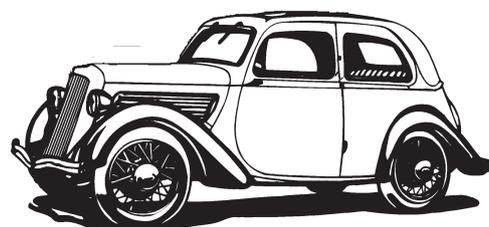
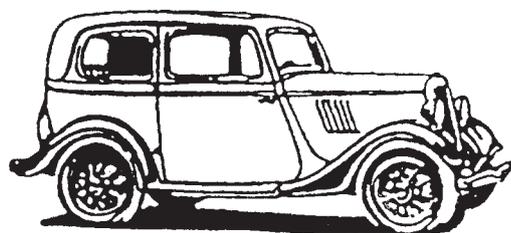


TRANSVERSE TORQUE



January - February 2008 Issue 170



If it wasn't for the plaque on the front bumper of the 'CX' tourer, this could well have been taken in the 1940s. Pat Wilkinson warms her back in the evening sun, whilst Bob feels the width of Roger Hanslip's Model A Phaeton hood. Joan Sharpe stands by their July 1936 Tudor Model 'Y'.

The magazine of the Ford Y & C Model Register

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Editorial

Firstly, many thanks to all those members who sent Paula and me Christmas cards and greetings – very much appreciated. With this issue we start a new year and we wish you an enjoyable one, with bags of motoring or constructive restoration work being carried out on your old car.

Needless to say, 2008 has its anniversaries. The one we shall be concentrating on is the Dependability Demonstration of September 1933, when the Ford Motor Company deliberately set out to promote the Model 'Y' after its initial teething problems. The first article on this topic is in this issue with a plea to all UK-based members.

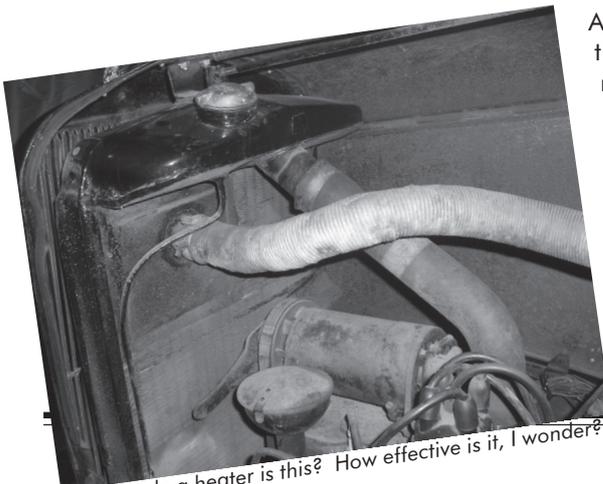
Phil Beckett from Hull sent in a cutting from September's 'Classic Motor Monthly' with the 'Club Call' item featuring 'Ford's Early V8', edited by Peter Cahill. Regrettably the usual motoring correspondent bloomers were made concerning the Model 'Y'. A photograph of a 1933/34 Model 40 V8 was captioned "**Early '30s V8, that spawned the little Dagenham built 'Y' Type**". Needless to say, I registered my concerns by email, pointing out that:-

1. The Model 'Y' spawned the Model 40 and not the other way round. Edsel Ford liked Eugene Gregorie's styling of the Model 'Y' so much that he tasked Carl Kramer to scale it up and onto a 120 inch wheelbase. The Model 'Y' was introduced in 1932 the Model 40 was introduced at the end of 1933.

2. The 'Y' Type was an MG! Never, in Ford parlance, was the Model 'Y' referred to as a 'Y' Type. That is dealer-speak!

I was delighted to meet Phil at the Classic Motor Show at the NEC when he visited us on the Y&C stand. He handed me a copy of the 'Vintage Roadscene' magazine from late 1995, the cover of which depicted Paul Rudge's beautifully restored January 1937 Model 'Y' van at the Historic Commercial Vehicle Society's West Midland Rally on 18th June 1995. I have established that the 'Vintage Roadscene' magazine, which covers commercial vehicles, is still being published – now by Trans-Pennine Publications Ltd of Appleby-in-Westmorland in Cumbria. Pictured alongside....

Driving Blackpool's Trams & Buses
 Memories of a Haulage Driver
 Wilson & Stockall - Coachbuilders
 Handbuilt Model Buses



Also visiting us on the Y&C stand at the NEC was recently joined member, Tom Brett, from Co. Galway. Tom had an interesting but simple heater arrangement on his Model 'Y' saloon when he bought it; just a length of hose carrying air from behind the radiator to the driver's compartment through the bulkhead. Heaters don't come more simple than that. I wonder how effective it is?

How simple a heater is this? How effective is it, I wonder?

I had occasion to have some keys cut for a Canadian friend of mine who has an MG TF. We are blessed with a master locksmith here in Andover whose computer has all the old car key profiles programmed in. If any of you wants an old car key cut, try your local master locksmith (as opposed to the friendly key cutting cobbler). If he can't do it, or you do not have one locally, I can get it cut for you (the Y&C keys have an MRN number, which is inscribed on the ignition switch on the dashboard. This number is also on the key). The cost is £10 for the first key and £5 for any subsequent key.

I had to apologise profusely to David Minnett for mislaying a letter he sent me enclosing the March/April 2007 'V8 Times', the magazine of the umbrella headquarters for the world-wide network of Regional Groups of the Early Ford V8 Club (David Minnett is a member of the UK Group No. 127). Having finally got round to reading it, I note that we should congratulate David on achieving third place in the International Newsletter Competition for his Group magazine 'The V8 Telegraph'. The International competition was won by Sten Cato Olsen, the Editor of 'V8 Forum', the newsletter of our friends from the Norway Group, No. 102, with whom we exchange magazines. David sent me a copy of the 'V8 Times' magazine as it contained three pages of information and photographs relating to the pre-production Model 'Y'. It would seem that one of their members, Carl

in this issue

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Burnett from San Diego, had happened upon the 1932 Mobil advertisement depicting EV 5689 and the golfing ladies and had asked for information about it. Regrettably two of the illustrations accompanying the article depicted the prototype Model 19, rather than the pre-production model.

The advertisement which sparked the write-up on the pre-production Model 'Y' in the V8 Times.

Could I ask you please to respect the generosity of your volunteer Club officers. At their meeting on the 4th November, a number of committee members made the point that they were receiving phone calls on their answer-machines from members asking for that officer to call them back. Our telephone bills are already higher than normal carrying out Club duties and we are happy to carry those costs ourselves, but not for replying to calls which could be made at another time if the officer is not available, and especially if the calls are from mobile phones. Where possible, please use e-mails.

Our intrepid 'Yorkshire tyke', Bob Wilkinson, bought the August 2007 issue of 'Yorkshire Life' in which appears a recent photograph of Ken Waller's July 1936 Tudor Model 'Y' driving down Boston Spa High Street. This is only a stone's throw from the hotel in Wetherby where we will be staying on the 2008 Tyke's Tour. Incidentally, my dictionary describes 'tyke' *n.* an objectionable fellow'!

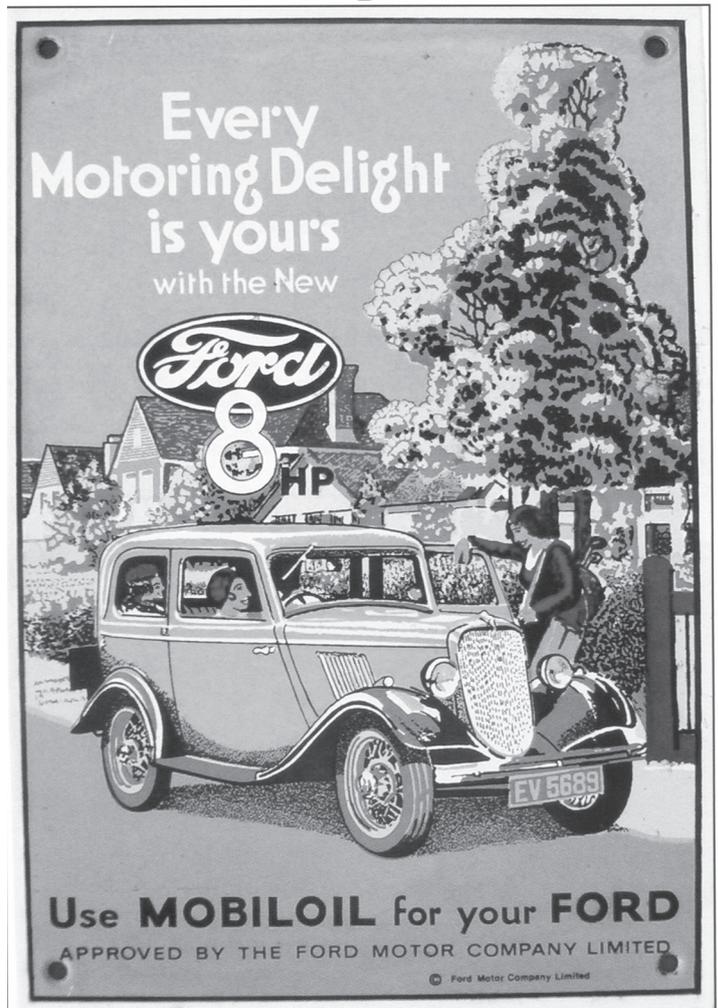
We are grateful to Graham Miles, who has had a clear out of his damp shed and donated to the Club a couple of hundred copies of 'Practical Motorist' ranging in date from Issue No.1 in May 1934 to the end of the 1950s. I have managed to dry them out, sort them out and have added those dated pre-1940 to the library. Pre-war duplicates and the post-war issues are being donated to the Sidevalve Owners' Club. If any of you have pre-war issues of 'The Autocar', 'The Motor', 'The Light Car' or 'Ford Times' that are languishing on shelves or in boxes in the attic, etc., the Club library is a natural resting place for them – please. Conversely, if anyone would like a list of what we hold in the way of magazines in the library, let me know and I shall send you a copy. The magazines are not loaned out, but photocopies of relevant pages can be made available to members.

A little bit of trivia really, but to us 'anoraks' it is another piece of 'valuable', useless information. The late John Bonnett's car, which has been left to the Y&C Register in his will, carries the April 1933 chassis no. Y20289 hand-stamped with standard digits. Y69681 on the other hand is hand stamped with different scrawl digits. Unless someone can come up with yet another style of chassis number, I conclude that only two different sets of hand-stamps were used on the 'Y' and 'C' production line.

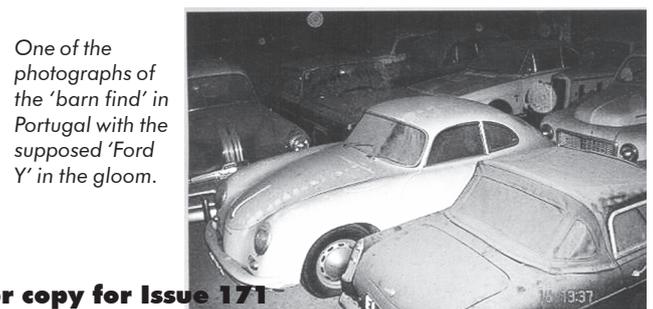
Over the past few months I have been receiving email images of a supposed barn find in Portugal, where approximately 200 cars are stored. Photographs have been circulated showing the range of cars present, including a 'Ford Y', or so the caption to this particular photograph states. 'The Automobile' magazine has tracked these cars down and, rather than being a barn find, they are the stock of a local car dealer. As for the 'Ford Y', the photograph is not very clear and, although the grille looks Model 'Y'-ish (or Big Austin – ish?), the bonnet sides look odd and the windscreen looks very high under a microscope.

I end on a sad note. We were very sorry to hear that Derek Birch finally succumbed to the dreaded big C. An obituary in his memory appears elsewhere in this issue and our condolences go out to Audrey and their family. I must also mention the passing of Ben, the three-legged loveable dog of David and Wendy Grace. Those of you who accompanied us on our Y&C travels, will agree that Ben was very much one of us. Again, our condolences go out to David and Wendy who gave him 16 very happy years.

The deadline for copy for Issue 171 is Friday 29th February 2008



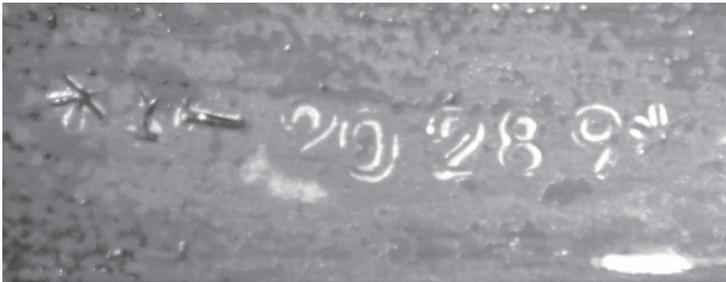
Ken Waller's 1936 Tudor Model 'Y' captured in Boston Spa High Street and reproduced in the August 2007 issue of 'Yorkshire Life'.



One of the photographs of the 'barn find' in Portugal with the supposed 'Ford Y' in the gloom.



The 'scrawl' style of digits normally found on chassis.



Were all pre-May 1933 chassis numbers stamped with this set of hand-stamps?

The loveable companion on our Y&C adventures. David and Wendy's three-legged dog, Ben, who died on 8th November 2007.



