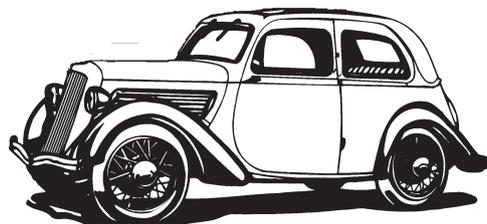
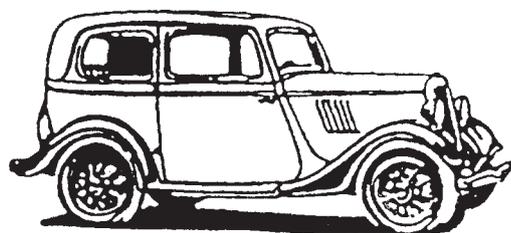
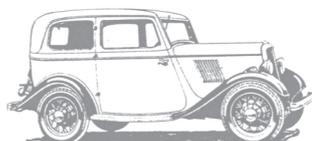


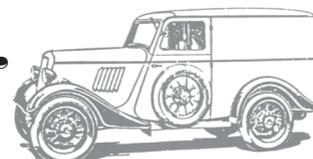
TRANSVERSE TORQUE



Noovember - December 2007 Issue 169



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



The magazine of the Ford Y & C Model Register

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**THE FORD Y & C MODEL REGISTER web site is at
www.fordyandcmodelregister.co.uk**

Annual Subscriptions:- UK £25.00 (S/order preferred);
Overseas (incl. Eire) £30.00

TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB

DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed.

Printed by CPS-Airedale Specialist Print for Classic Car Clubs
Leeds 0113 226 7497

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Editorial

We have a full edition for you again in this issue, thanks to your contributions, snippets and stories of your cars and travels. Please keep them coming. In particular, if any member's car has an interesting history (which covers most survivors), or has recently been through a restoration and wouldn't mind sharing the story with other members, please let me know and the tales can be told through our regular Members' Cars item.

Pat Jennings, from Leeds, was visiting his brother Kieran in Ireland, just two weeks before our visit to the Powerscourt Picnic Run and Rally in August. Kieran lives in Knock, Co. Mayo, which those of you who went on the Convoy 2002 tour of Ireland will remember well for the funeral



The November 1936 Tudor now owned by Kieran Jennings in Knock, Co. Mayo. It used to be owned by Philip Swan, the curator of the RAF Museum at Kirkby.

cortege, which was passing along the high street as we were parked up having coffee. The smiles on the mourners' faces as they passed our cars will be remembered by all. Anyway, whilst there this year, Pat visited the Claremorris Show and took the two photographs of our cars present. Kieran owns the Model 'Y' (ex-BAH 955) and the 'CX' is owned by one Bill Harness. Our diligent Secretary may have lured them into membership by the time you read this.



The smart 'CX' tourer which, with the Model 'Y', was at the Claremorris Show, near Knock, in August. The tourer is new to the Register.

Whilst on the subject of Ireland, we were all horrified to hear of the sudden, tragic death of Brian Mullan in Co. Antrim so soon after enjoying his company over the Powerscourt weekend. Our thoughts and prayers go out to Sadie, his widow, and their children and grandchildren. Son, Paul, has submitted an obituary, which appears elsewhere in this issue.

asked members to identify it. Ivor Bryant explained that it was DXE 200, which he and Peter Williams collected and which was illustrated on page 4 of the last issue. Ivor says, "Unfortunately, as reported, it was rotted right out; the rear spring broken, the chassis repaired with a steel angle and one inner arch replaced with a sheet of aluminium. And that's before it was left in a shed with leaky roof since, I would guess from the tax discs, 1960. The roof of the car had been replaced with the classic aluminium, bead screwed through the cloth to the steel, but that had

long since disappeared. Seats? There was evidence that there were some once. Floor... no. Chassis rusted through, all wood rotted, etc." It has now been broken up for the few spares available.

Graham Miles emailed, "You may recall in the previous newsletter, Tony (The Tyre) Etheridge was asking who had asked him for a 450 x 17 'Town and Country', well it was me. Today I collected it and, as it is very old stock, at least 30 years old, it is wrapped in paper, as was the practice at that time. I wondered if our younger members (if we have any that is) might like to see a photo of it as I'm quite certain it will be the last we will ever see, and I don't expect they even know of the practice."

I remember fitting Town & Country tyres on the rear axle of my Model 'Y' back in the late 1950s. I repeated the practice with CNN, my more recent Model 'Y' Tudor, now owned by Barry Diggle. They certainly improve the grip in mud or snow. Perhaps Barry can comment.



Graham Miles' Town & Country tyre as received, still wrapped in its protective paper shroud.

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Dave Minnett referred me to a video clip of a Ford promotional film which gives a superb presentation of our cars, plus the Ford V8. I recommend this clip to those of you with access to the Internet:- "http://classiccar.woop.tv/Members/classiccar/my-videos/launch-of-the-ford-v8"

The clip starts with the unveiling of the prototype in the Albert Hall in February 1932 and then goes on to demonstrate the hill-climbing ability of two early short rad Model 'Y's, a 'CX' saloon, a 'CX' tourer and a V8. I guess the film was compiled in 1935.

Reference to this clip and other news now appears on a new News page on the Register website.

In addition to 2007 being the 75th anniversary of the Model 'Y' and the 70th anniversary of the testing of cats' eyes, for those golfers amongst you, it is also the 75th anniversary of the first Stableford golf competition held at the Wallasey Golf Club on Merseyside on 16th May 1932. The founder of the scoring system was Dr. Frank Stableford – it has nothing to do with our cars, but I thought you might find it interesting!

Tony Etheridge, our tyre supplier, sent in a lovely photograph of Dumpton Park station in Ramsgate, Kent, taken in the 1950s. Initially we thought that in addition to the Austin Big Seven parked outside, there was a Model 'Y'. However, under the magnifying glass, it appears not to be, with large hub caps, a high rear bumper and an odd looking front wing. It would be interesting to see a contemporary photograph of the station taken from the same spot, if that is possible. Perhaps Peter Baggott can oblige.



Is that a Model 'Y' parked in front of Dumpton Park station, Kent, in the 50s? I have my doubts, but thanks to Tony Etheridge for sending in the photograph.

Please note that four of our Officers have changed their email addresses over the past couple of months; Bob Wilkinson, Bruce Allan, John Argent and Bill Ballard. Their new addresses appear on the inside of the front cover. Please update your address books where appropriate.

Out of sympathy for our Australian and New Zealand readers, I feel I must mention the rugby! Tee hee!

This is the last issue of Transverse Torque for 2007 and the celebrations of the 75th anniversary year of the Model 'Y'. I and the Officers of the Club wish you all an enjoyable Christmas and New Year period. Personally, I hope that, as a New Year resolution, you will seriously think about putting your name forward as the new Editor at the A.G.M. in April!

Sam Roberts

The deadline for copy for issue 170 is Saturday 29th December

Chairman's Chat.

By the time you read this, the NEC show will be done and dusted. It is sad to think that another car season is over. This year has been a busy one for the Register with four major events:- Enfield Pageant, a great success and an award for the club stand; Stanford Hall, I don't think we will ever see so many of our cars assembled in one place; Powerscourt Rally, a big surprise for John Fitzgerald with the number of Register members arriving, and the old favourite NEC, a pleasant 3 days with lots of members visiting the stand. My thanks to all the people who put so much effort into organising these and so

Cover photographs.

Front:

To support the last in the series of the 75th anniversary of the Model 'Y', the front cover shows a new, very early short rad. This one has been exported to Germany and is pictured outside the Ford Motor Company A.G. premises in Köln. Note that the very early models did not have guttering above the doors, just raised bodywork."

Back cover:-

A motley crew! Photographed at Sheringham, Norfolk at the annual North Norfolk Railway, 1940s weekend in September. In full 1940's gear; from left - Dorothy and Steve Brider, Noel Page, Pat and Bob Wilkinson, Ivor Pollington, Roger and Jo Hanslip, Pat Pollington, Joan and Jim Sharpe."

many other local events throughout the year.

My three disappointments were the cancellation of the All Ford Rally, my non-attendance at the Powerscourt Rally and of course the awful weather. The problem with the All Ford Rally was due to legal difficulties between the previous organiser and the Rotary Club. The weather, well, we can't do much about that - only get used to being wet and cold throughout the summer months. I would have loved to attend the Powerscourt Rally, but the previous week I was in Austria. I did mention to Sam that I could fly into Dublin and someone give me a lift, but he wanted my car not me - enough said!

I would like to wish all our members and their families A Very Happy Christmas and I look forward to seeing you in 2008.

**Peter Ketchell,
Chairman.**

Secretary's Ramblings.

We may have had the worst summer we can remember, but September and October have been lovely – I hope you got out and about as I did with my 'CX' tourer TOP DOWN of course. In fact the car has been driven with top down ALL THE TIME SINCE THE CAR WAS RESTORED! The September highlight was our trip to the **North Norfolk Railway 1940's weekend** (see report elsewhere).

My 'CX' has once again gone through the **annual MoT test**, this time after really working hard to adjust and balance the brakes to make them more efficient. The whole system was restored 3 years ago, but the mileage covered has helped everything to "bed in". A friend commented that taking his old car for test was, in terms of anxiety, rather like giving birth I think we know what he means. The serious side of our annual MoT test is that we should welcome the opportunity to ensure that our old Ford is up to scratch mechanically, as any compromise affects safety and lives. We must always take a responsible attitude to ensure that no-one in an anti-motoring lobby, with restrictive legislation in mind, can point a critical finger at our hobby. FBHVC has been focussing on the use of older tyres and advises members to NOT use any tyre which has been unused for over 10years, despite storage conditions. Apparently tyres are prone to disintegration on coming into service if unused for some time. Beware of tyres offered for

sale at autojumbles. (See Useful Contacts page for new tyres.) Our Club policy is to ensure that members make no compromise on safety – that is why virtually all those critical brake and steering parts are available through the club. Check what you need to order over the winter period so that you are ready for next year's busy season.

Whilst ordering parts, and with Christmas approaching, why not put out the hints for presents – the DVDs of the 75th. Anniversary of Model 'Y', a Parts Book, an Instruction Book or the Service Bulletins! One member did find a set of kingpins in his Christmas stocking last year. Now that is good planning! (See the Handbooks advertisement and the Regalia listing to get some ideas)

Your Committee will be meeting on 4th November, probably before this issue arrives with you. If you have any items to raise of general interest relating to classic car use or specific Y&C Club matters, please let me know and they will be raised at our next meeting in February. Once again I will take this opportunity to mention that all our Club Officers are unpaid volunteers working on your behalf and indeed travelling many miles per year in carrying out Club work. We are always looking for members to get involved in a range of activities so, if you wish to find out more, please give me a call. Sam Roberts is STILL waiting for a member, or indeed a couple, to gradually take over editorial work. I am also, after 25 years, looking for someone to ease themselves into the secretarial role. All the Committee enjoy their jobs I tell them so frequently And thank them too, as we all do!

Communications: Email correspondence is quick and efficient, but please make sure you include a FORD Y/C related line in the SUBJECT BOX when writing to a Club Officer. This will ensure that your message is opened and not dealt with as junk/spam mail. Incidentally please note that there are several **NEW EMAIL ADDRESSES**, including mine, listed to club officers inside the front cover of this issue. The Club website has been updated, thanks to Roy our webman, to include these changes and you will note the addition of a **NEWS PAGE**. You are welcome to submit items including photos (to me or Sam Roberts) for inclusion. By the way, if you have changed email address please let us know for updating.

Club Friend Membership Scheme: just a reminder of this scheme, which we introduced a few years ago any NON-OWNER is eligible to join (£16.00 pa.), whilst maybe looking for a car or indeed following the sale of their 'Y' or 'C' Model. All club benefits are available -EXCEPT for spares - and this

enables Friend Members to keep up or develop an interest in our cars. Friend Member subscriptions can be credited towards full membership on buying a 'Y' or 'C' Model. If you know of any candidates, please contact me for details.

The late John Bonnett (see obituary in last issue) has generously bequeathed his Model 'Y' to the Club in his will. I am currently in communication with the Executor of his will to arrange to take over the car. Your Committee will decide, at their November meeting, how best to use this inheritance with regard to John Bonnett's wishes. Clearly we have no reason to keep the car or have suitable premises, so it is likely that it will be sold to the highest bidder within the Club. By the time you read this the Committee decision will be known, so if you wish to find out more, please contact me. (See For Sale section) .

NEC Nov. 9-11: Our final formal event of 2007 will be our Club stand at the **International Classic Car Show**. Geoff Salminen has organised our stand, which will focus on the 75th. Anniversary of the Ford Model 'Y'. Several of your Club Officers will be in attendance, so why not call in at our stand and have a chat. We will be delighted to see you. You will also feel proud to know that your club is one of very few pre 1940s clubs present to fly the flag for the older classic at this prestigious show.

I must check that I have antifreeze to the correct strength in the old Ford so that I can get out and about on crisp fine days this autumn and winter. I hope you use your car too ... they do not like being neglected A bit like the ladies in our lives. Happy Y&C ..ing.

**Bob Wilkinson,
Secretary.**

BOB'S JOKE CORNER.

There was a Yorkshire man who had worked all of his life, had saved all of his money and was a real miser when it came to his money. (*Unusual tiser for a Yorkshire chap – Bob.)*

Just before he died, he said to his wife, "When I die, I want you to take all my money and put it in the coffin with me. I want to take my money with me to the afterlife."

And so he got his wife to promise him that when he died, she would put all his money in the coffin with him. Well, he died. He was stretched out in the casket, his wife was sitting there in black, and her friend, who was aware of his last request, sitting next to her. Just before the undertakers got ready to close the casket, the wife said, "Wait a minute!" She had a box with her, she came over with the box and put it in the casket. Then the

undertakers locked the casket down, and they rolled it away.

So her friend said, "Girl, I know you weren't fool enough to put all that money in there with your husband"

The loyal wife replied, "Listen, I'm a Christian, I can't go back on my word. I promised him that I was going to put that money in that casket with him".

"You mean to tell me you put that money in the casket with him !!"

"I certainly did" said the wife. "I got it all together, put it into my account and wrote him a cheque. If he can cash it, he can spend it!!!"

Now that is just like a woman! This was obviously sent in by a soft southerner who has no understanding of Yorkshire folk. As a Yorkshire chap I didn't think it was funny.... But soft southern member Jim Sharpe did. Why not send me your favourite story for us to share.

Bob Wilkinson.

Satellite Navigation

If you purists don't want to know, please turn away now!

