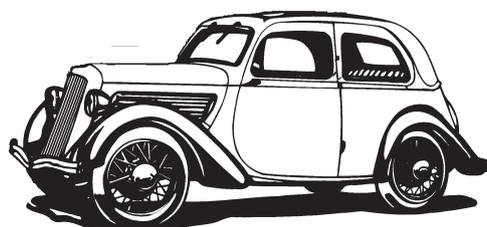
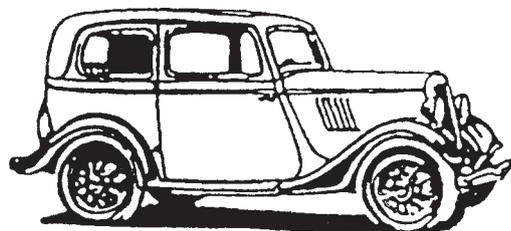
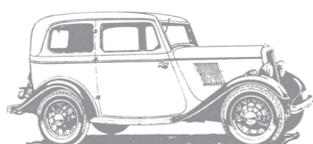


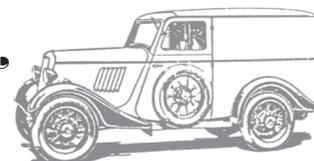
TRANSVERSE TORQUE



September - October 2007 Issue 168



**75th Anniversary Ford Sh.p. Model 'Y'
1932 - 2007**



The graceful front end of the Model 'Y' caught in this photograph taken in 2002 at Ballinascarthy in Co. Cork, Ireland, the home of the Ford family before they emigrated to the U.S.A.

The magazine of the Ford Y & C Model Register

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Editorial

What a busy couple of months it has been since the last issue of the magazine. Two major Register events and a number of local rallies have taken place with remarkable success, despite the exceptionally wet summer we have had. Each of the 75th Anniversary gathering at Stanford Hall and the 'secret' trip to the Powerscourt Picnic Run and Rally in Co. Dublin, Ireland is written up in this issue and I'm sure more photographs will be sent in to include in future issues. Personally, I have clocked up well over a thousand miles in my Model 'Y' attending these two events alone and there are other members with equally high mileages who have enjoyed this summer in their 'Y' or 'C'. I will not steal the thunder of Peter Ketchell's write-up on the Stanford Hall event a few pages on from here, but I must say how pleasing it was to see so many members turning up in their cars for the Model 'Y' anniversary in appalling weather and, more importantly, enjoying the camaraderie of the occasion. Also in this issue, Jim Miles has a write-up on the wet Enfield Pageant over the Whit weekend.



A superficially rusty, but eminently restorable Fordor Model 'Y' in a shed in Kent.

It is worth making the point that our little cars were sturdily made to drive long distances on 1930's roads and using 1930's oils and fuel. We have a closer to home tour planned for 2008 in the beautiful county of Yorkshire and it would be a pleasure to welcome some new faces and cars at that event. Think on it.

With the continuing story of the introduction of the Model 'Y' and the write-ups on the major events, space in this issue is a tad tight for the inclusion of all the articles that have been sent in by enthusiastic members. Bear with me, your photographs, snippets and longer articles will be included in future issues. None is 'binned', unless it is totally unsuitable. Please continue to send in your finds and contributions.

Somebody sent in a couple of photographs of a garage with a roof that had collapsed on to a Fordor Model 'Y', which had obviously been parked in there for an aeon. Would that person please contact me so that we can identify the car. I apologise for my incompetence!



The shed that had collapsed on a Fordor Model 'Y'. Please, who sent in the photograph and what are the details of the car?"

Another shed find in Kent was reported by Tim Brandon. Two Model 'Y's, one beyond restoration, the other eminently restorable. It is amazing how many of our cars are still being added to our list of known survivors. All three new members reported by Godfrey Dingley-Jones under News of New Members in this issue have cars hitherto unknown to the Register. I happened to call in to our recommended upholsterer, Geoff Foss, here in Andover, to place an order for a set of red Model 'Y' carpets for one of our members. He told me that he had received an order from Galway in Ireland for a set of black carpets for a Model 'Y'. Knowing that only red, green and blue carpets were ever fitted in production, I telephoned the customer to make sure that was what he wanted. Of course he needed red ones and asked me to change the order to red. Again, the car, which he had imported from Essex, was unknown to the Register. Anyway, I was able to tell him that I planned to be in Galway in two weeks time and could bring the carpets with me, which I did. The Model 'Y' was one of about thirty classics he keeps in a large weather-proof barn.

Peter Williams, the Archivist of the Sidevalve Owners' Club, rescued a Fordor Model 'Y', which is well past its 'best before date'. Ivor Bryant has the wreck, plus a glass plate negative of the car taken towards the end of its active life. The last tax disk was issued in 1960, so I guess the photograph was taken in the 1950s. Ivor is advertising those re-usable parts he has no need for under For Sale in this issue.

I am sorry to have to report that Derek Birch is not at all well. Derek, with Audrey, his wife, is a regular attendee at the A.G.M. and at local shows in the Midlands. Having made a super job of the restoration of one of his Model 'Y's, he regularly shows it on the stand at the NEC Classic Car Show in Birmingham, and this November's show is no exception. We send him our best wishes.

The NEC show, this year over the Remembrance Sunday weekend (9th - 11th November), brings our Model 'Y' anniversary year to a close. As a final tribute, the Y&C Register stand will be displaying Model 'Y's in their different production guises, with the Club's anniversary banner prominent. We hope to see a number of you at the show

This is only a short editorial this time round as quality magazine time has been rather scarce with all the summer activities (family as well as Y&C). However, I hope that you will find bags of interest between the covers of this issue. Enjoy the read.

Sam Roberts.

The copy deadline for the next issue of Transverse Torque (issue 169) is Friday, 27th October 2007.

(see photo's next page)

in this issue

Editorial	3
Our Secretary rambles	4
75th anniversary of the Model 'Y'	5
Members correspondence	7
For Sale	7
The Enfield Pageant of Motoring	8
20 years ago - Issue 49	9
75th Anniversary of the Model 'Y' gathering	10
Spares report	15
Regional news	15
Technical advice	17
Members' cars	19
Spanish Model 'Y' vans	23
News of new members	24
Christopher Hudson's story	24
The 1937 Le Mans 24 hours race	25
Powerscourt Rally	25

Our Secretary rambles

In our last issue I urged everyone to get out and about in the old Ford this summer what I failed to mention was the need to overhaul your windscreen wipers first and to pack your wellies! Weather forecasters tell us that we are due better weather in September these are the same weathermen who promised the hottest summer on record. My advice therefore is to get a heater fitted in your Model 'Y' or 'C' right now You read it here first !

Our summer ! Our Model 'Y' 75th Anniversary celebrations at Stanford Hall were blighted by heavy rain as have so many events in what has been the wettest summer I can recall. However who would have guessed all those years ago that these little cars of ours would have been performing well and giving so much pleasure 75years on? Well done Y&C members for turning out in force and cheerfully and well done the Ford Model 'Y'! The Stanford Hall event is well covered in this issue and Jo Hanslip with Bill Baxman have produced an **excellent DVD package**. Thanks to their initiative, we are able to make this available to all members. (See advert after the Stanford Hall write-up.)

The only event I have attended with my 'CX' tourer which was dry (my wife Pat will deny this as she felt some raindrops on her side of the open top car) was the superb 80 mile **Wisbech Run** in mid-August. My 'CX' and Jim Sharpe's 'Y' were the only Y&Cs there, but other members came along with Model As to look down on us! Put this excellent event in your 2008 diary. " As you will recall we carried a stop-press note in the last issue regarding the cancellation of the **2007 All Ford Rally at Abingdon**. This was due to the breakdown in negotiations between Bob Tredwell and the Abingdon Rotary Club, who hoped to take over the running of this event. Threatened with a court injunction by Bob Tredwell to stop the rally, not having any funds to



"DXE 200 as recovered by Peter Williams – well past its 'best before date'. It has a body number 166/8571, which makes it a Fordor with sliding roof model, built in February 1937. DXE is a February 1937 London registration."



DXE 200 towards the end of its life, I suggest in the 1950s, with its proud owner. Note the string tying the number plate and the missing end of the bumper, presumably caught more than once on the garage door post when reversing out – done it myself!

fight a legal battle, Rotary decided to cancel. Naturally this understandable response has caused great disappointment all round. Everyone loses – enthusiasts, car clubs, the visiting public, traders and of course the charities which would have benefited too. Like you, all I wanted was to help run and attend a car rally not to get tangled in legal matters. This year we have had enough disappointment with weather affecting rallies without unnecessary man-made interventions spoiling our hobby.

Ebay adverts on the world-wide web for our Model Y&C cars proliferate and I have various concerns. The latest is that scammers are putting up bogus adverts (by cloning genuine ones) in an attempt to defraud the unwary buyer. **BEWARE**. Apparently sellers are at risk in all this of having their adverts cloned and thus losing sales. Members' cars appear for sale on ebay yet frequently they have not approached the Club to inform us of the intended sale or to run a **FREE advert on our website** or in the Club magazine why? We have members looking for cars and buyers feel more reassured buying an authentic vehicle known to the Club.

Registration marks: I intend to write an article in a future edition on the matter of cherished numbers being sold off our vehicles **and would welcome views from members**. A member who is thinking of

selling his car approached me recently asking if DVLA would give him the power to assign the original registration mark on his vehicle for life. At present this is not possible, so our member is faced with the possibility of selling his car, only to find in a few months time that the buyer has sold the number at a good price and is re-offering the car for sale at around the same figure he paid for it! There is nothing illegal about this kind of activity, but I would like to have your views to carry forward to FBHVC to put alongside opinions from other car clubs.

As part of the Model 'Y' 75th. Anniversary celebrations, a group of our members went over to Dublin to take part in the **Powerscourt** event. "Our man in Ireland" John Fitzgerald and his late father Jim have been involved in Irish Veteran and Vintage Car Club activities for around 30 years, centred on the ownership of their family Model 'Y'. Our group arrived, as a complete surprise to John, to honour his work over many years. Sam Roberts will include this event in this issue.

Yorkshire Tour ... or "Tykes Tour 2008". With your committee, I am putting the details together for our Club tour of 2008. We have booked a quality hotel near Wetherby with easy access to York and the North Yorkshire Moors, the coast (Whitby etc.) and inland to the Yorkshire Dales, including the 'Last of the Summer Wine' territory at Holmfirth (near Huddersfield). Tours/visits are not finalised, so please let me have your suggestions. If you have not been on a Club tour, now is the timeall are welcome. One can spend a lifetime in Yorkshire and still not see it all, but 5 days will have to suffice for now! (See details in this issue and ring me to register an interest).

On the Club front your **spares group** has progressed about 12 new items onto the shelf during the past 6 months – with more in the pipeline- and these feature in the spares list on the centre pages. **Godfrey Dingley-Jones** has ensured that the subscription renewal process has gone well and I add to his plea to ask members to pay by Standing Order (just ring and ask for a form) since most lapses in membership numbers are due to lapses in memory. All your officers are volunteers so a big well done to you all. Make the most of this season's activities ... do get out and about.

Bob Wilkinson. Secretary.

BOB'S JOKE CORNER.

Don't ask Grandma silly questions.

Lawyers should never ask grandma a question if they aren't prepared for the answer. In a trial, a small-town prosecuting attorney called his first witness, an elderly grandmother to the

stand. He approached her and asked; "Mrs. Jones, do you know me?" She responded, "Why, yes, I do know you, Mr. Williams. I've known you since you were a young boy, and frankly, you're a big disappointment to me. You lie, cheat on your wife, manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realise you never will amount to anything more than a two-bit paper pusher. Yes, I know you."

The lawyer was stunned! Not knowing what else to do, he pointed across the room and asked, "Mrs.. Jones, do you know the defence attorney?" She again replied, "Why, yes, I do. I've known Mr. Bradley since he was a youngster. He's lazy, bigoted, and has a drinking problem. He can't build a normal relationship with anyone and his law practice is one of the worst in the state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes I know him."

The defence attorney almost died. The judge asked both lawyers to approach the bench and in a quiet voice said:

"If either of you b#####s asks her if she knows me, I'll send you to the electric chair."

This was sent in by one of our members in the US of A, but I failed to note his name..... thanks though. Please send in your favourite for us all to share.

"I always have a laugh first thing each morning Get it over with". (W.C.Fields)

Bob Wilkinson.

Obituary - John Bonnett

We are sad to report the death of one of our members, John Bonnett. John died on May 17, 2007, aged 62, after suffering from cancer for some considerable time. Before he retired he worked for Ford of Europe as a senior Quality Engineer for many years; his technical skills spilling over into his hobby of vintage cars.

John joined the Y&C Register in 1989 and in recent years had been gathering the remaining parts needed to complete the restoration of his 1933 Fordor short rad Model 'Y'. Sadly, he was near the stage of assembling the restored parts when he died. He also owned Model Ts, which were used on many Ford functions and at social events.

John lived alone after his wife Maureen passed away in 2002, but had many friends to share his time and interests.

75th anniversary of the Model 'Y'

**Part 6
August - September 1932**



Having been carried down Kent Road five at a time on transporters from Briggs Bodies Ltd. to the main Ford plant at Dagenham, the Model 'Y' bodies were fed on to the High Line, where they were kitted out with trim, upholstery, wiring looms, instrumentation, etc. before being lowered onto chassis on the main production line.

As reported in Part 5, the problems of getting production under way at Dagenham for both the Model 'Y' and the Model B were horrendous. Both Briggs Bodies Ltd., the body suppliers, and Kelsey Hayes Ltd., the wheels, brake components and ancillaries suppliers, were having problems with their jigs, drawings, specifications, etc. from their head offices in Detroit.