Secretary's ramblings

May I start by wishing everyone a happy and successful New Year in all you do. I have been out for a short run in my 'CX' Tourer, with the hood down of course, to take advantage of a sunny if cold winter day.....who needs a heater? Our cars are insured, taxed and MoT'd all year round, so why not use them. Once I warm up I will recommend that you all do the same.....good fun, very bracing and good for the old car too as, like the ladies in our lives they do not like being ignored and can as a result of this neglect prove temperamental. (That may bring some comments....)

Our spares section has been busy packing, so I hope you received those much needed bits to prepare the car for the coming season.if not, order now. Spares Officers have been out and about during the last few weeks and will have some new items on the shelf for you in the near future.

The Model 'Y' bequeathed to the club by late member **John Bonnett** has been sold to a member in Kent. We hope to see this car restored in the not too distant future, in the way that John would have been pleased to see. Thanks are due to Jim Sharpe for liaising with John's family and sorting and assembling the parts prior to sale.

We also said our fond farewells to long serving member **Derek Birch**. (See his obituary in this issue). His 1934 Model 'Y', beautifully restored, is now in the hands of new members in Nottingham. They intend to look after and use the car in the way Derek would have approved. Their first long trip will hopefully be on the Yorkshire Tour in June. Thanks are due here to Geoff Salminen for liaising with Audrey Birch and storing the car prior to sale.

The two items above show the breadth of care within the Club. Members give support when need is perceived and new faces are helped into the Club scene....but perhaps, equally importantly, the cars are helped along into the next generation. All this makes me feel very proud of being a member of this Club.

In 2008 we hope you will be able to make the effort to get out and about to events, your local ones as well as those run by your Club. Check with your Regional Contact to see what is going on locally. Our cars give a great deal of pleasure to the public and are great fun to use..... so do it. Make a note that national '**Drive It Day**' is **Sunday, April 20th**, so plan to be out and about on that day, which conveniently coincides with our Club A.G.M. in Willoughby.

Please note that I will be unavailable until the end of February. Please contact other officers as appropriate or await my return if the matter is not urgent.

Enjoy the winter by looking forward to spring & summer. Happy motoring.

Bob Wilkinson.

EDITOR.

Sam Roberts has indicated on several occasions that he wishes to step down from Editor role to enable him to concentrate on Club archive work and indeed to write the second edition of his book on the Model 'Y'.

Unless we can replace Sam in the short term, we will have to reduce publication of the Club magazine from the present 6 to 4 issue per year. We recognise that this is not ideal, but we have to respect Sam's position.

If you have any interest in taking over the Editorial role and wish to find out how you could take over the role, gradually if you wish over a period of time, please give Sam Roberts a call (01264 365662) to discuss ideas.

PLEASE CONSIDER WHAT YOU CAN DO FOR YOUR CLUB.

For sale

1936 Tudor Model 'Y' for restoration. Y128479. Upholstery done. Bodywork partly dismantled. Sale due to bereavement. Details from:-

Geoff Dee 01926 334780 or Geoff Salminen 0121 427 2189

Pair rear wings for short-rad Model 'Y' in good condition, or will swap for pair of long-rad rear wings.

Roger Hanslip. Tel: 01945 430325 (Wisbech, Cambridgeshire)

Set of pistons for Model 'C', 2.5 inches. +40 oversize, known as 'short' pistons, i.e., the compression size (measured between the top of the piston and the centre of the gudgeon pin) is 26 mm. 11/16 inch gudgeon pin, complete with pins and circlips. New old stock, unused and in original packaging. £50 plus postage (approx £5).

Also, pair of shock absorber links suitable for Ford 8 and 10 from 1937. New old stock. £35 plus postage (approx £2).

Doug Dickson. Tel: 01383 733399 (Dunfermline, Fife)

Wanted

Model 'Y' Van . On road condition preferred, others considered, but no basket cases please. Phone with details.

John Warwick. Tel: 01438 820639 (Hertfordshire)

Model 'Y' for restoration. Contact with details & asking price.

John Pinchbeck. Tel: 01527 520072 (Redditch, Worcestershire)

TO BORROW: Short-rad 'Y' (1932-3) windscreen for me to copy. Does not have to be perfect. Please help.

Jan Pieniazek. Tel: 01403 732206 (Horsham, West Sussex)

BOB'S JOKE CORNER.

Funeral procession.

A man was leaving a convenience store with his morning coffee, when he noticed a most unusual funeral procession approaching the nearby cemetery.

A long black hearse was followed by a second long black hearse, about 50 feet behind the first one. Behind the second hearse was a solitary man walking a fierce looking pit bull terrier on a leash. Behind him, a short distance back, were about 200 men walking single file.

The man couldn't stand his curiosity. He respectfully approached the man walking the dog and said, "I am so sorry for your loss, I know now is a bad time to disturb you, but I've never seen a funeral like this. Whose funeral is it?"

"My wife's", came the reply.

"What happened to her?"

The man replied, "My dog attacked and killed her."

He inquired further, "Well, who is in the second hearse?"

The man answered, "My mother-in-law. She was trying to help my wife and the dog turned on her."

A poignant and thoughtful moment of silence passed between the two men.

"Can I borrow the dog?"

"Get in the line."

This one came in from member, George Pierce in California, U.S.A. thanks for that George. If you enjoy this columnor feel that you could improve it....please send me your favourite story.

Bob Wilkinson.

The 1933 Model 'Y' Dependability Demonstration - we need your help.

Towards the end of 1933, after the in-service teething problems on the hastily designed and developed Model 'Y' had been reduced to a minimum, it was felt necessary to demonstrate to the public that the problems with the 8 h.p. Ford were now a thing of the past. And so, in September 1933, each of 193 Ford dealers in Great Britain and the Irish Free State was urged to provide a Model 'Y', which would start its engine at 5.30 p.m on Monday, 11th September and keep it running for 72 hours, turning it off at 5.30 p.m. on Wednesday, 14th September 1933. Each dealer was left to his own devices as to what he would do with the car during that 72 hours.

Dealers were encouraged to ensure that their local press wrote up their exploits with the cars and to advertise the 72hr. Demonstration as part of a sales promotion drive.

As 2008 is the 75th anniversary of the 72 hr. Dependability Demonstration, we would like to glean as much information as we can from the back-copies of local newspapers in local libraries. We would ask members to carry out some research in their library and to look in the local newspapers covering Monday, 11th to Friday 15th September to search for write-ups, photographs and advertisements relating to the Demonstration. Most libraries hold back issues of the local newspapers on micro-fiche, with photocopying facilities. Please send in photocopies of your findings to me to incorporate into the archive and to contribute towards an end of year report in 'Transverse Torque'.

Brian Mace, in Norwich, has already led the way with a successful visit to his library, where he found ample write-ups and photographs on micro-fiche for the two Ford dealers in that city, Mann Egerton & Co. Ltd. and Bussey & Sabberton Bros. I can help you if you want to know who was your local Ford dealer in 1933.

Sam Roberts, Archivist.

Members' correspondence

Feedback, issue 169 - Dumpton Park station

Nigel Stennett-Cox emailed, "What a charming picture of Dumpton Park station, almost devoid of parked cars and totally so of people! I don't agree that the car on the left in the picture is an Austin Big Seven but an example of its predecessor, the Ruby saloon. Clearly visible are the near vertical rear end with the spare wheel cover protruding, and the "see-through" effect of the wire wheels.

Having had a look with a magnifying glass, I'm equally sure that the car on the right is a Morris Eight Series 2 of 1938. The large hub caps to which you referred in the text were a feature of this model, and covered the centres of the "Easi-Klene" pressed steel wheels." Geoff Salminen also confirmed that the car on the right was a Morris Eight Series 2.

More amazing was the feedback from Peter Baggott, who lives round the corner from Dumpton Park in Ramsgate, Kent. He sent in photographs of Dumpton Park station today. All that remains is a concrete pedestrian bridge leading to an un-manned, long platform with a corrugated iron shelter at the base of the footbridge steps. That beautiful station frontage in the period photograph has all gone. It was built in 1926, when Ramsgate was a favourite summer holiday resort for Londoners. Following further questions from your editor, Peter sent me the complete history of the once magnificent Dumpton Park station. In the 1970s the canopy on the main platform was demolished and replaced by the corrugated iron shelter, the elevated station building was razed to the ground and the footbridge lost the whole of its glazing, became devoid of a roof and lost its adjacent luggage lift. To quote the history sheet, "Sadly, Dumpton Park has been transformed into one of the country's most bleak and uninviting stations."

(see photo on next page)

Feedback appreciated

Dave Bond from Co. Durham writes:- "I would like to thank Graham Miles and Doug Kent (son of member Dave Kent) for the information they sent in and which was printed in issue 169 (page 10) regarding the photographs taken by my grandfather in 1936 of the car, Model 'Y', TG 9579, (illustrated on page 7 of issue 168) apparently on the Norfolk Broads.



72 Hours (Engine) non-stop run

► On Monday September 11th, at 5.30 p.m. an 8 h.p. Ford starts from our showrooms on a 72 hour (engine) non-stop run. The route will be over a circuit covering this district. You are specially invited to come as a passenger while the run is in progress. Make sure of taking part in this thrilling dependability test by getting in touch with us at once.

WRITE · 'PHONE OR CALL

BUSSEY & SABBERTON BROS

LTD

MAIN

Showrooms :
TOMBLAND



NORWICH

DEALERS

Service Garage :
PALACE ST.

One of four advertisements and write-ups on the Dependability Demonstration found by Brian Mace in the Norwich library. This advertisement was in the Eastern Evening News of September 11, 1933.



All that is left of Dumpton Park station today; an un-manned platform with a corrugated iron shelter – photograph courtesy Peter Baggott.

This has filled a large gap in my family history and has boosted enthusiasm to get my Model 'Y' on the road where it belongs. Wishing you all the best for 2008."

Sir Percival Perry and Herm Island

David Gustard, the Regional Coordinator for Essex, emailed, "A few weeks ago at a Suffolk Family History Fair I bought a paper-back book about Herm Island, Sir Percival Perry being a previous 'Tenant of Herm'. My interest is twofold, in addition to the 'Ford' connection, I spent many holidays as a teenager on Guernsey staying with an uncle and aunt. I have some excellent memories of Herm Island. I was asked to attend an interview at Apprentice Training at the Ford Dagenham Plant whilst on holiday in Guernsey in the summer of 1958.

The book is titled 'Hidden Treasures of Herm Island' The complete guide to the Island's history, by Catherine Kalamis. Publisher, Wood of Herm Island. First published in 1996. ISBN 0 9527773 0 4. Printed and bound in Guernsey by GP Printers, Guernsey.'

I have managed to obtain a copy of the book for the Y&C Register library. Along with "Long Lease - Slough Estates 1920 - 1991", this book on Herm gives a further insight to Sir Percival Perry's interests outside of the Ford Motor Company.

The late Derek Birch

Geoff Dee emails:- "David and Wendy Grace and I attended Derek Birch's funeral representing the Y&C Register. Derek was a long-standing member who was only too willing to help whenever he could. His love

of Model 'Y's goes back to when he was a young man when he and his brother bought a worn out tired Model 'Y'. They restored it and it was used as every day transport. In later years he restored one to an excellent standard and it was shown at the NEC and used whenever he could. He was working on a second car, which he had owned for nearly 30 years." "Derek was a real gentleman, a friend to all who met him and will be greatly missed by many people, not only within the Y & C community, but by many people within the older vehicle scene within the Birmingham area. (See Derek's obituary elsewhere in this issue.)

NEC charity

Geoff also reports:- "On our stand at the Classic Car Show at the NEC we had collection boxes for the Fire Service Benevolent Fund. A sum of £72.75 was collected. Thank you to all who gave."

Fame!

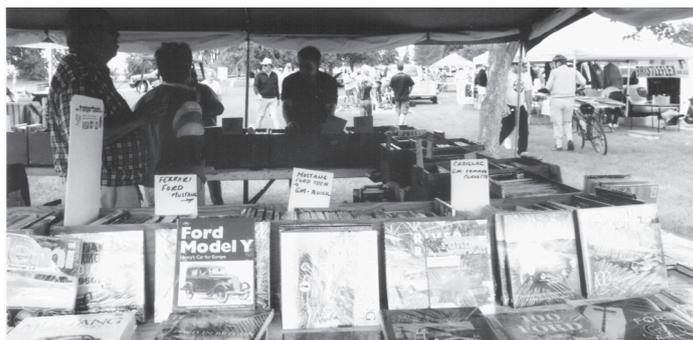
I have heard from Doug Dickson who, those of you who went on Convoy 2000 will remember, was the Y&C Register member who drove us in the bus from Queensferry to the Scottish Vintage Bus Museum. Doug has been over the pond and reports:-

"During a visit to Ottawa, Ontario in August, I found out about an "All British Antique Car

Show", which I duly visited. Most of the cars were '60s and 'Americanised' with awful colo(u)rs of paint! They were mostly the roofless variety and the oldest car was a very scarce Singer Super 12 saloon.

On site, there was a stall with a strange book on it. Asking the stallholder for permission to photograph the book for the author, I was greeted with a torrent of excuses why I could not, most of which were "the copyright laws are different here to where you come from" and a photograph would infringe them! Luckily, a paying customer appeared at the other side of the stall and attracted his attention, so I quickly went to work. Your fame is spreading!"

I am regularly receiving comments from members who have read, or are reading the Model 'Y' book, which is making me even more determined to update it and print a second edition. It is a New Year's resolution for 2008. Bob's plea for an editor at the end of his Secretary's Ramblings therefore has an extra bite to it!



Doug Dickson's illicit photograph taken at the All British Antique Car Show in Ottawa, Canada, in August.

Anti-freeze warning from Luis Cascante in Spain.