Imagine a navigator who does not shout at you if you go wrong, says 'please' before every instruction and gives those instructions well before you have to do something. That's a sat nav system. Malcolm, my 'techie' navigator, took us around Holland last year with his Becker sat nav device stuck on the dashboard of my Model 'Y' Kerry. Despite it being an open-topped car, he had ear-phones through which he received the dulcet tones of 'Nellie', as he christened her.

The only problem was that Nellie and other makes of sat nav run off a 12 volt supply. In Holland, Malcolm overcame this by having a 12 volt lawn mower battery at his feet. This year, on our trip to and around Ireland, we had a much more sophisticated set up, which has also been fitted in two other members' cars. Discreetly hidden behind my passenger glove compartment is a small box containing an inverter, which converts the 6 volts from my battery to 12 volts. The output wires from the inverter are connected to a cigarette lighter socket, which is fitted into the rear of the glove compartment out of sight. Bingo! The sat nav is now driven by a standard connector, which fits into the cigarette lighter socket. Incidentally, there is a one amp fuse in the inverter, which prevents you overcooking the device. I presume it will also be able to drive a portable CD player as well.

If any member is interested in receiving a kit containing the inverter and a cigarette lighter socket, please send your request to me with a cheque for £30.00, made payable to Ford Y&C Model Register Ltd., and I shall supply.

Sam Roberts.

MODEL 'Y' & MODEL 'C' / 'CX' PUBLICATIONS

(Reprinted by kind permission of the Ford Motor Company Ltd.)

Service Bulletins:

The nearest we have to workshop manuals. Reprints of the technical and service manuals sent regularly to Ford agents.

Part I: Model 'Y' Bulletin:-
Vol. 1 No. 1 to Vol. 3 No. 7
(Sept. 1932 - Aug. 1934)

Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-
Vol. 3 No. 8 to Vol. 7 No. 6
(Sept. 1934 - Dec. 1938)

Model 'Y' owners need Parts I & II; Model 'C' / 'CX' owners Part II. Service Bulletins are available at **£8.50 each** plus £1.50 postage in UK, £2.00 Europe & £5.00 rest of the world.

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Books:

Model "Y" 8 H.P. Covers 'Short-Rad' models 1932/33

The "Popular" Covers 'Long-Rad' models 1933/37

Illustrated Parts List:

The "Popular" Covers all Model 'Y's (1932 - 37)

Model 'C' & 'CX'

Instruction Book: The "De Luxe" (June 1935 Edition)

Each of the above is available to members at £10.00 (UK); £11.00 (Europe) and £12.00 (Elsewhere): price includes postage.

Please write order clearly & send with payment details as below:-

*Cheque (£GB only) made payable to 'Ford Y&C Model Register Ltd.'

or,

*Credit/Debit card type (Visa/ Mastercharge/Delta etc.)

Please include these details with your order:

Card number : (kindly write this down in four blocks of 4 digits)

Name on card :

Valid from :

Expiry date :

Issue No: (Delta/Switch cards only):

Amount £

Send to: Bob Wilkinson, Rose House, 9 Brambleside, Thrapston, Northants, NN14 4PY, UK. Telephone or e-mail orders can be taken 01832 734463 or email: bobwilkinson49@hotmail.com

Obituary - Brian Anthony Mullan 9th April 1940 / 4th September 2007

by Paul Mullan

It is with deep sadness and a very heavy heart that I must inform you all of the sudden passing of my best friend, father, and fellow Y & C Register colleague of you all, Brian Mullan, Vow Road, N. Ireland, on 4th September 2007. Dad had been taking Sasha, his faithful Rhodesian Ridgeback dog, who never left his side, for her usual walk along Movanager Canal when, for some unknown reason, he stumbled, slipped down the bank, and left us forever....

Although he had been a member of the Y&C Register since October 1997, most of you will have first met Dad on the 2002 Y & C Register round-Ireland tour, on which he was accompanied by my sister Jeniffer, a tour on which I gather he made quite an impact on certain Register members with his witty comments and sarky banter, all which would have been both given, and taken in good humour.....

As he was surrounded by love and affection in his home life, from his devoted wife Sadie, to his children, and many grandchildren, Dad felt content to concentrate most of his time on his life's passion..... his cars... and would have spent every waking hour, contemplating, designing and crafting every aspect of his much loved vehicles. It would have been nothing out of the ordinary for him to be up from 5am and not be in his bed until 1 or 2am the next day, such was the enjoyment and fulfilment he felt carrying out this type of work....

I could go on for ever, detailing his achievements and escapades, the last of which was The Powerscourt Picnic Run 2007, in August, when both Dad and myself attended, partially to add to the surprise for his good friend John Fitzgerald..... It took us four hours to drive down in 'The Falcon', 20 minutes of which it didn't rain, but Dad loved the experience, and thanks to all you Y & C Register members for making his last outing in his prized wee car such a memorable and enjoyable one for him..... even though I promised him, and John, that the trophy would be back in Ireland next year...

Brian had a good life in which he achieved everything he set out to do.... from marrying an amazing, loving wife and mother, Sadie, having a family, who worshipped him and of whom he could be proud, and leaving behind him, his legacy of restored or handcrafted classic vehicles, which show exactly how skilful and special he really was.... All of which will remain in our family for years to come....

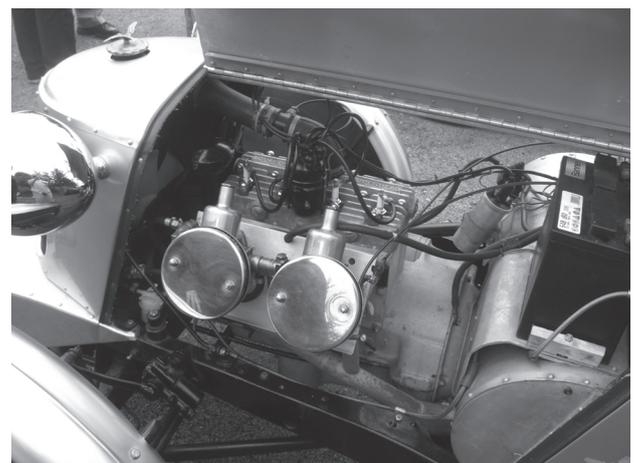
We all, as his family, wish to thank the Y & C Register members, especially Sam for his touching letter. Dad would have been so proud to know he was held in such regard by the people he admired. From his wife Sadie, his two sons, myself (Paul) and Joe, three daughters, Margret, Donna and Jeniffer, and his fourteen grandkids, we thank you all from the bottom of our hearts.

God bless you Daddy, and rest in peace.... We all love you xxx



Wendy Grace talking to Brian Mullan at the Powerscourt Picnic Run and Rally on 19th August of this year. The car is Brian's hand-crafted 'Falcon', a 10 hp Model 'C' special."

Brian's handiwork and mechanical skills are evident in this under-bonnet shot of the 'Falcon' with its Aquaplane head, twin SU carburettors, special exhaust, etc.



75th Anniversary of the Model 'Y'

Part 7. Post the production launch.

In this, the final episode of the anniversary of the launch of the Model 'Y' in August 1932, we consider the inevitable teething problems of a revolutionary new car, which had taken only nine months from drawing board to production. Although the design staff in Dearborn had three cars (Singer Nine, Morris "Minor" and an Austin 7) shipped over to the United States as comparators during the development trials, the whole concept of a baby Ford with its long stroke, small bored engine was totally alien to them. The fact that they had manufactured a running, roadworthy pre-production model ready to be shipped to England by April 1932, only six months after the first blank sheet of drawing paper was placed on the drawing board, is a miracle of industrial endeavour.

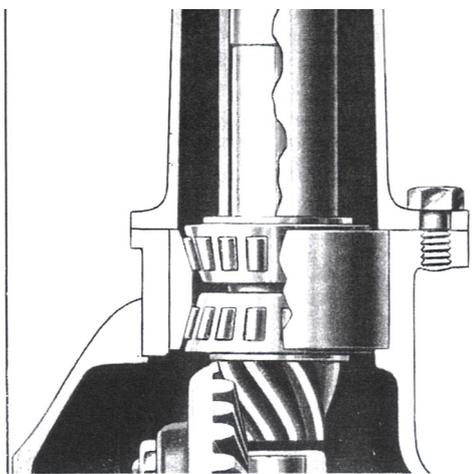
Not all suppliers were geared to produce the quantity (at the quality demanded) of items required to operate the production line at the planned rate. Nor, I suspect were the machine operators and supervisors up to speed on procedures for this new car, as only a relatively few Model AA trucks had been manufactured since the opening of the factory. Consequently the start up of production was slow; 98 cars in August 1932, 493 in September and 968 in October. This gradually rose to 2000 a month towards the end of 1933.

That first year from August 1932 to September 1933 (the lifetime of the short radiator (short rad) model) was fraught with technical problems, which had to be swiftly resolved and kept the problems out of the public eye, thus preventing a drop in confidence in the product. In his letter to Charles Sorensen in Dearborn in November 1933, Rowland Smith, the Production Manager at Dagenham, listed service claims received from dealers on some 30 items in respect of the first 40,000 Model 'Y's manufactured at Dagenham. Throughout 1933, some 37 changes were made to the production model to overcome the problems found. Examples of relatively minor faults and remedies include; Front spring master leaf fracturing (1333 reported incidents) – remedy, strengthen spring and relocate clamps; Generator support bracket failing (970 incidents) – remedy, redesign strap and alter heat treatment methods for support; Generator brushes wearing rapidly and faulty commutation at high speed (932 incidents) – remedy, enlarge pulley to reduce speed and redesign brushes; Speedo shaft (cable) fracturing (2233 incidents) – rem-

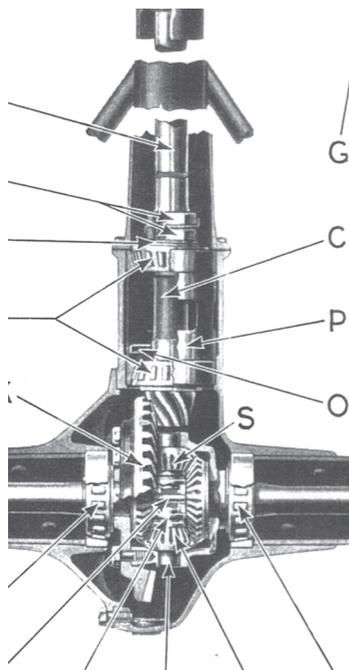
edy, wind with four strands of wire instead of three and change heat treatment.

There was, however, one major fault, which threatened the whole project. The prop shaft had been designed as one length of metal with the drive pinion at the axle end driving the crown wheel. The shaft was supported just forward of the drive pinion by two Timkin bearings which sat back to back. It was soon found that, on changing gear at speed, the drive pinion was shedding teeth, which then caused secondary damage within the differential. Frantic cables went back and forth across the Atlantic with different ideas and results of tests and trials. Suggestions were proposed for a new axle housing and prop shaft casing to keep the shaft rigid and the metallurgy of the drive pinion was questioned. It was finally agreed that the two bearings should be separated to hold the shaft more firmly. A spacer was added to keep the bearings apart. This modification was introduced onto the production line on 17th January 1933 (w.e.f. Y9386). Failures still occurred. It wasn't until the 6th April 1933 (w.e.f. Y18235) that the final modification was introduced. The prop shaft had now been split forward of the Timkin bearings and splined, the male spline being at the drive pinion end. A loose-fitting steel pin was located through the female and male splines, allowing some give on sudden gear changes. This seemed to do the trick.

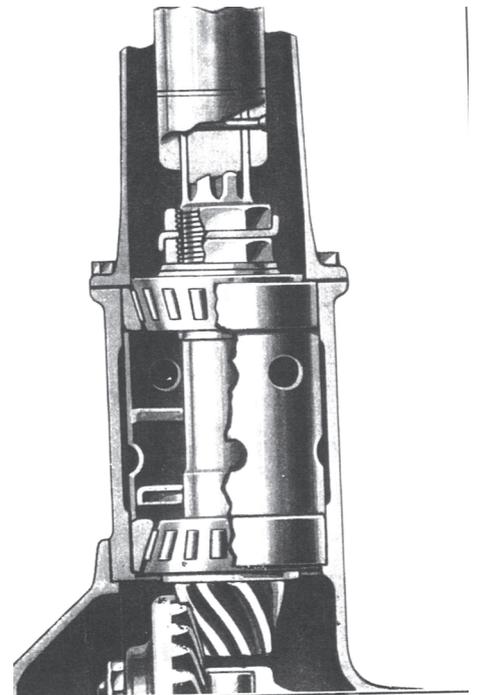
It is as much to the credit of the Ford dealers worldwide as it is to the Ford Motor Company PR department that the motoring journals did not seem to be too aware of what was going on, or if they did, they kept it under wraps. With no spare axles coming from Dagenham,



The original design; a rigid prop shaft with the Timkin bearings back to back.



The first design change showing the Timkin bearings separated by the spacer (P).



The final design change showing the splined prop shaft at the top of the diagram with the steel pin located.

the dealers were having to strip axles off new cars in stock to keep disappointed customers happy. As can be seen by the photograph, not all were completely satisfied! Most surviving early cars have the final modification fitted. However, on the Convoy 2002 Y&C Register trip round Ireland, Wim Hofstede's French Model 'Y' SICAL coupé (Y19835) had a transmission failure. The attempted repair on the trip could not be carried out as it was found, on stripping, that the car was fitted with the non-splined first modification.

Once the majority of the modifications had been incorporated and the car was considered to be reliable, a Dependability Demonstration was organised for September 1933 across Great Britain and in the Irish Free State to promote the car, which was soon to be improved even further with the introduction of the long rad model. The Dependability Demonstration will be written up at a later date.

Sam Roberts.

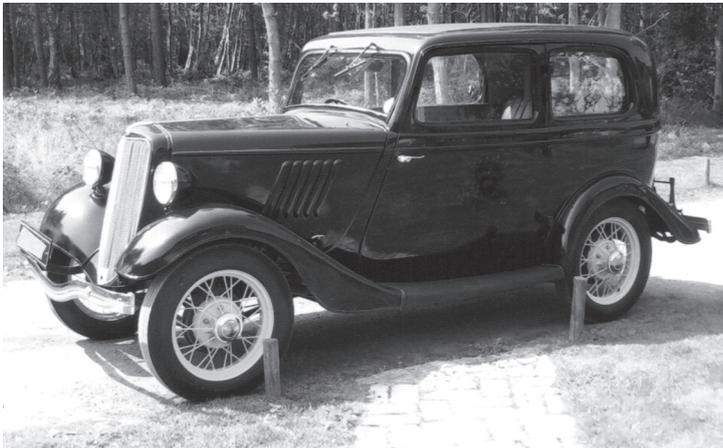


One early owner who had more than his fair share of bad luck with his rear axle.

