

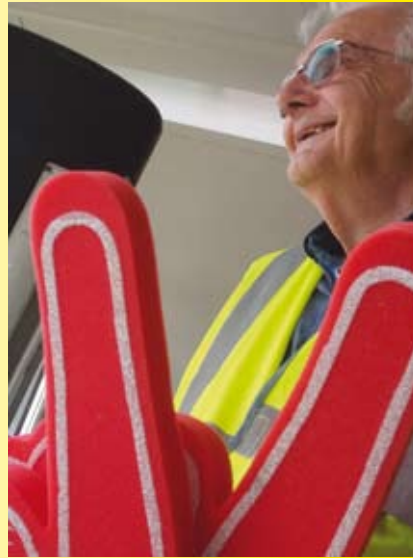


# Transverse Torque

Issue number 222  
September - October 2016



# The Old Ford Rally 2016 - Volunteers



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**www.fordyandcmodelregister.co.uk**

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

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The Ford Y & C Model Register

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# Editorial

# Chairman's Chatter

Well, I trust everyone has enjoyed the summer. It's that time for those of us with running cars get to show them off, speak proudly of the work and effort we have put in and meet interesting people at local shows and events. For those still 'in progress', work is more enjoyable in warmth and sunlight, paint dries quicker and we visit shows and ask questions, buy autojumble spares – 'in case' and set targets.

It is also found that working in our caves - garages - , away from daily problems, is also beneficial and relaxing in its own way.

I've had the pleasure of several events – Club tour, Old Ford Rally and many local events – and met up with so many interesting people and their stories. I always ask them , if they used to have a Y or C, for their recollections and "Do you have any old photos?" Sometimes this pays off.

When faced with younger people who are interested, I always tell them that our cars are a cheap way into the Classic car movement, simple to drive and maintain and if they join up can get great advice and spares too. Seeing fewer members' cars at the OFR, I really believe each and every one of us needs to do our part in recruiting younger, newer members. Other clubs have similar problems and the older the cars, the older the members generally. Let's get in first with our recruiting. Perhaps take a copy or two of this magazine with you to show off the benefits, perhaps a printed information sheet on display, a few leaflets (Available from your editor) and a few spares on display - I always carry spare carb, distributor, fuel pump etc that they can hold in their hands. Talk to everyone who seems faintly interested – often they are shy and need to be prompted. The future of our club is in your hands! There is always a couple of cars on sale on the website or in this magazine. The bigger the demand, the higher their value.

As Editor, you know I am always interested in snippets, adverts, gossip and photos. Often I can research further to build a story of interest, so please – send them in. Post or Email – even by phone. Our archivist Sam Roberts also needs to know of any cars discovered here and abroad.

Finally – if you have a running car, don't just wait 'till "Drive it" day, but get out as often as possible – the more we use them and are seen, the more interest there will be. I am always surprised at how people turn in the street to look, motorcyclists come alongside, cars follow, photos taken and general comments from the public whenever and wherever I take my Y. That in itself is a satisfying reward. Try it!

Heard from a Member – "I call my car Delilah." (Why, Why, Why?)

In July we had the Old Ford Rally at Gaydon, although this is only the eighth time this event has been held, it is now considered by many as the best "Ford only" show of the year. The range of vehicles spanned from Model T's to the more familiar saloons of the 1990's. As usual our Vice Chairman Bob Wilkinson, with the help of wife Pat, did a sterling job of organising this very successful event, not only that, they made sure the weather was kind. How do they always manage that!!

Seriously, it is a monumental task and we are lucky to have such a dedicated organising team in Bob and Pat. Our thanks should also go to the Club members who helped with marshalling and other general duties throughout the day. Well done to everybody involved.

You will have read in the last Issue that we have a Club tour being organised for next year by the Wisbech Four, the same four who were responsible for this year's excellent trip to Norfolk and Suffolk. As with the Old Ford Rally, organising a tour takes months of hard work and, as a Club, we are fortunate to have members who are prepared to take on the task. Watch this space for more detail.

Next month many of us are heading for the North Norfolk coast for the annual September 1940's weekend. This event can certainly become additive, this will be the twelfth year that Joan and I have made the trip. What started with a few members taking our cars and enjoying a Sunday on the steam railway has developed into a major event in the Y & C calendar. Again we have to thank Jo and Roger Hanslip for organising the hotel, tickets and the group. If you have never been, you have missed something special.

As Chairman, I now receive a copy of the FBHVC magazine. In the latest issue there was an article that caught my eye. It was an explanation of "Continuous Insurance Enforcement". Most of us will already know the requirements for continuous insurance and the need to declare a SORN if your vehicle is left un-taxed for any reason. The DVLA is immediately aware if your car isn't taxed but, their knowledge of valid insurance relies on your insurance company registering your car on the Motor Insurance Database (MID).

All fine and good but, we are told one major historic vehicle insurer, no name mentioned, has an ongoing problem keeping their MID entries up to date. Might be worth checking, particularly if you have recently changed insurers, it could save you the embarrassment of appearing on Crimewatch or Police Interceptors.

I am looking forward to the four day break in September and, if you are in Norfolk, enjoying your company.

J.S.

## Bob's Joke Corner.

**From one of our Aussie friends...**

**DARWIN POST (Last Tuesday),  
Woman saves herself in Crocodile attack using a small Walking Stick.**

**This is a story of self-control and marksmanship by a brave, cool-headed woman with a walking stick against a fierce predator. Here is her story in her own words:**

**"While out walking along the edge of a creek just outside of our house in Darwin, with my soon to be ex-husband discussing our property settlement, Kids and other divorce issues, we were surprised by a huge 5 metre crocodile which suddenly emerged from the murky water and began charging at us very fast with its large jaws wide open.**

**The Croc must have been protecting her young and her home because she was extremely aggressive.**

**If I had not had my little £1.00 Pound Shop walking stick with me, I would not be here today!**

**Just one hard wack to my estranged husband's knee cap was all it took....The' Croc got him easily and I was able to escape by just walking away at a brisk pace.**

**The amount I saved in lawyer's fees was really incredible and I got the lot.**

**Made me laugh!. Send me your favourite funny.**

**Bob Wilkinson.**

# Owen's Ob's from our Secretary.

By the time you read this Summer will be almost over and thoughts will be turning to those little jobs on our cars that we can do at leisure during the coming winter months in preparation for next year, brakes, lubrication points and all those little niggly jobs that we hate, but must be done.

I took the plunge and have converted my Y to LED lighting and WOW what a difference, - you no longer need a candle to see if the lights are on!! I'm also having my dynamo converted from 3 brush to 2 brush with an electronic regulator, which fits inside the original regulator box thus the finished units look exactly as they did before conversion, I thoroughly recommend the LED lights.

Well what a Summer it has been, unfortunately I couldn't attend the Old Ford Rally at Gaydon, but I understand it was yet another successful event, all thanks to the dedication and organisation by the Register and the excellent input of members who volunteered to be marshal's for the day and to our Vice Chairman Bob Wilkinson who is the brains behind the event ably supported by the long suffering Pat! I'm sure there will be a thorough report on the OFR elsewhere in the magazine.

I hope many of you have attended local rallies and Fetes Etc. By doing so our vehicles attract a lot of attention and give publicity to the club. Chris and I have attended 3 events this Summer including one which is an 80-mile round trip, but the rally is worth the journey as we meet 2-3 members of the club with their vehicles, this is the Hooe Rally in Sussex which this year had the biggest collection of classic vehicles yet.

We also took part in the Kent Tour organised by our local Lions Club, the tour took us to parts of the County we hadn't been to before and had a lunch stop at Eastwell Manor Ashford before returning to Tonbridge Castle for a cream tea! Total mileage for the day 114 miles. So don't be afraid to take your cars on long runs as long as they are maintained properly they will not let you down and it gives other members of the public pleasure in seeing our old cars being used.

[Don't forget to send details in of any local events (like these) to your editor for inclusion - this allows others to join in, with or without a car. Photos and story follow ups also please. - Ed]

Mike Malyon our club membership officer has been kept busy with new members joining and some leaving us, but that is the nature of clubs.

I look forward to meeting up with fellow nutters at the North Norfolk Weekend and the Club Christmas Party in December.

Also I am pleased to report that our Treasurer Colin French is well on the mend after his illness earlier this year - thanks Colin for continuing in post even when you probably didn't feel like it.

<b>In This Issue</b>	
Editorial .....	4
Chairman's Chatter .....	4
Owen's Ob's from our Secretary. ....	5
Membership Matters .....	5
International correspondence. ....	6
Spares Officers Report .....	7
Regional reports - .....	8
For Sale .....	10
Check Your Registration Details.....	10
Events 2016 & 2017.....	13
20 years ago. ....	15
Getting 'old of a problem - .....	17
Marine engine. ....	18
Up-write.....	18
MJ 3632 - Geoff Dee's .....	21
family car.....	21
The FBHVC .....	22
Dagenham Revisited.....	23
Ambi-Budd.....	25
A Mercedes Tourer.....	26
OFR .....	27

### Errors and Omissions

Despite the best efforts of your Editor, mistakes still creep in. In the last issue, TT221, I should have given credit on the Bertha Benz oldest road article to Chris Rowe. Also two events got pasted to 2017 in error. Do let me know if you spot any other mistakes.

