

*The Ford  
V & C Model  
Register*

# Transverse Torque

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January - February 2017





## Scenes At the NEC



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## Editorial

### A New Year! - A fresh start perhaps?

Many of you reading this will be envious of those members whose cars are already on the road, enjoying free road tax and MoT-free motoring, displaying at their local and national shows and welcoming the warm comments of the public whilst showing off their hard work. Many of these members have enjoyed the Club organised tours, the car shows, the vintage displays and being part of pageants, weddings and even TV/film making.

**You may ask yourselves** "Will mine ever be finished?", "Will I ever enjoy the fun?" "How will I ever find the time to make my car perfect enough to join in?"

Let me tell you right now that it is possible. Without exception, getting cars in roadworthy condition has not been easy, not been quick and often not cheap. Members have often struggled to find spares, to get help, to find suppliers, find the best tools and acquire the motivation and inspiration to complete the job. Often family and careers have come first, quite rightly. Health and fitness issues have compounded against some members too. BUT many have succeeded, and do complete their dreams.

**What does it take?** In the first place it needs a desire, a dream, a purpose, secondly it needs support. In our club, we have that support from members who are committed, who volunteer, who give their time freely – who want to help, so others can share the enjoyment of achievement and sense the pride in that. We have a system for providing safe spares, technical advice and specifications, access to historical archives, original workshop bulletins, the finest reference book, an enthusiastic committee all backed by a secure and prudent financial system of membership, as well as modern access to an excellent improved web site and social media.

For myself, when reaching age 60, after about a dozen years of fiddling around, I made a very determined effort to get rolling – telling myself it was more important to get it going rather than wait for perfection. So still not finished, not so tidy as others, a bit 'oily rag',

but fun! Always something else to do, something to improve on - but at least out and about. That brings me to the next **'National Drive-It day' on April 23rd 2017**. This also happens to be St George's day and also our own Annual General Meeting [AGM] to be held again at the British Motor Museum in Gaydon.



At our AGM, members can meet up and see their committee, renew friendships, explore forthcoming events and buy the latest book. Maybe, if pre-ordered, spares and the new clothing range can be collected too.

As editor, I hold most old copies of the club magazine – Transverse Torque – going back many years, and will be pleased to reproduce reprints of relevant articles that you may need to assist in your restoration. (The latest index is available on the website) You too can pass on any expertise gained by taking photos and making notes for me to reproduce in forthcoming issues whilst working on your own project. Also remember that special tools are available – spring spreaders, hub pullers, valve guide removers. (Please return when finished with). Technical queries will be answered ASAP, help with DVLA registration given, advice on procedures and friendships made.

To conclude, make 2017 your goal for completion, make up your mind, make use of our club facilities, enjoy the magazine and have yourself a Happy New Year! See you at the AGM or on the road perhaps.

*P.S. New software in publication is being used that may result in odd effects within this issue. Please be patient and forgiving.*

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- **Cover photos:**
- **Front page** this issue is Graham Miles' blue Y Tourer. Taken at our AGM, Willoughby Village Hall, in April 2014.
- **Inside front** shows a selection from the NEC in November
- **Inside rear** brings us a selection from our Christmas Dinner at the Red Lion, Adderbury.
- **Rear cover** Eifel Tourer as seen on a card for sale on eBay recently.

## Chairman's Chatter

As I write this the Christmas decorations are going up around me and another year will soon be over. As in the past, the Club has enjoyed a successful year with a number of events and gatherings.

For me the first official outing was the Enfield Pageant over May Bank holiday weekend. Ours is now one of the few Clubs at this event that caters for pre-war cars, and thanks to Jim Miles we had a good number of our cars for the public to see. Another show growing in popularity is the Chiltern Valley Show in early May. Again Jim Miles and our Editor Roger Corti among others were involved in flying the Y & C Register flag.

Our annual tour in 2016 to Norfolk and Suffolk was well attended and very successful, thanks to the Wisbech four for organising it so well. The venue in Diss for the week we were there, not only had our 17 Y's and C's but six or seven steam cars, can't be certain on exact numbers as they were normally surrounded by a cloud of vapour.

In July we had the Old Ford Rally at Gaydon, this is our Club's organisational skills coming to the fore, with Bob Wilkinson in the driving seat. The success of this event can be measured in the number of Ford vehicles of all shapes and sizes built before 1990 that filled the British Motor Museum parking area. Thanks go to Bob Wilkinson for organising this showcase old Ford event.

In November we had our stand at the NEC Classic Car show, run as usual by the two Geoffs - Dee and Salminen. Over the years they have made this show their own and it has provided a steady flow of new members. Thanks Chaps. *See photo below left.*

There are, of course, numerous other local events that our members support to ensure the public can enjoy seeing our cars, one such is the Saffron Walden Common show in August. If you are going to local shows please let Roger Corti know and he can advertise them in the magazine. It doesn't matter how small they are, the important thing is that our cars are seen and enjoyed by a wider audience.

I can't finish this year end piece without giving thanks to Mike Malyon, our Membership Officer. Unlike many other Clubs, old car or otherwise, our membership numbers have been maintained over the years. We all know the age profile of our members is getting older, but despite this, and an increase in subscriptions for the first time in 16 years, Mike has worked hard to bring in new members and keep the ones we already have. No easy task, it involves lots of hard work and persistent badgering so well done Mike.

I am looking forward to the coming year with my car and I'm sure you are too. Let's hope the weather is as good as we have seen in 2016.

## Spares Report: WE NEED YOU

Additional members are required to join the dynamic and enthusiastic Parts Dept. team, to help in spare parts distribution – vital to keep our members cars running and in good order.

You will be required to hold and store a **small** amount of club stock, then pack and post any orders as requested from the spares administrator.



## YOUR CLUB



Once a year to email back spares held information for record purposes. All postage and packing costs will be re-imbursed by our Treasurer upon request. Advice given on postage methods, packing, selecting economical courier etc.

Please contact Spares Officer

Peter Ketchell on 01244 676856

or [peterketchell@yahoo.co.uk](mailto:peterketchell@yahoo.co.uk) or

any other committee members

## Spares Officer's Report

It was a great disappointment to me that I had to accept Colin Rowe's resignation as Spares Administrator; he has decided to stand down after a number of years to concentrate on his lifetime interest of travel. Colin will assist with the handover as required once the new administrator has been appointed.

Colin used his engineering and transport experience to create a spares administration system that is second to none, his care and attention to detail together with the control

and accuracy of his accounting, will make it much easier for his successor. The way in which he organised all the aspects of the Spares Administration has been simply outstanding, and this attention to detail undoubtedly made my job a whole lot easier.

On a personal note I am so very sorry that he is not remaining in the role, and can only thank him for the effort he has put in over the years we have worked together, and the reliability and efficiency he has brought to

the post. We have lost an excellent member of the spares team.

The first fuel tank has been sold, it is for a Model 'C', the tank made from stainless steel with all new the parts, this alleviates the need to use parts from old fuel tanks. The Model 'Y' tanks will be available early this year. Anyone who is interested in purchasing a tank, at a special discount price, should contact me by email by the end of January.

*Continues page 6*

## 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 8 new members.

Brian Evans	E1101	Marsh Green	Shropshire
Stein Holthe	O-H110	Skotselv	Norway
Howard King	K1801	Wallyford	East Lothian
Clive Llewellyn	O-L106	Brussels	Belgium
Kevin Murphy	M1409	Widnes	Cheshire
Adrian Sampson	S0201	Portishead	North Somerset
Ian Thomson	T1001	West Hanningfield	Essex
David Wilson	W1301	Little Cornard	Suffolk

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

**Brian Evans** – We are pleased to welcome Brian to the Club. He joined at the recent Classic Car Show at the NEC. He is the owner of SE 4243, chassis number C18631, Briggs body number 364/4571. It is a 1935, black 4dr first registered on the first of September of that year. The vehicle is currently under restoration. We wish you well with the restoration.

**Stein Holthe** – we extend a warm welcome to Stein, our new member from Norway. He is the owner of K-142, chassis number Y13495. It is a blue/black 1933 Tudor, first registered twenty eighth of April of that year. The car would have been shipped in wooden crates to Copenhagen, where it would have been assembled before being shipped to Oslo for distribution. Stein bought the car in 1996 off Per Langoy an ex-member of the Club. The car has been in the garage for the last ten years and now needs refurbishing to get it on the road again. We wish you well with the restoration.

**Howard King** is another new member recruited at the NEC. Howard is the owner of FY 5776, chassis number Y124914 and Briggs body number 164/3597. It is a 1936, black Fordor which was previously unknown to the Club. The car is under restoration and needs a new steering box, running boards and bonnet catches. We wish you success with the restoration and a very warm welcome to the Club.

**Clive Llewellyn** is our new member from Brussels. He owns O ACJ 617, chassis number Y52022, Briggs body number 167/2664. It is a March 1934, maroon/black Tudor. Clive bought the vehicle off ex-member Pierre Terlinden. The car was previously registered in the UK as AKT 145 and then GGD 415. The car is the one on the road and just needs a replacement steering box. We hope you enjoy driving your "Y" and a very warm welcome to the Club.