For Sale

Model 'Y', December 1935, Tudor (Y119025). 10 year restoration just completed, including:- cellulose re-spray (dark blue/black), new roof sticks and top, new seat springs and full leather re-trim (blue), door panels, headlining, new rad, tyres, Autosparsks loom, carpets, etc., etc. See photograph. Just needs using. Original registration and luggage rack. Genuine reason for sale. £5000 o.n.o. (Picture below)

Mick Fordham. Tel: 01483 232277 (Guildford). Mobile: 07850 052702



1935 2dr. Model Y. Y203521. Taxed and MoT tested. Recent engine restoration. Some restoration work to complete. Dry stored and generally in sound condition. New tyres. Could be the youngest known surviving Model 'Y' saloon. £3,000 or near offer.

Nigel Wickens. Tel: 01604 864410 (Northampton).

The late John Bonnett's Model 'Y' 2- door, bequeathed to Club. Some restoration work to complete. Open to offers; more details regarding condition and viewing etc. from:-

Bob Wilkinson. 01832 734463.

Members' Correspondence

Kirkby Aviation Heritage Museum

Steve Waldenberg, our magazine publisher, reports:- "I went to the Aviation Heritage Museum in Kirkby, Lincolnshire, yesterday - to see their Lancaster bomber. I spotted this Model 'Y' in their display hangar. Shame about the flashers! Their Lancaster bomber's engines are in a pretty poor state. They did not sound at all "on song" when they fired them up. Their engineer told me they are not fit for flying, being out of hours."



Phil Panton's September 1935, Cordoba tan Model 'Y' on display in the Aviation Heritage Museum at Kirkby in Lincolnshire. The addition of this car is probably the reason why the Curator and ex-member, Philip Swan, sold his Tudor - now owned by Kieran Jennings in Co. Mayo."

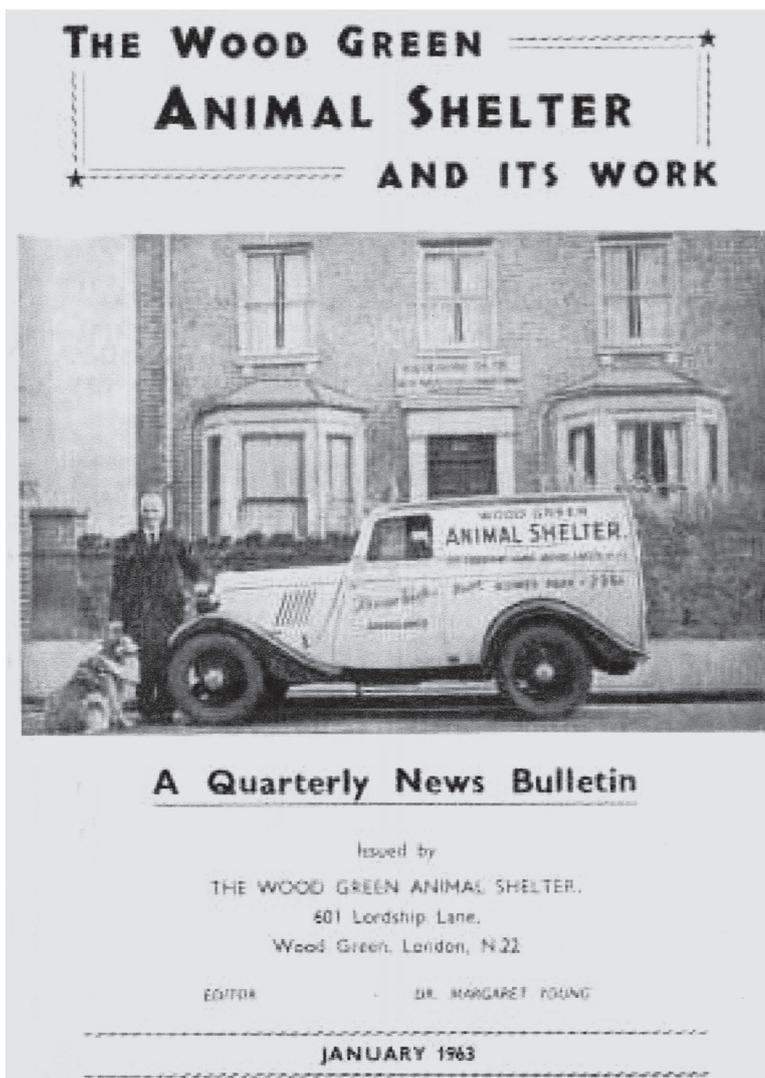
Wood Green Animal Shelter

In issue 139, our late lamented Chairman, Geoff Murrell, reported on the Wood Green Animal Shelter. The Heydon, Hertfordshire shelter of this organisation is not far from where Geoff lived. At the All Ford Rally (2002), he had been shown an old wooden collection box for the shelter, which had been bought by member Jim Murray from an autojumble. On the front of the collection box was a rather tatty photograph of a Model 'Y' van in the Wood Green Animal Shelter livery, a copy of which accompanied the article.

Member Doug Hand, from Oxted in Surrey, has recently purchased a copy of the Animal Shelter's Quarterly News Bulletin, dated January 1963. The cover photograph is the same as the one on Jim Murray's wooden collection box. The Wood Green Animal Shelter started life in Wood Green, London, in 1924, when there were many abandoned pets as a result of the depression following the first World War. Initially, the charity provided a euthanasia service for the "painless passing of pets". In 1933, the charity changed its policy and provided treatment for sick animals, whose owners could not afford veterinary fees. It also became a sanctuary for elderly cats that could no longer be cared for at home. The charity now has additional shelters in Heydon and Godmanchester and takes in some 8000 animals a year and has set national standards in animal welfare. Their website, www.woodgreen.org.uk gives all the latest news on the charity.

Feedback 1. Those poles and the windmill.

On page 7 of issue 168, the last issue, we showed two photographs, sent in by David Bond in Co. Durham, of his father's Model 'Y', TG 9579, on holiday in the mid-1930s from Glamorgan in South Wales. David asked the question, "where were the photographs taken?" I guessed that the windmill in one photograph was on the Norfolk Broads somewhere. However, surprise, surprise, the first photograph to be identified by a very observant Graham Miles was the one of David's mother standing by the car in front of rows of poles. Graham tells me that the poles were used to hang fishing nets on to dry and then to inspect and repair any damage. The long nets were used by the trawlers to catch herring. He thinks the poles are still in situ near the seaside village of Corton, just north of Lowestoft. Corton is near the Suffolk/



The cover of the January 1963 Wood Green Animal Shelter News Bulletin purchased by Doug Hand recently.

Norfolk border, which ties in with my theory of Norfolk being the location of the windmill.

Subsequently, Doug Kent (son of member, David Kent, and the Technical Secretary with SPAB - the Society for the Protection of Ancient Buildings) reported that the windmill is at Burnham Overy Staithe, on the north coast of Norfolk. It is identifiable by its cap gallery, which is quite rare. It is now apparently a seven storey holiday cottage owned by the National Trust. Thanks Doug, we could not have had a more authoritative observation.

Feedback 2. Members' Cars

The known history of John Osley's Model 'Y', BDD 712, was the subject of Members' Cars in the last issue. In 1984, Nigel John Hodson took possession of the car from his father, who had owned it for 15 years, during which time it had been on display in a Ford Dealer's showroom in either Worcester or Evesham. We asked whether anyone recalls seeing the car in a showroom at one of the two locations

between 1971 and 1984. Member Mark Duffy, who lives in Baugenhagen in Norway, emailed in:- 'The article on page 19 of last month's magazine, "Members' Cars", mentions a Ford Y either in Worcester or Evesham in the 70s/80s. I am from Worcester myself and can recall seeing that car in my childhood on display in the front of a car dealers.'

With thanks ...

Freda Kent emails, "I would be extremely grateful if you would allow me to use the pages of Transverse Torque to thank all those members of the Club who kindly wrote to me following my unplanned stay in Wexford Hospital on the last day of our tour following the Powerscourt event in Ireland.

I have, of course, expressed my thanks directly to Geoff Dee and Geoff Salminen who, with Frank Whitaker, insisted on

staying with me and husband David all Friday afternoon when I was taken ill and most of the evening until I was settled on the ward. As a result Geoff and Frank sacrificed a five star meal with friends and Geoff Dee was almost too late to find lodgings. Geoff Salminen's friend Rita Morton, formerly from Birmingham, having already rushed me to hospital that afternoon, immediately and happily invited David into her lovely home in Forth Mountain "for as long as it takes". In the event it took 10 days until I recovered from surgery, but I was able to enjoy two days with Rita until deemed fit for the ferry crossing to Pembroke.

Imagine my delight on seeing the smiling face of Kath Samuel to greet us at Pembroke Dock, frantically directing us to a waiting Mike in his modern 4X4 and new trailer. They unselfishly gave up their day to deliver us half way home, to Hereford, where next day my son collected us with Jim Sharpe's trailer; Jim had kindly driven across Essex to deliver it to our home.

I am now on the mend and just cleared to drive again (not the 'Y'). What an amazing Club. Sam said "that's what it's all about". Maybe, but it is still wonderful and extremely generous of you all and I send a huge "thank you".

Ford v. Morris Eight

Nigel Stennett-Cox keeps close tabs on my renderings and has picked recent comments I made for comment. He expands on my statements, "I do hope you don't mind if I pick up on your reference to the Morris Eight, in both your e-mail and the article you did for the U.S Ford club magazine.

The Model 'Y's eventual great rival, the Morris Eight, did not come out until late 1934, for the 1935 model year, so when the 'Y' was being planned, Morris's 8hp offering was the Minor. This had come out in 1928 with a Wolseley designed overhead camshaft engine, this unit also going into the M.G. Midget M-Type.

In early 1931 Morris offered a very basic open two-seater Minor with a side-valve engine at £100.00 and, by the time the Model 'Y' came along, this engine had supplanted the o.h.c. unit in all Minors. It is well documented that the £100.00 Minor was not much of a commercial success and the same basic model was soon dressed up a bit with the price being raised accordingly.

The Morris Eight and Ford Model 'Y' were such close rivals from 1934, with many plausibly claiming the Morris to be more or less a copy of the Ford, that I do hope you don't think me over-pedantic in drawing your attention to this point. The Morris Eight, incidentally, I believe out-sold the Model 'Y', and was highly successful in its various iterations, right up to the final 1939-47 Series E. And then a development of the original engine powered Issigonis Minors right up to the adoption of the Austin A30's o.h.v. unit in 1953, this of course after the formation of B.M.C. In fact, I have a reference to the Morris Eight being the single best-selling model of car on the British market through its 1934-47 production run. A figure of about 350,000 units rings a bell.

Morris's then supremo, Leonard Lord, was behind the Eight and almost certainly deliberately pitched it just above the Ford in price and specification; Lockheed hydraulic brakes, [also on the final year of Minor] four road springs, better-stocked dash, chrome on brass radiator shell etc. Just as with Chevrolet and Ford's Model T in the twenties, the formula worked!"

NORTH NORFOLK RAILWAY - 1940's Weekend.

Bob Wilkinson reports.

On September 16th Pat and I with a group of members and friends went along on our first visit to this superb annual event and intend to make this the first of many! It was terrific! The setting is the North Norfolk Railway – real steam - which runs through picturesque countryside for several miles between Holt and Sheringham on the north Norfolk coast. The venue and participants were attired in typical 1940's gear. Military uniforms of every shade and rank mingled with civilians of every background, creating an amazing time warp. One could imagine that time had indeed stood still.

Holt and Weybourne stations were bedecked with 1940's gear and displayed civilian and military equipment and vehicles. A 1934 Austin Ruby, in original unrestored condition, had just brought in a soldier returning from leave to catch his train! The whole scene was truly nostalgic. Travelling again down the line, our identity cards were checked on board by a very efficient Military Policeman, who was also on the lookout for enemy spies!

Sheringham station platform was transformed. Steam trains arrived and departed at regular intervals carrying folk from a bygone age. The NAAFI stand was serving hot food to hungry travellers and servicemen with their ladies jived enthusiastically to the music of Glen Miller. Vera Lynn and Gracie Fields sang to keep up the spirits. GIs had their photos taken with our lovely ladies well they would wouldn't they! A civilian couple pushing a period pram – complete with baby- meandered along the platform awaiting a loved one. His dark suit and bowler hat, along with her period frock, made one blink to check if we were really in 2007 or 1945.

Our group stroll to the sea front brought much staring and friendly banter from the locals and holidaymakers (see photograph on back cover). We refrained from rolling up our trousers for a paddle in the sea, and candy floss seemed out of tune with the period and so was shunned in favour of ice cream cornets.

After a memorable steam train ride back to Holt through rolling agricultural Norfolk, the "Andrews Sisters" entertained and a military camp acted as a backdrop for vehicles of all types from the period. Our cars present were owned by Jim and Joan Sharpe, Nick and Monique Smith, Ken and Brenda Waller in Model 'Y's alongside my 'CX' Tourer. Noel Page had his Model B saloon and Roger and Jo Hanslip and friends had travelled in their Model A Phaeton. A good display of our own!

Look out for the 2008 dates for this event and go along. You will not be disappointed.... This is one NOT TO BE MISSED.



Ken Waller entertains with his wind-up gramophone.

Bob and Pat Wilkinson suitably attired and transported. Jim Sharpe's Model 'Y' alongside.



The 1937 Le Mans 24 hour race

Joan Richmond

In issues 167 and 168, the story of the 1937 Le Mans 24hr race was told, with particular reference to the Ford Model 'CX' tourer and its modifications, which enabled it to not only complete the race, but to come in a remarkable 14th overall. It completed 161 laps of the circuit, compared to the winning 3.3 litre Bugatti's distance of 243 laps.

The driving was shared by 'Bill' Bilney and a young lady called Joan Richmond. As reported in issue 168, 'Bill' Bilney was tragically killed later that year driving an AC in a 12-hour race at Donnington. At a time when lady racing drivers were very few, I found it fascinating that one should be driving one of our cars in such a gruelling race and so I set about finding out more about her.

Joan Richmond was born in Victoria, Australia in, I guess, about 1907. Her first recorded car was a Citroën and then a 1100 cc Riley, both of which she raced at the Aspendale track in Victoria. In 1931 she entered the Riley in the Australian Grand Prix on Phillip Island, south of Melbourne, achieving an astounding 5th place.