**Next Copy Date for Transverse Torque 223 Nov/Dec 2016 will be Friday 21st October - earlier than normal due to a holiday in Blackpool**

**Please send in all those summer event photos and stories.**

# 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 and 1 rejoining member.

- Richard Hickinbotham
- H0301 Blandford Dorset
- Glenn Marcucio
- O-M115 Hagaman USA
- Peter O'Doherty
- O2001 Christlehurst Gtr. London
- Alastair Queen
- Q1601 Tibthorpe East Yorkshire
- Michael Winkler
- O-W104 Bruehl Germany

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

**Richard Hickinbotham** - we are pleased to welcome Richard to the Club. He is the owner of BOU 423, a 1937 "C", first registered 5th January of that year. The chassis number is C59134 and Briggs body number 464/7620. It is a green/black 4dr. The car is under restoration. We wish you well with the restoration.

**Glenn Marcucio** is our new member from the USA. He has bought a 1935, brown/black Fordor with the chassis number Y92496 and Briggs body number 166/6326. The registration number is CVW 828. It is in need of a complete restoration. Good luck with the restoration and a very warm welcome to the Club.

**Peter O'Doherty** has rejoined the Club after being absent for several years. Peter hasn't a car at the moment. We wish you a warm welcome back on board.

**Alastair Queen** is interested in buying a "Y". He presently owns a Dellow. We hope you are soon successful in finding a suitable "Y" and a very warm welcome to the Club.

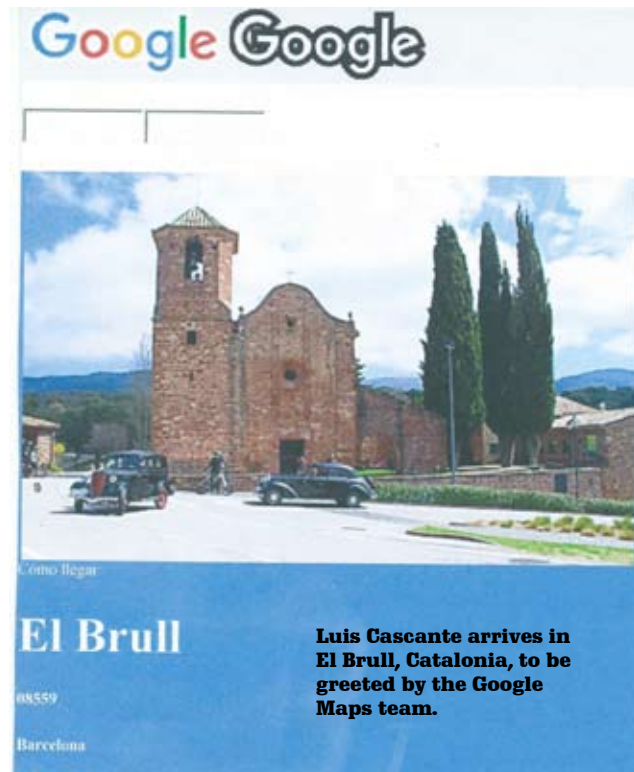
**Michael Winkler** - we would like to extend a warm welcome to Michael, our new member from Germany. He is the owner of Y18680, a RHD green/black, 1933 Cairn coupe. It is on the road with just the installation of indicators and hazard flashers to comply with German regulations. We hope you enjoy many happy hours driving your Cairn.

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

**Mike Malyon Membership Officer**

# International correspondence.

## Google Maps



A very excited Luis Cascante near Barcelona in Spain emailed to say that his Model “Y”, ‘Forito’ (translated means ‘Little Ford’ in Spanish), appeared on Google Maps in the village of El Brull in Catalonia. He says, “Here is the photograph that appears in my Google Maps under ‘El Brull’. It was taken while I was entering the main road with Forito. Brother in law Carlos is driving his 1953 170S Mercedes. What a coincidence, the Google people were there taking some photographs! Tatat and I spend a week in August and another during the Easter holidays in our house in the village.”

## U.S.A.

Living in the same town as member, Mike Hines in Ferndale, Washington State, but unknown to him, is Larry Schaffer. The good news is that Larry bought a copy of the Ford Models Y&C book. On a follow up enquiry, it was established that he owns a Tudor Model “CX”. The bad news is that he has ‘customised’ it. Its original UK registration was AWO 670 (chassis C44609), latterly belonging to Neil Thorley in Ludlow, Shropshire, who sold it to a J. James in 2003. In 2008, it went across the pond to

West Virginia, where it passed through two owners before ending up on the other side of the continent in 2011 with Larry.

Speaking of Mike Hines, he sent me an extract from a catalogue for a car show in North Carolina with an unregistered blue/green and black Tudor Model “Y”. Did I know of this car, he asked. A search through the photographic folios of cars in the U.S.A. provided a match with a light green “Y”, also unregistered, last seen in 2012 in Arkansas belonging to the then member, Tim Armstrong. The give away feature, apart from the non-original side-lights, was the two filled holes in the centre of the front bumper, which had held the starting handle dog seen on the earlier photograph. It transpired that the car is Y157501. Unfortunately, we do not know its UK history or registration. The earliest record we have of it was with Bill Keam in Wisconsin in 1992. In the show catalogue, its owner was stated as being Dale Hire. A quick Google of the name in Carolina gave Dale’s address, so we are now in correspondence.

What is of interest is that Dale says he is planning to ‘hot-rod’ a left-hand-drive Tudor Model “Y”, which came from New Zealand. We know that only right-hand-drive cars were shipped to New Zealand from Dagenham. I have written to him and asked him to check out the bulkhead (fire-wall) for any plaques, which might indicate assembly at one of the European Ford plants. I await a response.

## Late News – VINTAGE CAR FOR LOAN. KNOW ANYONE WHO MAY BE INTERESTED?

A vintage (pre-130) car enthusiast, being keen to encourage the next generation into the old car scene, is offering a pre-1930 car for loan. This is a genuine offer and an exciting prospect for a younger enthusiast...our members may know of someone who may be interested.

Ideally the car owner is looking for a younger enthusiast ...say under 30 yrs...with storage facilities and support from family/friends to have the car for a year initially. The running and maintenance of the car would be at the borrower’s expense.

Naturally the borrower would need to agree to various points regarding insurance and usage. This generous offer is a golden opportunity for a young enthusiast to experience older style motoring without any huge capital outlay.

Members may have younger family members or friends keen to find out more. Anyone interested should contact me to discuss more details.

I look forward to hearing from you.  
Bob Wilkinson.  
Vice Chairman.  
01832 734463.  
(Please wait until after 12th. Sept. before



**Larry Schaffer’s customised Model “CX” which, like most customised vehicles, has been extensively and superbly converted. The finish on the bodywork is beautiful. It has a massive, gleaming V8 engine under the bonnet. Having said all that, customising is not in keeping with the aims of the Y&C Register and should not be encouraged!**

## Sri Lanka

Out of the blue we received an email from 'Milindu', who would seem to be the proprietor of Malkey Rent-A-Car in Sri Lanka, saying "We have looked at a Model C Tourer with the year of manufacture given as 1934 and the Cassis/Vin number C-22091. The picture of the vehicle is attached. I would like to know if there is a way to find out if it is a genuine tourer."

As can be seen from the photograph, Milindu certainly has stumbled upon a 'genuine' Model "C" tourer, the first of our cars known to have survived in Sri Lanka. The car appears to be in very good, almost original condition. Being a purist, the nit-picks include the wrong headlamps and sidelights and a Model "CX" front bumper with two grooves (albeit with a Model "C" starting handle dog).

It would be interesting to know the history of the car. Where was it assembled? It could have been a Built-Up tourer shipped from UK to Ceylon by a plantation manager, or it could have been assembled at the Ford assembly plant in Calcutta and distributed to Ceylon.



**Y157501 photographed in Arkansas in 2012. Note the odd sidelights and the add-on starter dog in the centre of the front bumper**

## Spares Officers Report

– because of lots happening, Peter Ketchell is unable to report this time, but promises a "Good Report" next issue.

The spares dept carries on as usual with speedy deliveries and quality service – as always. Thanks to our volunteers – Colin Rowe and his parts holders. Even the simplest of orders can take an hour to pack and post, often more – all voluntary from their own unpaid time. Don't forget to pass on your thanks when you can – it will be appreciated.

### **Late Comment from Peter:**

"The long awaited fuel tanks are imminent, we should have the first batch by the time you are reading this article. Can the members who have expressed an interest in purchasing, or any member who requires a fuel tank, please contact me by email."

**peterketchell@yahoo.co.uk**

## International News



**Y157501 as seen in the North Carolina catalogue in February of this year. Note the sidelights and the evidence of two holes in the centre of the front bumper**

# Regional reports -

## The Old Ford Rally

Once again, members who attended the Old Ford Rally, held at the British Motor Museum, Gaydon, would have enjoyed a superb collection of over 500 old Fords.

Cars and vehicles dated from around 1911 through to 1990, including those from about twenty classic car clubs. An increased number of autojumble trade stands – these having an excellent selection of parts that with the additional space provided to them, provided buyers with spacious displays. Many bargains were enjoyed!