For example, the specification for the sump was changed as late as 12 July 1932 from one made in cast aluminium to a pressed steel version. Unfortunately for Kelsey Hayes, because of the difficulties in forming the sharp corners, cracking occurred, causing an unacceptable level of failure on the quality front. Despite repeated letters from Wibel at Ford headquarters in Dearborn to Kelsey Hayes headquarters in Detroit, production had to commence with aluminium sumps.

Similarly, Wibel wrote letters to Briggs headquarters in Detroit complaining about the slow rate of production of finished bodies. The problems here seemed to stem from a lack of trimming material for the interior of the body shells to an initial slow rate of production of body frames from their supplier (only 284 up to the end of August).

These are just some of the key problems which faced the Dagenham managers during those hectic summer months of 1932. There was also an ongoing saga concerning the supply of iron ore to the plant.

The whole procurement situation was summed up in three paragraphs in a letter, dated the 18th August 1932, from Wibel, the wise, experienced Purchasing Manager in Detroit, to Roland Philip, the inexperienced Purchasing Manager in Dagenham:-

2. Our people, as a rule, do not take very kindly to any alibi for schedule failures upon the part of suppliers. We have our troubles here with suppliers, as you know, but it is quite clearly understood that we must get the production required regardless of what any supplier may do. You will appreciate that such a ruling necessitates being very much on the job so as to get the proper follow-up on orders placed long before they are due.

3. We appreciate that the beginning of your manufacturing problems is necessarily bound to be by far the most difficult, and as you go along you will improve your procedure to a very great extent. Intelligent help always profits by past experience, and certainly the last 18 months have proved very plentiful in experience insofar as supplying difficult problems, which of course leads to experience.

4. We have written you recently with reference to changing specifications on vital parts of the car without authority from our Engineering Division, and we wish to point out again that such a procedure always proves to be disastrous, both to the product and the parties responsible for it."

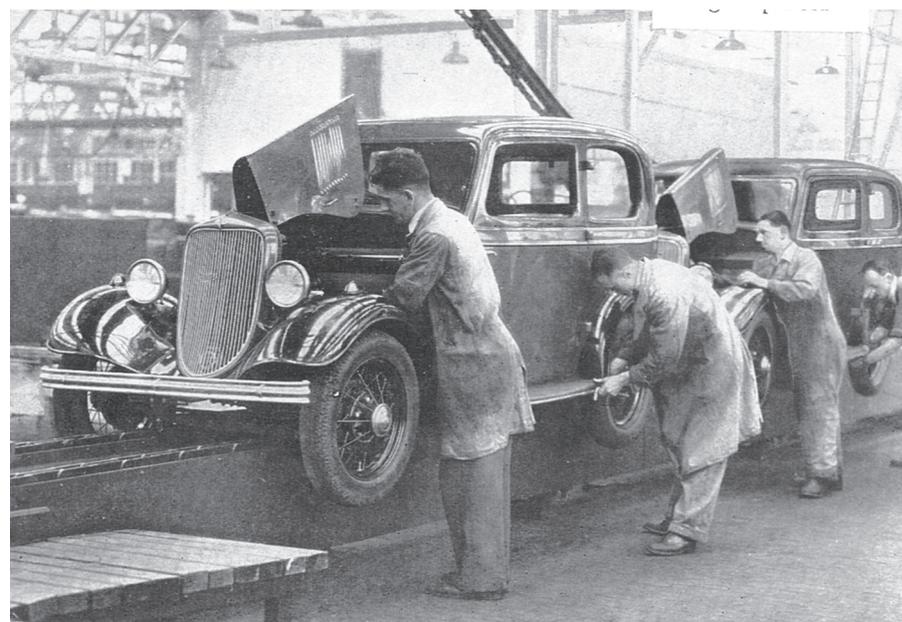
Despite all this, production commenced on the Model 'Y' on 10th August 1932; two and a half months after the original planned date of 1 June. By the end of August, because of the ongoing difficulties, only 137 cars (two-door - 'Tudor' in Ford parlance) and 7 rolling chassis had been built. This improved in September to 800 standard Tudors and 10 rolling chassis and to 1780 Tudors, one standard and 4 De Luxe four-door (Fordor in Ford parlance) and 100 rolling chassis in October. Interestingly, in addition, one De Luxe Tudor was manufactured in September. This was the only Tudor De Luxe Model 'Y' ever to be built.

Following the successful demonstrations of the prototype concept 8 h.p. cars in capitals and cities throughout Europe from February to April 1932, the demand for the new 'baby Ford' was universal. In addition to exports to European assembly plants, by the end of 1932, 666 Tudors, 46 Fordors and 39 rolling chassis had been exported from Dagenham to South Africa, India, New Zealand, Singapore, West Africa, East Africa, Aden, Mauritius and Fiji. Note that it was not until mid-1933 that the Model 'Y' was launched in Australia. (I'm sure Bill Ballard will tell us more about that in mid-1933).

And what about the pre-production car, EV 5689? By the launch date, it had served its useful purpose acting as a sample of what the end product would look like to staff and production managers, as well as being photographed for the vital promotional brochures and sales material to whet the appetite of the public and the dealers. There was, however, one last promotional task and that was to represent Model 'Y's rolling off the Dagenham production line. As you can see in the illustrations, with a clever bit of air-brushing, the right impression is given.



Probably the last official photograph of the pre-production vehicle (note the ten louvres) in a posed promotional photograph at the end of the production line. There would appear to be a prototype Model 'Y' van behind. The gentleman under the bonnet was Bill Baker, one of the inspectors on the production line.



The same photograph as it appeared in a promotional brochure. Note that the van has been air-brushed and made to look like another Model 'Y' saloon coming down the line.

As it had ended its useful life with the Ford Motor Company, in April 1933 EV 5689 was sold to a Mr. Stewart Nugent, of 5 Bernard Street, London WC1. As was normal practice, he was probably a Ford employee and, with that address, it is likely that he was employed in the London, Regent Street showrooms. He only kept the car for two months before selling it on. It changed hands every year thereafter until 1936, when a Mr. Edwin Moy of Ashford, Kent took ownership. The Registration Book (log book) closes there.

A cable was received at Dagenham on the 14th January 1937 which, in part, reads " Not necessary at this time to acquire either Model Y

or 19 car but keep track of Moy car in case we should need it later..." Written in hand writing on the cable is a note from D. Stuttle to W. Cooper saying "You wrote 6 Jan advising that the car had been purchased. It will be shipped tomorrow. The cable to Mr Crawford has not gone yet but will be sent as soon as position on the boat is known tomorrow." It would seem from this exchange that the car was purchased back from Mr. Moy and, in all probability, shipped to Dearborn from whence it came. This explains why the Registration Book was deposited in the Ford Motor Company archives. (Illustrated in Part 3 in issue 165.)

Sam Roberts.

Members correspondence

Where was it?

David Bond, a Welshman who emigrated to Co. Durham, unexpectedly came across a couple of photographs in his family album of his grandfather's Model 'Y', TG 9579, a 1935 Glamorgan registered Tudor. This was the first that he knew of a Model 'Y' in the family and puts his love and recent ownership of one down to it being in the blood!

The question he poses is where were the photographs taken? The car would seem to be pretty new, so we are dating the photographs at 1935/36 time, which fits in with the age of his mother seen in one of the photographs. Grandfather lived in South Wales and the car was registered in Glamorgan. Can any member help identify the locations.

The Harry Lime figure whose shadow is leaning on the lamp post, is David Bond's grandfather. He is looking into the top viewing window of his Brownie box camera. But where is the photograph being taken? The design of the windmill in the background should give a clue. Is it a Norfolk windmill on The Broads?

David Bond's mother in the mid '30s apparently on holiday. Is she standing in front of a vineyard? There appears to be a low hill over her right shoulder, so I doubt that this is on The Broads, but where is it?



Sinister 'Y's

Jim Miles is always on the look-out for literature on, or concerned with our cars. He has come up with a 'sinister' photograph from an ancient issue of The National Geographic Magazine depicting rebel sympathisers giving fascist salutes to one General Cabanellas on the town hall balcony in Burgos in the north of Spain, probably in late 1936 at the start of the Spanish Civil War. You will have to study the photograph closely to see the connection with our cars! (see photo on next page)

The Ford Heritage Collection.

Following my comments in the obituary to Ron Staughton in the last issue, John Nevill, the Heritage Fleet Administrator in the Public Affairs department of the Ford Motor Company Limited, corrects my misunderstanding of the whereabouts of the Ford Heritage Collection of vehicles.

"In the latest issue of Transverse Torque you feature an obituary on my late friend and colleague Ron Staughton. The piece is a fitting tribute to a man without whom it is unlikely the Ford Heritage Collection would exist today. I would just like to correct one misconception though, the Ford Heritage Collection has not relocated to Gaydon. Due the restructuring at Dagenham, the Heritage Centre was closed but we were given a workshop area. Unfortunately, this

For Sale

July 1933 short-rad Model 'Y' 2-door (Y29708). Maroon and black. Restored and newly fitted reconditioned engine. MoT'd etc. Present owner for 15 years. £3995 o.n.o. Trevor Walker. Tel: 0191 274 5660 (Newcastle)

Pair of V8 Pilot headlamps with bases. Complete and in very good condition. £150 Jan Pieniazek. Tel: 01403 732206 (Copsale, West Sussex)

Fordor Model 'Y' 8HP. 1934 (Y59774). Black with green trim. Engine and all mechanical parts recently overhauled. Resprayed last year. Needs interior finishing to make a very tidy car all round. Used regularly. Many spare parts. £4,000 ono.

Roy Hocking. Tel: 01296 427706 (Aylesbury)

"Rare Tudor Model 'CX' Tourer. 10HP. 1936 (C35901). Black with red trim. Resprayed last year. Interior in "authentic" condition. Runs well. Many spare parts. £4,000.

Roy Hocking. Tel: 01296 427706 (Aylesbury)

Model 'Y' parts: Exhaust manifold, glass from rear side windows (Fordor), door glass for one side (Fordor), front bumper irons (no bumper), set of 5 wheels and hubcaps, pair of headlights, spare wheel bracket..... more bits may follow just ask.

Ivor Bryant. Tel: 01454 411028 (Bristol)



Jim Miles' 'sinister Y' parked on the corner with its front window open. The only small car amongst the heavies at this Fascist gathering in Burgos at the start of the Spanish Civil War. Jim reckons that the large white open car is a Peugeot and is General Cabanellas' personal car.

area is not suitable for general public visits hence we do not call it a Heritage Centre. Several vehicles were lent to Gaydon but the majority stayed at Dagenham. Our Model Y, DOA 244, was until recently on show at Gaydon but is now home and undergoing some restoration. At present the Ford Heritage Collection consists of 98 vehicles from a 1910 Model T to a 2005 GT and of course, our Model Y."

Why 'Y'

Nigel Stennett-Cox comments on my 'Why 'Y' article.

"Of course they did not jump around! Well, I can only say that it was as well you chose the Model 18 V8 as an example and not the following year's car; the Model 40. What, the 4th model with no cylinders at all?"

And the 7Y I can just about see on the basis of [193] 7 year of introduction and its being the Model 'Y' replacement, but the 7W? Why the "W"? Especially as it's often said that W denoted a forward-control commercial, as in E83W and E88W. But then why 7V, when that was, well, a forward-control commercial? And 51, 60, 61 and 62, and so on, normal drive commercial, the 1935 model 22hp V8 car, forward-control 22hp commercial, and 1936-40 22hp V8 car respectively?"

But then, I found your hypotheses around why the Model 'Y' was so denoted interesting and plausible, so you're forgiven for your selective sampling in the other examples!"

To which I replied, "So you're getting all technical on me! I chose the Model 18 because it was the one that was logged in the Ford files immediately before the Model 19, even though it was launched afterwards. At least, I assume that was why the Model 'Y' was initially the logged as the Model 19 in Ford parlance."

I asked Yvon Precieux for his ideas on why the 7W was so called (Yvon is the Pre-war Registrar of the Ford Sidevalve Owners' Club). His conclusions were based on the fact that there did not seem to be any logic in the numbering system pre-1938, when a logical system based on year of launch, country of origin, h.p., wheel-base and type of vehicle was introduced to cater for every vehicle. The nearest explanation for the pre-1938 7W was that it succeeded the CX in 1937. As Y had already been used, the closest letter was W, hence 7W; the letters at the lower end of the alphabet being used for the lower horse power vehicles.

The Enfield Pageant of Motoring

by Jim Miles

This big show always kicks off the start of the rally season in the south-east of England over the long Whitsun weekend. My little caravan was at the nerve centre of the operation, along with Rob Bolland and the Dutch crew's marquee.

Graham Miles brought along his nice 1933 short rad van and stayed for the three days. On the Saturday, Mike Meadows and his chum, Jim, visited in his modern car. Chris Cheesman was on the stand with BMP521, his long rad Tudor, as was John Morrish with his 1937 Tudor 'Y'. Flying the flag for the Model 'C's was Neil Bray with his black Tudor, CMF 999. I don't know the ratio of Tudor and Fordor Model 'C' survivors, but the 'C' Tudors do seem fewer in number. Perhaps it's because if a customer had enough money to buy a Model 'C', which cost more than a Model 'Y', then it figures that he or she would go for the Fordor. The same economic forces must have been at work with the Model 'Y' sales, where the survival rates are reversed, with the Tudors being far more plentiful than the Fordors; the theory being that, if the customer had that little extra, rather than going for the 'Y' Fordor, they would go for the De Luxe 'C' with its larger engine and modern styling.