Shortly after the Australian Grand Prix, she and six friends drove 3 Rileys overland from Australia, through Asia and the Middle East to Palermo in Sicily, off the toe of Italy. They



Joan Richmond at the height of her racing career in the mid-1930s.

arrived in the middle of a European winter, in time for Joan to enter the Italian leg of the 1931 Monte Carlo Rally, which started in Sicily. The race was won convincingly by Donald Healy in a 4.5 litre Invicta.

It was in 1932 that the Brooklands Automobile Racing Club (B.A.R.C.) opened their eyes wide enough to recognise the skills and competitive spirit of women motoring enthusiasts and admitted them as competitors in ordinary open races at the track. Immediately the young Australian, together with Elsie Wisdom, drove Joan's Riley into first place in the Junior Car Club (J.C.C.) 1000 mile race. The J.C.C. was founded in 1912 as The Cyclecar Club, changing its name in 1919 to support all light cars; defined as four-seaters weighing less than 15 cwt. or two-seaters weighing less than 13 cwt. with an engine capacity of less than 1500cc (four stroke) or 1100cc (two stroke).

Joan seemed to base herself at Brooklands. In 1933, she bought the ex-Malcolm Campbell, 1921 3 litre G.P. Ballot racer, which the Brooklands officials declared as being dangerous. Unperturbed, she drove the car, achieving 103 m.p.h. on the outer circuit in 1934. The following year, after throwing a con-rod, which holed the crankcase, she sold the Ballot and bought a supercharged Triumph instead. In this she took a placing in the J.C.C. July relay event. Come the October, driving a Frazer Nash, she took second place in the Ladies 5-lap 'Mountain' circuit handicap race, being overtaken in the final lap by a much faster supercharged Alta.

That same year, 1935, Joan entered her first Le Mans 24 hour race, driving an MG P-Type with the experienced Miss Gordon Simpson. To their credit, they finished the race (154 laps)

Stanford Stanza

by Jean Haselgrove, who accompanied our chairman, Peter Ketchell over the Model 'Y' 75th anniversary weekend at Stanford Hall.

It's off to Stanford Hall we go
Travelling fast and travelling slow
The hood was down the sun was out
The air was fresh and clean

Thro' villages and towns we went
Admiring all the views
Thought I'd try the radio
To listen to the news

But decided on a CD
Letting Peter choose
A Model C has a great CD
When you choose the tune
It's me you see

As far as Cannock we did go
The rain began at first quite slow
But faster did the clouds appear
Then Pete had changed to higher gear

Tent went up and the rain came down
We sat for an hour or two
The roof was on, the sides in place
But still the rain came down

Wellies on, the grass still damp
We set off for the run
With umbrella safely stowed
Sun came out, we hit the road

At Stanford Hall back at the camp
Clive was having fun
Moving toilets to and fro
Just to find the sun

Sun out gleaming
Classic has a meaning
Happily the rain had ceased
Time for us the Hog roast feast

Sunday started early
The sun about to shine
We hoped for some driving tests
T'whether the weather stays fine

For some the morning was a rush
As into the arena the Dutch did push
The engine went, the car got here
Pulled along by the car cooled beer.

The hall began their breakfasts
Cooked for 1 and all
Jo took the pictures
Videos and all

Bob with brolley decided to start
John Griff's Bezzant arrived by cart
The placing of the Model Y's
Everyone should get a prize

Looking for a repeat
Of this year's event
Everyone enjoyed it
The best we've ever spent

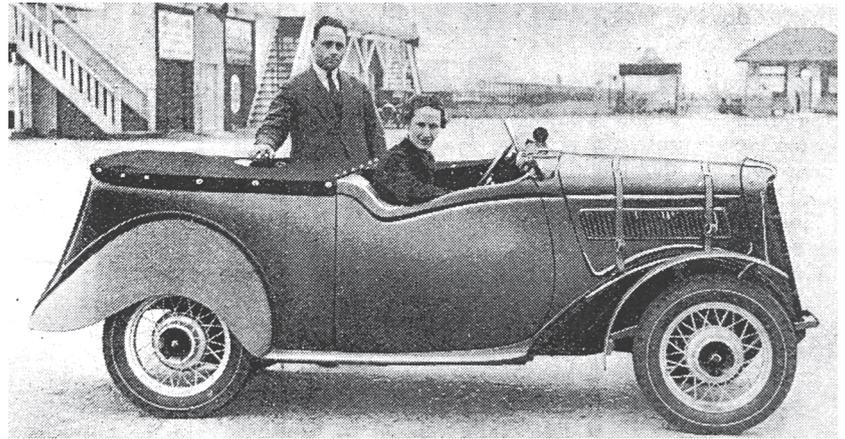
Never mind the weather
We had a great time
Seeing all those classic Fords
Standing there in line

Jean Haselgrove.

achieving 24th place. Early in 1936, she completed the Monte Carlo rally once again, this time starting from Harrogate in the Triumph. That same year she was very busy driving at Brooklands in the J.C.C. Members Day event, the London to Cardiff Rally, the Scottish Rally, the RAC Rally, in which she won the ladies open class, and the M.C.C. Lands End Trial.

And so to 1937, the year in which she and 'Bill' Bilney drove the modified Ford 'CX' tourer in the 24 hour Le Mans race, completing 161 laps in the 24 hours. Brooklands again was her base and the photograph of her in the Ford, with the motor engineer, Jack Bezzant, standing by was taken there before the race.

These are only some of her motoring escapades. Joan was also a keen hill climber and speed trials eventer. Regrettably, her motoring exploits were curtailed by the Second World War, during which she worked for the deHavilland Aircraft Company as a procurer of materials for war production. After the war, she returned to Melbourne, Australia, and joined the family business of Benson and Shaw boats in Beaumaris. She could no longer afford to indulge in her passion for motor racing and so, to satisfy her competitive



"Joan Richmond in the 1937 Le Mans modified 'CX' tourer, with Jack Bezzant who prepared it for the race.

spirit, raced the tiny 'Sabot' class of yachts, built by her employers, in Port Phillip Bay. Joan died in her late nineties in Melbourne only a few years ago. In August 2007, her scrapbook, diaries, trophies, racing suit and hat and other ephemera were auctioned by Bonham and Goodman in Melbourne and were eagerly snapped up by her fans and racing enthusiasts.

Sam Roberts,

Spares report

Not much to say for this Issue other than the Model 'Y' starting handles are proving popular, but no requests as yet for a 'C'/'CX' version. Long rad 'Y'/'C'/'CX' headlamp rims are back in stock, but we are temporarily out of wiper blades and radiator mount badges. Work is in hand to get more of both items.

A reminder to members who have ordered king pin sets, we do ask for the old king pins to be returned along with any **unused** thrust washers and shims. The king pins may be refurbished and unused thrusts and shims can be put back into kits, saving the Club and members money. We do not want the old bushes, thrusts or hardware as this only adds to your postage costs and we are left to dispose of the bits.

Some members have questioned the need for some exchange items to be returned before the replacements are dispatched. There's a very good reason for this, it's the only way we can ensure you get the correct replacements for your car. Take brake shoes for example, we service five different types of brake shoe to cater for the changes that were made in production between 1932 and 1937. Graham Miles has explained the differences with articles in recent magazines. It is critical that the

exchange shoes we send you directly replace the ones you have supplied.

Now we all know what should be fitted to particular vehicles by looking at the vehicle production date. Sounds simple doesn't it, but even this is not foolproof. Any change to parts in production is usually progressive, so both old and new levels will show in the same month of production. Add to this all that has happened to the car in the 70 plus years since it left the factory and you begin to realise nothing is for certain with our cars.

The moral of the story is, don't assume.

Enough of this, Christmas is coming which normally means a quiet period for using our cars. I would imagine most of you have planned, or even started, your winter project, be it a service or a major restoration job. If you think we can help with parts or advice please give us a call, technical queries to Geoff Dee please.

Enjoy the festive season and I wish you all a Happy and Prosperous New Year.

Jim Sharpe
Spares Officer

Technical advice

Jumping out of second gear

George Pierce, from Santa Maria, California, emailed about his short rad, 1933 Model "Y":-

"I am hoping you can give me some advice on a transmission problem; jumping out of second gear. It has got much worse just lately and feels as if it isn't all the way in gear. It started a long time ago, just jumping out when coming down on compression, but now it immediately jumps out as soon as I shift into second, unless I hold it hard in gear.

Any advice would be much appreciated."

My response was:-

"It sounds as if the gear cluster is moving backwards and forwards or that the second gear synchro hub is worn, which is what they were prone to do.

Either way you need to remove the gearbox to check the wear of the bearings on the 1st and 3rd shaft. Also check that the UJ is tight on the 3rd shaft, i.e. the back of the gear box.

If all of the bearings are OK, I think that you probably need to replace the second gear - top gear hub."

Geoff Dee

Northern sidelights

by Barry Diggle
Region 16 - most of Yorkshire

The much improved Autumn weather resulted in a somewhat more cheerful end to what was undoubtedly a poor summer season.

Otley Vintage Vehicle Extravaganza, in early September, brought forth two Model 'Y's, CNN, and Pat Jennings' s late 1936, (registered 1937) Tudor, looking very smart indeed. This event is gaining in popularity and would be well worth considering as a late-season rallying point for northern Y&C members. Apart from a goodly selection of vehicles of all types, there is also a good car-boot sale type of thing on the same field and the whole is run as a charitable fund raiser.

Bolton Abbey Railway station, on a preserved steam-operated line, was the venue for what is probably one of the last meetings of the season. It is always attended by lots of side-valve devotees, who have the usual tales to tell about the halcyon days of the Model 'Y'. (We really should be collecting these stories!!). One gentleman, who did not look his 92 years of age, was able to speak with authority about the time when the first Model 'Y' passed through the garage at which he was serving his apprenticeship. Such was his recollection that he was able to comment about the use of aluminium

sumps on the very earliest examples and referred to by Sam in Issue 168.

Although it seems far away on this bright and sunny October day, this is the last issue of 2007, so here's wishing everybody the Season's Greetings.



Pat Jennings' immaculate Model 'Y' Tudor 'Popular' at the Otley Vintage Vehicle Extravaganza in September.

Events 2007

9 - 11 November	Classic Motor Show, NEC, Birmingham	Geoff Salminen 0121 427 2189
24 November	Scouts Centenary Parade	See below for London 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 if interested	Contact Sam Roberts 01264 365662
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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, 22nd - Friday 27th June 2008. Accommodation in a hotel near Wetherby - 5 nights B&B with dinner on 3 nights. It will be great to stay in just one hotel for the whole tour. Trailer parking is available by arrangement – just ask for details.

There will be tours to local places of interest with no big daily mileage or you can just laze around locally if feeling you want a rest. Visits to York, Whitby, the Yorkshire Dales, the 'Last of the Summer Wine region' are being considered, as well as travel on the North Yorkshire Railway. The daily tours programme is not yet finalised, so there is time to include your favourite visit ... just let me know.

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

Just ring 01832 734463 Bob Wilkinson for booking details or to find out more about this Club tour before you book. **DON'T MISS OUT!**

A message to Northern Members: Do you live in the above area? Are you not able to do the whole tour or you haven't got your car on the road? If you would like to come and join in for a day or so, or to pop in one evening to meet up with members on this tour or join members on the final evening meal... PLEASE DO. Give Bob Wilkinson a call on 01832 734463 to find location etc. We will be pleased to see you.

DVD - MODEL Y 75th. ANNIVERSARY. STANFORD HALL. June 2007.

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 including postage. "Please place your order with 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 (including U.K. postage)**

FBHVC News

This is **not** an appeal for money; it is not even an appeal for anything of direct benefit to FBHVC. It is an appeal by FBHVC to **you** to do something to help save, preserve and display the technological and innovative treasures that belong to the nation and that are held in the collection at the Science Museum. You can help do this simply by making a phone call or sending a text or an e-mail at the right time.

Let me explain. The Science Museum has around a quarter of a million exhibits showing the history of man's ingenuity. This includes a substantial collection related to transport. Presently, the museum has space to display only a small fraction of these items with the remainder in storage in less than ideal conditions in dilapidated WW2 hangars on a 500 acre site at Wroughton, near Swindon. The Science Museum plans to reconstruct two of these giant hangars to enable it to display the whole collection.

I said this was not an appeal for money: it isn't, but money does come into it - lottery money, a £50 million lottery jackpot that is to be decided by a public vote following a series of TV programmes that will go out in December. The Science Museum **Inspired** project is one of six projects vying for this 'winner take all' funding. See www.fbhvc.co.uk for more information and to see a video to illustrate the scale of the project. To find out how you can cast your vote, see www.voteinspired.org.uk for more information.

You can help secure this essential funding in any, or all, of four ways:-

1. Commit to vote at the appropriate time - good intentions are no help, it needs you to be certain to act. You can register your intention to vote NOW on the website noted above and you will then receive a reminder nearer the time.
 2. Tell your friends, spread the word - perhaps by copying this message to everyone in your address book.
 3. The staff at the Science Museum will be delighted to help with leaflets, text and links to put on websites, etc.
- e-mail: Susan.Martin@ScienceMuseum.org.uk or phone 01793 846200



4. If you chat on any web forums, get a thread started.

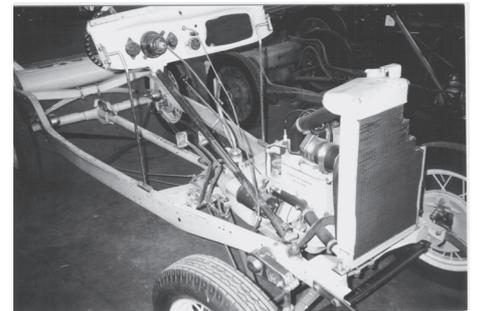
And if you can think of anything else, please let me or the Science Museum know!

Above all, recognise that unless all of us with an interest in science and engineering **take the trouble to vote**, £50 million of lottery money may go to fund a tourist attraction, leaving national treasures (which, having been received by a national collection, cannot be sold) to moulder and decay.

Please do it!

Jim Whyman, Secretary

Federation of British Historic Vehicle Clubs Ltd.



The Model 'Y' 'cut-away' display chassis held in the hangars at Wroughton. This was presented to the Science Museum in January 1970 by the Ford Motor Company after it had been returned to them by a technical college.

Extract from FBHVC newsletter.

The Federation of British Historic Vehicle Car Clubs, to which we are affiliated, works hard to ensure that our hobby can continue into the future with understanding from both the UK and European governments. The following items are from the latest newsletter:

Paint

Just a slight movement: we understand that the long awaited consultation has been drafted and is awaiting ministerial approval prior to publication. We expect it to detail draft regulations to cover a licensing system to allow the continued sale of vehicle re-finishing products that do not comply with current volatile organic compound limits.

