



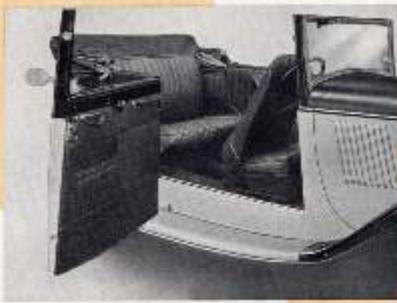
Transverse Torque



Issue Number 251
July - August 2021



Exclusive Coachworks Brochure Pages



CAIRN
TICKFORD
FOURSOME
DROP
HEAD
COUPÉ

8 H.P. CHASSIS SPECIFICATION

8 H.P. Four cylinders, side valves. Bore 57.1 mm. Stroke 92.1 mm.—840 cc. Treasury rating 796 h.p. Tax £8. Six-and-a-half-gallon rear petrol tank, with pump feed to carburettor. Battery and coil ignition. Rear axle 3:4 floating. Spiral bevels. Ratio 5:43 to 1. Wheelbase 7' 6".

Track 5' 9". Clearance 9". Gearbox: 5 forward speeds and reverse. Ratios 5'43, 9'58 and 16'67 to 1. Synchronesh helically cut second speed. Brakes: Four-wheel, operated by pedal and lever. Hand-brake acts on rear drums. Wire wheels. Well tyre rims. Tyres 17" x 4'500".

COACHWORK SPECIFICATION

FRAME. Best selected seasoned ash.
PANELS. Heavy gauge steel, hand beaten.
WINGS. Detached section, swaged and sanded edges.
BUMPERS. Spring steel, heavily chromium plated.
UPHOLSTERY. Best quality waterproof furniture fabric. Parasitic cushions.
HOOD. Paint metal frame, covered best quality waterproof twill, hand cloth.

WINDOWS. Safety glass, transoms, winding into doors.
WINDSCREEN. One-piece type, safety glass. Hinged at top to open fully. Electric wiper.
FINISH. Cellulose to choice of a wide range of colours. All bright parts heavily chromium plated.
SPARE WHEEL. Mounted at rear.
LUCKAGE COMPARTMENT. In boot. Access by hinged rear seat squab.

EQUIPMENT

Essential equipment includes head and side lamps, and combined stop and tail lamp. Dipping beam arrangement to headlights. Electric screen wiper. Electric interior light. Mirror, speedometer. Petrol gauge and tool kit.

We reserve the right to alter the specifications from time to time as may be deemed desirable.

W. HAROLD PERRY LTD.,

INVICTA WORKS

Ballards Lane - N. Finchley, N.12.

Phone: FINCHLEY 3111. Telegram: PERHIC 15, FINSLEY, LONDON.



THE name Tickford needs no introduction to motorists, and this graceful example of coachbuilding on the FORD 8 h.p. Chassis is a typical example of this excellent type of coachwork.

Made especially for us, the Cairn Close-coupled Drophead Foursome Coupé provides accommodation for four persons and their reasonable luggage in luxurious comfort.

The body is framed in best seasoned ash, with hand-beaten steel panels, finished in cellulose to a wide range of colours, all bright parts being heavily chromium plated.

The front bucket seats are adjustable, and of generous proportions; the rear seat is very comfortable—sunk wells in the floor providing ample leg room. Upholstery is pneumatic, trimmed in finest quality waterproof furniture fabric. Padded pockets are provided in the doors, the floor being covered in pile carpet. All fittings are in natural wood, highly polished.

The head, which is covered in best quality waterproof twill, lined inside with cloth, is arranged to fold down easily, the framing being entirely concealed when erected. An electric interior light is fitted.

The windows, of safety glass, are of the frameless winding type. The windscreen is arranged to open fully, and is fitted with safety glass and an electric wiper.



Chassis and coachwork specifications are printed overleaf.

£192-10



Sports Four Seater

A FOUR-SEATER Open Sports Car of attractive appearance. Two doors are fitted—access to the rear seat being gained by tipping the backs of the front bucket type seats. Large pockets are provided in both doors.

A slight cut-away to the doors gives extra room for driver's and passengers' arms.

The windscreen folds forward flat on the scuttle, and is fitted with safety glass and dual-electric wiper.

The four-stick hood is covered in three-ply waterproof twill to match the upholstery.

A hood envelope and tonneau cover are supplied.

Detachable side curtains open with the doors, and are stowed in a locker behind the rear seat squab when not in use. Extended hood valances complete the drought and weather-proof equipment.

Wings are of helmet type, in 20-gauge silver steel. Special polished aluminium splash panels fitted to fronts of rear wings, and leather mud-flaps to front wings.