Neil also brought along his green Tudor Model 'Y' to the Register stand. It was also nice to see John Hampton's long rad van with its gleaming maroon paint finish. One car that always looks good is Tim Brandon's 1933 orient blue short rad Fordor. Tim attended Enfield twice over the long weekend, travelling all the way from Suffolk, as did Mike Meadows, who returned on the Sunday with his long rad Tudor, braving the rain. His keenness paid off however when he found a nice bulkhead Ford oil can and bracket in the autojumble!

My 1937 Eifel sport-roadster made its Enfield debut and helped push the numbers up on the Register stand. The Dutch crew, led by Rob Bolland, brought along Rob's long rad Tudor and Wim Hofstede's rare Kelsch bodied fixed-head coupé Model 'Y', complete with luggage boot. Our other Dutch friend, Cees Overgaauw, brought along his Model A Tudor. Jim and Joan Sharpe came down from Chelmsford with their 1936 long rad Tudor and, on site also, was Kevin Brigginsshaw, who had come in his modern car.

Well done everybody who braved the rain on the Sunday and Monday. It paid off because the organising committee of the Pageant awarded the Ford Y&C Model Register the prize for the third best club stand and a cheque for £50. As there were 50 club stands present, we were very pleased.

[I'm afraid the statistics don't convincingly support Jim's theory. Excluding Australian 'CX's, which all had Geelong-built Fordor bodies, the ratios are as follows:- known surviving 'C'/'CX' tourers, 40; Tudor saloons, 57; Fordor saloons, 67 - Ed.]

20 years ago - Issue 49 (October/November 1987)

It is fascinating looking back at the Transverse Torques of 20 years ago. Bob Wilkinson and I were Secretary and Chairman respectively. Graham Miles and Jim Miles were also key committee members.

It is also fascinating to read about new members and their cars. In this issue David and Valerie Leach had recently bought their Cordoba tan Model 'C'. David and Valerie were to be of great assistance in the early '90s when we set up and ran the All Ford Rally for three successive years in a variety of farmers' muddy fields around Abingdon. Regrettably, the Model 'C' has taken a back seat of late, the V8 Pilot taking preference for rallies and outings.

David Ball was also welcomed as a new member with his, now famous, two Brighton Fordor Model 'Y' taxis. It was good to see one of them, DCD 701, at this year's Stanford Hall 75th anniversary celebrations. Having had his double trailer stolen, he is hoping to obtain a replacement so that he can bring both taxis to shows.

John Harrison joined with his Model 'Y' Cairn, saying, "I have done some work on the car during the past few weeks, mainly on the rear woodwork. The hood stay was not fastened to anything and, on removing the rear seat and trim, I find that I have been keeping woodworm from extinction for some years. However, a friend who can work miracles with wood has solved the problem. A minor repair to a chassis cross member and all will be ready for the MoT test. I intend to return the body colour to ivory from the current yellow." The Cairn is now owned by Frank and Pauline Gowing in Horsham, West Sussex, and is still with its yellow paintwork.

Present member Chris Gunner also joined with BDE 986, a 1934 Tudor Model 'Y' in need of a restoration. It has all been very quiet on that front. How is it progressing Chris?

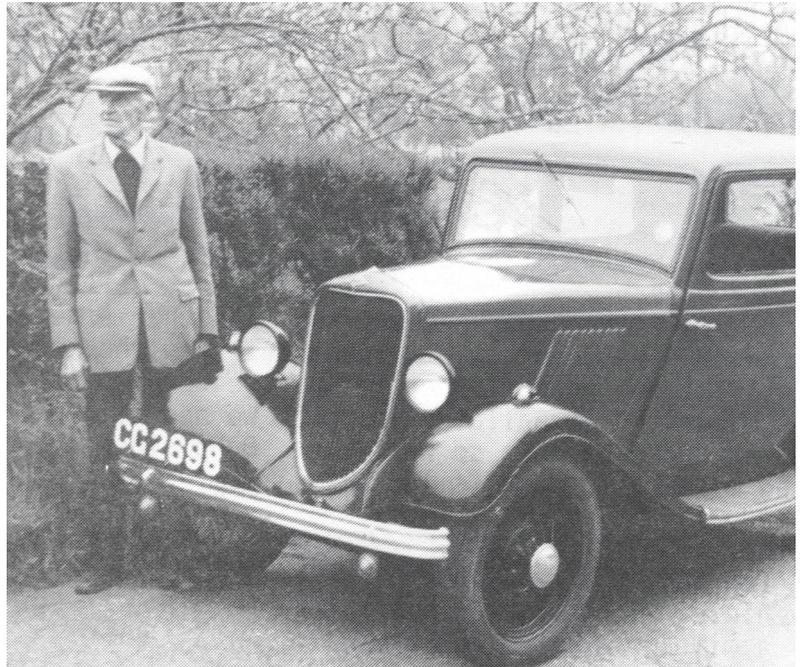
The then new member, Ron Olding, had bought LJ 9027, a 1934 Tudor Model 'Y'. "The car was found in a collapsed shed and woodworm and damp had ruined the interior. I only became interested in the car when I heard that two local teenagers were going to 'hot-rod' it! No old car deserves that treatment." I am delighted to report that the car is now on the road in the very capable hands of Bill Headde, near Rye in East Sussex. Surely, that is what the Y&C Register is all about!

The great excitement in this issue was the Club stand at the Malvern Motoring Event on the Three Counties Showground, on which appeared ten of our cars, masses of bunting and flags, courtesy of Graham Miles, and Don Malin's portable video on which old Ford films were shown. The excitement was because we were joint winners of the Best Club Display award. Dave Curtis, who was the mastermind behind the display, was congratulated.

A couple of interesting cars appeared. Arie Paaimans, in Holland, bought the Fordor short rad, MJ 3921, from Richard Chapman in Cumbria. At the time Arie reported "I saw the advertisement in the Ford Sidevalve Owners' Club magazine and bought the car over the telephone. We met at Hull near the North Sea ferry and sailed home after filling in lots of customs papers and parting with a lot of money. The car has had its test (like MoT) and has been fitted with direction indicators and seat belts and new Dutch registration plates [RL.62.JF]. Originally the car was dark blue (Black at present) and I would like to know the correct colour code to respray the correct dark blue." I am pleased to report that we now have the car listed as Blue/Black.

The other car is ALD 130, which was bought by Lou Miliano from Colin Bowyer in Suffolk. Colin had completed a ground up restoration and the car had been a prize-winner at local events. The car was then bought by our American member, Carlton Thisse in 1992 and exported to Michigan, U.S.A. Following his death in 2003, the car passed to his son, Alan.

Elsewhere in this issue, the late Arthur Fletcher wrote about his 'Brace of Short Rads'. Arthur owned the oldest Model 'Y' on the road, Y982, and described how, "in November of 1932, our local garage owner went to Dagenham by train and drove the car back. We wanted a blue one and so it was: CG 2695. After a few lessons from him we were on our own to enjoy the pleasures of motoring ..." He bought his other December 1932 Model 'Y', OW 2570, for his brother-in-law, but during the war, brother-in-law immobilised it but didn't drain the radiator causing the block to crack. Arthur was asked to take it away. Both were stored for many years and, at the age of 78, Arthur restored CG 2698. Bob helped him with the retention of the



The late Arthur Fletcher in 1987, having just finished the restoration of the oldest Model 'Y' on the road, Y982. He was 78 years of age when he carried out the restoration on the car which he bought new in November 1932."

registration and Arthur was "experiencing the joy of once again being able to drive around in an old but very faithful friend to rallies, etc." He attended the All Ford Rally in Abingdon that year (1987), driving the car up from his home near Portsmouth. Regrettably, the car has not been looked after. We are not sure where it is now. It was latterly owned by ex-member, Reg Hunt, who sold the number plate and it now, ignominiously, is wearing 660 UXE. If anyone knows of its whereabouts, ye are to declare it.

There were write-ups on an Area 11 gathering at Ropley on the Mid-Hants Watercress Line and on the All Ford Rally. The All Ford Rally sported 11 Model 'Y' saloons, one 'Y' tourer (Mike Chapman's Abbey), John Hampton's red van, but only one Model 'C' saloon. I

was amused to read the last paragraph of the write-up, "The day was only spoiled by the high volume of the loudspeakers and the inane ramblings of a guy calling himself 'Spanner' who seems to revel in inconsequential babble and the smell of TVO! I must remember a pair of wire-cutters next year!" Spanner, bless him, still babbles on at the All Ford Rally (we shall miss him this year), but is not so intrusive on the vast expanse of Abingdon airfield.

Finally, Jim Miles, who was the Club Archivist, wrote an erudite article on 'The Small Fords of Cologne' and Graham Miles, who was the Club founder and had recently stood down as Chairman, was able to stand back and wax eloquently on the success of the Club (then 300 members strong). He did also comment on Jeff Cole's article, which was repeated in the last issue (167) on aligning the engine. He said:- "I am sure that Jeff won't mind me making one or two comments on his article. Don't forget when you are lining up the back end of the gearbox with a prop shaft, to slip in those two paper gaskets that he mentions, prior to assembling the prop shaft in place. How many of you have fitted such things as plugs on electric cables, only to find when you have screwed all the wires into their various bits that you have forgotten to put the cover on, because it is the type of cover that needs to go over the cable first. Much the same thing applies here. The paper gaskets need to be in position as much as the mechanical components do before you slip the propshaft into the back of the gear box. Incidentally, those paper gaskets are no longer available, at least I have never seen any. They can be made from a sheet of paper. Here, as John guy said at the beginning of the last Newsletter, comes that experience that some of us possess, but find it extremely difficult to think that others don't know about it, and that is how to make these gaskets. It is quite simple, if you know how. Find yourself a very light hammer, ideally one with a round pane head. Place the middle part of that assembly into a suitable receptacle such as a vice. Lay the paper over the top and tap very gently with the pane hammer the four bolt holes and you will find that the paper cuts on the edges of the metal. Slip in your bolts to keep the paper in place, then continue to tap around the outside, thus giving yourself the outside shape. Unfortunately, the internal shape cannot be reproduced in the same manner, as it is smooth and will not cut the paper, but of course careful marking with a pencil will give you the outline and then I'm afraid you will be obliged to revert to your scissors. But generally speaking, when manufacturing such gaskets, tapping the hammer over the sharp edges of the metal is all you need to do."



75th Anniversary of the Model 'Y' gathering - Stanford Hall, 23rd/24th June 2007

by Peter Ketchell

Friday, 22nd June

Our journey to Stanford Hall started from Chester at 9a.m. on a bright Friday morning, hood down and raring to go. At about Cannock it started to rain fairly heavily, but not enough to put the hood up, well at least when we were in motion. On two occasions, when the rain was bouncing six inches off the road, we were compelled to stop and shelter under the umbrella.

On arriving at Stanford Hall, we were greeted by Bob Wilky, Jim Miles and Graham Miles. Our first task was to erect the three marquees. After getting the first roof and one side up, the heavens opened and we sat inside the tent for two hours until it was safe to put up the three remaining walls.

During that time Noel Page had attempted to access the top field, but failed and decided to stay in the front field along with Roger and Joe Hanslip. After a cup of tea in Graham's caravan, we decided enough was enough and went to Bob's for the night, leaving my 'CX' tourer and Jim's Model 'Y' inside the marquee, which we had finally erected...

Saturday, 23rd June

The idea of travelling in Bob's 'CX' tourer was thwarted by the inclement weather. On arriving at Stanford Hall, we were amazed to see how many cars had arrived overnight. We still had some of the organising to do, including the erecting of the other two marquees. My favourite memory was the sight of a marquee travelling from the top field to the first field, apparently on its own – well, there was a person on each tent pole.

The ground was very wet, but we managed to pitch all marquees and soon the atmosphere changed; the sun was out and things started to look a lot brighter. The next task was to move the portable loos from the top field to the first field, a distance of some 500 yards, this was efficiently done by using Clive Harrison's trailer and about a dozen willing helpers.

Soon, more trailers and cars began arriving and a cold wet field became an impressive display of Ford Model 'Y' and 'C' cars, with everyone chatting and looking at each other's cars. One thing I have always said about our club is the friendliness of the members; it is one reason that our club events are successful.

In the afternoon a car run was organised by John Porter. It started off in brilliant sunshine. The run was about 45 miles long and passed many historic places and through very beautiful countryside.

The Dutch contingent arrived, towing Janny Oosterveer's maroon Model 'Y'. After doctors Hanslip and Miles had completed their diagnosis the engine was pronounced dead. However, Martin's beer cooler luggage rack was very innovative.

The evening began with us drinking large quantities of alcohol, whilst awaiting the arrival of the Hog Roast. The wait was well worth it as the queue stretched as far as the eye could see. Where all the people came from I just don't know. Once again the atmosphere was marvellous. Soon everyone had eaten, some people 3 or 4 times, and there was still lots of food left. The feeding of the five thousand comes to mind. Soon people began to disperse and the thing I remember most was looking across at the cars; it was dark, but the sight of the cars against a beautiful dark blue sky was worth the journey.



A break in the weather allowed the marquees to be erected.



Dinner is ready.

Sunday, 24th June

Sunday started with the 'March of the Marquee' from the camp area to the display site, which was adjacent to the Hall. This was a precaution, just in case it rained! The cars started to arrive, as did the sun. The setting at Stanford Hall is stunning, at the side of the river, with the swans on one side and the Hall on the other. The display of cars was magnificent - 53 in all, not only the largest number of Model 'Y's I have seen, but the different variations; vans, tourers, taxis, Dutch, German, English as well as a variety of colours were memorable. Once more the atmosphere was very cordial and, when the waitress from the Hall offered free drinks with every breakfast, the dining room filled up and the lovely atmosphere was repeated inside.

But the weather changed and the rain came heavier and heavier. Umbrellas were the order of the day. The decision to have the presentation early was made and the awards were given as follows:-

The Maurice Billing Award

- This is for someone who has furthered the aims of the Register during the year and is given at the discretion of the Chairman.