(Stop press on this indicates a favourable outcome in that cellulose may be available to 1930's owners on a licensing arrangement. More on this soon. – BW)

Electronic Vehicle Licensing (EVL)

DVLA is keen for more vehicle keepers to use EVL as it offers considerable cost savings and a more accurate data base (so I am informed). FBHVC has received a growing number of observations and complaints from historic vehicle owners that they have not been able to obtain a licence via EVL despite being invited to use the service on the V11 renewal form. It appears that the system refuses to proceed on

the grounds that the records do not contain a specific date of manufacture and thus cannot determine requirement for a MoT certificate. This seems rather ridiculous since I have not yet come across a vehicle that was manufactured after it was first registered!

Members have complained that they cannot tell from scrutiny of their documentation whether their vehicle meets EVL criteria and assume, quite correctly, that an invitation to use EVL upon the V11 renewal document implies compliance. A clue may lie in section 3 on the front page of the V5C certificate. A modern vehicle will have a notation 'declared new at first registration', or similar wording if it was imported referring to a specific year of manufacture. A check on www.vehiclelicencence.gov.uk will confirm whether the year of manufacture is recorded; many historic vehicle entries will have 'n/a' on the relevant line. Members contacting DVLA have been advised that they could have the record amended provided that they obtained a dating certificate from the manufacturer. In many cases this will be impossible, in others it will incur an expense that may be considerable. When most of our vehicles were current it was not a requirement for a date of manufacture to be inserted upon an RF60 registration logbook; the assumption was that most vehicles when first registered were new. The EVL checking process lacks the flexibility to take account of earlier procedures. This is frustrating for those who thought that EVL would be an answer to the problem posed by Continuous Licensing and SORN to people with an active lifestyle involving frequent travel. We have taken the issue forward with the Agency as we consider it unsatisfactory, if not discriminatory, that keepers of older vehicles may be required to incur significant expense in order to use EVL, a system that is in essence designed to save money for DVLA!

Y & C Register note: I am currently looking into the matter of being able to issue Members with a DATING CERTIFICATE for their 'Y' or 'C'. More on this matter soon.

Meanwhile please check your V5C document for accuracy, as I reminded you to do recently, and note any errors in addition to the matters above. A common mistake is the engine size, which should read 933cc for the 8 h.p. engine and 1172cc for the 10 h.p. engine.

Contact me on any of these issues.

Bob Wilkinson.

Members' cars

Those of you who were on the Powerscourt Rally in Ireland in August will remember John and Mary Walsh Nee, who attended the dinner but were without their Model 'Y' which was left behind in Co. Galway in a state of restoration. John was clutching an album of photographs of his project throughout the day.

In June 2006, a new, high quality, classic car magazine was launched and was an immediate success. The first issue of 'Irish Vintage Scene' included an article by Norbert Sheerin on John's Model 'Y'. I am grateful to Tom Heavey, the Editor, for not only allowing me to reproduce the article here, but for emailing me the text and photographs.

"Model Y TO BE REBORN"

Norbert Sheerin meets with John Nee and reports Part 1 of a series on a Ford Model Y restoration.

In as much as the Model Y Tudor and Fordor cars of the 1930s saved the Ford Motor Company from closure, it is now the turn of appreciative enthusiasts to save what is left of an ever diminishing population of these mechanical treasures. Ford had invested over £5 million in building its massive plant at Dagenham. This followed years of falling sales for its A and AA Models. The Model Y was to either be its lifeline or would register its possible demise as a major player in the motor industry. As it happened, this newly designed car with its revolutionary shape and modern curved lines was a departure from the symmetry of earlier models in the Ford range. Its design was to introduce a template for the motoring industry for decades to come, in short, its introduction to the market would

revolutionise the way in which the public perceived and expected car design to evolve. Following the Great War of 1914-1918 car sales in the United Kingdom had plummeted. Lean years followed and it was not until the 1930s, with the introduction of the Model Y, that sales began to recover. The Model Y came in two designs, the Tudor was a two-door model and the Fordor was a four-door model. With an engine rating of 8 horsepower it proved to be an excellent small car for the emerging market. It had reliability,



John Nee's September 1935 Fordor Model 'Y' (Y112487) as bought 70 years later in September 2005.



With the doors removed, the extent of the restoration project is more obvious.

economy and style. It also had a price tag that would ensure that it was affordable to a large proportion of the population. In 1935 the standard Model Y could be purchased in England for as little as £100 to £115. In Ireland in 1932 the price of the standard two-door Tudor was £210 and the four-door Fordor model was £230.

The model featured, which is currently being restored, was found advertised for sale in the pages of a magazine by John Nee and his colleague Mike Kimberley as they searched

for a new restoration challenge. In early September 2005 they travelled to Dublin to view what could only be described as a rather sad and decrepit four-door Model Y. However, with the enthusiasm of John and the educated eye for detail of his friend Mike, they transformed what they saw into a mental image of a shining Model Y with strong possibilities of restoring it to its former glory. They considered their options carefully. In terms of restoration the car was in a condition that could make the effort worthwhile. It had been stored indoors which was a major plus in its favour. There and then they struck a deal and the following week, on the 10th of September 2005, they travelled to Dublin with trailer in tow to collect the new acquisition. With it came the original tax book detailing the car's four owners Mary Stewart from Foxrock was its first owner when she had it registered for road tax on the 9th of April 1936. The cost of road tax at the time for an 8 h.p. vehicle was £6.8s.0d or a little over €8 in today's currency. Its second owner was Eileen O'Reilly from Terenure who had the car registered in January 1959. In January 1969 it was registered to Thomas O'Reilly, Drumcondra. The last owner's name on the tax book is Harold O'Loughlin, Walkinstown. The last entry to also show the cost was in 1950 when the tax was £12 per annum.



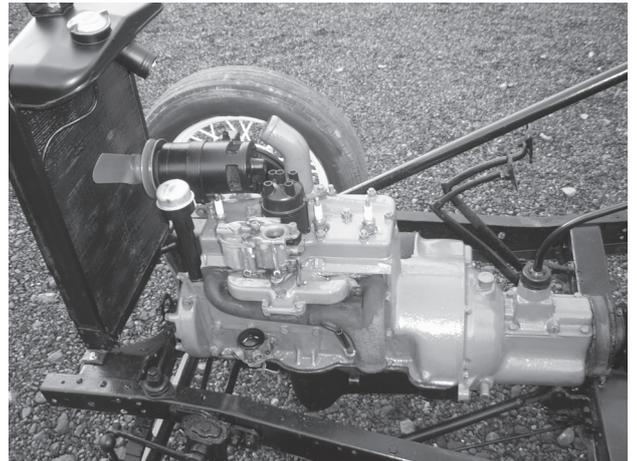
John perched on a crate drives the chassis for the first time with friend, Mike Kimberley, running alongside holding the petrol supply.

Their first priority when they arrived in John's yard in Mountbellew was to ensure that the engine was working. So with a mineral crate for a seat on the open chassis and a makeshift fuel line and tank held aloft by Mike as he ran alongside, they had the skeleton of the Model Y running around the yard for the first time in almost forty years. One can only imagine the excitement when the small engine turned and spluttered into life.

The restoration is currently in progress and is expected to be completed by the end of August this year. According to John Nee most of the parts are with the car. The only pieces that have to be acquired are the running boards. Shortly after taking delivery of the car, John registered with the Ford Y & C Model Register, the Model Y owners club, and he is now a fully fledged member and receives their bi-monthly magazine, 'Transverse Torque' which was first published in 1978 and has never missed an issue since that date. Included in the magazine is an order form for spare parts for the cars. Also included are listings of instruction books, parts catalogues and modern regalia for both the owner and your Model Y as in car accessories and clothing. The club also has an extensive archive, which can trace the history of owner's models.

John Nee and his friend, Mike Kimberley look forward to a challenging restoration project. "Your greatest asset in a project like this is time and patience" says John, "things just can't be rushed." There will be further comprehensive articles charting the work of John and Mike in the months ahead in "Irish Vintage Scene". Certainly a 1936 Ford Model Y Saloon deserves another chance to enhance our roads and what's a few more months to a model that reaches her 70th birthday this year."

John Nee, with wife Mary Walsh, at the Powerscourt gathering, clutching his album of photographs of the restoration so far.



John demonstrates his dictum on time and patience with a superb engine restoration.



The chassis and transmission nearing completion towards the end of 2006.



International News..

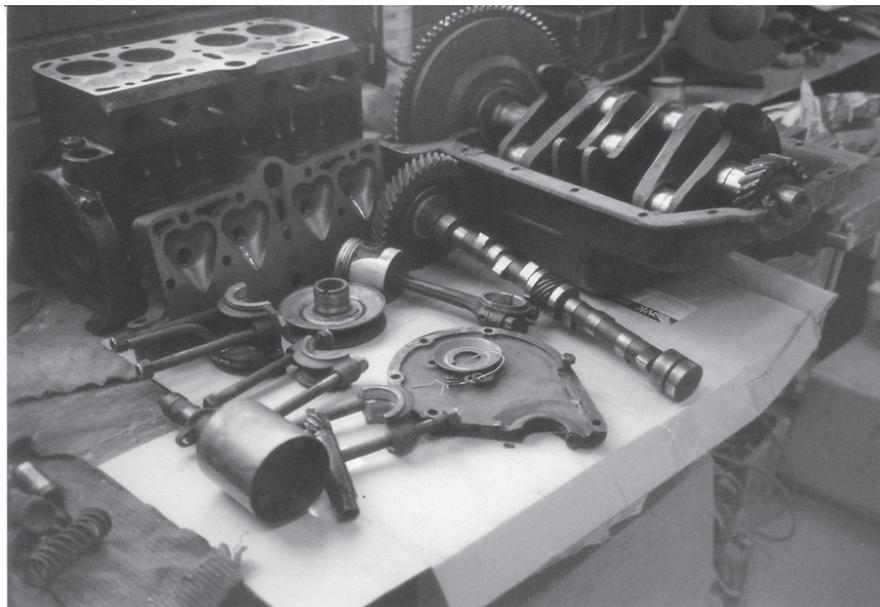
New South Wales, Australia

"Engines can be a real headache sometimes."

Member, Jenny Bone, sent an email with this heading to Bill Ballard, our Australian Coordinator, with her tale of woe:-

"Sorry we haven't been in touch recently. Things have been very busy and I wanted to wait until my problems with my Model 'Y' Ford were sorted before contacting you. [Jenny owns the youngest short rad on the register of survivors. Ed.] We had her booked in to attend a Steamup at Mount Victoria over the other side of the mountains, which was about 23 miles away, so Derek did some fine tuning and took her for road test and she seemed fine. The following day he got her out of the garage for me to wash and polish and he topped up the radiator and saw water coming from the head. Naturally we thought it was the head gasket blowing, which wasn't good, but when he took the head off, we discovered a crack in the engine block - nasty. We took the engine out of the car and she looked awful - no chance of a 'new' engine out here and when we approached some welding people, they didn't want to know. We finally found a fantastic guy in Windsor and he promised us he could do something. We left the engine and the head and waited and waited and, eight weeks later, we finally got the engine back in boxes. The guy had put a stitch in the crack and then had to grind down the block and the head, but he had to strip the engine right down to fit it on the machine. He reckoned the sump was horrendous with 70 years of gunge, but he put it in the pressure washing machine and gave it a good clean.

We had her booked in with the Blue Mountains Car Club to attend the Eastern Creek annual historic meeting and we only had 5 days to put her back together. Derek spent one whole day grinding in the valves - I left him to it and went to work. He finally got the engine back together and back in the car, but the engine was very tight and couldn't turn over on the battery. We spent most of the Friday towing her up the drive backwards with the Subaru and trying to bump start



The engine of Jenny Bone's late short rad as it was received back from the block repairer, all stitched up and ground.

her rolling back down the drive. I must have towed her about 15 times and was getting a bit fed up when she finally fired. Eastern Creek is Sydney's best racetrack and this year they were expecting 1700 cars on display. We took her on our new car trailer and even managed to drive her round the track with the Mercedes club cars. She wasn't firing perfectly, but we managed a couple of laps and Derek had her on full lock going round the hairpin bends. We are driving down to Castlemaine, Victoria for this weekend's 75 years of Ford celebrations, leaving early on Friday morning.

Spain.

That Fascist meeting

In the last issue, we illustrated a photograph, sent in by Jim Miles, of a Fascist meeting in Burgos at the start of the Spanish Civil War. Having identified the lone 'sinister' Model 'Y', Jim went on to surmise that the large grand car waiting to whisk away General Cabanellas was a Peugeot.

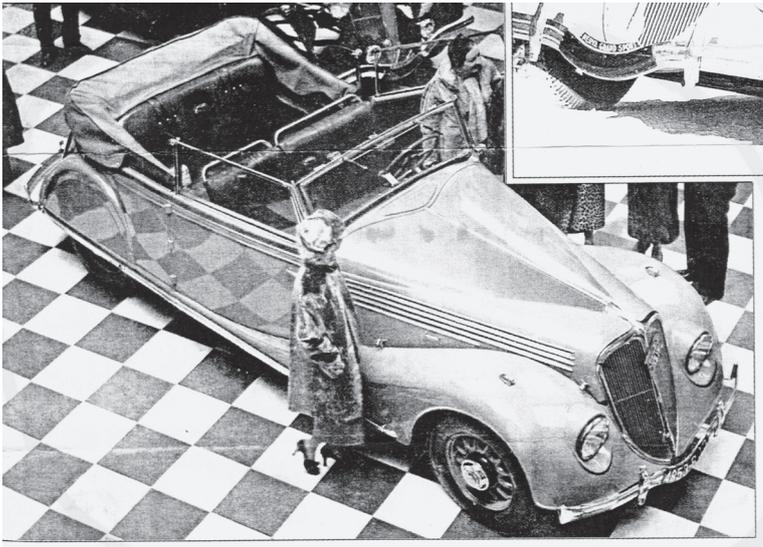
Our intrepid Francophile, Paul Tritton, weighed in with the following comment, "My belief is that the big white car is a

'presidential' Renault and not a Peugeot. Renault made a large 'presidential' Nerva range from the mid-1930s until the outbreak of war and a special one was assembled for a politically favoured king in 1944. It was not reissued after the war. My picture shows the 1936 range. There were a number of minor styling changes and many special coachwork bodies in subsequent years. Peugeot never made a Grand car. Their largest, the art deco Airflow 402, was made in open 4-seater form, but with a large rear deck to house the folding roof."