**Kevin Murphy**- we extend a warm welcome to Kevin, the third new member who joined at the NEC. Kevin is the owner of FA 5086, chassis number Y27734 and Briggs body number 135/16750. It is a black Tudor, another car previously unknown to the Club. It was first registered on 01/07/1933. Kevin believes that the car has been sat in a barn since 1965, which appears to be reflected by its low mileage of 12,000. The car is under restoration. We hope all goes well with the restoration.



Kevin Murphy and his father-in-law Edwin, on day one of the restoration

**Adrian Sampson** is the owner of FV 4912 a maroon/black Fordor. The chassis number is Y69320 and Briggs body number 166/4257. It was first registered on the 5th July 1934. Adrian has previously been a Friend of the Register. As the car is on the road we hope you enjoy driving your "Y" and a very warm welcome to the Club.

**Ian Thomson** has bought the two cream taxis off member, David Ball. David is very pleased that Ian's keeping the taxis as a pair. The registration numbers are DCD 700 and DCD 701. They carry the chassis numbers Y160270 and Y15987. They were first registered 17/12/1936. As the cars are on the road we hope you enjoy driving them around Essex and a warm welcome to the Club.

**David Wilson**- David is now the owner of JH 865, given to him by his father, Brian. Brian has had the Model Y for over forty years, where it has been hanging up in the roof of a barn. With the assistance of a JCB they have lowered the car to the floor and are in the process of restoring the vehicle to its former glory. The chassis number is Y69703 and Briggs body number 165/12130. It is a blue/black Tudor first registered on the twenty ninth of June 1934. We wish you well with the restoration and a very warm welcome to the Club.

All the ancillary parts for the shock absorber assemblies are now completed and we will be offering Model 'C' shock absorber assemblies by the end of January followed closely by refurbished pear shaped shock absorber assemblies. When both these are available they will be added to the Parts for Sale list in Transverse Torque.

There is little progress on the windscreens surrounds, a method for forming the shape on longer lengths to form the two main parts of the windscreen has not been as successful as we anticipated, but we are still continuing to develop this idea.

I would like to wish all our members A HAPPY NEW YEAR.

**Peter Ketchell**

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.

I would like to take this opportunity to wish everyone a Happy, prosperous and healthy New Year.

**Mike Malyon Membership Officer**

## International correspondence.

### Spain/Germany

In the last issue we described and illustrated a Model "C", which had been severely modified during and after the Spanish Civil War. The engine in particular was not the normal one we expect to see in one of our sidevalves. Luis Cascante recognised the FK in ovals on the side of the block as the Ford Köln logo. Thilo Moerke of the Ford Oldtimers and Motorsport Club of Cologne was asked for his opinion on the engine. His full and informative reply was, "The "FK" logo was used on German Ford cars and trucks between 1952 and 1965. It continued far longer on components, though. The engine probably originates from a post-war "Buckeltaunus" (G73A). Ford Cologne used this 1.2 litre engine, based on the Eifel/Taunus pre-war design, in the Taunus until 1952. Later a water pump was added to improve the cooling performance and the now 38 HP side-valve engine was continued until 1962 in the 12m Taunus (G13, later G13AL) and until 1965 in the FK1000/1250 (Taunus-Transit) small commercial vehicle. Both engines were also available for industrial purposes and powered fork-lifts, road-marking machines and harvester-threshers.

*Our club has the G13AL engine in running condition as a permanent display in the Classic Remise Düsseldorf*  
<http://www.remise.de/Classic-Remise-Duesseldorf.php>

### Spain etc.

Whilst in Spain, Fidel Leon Darder reported:- "Some weeks ago someone offered me a spare Ford C rear axle. The seller told me that it had been used in the sixties in a horse-drawn cart. It still has the two wheels fitted and is less than one hour away from Valencia. Today I decided to see if it was worth it to buy it. To my surprise, this resulted to be a Ford T axle, not a Ford C one. The seller said that he had sold a complete Ford Y and that the axle belonged to another car that he sold in spares. He also said that there was a surviving Ford C in the same village. I wondered if it really was a Model C or just another old Ford. He said that the owner is 94 years old and this had been his first car. Some days he is still in his garage taking care of the car. This time we were lucky and the man and the car were there. I was astonished to discover that the car is very similar to mine; it's unrestored but in very good original condition; black LHD four-door. The owner uses it once a year in the local festival; this is why it wears these "taxi" stickers. He wasn't able to tell me when he acquired the car, but it was in the sixties from a schoolteacher. It was his everyday car until he acquired a SEAT 850.



A reminder of the Ford Köln logo found on the side of the engine block."

**Spain again.**

Luis Cascante is surprised at the number of hitherto unknown Model "C"s/"CX"s recently coming out of the woodwork in Spain. As a point of interest, we have always known that the lack of room in the back of the Model "CX" was one of the main causes for its poor sales and its early demise in March 1937. Luis tells of his experience with the Fordor Model "C" (Modelo 10 in Spain):- "The Four Door Modelo 10 and

vehicles was the Modelo 10 Two Door, CS-3333, later acquired by my father when the car was retired from the company. Another car in service was a Modelo 10 Four Door, registered B-60600, a 1935 registration. One of the staff members was Mr Lawrence Hayes, an elderly Irish mechanical engineer who was involved in the construction of some of Catalonia's big dams following his arrival to Spain in the twenties; a very charming man, with a great sense of humour. After being carried for the first time in the cramped Four Door's back seat, he exclaimed: "Para entrar en este coche hace falta un calzador, y para salir un sacacorchos" (translated into English: "To get into that car you need a shoehorn, and



The Ford Oldtimers und Motorsport Club of Cologne's running G13AL Ford Köln engine on display in Düsseldorf."



The 1934 Fordor De Luxe Model "Y" in the LeMay collection in Tacoma WA U.S.A. in its original Orient blue and black livery with Tacoma cream wheels.

His third and last car is the 1989 Ford Fiesta that can be seen in the photograph. It's been amazing to discover the garage where he stores the car. I couldn't believe that it was also registered in Valencia in May 1935 (V-15664). The chassis number is hard to read but I would say that is Co4619, maybe the oldest known in Spain. The owner has also a spare engine in running condition. It had been fitted on the car, but he recently replaced it with the original one." Note, this is the oldest known surviving Model C in Spain – Archivist.

their rather cramped back seat, brings back some memories from my childhood. During the fifties my father, Luis M<sup>a</sup> Cascante Dávila, was the Clerk of Works for the construction of a big hydro-electric dam in Oliana, as was explained in Transverse Torque issue 125. My father's assistants and other staff members were carried and fetched from the village to the works in the company's cars. One of these

to get out a corkscrew"). Memories."

**U.S.A.**

Mike Hines in Ferndale, Washington State, happened upon the website of the LeMay Family Collection of more than 1900 vehicles (www.LeMayMarymount.org), which is housed on the site of the old



The oldest known surviving Model "C" (Modelo 10) in Spain – C04619 – as found by Fidel Leon Darder."



The Register vehicles line up outside the Den Hartog museum on the tour of Holland in 2006.



Gentleman Jim Miles with his ex- Den Hartog museum Eifel roadster at Powerscourt on the Y&C trip to Dublin in 2007.

Marymount Military Academy in Tacoma, also in Washington State. Marymount was purchased in 1919 by the Sisters of St. Dominic in Tacoma, WA. It was 100 acres with a farm house. The groundbreaking was in May of 1921, and it opened as "Marymount Military Academy" on May 30th, 1923. When the school opened, there were nearly 30 boys in attendance, though the number fluctuated over the years to as many as 120 students. By the 1980s, the upkeep of Marymount required more resources than the sisters could provide. When the sisters solicited proposals from potential buyers, Harold LeMay's was not the highest or lowest bid, but he was the only person who said he would preserve the property as long as he had the means to do so. Today, Marymount is home of the LeMay Family Collection Foundation with the goal of preserving and maintaining America's artifacts for future generations. Curiously, there is a 1934 De Luxe Fordor Model "Y" on display (Y12966). We are awaiting a reply from the management on the history of this car.

**Holland.**

Mike also reports from the Hemmings Motor News of 27 Oct 2016 that the Den Hartogh Ford Museum in Hillegom, Netherlands ([www.fordmuseum.nl](http://www.fordmuseum.nl)) will be closing on 1 December, 2016 and will probably sell off the vehicles. The museum boasts that it has the largest collection of Ford motor vehicles in the world, with some 214 examples.



Bill Ballard's straight-sided ute having just received its first coat of paint in north Victoria in November

The Y&C Register visited the museum on our tour of Holland in 2006. As only Fords manufactured in the U.S.A. were in the collection, there was none of our sidevalves on show. However, in the workshop to the rear of the museum, we happened upon a 1937 Deutsch-bodies Eifel roadster, which was surplus to requirements. Jim Miles subsequently contacted the museum and snapped it up. Jim drives it to most of our rallies and it is on the front cover of the Ford Y&C book still with its Dutch registration.