Awarded to Terry Mortiboy for restoring not only his

own Alpine but also the recently found Bezzant; both examples of rare cars, a worthy winner.

The Geoff Murrell Award

- This is given to someone who has captured the spirit of the event

Awarded to Bob Wilkinson for not only organising the event, but for turning up for the four days and doing everything from sheep muck cleaning to chatting to new and existing members of the Register. Geoff would be pleased to know that Bob received this award.

The Hard Luck Award - a new one this year, presented by Ian Wright and Trevor Walker; a little tongue in cheek, but nevertheless a worthy award - This is given to the person attending the event who is considered to have had the hardest luck.

Awarded to Janny Oosterveer, who had to be towed for the last few miles of her journey to Stanford Hall from Holland. The hard luck was apparent after the cylinder head was removed to reveal the state of her engine. Sorry Janny, someone had to win the award!

My journey home was made with the car hood up. This was the first time I have used the hood in 12 years. The weekend was one of the most enjoyable car club events I have been to, but, as I have said before, it was the members that made the difference.

I was really pleased with the excellent turn out, despite the weather. It was a massive effort by the Register Members in the preparation of their cars and the distance travelled to get to the event. I would like to thank all participants for their help in supporting the event and in particular all the people who helped in the setting up and dismantling of the marquees. This helped make the weekend a great success.

In conclusion I wonder if the original owners of our cars some 75 years ago would have thought that, in 2007, such a display could have been possible. Well, this is down to the drive and determination of the present owners. See you in Yorkshire next year.



Bob Wilkinson was very proud to receive the Geoff Murrell award for giving his all to make the event a success. Photograph by Clive Harrison.



Terry Mortiboy receives the Maurice Billing award for his skilful work in the restoration of both the Bezzant sports car and his Alpine sports tourer.

DVD - MODEL 'Y' 75th. ANNIVERSARY. STANFORD HALL.

All members will be interested in having a record of this event. Jo Hanslip and Bill Baxman have each produced a good quality DVD of the Model 'Y' - 75th. Anniversary event held at Stanford Hall in June. Jo's DVD captures the buoyant mood of the event, despite all the rain, both include video extracts of both days activities and Bill's includes a photo of each individual Model Y attending. A presentation pack containing both DVDs is on sale at £7.00 incl. postage. "Order from Bob Wilkinson (address inside magazine front cover) and send cheque payable to "Ford Y & C Model Register Ltd.". Payment by credit/debit card accepted by phone or email." **Order yours now! ONLY £7.00 (incl. postage).**



Janny's sick Model 'Y' (Y86572) next to Graham miles' van at Stanford Hall. I am delighted to say that Janny is once more on the road in Holland



The unfortunate Janny receiving the 'Hard Luck' award



A serried rank of Model 'Y's



And another. The Dutch contingent at the top on the right

Dave Ball's taxi dominates the left hand rank of 'Y's. This photograph was taken from the restaurant window by Clive Harrison from North Wales.



A tribute to the 'CX' tourer

by Bill Ballard in Australia

According to the current edition of the Register's 'List of Known Surviving Vehicles', there are 35 Model 'CX' tourers in existence around the world, spread as follows:-

Africa	2
Australia	1
Eire	2
European mainland	3
New Zealand	2
North America	4
United Kingdom	20

As shown in the copies of a sales brochure in my collection, Ford usually referred to this model as "the de luxe touring car" in contemporary literature. I have never seen a picture of one in left hand drive form and I'm sure that all those currently to be found in North America and the European mainland have been imported since the war in a second-hand condition.

From this evidence I would assume that they were only supplied new to the home market and certain British dominions and colonies, in particular New Zealand, where two are known to survive. A third was exported from there to the U.K. some years ago. These New Zealand cars all share certain features in common with the U.K. cars, such as the clock in the middle of the dashboard and no exterior door handles. Interestingly, of the two survivors in that country, Ron Day's unrestored example bears the Briggs body number plate "462/1394", signifying that it was built at Dagenham, England in October 1936 and shipped to New Zealand in "ckd" (completely knocked down) form. The number "12 NZ 10" stamped on the bulkhead shows that it was assembled at the new Ford plant at Lower Hutt, near Wellington in 1937, shortly after it had opened.

The other survivor, Peter Bell's red tourer was built at Dagenham in July 1936 (as evidenced by its body number "462/1042") and could well have been assembled by the Colonial Motor Company in Wellington, before the plant at Lower Hutt was fully operational.

However, Australia just had to be different, didn't it?!! According to the surviving records of the Ford Motor Company of Australia Pty. Ltd., only two tourers were ever built in Australia. One was sold in the quarter ending

31st March 1936 and the other in the following quarter. In their 'Identification Manual', the model is described as "the phaeton" and they were given the Australian body numbers "20B P1" and "20B P2", with the "P" signifying "Phaeton". The term "phaeton" is a bit misleading as most people expect such a car to be

We are fortunate that at least one of these two handsome cars still exists, and right here in Melbourne too! It was the second of the pair to be built, and those who have visited "24" will be familiar with its location in the photograph of it hoodless.

DE LUXE FORD TOURING CAR SPECIFICATION

ENGINE—Four cylinders cast integral with top half of crankcase. "L" block. Bore: 2.5 in. (63.5 mm.). Stroke: 3.64 in. (92.56 mm.). Capacity: 71.35 cu. in. (1,172 c.c.). Treasury and R.A.C. rating: 10 h.p. Three bearing crankshaft weighing 20 lbs. Total main bearing area: 24.25 sq. in. Detachable cylinder head. Fabric camshaft gear. Aluminium alloy pistons. Engine timing: Mushroom-ended valve stems. Three-point suspension on rubber. Mushroom-ended gear pump to main shaft. Full pressure feed by submerged gear pump to crankshaft main bearings, camshaft bearings, big end bearings and cylinder walls splash lubricated. Dip stick oil level gauge fitted. Oil sump capacity 51 pints (31.2 litres).

IGNITION—Battery and coil (Battery accessible located under bonnet, walls splash lubricated. Distributor accessible mounted on capacity 51 pints (31.2 litres). Automatic advance and retard. Capacity 6½ imperial gallons cylinder head. Firing order: 1, 2, 4, 3.

PETROL SUPPLY—Petrol tank at rear. Capacity 6½ imperial gallons (29.55 litres). Chaperon type fuel pump operated from camshaft. Fuel filter cap under bonnet.

CARBURATION—Down draught type incorporating easy starting device. Two-bladed fan driven by "V" belt. Tube type radiator. Capacity 1½ imperial gallons (6.82 litres). Radiator filler cap under bonnet.

COOLING—Thermo syphon. Selective sliding release and fan type radiator. Capacity 1½ imperial gallons (6.82 litres). Release and fan type radiator. Capacity 1½ imperial gallons (6.82 litres). Radiator filler cap under bonnet.

TRANSMISSION—Clutch: Dry single plate, spring cushioned. Release bearing: heavy duty ball thrust bearing. Gears: Selective sliding gear—synchromesh. Helically cut constant mesh gears. Lubricating gear—synchromesh. 1½ pints (0.7 litre). Synchro-mesh top and intermediate capacity of gearbox. 1½ pints (0.7 litre).

FRONT AXLE—Type: Three-quarter floating with radius mediate gears. Rear axle—Ratio: 5.5 to 1. Type: Spiral bevel drive shaft and gear. roller bearings fitted throughout. Lubrication capacity 1 pint (.57 litre). Special Ford design universal joint.

CHASSIS FRAME—Double drop type. Width of flange, 1½ in. (3.81 cm.). Depth 4 in. (10.2 cm.). Three heavy cross members. Radius rod front and rear, electrically seam and built welded.

STEERING—Worm and nut type. Ratio: 10 to 1. Steering wheel dia. 16 in. (40.6 cm.) three spokes.

SUSPENSION—Springs: Ford Transverse design, 8 leaves front, 10 leaves rear. Hangers steel bushed and lubricated by "Calaminis" type nipples. Double action adjustable hydraulic shock absorbers on all four wheels. All link joints bushed with rubber. Roadless steel hub caps. Tyres: 4.50 in. x 17 in.

WHEELS AND TYRES—Five detachable wheels. Concoated bolts. Welded steel-splapped type with well base rims. Roadless steel hub caps. Tyres: 4.50 in. x 17 in.

BRAKES—Four wheel mechanical internal expanding. Foot brake on all four wheels. Hand brake on rear wheels only.

ELECTRICAL EQUIPMENT—Ford Generator. Normal charging rate, 10 amps. Charging regulator, 3rd brush. Drive: "V" belt, easily adjustable. Electric horn fitted under bonnet, operated from centre button on steering wheel. Starter Motor: Ford. Battery: Ford type located most accessibly under bonnet. 6 volt.

GENERAL DIMENSIONS—(Overall length including bumpers) ... 12 ft. 1½ in. (3,695 metres). Ground clearance ... 8½ in. (209 mm.). Wheelbase ... 90 in. (2,286 mm.). Track ... 45 in. (1,143 mm.). Turning circle ... 33 ft. (10,058 mm.).

INSTRUMENTS—Mounted in steel panel on dashboard immediately in front of driver. Indirect lighting controlled by switch on belt rail. Large diameter speedometer. Centre zero ammeter. Electric petrol gauge. Glove compartment with door on passenger's side of dash. Combined ignition and light switch fitted centre of dashboard. Starter and choke are located in centre of dash.

BODY—Four seater steel body with two doors. Cellulose finish. Front seats bucket type. Driving seat adjustable. One man hood concealed in rear panel when folded. Quick fitting design side curtains. Upholstery lasting chromium plated windscreen of non-folding type. Upholstery lasting chromium plated windscreen of non-folding type.

GENERAL EQUIPMENT—Twin windscreen wipers. Head and side lamps. Front and rear bumpers. Tail and stop lights combined. Foot operated head lamp dipper. Clutch. Metal spare tyre cover.

Ford Motor Company Limited, whose policy is one of continuous improvement, reserves the right to change specifications and prices at any time, without notice or incurring liability to purchasers.

FORD MOTOR COMPANY, LIMITED, DAGENHAM, ESSEX

Of the four existent in North America, two are in the U.S.A. (the others are in Canada), and I have a picture of one of them when it belonged to Kath Devine of Oldham, Greater Manchester. It was taken in Oldham in the early 1990s and shows it with its hood down and side screens up. This ivory and black car now belongs to Alan Thisse, son of the late Carlton Thisse, who imported it into the States.

The majority of the surviving tourers exist in the U.K., and the gunmetal grey example I've selected belonged to Dave Curtis when photographed at a Sidevalve Day at Arley, Worcestershire in September 1993. This view shows a car with both its hood and side screens up.

The ivory and black tourer (C48165) now belonging to Alan Thisse in Michigan, U.S.A.

a four-door convertible seating four or five persons.

The two cars built here resembled the English-built cars in every way except that they had exterior door handles, no clock in the dashboard and the dashboard instruments were mounted in a detachable Model 'C'-type binnacle. So why call it anything but a tourer?





Peter Bell's red 'CX' tourer on a shopping spree in New Zealand. Its manufacture date in Dagenham, July 1936, would infer that it was assembled at the Colonial Motor Company, Ltd. premises in Wellington, as the Ford assembly plant at Lower Hutt did not open before November 1936.

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GET still greater enjoyment from your motoring in the De Luxe Ford Touring Car. In this latest product of tremendous engineering and body-building resources Ford offers the world's greatest value in open cars of distinctive appearance and superlative performance.

The Ford Touring Car seats four in comfort and provides an unusual amount of leg room for the rear passengers. Carefully-planned weight distribution due to "between-the-axles" seating makes for amazing riding smoothness and stability at the high speeds of which the car is capable. The easily-erected hood folds completely out of sight when not in use. All-weather equipment is standard. Synchronised gear-change; smooth, powerful brakes; lasting efficiency and reliability without frequent attention. Available in a choice of body colours.

Price £135
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Above: The clear lines of the bucket seats and the neat way the hood folds out of sight are shown in this photograph.

Right: The instruments are neatly grouped in front of the driver. In the centre is the speedometer, with the petrol gauge to the right and the ammeter to the left. Between the instruments and the fire compartment is a starter control.

Below: Ample seating room for four is provided. Note how the hood when erected follows the lines of the body.

The side curtains fit snugly to the hood and body and provide complete protection. The "thumb-nail" photographs show the hood being lowered and stored in the compartment provided for it.



The ex-Dave Curtis gunmetal grey tourer (C31174) now owned by John Stanners in Alnwick, Northumberland.

The only surviving 'CX' 'Phaeton' (C24536) belonging to Wayne Brown, photographed outside Bill Ballard's house in Barona, Melbourne. Note the external door handles.



Spares report

You will have noticed in the last magazine that we are now able to offer starting handles for the Model 'Y'. The handle is based on the original design with the built in wheel-brace. At £25 they are a bargain. Although some people will tell you starting handles are not necessary on 'C'/'CX' models, we will consider making them if the demand is there.

Some good news; we have made another batch of headlamp rims. They are being chromed and should be available in a few weeks. Enquiries to Colin Rowe if you want to reserve a pair.

We now have shock absorbers for Model 'Y' in stock, albeit in limited numbers. These are only supplied in kits, front or rear, and include links, rubbers and hardware; in other words all you need to mount them on your car. If you have doubts about fitting them, the kit comes with full instructions.

Other items currently on the drawing board include the re-manufacture of air cleaners, oil cans and brackets, more news of these in the next magazine.