New Zealand - South Island

Jill Walker has recently bought the green and black Model 'Y', Y198872, from Jim Wareing in Nelson. The car is the youngest known surviving Model 'Y' saloon, having been manufactured at Dagenham towards the end of August 1937 and exported in crates to the Ford plant at Lower Hutt, just outside Wellington, where it was assembled and distributed to a Ford dealer.

Jill emails, "I just wanted to make 'personal' contact with you to confirm that indeed I am the proud owner of 'little



The large Renault Nerva which, Paul Tritton believes, is the large car shown in the photograph of the Fascist meeting in 1936. Jim Miles makes the interesting observation that the Renault incorporated the early 1930s styling adopted by Eugene Gregory for the Model 'Y', with a lozenge shaped radiator grille and dipped front bumper."

Ford" which sits pride of place in my garage while the other cars sit outside! Little Fordy has already been on the lady driver's rally with the VCC and I am the proud wearer of the lady drivers' badge! Since then I have joined the Ford 8 and 10 Club while attending a classic car display in Christchurch.

I have been to a Spring Rally and some leisure driving to show him off to friends and family. I have also started a "log" of Fordy's expeditions and milestones with photos etc. My plans for the car are to add some unobtrusive indicators that I have seen successfully done on other cars and don't detract from the character of the car. Perhaps too some shock absorbers on the front springs to aid stability on the road.

Sometime in the future I would like to ask you if you can track down a model of this car for me. Jim Wareing had a wee beauty (exact colour-cotswold green) and I would be keen to get one too."

Spanish Model 'Y' vans.

Detective extraordinaire, Luis Cascante, reports some good news on the Spanish front.

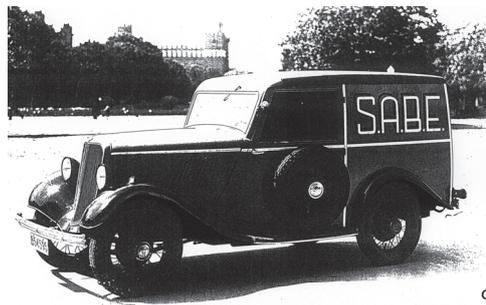
"During my research into the Spanish Model 'Y' tourers (see issue 167), I visited the library of the Antic Car Club de Catalunya. They own all the car-related documents assembled by the late José M^o Pérez Arias since his youth, before the 1920s. In the Ford (Spain) Section, I could not find any information on the tourers, but there were photocopies of the photographs and specification sheets sent by Ford Motor Ibérica to Dagenham of many of the Ford vehicles marketed here. In addition to the then current American and British standard models (V8, B, 'Y', 'C' etc.), Ford Ibérica sold in Spain some cars with specially hand made bodies, such as taxicabs, 7-passenger cars etc.

Two of them had a relevant interest for us: a 1934 5 cwt. van, similar to the Model 'Y' standard van, and a 1936 5 cwt. van with a much bigger body. Both bodies were hand made by the Barcelona coachbuilder, Mateu, Marrugat & Cia. Probably it was cheaper to build them locally, to avoid import duties on imported complete vehicles. Furthermore, I found the photocopy of the original 'big body' van sales pamphlet, with a nice Art Déco

drawing by Paco Ribera, the author of other designs on Ford Ibérica advertising pamphlets.

I think that a comparison of the Spanish bodies with the standard 'job' (in Ford parlance) must be made, but I leave that task to you, Sam. You are the expert."

A not very good photograph of the earlier, short rad 5 cwt van, with a specification sheet dated 13 June 1934. The photograph shows a van,

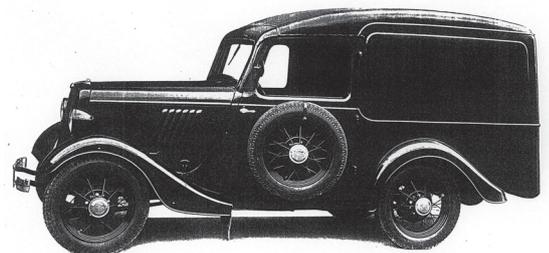


which looked very much like the first Dagenham vans, with front bumpers and running boards and the spare wheel on the driver's door. General appearance of the body is similar to its Dagenham counterpart. However, the specifications given seem rather excessive when compared to the standard Dagenham van, e.g., length, width and height of loading space; 81.3", 48.4" and 44.4" compared with 51", 43.5" and 39.5" of the Dagenham van. Using these figures, the Spanish



van had twice the cubic capacity of the Dagenham van, which is clearly not the case.

The body on the 1936 long rad van appears to be quite a bit longer and higher than the earlier 1934 version. The specifications given for this are:- length 94", width 55" and height 50", giving 150 cubic feet capacity (3 times the capacity of the Dagenham van!) It is interesting to note that the Spanish chose to retain the front bumper on their vans. As with the Dagenham models, the short rad, 'diamond' door handles continued to be used in the long rad production period.



NEWS OF NEW MEMBERS

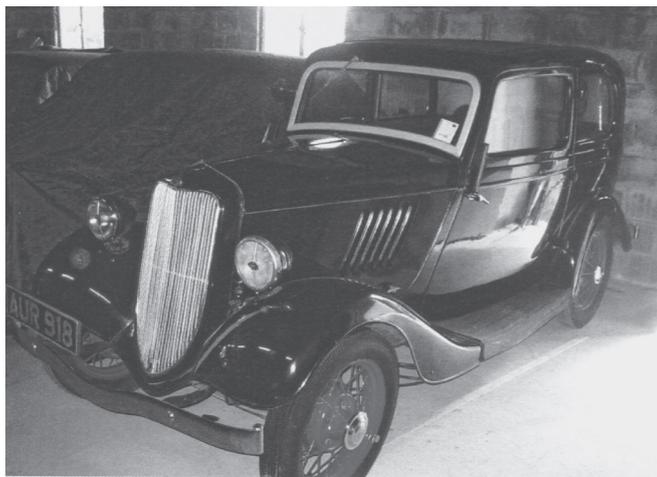
Prepared by **Godfrey Dingley-Jones**
24 October 2007

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register Ltd., the following 7 new Members and 1 re-joining Member.

Tom Brett	B1911	Co.Galway, Eire
Nick Champion	C1302	Belchamp St.Paul, Suffolk
Mary Denton	D0805	Steventon, Abingdon.
Bernard Martinet	O-M102	Bazoches sur Guyonne, France
Winston McAdoo	M1902	Co.Tyrone, N.Ireland
Paul Mullan	M1914	Co.Antrim, N.Ireland
Andrew Sharkey	S1911	Co.Meath, Eire
Alan Summons	S1302	Lowestoft, Suffolk

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

Tom Brett from Clarinbridge, Co.Galway wrote to Geoff Foss for a set of carpets for his Model 'Y'. His order was intercepted and the carpets were delivered personally by our Editor, following the Powerscourt rally in Ireland. In addition to a shed-full of classic cars (mainly Fords), Tom has a Model 'Y' Fordor finished in black which was first registered on 6 November 1935. The car, which is on the road, has the Registration Number AUR 918 and Chassis Number Y112888. Welcome to the Club, Tom and we hope all goes well with the car.



Tom Brett's 1935 Fordor Model 'Y' sits alongside the other cars in his collection in Co. Galway.

Nick Champion We would like to extend a warm welcome to Nick from Belchamp St.Paul in Sudbury who has joined the Club. Nick is the proud owner of a 1936 'CX' Tourer first registered on 3 April 1936. The Chassis Number is C35901 and the Briggs Body Number is 462/420. The car is finished in black and has the Registration Number DHK 894. Nick purchased the car from fellow Member Roy Hocking. Good luck with the car Nick and thanks for joining the Club.

Mary Denton from Steventon, Abingdon has joined. Mary is the proud owner of a Model 'Y' Tudor, first registered on 20 March 1936. The Chassis Number is Y128736 and the Briggs Body Number is 167/12196. The car was at some stage in the past owned by former Member Mike Walder when it displayed the Registration Number CUL 884. This has now been replaced by Registration Number ASJ 566. Mary advises that the car is

undergoing a rolling restoration; is in need of an interior and a mechanical make-over and is nearly on the road. Mary and her family are interested in agricultural vehicles and the Model 'Y' will be accompanying the others to shows. Thanks for joining the Club, Mary.

Bernard Martinet of Bazoches sur Guyonne, France has re-joined the Club. Bernard has an early Asnières assembled Left Hand Drive 1933 Model 'Y' Tudor in maroon over black. The Chassis Number is Y9996 and the Registration Number is 6952 CE 78. The car was being professionally restored in France when the restorer ceased to trade. Happily Bernard was able to retrieve his part restored car from the restorer and is now in the process of completing the restoration. He has said that he will need some guidance from the Club identifying certain parts. The Club is always happy to assist Members with any problems with parts etc.

Winston McAdoo from Cookstown, Co.Tyrone, N.Ireland has joined the Club. Winston has a blue over black Model 'Y' Fordor first registered on 14 June 1935. The car, which is in on the road condition, has the Chassis Number Y82560 and a Briggs Body Number 164/387 and the Registration Number AVE 655. Winston has owned the car since December 2005 it having been previously owned by ex-member Bob Ashall. We hope all goes well with the car, Winston, and thanks for joining the Club.

Paul Mullan from Ballymena, Co.Antrim, N.Ireland has taken over the Membership of his late Father, Brian, who tragically died in September (see obituary elsewhere in this issue). Paul takes over two vehicles; a



The Model 'Y'-based Byford Special, purchased and restored by Paul Mullan's father, Brian, in the 1990s.

Model 'Y' Byford Special, Chassis Number Y48666 which is maroon over black and the 1934 Model 'C' Falcon Special in silver with the Registration Number 3534 CZ, familiar to those who toured Ireand in 2002 or attended the recent Powerscourt Rally.

Andrew Sharkey. We would like to say a warm welcome to Andrew from Dunshaughlin, Co.Meath, Eire who has joined the Club. Andrew has a 1936 Model 'Y' Tudor with a Chassis Number Y139341. The car, which is finished in black, is on the road and formerly belonged to ex-member E. P. Markey. The Registration Number is ZB 2288. Thanks for joining the Club Andrew and we hope that you get many years of enjoyment from the car.

Alan Summons from Lowestoft has joined the Club. Alan's car is well-known to the Y&C Register, it being the 1934 Model 'Y' Tudor, Y57562, finished in blue, which belonged to ex-member Clive Lichfield from Billericay, Essex and which has featured in classic car magazines. It is hoped to use one such article as a basis for the Members' Cars article in the next issue. The car is on the road condition having been restored, but has been unused for a few years. Good luck with the car and thanks, Alan, for joining the Club.

I hope you will find this contribution to 'Transverse Torque' informative and as always the Club extends a warm welcome to all the new and re-joining Members. The Editor will be pleased to receive any news and photographs of your vehicles.

SUBSCRIPTIONS

I am pleased to report that **ONE** Member has completed a Standing Order form and I would like to think that during the next few months I will be inundated with requests for Standing Order forms. I can but hope.

I have said it all before and, as it appears that no-one is listening, I will say it again **Paying by Standing Order saves you time, me time AND THE CLUB MONEY!**

PLEASE consider this form of payment for next year's subscriptions. Make a Membership Officer, who is getting even more fraught with the time and expense of chasing the forgetful Members, happy and ask for a Standing Order form **NOW!**

Godfrey Dingley-Jones
Membership Officer

Post cards from Brian.

Brian Mace has been delving in the antique shops again, looking for postcards with our cars on them. Here are two that he has found with, as usual, a little bit of history thrown in. Many thanks Brian.



The High Street, Chipping Norton, Oxfordshire, the gateway to the nearby Cotswolds. Here we have a Tudor Model 'CX', registration UD 7435 (Oxfordshire 1936) doing as it is instructed by the painted request in the middle of the road to the right; "Please use car park". How times have changed. Note the milkman behind the lamp-post. The post card was posted in 1946.

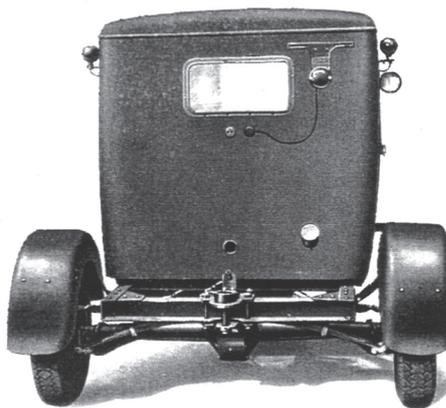
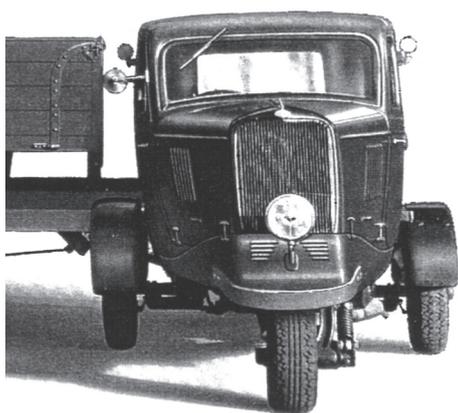
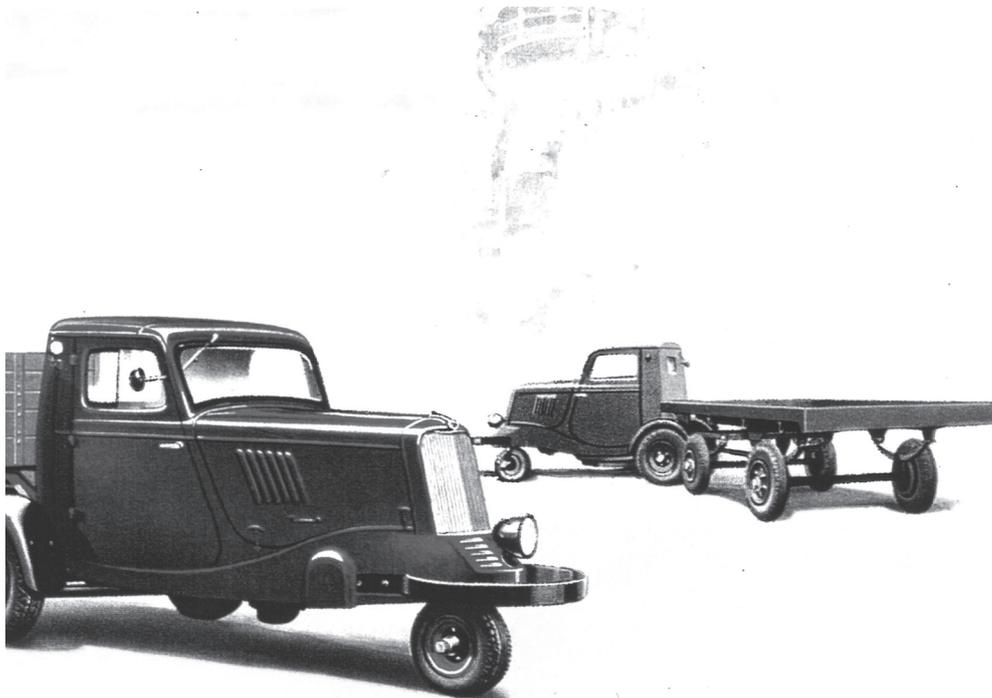
On an historical note, in 1763 the Reverend Edward Stone (1702-1768), while living in Chipping Norton, reported to the Royal Society that willow bark relieved pain, later discovered to contain aspirin.