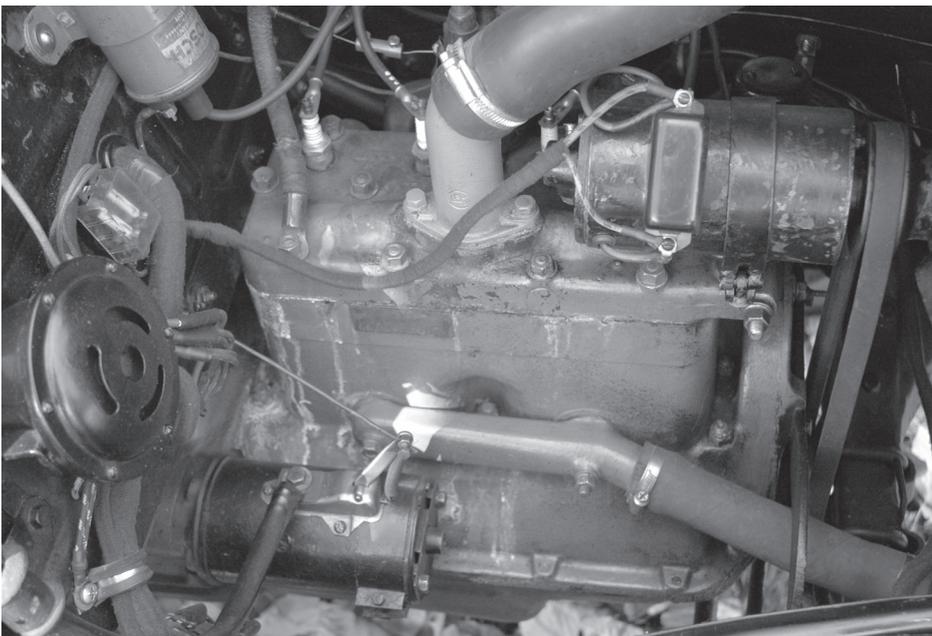
In the May issue of *The Automobile*, that splendid magazine, appeared a short article titled 'Antifreeze warning'. It explains the problems with a leaking coolant the owner of a Phantom III R-R had to cope with, after refilling the radiator with an 'Advanced Coolant' anti-freeze. Although the label stated that it was suitable for older engines, it seems that the product contains an Organic Acid Technology (OAT) corrosion inhibitor, (Ugh!) that causes leak problems, as it attacks the silicon compounds used in the common gasket sealants.

The article ends with a slogan circulated by the Rolls-Royce Owners Club: 'If it is red: stop; if it is yellow, proceed at your own risk; if it is green (or blue), it is OK to use for now'



A staff gathering outside the Henry Ford & Son plant in Cork in 1926. The photograph must have been taken from on board a ship berthed on the quayside.

I forgot the advice, and replenished Forito's radiator with a yellow coolant I found in my father's garage. After a short trip (60 km), the liquid was seeping from many of the engine joints. A photograph of Forito's leaking engine is attached. As Henry Ford could say: 'Any colour of coolant, as long as it's green (or blue)!'



The coolant leaks from the cylinder head gasket on Luis Cascante's Model 'Y', "Forito", as a result of using yellow anti-freeze – beware."

Fordson.

The photograph of the Ford plant in Cork, taken in 1926, shows that the name Fordson was in use well before the presumed 1933 registration of the name Fordson reported in the last issue of Transverse Torque. As Nigel Stennett-Cox quite rightly points out:- "Your response to the Fordson Tug article was interesting since I understood that the firm of Henry Ford & Son, with the "Fordson" name, was registered c.1917 for the purpose of making the Model F tractor as a separate entity to the manufacture of the Model T? Part of Henry frightening his remaining shareholders into selling up, including James Couzens? Any comments?"

1917 was the date of commencement of building the Henry Ford & Son Ltd. plant in Cork, specifically to build Fordson tractors, the first one coming off the line on 3rd July 1919. It would be interesting if one of our U.S.A. members could establish the date of the U.S. trade mark registration No.120966 "Fordson", which I assumed from the letter from the Secretary of State for Michigan, copied in the last issue, was dated 1933. It could well have been much earlier (1917?).

OBITUARY:- DEREK BIRCH.

After many years of service to the Club as Regional Contact and all round enthusiast, Derek died in the early hours of 1st November. Perhaps a fitting tribute to him would be the recent letter sent on behalf of the Club by Secretary Bob Wilkinson to Derek and Audrey a short while before his passing, whilst he was fighting his illness:

"Having known you through the Club for around 20 years or so, I recognise the determination you showed over recent years which saw you through to finishing the restoration of your lovely Model 'Y'. I also realise the disappointment you and Audrey will feel at being unable to enjoy outings at present.

Your support for the Club, and to local members in particular, has always been evident. I cannot recall many events and meetings when you and Audrey have not been present. I know that you both have attended local rallies with your Model 'Y' "flying the Club flag" and I thank you for all that."

Over recent years, Audrey would not let her own illness detract from Derek's determination to progress the work on the car. Derek not only gave good care to Audrey, but managed to complete the restoration of his 1934 Model 'Y'. Sadly they were both robbed of the long years to enjoy the fruits of his labour. He did however enjoy the journey. Derek will be long remembered by the Club for his cheerful banter and his fascination and love of his Model 'Y's.



The late Derek Birch with his ,then, recently restored April 1934 Tudor Model 'Y' at the A.G.M. in 2003.

Our condolences go to Audrey and his family.

NEC Classic Car Show 2007

by Peter Ketchell.

As I mentioned in the last issue, the NEC Classic Car Show in Birmingham signifies the end of the classic car season and, as usual, the Ford Y & C Model Register club stand was very impressive due to the efforts of the two Geoff's, and in particular Geoff Salminen. To organise a club stand and to keep a respectable standard takes a great deal of time. Apart from our own anniversary of the introduction of the Model 'Y', the theme of this year's show was "First and Last". On our stand, the first was Graham Miles' short rad Model 'Y' van and the last was Geoff Salminen's long rad Tudor Model 'Y'; these ranged from 1932 to 1937, the years our marques were produced. The meat in the sandwich, between these two, was the lovely Model 'Y' Mistral tourer of Doug Hickson.

The thing I like about the show is the number of members who visit the stand for a social chat. Sadly, this year, we did not see our regular visitor from the other side of the pond, Bob Anderson. It could be that the exchange rate has made it too expensive for him to attend; maybe we

should go and visit him! We still had many visitors from England, Ireland, Scotland and Wales. I hope the advice given out by the show team helped members to solve their problems, technical and otherwise. We also had several members joining and some re-joining the Register.

As mentioned earlier, setting up the Club stand is a major operation and, in future years, it would be good if we could give to two Geoff's some additional support. So, if you would like to exhibit your car on the Club stand, please let us know now. You would be

required to bring your car on the Thursday and it would stay on display until Sunday evening. If we could get four volunteers to bring their cars, it would take some pressure off Geoff Salminen in particular and he and Geoff Dee could concentrate on setting up the stand.

Back to this year's show; I did feel the organisers and the management of the NEC have lost the plot. I wasn't too impressed by the £8 car parking charge on top of the admission charge. Its distance from the main entrance was alleviated by a free bus shuttle service, but it was quicker to walk than wait in the bus queue. To me the huge sprawling complex of buildings is without any architectural merit at all. Once inside, it is difficult to relate the location of the Avenues and stands to the site map in the free programme. But, if the show demonstrated one thing to me, it was the way the term "Classic" has become devalued. Many of the exhibits, in my view, have lost touch with reality – some of the more extreme should have no place in a show of this nature. I am not just thinking of the custom and kit cars, incidentally Jean thought these were brilliant, but the ordinary cars which were presented wildly over the top. The Ford Pumas and the '57 registered BMW Minis would be better displayed on a garage forecourt. The final indignation was when one of the organisers asked Geoff Salminen if he had used the NEC Duck Tape on the carpets, as they had no record of us paying for any! Geoff's reply was very polite, as you would expect; he had brought his own and was prepared to sell the organiser some if he was short!

The show as a whole was like the curate's egg. The parts that were good were very good and, of course, I will be returning for the 2008 show next November. My "cars of the show" would have to be the brace of Bugatti type 35B's and the most interesting stand, (whisper it), was that promoting the Wartburg. In their day, I always liked the two-stroke Wartburgs. The two on show were very good examples of the marque. The best entertainment was provided by the American Car Club, which had an Elvis impersonator who was very good. It gave us the opportunity to dance in the isles!

Well done Geoff's and thanks for the brilliant Club stand promoting the 75th Anniversary of the Model 'Y'. Despite what I have written above, we thoroughly enjoyed the whole weekend.

20 years ago.

Issue 50 'Transverse Torque' – December 1987/January 1988

Looking back through the back issues always raises a number of issues for me as the Club Archivist as well as giving me ammunition as Editor. Issue 50 was no exception. Of the new members joining in October/November 1987, only Roy Cleeves, from Nailsea, Bristol, remains in membership with his 1937 Tudor Model 'Y', DHT 555. From the photograph accompanying the New Members article and his comments, he was keen to complete the restoration. He stated, "*The restoration work was started about twelve years ago and then abandoned to gather dust since then. The body is in good condition, as is the seating, but a new roof is needed. There's a fair bit of work to do (as you can see from the photograph) before she's on the road, but we have made a start and hopefully will be motoring next summer.*" I note from the first issue of the List of Known Surviving Vehicles (January 1990) that we showed the vehicle as being 'on the road', so Roy is obviously a man of his word. What we do not have, Roy,



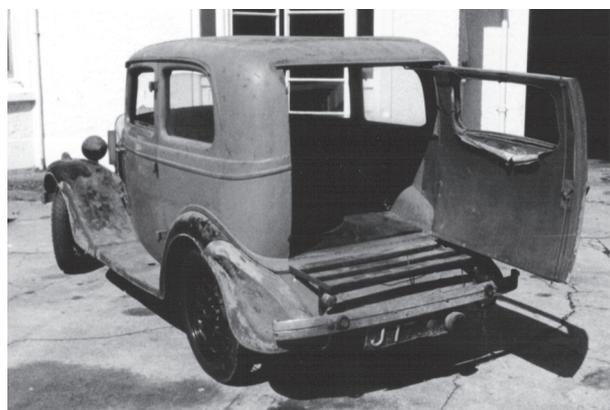
Pat Wilkinson, Geoff Dee, Peter Ketchell, Jean Haselgrove and (standing) Geoff Salminen await the arrival of the first punters at opening time! Photograph by Bob Wilkinson.



Roy Cleeves starts the successful restoration of his Tudor in 1987.

is the exact date of first registration from the log book/V5 to make your entry in the register complete.

The other interesting member to join during that period was John Follon from the Island of Jersey. John had inherited from his father the only known surviving Model 'Y' with the rear door conversion by J.H. Jennings & Sons Ltd. of Sandbach in Cheshire. The car has a fascinating history, having spent the first 15 years of its life in the Sudan in the ownership of a Mr. Shand-Kydd, the manager of the Anglo-Egyptian Cotton Plantation in that



The 'Jennings' Model 'Y' as John Follon inherited it from his father in the '80s. Note the spacious loading bay in lieu of rear seats.



The 'Jennings' after being restored to its Jennings spec. in the '90s. Now with Cordobs tan paintwork, rather than dirty brown.

country. The car had been on a 1700 mile holiday expedition down through Uganda and the Belgian Congo in 1943, before being brought back to London and subsequently St. Helier, Jersey, to where Mr. Shand-Kydd retired in 1958. As I write, the car is in desperate need of a second restoration being carried out on it. If anyone is

interested in taking this on, please get in touch.

This was also the month in which HV 6020 first came to our attention in the ownership of ex-member Bob Cruikshank. This was the vineyard green and black Tudor Model 'Y' car so dearly loved by Tony Hurst before circumstances forced him to sell it. It has recently appeared on ebay. [P.S. Since writing that, we have learned that HV 6020 has been bought by new member Dave Hole from Whitchurch Park, Bristol.]

Two other cars were illustrated, both in an un-restored condition; my Kerry, which I had purchased a year earlier, and the black short rad, UJ 1243, which was being exported to the Isle of Wight. It took some years to track down this car, but it now belongs to non-member E. Goodlet. Perhaps our Isle of Wight sleuths can entice Mr. Goodlet to join the Y&C Register.

Elsewhere in this issue were two semi-technical items from the late Jeff Cole, our expert technical adviser. In reply to queries from Ray MacDonald from Aberlour, Banffshire, who was restoring a 1936 Model 'Y'. He wrote:-

Engine water inlets and blocks

The engine originally fitted to your Model 'Y' was of the double water inlet type, but having made this statement, there were three different blocks used in the period 1932 - 1939 and you do not state in your enquiry which one you have in your possession, so



My Model 'Y' Kerry as bought. Note the extensive work required:- wrong wheels, axles and rear chassis cross member; wrong windscreen; wrong wings; lack of louvres below doors; wrong dashboard; total upholstery and hood replacement necessary, etc. I just thought you might like to know that there is always hope with a restoration. The job satisfaction lies in the 25,000 miles I have done since the completion in 1992 and the fabulous Club rallies we have been on.

allow me to explain some of the changes in design over this period.

The first used was the narrow block, with 18 mm spark plug head - although later in production the head was changed to use 14mm spark plugs.

This narrow block engine also had the main bearing bolts visible outside the block. They can be seen two at the front, just behind the fan belt pulley; two at the rear above the flywheel housing, and one behind the double water inlet manifold, the other bolt retaining the centre main bearing is within the valve chest, just behind the distributor drive.