At the AGM last April, the members were told that we would be reviewing prices as replacement stock was added to the parts list. The price of re-manufacturing rubber items has increased due to a 60% rise in raw materials costs since we last bought stock. This has to reflect in the amount members are asked to pay for new stock. All we can do is keep any necessary price increase to an absolute minimum.

Unfortunately the Spring/Summer show season is coming to an end and we don't have the traditional closing show, The All Ford Rally, to look forward to this year. On the bright side, we will be able to spend more in the garage doing all those little jobs that keep our cars on top form. Now is the time to decide which parts are needed and have them ready to fit when time allows.

The Parts for Sale list in the magazine shows the parts we have ready to ship to members. I know from time to time we list items "Out of Stock", but this is inevitable in any supply situation. If the part you need is not listed it doesn't mean we can't help you, it's always worth giving Colin Rowe, or me, a call or put your requirements on a parts order form.

**Jim Sharpe,
Spares Officer**

Technical tip - petrol filler cap

I was telephoned by ex-member, Ray Smith, near Devizes, who had a stack of old Model 'Y' spares for disposal pending a downsize move from his house. Rather than putting them on the tip, he had telephoned Bob Wilkinson to see if the Club would like them as a freebie. Bob had suggested that he contacted me, as the nearest committee member, to see if I would be disposed towards collecting them (note, Bob did not ring me to ask – chicken!).

My good friend, and navigator, Malcolm offered his hook and trailer and off we went. Ray is now into more modern classics and showed us round his Triumph Stag and Vitesse. He was not happy with the Vitesse as it goes for about three miles and then stops for no apparent reason.

Malcolm to the rescue. Delving back to his Austin Seven days, he asked Ray for the petrol cap from the Vitesse. A magnificent but unsuccessful attempt to blow through the pin-sized air hole in the cap gave him the answer. The hole was blocked preventing air going into the tank. This caused a vacuum as the fuel was pumped out into the carburettor. After about three miles, the vacuum becomes too great for the pump to overcome and the carburettor is starved of fuel.

Solution: a quick clean of the hole with a pin – simple!
Sam Roberts

Regional news

Region 10 – Essex. David Gustard reports

Earlier in the year, I received an application form from Greenwood Exhibitions to attend a new Essex Classic Motor Show. This was to be held over the weekend of 14th and 15th July at the Berleylands Showground at Billericay. I sent off the application form to display our 1935 2 door Model 'Y', registration number ARO 135, on the Saturday.

At breakfast time on the day I had booked to attend, the weather did not look too promising and we were subjected to thunder, lightning and some rain. Fortunately, by the time breakfast was finished, the thunder and rain had stopped, so my wife, Jackie, and I set off for the show. On arrival at the showground, we were directed to our display area and parked at the identified location. We then promptly set off to check out the autojumble stalls. Possible purchases were minimal and could have included just fan belts, brake linings and 6 volt bulbs.

We returned to our car and, parked alongside our Model 'Y' was a 1937 Ford Eifel Sport Roadster looking resplendent with cherry red body and black wings; registration number 418 VXU. Where and who was the owner? Clearly this was an exceptionally rare vehicle as I told Jackie at least five times. All became clear when Jim Miles appeared and then I remembered that Jim had purchased the car whilst on the 2006 Holland trip. (More details of this vehicle can be found in Transverse Torque Issue 162, page 12.)

After lunch the weather improved, the sun shone and display vehicle owners were encouraged to drive their vehicles around the parade ring whilst a commentary was provided over the public address system. The quality of the commentary was of a very high standard and was provided by motoring correspondent Jon Pressnell. We soon became aware of requests over the public address system for the owner of the Ford Eifel roadster to bring this very rare vehicle into the parade ring. After much arm twisting, Jim finally agreed to display the Eifel to the obvious delight of Jon Pressnell. (John had an article published in "Classic and sports Car" magazine in September 2006 on Jim Miles' Ford Eifel saloon. This was soon followed by a further request for the Eifel to be joined by the Model 'Y'. As I was a passenger in the Eifel, I made a quick exit from the parade ring and returned with our Model 'Y' as requested. It was quite a surprise to find the Model Y&C Register taking over the parade ring for the final 30

minutes in the afternoon.

The crowning glory to an excellent day was when I found a notice attached to our windscreen. "Congratulations. You have been judged an award winner. Please bring your vehicle into the arena at 4.00 for the award ceremony." At the required time, the Model 'Y' was driven back into the arena to receive a trophy: "Concours. 1935 and earlier. 3rd in class." A fine end to an excellent day.

Region 16. Most of Yorkshire

'NORTHERN SIDELIGHTS'

Barry Diggle

Huddled under the canopy of the large trees, when the promised rain finally came, the membership hotly debated who should take the prize. Since each and everyone was a worthy winner, it was unanimously agreed that it should be presented on the basis of a 'Long Haul' award, and the presentation was duly made to Ken and Ruth.

The prospect of it brightening up receded by about three o'clock and there was a general exodus from the field, giving rise to a veteran, vintage and post-vintage traffic jam on the way out!

Perhaps another year we might expect better weather and more importantly a better turn out of Models Y&C. (We were even put to shame by the AJS Nine Club who mustered eight cars, with no disrespect to AJS, but how many of those are around?)

Ken and Ruth Sleight's 'CX', Barry Diggle's Model 'Y' 'Popular' and David and Wendy Grace's Alpine sports tourer line up at the Newby Hall show in July.



Sunday, 15th July, St Swithin's Day, the Newby Hall Concours and Autojumble, and ... it rained. At least it was dry at the outset and for the drive there, but whether or not it was indifferent weather or something else, we were unable to muster more than three entries. On the positive side, they were representative of the Model Y&C genre in the sense of Ken and Ruth's Model 'CX', Wendy and David's Alpine tourer, with the somnolent Ben occupying the rear compartment, and my own Model 'Y' Tudor, CNN.

However, and notwithstanding, the general attendance at this event, surely the North's premier event, was generally good, although tourers had their hoods raised and some of the veteran contingent were cocooned in transparent polythene, no doubt to save their keepers some strenuous work with the Brasso on their return home!

ELECTRIC PETROL GAUGES

To avoid confusion between the types of instrument panel gauge and fuel tank unit that have been used on the "Popular" and "De Luxe" Model cars for electrically recording the quantity of petrol in the fuel tank, as distinct from gauges of the hydrostatic type, three types of instrument panel gauge are illustrated in Fig. 27 with their appropriate part numbers.

It is very important that the correct recording instrument be used in conjunction with each of the two designs of petrol tank unit as, owing to different calibration factors, a combination of both types will give an incorrect reading at the instrument panel.

The tank units may readily be differentiated by the fact that the unit CE-9275, which was originally fitted to the "De Luxe" model car has a body of pressed brass that is screwed to the petrol tank. Removal of this unit from the tank will reveal a cork float attached to the operating lever.

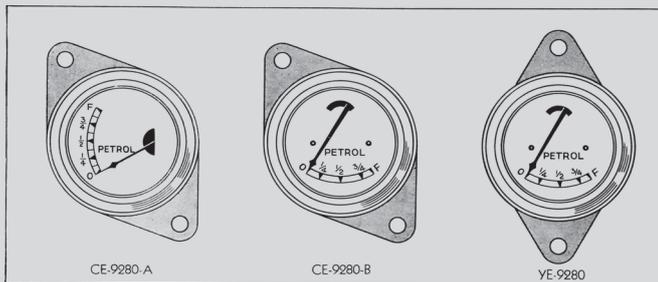
The other design unit YE-9275-B has a zinc die cast body that is screwed to the petrol tank

and removal of the unit will show the lever to be fitted with a metal float.

The instrument panel gauge CE-9280-A in which the recording needle points to the left, should only be used on the "De Luxe" model car in conjunction with the unit having a brass body and cork float.

The gauge CE-9280-B must only be used on the "De Luxe" model car in conjunction with the tank unit having a zinc body and metal float. The needle on this gauge points downwards when the part is correctly assembled on the instrument panel.

It will be noted on both the above gauges that the centreline joining the two mounting holes is set at an angle to the vertical. In the gauge YE-9280, the centreline of these mounting holes is vertical, but in other respects the gauge is similar to the previous instrument whose needle points downwards. For these reasons, this gauge should only be used on the "Popular" model car with the tank unit having a metal float.



Events 2007

15/16 Sept	North Norfolk Railway 1940s weekend	Brian Mace 01603 425558
16 September	Vintage & Classic Day Turweston Aerodrome, Northants.	Bob Brown 01327 857514
28 October	Restoration Show, Stoneleigh, Warwickshire	Geoff Dee 01926 334780
4 November	Y&C committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
9 - 11 Nov	Classic Motor Show, NEC, Birmingham	Geoff Salminen 0121 427 2189
24 November	Scouts Centenary Parade London	See below for details

Events 2008

24 February	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
20 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
22 - 27 June	'Tykes Tour 2008' - Yorkshire The Y&C Register 2008 tour	Bob Wilkinson 01832 734463

Events 2009

24 - 29 May	12 th Ford 8 & 10 hp National Rally Queensland, Australia	Contact Sam Roberts if interested 01264 365662
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Turweston Aerodrome is celebrating its 65th anniversary on 16th September 2007 with a Vintage and Classic day, including vintage and classic cars, motor cycles and aircraft. There will also be a car boot sale and other stalls. Entry is by donation. Turweston Airfield is to the east of Brackley (which sits on the A43) off the A422 at Westbury and on to the Biddlesden Road. Contact Y&C member, Bob Brown for further information (or clarification!) 01327 857514.

Classic Motor Show - NEC – Birmingham –
75th Anniversary of the Model 'Y'
9 – 11 November 2007

SCOUTS CENTENARY PARADE.

As part of Centenary celebrations the Scouts organisation is organising a parade of cars from each decade (1907-2007) to take place in London at the O2 Arena (formerly The Dome) on 24th November. Our club has been asked to provide vehicles for the 1930s section. Members who wish to take part in this major event should contact the organiser for full details etc.

Keith Mainland. 82 Muncaster Road, London SW11 6NU. Tel/ fax: 0207 228 9414

YORKSHIRE – "TYKES TOUR 2008".

Sunday – Friday, June 22nd - 27th. A hotel near Wetherby for 5 nights; B&B with dinner on 3 nights. It will be great to be able to stay in just one hotel for the duration of the tour. Trailer parking by arrangement through Bob Wilkinson – just ask.

Tours (optional) to local places of interest with no big daily mileages or just laze around locally if you feel you just want a rest. Possible visits to York, Whitby, Yorkshire Dales, travel on the North Yorkshire Railway, 'Last of the Summer Wine' region, etc. Daily tours not finalised yet – there's still time to include your favourite visit ...just let me know your preferences.

Cost £205.00 per person. Booking deposit £50.00 per room. (Usual hotel conditions apply). English to Yorkshire translations provided ... free!

Just ring Bob Wilkinson on 01832 734463 to find out more about this club tour before you book. DON'T MISS OUT!

Technical advice

Steering - With today's so positive power steering, i.e., rack and pinion, our multi-link steering seems sloppy. Check your car over before believing that's how they are. Check your tyres; they should be inflated to 30lb PSI and, while you're there, check your tyre wear on the front tyres. Do you suspect that the tracking is incorrect? The tracking should be set 1/16th - 1/8th inches toe in. But before adjusting the track lets check other areas. With the wheels on the ground, ask somebody to rock the steering from left to right whilst checking for any play in all the ball joints, steering box mounting and in the steering box drop arm bush. Next, jack the front wheels clear of the ground and check the wheel bearings and king pins for excessive play/wear.

One thing which is often overlooked is the steering box top bearing. To check this bearing, remove the steering wheel, slacken the top locking nut and adjust out all end play in the steering shaft, as a small amount of play can have a big impact on free play in the steering.

The next area we should look at, (this is not a sales pitch!) have you thought about checking your shackle pins and bushes and the efficiency of your front shock absorbers. If these are worn and tired, the front axle will flop around, allowing the car to wander.

Here's to keeping on the straight and narrow!

Geoff Dee Technical Adviser

Exclusive Club Deals
BOOK NOW!
 Earlybird tickets from just £8
 Family tickets just £25
 Quote code CLX when booking in advance by phone or web



Support your club!

Biggest UK Classic Car Show

The place to share your passion for cars

Restoration Theatre • Dream Rides • Accessories • Autojumble • Parts & Services • Seminar Theatre • Cars for sale

9/10/11 NOVEMBER

www.necclassicmotorshow.com

Book online or call the Ticket Hotline **0870 060 3776**

Ticket includes show guide to the value of £8 and FREE entry into the MPH Show (excludes live action theatre)

Earlybird £8 ticket offer: To take advantage of this unique offer you must book before August 1st.
£10 ticket offer: From August 1st onwards club members still benefit from a superb offer of just £10.00 per ticket.

Family £25 ticket offer: Admits 2 adults and up to 3 children (5 - 16 years)

Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission!

Offers apply exclusively to tickets for Saturday 10th and Sunday 11th November 2007, advance purchases only. Limited to two individual £8.00 or £10.00 offer tickets per club member, or one family ticket per member, subject to availability. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

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in finding the most amazing vehicles. With so many cars having anniversaries this year, 'Firsts and Lasts' gives the clubs the opportunity to celebrate and pay tribute to their chosen marque. This show has become the UK's favourite annual celebration of classic motoring, bringing together many thousands of people who share a real passion for cars. They immerse themselves in the various classic cars on display with many coming to buy cars, parts, automobilia or source specialist services. For some visitors and exhibitors, it's a chance to catch up with old friends and make new ones, all in a totally unique atmosphere."