As we all know, James Hind was born in 1616 in the town. He was a notorious highwayman in the area, executed for high treason in 1652.



Two Model 'Y's waiting for the off on the approach road to De Parys Avenue in Bedford. The car on the left with the broken bumper is a Fordor, MJ 8896 (Bedfordshire, 1935) and the one on the right is a Tudor, DPE 130 (Surrey, December 1935). On the right is the statue of John Bunyon (not the man with the walking stick). The photograph was taken in the late 1930s, but the card wasn't posted until July 1945.

The name, Bedford, was derived from around 700AD after a local chieftain gave his name to a part of the Great Ouse River that was suitable for crossing; hence 'Beda's ford'. A well-known Bedford figure was John Bunyon, a tinker by trade, who joined the Bedford Independent Church during the 1650s. He was imprisoned in the county prison between 1660 and 1672 for illegal preaching. It was during this period that he started writing 'Pilgrim's Progress', which he finished in 1678."



The Fordson Tug

The Fordson Tug has been designed to meet the need for a distributing unit which is economical in cost, running and maintenance charges and which has unusual manoeuvrability.

The Fordson Tug can be used in many ways, as a tractive unit for railway depots and for internal factory use.

The Fordson Tug for pulling two or four-wheel trailer is capable of carrying a pay load up to 2 tons. It is an excellent unit for refuse collection and any trade where multiple trailers can be employed. When used with light two-wheel trailers equipped with simple automatic pick-up considerable economy can be effected by eliminating idle time.

For body specifications and prices, see data sheet at end of catalogue.

Left : Showing the Tug and Trailer turning in its own length.

Right : The Tug from the rear—Note sturdy gusseted frame.

17

Some Story on Fordson

In the July newsletter of the Ford 8&10 Car Club of New Zealand (North Island) appeared the following article on the Fordson name. I am grateful to Thelma Semadeni, the Editor, for allowing me to use her article.

Trucks

The British truck division of Ford went under different names. The first was Fordson, from 1933-1939, then Fordson Thames, from 1939-1957, and from then to 1965, it was Ford Thames. The Thames name was to give British identity.

The first truck with the Fordson name was launched in 1934. It was a forward control 2-tonner V8 3.6 litre, producing 85bhp. This unit powered the trucks and carriers during WWII. There were several conversions produced by County Commercial Cars Ltd. capable of payloads up to 6 tons. The Model 51 V8 appeared in 1935 with normal control; the range being enlarged in 1939 by a 4/5-tonner.

During the war years, large numbers of 1½ ton to 3 ton military vehicles appeared. Normal civil construction restarted in 1945; the Fordson Thames having a ET6 petrol V8 engine and the ET7 having a Perkins P6 diesel engine. After this the Ford Thames came into being in 1957, the Thames name finally disappearing in 1965. After several other changes of names, GB Ford truck manufacturing ceased in 1997.

Vans

In March 1938 the 10cwt E83W vans came into being, named Fordson. Later, in 1952, this became Thames. The chassis, panel work, axles, etc. were newly designed, while the engine, parts of the gearbox and switchgear came from the 10hp saloon. The body was developed by Briggs Motor Bodies Ltd. The lack of foot room for the passenger made the passenger seat an optional extra.

For the cost of £168 it was a basic van, but you could just purchase the chassis or cab. The centre throttle pedal arrangement made for interesting driving. During WWII they were used as fire tenders and Y.M.C.A. mobile canteens. Henry and Edsel Ford funded the building of the food vans on the 10cwt chassis. These vans existed until September 1957. By the time production

ended, 188,000 had been built in many guises; pick ups, vans, estate cars, etc. They never got into the modern era, still having a single vacuum wiper coming off the inlet manifold; an optional extra oil filter and cooling relying on the thermo-syphon principle. Transverse cart springs could be found at either end of its unique-to-model chassis and lots and lots of grease nipples. Some of the instructions that came with the vehicle included, keep both hands on the wheel unless changing gear, etc.; never brake or accelerate violently at corners or bends if this can be avoided as it may induce skidding, especially on greasy surfaces or loose metal.

There was also a Fordson 5cwt van, the E494C. This was for the smaller business and was based on the 7Y "Eight". After the war they became E04C, then, in late 1948, the E494C arrived. They continued with revisions to grille work, etc. until 1954. A lot of the vans were cut down into pick-ups after rear end damage, etc. Fordson vans and trucks have never been noted for great speed but, according to a road test in 1949, "The E494C is capable of rapid getaways in traffic and is very easy to manoeuvre with a turning circle of 36ft. Is very easy to start, even in cold weather, with little use of the choke. The lines of the body-work make it easy to do attractive sign work. It is economical to run with fuel consumption averaging 25 to 30 mpg. And the speed was impressive, as from rest to 30mph could be obtained going through the gears in 15 seconds and, to reach the same speed in top gear from only 10mph, required a bare 16 seconds. The drive ratio being 6.83:1."

I commented on the article as follows, because no mention was made of the Fordson name before 1938.

"Thank you for emailing the July issue of your newsletter. I read with interest the article on Fordson commercial vehicles and trucks. It prompted me to look through our archives for information on the Model 'Y' 5 cwt van and the Model 'Y' -based three-wheeler Tug, both of which were re-badged from Ford to Fordson during 1936 and seem to have been overlooked in your article. The Tug was also manufactured by Commercial Cars Ltd. in Fleet, Hampshire, a company which does get a mention re. truck manufacture.

I found two relevant letters, which I photocopied in the Henry Ford Museum archives in Dearborn whilst researching my

book on the Model 'Y' and which will be of interest to your members.

Extract from Letter 1. From Sir Percival Perry, Ford Motor Company Ltd., 88 Regent Street, London, to Mr. C.E. Sorensen, Ford Motor Company, Dearborn, dated 8 June 1932.

"Thank you for your letter of the 31st ult. I note that you like the idea of the name "Fordson" for all commercial vehicles. It is extremely strange, but I had discussed the use of this name as an alternative, days ago with Campbell [Chairman Ford of Canada] in view of your cabled message that you could not interest Mr Ford in an entirely different name for the small car [Model "Y"].

I hope that you like my suggestion that we should introduce the BB truck under this name; it affords an excellent opportunity to bring it alongside the existing 30 cwt with an excuse to withdraw the 30 cwt as soon as our accumulated stocks and commitments are used up.

If you approve of this, I will also suggest that at the time of the Olympia Show or such early date as our stocks and commitments will permit, we should slightly modify the specifications of the 1 ton truck and introduce the improved model as "Fordson".

In this regard, there are certain suggestions which I have been waiting to make to you and which I am not able to submit at the present time, because we are hopeful that the Government's incidence of taxation on commercial vehicles may be changed. As you are aware commercial vehicle taxation in this country is on weight, and you will remember the scheming and contriving that was done by Mr Bills and your staff last October to get the 1 ton vehicle within the weight. There is a prospect that the Government will permit a 25% increase in the weight without increasing the tax, and if this is so, then we should submit to you certain modifications of our existing 1 ton truck, but we would be wasting your time to make any such submission until the tax position has been clearly defined."

Having read the above, I visited our local library and looked at the Road Traffic Acts and Finance Acts (Budgets) for 1933 – 35. The 1933 Finance Act, paragraph 25 states "As from the first day of January, nineteen hundred and thirty-four, section thirteen of the Finance Act, 1920 (which imposes duties of excise in respect of mechanically propelled vehicles), shall have effect as if the paragraphs set out in Parts I, II and III of the Seventh Schedule to this Act were respectively substituted for paragraphs 3, 4 and 5 of the Second Schedule to that Act."

Part III of the 7th Schedule to the Act effectively raises the lowest rate of general commercial vehicle taxation to 2½ tons unladen weight (£35 for "vehicles fitted entirely with pneumatic tyres".) So the problem of keeping the 1ton vehicle under that weight no longer arose.

Letter 2. from the President's Office, Ford Motor Company, Rouge Plant, Dearborn, to Ford Motor Company Limited, Dagenham, Essex, dated 7 November 1933.

"Gentlemen: Att: Mr. D. W. Stuttle, Registrar. Further to your letter of October 18th, we are pleased to mail you certificate showing incorporation of Henry Ford & Son from the Secretary of State for Michigan, and a certified copy of the U.S. trade-mark registration No. 120966 "Fordson" ." [The Michigan certificate appears to have formally incorporated the Irish Ford plant in Cork, Henry Ford & Son Ltd., into the Ford Motor Company]

From the above two letters, although the adoption of the name "Fordson" was supported for commercial vehicles as early as mid-1932, it wasn't until November 1933 that the name was officially patented and free to be used.

Sam Roberts.

Abbey tourer

We first heard of this rare tourer some three years ago and have been following its movements ever since. It was owned for a long time by a secretive hoarder, who was reluctant to give us the details of the car. More recently, he sold the car to a serial restorer, Russell Abrahams, who lives in Prestwich in the northern suburbs of Manchester. Russell has more classic cars to restore than time and space to restore them. The Abbey, which was fairly low down on his restoration project priority list, was garaged with his daughter, who is threatening to emigrate to Australia. Hence his need to sell the car. It appeared on ebay, but Russell withdrew it.

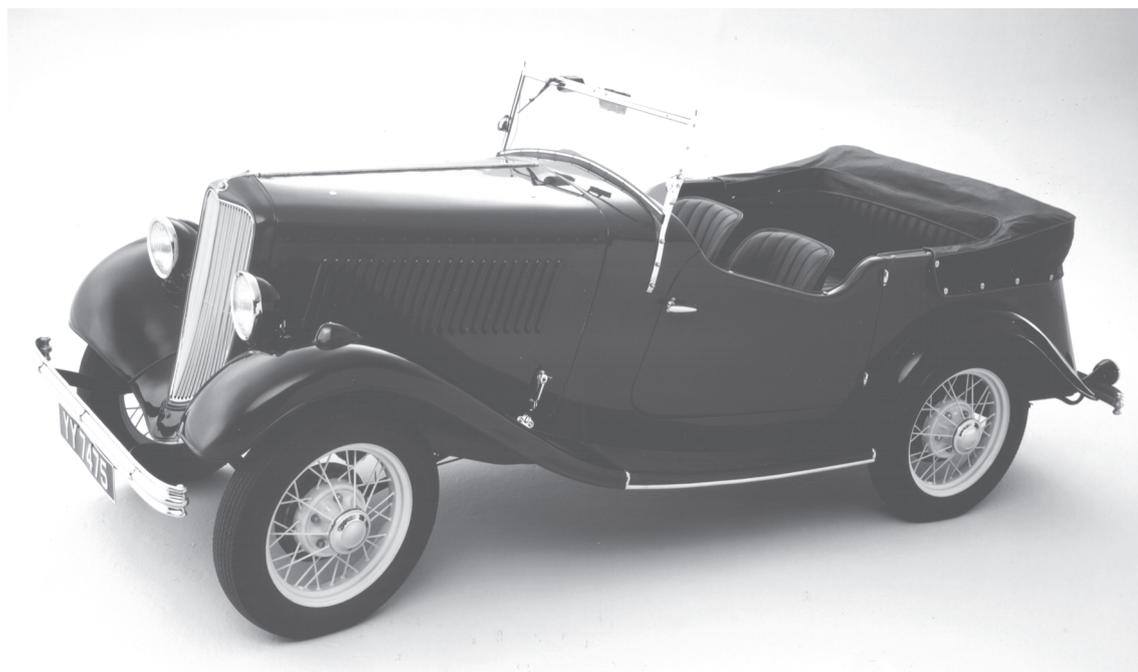
The Abbey tourer was bodied by Abbey Coachworks Ltd., which started life in Merton, London and moved premises to Acton in 1933. As can be seen from the photographs, it was an attractive design, being instantly recognisable by the rows of brass pot rivets along the bonnet hinges. Until this attractive navy blue car came known to us, we were only aware of the often-illustrated green Abbey, which is now in Holland. This was beautifully restored by Keith Kopp in the early 1980s.

The 'new' Abbey, AGJ 536, registered in London in May 1933, is a short rad tourer, which looks remarkably original, although the front bumper and the head and side lights appear to have been replaced. The boot on the rear and the wicker front seats may well have been a specification asked of Abbey Coachworks by the original owner. The wicker seats are now disintegrating and will need to be replaced. There is evidence of some woodworm in the body frame, although Russell assured me he has had an expert along who says that the worm is now dead.

I am delighted to say that an enthusiast, Doug Tunstead from Cheshire, has recently bought the Abbey from Russell and has moved it to his brother's premises in Manchester. I hope that by the time you read this, Doug will be have joined our ranks as a member of the Y&C Register.



The recently discovered navy blue Abbey, ripe for a sympathetic restoration, and now owned by Doug Tunstead from Cheshire.



The Abbey tourer, now resident in Holland, which was restored by Keith Kopp in the early 1980s. This is the second oldest of our cars on the road and, until recently, the only known surviving Abbey.

70th anniversary of the cat's eye

It is exactly 70 years since testing began to prove the value of cat's eyes, and 60 years since Jim Callaghan, then a junior Labour transport minister, ordered that they be embedded in roads across the country. They had been invented by Percy Shaw in 1934. The year before, the 34-year-old had been driving through dense fog near his native town, Boothtown, Halifax, when he swerved to avoid a cat whose eyes had been picked out by his headlights in the gloom. It is reported that, by the same manoeuvre, he had also avoided going over a cliff.

The result of this eureka moment was brilliantly simple; an iron shoe, stuck into the road surface, cradled in a flexible rubber moulding, in which glass spheres were embedded, their inner halves silvered to reflect light. The shoe also held rainwater and the moulding was designed so that every time a wheel passed over the stud, the pressure forced the latex to wipe the glass 'eyes' clean and then douse them with water. Thus, there was no need for any maintenance.