**Australia.**

Bill Ballard is building a straight-sided Model "CX" ute using a Geelong assembled sedan (Fordor saloon) as a donor vehicle. The utility vehicle (ute) was first introduced in Australia in 1933, it being the brain-child of Lew Bandt, the Ford Motor Company Pty. designer, who reacted to a letter written by farmer to the Ford Motor Company asking for vehicle that would take him and his wife to church on Sunday and carry pigs to market on the Monday. The first was built on a Model 40 chassis, closely followed by utes on the Model "Y" and the Model "C". There were two variants, the straight-sided and the "well type"

**France.**

About thirty classic vehicles have been found in central France, including a rotting Model "CX". The cars have been discovered in an old mine that's part of a quarry. Vincent Michel came across the bizarre storage location and its gaggle of 1930s-era automobiles and, naturally, turned his lens on the rusting, deteriorating subjects. His theory on how the cars found their way into the mine focuses on World War II. The thinking goes that locals squirreled the cars away as France fell to the Germans, in order to spare them from being scrapped or taken outright, only to find after the war that the moist underground conditions had taken their toll. Assuming that is in fact what happened, it's likely that post-war economic conditions didn't support the refurbishment of a bunch of rusting, ageing vehicles. A darker possibility is that some of the cars' owners didn't survive the war or were displaced, never to retrieve their automobiles.



The superbly crafted rear tub of Bill's ute newly varnished. In daily use in the 1930s, it would not have stayed so pristine for long!



Some of the thirty odd rusting heaps found in a mine in central France. The car farthest in the mine is a left-hand-drive Model "CX". As this model was not assembled at Asnières, the French Ford plant in the early 1930s, it is suggested that this car was assembled in the Belgian plant in Antwerp and driven south.



## 20 years ago.

**Issue 104, January/February 1997.**

"Is the Ford now more affordable?" This was the heading of an article in The Times of 19th October 1996. It compared the cost of the basic Ford with the average salaries in 1936 and 1996. The bottom line was that in 1936 (£100 Model "Y") the average salary was £202.80, i.e. 49.3%: whereas in 1996 (£9165 Fiesta 1.25i LX) the average salary was £18,288.40, i.e. 50.1%. It concluded, "So even a lowly Ford 8 with no heater, top speed of 56 mph, three speed gearbox, rod operated brakes and suspension like a bouncy castle still represented half a year's pay for most people." I wonder what the ratio is today, 20 years later?

The December 1996 issue of 'Practical Classics' included an article on the '1936 Ford Y owned by Geoff Dee'. It reported, "*Jaws drop when Geoff Dee, who spends most of his life working on modern fire engines, rolls up in his everyday transport, his 1936 Ford. A Ford enthusiast since being ferried around in a Ford E at a very early age, Geoff, 47, from Leamington Spa, Warks., has a Sierra in the family but hardly uses it, opting for the Model Y for his work trip. He also owns another Y, a 1932 car, which is a long term restoration project: "This car is like a jigsaw, and I wanted a Y that worked," Geoff recalls. JL 4086 has been extremely reliable in the three years he has owned it, which he attributes to giving the car plenty of oil and grease in the necessary places. Covering 6000 miles or so a year at 40 - 45 mph doesn't bother him. "Most other motorists realise what the car is and give it space". Fuel economy is a reasonable 30 - 35 mpg. Geoff also praises the car's winter driving abilities; "It's excellent in the snow." He reveals!*"

Geoff also hosted the Club's November committee meeting at his Rugby Fire Station; "*Although the meeting was disrupted by alarms sounding, with the fireman rushing through the room and down the poles at the far end, we recorded some positive advances.*" Our committee meetings have been less frenetic since then!



The later tool kit from Tony Eldridge's original Model "CX" saloon C56646 with the long starting handle.



previous owner was unable to pay the bill and the car was being sold by Lonsto (International) Ltd. of North London. Roger Dudding of Lonsto and member, Jack Clarke, jointly own and use the car today. Jack regularly drives the car to the annual Enfield Pageant.

The question of the Model "CX" front number plate was aired in this issue; a question that has still to be answered. "At the NEC show, Dave Curtis produced what he described as a Model "CX" starter handle, which does not reach beyond the front bumper. We are aware that the Model "C"s had a 'dog' attached to the dipped front bumper which guided the starter handle through the radiator grille. As if to prove his point, Dave then explained that the Model "CX" front number plate is square and located on the off-side bumper support so that you do not knock your knuckles on it when turning the short handle inside the bumper. As the Model "C" number plates were traditional oblong shape, this makes sense." The question then, as now, is when were the shorter handle and square number plates introduced

and when were the longer handle and oblong number plates re-introduced. Dave Curtis's January 1936 tourer, C31174, is now owned by John Stanners. Tony Eldridge's later, December 1936 "CX" Fordor saloon, C56646, has a long starter handle and an oblong front number plate. He assures us that the car and its tool kit, including the long starter handle, are original. I hope the photographs make sense of this quandary.

Member, Brian Fleet, in Chichester, took heart from the amazing restoration (or

resurrection!) of Brian and Roger Gurney's van recorded in the last issue. He writes, "How pleased and heartened I was to read Brian and Roger Gurney's tale in issue 103 of how they restored their Model "Y" van from an almost impossible state in just one year! Firstly, several members have warned me that one must reckon with 5 to 10 years for such a project. Secondly, to read of such a vehicle with many similar and some worse problems than our own. My eldest son, Martin and I started on our saloon, ATP 374, in July of this year. First of all he unbolted/pulled off wings, etc. and stripped out the rotten inside only then to break his leg at football (not dismantling!). The next tragedy was notice to quit the barn where the car was stored near Bristol, so it had to be reassembled sufficiently to load onto a trailer and be transported at 60 mph (the first time the Y has travelled at its maximum for over 50 years) back to my garage in Sussex. Here restoration space is limited owing to the presence of washing machine, freezer, gardening and other shed junk. Meanwhile Martin replaced all floorboards because of extensive woodworm and refurbished just one headlight and then decided to give up his job and go on a round the world trip for a year. I hope it wasn't the thought of all that restoration work! So far, the inside has been thoroughly de-rusted, window gear overhauled and one rear wing is now ready for a final coat. I am now

puzzling over why the steering wheel has 4 inches of play when there is only a genuine 39,000 on the clock. Whilst the king pins clearly need replacing, maybe the steering box needs looking at. The Beaulieu Autojumble provided us with a tatty wheel or two to replace some original unusable ones.

*So back to the point of the letter; thanks again for the encouragement from other readers' news."*

It is pleasing to note that ATP 374 is now listed as being 'on-the-road'. Well done Brian (and Martin?).

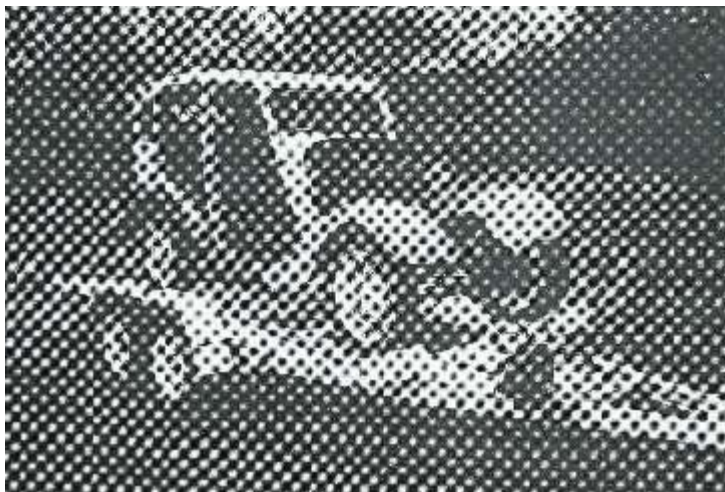
The date of issue 104, January 1997, was before we knew of the problem associated with the Model "Y" Terrier tourer, when it was first marketed by W. Harold Perry's Ford dealership in North Finchley. W. Harold was the brother of Sir Percival Perry, the Chairman of the Ford Motor Company Ltd. A letter from the dealership to the Buffalo Meter Company in New York was reproduced in issue 104. We subsequently learned that, in June 1933, the nomenclature of the Terrier was challenged by Leyland Motors Ltd., which had registered 'Terrier' as the name for one of its six-wheeler chassis. Perry was forced to back down and on July 1st 1933, announced in 'The Garage and Motor Agent' publication, the change of the Model "Y" name to Kerry. The Kerry was sold alongside the Cairn Model "Y" coupé – note that the Cairn and the Kerry in doggy language are both terriers.

Included in this issue was the obituary to Martin Howard, the energetic Spares Secretary of the Ford Sidevalve Owners' Club and partner of Shirley Wood, the General Secretary of the Club to this day. Martin was a charming gentleman, who was tragically killed in a traffic accident on 13th December 1996. The longer serving members of the Y&C Register will remember him with fondness.

New members 20 years ago included David Irwin from Corringham in Essex. He had always wanted to restore and run an old car and bought a 1934 Deluxe Fordor Model "Y" with sliding roof, BHK 76, which was partially restored. David is still a member, but I do not have the history of the car, so am not sure whether the restoration was ever completed – news to the Archivist please, David. Mike Merry had owned DUV 252 since before our archive records began on 1990. He was a rejoinder in 1996. DUV was on the road, needing only some cosmetic work done on it. The car is now a familiar sight at the NEC in the ownership of Ian Hawley, who bought it in 2004.

