sale at auction, on 28th August 2014 at Nesscliffe, on behalf of Mr A.R. Newport.



BOV 160 with very flat tyres - Barn Find.



Don had mislaid the film and had only just found it. A good find Don! Thanks.

Don himself has a Model Y, and he has sent me a photo. He does say however that while he still has JL 4709, it has not really been used since 1999, except for a ride on an A-frame to Stanford hall for their 75th celebrations.

Health reasons and age are the main reasons for its non-use, however he has fitted a 'Register' steering box and had to have the steering wheel reconditioned after having to use a sledgehammer to remove it after all attempts with pullers failed.

He has also converted to 12V, fitted indicators and electric wiper. He has new brake rods to fit still, as he finds difficulty crawling under the car these days. He still maintains his 1963 Ford Zephyr 6 and his wife's Fiesta.

Don Smith's car taken in late '90's

Your Editor welcomes each and every photo and story submitted. What can you send in?