Now, within the first few months of 1935, after the introduction of the Model 'C' with a 10 h.p. engine, it was decided to use the same mould to cast both engine blocks. This block, being 1/8th inch wider, entailed a new head to be designed to fit the new stud positioning. The head now had the figure 19 and letter E - 19E - cast on the top, just above the No. 3 spark plug hole. This is the engine originally fitted to the 1936 Model 'Y'.

The block was again redesigned for the 7Y Model. This was again a double water inlet job, but the main bearing bolts were not visible from outside the block. They were now studs and nuts within the sump. Also the cylinder head water outlet was changed. No longer was there a long angled outlet pipe, which allowed a straight section of hose to couple it to the radiator, but now we had a short outlet neck of a couple of inches cast with the new design head, and an angled moulded hose was used to return the coolant. In place of the 19E cast on the previous head, we had 7Y. Both these heads and gaskets are interchangeable on the last two mentioned blocks.

Gaydon refurbished.

Colin Rowe reports.

It was a great honour for me to represent the Ford Y&C Model Register at the official September opening of the new re-developed Heritage Centre at Gaydon, Warwickshire. The unveiling ceremony was carried out by HRH The Princess Royal. The centre, which originally opened in 1993, was re-opened to the public in May after a £1.7 million makeover.

The event was attended by many well-known members of the motor industry and in particular from the classic car clubs. This was a welcome opportunity for me to find out about other classic car clubs, vintage and veteran. I had the good fortune to speak to a frail but still very enthusiastic Lord Montagu.

The museum has now been re-organised to represent the whole British motor industry. Originally the museum was set up to cover the line up of the Leyland/BMC group and contained only a few examples of other manufacturers products.



HRH The Princess Royal about to unveil the plaque.

The museum is now dedicated to the story of Britain's motor industry, from the official "Dawn of Motoring" in 1896, right up to 2002. There is a time road running round the building with photographs depicting "milestones" in the history of motoring. The time road is split into distinct periods: 1896 to 1909, 1910 to 1929, 1930 to 1945, 1946 to 1959, 1960 to 1984 and 1985 to 2002. There are restored vehicle exhibits representing each of these periods. In front of the vehicles are lecterns on which there are notes about the exhibits as well as trivia - such as the introduction of the first dip stick (1916) to the introduction of the first speed camera (1982).

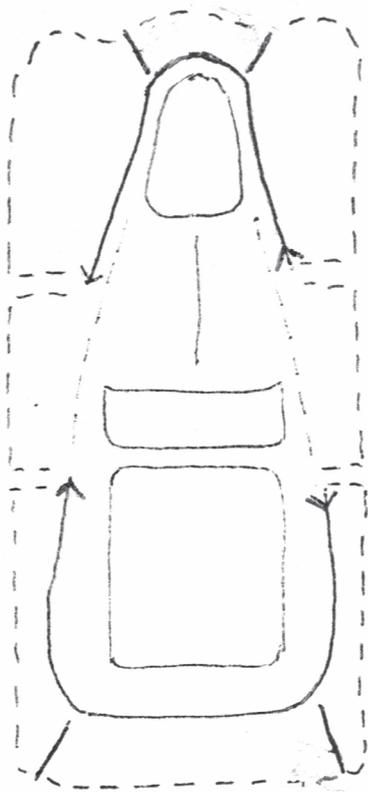
At the event, HRH unveiled the plaque whilst standing in front of a 1920's Model T Ford. During her tour of the centre, time was spent at the location of the Carter & Son Garage set piece, in which is housed a 1933 short rad Model 'Y', WP 4335. [which belongs to the widow of our late member, Tom Morgan. - Ed.]

Princess Anne in her address paid tribute to the effort and ingenuity that had gone into preserving the heritage of the British motor industry and the people who worked in it, under one roof for future generations to learn about. The museum has much to offer the visitor including miles of film archive footage, which is shown continuously in the small cinema. A well-stocked book and gift shop alongside a fully licensed café make this a splendid venue to indulge the motoring passion past and present. There are concessions and, in return for tax payers agreeing to 'giftaid', a 12 month season ticket is automatically issued.

Gaydon is located to the south of Birmingham off the M40 at junction 12.



The late Tom Morgan's August 1933 Tudor short rad (Y32224).



Wing piping (anti-squeak).

Rear piping: starting at the running board end of the rear wing, run the piping over one wing, round under the rear body, up over the other rear wing to finish at other running board.

Front piping: starting at the running board, run the piping over the front wing and under the radiator shell, up over the other wing to finish at the other running board. Again, all one piece.

Short strips are then inserted at each end of the front and rear valances (see diagram).

Spares report

Wiper blades



Wiper blade, hook type, with peg, now in stock.

We are now stocking a new pattern of wiper blade (BF 21a on Spares list). This blade is 8" long and the hook type, requiring a rubber peg to secure it to the arm. We are supplying blade and peg together for £4.25 including postage. These blades need no modification and have a stainless steel backing, once you peel off the protective coating. For the purists, you can paint them black to match your black wiper arm on anything other than the De Luxe models.

We still have a limited number of the blades we have been supplying, which are still at the old price of £1. Don't be fooled by the price, we've had these many years, hence they now appear cheap. These require a "straight" arm for the blade to fit as you can see from the photograph. They will also need to be shortened to the standard 8".

Should you still want the earlier blade, please clearly mark your order,

"BF 21. Non peg type blade"

Without this wording you will be sent the new hook type blade, with the peg.

General Maintenance and Repairs

I guess we all own new or relatively new cars as well as our 'Y's and 'C's. With these modern machines, there is very little we can do if something goes wrong. It's a trip to the dealer and they will diagnose the fault using their latest piece of electronic equipment. Even if we knew what was causing the problem, it's unlikely we could find the component amongst all the other bits and pieces. When you finally decide what needs attention, and where it is, you find it can only be fixed by a specialist. Back to the franchised dealer.

Thank goodness our old cars are approachable and easy to maintain for most general servicing and repair work. When you look around our cars you can see almost every component that makes them work. No computer modules, crankshaft position sensors or fly by wire throttles for us, you can see the bits that matter and there aren't that many of them. But make a mistake, because of lack of technical knowledge when adjusting, replacing or servicing a part, and the results can be costly or even fatal. For all their simplicity, our cars do have critical

areas and it is better to be safe than sorry.

We do our best to make sure you get the right parts for your car, but the individual member is responsible for the fitting of those parts. In some cases we provide fitting instructions, but if you have trouble understanding them, or are in any way unsure, you should seek the help of a technically competent person. The same applies to all work you do on your car: if you are not sure, then get help. The Club provides a technical advice facility through Geoff Dee, all it



Wiper blade with the straight arm.

will cost you is the price of a telephone call or stamp. If Geoff is not available, there are several other members in the Club who may be only too pleased to help.

Jim Sharpe, Spares Officer.

Ordering Spare Parts

It is now well over a year since I took over the administration of spares from Jim Sharpe. It has been an exciting year learning about the wide variety of spares that the Club is able to offer its membership to keep their cherished vehicles "fit for purpose". Since February 2007 there have been 258 spares items shipped - from contact breakers to steering columns.

Thank you to all those members who have acknowledged with compliments the service the Club gives in this area over the past year. This achievement is down to team effort between myself and at least 5 stockholders, who respond promptly to your requests for parts.

Although most of the listed parts held in stock will be available to members within a few days of placing an order, the main problems in administering and co-ordinating the supply of parts arise in communications. I hope the following observations will assist in providing an even better service in the future.

The stock is listed on the back of the order form in the centre of each edition of 'Transverse Torque'. These items are held by stockholders at various places around the country. This accounts for why an order for several items may come from more than one source. For example, all engine ancillaries such as belts, hoses and ignition parts are held by one stockist and brake linings and clutches are held by another.

When a member places an order it arrives on my desk by one of two main routes - either written - by completing and posting the order form in the centre of 'Transverse Torque', or by sending details by email to: colin@fordyandc@susten.com.

Those members using email should give at least all the information asked for on the order form. It is recommended that, for credit card security reasons, two emails are sent - suitably "splitting" the credit card details. Members choosing the surface mail route can use either cheque or email to pay. The club can accept cheque payments in Euros or Pounds Sterling.

Unfortunately I cannot often take orders over the telephone. A mobile phone by its nature can be answered anywhere and usually where it is not possible to take notes of parts, credit

card numbers etc - so please always formalise orders in writing in the manner described above. Note also please that it is not possible for me to return mobile phone calls. If the phone is not answered, please try again later.

When placing orders, be aware that some items are for exchange (these are noted in bold type in the spares list). Please do not send your old parts until I instruct you, by confirming the order, as to where to send them. New parts will not be despatched until the old parts have been received. It is important with items such as brake shoes, for example, that the stockist checks the old shoes before despatching the new ones as there are 5 different types.

Most parts are despatched within seven days of receipt of the order. If items are out of stock, or the old parts are required before despatch, this may take longer. In either case you will be notified by email or letter within 24 hours of the order being received of any delay in supply.

My intention remains to offer a high level of commitment to servicing members' spares requirements. Please remember though that all those involved in the spares supply chain of the Ford Y&C Model Register are volunteers and have full time jobs. So please be patient; we can assure you that we are doing our best.

Many thanks and a very Happy New Year and happy motoring - Thirties Style – wonderful!

Colin Rowe, Spares Administrator

Book review

Are you still below? The Ford Marina Plant, 1917 – 1984

by Miriam Nyhan

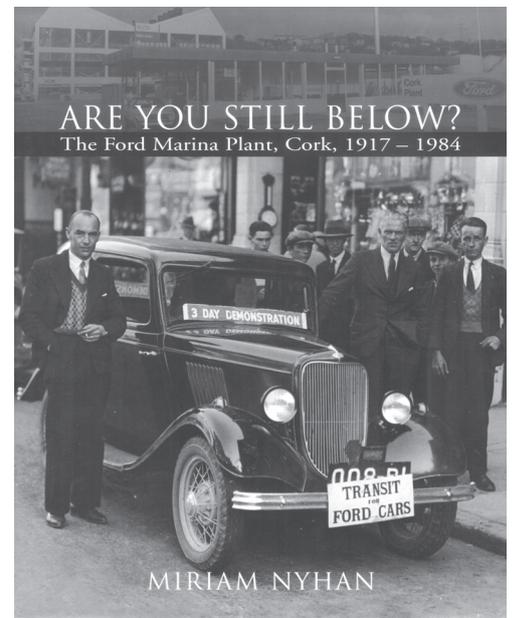
The Foreword to this book is written by our friend from the Convoy 2002 Irish tour, Denis McSweeney, the Marketing Director at Henry Ford & Son Ltd., who, incidentally, recalls his earliest motoring memories in his father's Model 'Y', or 'Baby Ford', as they were more commonly known in Ireland. It was he who approached Miriam Nyhan, a student at University College Cork, who was about to start a Masters thesis on the social housing in Cork city. Denis persuaded her that a much better topic would be the history of the Ford Marina Plant and, having started work at the plant in 1971, was able to help her tremendously with his recollections and his knowledge of the records and the ex-employees, whom Miriam subsequently interviewed to receive first hand accounts of life in the plant. The title "Are you still below?" was the greeting given to Ford employees in Cork, meaning "Are you still working at the Ford plant, usually down the hill, on the banks of the River Lee?"

As a female, who initially had no interest in cars or the Ford Plant, which had closed in 1984 when she was a child, Miriam was sucked into the atmosphere of the Plant and admits that she "can empathise with the emotions of individuals who spent long periods working on the Marina, or those who had followed in the footsteps of family members."

The story of the choosing of Cork by Henry Ford, the founding and building of the plant, and the tractor, car and, briefly, truck manufacture and assembly is told against the political and economic roller-coaster, that controlled the destiny of Ireland, in particular, during the twentieth century. Henry Ford & Son Ltd. had been established mid-way through the First World War, survived the War of Independence, a civil war and clashes with local power-holders. Tractor production came, went and came back again for a while, British tariff protection changed the modus operandum from the importation of nearly finished vehicles to the assembly of vehicles from completely knocked down kits. The depression of the early 30s was alleviated by the arrival and success of the Model 'Y', with the 25,000th vehicle, a Model 7Y, coming off the line in 1938. The Second World War caused a cessation of production at the Marina plant in June 1942, resulting in the mass emigration, temporary and permanent, of Cork labour to Dagenham and the new Ford plant at Leamington Spa. These were known as 'Dagenham Yanks', a term which came apparent through Miriam's research. The Korean War and the Suez crisis of the 1950s also exacted their toll on production, but the final nail in the Marina's coffin was Ireland's entry into the EEC. The free trade agreements between European countries meant that the Marina plant could no longer compete economically and, despite a 12-year advanced



Your Spares Administrator, Colin Rowe, at work on spares orders.



The cover of Miriam Nyhan's book of the history of the Cork plant which, co-incidentally, depicts the Transit Motors, Cork, entry in the September 1933 Dependability Demonstration, mentioned elsewhere in this issue.

notice of closure, the Company could not diversify into other products and closed in 1984.

'Are you still below?' is a Ford history with a difference and should be included in any library of erudite Ford books. ISBN- 13: 9781905172498. Published in 2007.

Sam Roberts.