It was in this issue that "Billy", presently Colin and Chris Rowe's September 1936 Tudor Model "Y", DVT 788, reappeared in the ownership of the late John Jennings, who had purchased it from Owen and Margaret English. The car was already well known to the Club having been driven extensively by Owen over 5 years whilst he lived up in Scotland in Oban. In the early 1990s he even drove it the 450 miles to the All Ford Rally in Abingdon in response to a plea by the Chairman for members to act as marshals - there's loyalty! Colin and Chris bought it following John's death in 2003; sold it in 2011 to member, Jim Palmer and then bought it back from Jim in 2013. There's a rumour that Billy may well be on the market once again in the near future – but we hope not!. The one Model "CX", which appeared in this issue, was a green and black Tudor saloon, which belonged to Ivan Wyatt in Louth, Lincolnshire. It had belonged to member John Griffiths in Ewloe, Flintshire under its original registration JB 8739. It was sold on ebay in May 2005 to a Mr. Garwood with registration USK 107. We have lost track of this car. Can anyone help us trace its whereabouts?

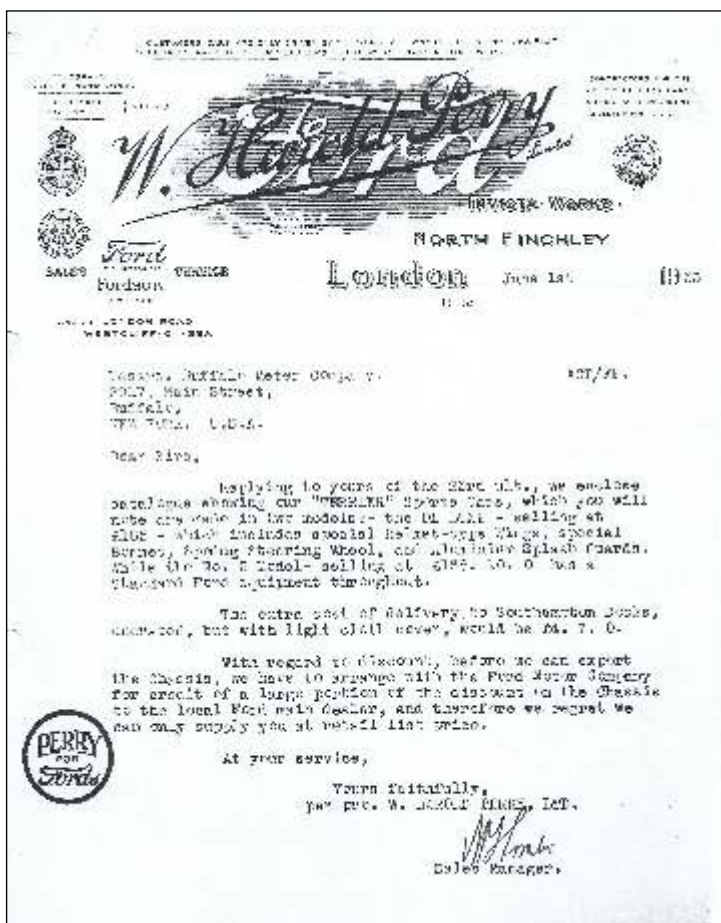
*"The letter sent from the W. Harold Perry dealership in North Finchley, London to the Buffalo Meter Company in New York (surely, it should read the Buffalo Motor Company - a 1930's typo!)"*



*"David Irwin's Tudor Model "Y", BHK 76, as received by him and how it appeared in Issue 104. Is it now on the road, I wonder*



*DVT 788 ("Billy") on tour with Colin and Chris Rowe in 2011*



# On the Road again.....BOD 978

**I quote the wonderful Willie Nelson, my all time favourite C&W artist.**

Enough of that, let's get more serious and tell you something of the restoration of our 1936 Black 2 door Model Y, Reg No. BOD 978. Bought from ex-Chairman Rod Janes about 5 years ago, the car had been off the road since MOT failure in 2005/6. Its history is known only from 1978 onward.



I dragged my good friend Robert Jarvis down to Kent to view the car on Rod's drive. The car had been stripped down, and the doors etc re-hung, so we could see a restorable car, needing a great deal of welding to the rear inner body, wheel arches, wings, front and rear aprons etc. Rod made us welcome and the deal was struck. Robert and I had spent about 17 years of Wednesday nights restoring a 1955 MGT and were on the way to completing the restoration of an early Morris Minor

Convertible, so what could possibly be difficult about a cheap old Ford originally sold for £100 some 74 years earlier?

First let me hasten to say that we knew exactly what we were getting into, and the car was exactly as Rod had described it. In short, it was what we would call an 'honest' car. So no problems then? Wrong my friends. This has been a very difficult restoration for us for the following reasons: Apart from my brief ownership of a 'Y' as a student some 55 years earlier, neither of us had any real experience of really elderly Fords.



With the MG and the Minor, we had the benefit of fully exploded diagrams of every part, of how and where they fitted and in what sequence etc. We could buy most items, albeit pattern parts, if the originals were missing or barely restorable. With the old Ford, we had a slightly helpful reprinted Parts Book, and reprints of old instruction sheets from factory to dealers. We had boxes of rusty bolts, nuts and washers, a few bits of wood full of worm holes, and a whole bunch of other bits and pieces. So it was clearly necessary to join the Register, even if it was just to buy a copy of Sam

Roberts' wonderful 'bible'. Robert's engineering approach to stripping and restoring a car is that of the man full of confidence, who remembers where every nut and bolt came from, and who simply throws them all into big boxes, having (seemingly) committed everything to memory en route. My own method includes making lists, taking endless photos and drawing images.

So when the Minor was finished, I had made the lists of all parts which came with the Ford, and of all the operations which I thought necessary to complete the restoration. Sad, isn't it? But that's the way of the accountant I'm afraid.

We knew nothing about the engine, so decided to send it away for a complete check over and rebuild. It was then time to call on Stuart the welder, who spent several happy hours setting fire to everything in sight and doing a great job. It was then over to yours truly for filling, sanding, profiling etc. We were lucky in that the chassis was in superb condition and needed no welding.

By this time we had a much better idea of our forward 'plan', and it was time to seek answers to our many questions. What better source than the memories of other club members who had already trodden this path to greater or lesser extent. We received a great deal of help and advice from Colin Rowe (clearly a patient man!), Peter Ketchell and Roger Hanslip. We sourced a few pre-used parts via other members, and by this time I was building a list of questions to which I needed answers. This was when I was guided to Noel Page, who seemed to have the answers to most of my questions, and could not have been more helpful.

I owe a great deal to Robert, who has always been 'up for a challenge', and who has enhanced my English by including many standard 'workshop words and phrases' apparently learned throughout his career. I sometimes see an insurmountable problem where Robert sees a challenge. It seems to work well, and without Robert, it simply wouldn't have happened.

We seem to have ended up with a car which fulfils most, if not all, of our requirements. It is not completely original, for which I make no apology. Improvements include the conversion to 12v, because I want to be able to start, to run decent twin electric wipers, and to have a good lighting system. Penny wanted a heater and a V8 engine, but we felt this would be 2 steps too far! We've fitted an air cleaner (courtesy of Noel), an in-line fuel filter and an oil pressure gauge. Oh, and the engine now has hardened valve seats and adjustable tappets.

Penny and I are grateful to many people for their help and advice, and are now hoping to bring BOD 978 to some club tours, instead of spoiling (enhancing?) the group photos with the inclusion of a green Morris Minor.

**Colin French**

*(Note - BOD made it to the NEC and attracted much interest. - Ed)*



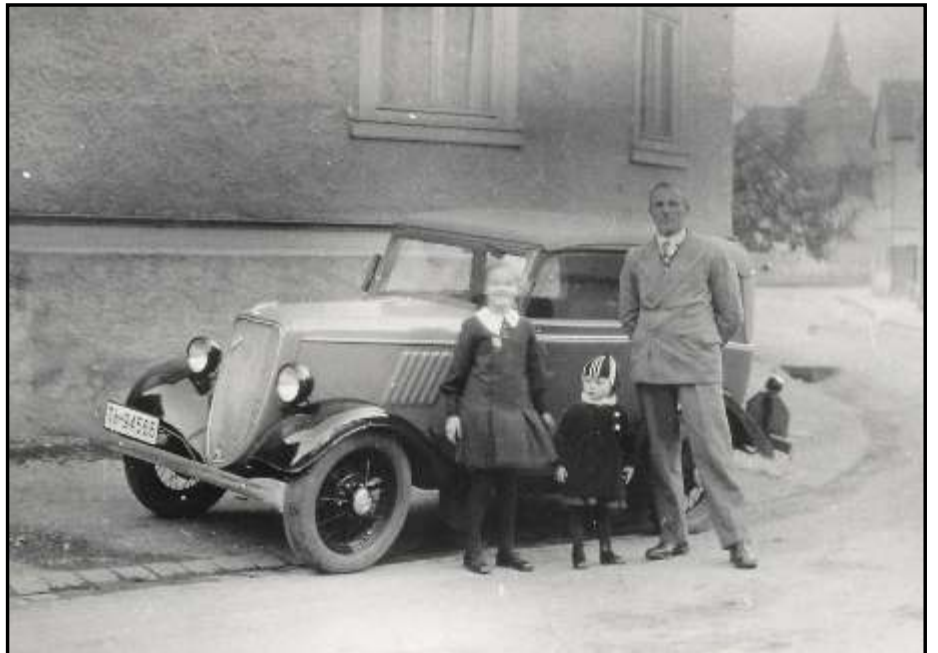
## Photographic finds

We are very grateful to a classic car enthusiast in Paderborn, Germany, Arne Boltzmann, who has taken to supplying us with fascinating information and photographs of Ford Köln and Eifel cars. In October, he visited a huge autojumble in Mannheim where he bought over a hundred period photographs of various cars from a stall holder who clears houses that have been subject to owners dying or moving on. Arne has spent weeks sorting and cataloguing the photographs and has emailed images of old Fords to us. Here are some:-

1. A German fraulein with her 1937 Opel Kadett. Over the road is a smart 1933 Ford Köln cabriolimousine in front of a 1933 Stoerwer R140. In the background is the German passenger liner MV Monte Sarmiento, which was destroyed in an air raid on 26th February 1942.