Motoring celebrations include the 75th anniversary of the Ford V8 and the Model "Y", the centenary of the Hillman, 35 years of the Lancia Beta, 25 years of the MG Metro, 80 years of Volvos and 25 years since the closure of the Delorean Factory. Spanning five halls and half-a-million square feet, the Classic Motor Show includes 1,000 rare and retro cars from around the World and every era, over 300 trade stands, a live Restoration Theatre and Dream Rides courtesy of The Sporting Bears Motor Club, who offer visitors ten-mile rides as a passenger in one of more than a hundred 'dream cars' in their collection in exchange for a donation to charity. For more information on the UK's largest classic car extravaganza and the latest updates, visit www.necclassicmotorshow.com.

**Andrea Seed, PR Director,
 Poppysed Media Ltd
 Tel: 0121 224 7455.**

CLUBS CELEBRATE MOTORING FIRSTS AND LASTS AT THIS YEAR'S CLASSIC MOTOR SHOW

Classic car clubs will be marking motoring milestones at this year's Classic Motor Show, held at Birmingham's NEC from Friday 9th to Sunday 11th November, as the 2007 theme is 'Firsts and Lasts', giving club stand organisers the opportunity to showcase the first cars off the production line to the very last as well as motoring innovations that are still used today. With more clubs allocated space than ever before, the UK's biggest and best classic motoring extravaganza promises to be the must attend event for anyone with a passion for cars.

Show manager Andy Rouse explains: "The clubs are a vital part of our show as each year they display some amazing vehicles including some that have never been seen in the UK before. There is a healthy rivalry between the various clubs that spurs them all on to out do each other



9/10/11 NOVEMBER
www.necclassicmotorshow.com

Members' cars

John Osley, from Abergele in North Wales, sent me no fewer than five log books for the Tudor Model 'Y' which he purchased in October 2005 from ex-member, Steve Smalec, from Aubourn in Lincolnshire. Steve couldn't find the old documents at the time of sale but posted them on later. BDD 712 now has five buff log (registration) books, two MoT certificates, a V5C and a SORN. Copies of these have been sent to me for the archive and John also included a small spreadsheet that summarises the history of ownership

Although Steve Smalec had told me some of the history of BDD 712, which was already in the archive, the bump which John Osley sent has filled in most of the remaining history of the car.

BDD 712 (Y143040) was manufactured at Dagenham in mid-June 1936 and was registered in Gloucester on 23 June 1936 according to the original buff log book. However, the first registered owner is recorded as Ronald Pryde Cambell, living in Ross-on-Wye, Herefordshire who, according to the log book, re-registered it on 26 July 1936 (a Herefordshire

County Council stamp), only a month after its original registration in Gloucestershire! Why would that be? Which dealer ordered and collected the car from Dagenham and registered it in Gloucester? A likely explanation is that, as Ross-on-Wye is halfway between Hereford and Gloucester, the purchase of the car from a dealer in Gloucester may have offered a "good deal" but more frequent business took him (and subsequent owners) to Hereford where the licensing could be transacted.

The car changed hands in December 1937, when Ronald Cambell sold it to Frank Davies of Goodrich in Herefordshire. Frank was obviously an interesting man as he owned the car through out the war, not selling it until March 1953. I would like to know what post Frank held during the war. He was obviously not called up, but regularly drew his petrol ration throughout to follow his profession. The address suggests that he might have been a farmer. The first continuation log book was issued to Frank in October 1941, he having paid his Vehicle Excise Duty throughout that period (£3. 13. 6 in June 1936 for the six months up to December 1936; £6 for the year up to December 1937; £1. 13. 0. for each quarter up to the end of 1939 and then £2. 15. 0. for each quarter during the war and right through to the end of 1952.) The second continuation log book was issued to Frank in September 1946 and the third in April 1951. It was the third book which stayed through the change of ownership from Frank in 1953, through three owners living in Shropshire to the sale of the car in 1961 to another Davies, Thomas Edwin, also living in Shropshire (Whitchurch). The fourth book took the ownership from Thomas Edwin Davies, who sold it on to Stanley Austin of Shrewsbury in 1963, onto the end of the log books as we knew them in 1967. The last entry states, ENTRIES DISCONTINUED BY DIRECION OF THE MINISTRY OF TRANSPORT.

From the end of 1953, the annual tax had increased to £12. 10. A stamp in the third continuation log book states 'Finance Act (the Budget) 1958, Rates of duty: Annual £12: 10: -, Four Monthly £4: 12: - '. A further similar stamp, undated, but probably from the budget of 1960, raised the charges to £15: - :- and £5: 10: - respectively. All fascinating stuff.

In 1984, Nigel John Hodson took possession of the car from his father and joined the Y&C Register. His father had owned the car for about 15 years, during which time it had been on display in a Ford dealer's showroom in either Worcester or Evesham. We are not sure. Can anyone recall seeing a Model 'Y' in a showroom in one of the two locations between 1971 and 1984? On 10 April 1991, BDD 712's original registration number was processed by DVLA, the application having been supported by Bob Wilkinson of the Y&C Register.

In September 2003 the car was sold to Stephen Smalec of Aubourn in Lincolnshire, who owned it for two years only, before selling to John Osley of Abergele, Conwy in North Wales. Prior to selling



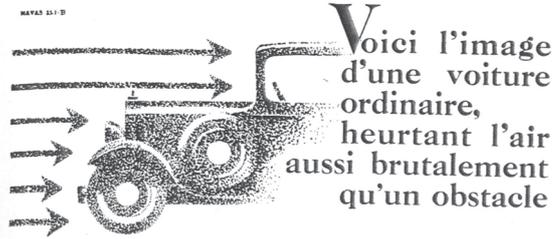
"John Osley's 1936 Tudor, boasting bright red brake drums in this photograph, but now more orthodox. This is his "rolling restoration", which hopefully we shall see at Register events in the future.

the car through the pages of 'Transverse Torque' Stephen tried to sell it through ebay. His advertisement read :- "This lively little car ('Millie') has been used daily until her MoT expired this year. She is an unrestored, patched up survivor. Although photogenic, like all great models, she is still surprisingly presentable inside and out and very solid. She starts instantly and pulls very well, sounding great. She requires some work for her MoT; play in steering and some attention to the rear shock absorbers. This car has been fitted with a 10 h.p. engine and rewired with a 12 volt negative earth system. Extras include a period heater and trafficators."

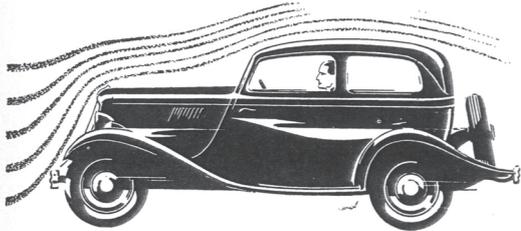
Having now received all the documentation, John Osley has discovered that Nigel Hodson appeared to have carried out a 'light restoration' in the late 1980s, involving the reupholstering of the seats, a new headlining and a partial respray of the bodywork. John has returned the radiator grille and wheels to black, from the cream that Steve had painted them as this seems to be more in keeping with the car being a "Popular". John had a 'mad moment' and painted the brake drums red but has now wisely had second thoughts when renewing the brake linings and has stripped this new paint off to leave a more original worn appearance. So the picture does not entirely show the status quo. On examination three out of four sets of brake linings were saturated in grease/oil and the fourth was not making contact with the drum. It seems that Steve was able to use the car as his part of Lincolnshire is very flat and has lots of straight but very quiet back roads!

Other work undertaken since October 2005 has included for the engine: renewing the contact points, plugs and fanbelt and cleaning out the carburettor jets and float chamber so as to get her to run. John can vouch for her being an easy starter on a fully charged 12 volt battery but there is still the 'slight' problem of blue smoke! She really needs a good run in the Welsh hills to clear the air. John has replaced all of the floorboards as those on the car were riddled with woodworm. It was obvious that these were not the first set of floorboards as a batch using roofing coachbolts had replaced a number of the original countersunk bolts. The heater fitted by Steve has been removed but has left an unsightly hole in the original red carpet. Likewise the ineffective semaphores that Steve had fitted have also been taken off. Flashers have now replaced these but are yet to work as John is uncertain what amperage the fuse should be ...or is there a short circuit? All in all there is still a lot of work to be done before submission to the dreaded MOT particularly in respect of the kingpins and steering linkages. Readers will not be surprised by this! Does anyone have a "parallel reamer" to loan? For the time being BDD 712 is driven in and out of the garage and reversed on the small driveway as John is keen that she remains a "rolling restoration" and not the boxes of bits that can result from too enthusiastic dismantling with good intentions!

International Correspondence



Voici l'image d'une voiture ordinaire, heurtant l'air aussi brutalement qu'un obstacle



et voici la pénétration facile dans l'air, de la 6 CV. aérodynamique (Impôts 5 CV.)



Sortent actuellement des usines d'Asnières agrandies, la 6 CV aérodynamique est livrable en grande série.

C'est la première voiture 6 CV construite avec lignes aérodynamiques. - Boîte de vitesse synchrone. - Flu. de 90 km. à l'heure. - Consommation 7 litres aux 100 kilomètres. - Montages élastiques. - Impôts 5 CV.

Anniversaire Français

Paul Tritton, our in-house Francophile, submitted the illustration of the Model 'Y's streamline characteristics for its 75th anniversary, which he discovered in a French publication by Sabates, their Collection Archives No. 7

Denmark,

submitted by Michael Deichmann

Regarding headlights

Back in the roaring 70s, when I drove my Ford Model 'C' Cabrio-limousine on a daily basis, I found 5 3/4" Cibie semi-sealed beam H4 headlights that just fitted in the back of the original (German) headlight casings. The German lamps are pretty basic anyway, so the resulting light beam was reasonable as dimmed and excellent with full light. Fitted with 6V relays and with a supply as close to the dynamo-battery lead as possible, I had a perfect light on my Model 'C' back then.

I still have the semi-sealed beam units, but am wondering if it would be possible these days to find the 6V H4 halogen bulbs I used then. I have also found a 6V (!) alternator and mounted that as well, but more about that later.

My point here is to be "creative" when trying to find a workable solution. I have saved the original lamps, so I can at any time bring it back to original specification. If you plan to use your car in regular traffic on a pretty regular basis, you must do some compromising for your own and other's safety and, as long as the modification is reversible, I see no problem in that. If they had had H4 halogen and alternators back then as add-on accessories, many owners would have modified their cars; just as we do today with our modern cars.

[Michael (and others who may be interested): H4 halogen bulbs, with bayonet fittings, rated 25/25 watts and working off a standard 6volt dynamo, are available at £11.50 each from Andrew Block (bulb supplies), 31A Shawbury Road, East Dulwich, London SE22 9DH. Tel: 02082 990299]

Germany

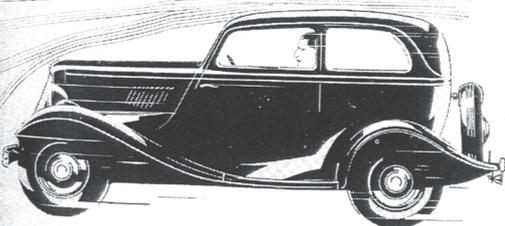
We reported early in 2006 the start of the restoration of an early style Ford Eifel, with boot, in Paderborn, Germany. Thorsten Ehrenteit is project managing the restoration, which is being carried out courtesy of his company, Benteler A.G.

He has sent in a progress report stating:- "I attach you an actual picture of



The early style Ford Eifel being restored by Benteler A.G. in Paderborn, Germany, ready to go to the paint shop ('varnisher').

C'est par sa pénétration facile dans l'air que la 6 CV. Ford est plus rapide et plus économique (Impôts 5 CV.)



La 6 CV. aérodynamique Ford vaut plus de CV. qu'aucune autre



our Ford Eifel. At the moment the car is at the varnisher. In August we want to bring the car to the Czech Republic for padding. As you can see work goes forward."

U.S.A.

George Pierce in California owns a July 1933 Tudor short rad (Y30298) which, he emails, has long rad door handles. He goes on to tell his tale of woe with his gearbox(es):-

"Just had a great learning experience - had the gearbox out twice in the last week, just as the latest 'Transverse Torque' arrived with the article 'Tacking up your horses correctly'. It was a good double check. The first time the rear bearing came to pieces and allowed the synchro to come apart. One of the springs out of the synchro lodged in the gears and I could not get it out of high gear. This, as I was on the way to a car show!

Luckily I brought home another gearbox in 1975 when I retired. It was a 10 HP but the synchro mesh and the rear bearing were the same

After I got it going again, there were strange noises and the gearbox locked up tight - wouldn't move in any gear - just killed the engine when I tried. I had it hauled home and when I drained the oil, there were small pieces of brass that came out with the oil. I had not got one of the brass spacers on the ends of the cluster gear on the shaft and it had slid to the bottom of the case where the oil had carried it up into the gears.

Much skinned paint and skinned knuckles later, AMG is now back on the road again, in time for two of our main local car shows before the season is over.

Regards,
George

P.S. Geoff Dee, the Technical Adviser, gave me good advice on the problem!"

Denmark again.

Michael Deichmann is making some interesting contacts which should help boost the membership numbers in the Club. He says:-

"Last year I obtained an extract from the "Historical Motor Vehicle Club of Denmark" listing their registered Ford cars of the small types (Eifel, Junior, Anglia, Prefect, etc., etc.) and their owners. I have had on my to-do list for a long time to get the details of their cars and send them to you.

This morning I found the extract and browsed through it to see how to start. I stumbled over several post-WWII cars with chassis and/or motor numbers starting with "C". I would have expected "E93A" or similar?"



The attractive 1948 German Taunus cabriolet at this year's Tour de Bornholm in Denmark. Michael Deichmann's theory that German cars were not popular in Denmark until the mid-50s rings true.