EQUIPMENT

Essential equipment includes head and side lamps, and combined stop and tail lamp in stainless steel, dipping beam arrangement to headlights with steering wheel control. Dual-electric screen wiper. Mirror, speedometer, petrol gauge, tool kit. Spare wheel mounted at rear.

PRICE

£275 14.9 H.P.
£325 V. 8



14.9 H.P.



Sports Four Seater

THIS body is a smaller replica of the "Greyhound" body fitted to the "V-Eight" and 14.9 h.p. Chassis. Two doors are fitted, with cut-away portions at the top, giving additional room for driver's and passengers' arms. Large pockets are provided in each door.

Front seats are of the bucket type, adjustable for legroom, deep wells being provided at the rear for passengers' feet.

The windscreen folds forward flat on the scuttle and is fitted with safety glass and dual-electric wiper.

The bonnet is of special lengthened design, with close fitted louvres in the sides, giving a very sporting appearance.

The four-stick hood is covered in three-ply waterproof twill to tone with the upholstery, and when folded lies flat with the top of the body. A hood envelope is provided.

Side screens are arranged to open with the doors, while extended valances on the rear screens extending to the windscreen, provide complete protection from draughts and rain.

Wings are of helmet cycle type, in 20-gauge silver steel, with special aluminium splash panels to the fronts of the rear wings, and leather mud-flaps to the front wings.

EQUIPMENT

Essential equipment includes head and side lamps, and combined stop and tail lamp in stainless steel, dipping beam arrangement to headlights with steering wheel control. Dual-electric screen wiper. Mirror, speedometer, petrol gauge and tool kit. Spare wheel mounted at rear.

PRICE

£185



14.9 H.P.



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Editorial

CHAIRMAN'S CHATTER.

Well, the anticipated "spring back to life" didn't quite leap like a spring lamb, but nonetheless, some forward steps have been taken and the likelihood is that normality will edge back soon, albeit slowly.

We are lucky that the **Old Ford Rally** is still 'on' and Dave Tanner will be wearing his hat properly! (If he can find it having just moved house!)

I do hope that all members will make it if they can, and hopefully, with their cars. These are the cars that have now been finished in all that spare time you have been given... The BMM site at Gaydon is easy to get to by car, being just off the M40 at junction 12. And is well signposted. A few of us will be camping there a day early to get the site prepared for visitors. Do come and say hello to us and bring your questions for Dave Tanner in his Tech Tent.

Bring a few shillings too to buy some goodies in the various autojumble stands. We will have a table for members – label your parts with price, name and phone number. Then, save a pound for an ice cream, as it will of course be a sunny day. You must have some spares you don't want you could trade or donate to the club perhaps?.

So many events haven't happened this last year, mostly because of uncertainty in planning and insurance problems, and Covid rules, so this year's OFR is an opportunity to get back into the classic car scene. Meet up with members and committee and enjoy some company of like-minded people.

Committee members have been busy on your behalf – carrying on with spares and their administration. Membership enquiries still have needed answering, tech questions too – and archive queries via our Facebook pages. Website management has continued and of course those who contribute to this magazine are still doing so. Wheels have been turning, even if not on our cars.

We have been fortunate as a club in having some more spare parts donated recently to our stores and Jim Miles, Dave Tanner and myself travelling about to collect them – in a socially distanced manner of course! Thanks to Joan Ball for donating them.

Our online media is forever increasing and I would repeat my request for assistance to oversee these and answer/forward enquiries. Promoting and getting members signed up is an important task and leads to new members. A job that is most interesting.

It is also time to seek out an editorial assistant to aid and cover my post – a reassurance that continuity of publication may be guaranteed in the event of another medical happening. Last year with my retinal detachment was a time of concern and could recur, so playing safe would be wise. I am anticipating a pacemaker replacement as the battery will soon be depleted. Even members who could research for articles would be useful. We haven't had a "Back seat" driver's view for some time.

I also thank the many of you that sent in their 'Spring Numbers Quiz' answer – the winning prize goes to Mo Croxon and his prize (small but most useful) will be sent direct. See the answer and list in this issue. You will be surprised!

See you soon. Get those wheels turning!

Roger Corti

Well, we have survived! In doing so I have pondered on some serious issues for our cars and club.

As we begin to pick up some normality in our lives we can plan with more certainty for the future. I have the future of our club, cars and the wider classic car world in my mind. Survival into the future is a constant theme to exercise our minds.