2. One of two rare photographs of the Ford Köln Volkstyp in public use. Surviving photographs are usually limited to Ford publicity shots.



3. A photograph of another Volkstyp cabriolimousine. The Volkstyp was Ford's answer to Hitler's demand on all car manufacturers to compete for the production of a cheap people's car. None could produce a cheap one, so Hitler ordered Ferdinand Porsche to produce what we know as the Volkswagen (literally, 'people's car')



4. Two frauleins this time with their two-seater 1936 Eifel tourer coach built by Gläser of Dresden. The early pre-alligator bonnet models were visually almost identical to the Model "C". This photograph appears to have been taken just pre-war with the Nazi staff car alongside."



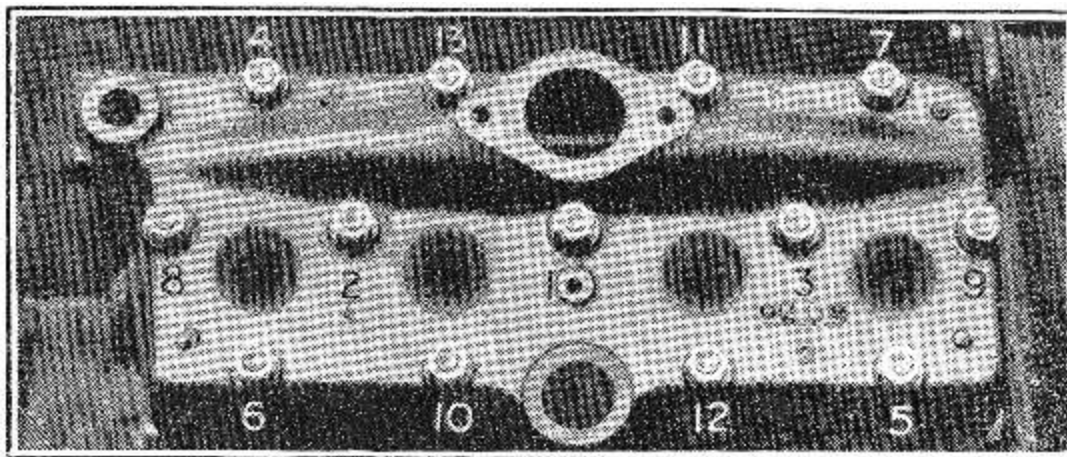
5. Elsie and Hasso in their Deutsch-bodied 1939 Eifel Cabriolet in front of their house in 1946. They and their car were obviously not overly affected by the war



# TALKING TORQUES

Members have often asked for the torques to which to tighten the various nuts when overhauling the engine. I looked back at the past issues of the magazine to discover that it was way back in Issue 121(Nov/Dec 1999) that they were last listed. For the benefit of the more recently joined members, they are listed again as follows:

	Castellated nuts	Self locking nuts
Main bearings	50 ft lbs. / 68 N-m	-
Cylinder head	35 ft lbs. / 47.5 N-m	-
Connecting rods	30 ft lbs. / 40.5 N-m	20 - 23 ft lbs. / 27-31 N-m
Sump	20 ft lbs. / 27 N-m	20 ft lbs. / 27 N-m
Front cover	20 ft lbs. / 27 N-m	-
Manifold: exhaust & inlet	15 ft lbs. / 20 N-m	-
Notes:	N-m rounded up/down	1 ft-lb = 1.36 N-m



## ENGINE TOP OVERHAUL (Decoke)

Here is an article reproduced from ISSUE 121 ~ NOVEMBER / DECEMBER 1999, and having just changed my pistons (That's another story), referred to this to remind myself. I've added notes in italics

Before commencing any job which requires the removal of the cylinder head, make sure you have by you a set of replacement gaskets, because it is definitely unwise to try and reuse a cylinder head gasket and you may damage other gaskets during dismantling. [Chain or Gear drive types of gaskets available from our Spares Dept., of course. (Head sets were £20 in 1999) ]

The first job is to drain the cooling system either by the drain tap/plug on the bottom of the radiator, or by slipping the bottom hose off the radiator. Also, for safety, disconnect the battery to avoid any possibilities of short circuits. It is probably best to remove the bonnet to allow greater accessibility, so this is the next job. Get someone to help lift it off to avoid damage to the paintwork.

Next, slacken the nut on the generator support pin and tap the pin free to allow the generator to drop, in order to then remove the fan belt from the pulley. (*Can be a bit fiddly -Ed*) The wire to the cut-out should now be disconnected and the generator removed and stored safely.

Now we turn our attention to the distributor. Number the plug leads to enable them to be replaced in the correct order, and remove them from the plugs. Unclip the distributor cap

and remove it, do not forget to disconnect the centre HT lead from the coil.

The distributor itself can be removed next by disconnecting the LT lead from the coil, and by unscrewing the set screw which holds the distributor body clamp to the cylinder head. On some engines there is an adjustable slot to vary the timing slightly, so mark the position of the distributor. The distributor should now just pull out, however, they do sometimes become stuck. Applying penetrating oil and leaving it to soak over night usually does the trick, as also can the careful application of heat. Next take out all four spark plugs, and if the head has a separate water outlet take that off.

The head is now ready to come off, all you have to do is to remove the 13 nuts that hold it on, slacken them a little at a time, and in the correct order! Begin with the centre nut and follow the order shown below. It is important to follow this sequence, or similar ones, to avoid distorting the head. Slacken all the nuts 1/2 a turn first, then a complete turn, and then a couple of turns at a time.

If any nuts refuse to move, do not get too rough with them because you may snap a stud which could involve a lot of work. A good tip is to make a little ring of plasticine around the offending nut, then fill the 'lake' in the middle with penetrating oil and leave it to soak for as long as possible, such as over night, then try again.

Once the nuts are off, the head should lift off. Try hitting it sideways with a soft faced hammer to get it free. Avoid driving wedges, chisels or screw drivers into the joint line to lift it unless there is no other possible way. If you do have to resort to this sort of ill treatment, try and get your wedge to split the gasket to minimise damage to the head or block face. One other way which sometimes works is to put the plugs back in and to turn the engine over with the starting handle. With luck, the compression will lift the head! . *[Another method I was told of for difficult heads is to stuff string into the plug holes and use the starter motor to force up - Ed]*

Assuming there has been no problems with a leaking head gasket, proceed with the decoke. If the gasket has been leaking, inspect the head and block surfaces for problems or cracks and get them checked for flatness. Possibly, they may need machining.

To decarbonise the engine, turn the crankshaft until two pistons are at top dead centre, and put clean rag or kitchen paper into the other two bores. Treat any open valves, water passages and the distributor hole, to a similar stuffing up exercise to prevent the ingress of any carbon or grit. The carbon should be scraped off the tops of the pistons using a blunt chisel, or screwdriver, or best of all a scraper made up from a piece of scrap brass. At all costs avoid scratching the piston tops. When you are satisfied that the two pistons are clean, wipe up any carbon dust and debris with a cloth damped in paraffin, and when everything is clean, do exactly the same for the other two pistons.

Next you can turn your attention to the cylinder head, again remove all traces of carbon with a chisel or brass scraper and make sure that everything is left clean.

At this point you must decide whether you are going to remove the valves, to decoke the valves and valve ports. If you prefer to leave the valves alone, then just clean the carbon off the valve heads.

To reassemble the engine, it is really the reverse of the dismantling procedure, pour a little engine oil into each cylinder bore and smear it all around, use new gaskets, re-tighten the head nuts a little at a time in the order all ready described. If you have a torque wrench, they should be tightened to 35 lbs.ft. *[That's 47.45 Newton-Metre in new money - Ed]* but, if not, the books say "tighten them securely, and avoid excessive force". It should perhaps be remembered that these engines were designed before super socket sets with long Tommy bars.

HeadNuts 1200.jpg

Caption: From the Official 'Ford 8H.P. Chassis book'. Many other variations exist, but importantly, start at centre and work diagonally to prevent distortion of the head. [Little by little is advised](#)

Adequate torque was probably achieved with a box spanner with an 8" bar through it. When replacing the distributor, realign any marks you made, to ensure the timing is not disturbed, although perhaps a check on the ignition timing would not go amiss anyway. (There is an offset slot to the distributor – make sure you assemble it the right way round)

After starting the reassembled engine, allow it to warm up thoroughly, and recheck the 13 cylinder head nuts. After three hundred miles running, recheck them again.

Well, that's about it for a decoke job, easy isn't it! In the next issue we shall look at valve removal and regrinding.