Denmark - as I guess in the UK as well. One of the best managed annual rallies in Denmark is the "Tour de Bornholm" (Bornholm Rundt), which takes place on the most eastern part of Denmark on the island Bornholm. As my Ford Junior Cabrio-Limousine was not ready, this year I participated in my Ford Model T. Actually there was none of our Ford models at all - not even a Model 'Y'. The reason why I mention this event is twofold:

1) There were 2 German enthusiasts present, each with a neat post-war Ford Taunus, which is very, very rare in Denmark. One was even a cabriolet. My theory on why they are so rare is that the Danish Ford Motor Company received knocked-down cars from Dagenham before the war and just continued with the same after the war. Also, because German products in general were probably not popular compared to British, we did not have German Fords until the mid-50s when the Taunus, with the globe on the grill, showed up (I remember seeing them in my childhood!).

2) The other reason I mention the rally is to promote the idea of you perhaps joining in, and driving to a well arranged event abroad. As it is a little hard to get to the island, you will have to book ferry tickets and accommodation well in advance (January actually), but all that means is that participants have to be really determined to be there.

The rally as 8 stages and the challenge on each stage is always new. The rally has now been held for 30 years, which means the guys who have devised these challenges all 30 times, have created 240 unique challenges. Isn't that innovation at its best?

For the 2008 rally, I have made a bet with my friend Børge that my Junior cabriolet-limousine will take part. As my daughter will then be 18 and is hoping to have a driving license, she



George Pierce's Tudor short rad with daughter Rachel at a show in 2005. Note the English rose in the Coke bottle at the rear of the car (and the long rad door handles)."

C was the Ford generic letter indicating a 10 hp sidevalve engine, so all pre and post-war 10 hp sidevalve engines had the C prefix. Similarly, all 8 hp sidevalve engines pre and post-war had the Y prefix - Ed.

..... and again, Denmark

Michael Deichmann reports from Copenhagen

July is the high season for veteran rallies or just informal picnic tours in the evenings in

has agreed to drive the Junior, as I will be there with the Model T. We would very much appreciate participants from the UK. I will reserve seats at the dinner table for you!

After I formed the Danish Model Y & C Register, as an associate with the "Historical Motor Vehicle Club of Denmark", my name and address appears in their club magazine and on their website. That means I now get information about "new" Model Y and C's. Recently, a rather rare 1933 Model 'Y' Fordor showed up, Chassis no. Y-12508, Briggs body no. 134/679, belonging to Greger Boeg Hansen of Kokkedal. At the time of writing, it is not known whether or not it was assembled in Copenhagen, but due to the tax regulations this is most likely. Another Ford Junior Cabrio-Limousine has also been discovered for sale and in need of restoration on the website of the magazine "Veteranposten". One thing that strikes me is that it has a UK grille with the 3 chrome strips. I believe this is a 'CX' thing, which really does not belong to this German body; unless of course we have a Cabrio-limousine body that has been put on a 'CX' chassis. That will require an examination of the car to determine if the shock absorbers are the German Boge type, as on mine. [Michael, the chrome strips on the radiator grille have been added by an owner of the cabrio-limousine. They do not look like 'CX' strips. In any case, the 'CX' grille has four chrome strips, not three. Ed.]

The Ford Junior De Luxe cabrio-limousine for sale in Denmark. Note the 'false' chevrons on the grille"



these cars do not have external access to this area!)

This whole operation takes approximately 5 to 10 minutes to accomplish."

The Budd company would seem to be Australian. Does any of our Australian readers know where it is located?

Tasmania

The Budd Sleeper Conversion

In issue 166, under Western Australia, mention was made of Giulio Tagliaferri's 1936 'Budd Sleeper Conversion' Model 'CX'. John Rimon, in Tasmania, also has one and writes:-

"My 1936 Model 'CX' sedan "Percy" is fitted with this feature and I'll try to explain in words and pictures the steps for setting the seats for sleeping.

In its normal upright position, the front bench-type seat is held by leather straps on each side of the seat, which are adjustable. After putting the car in gear and chocking a wheel, you release the handbrake and slide the front seat forward on its runners. You then release the straps and lay the back of the front seat down to a horizontal position, and supporting legs (hidden in the back of the seat) will swing into position.

Next, lift the front seat swab off its base and turn it round. In this position, the sleeping surface will be almost flat, with just a

hump where the two

front seat halves meet. For a little more leg room, the rear of the back seat may be raised (as you would do if you were putting some luggage in the back of the car - remember



Front bench seat in normal driving mode. Note the adjustable straps.



Backrest of front bench seat folded down and supported.

With the back seat rest lifted up, "Percy" is ready for his nocturnal activities!



News of new members

prepared by **Godfrey Dingley-Jones**
22 August 2007

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register, the following 3 new Members.

Frederick L Beadle	B0408
Reigate, Surrey	
Alan Dennehy	D1110
Worcester	
Marius Jorgensen	O-J101
Bergen, Norway	

Below are brief details of their vehicles:-

Frederick L Beadle from Reigate, Surrey is the proud owner of a black 'CX' Saloon, four door, which was first registered on 29 April 1936. The car, which is new to the Club has the Chassis and engine number C39566. The car is black and has the Registration Number CXM 176. Frederick has owned the car for some 21 years having found it in a shed in the Reigate area. It is in need of a full restoration. Welcome to the Club Frederick and we hope all goes well with the restoration. Please keep us apprised of progress.

Alan Dennehy. We would like to extend a warm welcome to Alan from Worcester who has joined the Club. Alan has a Model 'Y' van, first registered on 31 December 1937. The Chassis number is Y163590 with the Registration Number 471 XUB (formerly FF4798).

Alan is in the process of restoring the van, which needs considerable mechanical work. The body is in a poor state and Alan is considering making the van into a pick-up. Thanks for joining the Club and we hope the restoration goes well. We shall be interested to learn of progress in due course.

Marius Jorgensen from Bergen in Norway has joined the Club. Marius has a 1936 'CX' two door in grey with a Briggs Body number 465/4828. The car requires some restoration work and Marius is now re-wiring the car. Welcome to the Club,

Marius, and thank you for joining. We look forward to hearing of your progress with the car and hope the restoration goes well.

I hope 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 and photographs of your vehicles.

SUBSCRIPTIONS

All subscriptions were due on 1st June 2007 and as you are receiving this issue of 'Transverse Torque' we have received your subscription. Thank you.

Some 100 of our Members paid their subscriptions late and had to be reminded to pay either by email, telephone call, reminder cards or all three. This takes time and costs the Club money. I am very disappointed that more Members do not pay by Standing Order and I would like to think that during the next few months I will be inundated with requests for Standing Order forms, especially from the above mentioned 100 members!

Members who are reticent about paying their subscriptions by Standing Order should be aware that unlike Direct Debits, **Standing Orders are completely under your control**. You tell your Bankers the amount to pay and when to pay it and you can cancel it, if you are so minded, at any time. So, bearing this in mind, what have you got to lose? Save yourself some time. You do not have to remember to pay, your Bank remembers for you and it also saves the Club a considerable amount of money and me a considerable amount of time making endless trips to the Bank, **not to mention my telephone bill!**

Godfrey Dingley-Jones
Membership Officer

Christopher Hudson's story

On a recent visit to a local charity shop, I was fortunate enough to find a pile of car club magazines, including Bentley, VSCC, Austin Seven, Ford Y&C and Leyland. Obviously someone had a clearout!

I was particularly intrigued by your magazine, which sent me hunting in old family photographs in order to locate the enclosed picture. The vehicle was owned by my late uncle and the photograph was taken at Pevensy Bay, Sussex, in 1948. I still have the RAC badge.

On his demobilisation in late 1945, my uncle returned to the building trade and spent the next twenty years building up a substantial business. For personal transport he used the Ford 'Y' van (I am no expert) but I recall that it was finished in pale green with black mudguards, with ladder bars on the roof. On one memorable occasion, I gather that the van was being driven in very thick fog – unwisely, given the glow worm-like power of the headlamps – with a very long ladder on the roof. A certain amount of commotion was caused when it was discovered that the leading edge of the ladder, completely lost in the fog, had tucked itself under the tail of a horse being ridden by a retired cavalry officer, who was not amused at being thrown by a van!

The van was later supplanted by the first of two Ford Y types [ugh! – I think you mean Model 'Y's Christopher!- Ed.], the first a two-door in black bearing the registration number AXA 607. Certainly it had seen better days, but in austerity London, it had one great asset; one nearly new tyre. The other three were mediocre to say the least and things came to a head driving up the Edgware Road one Saturday, when one of the rear wheels sailed merrily past the car, bounced off a keep left sign and headed straight for a gown shop window. My uncle had visions of spending the rest of the weekend boarding this up when the wheel was flattened by a double-decker bus coming the other way. Apparently, someone had attempted to steal the one good tyre, but had been disturbed. Unknown to my uncle, there remained but one wheel nut, and that half undone, so the result was inevitable. It should be mentioned that, bereft of its wheel, the car assumed a peculiar angle, sank down on one corner, the doors flew open and it came to rest like a wounded vulture. After that there was but one thing to do – sell it, which is exactly what my uncle did. He had particularly happy memories of the transaction because he sold it to a German. This in 1946!

The car replacing it was as good as the other had been bad. JN 3556, a four door finished in two tone beige and brown, with Bedford cord

upholstery, was absolutely immaculate and gave totally reliable transport for nearly three years, until uncle fell for a Tickford bodied MG TB. He remembered the Ford with great affection however and drove it all over the country. Following the MG, he returned to Dagenham with a Mark I Consul, PPO 606, then a Mark I Zephyr Zodiac, XPJ 900, a Mark II Zodiac (two of these; VYY 303 and 554 BLR) and a Mark III Zodiac, CPB 781 B. Dodging the 'flying housebrick' Mark IV, he then had a Corsair 2000E, RMY 57 F, and for many years a superb Cortina 1600E, BMC 597 H. Commercial vehicles were not neglected and his entire fleet was Fordson, from the 'Y' type van [ugh!] up to the Thames 4D tipper and two long wheel-base scaffolding trucks. Two 10 cwt. Vans circa. 1954 made up the fleet.

If the photograph is of any interest, please feel free to use it in your magazine. If you do so, though, I would very much appreciate a copy



Christopher Hudson's uncle's Fordor Model 'Y', JN 3556, a late 1933 Southend-on Sea registration. It was a long rad 1934 model and, being a Fordor, was the de luxe version, with (visible in the photograph) twin windscreen wipers, trafficators, rustless steel head lamp and sidelights and chromed windscreen surround. Note also the flat headlamp lens with the circular Magnaflex bars, which were introduced with the long rad in October 1933.

of the relevant issue, as my aunt, although of great age, would be pleased to see it.

May I finish with one tiny comment. In your December 2006 issue, page 24 and the superb photograph of Penzance, the van following the Model 'Y' is not a Hillman, but a Bedford. You can just make out the flutes on the bonnet top. When I was a student, a friend of mine had one. It was memorable for a total loss of braking in Grosvenor Square, where he was approached by a police officer who said, "I had a Vauxhall 12, just the same, they're buggers". I cannot imagine a similar attitude prevailing today.

My apologies for the typing. Retirement means a loss of both secretary and computer. My congratulations on a superbly presented magazine.

The 1937 Le Mans 24 hours race - Part II

Following the description of the race and the formidable performance of the Model 'CX' tourer, driven by Maurice 'Bill' Bilney and the Australian, Miss Joan Richmond, in the last issue, I am grateful to **Yvon Precieux** for putting forward some thoughts on the preparation of the car by Jack Bezzant of The Povey Cross Motor Company, Horley, Surrey. It should be noted that the car was entered in the 1100 cc class, its engine capacity having been reduced from 1172cc to 1099cc. It completed the gruelling race in a spectacular 14th place, having raced for 1350 miles at an average speed of 56.3 m.p.h. Tragically 'Bill' Bilney was killed later in the year driving an AC in the Twelve-Hour race at Donnington. He collided with another car and rammed the stone wall head-on beside the gateway at Holly Wood. Joan Richmond returned to Australia at the end of the war and settled in Melbourne after a successful career in racing cars in Europe; but more about the good Miss Richmond in a future issue.

Yvon writes;- "Literally, all the modifications, tuning, etc. on the Le Mans car have been handed down from the early '30s, with superchargers and inlet over exhaust heads being the ultimate weapons for speed. And these same methods are still relevant today. I have most books from basic tuning to the ultimate, with various details from the thirties to fifties racing, etc.

Jack Bezzant was one of the better engineers. His tuning went to the very basics; balancing the components, tuning the induction with twin carburettors and upping the compression, with reliability rather than ultimate speed being the key to finishing a race. I would certainly make the assumption that twin SU carbs, etc. were used as, even with a standard camshaft, a 50% increase in power would be available, (a modified camshaft would provide a 70% increase), but I would stick with the standard.

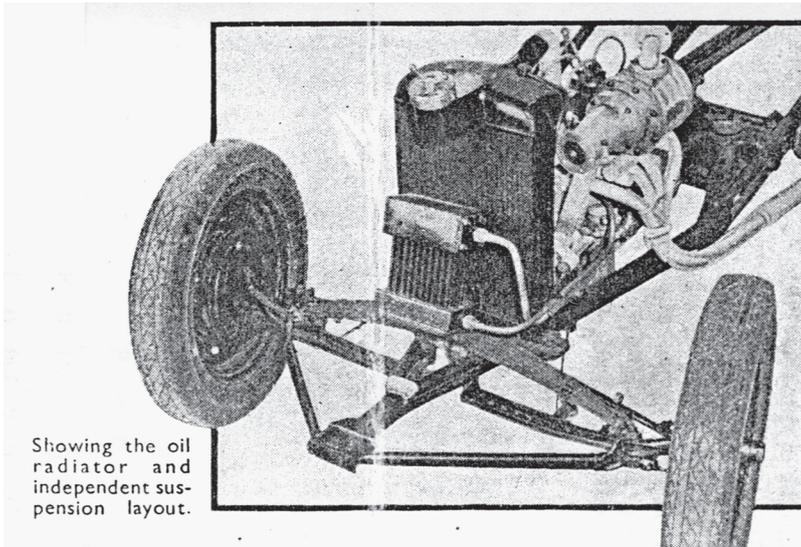
Some of the body modifications are easily identifiable and need no further comment, but for others not visible, I can possibly explain some reasoning. For stability, anti-sway bars and straps would probably have been used with the transverse springs, although to fit the anti-sway bars, Ford spring eye pins, part number 5468, together with the bushes would have needed to be replaced with Silentbloc metalistic bushes and long high tensile steel bolts. This is the normal modification when a 'Y', 'C', 7Y or 7W axle is used.