Events 2008

16 –17 Feb	Bristol Classic Car Show Shepton Mallet show ground Cars and helpers required on the stand	Ivor Bryant 01454 411028
24 February	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
16 March	Old Timer Car Display (over 500) Arras, North France.(see below)	John Keenan, 01424 424323
20 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
20 April	“National Drive It Day”	
1 June	Rotary Three Market Towns Rally Garstang, Carnforth, Lancaster (see below for details)	Bruce Allan 01995 601041
22 – 27 June	‘Tykes Tour 2008’ - Yorkshire The Y&C Register 2008 tour	Bob Wilkinson 01832 734463
17 August	Mid-Suffolk Light Railway Museum Brockford Station, Wetheringsett.	Richard Watson 07811195912 (mobile)
20 – 21 Sept.	North Norfolk Railway 1940s weekend. Book early.	Brian Mace 01603 425558
2 November	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
14/15/16 Nov.	Classic Car Show, N.E.C. Birmingham	Geoff Salminen 0121 427 2189

Events 2009

24 – 29 May	12 th Ford 8 & 10 hp National Rally Queensland, Australia	Contact Sam Roberts if interested 01264 365662
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ROTARY THREE TOWNS RALLY (Lancashire) – 1st June

This is a run of between 25 and 40 miles. The details of the exact route has yet to be planned. The outline plot is to commence at the Crofters Hotel at Cabus, Garstang, where the participants will be offered free hot drinks. This will be followed by a journey to Lancaster via Carnforth to finish at the Holiday Inn, Lancaster, where the participants will be served a ‘buffet’. There is a likelihood of autojumble and traders being present at the finish. All entrants will be encouraged to obtain sponsorship for their cars, with the proceeds going to Rotary Charities. There are a large number of local Hotels for overnight B&B etc., if required.

Details and further information from Bruce Allan: Tel. 01995 601041.

We already have four cars going to Arras for this old car display in the north of France. John Keenan has further details and entry forms if you wish to join in.”

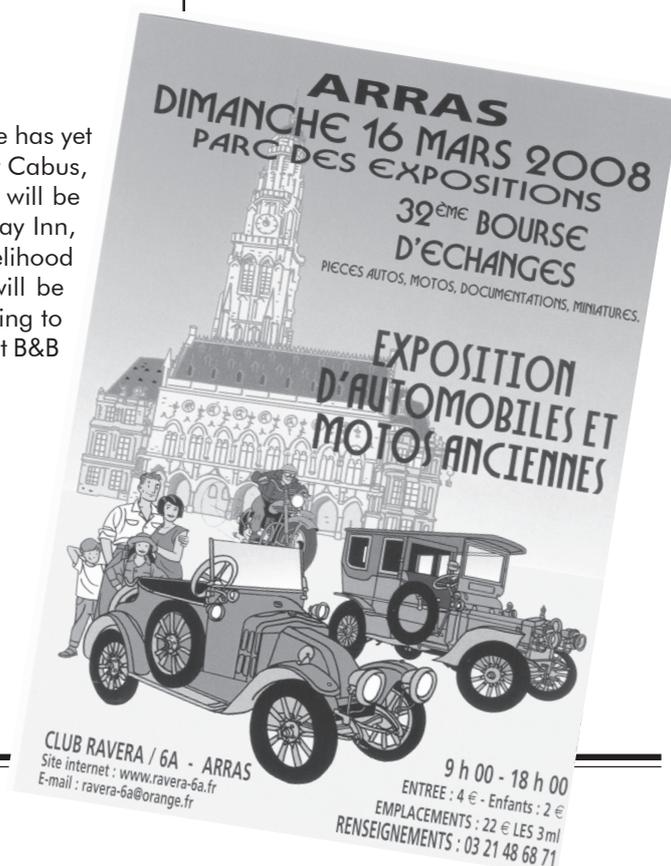
Northern sidelights

by Barry Diggle – Region 16 coordinator.

Just a few points from the last and previous editions of *Transverse Torque*.

In Issue 169, Sam commented upon the ‘Town and Country’ tyres he fitted to a Model ‘Y’ in the late fifties, and more recently onto CNN 125, now in my custodianship. Well, those tyres are still on the rear wheels and have plenty of tread left on them. They are often remarked upon by those in the know, and have certainly been of inestimable value in negotiating soggy rally fields. Being a softy who does not do much Model Y-ing in the snow, I cannot vouch for their performance in such conditions, but would have confidence in them should the situation arise. I well remember them being much used by, for example, milk delivery people, and the distinctive tracks they left in the fresh snow!!

Also in the same Issue, there is a photograph of Dumpton Park station, Ramsgate, in the 1950’s. Being the only person in the world to have both a Model ‘Y’ and an Austin Big Seven in the same motor house, I can say with some authority that the first car in the picture is an Austin Seven Ruby, rather than a Big Seven. The clue is the rounded spare wheel cover on the rear, the Big Seven having a flat cover flush with the rest of the rear end. Moreover, the other car is almost certainly a Morris Eight. The magnifying glass reveals a swage line running central on the front wings, a feature of this William Morris piece of plagiarism.



YORKSHIRE - "TYKES TOUR 2008".

Sunday June 22-Friday 27th.

Accommodation in a hotel near Wetherby. 5 nights B&B with dinner on 3 nights included in the package. It will be great to be able to stay in just one hotel. Trailer parking by arrangement – just ask for details. Cost £205.00 per person. Booking deposit £50.00 per room. (Usual hotel conditions apply).

Tours to local places of interest with no big daily mileages Or just laze around locally if you feel you want a rest. Possible visits to York, Whitby, Yorkshire Dales, travel on the North Yorkshire Railway, 'Last of the Summer Wine' region.... The daily tours are not finalised, so there is time to include your favourite visit ...just tell me. 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:

Live in the above area? Not able to do the whole tour? Not 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, we will be delighted to see you..

Note: Jan 2008. Bob is unavailable at present so for Booking Form please contact Sam Roberts (01264 365662). **BOOKINGS ARE COMING IN WELL SO CONTACT SAM SOON TO AVOID DISAPPOINTMENT.**

Some comment was made a while ago about a Hercule Poirot episode containing Model 'Y's. In fact this is an episode called, 'The Lost Mine', and was repeated on one of the digital channels a few weeks ago. The cars formed a cameo piece, lasting a good few minutes, and acted the part of police cars with experimental radios carrying out a surveillance operation in London's "Chinatown". The episode was set in 1935, and the cars were both Tudors, with Tacoma wheels, registered YD 8501 and DLP 499. Very good they looked too. No doubt this episode will be repeated again, so watch out for it.

[A write-up and photographs of the filming of this episode of Poirot were included in issue 166 (pages 8/9). The cars were and are owned by Jim Miles and Dave Minnett respectively. – Ed.]

Members' cars

Alan Summons, from Lowestoft, has recently purchased BKE 808, an early, April 1934 'intermediate' long rad Model 'Y', complete with separate side lights, piano-type hinged bonnet and hydrostatic fuel gauge. The car had been meticulously restored by its previous owner, Clive Lichfield, from Billericay, Essex. Clive tells us that he bought the car in 1991 and completed a full nut and bolt rebuild. Since restoration in 1993, he has completed only 632 miles on sunny days, including local classic car events. The exterior is finished in dark blue over black wings and cream grill and wheels, with dark blue interior. It sounds as though Alan has bought a real gem.

On completion of the restoration, "The Automobile" magazine ran a full length article on the car, written by David Hawtin. I am grateful to the current editor, Michael Bowler, for allowing us to share extracts from that article.

"As the basis for a restoration project, you might think that a part-restored car would be preferable to one that still had all the work left to be done. On occasion it might well be, but what if the standard of the previous owner's workmanship is questionable? And what about the difficulties of re-assembling the car from a collection of unfamiliar components? These were just two of the factors which Clive Lichfield had to contend with while completing his 1934 Ford Model 19Y.

Although not quite the first model to roll off the production line at Ford's new Dagenham plant, the 8hp 19Y was by far the most significant, marking as it did, the re-structured company's make or break entry into the U.K. small-car market. Launched in 1932 at Ford's own 'motor show' at the Royal Albert Hall, the 'Y' had succeeded in bringing the company's finances back into the black by the end of 1933, its first full year of production. However, the appearance of the Morris Eight soon brought an end to Ford's supremacy. The downward pressure on costs resulting from this increased competition, saw the Ford Y – now dubbed the Popular – priced at just £100 by the late 1935, although it proved impossible to sustain it at this level for long. The model was replaced by the similar-engined but larger bodied Eight in 1937, by which time over 157,000 cars had been built.

One of these had been Clive Lichfield's first car back in 1959, and it was a feeling of nostalgia which motivated him when the chance came along to acquire another. "I saw this one advertised for sale in 'Exchange & Mart' in June 1991", he recalled. "The car was in Maidstone, and was offered with a huge quantity of spares. I got another Model Y chassis, three engines, two gearboxes, various axles and boxes and boxes of parts. An old chap had started the restoration but when he dies, his son decided to get rid of the car".

The Ford was collected the following weekend, the vast haul of spares completely filling Clive's Transit van. A friend who had come to help me had to sit up in the front with a radiator on his lap!", he recalled.. "The car was towed on a four-wheeled trailer, and the van really struggled up some of the inclines on the way home!".

The car's previous owner had obviously been a Ford enthusiast. The trouble was, much of what Clive had acquired was from other models, and identification soon became a real headache. Even more so, because Clive had not dismantled the car himself, and so could not be sure which components belonged to it and which did not. "The first thing I did – after questioning my sanity in taking the job on – was to board the loft floor in order to create space to stow the spares. The car had been painted, but the finish had deteriorated while the car was in storage. I thought that if the job was worth doing, then I ought to start afresh".

The body was removed and sent away to be sand-blasted. Clive inspected the chassis, and was surprised to find it in excellent condition. "I was expecting to find lots of holes, but the chassis required no welding at all. It seemed to be exactly as it came from the factory. That

was amazing, because the rear end is very prone to rot (apparently, the first sign of trouble is when the petrol-tank drops off in the road!) and other chassis had new members welded in there". Despite the fact that the running gear appeared to have been overhauled, Clive decided that for the sake of his peace of mind, a strip-down was called for. This revealed that the skimmed brake drums had been fitted with new brake linings, and that new rear axle bearings had been installed. Some of the brake rods had been replaced and the kingpins re-bushed, but one vitally important procedure had been overlooked. "The brake rods pass through the centre of the kingpins, and if there is too much clearance in the thrust washers the front brakes can lock solid and spin the car around", Clive explained. "I discovered that the previous owner hadn't set these clearances correctly".

Ford's 19Y was available in two-door and four-door saloon form, with either a fixed or sliding roof. A van version catered for the commercial market, and various Y-chassied tourers were available from independent coachbuilders. 1934 Model Ys are known as 'intermediates'. Earlier cars had a shorter radiator grille, and a straight forward bumper. Later models had the deeper grille and curved bumper of the '34, but with sidelights incorporated in the headlamps.

The 19Y body is of pressed steel construction. Surprisingly, there was little evidence of rot in Clive's car, just the lower edge of the rear valance and the bottom of the doors requiring welding repairs. The blasting had revealed a lot of filler in the latter (applied over pieces of Meccano!) as well as in the body's offside rear corner and wing. "The car had obviously been involved in an accident", Clive remarked. "I could have bought a reproductive wing, but decided to reclaim the original. I tapped the dents out as best I could and then re-applied a thin skin of filler".

The corroded spare wheel recess was replaced with a new one taken from Clive's stock of spares and a new nearside running board – obtained through the Ford Y&C Model Register – was fitted in place of the rotten original.

After the chassis had been re-painted, the body was re-installed and the wings, running boards and bonnet loosely assembled to make sure that everything lined up. These were then removed and the body sprayed with an etch-primer. The colour scheme – Jaguar Indigo Blue and black – is Clive's own choice. Although not a factory option – most Ys seem to have been black – the colour scheme looks appropriate for this type of car. "According to the Register, the blue should have been much lighter – nearer to the colour the car

had been painted when I bought it", Clive confessed. "But I think old cars look better in dark colours".

Clive fabricated a new rear window surround from ash – the original had rotted after the rubber seal had dried out – and a new roof. Clive's car is a 'fixed roof' model, the roof insert fitting into a recess in the main body. "A lot of people screw aluminium strips around the edges to hold the roof in place, but I wanted to get it as near to the original specification as possible", he told me. "As far as I can tell, the roof is exactly as Ford made it except that I have covered it with vinyl rather than fabric. I wondered whether I ought to put anything between the roof insert and the body to make the joint water-tight. I decided to apply to apply some silicone sealant to the joint before bolting the roof in place. When we took the car to the upholsterers, it rained really heavily, but not a drop came through".

The Y's power unit is a conventional 4-cylinder side-valve unit producing 22 bhp from its 933cc. When he bought the car, Clive had been told that the engine – which was out of the car – had been overhauled. At first he was inclined to take this assurance at face value, but eventually decided to have a look inside. "I'm really glad I did!", he told me. "The block had been rebored, and new pistons had been fitted, but that was about as far as the rebuild had gone. When I removed the sump, I discovered that the crankshaft was so worn it was only fit for scrap. One of the spare engines had been dismantled, so I used the crank out of that. Guards of Rayleigh re-ground the crank shaft and re-metalled the big-end bearings. They also fitted new valve guides and re-cut the valve seats. I re-assembled the engine myself – it's very simple to work on. A new clutch had already been fitted, and the only work required in the gearbox was the replacement of the front mainshaft bearing".

Although he had acquired a mountain of engine ancillaries with the car – no less than six starter motors, four distributors, and three dynamos – Clive was astonished to discover that he did not have a single carburettor. There was an Aquaplane inlet manifold for twin SUs, so perhaps the previous owner had been planning an increase in engine power. "I didn't fancy that", Clive admitted. "The brakes have enough trouble coping with single carburettor performance! I asked around and eventually acquired quite a few carburettors – I found two on the doorstep one day when I got home! Amongst all the spares I'd acquired was a carburettor rebuild kit, so I've ended up with what is practically a brand new carb".