As I have said previously, keeping our cars visible, used and enjoyed is a big factor in ensuring that we will have use of our cars in years ahead. By enjoyed, I include the public to whom classic cars are an important part of our history and tradition. Visibility of our cars will maintain this opinion. Keeping our cars on the road, by giving technical support and providing parts is integral to the aims of our club.

But what can members do to play their part? Well, use the car as often as possible not just for shows, but those local shopping trips etc. Engage with people who show any interest when you park up. Don't be over protective Let them sit in the car – even take them for a spin. One never knows what level of interest is sparked.

We have about 1800 cars on our Survivors List. Half are probably still "under restoration". Of the remainder, about a half are probably roadworthy. Of that group about a third are used on the road each year. So, at best about 10% of our cars are seen by the public.....and that for very few miles and occasions. What can we do?

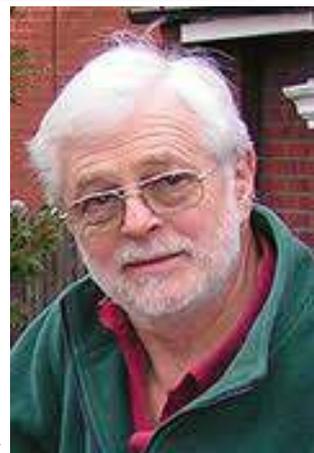
Answer? You may not like this ... If you are not using your car, for whatever reason, sell it! Or give it away! New owners will be more active with their cars. Sellat what price? Ask a realistic price, not one which inflates the market. We know that classic prices have risen ... But NOT for all classics. Please accept that our cars are not at the high end of the market and ask a fair price .or you will still have it for sale in months ahead not doing any good to the classic car world.

Our club depends on new faces and the next generation. Membership is in YOUR hands, not with your committee, so I suggest that you use your car or pass it on, willingly, to someone who will.

Only in this way will we be motivated to face the green lobby, the advance of electric cars etc. fuel problems etc. If my words seem dramatic it may be that we need to think more realistically about the future of this hobby we hold dear.

Meanwhile, to more usual club matters. We have the **Old Ford Rally (Gaydon , 18th. July) – contact Dave Tanner** if you can help – as well as more local shows giving us opportunities to use our cars and to socialise at long last! Your committee will be meeting again in the autumn to plan for the year ahead... with some certainty. Enjoy your long-awaited summer!

Bob Wilkinson.



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Tanners Top Tech Tips – Worth every penny.



A club member called me recently about his model Y not having ran for many years. He had put some oil down the bores, and had been turning the engine with the starting handle regularly, (good). He was concerned that the oil pump driving gear may be damaged or worn, and how he could tell if it was working, before attempting to start the engine. Fair enough, a good thought, though our oil pumps seldom give trouble. The easiest way to check is to remove the bolt/screw on the near side of the engine, see picture, and than turn the switched off engine with the starting handle, when oil should run out of the bolt hole (oil gallery), proving the pump is functioning.

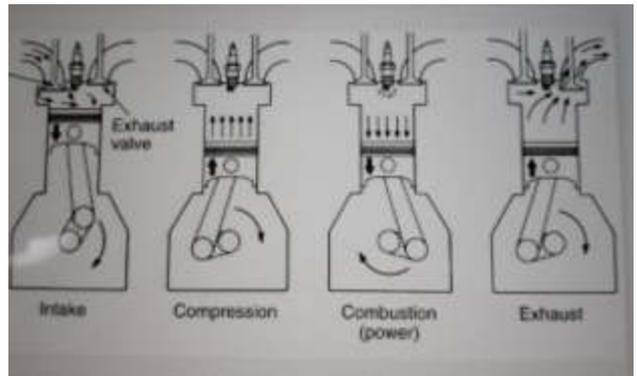


Where do you start on a full restoration ? A new club member asks. A good question, and one that attracts varying opinions. I don't think there are any rights or wrongs. Tackle one job at a time, sound advice. Removal of the engine, transmission, axles, brakes etc, will give good access for body removal if needed, and inspection/repair, of the all important chassis. It's also important to observe and remember all safety aspects during these goings on. Be organised. Containers are needed to store parts, nuts and bolts etc etc. Axle stands, a good jack. It's always a good idea to take pictures before the strip down for reference purposes. Enjoy.

Bumpers need chroming ? Cost ? Time ? You could paint them temporarily of course, either body colour or one of the excellent silver aerosol paints available these days at Halfords or similar, just to get the car back on the road, and make the car presentable, for the time being at least. However, when the time comes to splash the cash, it's worth spending extra on good chroming. A good re-chrome by a reputable company is a must. The job will not only look good, but will last, and save money in the long run. A cheap job won't last, and is a waste of the hard earned £.s.d. ! eg. A few years ago I had my CX wind screen frame re-chromed. The man gave me a 'good' price to which I agreed. It looked a million dollars when I got it back, but less than a year later, rust bubbles appeared and the chrome started lifting ! I went back

to see the man, and the place had closed down! There's a surprise ! So beware chaps.