Dave Newman Technical Adviser (in 1999)

## Snippets

### Spark plugs.

Pascal Planke, in France, has an early Model "Y" engine fitted with the original Champion 7X, 18mm spark plugs. Ford Motor Company sourced and fitted these plugs to the early narrow block (4.53 inches) engines. Post-January 1935 (Y89686) the Model "Y", 8 h.p. engines, still with narrow blocks, were fitted with the smaller Champion L10, 14mm plugs. In May 1935 the 8 h.p. block was widened to 4.65 inches to enable the same moulds to be used for both the 8 and 10 h.p. Model "C" cylinder blocks. The smaller Champion L10, 14 mm spark plugs were common to both engines thereafter.

Regrettably the Champion 7X plugs are no longer available. The Green Spark Plug Company have been very helpful and identified:-  
1. The modern equivalents to the 18mm Champion 7X as the Champion D16 : NGK AB6 : Bosch M8AC and the Denso M14.  
2. The modern equivalents to the 14mm Champion L10 as the Champion L86C : NGK B5HS and Bosch W8AC.

The Green Spark Plug Company has been added to the list of Useful Contacts.

### Island tragedy.

Roddy Murray lives in Stornoway on the Island of Lewis in the Outer Hebrides. In 1988 he purchased a wreck of a 1933 Tudor Model "Y", FS 6457. Roddy sold the car in 1998 to Alex Stephens in Morayshire, who has since restored it. Roddy tells of the associated tragic history of the car:- "The car was owned in the 1930s by a gentleman called Mr Albert Thomson of 5 Plantation Road, Stornoway. When I bought the car I was approached by Mr Ian Richie of Maryhill, Stornoway, who told me he remembered the car as he worked for Mr Thomson when he left school in about 1938-39. He also told me that Albert Thomson was the owner of a small firm that made wooden barrels for the herring industry at a time when Stornoway was one of the biggest herring exporters in Europe. Ian Richie also told me he thought that Albert was the first owner having bought the car from a Ford garage somewhere in Aberdeenshire. Albert Thomson was from the east coast of Scotland and I believe came to Stornoway to work in the fishing industry where he married and had one daughter called Mairi. I believe the reason that FS 6457 survived was because of this young girl.

Ian Ritchie told me the following story which I know is true as I found an article reporting the incident in a back issue of the Stornoway Gazette, which from memory was dated about July 1944. It appears that young Mairi's class were taken on a school trip from Stornoway on The Isle of Lewis across the border to Rodel on the Isle of Harris. Lewis and Harris are one fairly large Island with a border separating them. This would have been a fair distance back in 1944 due to the poor condition of the roads and the journey would have been about 120 miles in total.

Unfortunately young Maire never did return as the youngsters went swimming in a loch at Rodel and she was drowned. I think she was about 13 years old. It then seems that her father Albert Thomson was so devastated by her loss that he never drove again and ended his days as a petrol pump attendant. I remember him as a very tall man well over 6 foot as my father would always fill up at this garage as my two uncles were mechanics there. The name of the garage was Miller and Co., Bayhead Street, Stornoway and they were the local Ford dealers till they closed in the late 1980s.

*When Albert passed away about 1978 his widow sold FS 6457 to Bobbie Stewart, a taxi driver/owner for the sum of £50. The name on his cab was Bobbies taxis, Seaforth Road, Stornoway. I bought the car from his son when he passed away. The son told me that when they opened the garage where FS 6457 had been stored since 1944 they found all sorts of newspapers, golf clubs, tools and other things, but nothing newer than 1944. The car also had the wartime white markings and headlamp covers still in place and had a 1947 road tax in the glovebox. Ian Richie told me this was something to do with petrol coupons as the car was definitely not used after 1944."*

Roddy now drives a mobile Royal Bank of Scotland van and often passes Loch Rodel on his rounds. He says, *"I have been driving this vehicle for the past 3 years after 22 years working on the North Sea oilrigs and also in Germany and Holland. I hope to drive the mobile bank till I retire in 5 years time. Our Tuesday run from Stornoway to Rodel is about 160 miles in total, including going over the bridge to the Isle of Scalpay, but I never get bored of it. I have hundreds of photos of the rounds I do and Harris must be one of the most beautiful places in the UK."*

FS 6457 as bought by Roddy Murray in 1988. The car has now been fully restored in a dark blue livery by its present owner, member Alex Stephen living near Elgin on the Moray Firth."



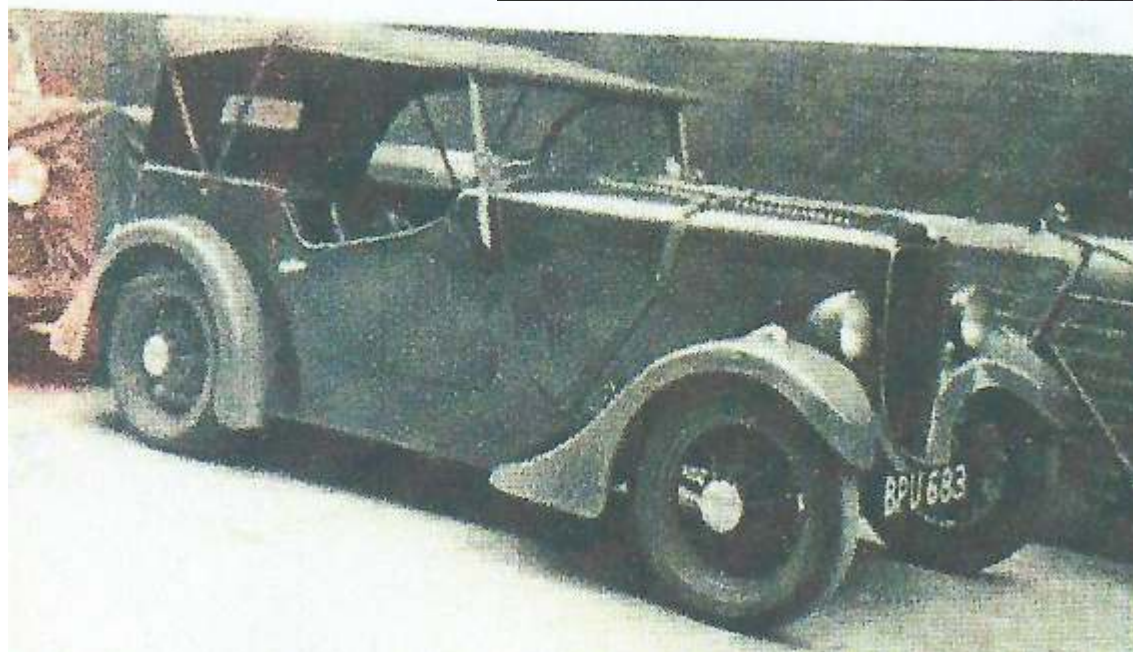
### An unhappy contraption.

Dr. John 'the bot' Osley, tucked away in Conwy, north-west Wales, emailed, "As an avid reader of 'The Automobile' I always try and purchase a copy as soon as it arrives at my local newsagents. The latest December issue has a photo of an Arrow Alpine tourer amongst several of 1930's Fords in 'The Shoebox Albums' feature." The caption to the said photograph read, *"Spotted in Cambridge on 16th June 1937, this unhappy contraption, registered BPU 683, is an Alpine four-seater tourer built by Arrow Coachworks of West London. It is one of about 40 similar cars built in 1934 on Ford eight chassis. Do any survive?"*

For a professional classic car magazine, the 'unhappy contraption' tag was really uncalled for! John has registered our disapproval and also informed 'The Automobile' that we know of seven surviving Arrow Alpines.



*Roddy Murray's mobile bank working on the beautiful islands of Lewis and Harris.*



*A much enlarged image of the photograph in 'The Automobile' depicting a perfectly healthy and complete looking Alpine tourer. Not at all an unhappy contraption!"*



## Events 2017

31/Mar -2 April	NEC Practical Classics Show	Not Club
23 <sup>rd</sup> April	Our AGM at British Motor Museum, Gaydon	
23 <sup>rd</sup> April	National Drive It Day	
Sun 15 <sup>th</sup> May	Chiltern Hills Vintage Vehicle Rally. Weedon Park, Aylesbury	Jim Miles
28-30	May Enfield Pageant	Jim Miles
11 <sup>th</sup> -17 <sup>th</sup> June	Fenland Club Tour –	Jo Hanslip 01945 430325
16 <sup>th</sup> July	Old Ford Rally at Gaydon	Bob Wilkinson
13 <sup>th</sup> August	Saffron Walden Common	David Kent
10-12 Nov	NEC Classic Car Show	Geoff Salminen

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

## FBHVC News

The Federation is pleased to announce that the full report on the results of the 2016 National Historic Vehicle Survey is now available.

The report is in pdf format and can be downloaded from the Federation's website ([www.fbhvc.co.uk](http://www.fbhvc.co.uk)). A link can be found on the Federation's home page or by going to our site's Research pages.

The full report provides a wealth of data for anyone interested in the historic vehicle movement. I would encourage you to have a look and share it with your friends and members of your historic vehicle clubs. (For those who find the detail in the full report too daunting the summary report will continue to be available on the Research pages of the Federation's website!)

May I also take this opportunity to wish you the compliments of the season. Hopefully we will all have an opportunity to enjoy our historic vehicles over the holiday period.

The Federation will be launching further research projects in 2017. I hope we can count on your support to help us ensure we can all continue to enjoy 'yesterday's vehicles on tomorrow's roads'.