2016 was the 40th anniversary of the Ford Fiesta and the 50th of the Cortina Mk 2! Within the newly expanded facilities of the BMM were found Mecanno displays, Penny Arcades and a Minic Motorway car layout – besides the excellent museum vehicle display, Collections Centre and workshops together with a Film theatre.

During the day, within the arena could be seen a Military parade and special features, interviews and displays with Tom Watson our enthusiastic commentator.

Visitors also enjoyed a quiet moment observing the Model Boat Club demonstration on the lake alongside.

Awards as usual were selected by visitors votes of “Vehicles I would like to take home” as submitted.

These were as follows:

John Blower with his 1961 Zephyr MK2 – XWS 153

John Rao and 1971 Cortina 1600E – FYE720J

Peter Garrett and 1928 Model A Phaeton (AF)

Commercial winners - S. Long with 1959 Thames Trader 128YUK

And John Mould with his 1934 AA Artic 808 YUC



*Some Award photos on next pages*

Chairman Jim Sharpe also presented the club award to our Jim Miles – see photos inside front cover.

The numbers of our Members’ cars attending was a little fewer than in previous years – some medical problems, holidays and clashing of events being to blame.

Altogether with excellent sunshine all day, great cars and friendly members it was a most enjoyable and successful day out. For a few of us, who camped atop the nearby hillock with the clean and modern facilities provided by Gaydon, the whole weekend was momentous.

**Please make sure that you note next years date – Sunday 16th July 2017,** and join in the pleasure of this event. Your cars will do you proud and allow fellow members to compare notes and meet up to chat. Thanks to Tom Caren of BMM in particular, together with his staff for making the event run smoothly.

R.C.

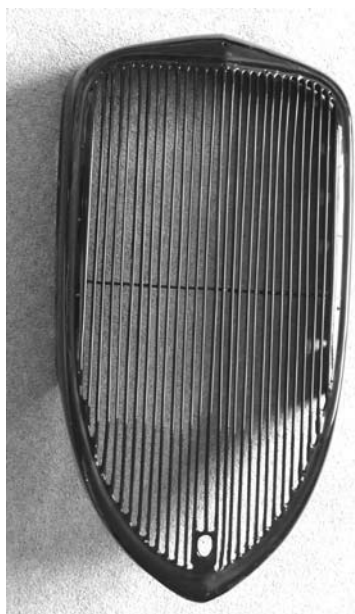


### Award Winners



# For Sale

Peter Ketchell has a radiator surround for sale: It has been sprayed and is in 'very good' condition. Offers by email to peterketchell@hotmail.co.uk



1934 Model Y 4 Door Saloon - For Restoration  
Rolling chassis completely restored with engine, gearbox, back axle - all restored by Tim Brandon. Also included are new wheels and tyres, new chrome bumpers, new radiator, new petrol tank, new roof stick kit, new chrome windscreen, and numerous other new parts for the restoration. See club website for photos  
**OFFERS OVER £2500 WILL BE CONSIDERED**  
Located in Sevenoaks, Kent. Please telephone for details.  
Marven Starbuck (Club Member)  
Tel. 07595 878453



1937 Model Y 2 Door In Fawn & Black (Y182079)  
1937 Model Y 2 door in fawn & black (Y182079) owned for over 25 years but unused for last 10 years. Older restoration in sound order mechanically and bodily. Will need recommissioning after lay up. Offers over £2500. Tel. 07816204840 for details.

## Check Your Registration Details

Members will be aware that our club is listed with DVLA to handle vehicle registration issues.

This includes all aspects of getting a registration mark where this has been lost over the years ....barn finds without paperwork for example.

The club can also help where a vehicle has not been on the road for many years and does not have a V5C document ....only the old RF60 folding type of logbook. I want to bring to the attention of all members an issue which may affect them even if they have a V5 Registration Doc.

Owners who have just bought a car and sent the V5 to DVLA for update on new ownership have reported that DVLA are asking for proof of vehicle details before issuing a new V5C doc. This is usually where a car has not been in use for some years.

OK...no problem until the new owner discovers that the chassis number is different from that shown on V5. Resolving the issue at that stage is not easy and could result in the loss of the listed registration mark.

So what should members do?

1. Owners: Check physically that the numbers on car match the numbers on your V5. Any discrepancies must be amended. Contact me for guidance regarding contact with DVLA.
2. Buyers: Never buy a vehicle, even from a known source, without checking the chassis & engine numbers on the car & V5. Only agree to purchase the car after any discrepancies have been rectified by the owner.
3. ALL: Never....Never send items to DVLA without retaining a copy.

What has caused these problems?

Many things happen over an 80 year period.

(i) Clerical errors occurred when hand written logbooks were issued and continuation logbooks were supplied when the original was full. (Remember those days?)

(ii) Clerical errors were made when the old style logbooks were phased out and information transferred to V5 docs. in the 1970's.

(iii) Logbooks and numbers were swapped in the era before the system was computerised. Cars sold from scrapyards were often given the wrong logbook.

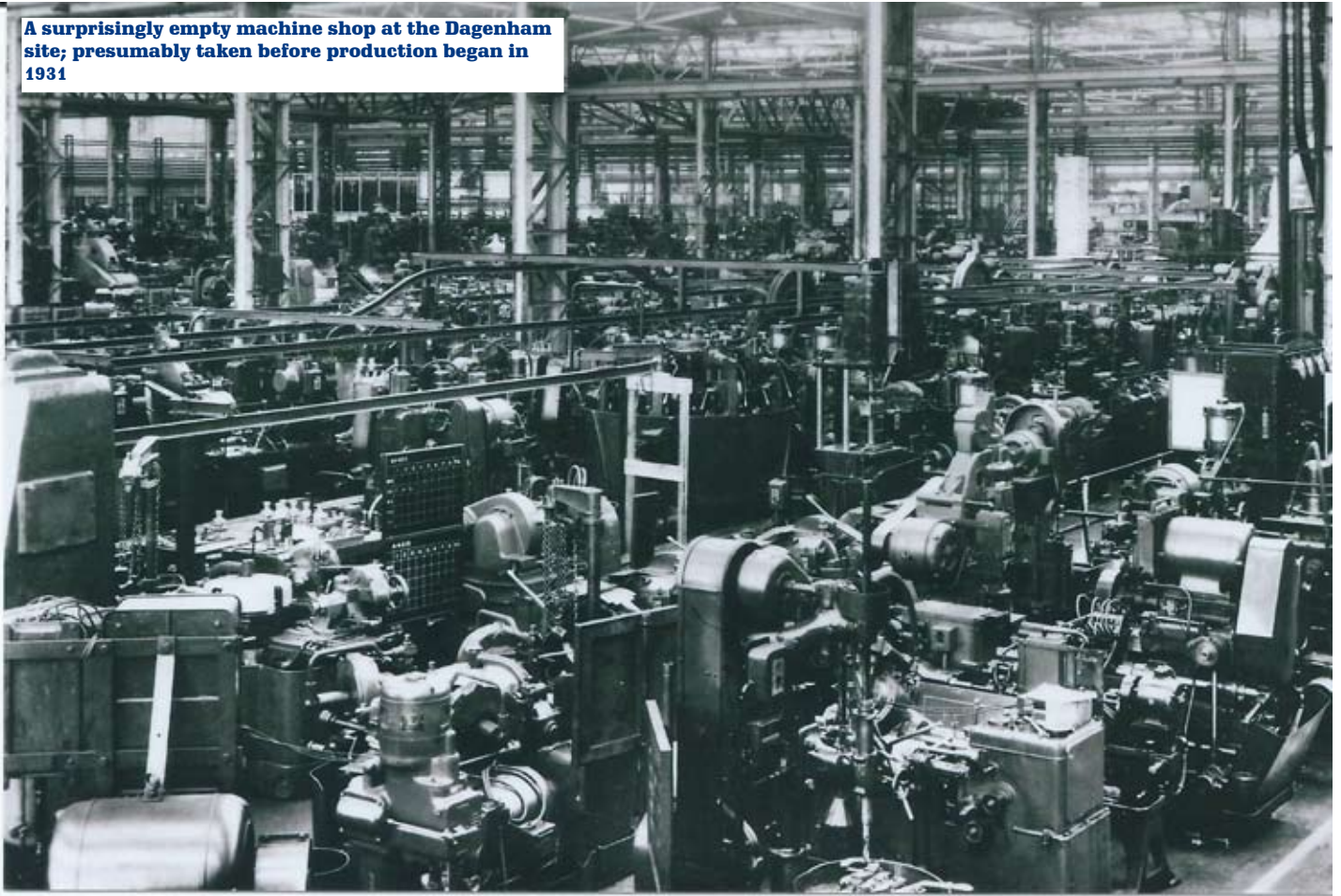
(iv) A car could have been made up from two.

Many years down the line these discrepancies emerge ....fortunately your club is here to help. Both Andrew Bailey and I can help.

If you have any questions or problems relating to these matters you can contact me Bob Wilkinson. (See contact details inside front cover of club mag).

# PHOTOGRAPHIC FINDS.

**A surprisingly empty machine shop at the Dagenham site; presumably taken before production began in 1931**



**It is anyone's guess why this Model "Y" Popular should be receiving special treatment. Presumably it is destined for some display or demonstration with its front bumper protected. Could this be Y199333, the last one off the line on 31st August 1937**



The slag from the Dagenham furnaces was discharged into huge ladles on rails and removed by one of the engines on the Dagenham railway. The locomotive in the photograph (No. 2) was one of the three British Thompson-Houston diesels purchased in 1932

DISCHARGING SLAG IN LADLES - FORD MOTOR WORKS, DAGENHAM



The Dagenham V8 finishing line ran in parallel with the small Ford line. Here we see Model 62s in 1962 running in parallel with a Model "Y" and a blurred Model "CX" behind.