"There was an exhaust system amongst the

spares, but when I fitted it I just couldn't believe it was correct because the car seemed so noisy compared to other Model Ys – it sounds just like a racing car. I've checked with other people's cars, and although mine looks like the correct system, it's almost certainly a pattern. There can't be any baffles in the silencer, so I think some modification is called for".

With the engine and gearbox now back in the car, Clive installed a makeshift 'orange box' seat and treated himself to a lap of the driveway. Thanks in part to the vast quantity of spares available, the restoration had been proceeding smoothly up to this point. Then it was time to tackle the interior trim. The Ford's seats had already been re-upholstered in blue Rexine, a spare roll of which had come with the car. On the assurance that this would be sufficient to re-cover the interior trim panels, Clive entrusted the Y to a professional upholsterer.

"Two months later I got a 'phone call telling me there was not enough", he recalled. "After a lot of searching I bought another roll of similar material, only to be told it was too thick! Eventually, the interior was re-trimmed in a mixture of the two materials – the original roll and one of slightly different colour which the upholsterer supplied. The difference is noticeable, and I'm not happy about that. When the car is off the road this winter, it will have to be re-upholstered again. Waiting for the interior to be finished delayed the project by three months".

The Y's electrical system is simplicity itself, and although he had not removed the original, Clive had no difficulty in fitting the Auto Sparks wiring harness which had come with the car. Making new bases for the sidelights took him an entire weekend, an enterprise well worth the time and trouble, as autojumbles ask around £40 per light!

Old cars' lighting arrangements are frequently to very necessary improvements, but despite some misgivings, Clive decided to retain the Ford's single rear light. "Fortunately the Y has a stop-light as original equipment", he revealed. "But I must admit that I feel very vulnerable having to rely solely on hand signals. Most drivers these days don't understand hand signals – they think you are waving at them! I'm going to have to make some detachable indicators to fit on the bumper bolts".

Final re-assembly was completed over the course of a weekend, and BKE 808 was back on the road in September 1993. Clive has covered a few miles to date, but has already been reminded of one of the Y's characteristic weaknesses. "The drive to the MoT station

frightened the life out of me”, he confessed. “It had been over thirty years since I’d driven one. And I’d forgotten how feeble the brakes were! Mind you, the linings were new and hadn’t bedded in. The tester commented on the front brakes lack of power, but when he applied the hand brake, the car shot forward off the rollers. He told me its performance was as good as that of a modern-day car, and that I’d be better off using the hand brake instead of the foot brake!”.

The trip to the photo-location revealed that the Y has comfortable seats, although leg-room is restricted for anyone of above average height. The ‘straight-through’ exhaust is indeed unbearably noisy, and the non-standard system may have been partly responsible for the car’s reluctance to tackle even moderate inclines in top gear, although no doubt the tightness of the engine was also to blame. By the time we had returned home – now with twenty-two miles showing on the odometer – Clive was able to report that the brakes had bedded in and were much improved.

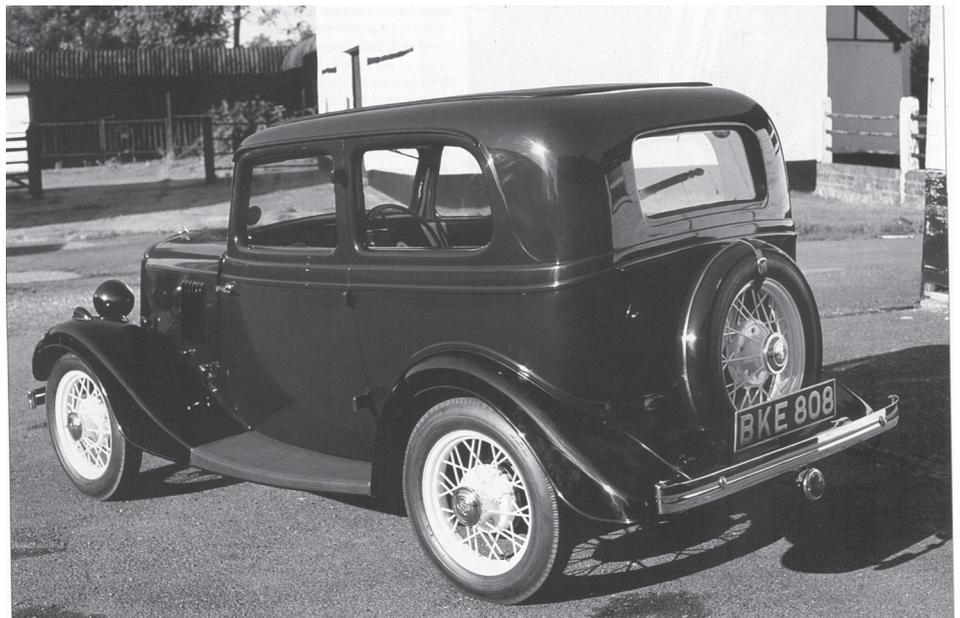
After its winter lay-off, when the aforementioned interior trim and exhaust shortcomings had been attended to, the car will surely be a welcome sight this summer at events within reach of Clive’s Essex home. But despite the enormous number built, Ys are a comparatively rare sight today, their representation at shows being well down on that achieved by the equivalent Morris, for example. Two reasons for this spring to mind: firstly, that until recently few people would have considered a small pre-war Ford worth preserving, and secondly, that the Y chassis was extremely popular with special builders in the 1950s, with many a car ending its days clothed in home-built glass-fibre bodywork.

Paradoxically, the fact that the Ford 19Y was just a run-of-the-mill, mass-produced family car, is what makes it historically significant. Designed in the U.S. by an American in collaboration with British engineers, and built in Germany as well as the U.K., the Ys international credentials make it a true forerunner of the ‘world cars’ built by today’s multi-national manufacturers. The Y was aimed at what would now be termed the ‘super-mini’ market sector, and had the current fashion for latin names been popular in the 1930s, then no doubt Ford would have called it the Fiesta.

Peter King sent in this newspaper cutting from the East Anglian Daily Times. The Model ‘Y’ seeing the hunt on its way from the market in Hadleigh, Suffolk in February 1951 is a 1934 Derbyshire registered Tudor. Note the pork pie light under the square number plate, which is the only illumination at the rear of the car.



The beautifully restored Tudor Model ‘Y’, which belonged to Clive Lichfield and which is now owned by Alan Summons in Lowestoft.



Another view of the graceful 1934 ‘Intermediate’ Model ‘Y’.



FBHVC news.

Wroughton Science Museum appeal.



In the last issue was an appeal from FBHVC for your active support for the Science Museum Inspired Project to receive the £50M lottery jackpot. Six institutions and projects were short-listed; the Science Museum, the Eden Project, Sustrans cycle paths, conservation of Somerset rivers and canals, regeneration of the Black Country and a visitors' centre in Sherwood Forest. As the magazine went to print, I read in the Daily Telegraph that two of the six projects had been eliminated from the final round of the Big Lottery Fund's People's Millions; the Somerset rivers and canals and the Science Museum. On behalf of the FBHVC and the Science Museum, thank you to those of you who registered your plea.

FBHVC Newsletter

The Federation of British historic Vehicle Clubs (FBHVC) aims to safeguard the freedom to use old vehicles on the road and officers work on behalf of the classic car movement to guard against careless legislation. The following are extracts from the latest Newsletter:-

TOWING ON 'A' FRAMES

A comment in a club journal to the effect that a member had had a brush with the law as a result of being in the habit of towing his rally car to and from events on an A-frame has prompted this note, which relates only to towing by cars and light commercial vehicles. Different rules apply for agricultural vehicles, motor tractors and road locomotives.

Regulations 19 and 22 of the Road Vehicles (Construction and Use) Regulations of 1986 (as amended) make special provisions for the recovery of vehicles that have broken down during the course of a journey - they may be recovered using appropriate equipment, including A-frames. The Road Traffic Act imposes a speed limit of 20 mph on ordinary roads and 40 mph on motorways for vehicles being recovered in this way, and that applies to broken down vehicles being towed by rope, solid bar, dolly or A-frame

Other than such breakdown recovery situations, the C & U regulations treat vehicles connected by a rigid coupling as towing vehicle and trailer. The use of an A-frame thus means the towed car becomes a trailer in the eyes of the law, and must therefore comply with the normal requirements of a trailer.

The same C & U regulations require trailers over 750kg gross mass to have brakes that are either operated directly from the towing vehicle or that operate on the overrun. Unbraked trailers may not exceed 50% of the gross mass of the towing vehicle. A device that applies the brakes on the trailer if for any reason it should become detached is required on trailers above 1500kg gross, but below that limit secondary couplings (such as chains) may be used.

A-frames can really thus only be used legally for towing cars if (a) that car is being recovered after a breakdown (b) the gross weight of towed car and A frame is below 750 kg or (c) there is some fail safe mechanism to apply the brakes of the towed car. The lights on the rear of the towed vehicle have also to comply with C & U regs for trailers, including warning reflective triangles and towing vehicle registration plate.

Club Note: A Model 'Y' or 'C' weighs around 750kg. Please check the weight of your towing vehicle as it should exceed 1500kg. if you intend to use an A frame for towing.

DVLA Matters.

The Newsletter re-iterates the need to check accuracy of all information on V5C registration documents. A common error found on our members log books/V5 documents is engine size. Please note that our cars are 933ccs. for the 8hp. Model 'Y' and for the 10hp. Model 'C'/'CX' it is 1172ccs. Engine numbers listed are often in error due to not being amended following an engine change. It is recommended that these are checked and amended where appropriate, as errors could lead to unnecessary problems in connection with your MoT test.

If you wish to read the Newsletter in full please go to FBHVC the website www.fbhvc.co.uk

Bob Wilkinson.

International correspondence

Spain

Some news on the CX front. I always thought the assembly of the Model 'CX' began in Spain with the hybrid Modelo 10 of 1936, i.e. a Dagenham engine and chassis with German body and easiclean wheels, whose photographs appeared in the last issue of 'Revista Ford' in August 1936 (see Transverse Torque 161). I was wrong. During March 1936, Ford Motor Ibérica advertised the Modelo 10 '1936', assembled in Barcelona totally with English 'CX' components. Some months later in the year, I presume in June 1936, Ford Ibérica changed to the hybrid 'CX', with the same Modelo 10 '1936' name.



The advert which appeared on Sunday 22nd March 1936 in the Barcelona's newspaper 'La Vanguardia', showing that the Dagenham Model 'CX' components were incorporated into the Barcelona 'Modelo 10' during the initial stages of 1936. [Note: The words modelo CX under the top illustration were added by hand]

It is interesting to note the characteristics for the 1936 Modelo 10, i.e. the Model 'CX', which was introduced in October 1935 to replace the Model 'C'. Translated (thanks to Luis) they read:-

New specifications 1936 (tax only for 9 HP):

- Wider body for better accommodation of passengers.
 - Radiator grille and bonnet 1936.
 - High quality upholstery, 1936 collection of samples.
 - Clock on the dashboard.
 - Double electric windscreen wiper.
 - Double completely adjustable sun visors.
 - Trafficators with steering wheel switch. Cancelled by means of the steering wheel rotation.
 - Nets for books and newspapers.
- Double set of ashtrays and new finishing details.
- Independently adjustable front seats.
 - Mudguards painted in the same colour as body.

It is interesting to note that the fiscal horsepower rating (based on the Spanish formula) is actually 9.66 h.p., yet the Spanish government rounded it down to 9 h.p. The first characteristic, I think, is new to me. Can anyone tell me the difference in width between the Model 'C' and the Model 'CX'? (Yvon Precieux ?)

Mathis

About your articles "Why 'Y'?" in issues 167 & 168, I totally agree with your hypothesis and the Mathis connection. Incidentally, I own a 1938 Matford V8 F82A cabriolet, now under total restoration. My father bought the car in the eighties and it has remained stored in a garage since. The restoration is not an easy job, as it was very worn; moreover, the Matford cabriolet is a very rare car, perhaps in France only 10 of them survive. Fortunately, I joined the Club Vedette France, a very helpful organisation that



Luis Cascante's rare 1938 Matford F82A, now under restoration.

caters for the French V8, Matford, Ford and SIMCA Vedettes. By means of one of the club officers, I could obtain many of the spares I needed. Well-managed specialist clubs, such as the Y&C Register, are essential in providing service and spares to the enthusiasts of old cars. I hope the Matford will be on the road next year.

New Zealand, South Island

In the last issue, we heard of the delight of Jill Walker, who has bought and is enjoying the youngest known surviving Model 'Y' (Y 198872) from Jim and Kyra Wareing from Nelson, New Zealand. Jill has called her car 'Fordy', a name familiar to members in UK who know Christine Baldock's Model 'Y', 'Fordy', in Tonbridge, Kent.

Jill's car was built towards the end of August 1937, the last Model 'Y' being produced on 31st August. It would have been shipped in crates to Lower Hutt near Wellington, New Zealand and assembled at the Ford plant there. We have recently discovered that the Ford plant, which only opened for business in November 1936, hand-stamped an assembly number on the front of the battery box. Before November 1936, Ford cars were assembled by the Colonial Motor Company, Ltd. in Wellington.

I have slowly been collecting these numbers to establish a pattern. It would seem that, once the system had settled on a standard practice, the Model 'Y's assembly numbers were prefixed with 8NZ and the Model 'CX's assembly numbers were prefixed with 10NZ. Jill tells me that the number on

her battery box is 8NZ 418, which indicates that some 430 Model 'Y's were assembled in New Zealand in 1937. I have yet to establish when the numbering system started. The lowest Model 'Y' number so far recorded is 8NZ 104, built at Dagenham in mid-May 1937. However, we do have Ron Day's 'CX' tourer stamped 12NZ10, that being built at Dagenham at the end of October 1936, which infers that numbering started early in the life of the Ford plant. It could be of course, that Ford started assembling 'CX's initially on opening the plant in November 1936, but delayed the transfer of the Model 'Y' assembly from the Colonial Motor Company until, say, April 1937.