An extra fuel tank was necessary for Le Mans as all the cars in the race were fitted with extra tanks and too many stops running on one tank would have reduced the overall average speed of 56.3 m.p.h. The most likely place for the tank was the rear passenger area. In this position, an ideal position amidships, not only would its capacity have provided many more miles, but further stability to the vehicle. Even today, if you carry heavy weight in this floor area, regardless of the fact that it may be a 'Y', 'C', 7Y, 7W or even a 103E, it is amazing how the vehicle becomes glued to the road at all speeds. I've done it, and all the way to Scotland on the motorway, and it works.

It is feasible that the axle ratio remained standard, as changing it does not necessarily increase top speed; quite the opposite, as it places more load on the engine with inherent higher temperatures for water and oil to cope with. The required increase in speed would have been via the gearbox, and here I would agree with the need to change the ratios of the 3-speed box, as components were available and used at Brooklands, etc. Also 2nd gear at high revs could out-pace most cars on acceleration.

Oil and water cooling were paramount when endurance, higher than normal acceleration and overall speeds were called for. As with today, the existing thermosyphon system would certainly not have coped. The most preferred, simple and practical method of the time in which oil and water cooling was subdued, was the use of a larger header tank to the radiator, with a small external oil radiator placed in front of the radiator, similar to the L.M. Ballamy racer built in 1938 for the 1939 season (see illustration). As can be seen, the system fits well within the space between radiator and bonnet and, at speed, there would be sufficient cooling for both. To cope, the oil pump would have to sustain a greater capacity (oil radiator) and pressure. Standard practice since the advent of the Model 'Y' has been to modify the existing unit with longer gears and a variable oil relief valve to blow at this higher pressure.

I do not think that the short stroke crank or the Ford 8 cylinder head was used to increase



Showing the oil radiator and independent suspension layout.

Leslie Ballamy was another motor engineer whose main claim to fame was his independent front suspension (IFS) modification to sidevalve and V8 Fords. He also tuned engines and here is his oil cooling radiator, similar to that used by Jack Bezzant, as incorporated in his Ford 10 engined trials car of 1938.

compression. The former was extremely expensive and, as far as I am aware, only three were made by Nordec. This would have necessitated a longer piston (not available) to bring this flush to the top of the block and, although simple enough, this was not a well-tried method and I doubt if Bezzant would have deviated from his usual methods of tuning, which had proved durable and reliable under racing conditions. The 8 h.p. head would be fine for a normal race, but not Le Mans, where engine cooling was critical if the car was to succeed in keeping pace and finishing the race. After all, the idea was to provide for an efficient well-tuned car to run at continual higher top speed with intervals of high acceleration. I would suggest one of the standard but slightly re-profiled aluminium heads was used. These were reliable, durable, of good material, well made and came in various compression ratios. Also they came of the shelf at reasonable cost.

Without doubt, porting and relieving of the engine block would have been indulged in, as this is, and always has been, the standard practice to improve the breathing of a sidevalve engine. Twin SUs and tuned inlet and exhaust manifolds would have finished off this requirement and, indeed, this was what Jack Bezzant was expert in.

Lightening the Ford flywheel has its uses, but one has to be very careful with the revs when changing gear. Flywheels were available in aluminium or with a steel insert. The latter was one to be avoided as, at temperature, the insert fell out. However, there is nothing wrong with the Ford flywheel and I think Jack Bezzant would have kept things simple and reliable.

The Scintilla magneto was another possibility. It worked well at higher engine revs, but they are heavy, take up engine b.h.p. and put extra loading on the cylinder head.

As to the reduction in bore (to bring the car into the 1100cc class), this is done by Rover 10 liners with the use of Singer 9 high compression pistons. The use of Singer 9 pistons was standard, as they were dimensionally correct, with no need for modification. Here however there was the need to use the early 'Y' Ford con-rods (heat treated and polished). The standard Ford rod steel was EN18 with a tensile strength of 50/55 tons per square inch. If annealed, heat treated and polished, which probably they were, this figure was increased to some 65/70 tons/sq.in.; more than capable of sustaining speeds within its class at Le Mans. There is the possibility that new rods were forged from KE 965 steel at the time. But here I'm looking at what Jack Bezzant was good at, which was time and effort in preparation and tuning of existing parts with the use of tried methods, incorporating more efficient ways of placing petrol in the engine by better fuel pumps (electric) and carburation (twin SUs), tuned manifolds, improved oil/water cooling and keeping the vehicle stable on the track."

Powerscourt Picnic Run and Rally - Co. Dublin

Sunday 19th August 2008.

The surprise was total. For thirty years the Irish Veteran and Vintage Car Club (I.V.V.C.C.) Powerscourt Picnic Run and Rally has been organised and administered by the Fitzgerald family; initially by the late Jim Fitzgerald and latterly by his son, John, assisted by some of his brothers. Both Jim and John have been our Y&C Register Ireland Coordinators over the years, based on the family's Tudor Model 'Y'. This has taken part in rallies and events in Ireland, France and the UK. It was John who organised the very successful Convoy 2002 tour of Ireland by some forty cars of the Y&C Register.

In January of this year, Robin McCullagh, the President of the I.V.V.C.C., suggested that, as it was also the 75th anniversary of the Model 'Y', we arrange for Model 'Y's to appear at the Powerscourt event as a complete surprise to John Fitzgerald. Robin would act in secret as our contact in Ireland.

The response from the membership was fantastic and, on the day, 12 cars plus John's Model 'Y' (see back cover) were on parade at Powerscourt. On the Saturday evening before the rally, the I.V.V.C.C. hosted a dinner at the Bewleys Hotel in Leopardstown, where we were all staying, to which John and his wife Lillian were invited. We were waiting in the bar when they arrived at 8.15 p.m. The look on John's face when he saw us was to be seen to be believed. The word 'gob-smacked' springs to mind.

The weather for the rally was fine and the settings at both the Airfield Trust farm and the Powerscourt Estate were well-suited for showing off the 160 cars present. We assembled and registered at the farm and drove in convoy the few miles to the beautiful Powerscourt Estate with its famous gardens.

John was able to get his own back on us at the presentation ceremony at the close of the rally by presenting me with the magnificent Jim Fitzgerald Perpetual Trophy, thus ensuring that I shall be back next year to return the cup! I gratefully accepted the trophy on behalf of the Y&C Register members present, thanking the I.V.V.C.C. and Robin McCullagh in particular for their friendly welcome and generous hospitality. Robin's original initiative and help in guiding us in convoy from the ferry port, through Dublin City and through the Co. Dublin countryside was very much appreciated.



The line up of some of the Model 'Y's at Powerscourt.

Y&C Register members taking part were Jim and Joan Sharpe and David and Freda Kent, who travelled from Essex in convoy over two and a half days to reach the ferry port at Holyhead. En route Jim and Joan called in to see Eileen Murrell, the widow of our recent Chairman, Geoff. Both she and her friend, Janet, hope to join us next year on the Yorkshire tour.

The ubiquitous Jim Miles drove stoically from London in his Eifel roadster, getting to Holyhead as the ferry was loading on the Saturday afternoon. He returned on the

Monday afternoon ferry! What a player. Triffic Jim!

Malcolm and I drove the 220 miles up to Betws-y-Coed in Snowdonia on the Friday afternoon and the final 50 miles to Holyhead on the Saturday morning through torrential rain. Unlike the wimpish 'CX' boys at Stanford Hall, we soldiered on with hood down and soon dried out at the ferry terminal. David and Wendy Grace towed their Alpine to Anglesey, to within spitting distance of the terminal and drove it the rest of the way with Wendy complaining about the ill-fitting hood!



Period dress was in evidence. From left; Sam Roberts, Frank Whitaker, Jim Miles (Herr Flick!), Geoff Dee and Geoff Salminen, with Freda Kent listening attentively to a hidden Wendy Grace to the rear.

In the meantime, on the high seas, was the Allan family, who had driven from near Preston to Liverpool and caught the Dublin ferry from there. Bruce, Carol and daughter, Stephanie, were to join us in the Bewleys Hotel in Leopardstown, just south of Dublin. Also joining us there were Mike and Kath Samuel, who had caught the Fishguard/Rosslare ferry the day before and, arriving at 7.30 p.m., had driven up the coast as far as Arklow and set about finding a B&B. Nowhere could they find a vacancy so, with headlights fading and fuel getting dangerously low, they found a quiet lay-by and spent the night in the Model 'Y'!

The two Geoffs also arrived at Holyhead for the 2.15 ferry, having travelled in convoy from Leamington (Geoff Dee) and Birmingham (Geoff Salminen and Frank Whitaker). All seven cars boarded the ferry.

At the hotel, we met up with Brian and son, Paul, Mullan, who had driven Brian's very open 'Special' Model 'C' down from Ballymoney in Co. Antrim. Needless to say they got a tad damp! We also met up with Gerard and Mary Finnegan, who drove their Fordor 'Y' from just down the road in Shilleagh, Co. Wicklow and members John and Mary Walsh Nee, from Co. Galway, who were without car. At the Airfield assembly point, we were joined by ex-member, John Duignan, from Co. Leitrim, with his Tudor Model 'Y' and at Powerscourt, when we arrived, was the Model 'Y', IY 3345, which we have listed as being owned by ex-member, Pashcal Fenton from Co. Limerick. There was mutual surprise when we bumped to Peter Baggott and wife, Hilda, from Ramsgate, at Powerscourt. They were touring in their luxurious camper.

The evening after the rally, John and Lillian Fitzgerald joined us in the hotel, where we partook of champagne out of the Perpetual



I was honoured to receive the Jim Fitzgerald Perpetual Trophy, in memory of John's father Jim, on behalf of the Y&C Register. From left; John Fitzgerald, Robin McCullagh, 'Yours truly', Lillian Fitzgerald and Bernadette Wyer, Secretary I.V.V.C.C.

Trophy - and other beverages! On the Monday morning, we each went our own way. Jim and Joan, Mike and Kath Samuel, Wendy and David Grace and Jim Miles were kindly invited by I.V.V.C.C. members, Tom and Tricia Farrell, to visit them in their home. Tom collected them from the hotel in their cars and led them to Kiltarnan, where the Farrells have a beautiful garden and a very interesting collection of cars including rare Alfas and a Bentley. They viewed the cars and were given a tour of their show garden, followed by home-made scones and coffee. The two Geoffs and David and Freda Kent headed south to the Waterford area where, having thoroughly enjoyed themselves, regrettably, Freda was taken seriously ill on the Friday. Fortunately, her problem was diagnosed quickly and she underwent major surgery in Wexford hospital on the Saturday. By the time you read this, hopefully she will be well on the mend, at home in Essex, thanks to a relay of Y&C members providing comfortable cars for her and David from Pembroke Dock, and trailers to bring back the their Model 'Y' in stages.

Malcolm and I were a bit more adventurous. I, having been round Ireland on Convoy 2002, decided to look at the hinterland. Driving due west from Dublin, we visited Athlone castle and drove north to overnight in Roosky on the River Shannon. The next day we made Galway, via Roscommon. Having taken in some late evening Irish culture in Galway, we called in to deliver a set of Model 'Y' carpets to Tom Brett before driving on to Limerick and Tipperary (it's a long way!). Hopefully, Tom will be reading this as a new member of the Register. Tipperary is not glamorous, but can boast one decent restaurant and a comfortable B&B. Our final leg was down to Waterford and on to Rosslare, via a second trip (for me) over the emigrant ship 'Dunbrody' in New Ross harbour. An eventful sea crossing to Pembroke (fuel blockage); a most enjoyable night with a friend in Amroth, near Tenby, and a 200 mile drive home to Andover, clocked up a total of 920 miles for the eight days.



Eileen Murrell (right) and Janet were visited by Jim and Joan Sharpe en route to Ireland. Pictured here with Jim's immaculate July 1936 Tudor 'Y'.

Overall, the trip was a great success, with everyone happy to have taken part, including Robin McCullagh, who wrote to me afterwards, "I just want to put on record our thanks to you and your fellow Ford Y&C Model Register Members for coming over to join us on the Powerscourt Run. We were delighted to meet such a friendly group, and of course your cars added greatly to our event. Needless to say we feel that the 'surprise' for John Fitzgerald worked well, so all the hush-hush action (on both sides) was certainly worth it."

Sam Roberts

Waiting at the Holyhead ferry terminal for Jim Miles to arrive.

It is with deep regret that we have just learned of the tragic death of Brian Mullan whilst walking his dog on Tuesday, 4th September. Our thoughts and prayers go out to his family. An obituary will appear in the next issue.



Photograph on back cover:- Powerscourt Picnic Run and Rally, 19 August 2007. John Fitzgerald's Model 'Y' flies the Y&C Register flag at the Irish Veteran and Vintage Car Club event. This was the thirtieth Powerscourt event organised by the Fitzgerald family.



St. George's
Brass Band
Dublin

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39