## Events 2016 & 2017

11th September	Otley Vintage Transport Extravaganza, Pool Road, Otley Pat Jennings 07951 841868
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
---- 2017 ----	
23rd April 2017	Our AGM at British Motor Museum, Gaydon
23rd April 2017	National Drive It Day
11th-17th June 2017	Fenland Club Tour – Jo Hanslip 01945 430325
16th July	Old Ford Rally at Gaydon          Bob Wilkinson
13th August	Saffron Walden Common          David Kent

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



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## Obituary - Bob Stay,

It is with regret that we learned of the death of Bob Stay, in Newport on the Isle of Wight. Bob has been a member of the Club since October 1985 and although he hasn't been across the Solent with his cars too often, he was regularly seen at the classic car meetings on the Island.

Bob was the proud owner of DL 8773, the one survivor of two Model "Y" Cairn Coupés to be registered on the Island. After lying derelict in a farmyard until 1969, it was purchased by Mr Charles Read, an electrician and a personal friend of Bob. He stripped the car completely, renewed the wiring and stored the parts. After a lot of effort, in 1973 Bob finally persuaded him to sell him the pile of bits in his shed. Bob 'wheel-borrowed' the chassis to his garage (Stags Lane Garage), where he assembled the mechanics and resprayed the car in its original colours; including the yellow flashes on the bonnet louvres. Bob also fitted rear bumper irons and a rear bumper, which he understands were never previously fitted. Over a period of two years, he completely rebuilt the car and with the exception of the Tickford hood.



This is the car illustrated in the Ford Models Y&C book as a superb example of the Cairn coupé

Bob was a Ford enthusiast and expert. In addition to a full apprenticeship, he ran the Ford dealership on the Island, Stags Lane Garage, for 20 years. When I visited Bob in the early 1990s, he enthusiastically showed me round his collection of classics, which included a 1924 Bullnose Morris, a 1921 Model "T" Ford, a 1926 Ford 2-ton truck and a 1909 Marshall Steam (Traction) Engine. For a while, he also owned a second Model "Y", BDL 279, now with Richard Dixey on the Island.

His widow will continue to maintain the car and retain membership of the Club. Our condolences go out to her and the family.

**Sam Roberts**

**The beautiful Model "Y" Cairn Coupé immaculately restored by the late Bob Stay on the Isle of Wight. The September 1933 car was built during the changeover period from short rad to long rad and has a short rad grille, bumpers, wings and running board and a long rad bonnet and dashboard.**

## 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](mailto:jo.hanslip@btopenworld.com)**

**We will let you have more details once dates for the various visits have been finalised.**

## 20 years ago.

Issue 102 September/October 1996.

1996 was a very hot summer and the discussion was very much fuel evaporation orientated – see the last ‘20 years ago’ article. A related topic was the type of oil to put in the engine, which was aired in this issue. Your chairman had SAE 30 in his Model “Y”, an oil which “suits the English climate for most of the year, but on a really hot day, after a hundred miles or so of good motoring in a Model “Y”, the bearings begin to bounce! It happened on the way back from the Yorkshire “Do” to Hampshire as we climbed up to The Ridgeway just after Wantage. The fumes coming from the hot engine were not very pleasant either! I drained the oil on return home and refilled with SAE 40. Since then, it hasn’t been that hot again. That’s life!”

The subject of Cordoba Grey, the sandy body colour, was also clarified. Hitherto it had on occasions been referred to as Cordova Grey. It was pointed out that Codova is a town in Alaska, where there is not much sand! Cordoba is in the south of Spain (Andalucía), from where Ford obtain many of its names, such as Granada, Fiesta, etc. and where the predominant scenic colour is sandy brown. The subject arose as two Model “C”s were discussed, both being Cordoba Grey in colour (October 1934 to September 1935 only) and both registered in Surrey with the same registration letters. The first was the Fordor car (CPK 7) belonging to David and Valerie Leach, which had recently completed a full restoration and which appeared on the back cover of this issue. The second one was a tourer, which Julian Janicki had found in storage in Sussex (CPK 744). David and Valerie still own CPK 7. CPK 744 has been superbly

restored and belongs to member, Julie McAteer in Horsham, West Sussex, near to its storage site.

The completion of Mark Turner’s tour of duty with the Ford Motor Company Ltd. and his return to Ford HQ in Dearborn was reported in this issue. He took with him the, then, only other roadworthy Model “Y” Kerry tourer; affectionately known in the Turner family as ‘Henry’. Now, twenty years later, there is a third roadworthy Kerry owned by Phil Denson, who keeps it in his second home in Kerry, Southern Ireland. Meanwhile, ‘Henry’ is undergoing a full body-off restoration by Mark in Wixom, Michigan.

A plea went out along the lines of, “I have received a poor photograph of a dark green Model “CX” tourer, registration number AWP193, which was seen at Coombe Abbey (wherever that may be) on the Shakespeare Run in September 1994. Does anyone know the whereabouts or owner of this car, which is not on the register.” I am delighted to say, as your archivist, that the tourer is now on the register, complete with chassis and Briggs body numbers, date of first registration and an owner, J.E. Fletcher. However, I have no idea who J.E. Fletcher is or where he lives. Can anybody help? (déjà vu or what?!)

Bill Ballard, who was still a UK resident at this stage, before his emigration to Oz, sent in a photograph of the Model “Y” based Tug at the then Ford Heritage Centre at Dagenham. Regrettably, it had been re-painted black, rather than its



**A very black painted Tug in 1996; Ford’s very own. Hopefully now back to its vineyard green**

original green. Now, 20 years later, our Ford Heritage man, Ivan Bartholomeusz, tells me that the Tug is once more undergoing a restoration – hopefully reverting to its vineyard green livery.

An interesting snippet of information came from a Mrs Hill, who was a spectator at our Yorkshire ‘Do’ gathering at Eden Camp. Her late husband had bought a 1937 Model “Y” around 1952/53 for £100 and used it to carry stock to sell at various markets. He was eventually prosecuted for removing the back seat to enable him to carry bigger loads – in effect using it as a commercial vehicle. In court, he pleaded ignorance and got off lightly although being told by the magistrate that ignorance of the law was no excuse. He sold the car in 1954 for £50.

Five new members were announced in this issue, of which only one, Graham Rudd, is still in membership with his 1936 Tudor, Model “Y”, another ‘Henry’, CUW 421. His arrival with us coincided with his retirement and a coincidental reunion. Extracts from a local newspaper report stated, “When Graham Rudd started his first job nearly half a century ago, the car he arrived in was already 24 years old. But things were built to last in those days - especially, it seems, Mr Rudd’s 1936 Ford Model Y Popular. Yesterday, when he retired after 49 years at the same company, he drove the same car.

Mr Rudd bought the Ford when he was 17 in 1961, a few months after starting work at Clowes the printers in Beccles, Suffolk. He will be 65 years old on Monday while his car is now 73. Both are still going strong. Mr Rudd calls the vehicle Henry after the pioneering U.S. motoring tycoon Henry Ford. He first drove it when he lived at the family’s home in Lowestoft. He met his wife Margaret when they were both working at Clowes in 1966.

But when the couple moved to Beccles and started a family three years later they sold the Ford because it did not have enough



**Julie McAteer’s Cordoba grey Model “C” tourer in West**

room for a pram. However, the vehicle came back into Mr Rudd's life in the early 1990s after a chance encounter with its new owner at a Radio Norfolk car rally. The man at the rally mentioned he had a Model Y Ford that someone had fitted with an aluminium roof, which reminded Mr Rudd of the time he had helped his father replace his car's felt roof with aluminium.

'It was almost like it was fate,' he said 'It took me about three years of working on the new owner to buy it back. Considering he knew I was desperate to get it, he was very fair.' Despite its great age, the car has done a relatively modest 149,000 miles. Of his journey



**Graham Rudd on his retirement day and on his 'Henry'. Photograph courtesy Daily Express**

home yesterday from Clowes, he said: "I just wanted to give her a run out. It should bring back lots of fantastic memories."

There were, however, some other interesting cars joining the Club. Werner Mikkelsen, in Sandberg, Norway, was restoring a very early left-hand-drive Model "Y, Y65209. The restoration has since been tirelessly completed by member, Bernt Solheim in Berg, Norway, and its progress reported in Transverse Torque. Phillip Panton owns the very original 1935 Tudor Model "Y" saloon, which is on display alongside the Lancaster bomber at the Kirkby Aviation Museum in Spilsby, Lincolnshire (worth a visit on next year's tour?). Unusually, this is another Cordoba Grey car. In 1996, CTT 300 was owned by John Gibbins in Exeter. He provided a complete history of the Tudor Model "Y", which had only covered 39,000 miles from new and still had its original engine. It is now owned by Martyn Apsey in Woking. The only Model "C" mentioned, VFO 540, had been owned by a previous member of the Register, Bill Brown of Poole in Dorset, whose nickname was 'Starling'. Unfortunately, vanity overcame him and he retained the original registration WS 3522 (William Starling!). The Tudor Model "C" (a rare beast) is now owned by Mervyn Popham of Burnham-on-Sea in Somerset.