Jill Walker, on the left, and a friend, Mary Dawson, seated behind 'Little Fordy' at the field trials at Swannanoa, North Canterbury, on Lady Driver's Day, organised by Vintage Car Club of Canterbury. Jill had only owned the car for two weeks at this stage.

David Green also lives in Christchurch and he has been busy restoring his October 1933 Model 'Y' Fordor (Y40558). Not only that but he has put together an amusing short video clip of the restoration on 'You Tube'. If you go to 'You Tube' (I go via Google) and key in Ford Model Y, there are two clips; one of a Model 'Y' hotrod and the other of David's car. He asks, "Why don't more members put their cars on You Tube?"

New Zealand, North Island

Bob Single, in Napier, emailed to find out the date of manufacture of his grey Fordor 'CX' saloon, BE 3752. After a number of emails, we established that the chassis number, C56016, put the date of manufacture and export from Dagenham to Lower Hutt at November 1936. He also

said that the number on the battery box was 9NZ 326, which is a little strange as we seem to be establishing that the Lower Hutt Ford plant assembly numbers for the 'CX' started with 10NZ, not 9NZ.

Bob also sent a photograph of the car alongside another Fordor 'CX' saloon, in

France.

Malcolm Grace, in Lindfield, West Sussex spotted an advert for a nice looking Model 'Y' in the French weekly periodical 'la vie de Auto'. The advertisement reads, "Ford Y coach, 1933, restauration ancienne, bon etat roule tres bien, (C.G. collection) 5.500

buyer Malcolm's contact details. The 'chassis' number is, in fact, the Asnières assembly number. We now have on the survivors list the following Asnières assembled Model 'Y's: -Y19726, No. 2563, Y ? No. 2573, Y19819 No. 2578, Y19835 No. 2580



The brace of Fordor 'CX's owned by Bob Single in Napier, New Zealand, before he sold on the Cordoba tan and black car, MH 1935, to Kelvin Hallberg.

Cordoba tan and black livery, MH 1935. This second car he did own but sold on last year to Kelvin Hallberg, a car dealer in Hamilton. Surprise, surprise, Thelma Semadeni, of the North Island, Ford 8 & 10 Car Club, out of the blue, sent me a photograph of MH1935 for sale outside Kelvin's 'Stripes and Signs' garage. We do not know yet who bought the car.

euros. a debattre. tel: 03 61 92 66 31 ou 06 82 79 48 52." Malcolm reports that its registration number looks like 33 CKG 59, which he informs me is Calais-Dunkerque "area number.

A French speaking friend of his followed it up, only to discover that it had been sold. The seller said that the 'chassis' number was 2573 and promised to pass on to the

As can be seen from the illustrated Asnières brass plaque on recently rejoined member, Bernard Martinet's Model 'Y', the number we require is the original engine (Moteur) number, which, in the UK, we refer to as the chassis number.

Perhaps one of our French-speaking members can telephone the seller to find out the name and address of the new owner. He can then tell us the 'Moteur' number and he may wish to join the Club.



In France the Asnière 'No.' is regarded as the chassis number, whereas we have the original engine number ('Moteur' on plaque) stamped on our chassis. This is the plaque from Bernard Martinet's other Model 'Y'. I am waiting for him to tell me what has happened to it?

Australia, Victoria.



Bill Ballard's roadster, "Bluey" as bought from Alan Stevens in 19



Alan Stevens sees the rebuilt roadster, "Bluey", for the first time and gives Bill Ballard the thumbs up.

Germany.

Thorsten Ehrenteit, in Paderborn, has sent in the latest photographs taken of the restoration of his early-style, February 1937 Eifel sedan, with boot. With the assistance of the 'meister' craftsman in his company and external contractors, the car already looks to be in concours condition. Thorsten hopes that he 'can drive in a few months with our car to nice restaurants in the local area'." **"PHOTOGRAPHS:-**

Now painted in a light blue colour, the body is nearing completion. This photograph shows the Eifel in front of the saddlery in Oldrichov in the Czech Republic, where the upholstery and carpet were installed.



Thorsten says, "The material that we use for the upholstery is nearly the same as the original. We found some original material in the door area and used this for finding the right material." Note the beautiful binding on the grey carpet, which matches the light blue upholstery. Note also that the finger grips on the doors are the same as the Model 'C'. It would be interesting to check Jim Miles' later Eifel, to see if they are the same as the raised ones on the Model 'CX'.

News of new members.

Prepared by Godfrey Dingley-Jones, 20 December 2007

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register Ltd., the following 11 new Members and 1 re-joining Member.

Keith Barber	B0113	Penzance, Cornwall
Joe Cunnane	C1903	Knock, Co. Mayo, Eire
Sean Cunnane	O-C195	Illinois, U.S.A.
Nigel Gibbs	G0504	Appledore, Kent
Dave Hole	H0205	Whitchurch Park, Bristol
Kieran Jennings	J1904	Knock, Co. Mayo, Eire
Michael J. Linnette	L0902	Royston, Hertfordshire
John and Jim Murray	M0443	Worcester Park, Surrey
Peter Purdy	P1506	Thoroton, Nottingham
Paul H. Scott-Exley	S1802	Blairgowrie, Perthshire
Douglas B. Tunstead	T1403	Llandudno, Conwy
Malcolm Yule	Y1801	Kirriemuir, Angus

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

Keith Barber We would like to welcome Keith from Lugvan, Penzance, to the Club. Keith has Model 'Y' with no paperwork or registration number, but does have a Briggs

Body Number 165/27597 which dates the car as October 1935. The Club is helping Keith with an application for an age-related registration number. Good luck with the restoration and we hope all goes well.

Joe Cunnane from Knock, Co. Mayo has joined the Club. Joe is the custodian of a December 1936 Model 'Y' Tudor with a Chassis Number Y164546 and the Registration Number IZ 3427. The car has been known to Joe for most of his life, the first owner living some 3 miles away. During its lifetime the car has only covered some 26k miles. Following restoration Joe gave the car to his son, Sean (please see below) as a wedding present. Welcome to the Club and thanks for joining. [The story of Joe's/Sean's car will be the subject of Members' Cars in issue 171. – Ed]

Sean Cunnane from Oaklawn, Illinois, U.S.A. has become a Member of the Club. Sean's car is kept in Co. Mayo by his father, Joe (please see above for car details). Welcome to the Club Sean and we hope you spend many happy hours with your car upon your return to Co. Mayo.

Nigel Gibbs of Appledore, Kent has joined the Club. Nigel has a 1934 Model 'Y' saloon with no paperwork. The Chassis Number is Y72902, which is new to the Club. Nigel is a vehicle enthusiast and is looking forward to restoring the car. Thanks for joining the Club, Nigel, and good luck with the restoration. Please keep us apprised of progress.

Dave Hole from Whitchurch Park, Bristol is the proud owner of a 1936 Model 'Y' Tudor finished in green over black. The Chassis Number is Y129296 and the Registration Number is HV 6020. The car, which is in original un-restored condition, is well known to the club, having been the trusty steed of Tony Hurst for many years. It is on the road and has covered 40k miles since new. All the paperwork is with the car including the first MOT from 5 September 1964. Dave has been in to old cars and motor bikes for many years and likes to keep busy. Let us hope there is not too much work to be done on HV 6020. Good luck with the car Dave and thanks for joining the Club.

Kieran Jennings from Rookfield, Knock, Co. Mayo joined the Club at the Y&C Register stand at the NEC. We have no

details yet of Kieran's car and look forward to receiving the information soon to enable us to update our records. Thanks for joining the Club Keiran

Michael J Linnette of Royston, Hertfordshire has joined the Club. Michael has a 1935 Model 'Y' Fordor, first registered on 31 October 1935. The Chassis and original Engine Number is Y86513, which is new to the Club. The Registration Number is DPC 428. The car is finished in blue with blue trim and was last registered in 1961. It had been left in the open for many years, so the condition is not good. Michael purchased the car in the early 1970s from Peacehaven in Sussex. To quote Michael 'It has a good engine, gearbox and axles, but it will be a very brave restoration project'. Thanks for joining and we hope all goes well with the restoration. If any advice or parts are needed, the Club is here to help.

John and Jim Murray from Worcester Park, Surrey re-joined the Club at our Stand at the NEC. They have a Model 'Y' Tudor finished in black, first registered on 31 March 1936. The Chassis Number is Y130389 and the Registration Number is DBB 77. Thanks for re-joining the Club and we hope all goes well with the car.

Peter Purdy of Thoroton, Nottingham, a recently joined Friend Member, has now been upgraded to a Full Member as he is now the proud owner of the beautifully restored 1934 Model 'Y' Tudor owned by the late Derek Birch. The car was first registered on 30 April 1934. The Chassis Number is Y59746 and the Registration Number is AOA 727. Peter and family are looking forward to using the car and hope to join fellow Members on the Yorkshire Tour in June 2008. Thanks for joining the Club, Peter, and we hope you have many years of happy motoring.

Paul H. Scott-Exley from Blairgowrie, Perthshire is now a Member of the Club. His son, Steve, gave Paul's details at our Stand at the NEC in Birmingham. We have no details as yet of Paul's car and would like to receive them as soon as possible for us to update our records. Thanks for joining the Club.

Douglas B Tunstead We would like to extend a warm welcome to Douglas (Dougie) from Llandudno, Conwy who has joined the Club. Dougie has the rare 1993 Model 'Y' Abbey Tourer, first registered on

24 March 1933, finished in dark blue and written up in issue 169 of Transverse Torque. The Registration Number is AGJ 536 and has a Chassis Number Y6020 which is new to the Club. The car is awaiting a full restoration. We hope the restoration goes well and thanks for joining the Club.

Malcolm Yule of Kirriemuir, Angus, Scotland has joined the Club. Malcolm has a 1936 Model 'Y', finished in black, which was first registered on 30 November 1936. It has a Chassis Number Y161543 which is also new to the Club. The car has been off the road since 1960. The bodywork is solid and the engine has been rebuilt. To quote Malcolm "One day I hope to restore the car." We would like to thank Malcolm for joining the Club and hope that when he starts the restoration all goes well.

I hope you will find this contribution to 'Transverse Torque' informative and, as always, the Club extends a warm welcome to all the new 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** more Member has completed a Standing Order form and I would again like to think that during the next few months I will be inundated with requests for Standing Order forms. I can but hope!

There are now some 175 Members who DO NOT use the Standing Order facility. I will say it again, **Paying by Standing Order saves you time, me time AND THE CLUB MONEY!**

For our Members in Eire we now have a facility for you to pay your subscriptions in Euros by Standing Order and you save the currency conversion charges. Please avail yourselves of this new service and ask me for a Standing Order form now.

Make a New Year's resolution NOW to pay your subscription by Standing Order. Ask me for a Standing Order Form now! If you have an email address I can email a form to you, if not, telephone me or write to me asking for a form.

Godfrey Dingley-Jones
Membership Officer

Grace lands

by JK 3549

David and Wendy Grace and Ben, their loveable three legged dog, have been on their European travels again with their Model 'Y' Alpine tourer being towed behind their motor-home. The story of their travels is told by JK 3549, the Model 'Y' Alpine, as follows:-

"I have just had a lovely eight weeks abroad. I did it the easy way on a trailer behind a motorhome. Some motorhomes have a young kid behind, not someone 73 years old!

I spent the first three weeks on a motorhome rally in Holland. I was delighted to return there again having had a brilliant time on Rob and Ans's tour in 2006. Our first week was at Arnhem, where I took Wendy and David on a tour of the city over "The Bridge too Far". Another day to Tiel, to see the Flower and Vegetable Parade and Wendy insisted on a whole day at Appeltern Show Gardens. Ben had to share the back seat with the plants!

My second week was at Hoorn, celebrating its 650th anniversary. Fortunately I found Halfords there, so I was able to treat myself to a 6 volt battery charger. My battery had been down, but it hadn't been a problem as I had found the Dutch to be very obliging push-starters! In Hoorn I enjoyed watching the cheese market where Wendy bought some Beemster cheese and said it was delicious. I once again visited Edam and Volendam and had a saunter along the coast. I also had a day visiting the old windmills at Zaan Schanse.

My last week was in Delft. I had an easy time there, as there was a road train into town. One day they had a coach trip to a large flower market. I did have a good day out at The Hague. I posed for a photograph with a young lady sitting behind my steering wheel. David asked where they were from and they said Russia. In fact photos of me must have gone all over Europe.

From Holland, I jumped on the trailer and we headed south as Wendy wanted to find some sun. My first stop was in the Moselle Valley in Germany, where the next day I did an eighty mile round trip, up and down this beautiful valley, its sides clad in vines. The next two days down the Rhine Valley

and across to the Rhone Valley in France, my tonneau cover took a hammering in torrential rain. When I got to the South of France, the weather was beautiful. We stayed on a campsite at Sanary-sur-Mer. When we arrived, the trailer and I needed a push up a slope. In no time there were five men there pushing me up. As a thank you, David asked Claude, a Frenchman, to drive me off the trailer, and later Yves, another Frenchman, took his wife and I for a drive round the campsite. He later presented David with a painting of me.

I really enjoyed the South of France, the weather was beautiful all the time. It was hard work sometimes visiting the medieval hilltop villages of Cadere and Le Castellet, but I coped OK. I couldn't let them have a completely trouble free holiday, so on the last day on our way back from Cassis, I had a puncture, on a bend, Sunday evening, when everyone was heading home. It's a good job they carry a warning triangle and yellow vests.