**Paul Chasney**

**Director – Research**

**Y & C members can subscribe to their newsletters – snippets shown below.**

**About FBHVC**

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

There are over 540 subscriber organisations representing a total membership of over 245,000 in addition to individual and trade supporters. Details can be found at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) or sent on application to the secretary.



### EDITORIAL

Geoff Lancaster

We make no apology in this issue of FBHVC News for featuring a comprehensive report on the findings of the 2016 National Historic Vehicle Survey. It is quite simply the most comprehensive survey of attitudes, opinions and activity surrounding the historic vehicle community ever, and it makes fascinating reading. Having seen drafts of the full 72 page report, due out at the end of November, I can promise you that that here is a whole lot more to come. In particular if your business is connected to this particular sector I can predict that your sales and marketing people will be dissecting the data which holds many valuable insights into where the market is, and where it is likely to go in the future.

One of the characteristics of this hobby of ours that has always attracted me is its inclusiveness. Everyone is catered for and everyone is welcome. The common bond is a shared interest in old vehicles and their place in our national heritage. You don't have to own an expensive exotic, the survey testifies to the thousands of enthusiasts who cherish and preserve vehicles whose fate would otherwise be the scrap yard or demolition derby!

It is only possible here to provide the briefest of summaries of what was said, but here are some threads.

1. The whole question of exemption is a difficult one. Most organisations, if asked, do not favour exemptions. But the data on the existing exemption of pre-1960 vehicles shows both that less than 10% of exempt vehicles take the test voluntarily and also that there is no measurable road safety effect of the absence of testing. So we have chosen to confirm that the Federation will accept the Department's favoured position of exempting vehicles over 40 years old from the MoT, and pointed out that if one followed the recognised international standards the exemption would be granted to 30 year old vehicles. We have however counselled that close attention should be paid to accident data in case a real risk appears to be developing.

### Low Emission Zones

We have good news on this subject.

London had been proposing that an 'old car surcharge' on the Congestion Charge should apply to historic vehicles. This was primarily of concern as it was feared that this position might be taken forward into the whole Ultra Low Emissions Zone, which it is now proposed will be wider than originally intended (out to the North and South Circular Roads) and be brought forward in time. But the Office of the Mayor has now decided that historic vehicles will not be subject to the surcharge nor will the exemption from the ULEZ be removed. The argument they have accepted is the sound one that the charging process in London is intended to affect behaviour by encouraging people to acquire newer vehicles with less emissions, which is clearly not applicable to historic vehicles which are being preserved in small numbers for the future.

### NATIONAL HISTORIC VEHICLE SURVEY 2016

The results of the survey, in all its parts, show a very positive outlook for the historic vehicle movement. However it would be wrong to ignore some notes of caution. Importantly while 54% of businesses involved in the sector anticipate growing their businesses, traders have expressed concern at the availability of qualified and skilled staff. This clearly supports the emphasis that the Federation has been placing on apprentice training in recent years. In addition, 61% of employers have expressed concern that the level of regulation affecting historic vehicles will present a problem for their businesses in the future.

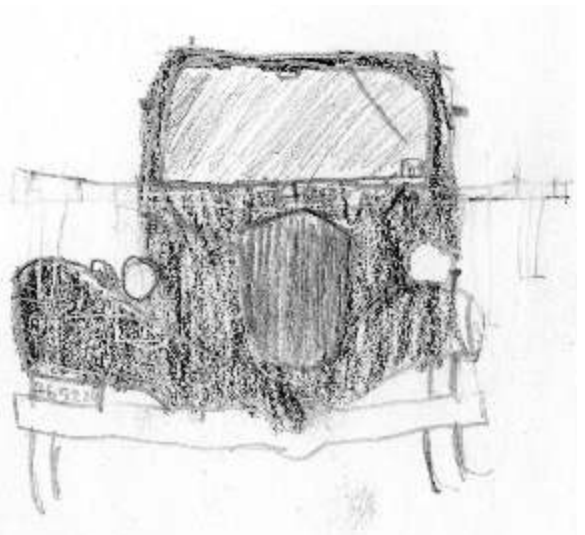
### VINTAGE CAR FOR LOAN

Bob Wilkinson, vice chairman of the **Ford Model A Club of Great Britain** asks if you know anyone who may be interested. (As reported last issue - Ed)

## Out and about

### Luis Cascante writes in:

While arranging some documents at home, I came across the attached unfinished picture. It was sketched by my daughter Anna in 1987 – when she was eight years old! The original is of course my 'Forito',



### John Armstrong writes in:

Attached are some photographs of a Ford Model "C" that my partner Rosemarie and I came across on a recent visit to family in New Zealand.

The "C" was on show in a motor museum in a town called Geraldine, about 88 miles south of Christchurch on the South Island of New Zealand. Among other attractions Geraldine boasts a Vintage Car and Machinery Museum - the advertising blurb says it is "the finest of its type in the Southern Hemisphere" - with vintage cars, tractors, agricultural machinery and even a biplane. If I am honest the majority of exhibits are tractors, plus a load of agricultural stuff waiting to be restored/renovated.

There was very little information about the "C" other than that it was a 1935 Model C Ten, with the country of origin given as Britain. The car is privately owned and on loan to the museum. (I got the impression that this was the case with most of their vintage cars, to be honest.) There were a couple of Model Ts elsewhere in the museum, plus a Ford Prefect. and if I recall correctly a couple of other Fords that looked to be 1950s-1960s. Sadly for me there wasn't a Model "Y" stored anywhere!

It was difficult to take a decent picture as the cars were stored very close together.

While we were over there we visited a Register member in Christchurch. He has recently sold one "Y" and is in the process of rebuilding another. I took a few pictures of the work in progress, and have permission from him to put something together for the Transverse Torque. We only returned home 8 days ago, so that will have to wait until we get Christmas and the New Year out of the way.

*(We look forward to that – Ed)*



*one of the few sent in.*

## Back Seat View

**To: The Editor, Transverse Torque**  
**From: Gabrielle (the forgotten woman)**

Thank you for the article on 'Loss of power' in Transverse Torque no 222 Sept/Oct 2016. -[page 17]

I can identify with the author's (RC) fading memory.

I am one of those few exceptional women who have been blessed by marrying a man who knows everything. We don't have a set of encyclopaedias in the house, there is no need. My husband has an opinion on every topic. (I bet he doesn't need maps either -Ed)

He had been whining for months about the erratic running of his CX and its general lack of power, even after a motor rebore. Being a "master" mechanic, he had replaced just about every engine part and carried out every engine test. He even pumped the tyres up and to please me, washed the windscreen (I mean a dirty windscreen means a distracted driver, which means...)

I then read the article on loss of power by RC and suggested to 'he who knows everything' that perhaps the coil was faulty. "Rubbish woman, no moving parts," he said. Besides, it was the original. 80 year old coil and firmly affixed to the fire wall. Now, here is a man who has nothing new, everything he has is old. And for him, nothing ever wears out, that isn't repaired (shoes, belts, hats, trousers, pockets, cars, sheds...to name but a few). He started to read RC's article but never finished it (you men take forever to get to the point). (I had to fill the page - Ed)

Finally, last week in response to my positive reinforcement (he says "nagging"), he replaced the coil. The whining has stopped, the car goes fine. However, I have received no acknowledgement, there has been no mention of a new coil.

Sigh....I guess this is the price we have to pay 'aye girls?

Under-appreciated,

**Gabrielle (The same Gabrielle as reported in TT223 )**



## Christmas Dinner Report

*(Photos to be found inside rear cover)*

The annual Christmas Dinner was held at The Red Lion, Adderbury on 10 December, and 33 members and friends shared another evening of great fun and entertainment.

Members again travelled from all over to attend, and were not disappointed. After a three course meal and the occasional drink, Bob Wilkinson made a warm and 'brief' (by Bob's standards) welcoming speech in which he praised the efforts of all the many members and officers who work so hard to ensure the success of the Register, whilst occasionally struggling to deal with the heckling of an over-enthusiastic and noisy kangaroo.



At the end of this, Jim Miles presented Bob with something he had wanted for a while - a white gearstick knob.

Peter and Jean Purdy again performed a superb 'duet', and John Bennett gave an excellent reading of a wonderful Irish letter. We eventually strangled the kangaroo. How blessed we are to be able to enjoy these talents, and we must hope that we can prevail on the performers again next year.

After the coffee course, it was then the turn of our own balladeer, Geoff Salminen, to lead the singing once again with his trusty accordion.

We missed Jim Miles for a while at the start of the dinner, but Roger Corti then showed us his skills as a Scout Leader in getting Jim to the table fully dressed and almost upright. So more than just an editor then Roger?

We were once again indebted to Dan and his kitchen team for great food, and to Lucy and Sarah for their efforts in serving us so well.

Without the continual support of those members and friends who make the effort and travel so far to attend our year-round social activities, these events simply wouldn't happen, and our Register would be much poorer, so our thanks go to you all.



*Roger Hanslip adjusting Geoff's straps*

It was a lovely way to round off 2016. Here's to 2017.....