In addition to the story of Graham Rudd's car, there were two other personal tales. One by ex-member Steve Young waxing eloquently about 'Henrietta', EMD 386, a Tudor Model "Y", which we have lost track of. It was last known (2004) belonging to Philip Cannon of Send, near Guildford – any hints on its whereabouts will be appreciated. I enjoyed the other story, which takes me back to those halcyon days pre-MoT, when there was little traffic on the roads and you drove your pre-war car to and beyond its mechanical limits. The story is told by Alan Ogden, whom the longer serving members will remember. It is titled 'The Stratton Express'

"I'd like to share with you if I may, a few memories of FK 6032, alias "The Stratton Express", the first Model Y I owned when I was in the Army in Cornwall around 1960 (National Service – Ed.) I first saw FK 6032 late one evening coming down the hill in Bude by the Globe Hotel; green with black wings and silver wheels. Under the street lights

it looked terrific. I soon located the owner and he was willing to sell; so for twenty-five pounds it became mine.

On Sunday afternoons in the summer I would motor down to Bude, pausing at the garage in Kilkhampton for a gallon of petrol and a quart of oil, which would be consumed at roughly the same rate. Later, due to a leaking radiator, it developed a tendency to boil. Sometimes, returning to Camp late at night I would run with the bonnet folded half open to aid cooling. I would also switch the lights off for long stretches, thinking that this would save the battery. There was never much traffic around in those days. It must have been an unusual sight, lights flicking on and off and steam issuing forth and it has probably passed into Cornish folklore.

I've taken a picture taken shortly after an overturning episode on the hill coming out of Stratton. Note the dents in the bodywork, the missing driver's window and the leather strap holding the door closed! As the weeks went on, the maladies seemed to increase; a front tyre ran so thin that the tube burst, a mysterious gremlin in the fuel line obliged me to run from a gallon can in the passenger foot-well and then the rear valance broke loose from its moorings.

One day something seemed to say 'enough'. I would be leaving the Army at the end of summer anyway. I took 'The Stratton Express' out to a garage on the A39 by the Morwenstow turn-off. There was a field at the back where many old cars went to rest.



**A well worn, recently overturned and dented Stratton Express being held up by Alan Ogden during his National Service days.**

I drove in and switched it off for the last time. I said cheerio and walked away. I had no way of knowing at the time, but not so far over the horizon would be another Model Y."

"



# Getting 'old of a problem -

## Loss of power

Recently I have had problems with my Y - inasmuch as whilst starting up was easy enough and idling smoothly, upon depressing the accelerator, the engine spluttered and lost power.

I have seen this problem discussed many times, and recently aired on Facebook sites, both on Y & C and FSOC.

Solutions offered and advice given starts with checking points and plug gaps, checking and adjusting timing, then on to more complex solutions. These vary between fuel pumps and loss of pressure delivering fuel, loose bearing bushes in the distributor, leaks in fuel line, blocked petrol caps and then advice in which way logically to set about a solution. Most of all condensers were often blamed.

I read of others swapping parts willy nilly until resolved, others of systematic methods and others just relying on luck to determine cause. All very perplexing to newcomers and old 'ens alike.

I can understand the consternation now having this "lack of power" problem developing, coming and going, and intensely worrying on getting home whilst out to events. In my case, a slow build up of speed got me along, it was just trying to accelerate that was the problem. Finally I took myself round to a friend to firmly resolve what exactly was happening. Nothing I had done had made that resolution clearer, and friend Keith had better diagnosis equipment, more experience, a warm dry well-lit garage and an independent mind.

Condensers had already been swapped three times using brand new ones, so that was eliminated. I had fiddled with timing. I had checked points, changed plugs etc already.

All the signs indicated a fuel supply problem, so first we attacked the carburettor, cleaning and blowing out the jets, looking at the emulsifying block gasket. No improvement!

Then we took time checking fuel flow from the pump with clear polythene tube held up from the pump delivery pipe to determine head of pressure. Seemed ok but suspicious air bubbles appeared so we tightened all unions in case air was entering and restricting fuel flow. Nope! No change.

The suspected flexible pipe section, was swapped for another piece of tubing - no joy.

Then off with the lid of the fuel pump, filter was ok and doing its job, small amount of residue, but no hindrance to fuel.

Can't be that then, so what next? Must be the distributor. Swapped it over. (I had a spare) Timing was now hugely out, so re adjusted, then swapped rotor, then swapped cap. (More spares in back of car) Now getting very frustrated. Keith's wife kindly serves us a meal as the half hour had turned into three hours! A deserved and refreshing break.

Refreshed and back to the puzzle. Still showing all the signs of fuel problems, took out the washer under the needle valve to lift the petrol level up a fraction, but that only got petrol leaking out the top. Squirted petrol with a syringe in to the venturi orifice to try to prove lack of fuel, but that was inconclusive. Back to sparks then.

Getting out a special plug cap that lights up with each spark, we ran the engine. Nice clear light flashes until started revving up, when the light diminished appreciably. This was a light bulb moment!

Finally, "well perhaps it's the coil", although how that could be defied logic. I was about to change the pump, but changing the coil seemed easier. As luck would have it, I had recently bought a brand new 6v coil off eBay, and that was duly changed, making sure of + and - were correct. (Apparently coils can be run either way round, but spark goes wrong way and with diminished efficiency - something to do with a hot tip)

Included of course in all of this intensive maintenance was the occasional dropping of nuts and bolts, finding the right spanners, then losing them, fumbling, swearing and cups of tea.

Fired up again and hey presto, full power. At last! What a relief... All the time it had been the coil - an eighty year old original Ford one. Somehow, it could not take any real increase in speed with acceleration. Just doesn't make sense but hey, it now works! And a pleasure to drive away home with proper power (at least as much

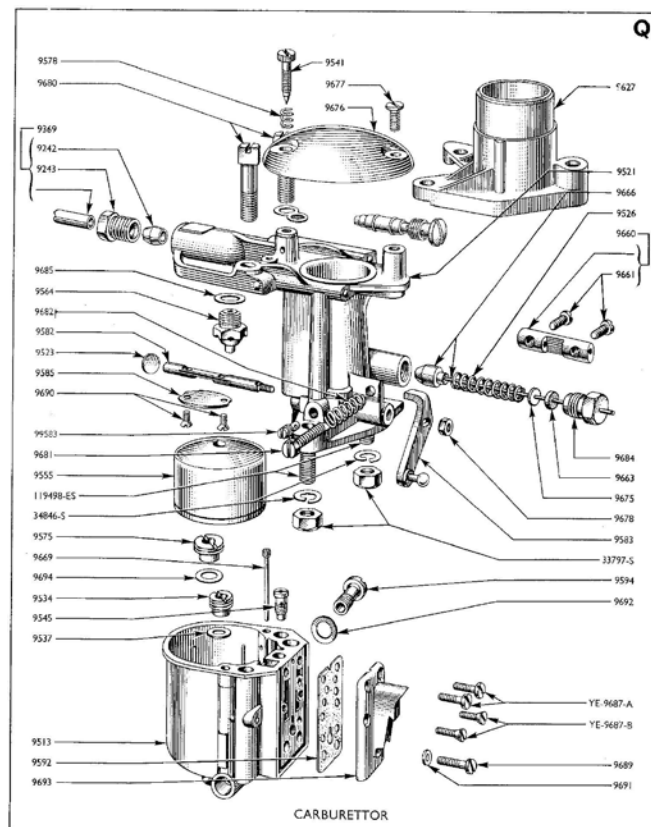
as one would expect from 8hp)

It's just like many people of my age, in discussions, each day is a different ache or pain in a different place, then taking different medicines to offset the problem, but then getting side effects and not being sure what the original problem really was. All the time compensating - moving the problem from the knees to the back, blaming being overweight, losing balance and so on. An accumulation of many small problems of body parts wearing out.

So it is with our eighty year old cars! As we make adjustments to one part, it affects another - those 'side effects'! Many small parts not working terribly well, all contributing and confusing the diagnosis.

So we now have a Y with the engine running well again, (for a while?) a tool box and back seat that needs a good sort out, many parts that need repairing or throwing away and much improved experience in these problems. - Except that now my memory is fading fast and I probably won't remember what occurred the next time! So that's why I write today, a lesson to us all.

Isn't it fun getting old together.  
R.C.



# Marine engine.

Roger Corti, our editor, is corresponding with Adrian Fish, who is restoring what was once BAL 111, but now carries the 'age-related' plate 543 YUT. The Tudor Model "Y" has a chassis number Y-82633 dating its manufacture as October 1934. The engine is unusual in that, although it is an early engine with recessed crankshaft bolts and double water inlet holes, one is blanked off and it uses only one of the water inlets; see the photograph.

Another interesting point is the engine number. It is a Ford factory overhauled engine with the R at the start of the number. The number is hand stamped with the standard Ford hand punches. However, there is no Y or C at the start of the number.

Jim Sharpe, our Chairman and long time Ford manager, suggests that this is an Industrial Units (division of Ford of Britain) supplied engine, most likely for marine use. He can think of no other reason for conversion to single water inlet, where an external pump would force coolant through an enclosed stationary engine.