Ben had a wonderful eight weeks, laid on my back seat. I took him to beautiful warm places and in France he swam in the Med. I think he thoroughly enjoyed his last holiday with me. Regrettably, Ben is no longer with us. Having come to live with us in December 1992, aged between eight months and two years, he died after we came home, on 8th November 2007. We shall all miss him.

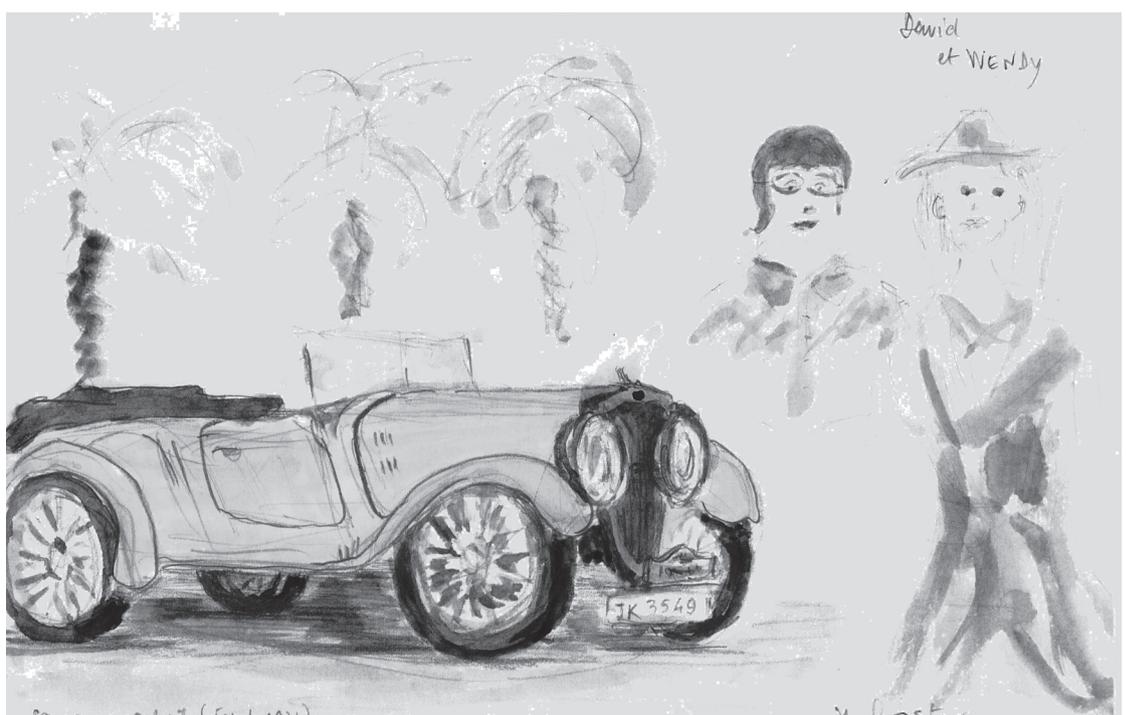
Happy motoring, JK 3549

The painting by the Frenchman, Yves Coste, at the Sanary-sur-



David with Ben by the marina at Bandol in the south of France.

Mer campsite. (I don't know who is with Wendy – he has far too much hair for David! – Ed)"



JIM FITZGERALD

by Peter Ketchell

It was Sam's report on the Powerscourt Rally that got me thinking about Jim Fitzgerald, the founding father of the Powerscourt Picnic Run and Rally thirty years ago and the father of the present organiser, our very own John Fitzgerald. I first met Jim in 1981 at the Y&C Register Hope Valley Rally, in Yorkshire. I call it a rally; in practice there were seven Model 'Y's meeting at Ron Rose's pub, Old Hall, in Hope Valley, near Sheffield.

After travelling from Chester, I was within a few miles of the pub when this Ford Model 'Y' came tearing in the opposite direction. It was Jim Fitzgerald. By the time I had turned around, he was gone. About two hours later, the same car turned into the pub car park. Jim remarked that he had seen me on his way to church. Jim and I struck up a rapport immediately; he was that kind of guy.

It had taken me one and a half hours to travel from Chester to Hope Valley. Jim took six and a half hours to travel from Liverpool. We agreed to travel back to Chester together. After about half an hour of driving, Jim flashed his headlights. I stopped, thinking he had a problem with his car; no, he wanted a cup of tea. After we were fed and watered, he suggested that we swapped cars for the next leg of our journey and, when we stopped for our next cup of tea, he asked if I could make his car run like mine. So, after tuning his engine in the cafe car park, with an audience watching, we set off again. After the third tea stop, we changed to our own cars, Jim informing me that my speedo had stopped working, but not to worry as he knew where to

get a new inner cable and he would post one as soon as he returned to Ireland. Our fourth tea stop was in Knutsford, where I tweaked the carburettor. He was so pleased with the performance of his engine.

By the time we arrived in Chester, it was dark. This was late June, so I booked him in to a local hotel, wished him luck for his journey to Liverpool some 22 miles and probably two tea stops away. On arriving home, I calculated that the expected one and a half hour journey had taken four and a half hours. Nothing to do with the speed of the cars, the additional time was purely down to our tea stops!

Two nights later, the phone rang. It was Jim; he had moved into a hotel in the centre of Chester near the Dublin Packet pub. He invited me out for a chat and informed me he had run out of Sterling. Well, would you lend money to a person you had met only 48 hours ago? Jim was the kind of chap you would not say no to. Armed with my thirty pounds, I met up again with Jim in Chester. The night before, he had left his car overnight in a multi-storey car park in the City Centre and the car plus picnic basket were still intact the following morning. On enquiring where he had left his car that evening, a friendly garage proprietor had let him park in the MOT bay after he closed the garage for the night.

The chat was as humorous and informative, as on the journey on Sunday. After several non-alcoholic drinks, I left about midnight after making sure he knew the way to the Liverpool ferry terminal. I seem to remember Jim telling me he was tea-total - I think I must have misunderstood him; I am sure he was total-tea! He promised to repay me and also send a speedo cable and within a week, I received a jiffy bag containing a banker's draft for £30, an inner speedo cable and a photo of the cars lined up outside Ron's pub.

I met Jim only once. We talked several times on the phone and each time he told me his car was running better than it had ever run before. It is amazing, you can see people every day and not get to know them. I saw Jim for a short time and it seemed I had known him all my life. After all, would you lend someone half a week's wages if you did not know them. He was a true gentleman - GENTLEMAN JIM.

The photograph of the cars lined up outside Ron Rose's pub in Hope Valley, near Sheffield in September 1981. This was the first true Y&C Register rally. Cars, from left belonged to:- Peter Ketchell (now Noel Page), Chris Cheesman, Jeff Cole (now Alistair Currie), Tom Morgan (driven by Graham Miles - now in Gaydon Heritage Museum), John Guy and Jim Fitzgerald (now son, John).



The Braking System of the Ford Model 'Y' and 'C'/'CX'. Part IV

The Doctor returns to the subject of the brakes. You will need to have to hand the following back Issues of Transverse Torque: - 163, page 25; 165, pages 26/27; 166, pages 26/27 and 167, page 27. My future references will be by issue number only.

The first articles dealt with the initial two designs of the brake shoe used on the first Model 'Y's, collectively sharing the joint part no. Y 2019. (Latterly YE-2019-A). We also considered in some detail their operating system, a design that was fraught with problems. It would seem that knowledge of these problems had crossed the Atlantic, for the braking system on the new Model 48 underwent a complete re-think. Aspects of this new design were to be used on the 1935 Model 'Y' Popular and the Model 'C' De Luxe, as the revised wedge even carries the same part number as used on the Model 48, namely 48-2050. (See issue 163). Note that in fig 14 an outline of the revised wedge has now a minimum side travel of over 200 thou, compared with 15 thou with the first type. When I end this chat about the brakes I'll let you into a secret about these early wedges, one that I'm certain the Ford Motor Company would rather you didn't know.

The next two shoe designs had between them no fewer than five variants. They too finally shared, as with the first designs, a joint part number, CE-2019-AR, (see issue 167). The lining length was now reduced from 13 1/8" down to 11 5/8". Succeeding models were to reduce their length even more, as the realisation dawned that using an excessively long lining without the necessary force to exert pressure on them was a mistake.

The third new shoe design had a single roller, which was permanently mounted to the shoe web. The single faced wedge was held in direct contact with this single roller.

Now please refer to my photo showing two distinct designs of this third generation of shoe. The new stud had a mounting diameter of .637" with an engagement radius of .65" and the shoe had a nominal jaw width, of .45". Compare this with the fourth design jaw width of approximately .52". Their revised stud had a diameter of .687" and fitted the shoe radius of .69" (See issue 167). The article we published was taken directly from the Ford Service Bulletins, and makes it very clear that the two designs of shoes must not be cross

matched. I suppose Ford had their reasons for this article, somebody must have done it.

This fourth, and final shoe design had probably made its appearance in late 1935, when we believe both the 'Y' and 'C'/'CX' models began to be fitted with this revised design. There were to be three varieties of these shoes, presumably from different suppliers. See my second photo that illustrates two of them. As I have said, these shoes were mounted on a stud with the greater diameter of the two. However the stud illustration (Issue 167) is manufactured with a screw driver slot in the head as illustrated, but in practice they have two flat faces to accept a 9/16" Whitworth set spanner. (A hint of UK designs here perhaps?). Again please see my photo. The other principal difference with this shoe over the previous design is the facility to remove the roller for service. The third design had suffered constant roller seizure, hence its somewhat short service life; the exact date of its withdrawal is not known. Unfortunately the two designs in post war years both carried the same part no., that of CE-2019-B, just to confuse us even more.

These last two designs were retracted by only two springs as opposed to three on the early designs. The need for a back plate support was gone, as now the retraction springs were considered adequate to control the expansion of the shoes on application.

The last change very late in the vehicles manufacture was to revise the roller diameter up from .750" to .875", the effect of which would be reflected on the rod setting. The rods I will make a start on with the next issue. (Once again please see my photo of the rollers.)

This is the principal reason why we tell you to remove your rollers prior to sending them in. Perhaps now, those of you who query why we insist that the old shoes are sent to us prior to dispatch of the replacement, can now understand why, when so many changes took place in as little as five years of production.



The two distinct designs of the 3rd generation of shoe.

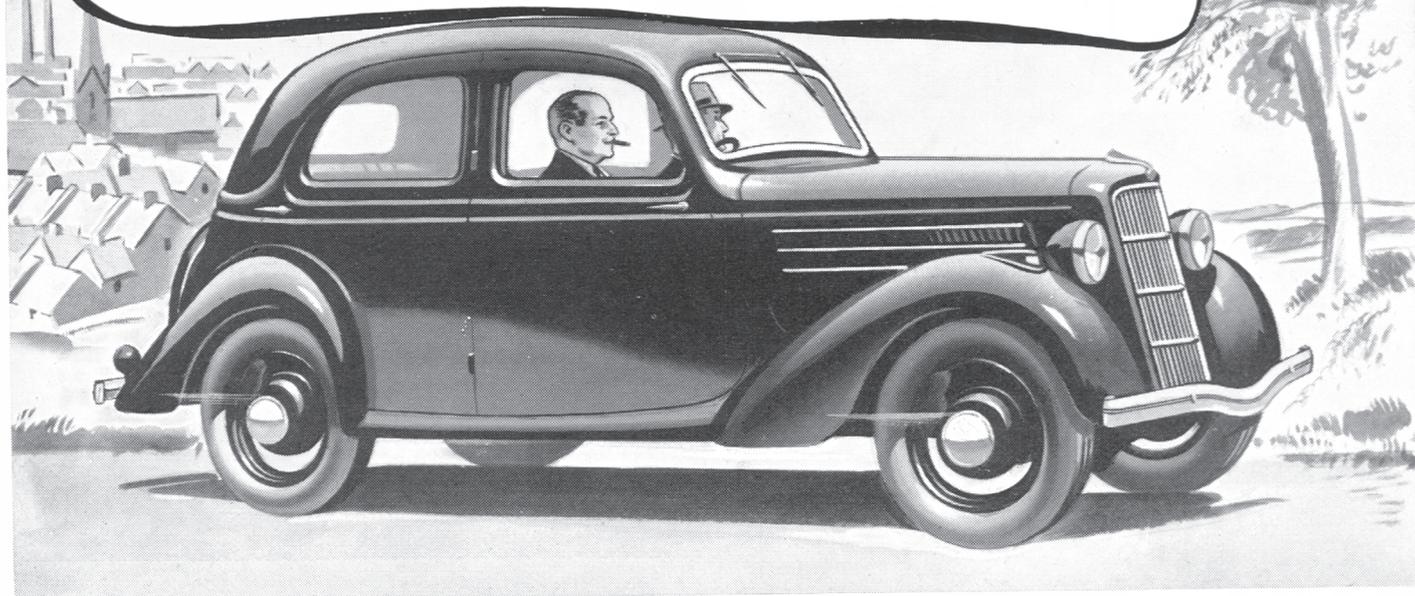


Two of the three varieties of design of the 4th and final generation of shoe.



The two types of stud; one with a screw driver slot and the other with a 9/16" Whitworth spanner flats. Also shown are the two different rollers (0.750" and 0.875" diameter)."

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Found in 'The Geographical Magazine' dated March 1937 is what surely must be one of the last advertisements for the Model 'CX', as production of the model at Dagenham ceased on the 22nd of that month. The PR boys at Ford must have had a bad night before writing the blurb in the bubble! Advertisement spotted by Jim Sharpe.