A rival actually laid the first cat's eyes in Leicestershire in March 1934, but that did not deter Shaw from setting up his own company, Reflecting Roadstuds Ltd. in 1935. A year later he installed the first 50 of his own products in the road edge at an accident blackspot outside Bradford.

The Ministry of Transport became interested and Shaw got his chance to prove his design when official tests of competing systems began in 1937. After two years all his rivals had dropped out because their designs either broke or silted up.

The Second World War arrived and Britain's roads needed to be kept as dark as possible. Afterwards though, and amid rising concern about night-time accidents, the government introduced cat's eyes nationwide. Percy Shaw's contribution to road safety was recognised in 1965, when he was appointed OBE. On the back of his cash-generating patents and export success, he was soon a multi-millionaire with an eccentric lifestyle. Choosing to live in the same house his parents had

moved in to when he was two, he chose to have no curtains or carpets, but had three television sets switched on permanently, one each for BBC1, BBC2 and ITV, with the sound turned down. A fourth was kept as a spare. The cellar was filled with White Shield beer and crates of this would be consumed at parties to which he invited old friends, usually to watch wrestling on TV. He never married but had a keen eye for the ladies. Because the cat's eyes were patented and because he was a careful Yorkshireman, it is said that he would not let anyone else produce them, even under licence. He insisted that everything stay with him, so he wasn't half as rich as he might have been, but at least he knew he hadn't been diddled by anyone.

Shaw died in 1976, aged 86, but his business is still in family hands and his life-saving legacy to drivers remains.

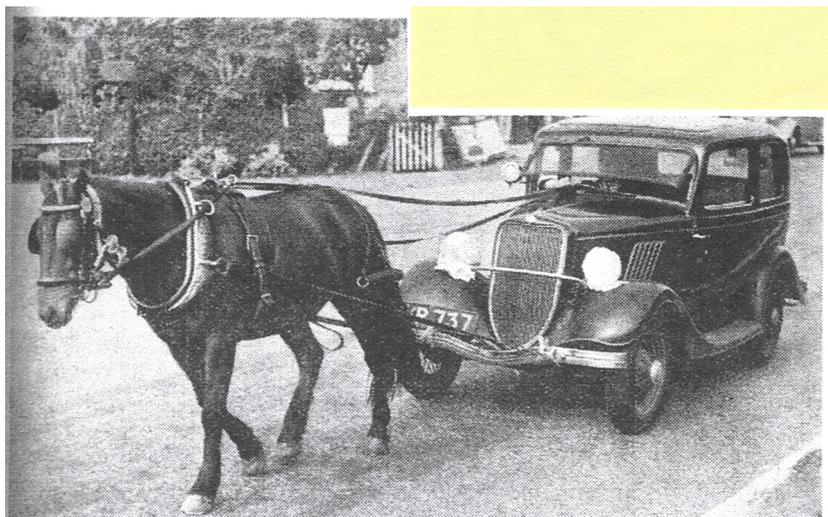


Percy Shaw in his later years enjoying the simple life, despite his wealth.

Afternote:- When I read about Percy Shaw, I always have a giggle at the old schoolboy joke which says that, if the cat had been walking the other way when caught in his headlights, Percy Shaw would have invented the pencil sharpener!

One horse-power

'The War Illustrated' magazine of October 21st 1939 carried an article entitled, 'The good Old Horse Comes Back'. It read, "Horses, which for many years had been slowly disappearing from the London streets, had a remarkable "come back" when the rationing of petrol took effect. On certain thoroughfares they had been altogether banned, but on September 27 the Minister of Transport announced that the ban would be lifted for the time being in view of the shortage of petrol and the consequent reduction in the number of motor vehicles available. In London it was chiefly for drawing transport vehicles that horses reappeared, but in the country many a pony and trap and dog-cart were once more on the roads after being regarded for many years only as lumber." The article was accompanied by the photograph of a horse-drawn Model 'Y'.



The caption to this photograph read, "In towns more than in the country the carriages of pre-car days proved more difficult to come by. This motorist, a tradesman in Westwood, Thanet, solved the problem by reducing his car to one horse-power." The car is a £100 Popular a Kent registration, either CKP (Mar - Jul 1936), or DKP (Jan - Jun 1937).

Technical advice

Steering

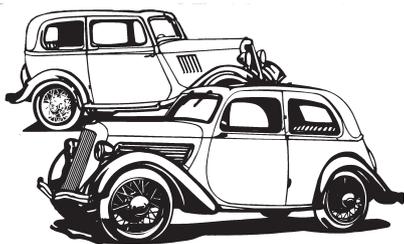
With today's so positive power steering, i.e., rack and pinion, our multi-link "steering seems sloppy. Check your car over before believing that's how they "are. Check your tyres; they should be inflated to 30lb PSI and, while you're "there, check your tyre wear on the front tyres. Do you suspect that 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 shackles 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



The development of the pneumatic tyre

Cars in the 1930s, such as the Ford Model 'Y', were fitted with tyres having relatively short lives. The modern day equivalents of the 4.50-17 tyre case will be made of harder wearing materials, although it looks almost identical to its 1930s counterpart.

Nearly all motorists take their tyres for granted. The modern radial-ply tyre, with which all new cars today are fitted as standard, is remarkable. It is the most highly stressed part of the vehicle. It is subjected to abrasion, chemical attack, high temperatures and abuse, yet it rarely fails. Its main functions are to carry the load of the vehicle, cushion the vehicle against shocks, transmit driving and braking forces, provide steering direction and giving a life of life of between 20,000 and 50,000 miles. Life will vary with application and of course the driver! In the 1930s, 10,000 miles per tyre would have been a good average. We depend on our tyres for safe motoring, more than any other part of the vehicle.

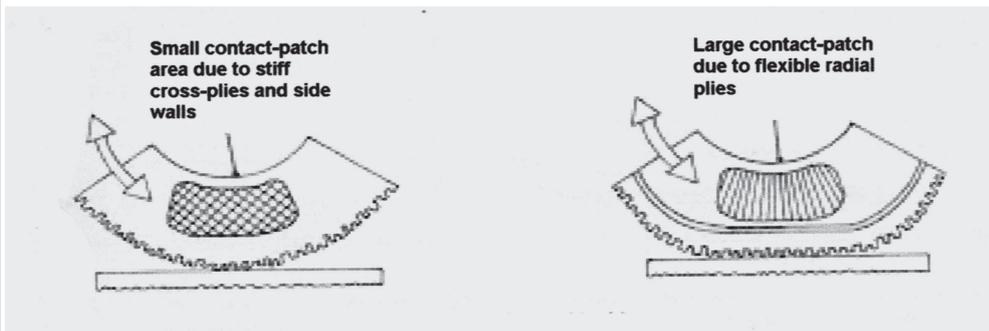
The tyres fitted to early cars (turn of the 19th to 20th century), as required by early construction and use legislation, were solid and tread-less (slicks!). They consumed a lot of material, usually based on latex (natural rubber) and had poor damping qualities. A Scottish Veterinary called John Boyd Dunlop made the first pneumatic cycle tyres in 1887 for his 9 year old son, who complained that

prototype tyre, the idea had been patented 42 years earlier by a Scottish engineer called Robert Thomson. Although Thomson did not produce a useable tyre, his reasoning was quite different to that of Dunlop. Thomson's patent stated that pneumatic tyres would provide "lessening the power required for horses to draw carriages rendering their motion easier and diminishing the noise they make in motion"

The first motor car to be fitted with pneumatic tyres was one built by the cycle component makers, the Michelin brothers (familiar name?). They entered the Paris-Bordeaux race in 1895 in a car named "L'Éclair" which they built themselves using a Peugeot chassis and a 4 horsepower Daimler engine.

Dunlop had introduced the pneumatic tyre to his son's bicycle to provide more comfort. However a pneumatic tyre, because the side-walls can bend to absorb the strain of cornering, allowed vehicle speeds to increase from the legal maximum of 12 mph, as it was applicable to tread-less solid tyres in 1896.

Since 1948 (although tried first in the 1890s), tyres have been tube-less with the lining being non-permeable and the bead of the tyre forming an airtight seal by adhesion with the rim. With this re-invention, made by Goodrich of the USA, there came many advantages - lower weight, pressure being maintained for



the solid tyres on his pedal tricycle gave a bumpy ride.

It was the realisation that a confined volume of air possesses perfect elastic properties that was the clue to the invention of the pneumatic tyre. The early pneumatics were made from rubber tubing covered with canvas and glued to the rim. John Dunlop soon developed a system of fitting the tyre to the rim. Within 3 years, the Dunlop Rubber Company was founded, among much legal wrangling. Unknown to Dunlop at the time of his

longer, (tubes when they stretch, on inflation, become more permeable) and, above all, slow deflation when the tyre is punctured (adding to safety). The Dunlop Company did not introduce tubeless tyres in England until 1953. Self-sealing puncture tubeless tyres were introduced in America in 1963 by Goodyear. Run flat tyres were introduced later by Dunlop in the UK- named Denevo II.

By the mid-1960s there had been a major change in tyre technology - as great as when the pneumatic tyre was introduced 70 years

before. This came with the introduction of the radial ply tyre, which was first introduced as the Michelin-X in 1953. Radial ply tyres are more expensive to produce but offer many advantages, including longer life than the more conventional cross ply tyres. By 1970 every American Car was fitted with radial ply tyres at the factory.

Tyres manufactured for Ford 'Y' and 'C' model cars in the 1930s relied on natural materials such as cotton and latex as man-made fibres - plastics and synthetic rubbers were still not widely available. The life of rubber tyres increased dramatically following the addition of carbon-black to the mix. The modern pneumatic tyre is a construction made from several types of materials: composites i.e. rubber reinforced with several layers of textile or steel wire. Tread materials are mixed for hard wear and adhesion whereas the side-wall materials are selected for toughness and abrasion resistance.

The raw materials to make modern tyres are bi-products of the oil refining industry. The constructional fabrics are mostly made of synthetic fibres and include some, the tyre cord, where the warp threads predominate and the few weft threads are only present to assist processing. The final vulcanisation and curing of these components into the finished product is carried out between the dies of a tyre press using high pressure steam.

The terms radial and cross ply denote the way the cords are arranged in forming the carcass. The cross ply tyre has flexible tread and very stiff side-walls, whereas the radial tyre has a semi-rigid breaker strip under the tread-band with little relative stiffness in the side-walls which are only there to contain the air pressure.

So why are radial ply tyres such an improvement of the cross ply tyres from a road holding point of view? Simply, it is the method of construction. A tyre is made up of layers of rubber and textile reinforcement. In a radial tyre, the plies lie at right angles to the rim. In cross plies they lie at opposing angles to each other at an angle to the rim. The tread bracing is separate to the plies on a radial tyre and is formed by a girdle of textile or steel, placed on top of the plies.

On a cross ply tyre, the walls, as well as containing the air pressure, brace the tread. As a result the stiffer wall structure of the tyre makes it less able to distort when being steered. Lifting of the tread from the road surface will occur, reducing contact with road when cornering.

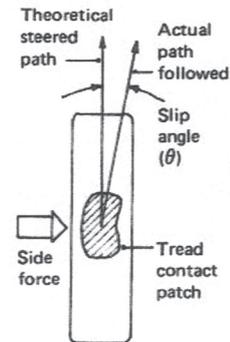
The radial casing on the other hand, with its flexible wall, which is only required to contain

the air pressure, maintains full contact with the road surface, even under high speed cornering by distorting to absorb the strain and maintaining full contact patch contact with the road surface.

The performance of a radial ply tyre is far superior to the cross ply as a result of the constructional differences. When a pneumatic tyre fitted to a wheel is steered into a corner, the contact-patch of tyre with the road, which on an average is the size of a mans footprint, does not point fully in the direction of wheel travel

This difference between tread direction and wheel direction is known as the slip angle. The side force of cornering is resisted by the tyre gripping the road surface. The radial ply tyre, with its full contact on the road and size for size larger contact patch than a cross ply, has better grip. It requires a smaller slip angle than a cross ply tyre for a given set of conditions of speed and adhesion. Radial and cross ply should never be mixed on the same axle. If not fitted on all four wheels they should only be fitted to the rear axle.

Grip available for steering, acceleration and braking is determined by the combination of road surface and rubber mix of the tread. The highest level of grip is achieved when the road surface is dry and there is no tread pattern (slicks). The tread pattern, particularly on a brand new tyre reduces grip on a **dry** road surface and is designed purely to remove water from beneath the contact patch to ensure contact with dry road. If you look in the rear-view mirror when driving on a wet road your tracks will appear dry!



The direction of the wheel compared with the steered path is the slip angle which is greater for cross-ply tyres. The tread distorts at the contact patch to provide this.

The life of a tyre will vary considerably as stated earlier. Tyres fitted to vehicles running in a straight line (on motorways) at moderate speed, will give low wear rates compared with vehicles used only in towns and cities. Loading, inflation pressure and wheel alignment will have a profound effect on tyre life. Poor parallelism of the two axles and the out of adjustment of tracking will cause the tyres to be dragged rather than rolled along, with consequent rapid wear. Changing a steering or suspension component without re-aligning the steering, or even just hitting a kerb or large pothole, can affect alignment resulting in the rubber off a brand new tyre being stripped off in 50 miles!

The driving wheels on a front wheel drive vehicle are doing two jobs-transmitting power and steering. Their life will be usually only 50% of the rear tyres fitted to the same vehicle. The nearside front tyre tends to wear more than the offside due to the camber of the road surface. Setting off from rest at full acceleration will cause the tyres to accelerate faster than the vehicle with consequent skidding of the tread over the road surface and increased wear. Moving wheel positions around the vehicle and turning them on the rim can help to even wear particularly in the case of front wheel drive vehicles. However tyre manufacturers do not recommend moving tyres regularly as wear accelerates rapidly as a tyre has to bed in to a new position on the vehicle.

Finally on tread wear. Most new car tyres have 8mm of tread depth. The tread is there to remove water from the contact patch. It will continue to do this with little loss of performance until half worn. At 4mm tread depth stopping distance in the wet will increase by 5 to 10% and at the legal minimum of tread depth which is 1.6mm tread, in the UK, stopping distance will increase by 30%!!

It is interesting to note that German law requires tyres to be changed at 3mm. Many second hand tyres sold in the UK have already been discarded by German motorists as illegal.

Become a "tyre bore" look at your tyres every time you stop. Observation of any changes will point to developing problems. This will increase safety and save you money in the long run.

Colin Rowe BA IEng MSOE MIRTE MIMI