From the very early days, when the production of engines outstripped Briggs' capacity to produce bodies, surplus engines were supplied to other agencies. Sir Percival Perry negotiated approval for this arrangement with Ford HQ in the U.S.A. following a request from the Morgan Motor Company to supply 8 & 10 h.p. engines for their three-wheelers – so the F series of Morgans came about. The demand from other users for Ford's engines, including 'B's and 'BF's reached a total of 2000 in 1937. Within Ford, a separate Industrial Units department was formed to supply engines and other assemblies to other manufacturers (see pages 84 and 85 of the Ford Y&C book). The engines and components were supplied through two supplying dealers; from Jim's memory they were Hendy of Chandlers Ford and Rugby Autocar of Coventry.



**The water inlet to the marine engine showing the blanked off second hole. As the water would have been pumped through the engine, only one inlet was necessary.**



**The overhauled engine number, which, surprisingly, does not indicate whether it is an 8 h.p. (Y) or 10 h.p. (C) following the R at the start. It does however have a 'P' and a 'C' following the number indicating that the engine can be used for Passenger or Commercial vehicle use for road tax purposes.**

# Up-write.....

**Michael Winkler**, new member from Bruehl, Germany writes in:

I'm a new club member and I want to share some information of my visit to the Ford Classic Car Department in Cologne Plant.

The Ford Classic Car Department in Cologne/Germany is a collection that is unfortunately not open to the public. But it can be visited during a plant tour to the Cologne facilities.

The collection includes cars from history of Ford of Germany. The twenties and thirties are represented by Model T, Model A and Model B. Our preferred Model Y and C are also on display. There is a nice 1934 Ford Köln Convertible (although it has a short rad), a Köln Tudor and an '37 Eifel Gläser convertible.

You can also see various Ford Taunus, Escort, Fiesta and Capri. Beside the road legal cars some race cars like the Ford Capri RS 3100 or Ford Sierra Cosworth RS500 and a few concept cars were on display. Three old fire fighter from Cologne plant fire brigade like '52 FK 2000 or a '53 FK1000/1250 and Ford Transit MK1 from Genk plant also include in this collection.

*Many thanks Michael, welcome to our Register and we hope to hear more from you soon. Does anyone else have short stories to send in?*

## Out and about reports and notes

**Jim Sharpe** emailed me with this photo (right lower) taken 14th August at the Saffron Walden Motor Show. To be seen are three Y's and a C plus David Kent's Singer and Norman's V8



**Gaydon. Our very own Dave Tanner – Area 12 Contact – reports in.**

Once again, a good weekend at Gaydon - the Old Ford Rally. The camaraderie, well, unless you get involved, then you realise just what a fantastic club this is.

This was my first year getting involved with all that happens behind the scenes, and I enjoyed every moment ; helping with the Trade stands, the parking and placing of the various car clubs, then talking about our cars to visitors at our stand etc, etc.



**Plenty of tea here.**

Roger Corti, Jim Miles and myself camped in our tents in the camping area overlooking the showground on Saturday evening. This meant the usual laughter, fry-ups, jokes and general nattering. Up early Sunday 7.00am. to receive the visitors and on with the show. Lovely weather as well, a real bonus.

You guys who have not been to this event are missing something good. Why not give it some serious consideration for next year. Don't forget you get to see the excellent British Motor museum too.

We need lots of help setting up etc., and once clear of this, there is plenty to see, do and enjoy. We also need plenty of Y's and C's on our stand.

**DT**

## Lost Skills

**Dave Tanner again reflects once more:**

I guess all of us older ones have thoughts on skills we used to have, that don't seem to be around these days, particularly in the Motor Trade. I read in a newspaper recently an article relating in particular to Ford and Vauxhall mechanics (aka Technicians) who find repairing these cars can be so complicated and a 'nightmare' even with their laptops to fault find. 'Modern technology' – is this progress? I don't think so. I won't drone on any longer with this, but I have some fond memories of the (good?) old days.

I remember when I was a 12 year old, spending time with a much loved and respected uncle. (Uncle Ron), sadly no longer with us, who I used to help whilst on my school holidays. Uncle Ron was a Wood pattern maker at Fords of Dagenham. From a blueprint,

(remember those anyone? – Ed) he would build with great accuracy using oak, a perfect full size body panel, a door or wing etc for perhaps a Zodiac or Thames lorry, so that the first die could be made for the body and stamping division. I think they use clay nowadays.

This man was a master and he could build anything from wood!

I recall being taken to a Ford 'Top Brass' house, where my uncle Ron built, in about twenty sections, a banister rail for the magnificent stair case in this huge house. It was like you saw in an American film set – curved and carved with a massive scrolled end and a duplicate for the other side. Uncle Ron had made these sections by hand, and this day was the trial fitting.

The sections were made with fantastic

accuracy with dovetail joints at each end/ The two of us joined all these numbered sections together. The he gave me a piece of chalk and went to the top of the stairs.. Clutching the rail, I had to walk down the stairs with my eyes closed and run my young hand over the rail, all the way down, and particularly over the dovetails. He said that if I could feel any high spots, to put a chalk cross there.

I remember doing this, and I can say that it felt like it was made from glass, so flat and perfect were the joints. This done, the whole assembly was glued together with some evil smelling 'scotch glue'.

**As I said, Lost Skills?**

# MJ 3632 – Geoff Dee’s family car

Our very own Geoff Dee, ex-officio committee member, approached me recently at the Old Ford Rally.

He showed me two photographs, both from 1947 – the old tiny black & white 3” x 2” sort. MJ 3632 appears to have been a 2 door Short Rad with original central rear light slung beneath the bumper. It is parked outside Geoff’s Mum’s cottage at Hill Wooton, which still stands, and looks a perfect picture nowadays.

Photo: GeoffDee1.jpg

Geoff’s parents, Anne & Bernard raised two sisters besides Geoff. For some reason that cannot be explained, the car only had one headlight, as can be seen in the somewhat cloudy photo

with Dad Bernard and the family pet dog. (But who is looking out behind the car?)



It is said to be an ‘Intermediate’ model and appears to have Long Rad mudguards. Under magnification it appears to have Short Rad door handles.

it was owned by the family until about 1956/57 says Geoff.



### still a pretty picture

Geoff also says: “The car was bought for £12 around about the time of the beginning of the war. It was laid up for the duration of the war and after my father returned from doing his bit in Burma the paint was a bit past it. So he and his lifelong friend

Phillip Wain stripped the car and resprayed it.

As shown in the photograph they were in the process of putting all the bits back on. (That explains one headlight?) The dog in the photograph was a farm dog who used to befriend anybody with food.

My sisters and I were raised at the local Post Office at the next village, Leek Wooton. We used to holiday at my grandparents farm at Stagsden/Bedford most school holidays. The car was well used as it travelled to most village cricket matches in the local area - by the way I dislike cricket!”

## VJ 5812

John Osley writes in: Whilst loitering in a corridor in Hereford County Hospital on a visit to my 91 year-old Dad who was in for a hip replacement operation I came across the attached photo which may be of interest.

It is an enlarged print behind glass of King Street, Hereford (the Cathedral in the background but the building immediately in front has long since been demolished) probably some time in the late 1930’s.

You will see that on the left there is a Long Rad Model Y registration number VJ 5812 (Herefordshire C.C.). It looks to me like a Tudor with pale bodywork, perhaps Cordoba Grey, Orient Blue or Vineyard Green? The front tyres look rather bald and the driver’s side of the front bumper has been broken off (no surprise there!).

As far as I can tell it is not on the list of survivors; the nearest is VJ 5149 (March 1933) with VJ 9869 (November 1936) much later. The headlamp rims and sidelights on the wings suggest to me it was manufactured sometime between October 1933 and June 1934 but of course I defer to Sam’s expert knowledge on this subject to pinpoint the date closer.

Sam replied: The car looks to be an electric blue colour, a livery which lasted for just the one year of 1934. It would seem to have black-rimmed headlamps!

Your editor has located a better image version online – shown below.





## The FBHVC

### Part 1 (Further to the article on fuel vaporisation in TT220)

*Our club is affiliated to the Federation of British Historic Vehicle Clubs, and I recommend looking at their website. <http://fbhvc.co.uk/>  
Reproduced here is what they say about fuels.*

#### Change

When it comes to fuel to provide the motive power which enables us to enjoy our historic vehicles, there is perhaps no more apt description than “the one constant is change”. Many owners and drivers of historic vehicles resist change as a matter of course; to some extent it goes with the territory of enthusiasm for classic and historic vehicles, which by definition are from an earlier time, and which many owners quite reasonably do not want to modify or update. It is part of the charm of our hobby that our vehicles should retain as many of their original characteristics as possible. When it comes to road fuels, however, our ability to resist change is much more restricted by the realities of the availability and distribution of fuel. Clearly if it is desired to drive an historic vehicle for a distance of 250 miles, for example, but the fuel tank capacity provides a maximum range of 200 miles, it will be necessary to refuel part-way through the journey. Therefore if a hypothetical situation existed in which special fuels were available for historic vehicles, they would have to be reasonably available all over the UK in order to permit their unrestricted use.