### The Banbury Four



*Jim got there in the end*

## For Sale & Wanted

Also see our website for more items  
www.fordyandcmodelregister.co.uk

### For Sale: 1936 CX 2 door saloon.

(C34290 ). Vinyard Green. Older restoration in sound condition. Good paintwork / body work and interior. New starter motor and stainless steel exhaust. Some TLC required but car in regular (fine weather) local use. Owned for 10 years. Sale due to down sizing house move. **£4250** . Car near Elgin. Tel: 01340 831876.(Club Member).



### 1937 Model Y Tudor - On Road Condition

New roof, inner trim, carpets, headlining, and bumpers. In excellent running order, reconditioned engine, good tyres, and a selection of running spares. Body black with green trim. Original number plates and logbook. Being sold for economic reasons only. Will consider any offers in the region of £4000 for a quick sale. Contact Colin Rowe on 07944 825045



### 1933 Model Y Tudor - Maroon / Black

1933 Model Y SR 2 door - Maroon over Black. First registered May 1933 and restored around 6 years ago. Car is in very good condition with many new parts, and is used regularly. Will consider offers around £6000, or a swap / cash adjustment either way for an E83W pickup. Located in Kent. Please call Ray on 07713 770902 for more details.



### Bits And Pieces For Sale Model Y (Long Rad) Parts

Model Y (Long Rad) parts - Steering column/box, bonnet, ammeter, speedo, bonnet catches, windscreen opening scissors, + some other items.

Please call me on 01691 830325 to discuss (non-member).

**For Sale, one pre-war folding seat** in green leather. VGC. £100 o.n.o.  
Phone Michael Capps on 01945 464892  
Located Wisbech, Cambridgeshire - Part exchange offered for old seat

## Club Tour 2017

**Y & C Fenland Tour Sunday 11<sup>th</sup> to Saturday 17<sup>th</sup> 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.**

### New Clothes Range from our Club

Robert Jarvis now holds a new range of grey jackets and maroon fleeces and Polo shirts, embroidered with the Register Logo, in various sizes:

Jacket: - M, L, XL & 2XL  
Price £45  
Fleece: - S, M, L, XL  
Price £25  
Polo shirts: - S, M, L, XL  
Price £20

Postage will be extra. Please contact Robert direct on 01295 259800 or email [lorrainejarvis4@hotmail.co.uk](mailto:lorrainejarvis4@hotmail.co.uk)

*Other models are not available!*

### Wanted

Wanted - Gearbox For 1937 Model Y

Alistair needs a good used or reconditioned gearbox for his 1937 Model Y - anything considered. Alistair is based in Redruth and can arrange transport. Please telephone to discuss. **01209 820056**



- **Next 'LastCopy' Date for Transverse Torque 225, March/April 2017**, will be Friday 25th February 2017 – Earlier submissions will be appreciated.
- **Please send in all those summer, autumn and Winter event photos and stories.** Progress tales on winter work perhaps? Handwritten, typed or electronic, paper or digital, mis-spelt, bad grammar – it really does not matter. I can even touch up and crop photos, scan old prints and research associated history.
- **My thanks goes to those who have written in previously** – it is appreciated.
- ED.
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# Members UpWrite

**Bill Crockford** from Wallington, Surrey writes in:

“In 1958 I had a 1933 Ford 8 'Y', Long Rad 4 door saloon. I worked down Beddington Lane, Croydon. There was about ten of us lads working in this engineering firm – I was 19 years old and had passed my driving test just 6 months.

One of the lads had a 1934 Hillman 10HP – it was a heavy thing. He went on holiday with this Hillman with a couple of his mates to Looe in Cornwall, he got down there but knocked out the big ends!

They came back by train. All week long he kept on about his poor old Hillman stuck down in Cornwall, so we all got together and said we would stage a rescue operation.

The plan was I would tow the Hillman with my Model Y followed by Bill Bowman in his Wolseley 9HP to help push up the hills.

We started at 5:30p.m. on a Friday night and we got down to Looe at 1:00am in the morning, to find someone had stolen the battery, but there were roadworks nearby so we 'borrowed' a road lamp and hooked it on the back.

Off we went with me towing and Bill Bowman pushing up the back on the hills.

We arrived home at 9:30am Saturday morning. Apart from stopping three times to fill up with petrol and oil it went well. I used to suffer a juddery clutch, but after that tow I never had any more trouble with it!”

Bill also sent in two photos taken in 1961 of his wife Anna and his son with his 1936 CX 2 door saloon.



**Dave Tanner writes in**

1/ Our new member Chris Watson of Great Dunmow recently purchased a 1936 2 door CX (EG 2726)



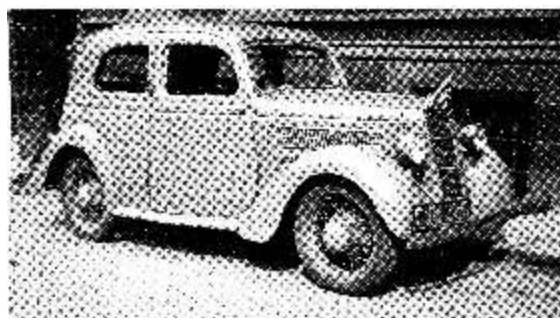
The car is being put into a roadworthy condition, not 'restored', by Mark Wagner who carries out a fair amount of work on Chris's collection of classic cars, and is an excellent motor engineer. Issues with a woodworm-ridden floor, nil exhaust, petrol pump, water leaks from head gasket water outlet etc will soon be rectified. Chris assures me that when all is sorted he will be seen out and about in the CX. He is one who likes to keep his cars in an 'as found' condition – and use them! The car has lots of surface rust

and various smaller issues, but nevertheless its going back on the road, so that's good.

So well done Chris, look forward to seeing you at some shows this year.

2/ Found this photo in the back of an old Practical Motorist magazine at an antiques fair recently. It's a CX – CVM 285

The car looks OK., well used etc., bent bumper, but not bad. About 1950 ish? Is it still around?



3/ Sat 12th November, Dave visited the NEC Classic Car show. He met up with the two Geoffs, Bob Jarvis and Roger and the stand they created was really the best, lots of hard work here that's for sure. A most enjoyable day, we had a good run there. leaving early is always the answer to beat the traffic queues etc.

Lots of visitors to our stand, lots of interest from the public in general these old cars of ours attract so much interest – that's good. Looking forward to next year.

4/ I have been working on my CX recently, nothing drastic. Took off all four doors and gave them to my friend who is an excellent man with the spray gun.

He has done a good job on these rather scruffy doors, so the old girl will positively shine. I have new glass to replace the badly scratched items, cut from the originals by a local glazier in laminated glass at a good price too.

I have also fitted new channels from Woolies (you need eight metres almost for the CX 4 door at £4 per metre) It looks nice and tidy now, very pleasing.

DT

## Late News: Technical Advisor

You may have noticed on the list of Officers in this issue that Nigel Stennett Cox has stepped down from his Technical Advisor role and been replaced by Dave Tanner, Regional Contact for Leicestershire, Northamptonshire and Cambridgeshire.

Any technical questions should now be directed to Dave on;

01245 361211 (before 7:30pm eves)  
Or eMail [Davidtanner879@gmail.com](mailto:Davidtanner879@gmail.com)

We thank Nigel for the contribution he has made in the past, either directly with members or the regular Transverse Torque column where all members have had the benefit of his knowledge.

## *Nominations are now open for the National Car Club Awards 2017 in association with Tourism Ireland!*

Nominations for the 2017 National Car Club Awards are now open! Held in association with Tourism Ireland, endorsed by the Federation of British Historic Vehicle Clubs and supported by Classic Car Weekly, clubs and their members have from 14th December 2016 until **Monday 6th February** to choose who they think should be recognised by the classic motoring community.

Classic car club members and enthusiasts are invited to nominate in a choice of 16 categories that recognise and award the Classic Car Clubs, their devoted members and the cars they cherish - bringing together the classic car and vehicle community and personalities from all over the UK and Ireland.

The winners will be announced at a glittering (three course dinner including wine) ceremony at the NEC on Saturday 1st April, hosted alongside the Practical Classics Classic Car & Restoration Show, with two members from every club shortlisted for an award invited to attend as guests of the National Car Club Awards and Tourism Ireland. Further tickets are on sale for those also wishing to attend.

Visit [www.nationalcarclubawards.com](http://www.nationalcarclubawards.com)

***Y & C members will recall that our own Bob Wilkinson received this award in 2016***



### **BOB'S JOKE CORNER.**

This one sent to me by our Treasurer, Colin French.

Trouble at the Bar!

There I was, sitting at the bar staring at my drink when a large, trouble-making biker steps up next to me, grabs my drink and gulps it down in one swig.

"Well, whatcha' gonna do about it?" he says, menacingly, as I burst into tears.

"Come on, man," the biker says, "I didn't think you'd CRY. I can't stand to see a man crying."

"This is the worst day of my life," I say. "I'm a complete failure. I was late to a meeting and my boss fired me. When I went to the car park, I found my car had been stolen and I don't have any insurance. I left my wallet in the taxi I took home. I found my wife with another man, and then my dog bit me." "So I came to this bar to work up the courage to put an end to it all. I buy myself a drink, I drop a capsule in and sit here watching the poison dissolve; then you show up and drink the whole thing -----"

.....but enough about me, how's your day?"

***Great one ! Please send me your favourite chuckle.  
Bob Wilkinson.***



# Christmas Dinner at the Red Lion Adderbury