Unfortunately, the reality is that none of the normal fuel retailers is prepared to provide special fuels for a sector of the motoring public which at best represents perhaps one tenth of one per cent of the number of vehicles on the roads of Britain, and to make this type of fuel available from most of the retail outlets in the country. Demand would be almost non-existent in

the winter months, and very limited even in the summer months. Commercially, the scenario of special fuels for historic vehicles at any meaningful level of availability is a non-starter. Therefore it must reluctantly be accepted that as owners and drivers of historic vehicles, we have to use the available fuels, and make adjustments or small changes to our historic vehicles to enable them to operate satisfactorily on the changing retail fuels, if continued use is to remain a reality

#### The changing nature of fuels

Looking back over a quarter of a century or perhaps longer, there have been changes to:

octane quality: loss of “two star” petrol in 1989-1990

lead in petrol: withdrawal of leaded petrol at the end of the twentieth century

boiling characteristics of petrol (also called volatility): progressive increase in the use of very volatile components in the fuel blend

use of ethanol in petrol: initially at 5% volume, but with the expectation that 10% volume, and possibly higher levels in the blend, will become a reality in the future.

The Federation has maintained a watching brief throughout this period and has sought to understand the concerns of its members, to quantify potential problems for older vehicles and to suggest possible remedies where difficulties have been encountered. It is worth looking at a summary of concerns rising from these fuel changes, and Federation actions. Concerns have been expressed by owners and drivers of historic vehicles whenever changes have occurred. Sometimes these concerns

have proven to be ill-founded, while on other occasions, there have been examples of real problems which have necessitated action on the part of the owner to prevent damage, or to maintain normal operation, or possibly both. Concerns linked to the fuel changes identified above are discussed below:

#### Octane quality:

Concerns were expressed about the loss of low octane fuels with, in the view of some, “too much” octane for old engines. Study has shown that this concern is baseless. In effect, it is impossible to have too much octane quality, and older engines can operate very satisfactorily on a fuel with octane quality greatly exceeding their natural requirement. Many 1950s vehicles, for example, probably require no more than 80 octane petrol, if such a product were available, yet will run well on 95 octane petrol. Furthermore, most pre-war cars were designed to tolerate even lower octane fuels, yet will also run well on today’s 95 octane petrol.

#### Lead:

The withdrawal of lead from petrol raised very real concerns about engine damage from exhaust valve seat recession (VSR) in older engines with cast-iron cylinder blocks and heads. The Federation commissioned engine tests to assess the level of protection against VSR provided by fuel additives for use in historic vehicles with unsuitable metallurgy. Those additives providing the required level of protection were afforded a Federation endorsement, in a scheme which has been a good example of a successful programme of intervention to assist Federation members to overcome potentially harmful side effects from the change in fuel specification inaugurated by the Government. In addition to

# Dagenham Revisited

defining reliable additive-based treatment options to counter the unleaded threat, the Federation also assisted with information about preventative options in the form of hardened exhaust valve seat inserts to overcome the VSR problem. Furthermore, the Federation lobbied successfully to secure an EU concession for the sale of leaded petrol in the UK, a concession which survives to this day, although current sales outlets are few in number, and the uptake of the product is quite small. In part, the difficulty of setting up a satisfactory distribution for leaded petrol for the use of historic vehicles, is proof of the general truth that a good distribution system for specialised fuels for historic road vehicles is not a viable commercial proposition.

## Boiling characteristics (volatility):

The progressive increase in the use of high volatility blending components in petrol over many decades was identified by the Federation as a matter of concern, with many owners of historic vehicles affected by the mystifying but frustrating effects on vehicle performance which can result from the mis-matching of fuel volatility to the needs of older fuel systems. Explanations of the problem were accompanied by simple common-sense solutions which allowed owners to make minimum modifications to their vehicle fuel systems to offset the effect of higher volatility fuels. The view expressed by some, that the solution is to add kerosene to the blend, was examined in some detail, but is not generally supported by the Federation on the basis that there are more effective ways to deal with the problem, and also because of concerns about the possible dilution of lubricating oil in the sump by unburned kerosene, with its implications for increased engine wear rates. Nonetheless, in 1991 the Federation obtained a general licence from HM Customs & Excise permitting the addition of rebated kerosene to fuel in the tanks of pre-1940 vehicles. A section discussing this aspect in more detail is included towards the end of the topic on fuels, for those who wish to read more on the subject.

## Ethanol:

The advent of ethanol blended into petrol in recent years has resulted in a resurgence of activity by the Federation in investigating concerns, proposing possible solutions and, once again, executing tests to provide an additive based partial solution to the problems associated with the use of ethanol in petrol. This work has been backed up by a widespread communication programme to provide informed comment on the issues at stake. Representatives of the Federation have also attended meetings held by the Department for Transport (DfT) and the British Standards Institute (BSI) in order to promote, and as far as possible, to safeguard the Federation members' interests.

## Dagenham 1934

Another acquisition recently by your editor was four small photographs of Dagenham taken in 1934.

The first, dated May is of the S.S Ausonia sailing up the Thames, arriving 14th May after sailing from Montreal, with a stop at Plymouth to disembark some passengers. In the background a very large pylon, nearby two tugs and in the foreground, is the concrete



road pier, where cars from Fords were driven onboard waiting ships for export. Perhaps the ship had picked up some flat packed cars for her journey to Canada?

The SS Ausonia, a 'Passenger Refrigerated Cargo Ship', was built in 1921 for the Cunard Line by Armstrong Whitworth & Co in Newcastle to use between England and Canada. In 1934 the Cunard and White Star Lines were merged forming Cunard-White Star Limited. The name Ausonia, originates from the ancient name for Italy, which was named after Auson, son of Ulysses and father of the Ausones.

Later, in 1939 the Ausonia was requisitioned as an armed merchant cruiser, and in 1942 she was purchased by the Navy (HMS) and then converted into a heavy repair ship. In 1965 she was scrapped in Spain.

The pylon nearby was the 132kV powerline crossing, its towers were 148.4 metres tall. The crossing, linking Dagenham and Crossness, was built between 1927 and 1932. This powerline was dismantled in 1987, and was replaced by a 190m 380Kv powerline. (Wikimapia)

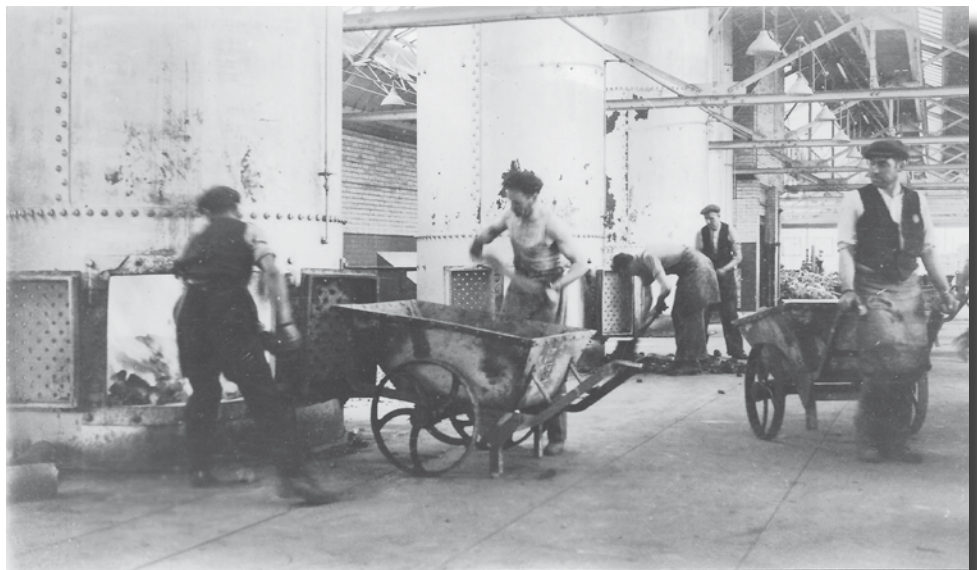
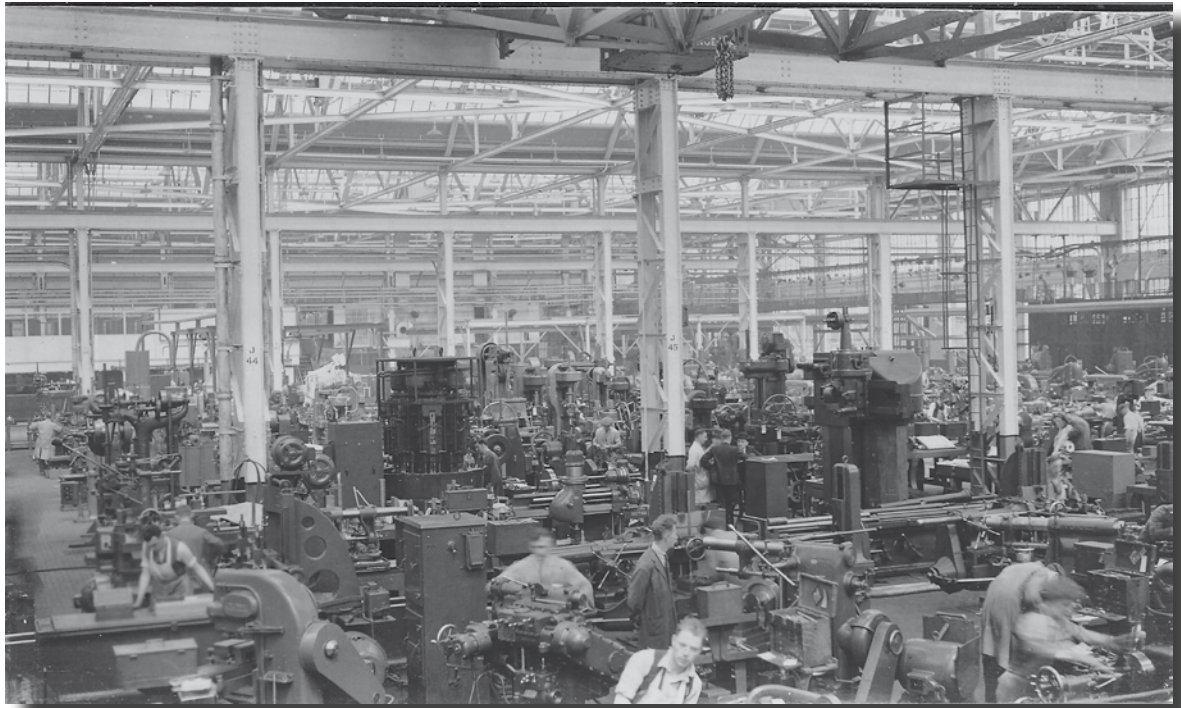


Photo two dated June, shows men feeding coal to some boilers. Hot and hard work I can only imagine. Their steel wheeled barrows looking heavy even unloaded.

The third photo (next page) is inside the general workshop no doubt making parts for our Y's. Lathes and presses in abundance, in the centre, a huddle of three men, one with white overalls, one in a suit and a gent in a bowler hat! Discussing production no doubt.



The last is of about a dozen Y's and vans nearing completion, and under magnification can be seen stacked many mudguards and pressings ready for assembly. Overhead at the rear are two wheels, a rear mudguard and a running board en route to the line.

All in all, a fine snapshot on Fords production in 1934.

**RC**





# Ambi-Budd

## - body numbers

Question to Thilo Merke of the Ford Oldtimer und Motorsport Club in Cologne:-  
 “A 1937 Eifel Limousine has appeared in Sweden ready for restoration. The chassis number is C133727. On the bulkhead, on the front of the battery box is a number hand stamped 20831 (see photograph). I can only think that this is an Ambi-Budd body number. Have you come across this before?”

Answer:- “I agree it looks like a body number. The photo attached shows a similar number on the scuttle’s left side, on my 1937 V8 Ambi-Budd 4door in front of the left door.”

Comment:- “That’s interesting. Your V8 body number is in the same location as the Briggs body number on the English Models “C” and “CX”, although they were on a small riveted plate. The other thing that strikes me is that your number starts with 139 and has a three digit number apparently stamped later. Could 139 be the body style and the 233 the batch number of that particular body. That was how the English Briggs body numbers were constructed.

Revisiting the 1937 Eifel body number, it could well be that the body style was represented by the figure 20 (this was the Ford Dearborn nomenclature for the 10 hp Model “C”). If the same principle applied, then 831 was the batch number.”

Thilo’s further research:- “Unfortunately we have no detailed information on the Ambi-Budd body numbers. I talked to my former Ford colleague Roland Kayser, who is now running a classic car dealership and workshop (mainly for French cars) in Berlin. He recently acquired the Ambi-Budd brand name and had set-up a small website: <http://www.ambi-budd.de/>. Roland advised me that there is no Ambi-Budd archive left. During WW II Ambi-Budd produced for the Wehrmacht. Their products ranged for the famous 20 litre jerry-cans, bodies for the Volkswagen “Kübelwagen” and “Schwimmwagen” amphibious vehicle hulls and even parts for the infamous V1 “buzz-bomb”, supplied to secret underground productions sites. Since the original Ambi-Budd plant was located in the Soviet sector of Berlin all equipment was dismantled and shipped to the Soviet-Union. The whereabouts remain unknown, with exception of the BMW 321 stamping tools. They were relocated to the East-German Awtowelo car factory in Eisenach.



**The bulkhead of the Eifel found in Sweden (C133727) showing what appears to be a body number under the battery box – 20831.**

**“The number on Thilo Moerk’s Ambi Budd-bodied V8 – 139 233.**



# A Mercedes Tourer.

Arne Boltzmann, a German friend, sent a superb photograph of a young high-born German officer going off to war (c. 1915) in his Mercedes tourer. Arne's comments were:-

"This beautiful 1914 Mercedes Tourer is registered in Hannover and seems to be private property. Notice the number plate stylishly painted on the radiator grille. (Mercedes was then still the brand of Daimler, only after the merger with Benz in 1926 did it become Mercedes-Benz.) Notice the early electric lights and the flag with the imperial eagle on the radiator. But we are unmistakably at war. The magnificent motor has been painted over in field grey and it sports a very mixed set of tyres, reflecting the start of a rubber shortage in Germany, felt even by the wealthy.

The young officer (an Oberleutnant, most probably) must be from a rich family to have such an automobile. From his attire, it is apparent that he drives it himself, a heavy coat is draped over the passenger door. He has packed the car to the limit with all sorts of household gear, piled high and not very secure. From his straight sword, leaning precariously on to the front wing, the gallant lieutenant seems to be an infantryman. However, the rifle is unusual, being the short version of the standard army Mauser, the 98K (Karabiner kurz). His having it with him shows that he is not a parade ground soldier, as does the Iron Cross ribbon in his button hole. That is probably a briefcase with maps under his arm.

He is posing for this picture not as one who has just arrived, but as one who is about to depart again. There are no servants or other passengers around, just this young man and the photographer. Was it his father behind the camera? Or his brother? Our lieutenant is forcing a smile, the best he can do. The stuff in the car is intended to make life at the front, in a dugout, a little easier. Make no mistake, this is a farewell photograph."

I replied to Arne saying, "What a fantastic photograph. As you say, it tells a fascinating story. As most junior officers went to war on horseback, it begs the question of where he would park his super Mercedes safely once he reached the front line. Another observation I make is that the car is right-hand-drive and I look forward to your explanation! As you say, the tyres are a mix-match of types. The front right (from the driver's perspective) looks bald, but could have been one of the early tyres without a tread.

He replied, "I'm glad you like the photograph of the junior officer and the Mercedes. It was available at a private car boot sale, in a shoebox of old pictures. No story given. Probably someone had cleaned out a house after the old owners had had to move out. Sometimes it's frustrating to think that only a few months before, there might have been an old lady who could have named the person depicted and the exact place where the photograph was taken. It might be possible one day to pinpoint the nominal owner to whose name and address the car was first registered when new in 1914 or 1915. Together with a friend I tried to locate old registration lists that have been saved

at the German National Library in Leipzig, but haven't been properly catalogued or digitalised as there has been no interest in them so far. There might be more information on that Mercedes and its owner amongst that data. What I can say now is that the registration number is conspicuously low, even for that early period (c. 1915) a city and province like Hannover was well into the four-digit numbers. So our man must have been well-connected.

That may answer the question of where such a superb vehicle could be parked near the front line. Most likely our man left it at H.Q., where they had facilities and personnel for motor cars. (Unfair as it may be, I have an image in my mind of the Blackadder series set in 1917, where Lieutenant George is such an upperclass twit and where General Melchett keeps sending regards from George's uncle Bertie at the War Office. I'm sure in such a snobbish class society it would have been no problem for a junior officer from one of the great families to leave his car somewhere safe in the rear.) Whether he was ever able to reclaim his Mercedes in person later is another matter...

The car is right-hand-drive, as you point out. That would not have been unusual in German makes of the time before the mid-twenties. Even though one drove on the right, the great majority of German cars (and French and Italian for that matter) were fitted with right-hand-steering. It seems that it has to do with the fact that hardly anyone drove themselves, a chauffeur being the standard. As the chauffeur would have to get out quickly to open the door for his employers, it makes sense to have him get out on the pavement side. Another reason could be that unpaved roads were so dirty that nobody wanted to get out on the road side anyway. It seems to have changed when owners started to drive their own cars and have their wives on the passenger seat beside them. By that time the number of horses was

in steep decline and roads were paved and much cleaner.

Tyres were always a problem, even in peacetime. When you had a puncture, the outer rim was detached (if you had a "modern" car) and one of the spares attached. The punctured tyre was later repaired and added to the set of spares again. This made for a permanent mixing process of types and treads. You can often tell a brand new car (the proud new owner taking a photograph on the first day or so) from its having four identical tyres fitted. Added to that, with the scarcity of rubber during the war, our Mercedes

driver must have kept tyres running for long after it was advisable, just to stretch their lifetime. Still, the economy in Germany during the Great War was never as centrally regulated and controlled as in World War Two, where "total war" had been declared, subjecting everything to the war effort. In the Kaiser's Germany, you could still buy a new Mercedes in 1917, complete with tyres and petrol - if you had the money!"

SR.



**A wealthy German lieutenant prepares to return to the front in WWI in his superb 1914 Mercedes tourer, loaded to the gunnels with every conceivable comfort he might need!**



**OF  
THE  
WHEELS**



The Brooklands' Model C photographed by Steve Waldenberg on 17th August 2016