4 stroke cycle: suck, squeeze, bang, blow. The piston sucks in the petrol/air mixture on its downward travel via the open inlet valve. Then on it's way back up the bore, it squeezes the mixture, with both inlet and exhaust valves shut, then when the piston reaches the top, the spark plug fires the mixture, sending the piston back down the bore, and back up again with the inlet valve shut and the exhaust valve open, pushing out the burnt gases. Then the process starts all over again. See sketch....



Tail lights 1 or 2 ? I make no apologies for a slight adjustment to original in this instant, as with a little ingenuity, a second stop and tail light, can be fitted in the interests of safety (lots have already been converted). [A legal requirement in the UK – ED] Another stop and tail light, and mounting bracket, can be obtained easily enough. By running a live wire from the existing tail lamp to power the new one, will do the job. The bracket should be fitted to the bumper fixing bolt. It needs to make a good earth with the fixing bolt, so any paint needs removing around the area. Fix the bracket tightly with the nut, then fit the lamp. The wire can be secured to the inside of the body 'apron' behind the bumper, to keep things tidy. Then it's a case of joining the wire to the original tail lamp, live feed. This can be done easily with a connecting block, or better still solder the joint, using the original 'bullet' connector if possible.

Then repeat the process for the brake light, taking care to insulate both wires properly and safely, with no chance of chaffing. So we now have another stop and tail light, NO holes drilled, and the 'expert' motorist behind, who is following too close, can have a better chance of stopping when you stop. NB. (This is a job for a competent mechanic/ electrician. If you are not sure, then have the job done by someone who knows what he's doing) !

How to make yourself a spring shackle bush puller.

Those who have fitted new spring shackles and bushes from club stores, (Where else?) will remember the old bushes can sometimes be difficult and fiddly to remove, from both the spring and axle casing. So if you are contemplating carrying out this job, a simple puller can be made first, to make things easier. First of all you need a piece of studding, (this can be purchased cheaply from B&Q), cut it to about 4 inches long, and two nuts. The studding, needs to be a good fit inside the bush,

BOB'S JOKE CORNER.

Workmates:

Jack was working in a main dealer garage when they had a "bring your child along for the day" event during the summer holidays.

Jack asked 8 year old Joe if he would like to come along to see where dad worked. Joe was very enthusiastic.

When they arrived, they began a mini tour of the offices, where the typists made such a fuss of young Joe; then the stores where Joe was shown how the computers kept track of the huge parts stock; and finally, the main workshop where one of the mechanics took Joe into a car with him and raised it up on the ramp.

Jack felt so proud of his colleagues but was surprised to see young Joe looking miserable as they all gathered around to say "Cheerio".

"What's up," asked Jack. "Haven't you had a great time here?"

"Yes", replied young Joe, "But you didn't show me all the clowns you have to work with!"

Please send me your favourite chuckle.

Bob Wilkinson.

use one of the new bushes to check this. Then put one nut in the vice and file the corners off, so that it becomes exactly the same size/shape (round), as the external diameter of the bush, (important). Then find a suitable piece of tubing, (steel is best), to fit OVER the bush, with a suitable washer.

With the spring off the car, pass the studding through the tubing and the old bush, then then fit the (round) nut. By tightening the other nut, the bush will gradually be drawn out. (See picture). Repeat the procedure for the other side, and the same for the two in the axle casing.

Do not attempt to remove the spring without first obtaining a correct spring stretcher. This is important,

nothing else will do ! Be safe, the spring is under lots of tension ! Before fitting the shackle pins, pump lots of grease into them with the grease gun, making sure the grease holes are not blocked. Sounds like another cup of tea to me !

If you are not sure about anything I have said or suggested, then please do not hesitate to give me a call.

NB. Always take care, don't take chances, axle stands, safety glasses etc. When disconnecting the battery, ALWAYS undo the + earth, FIRST, VITAL. ! If you undo the live, - first, and the spanner touches the bulkhead, the resulting shower of sparks could cause an explosion ! Also, If you are a smoker then don't do it over or near the battery or petrol..... BANG !

I was talking to a club member the other day about a problem he was having with his CX. The car wasn't starting too well, and for that matter wasn't running too well either.

On investigation of the carburettor bowl, it was found to contain a goodish amount of sediment and general gunge. Then this was followed by a look inside the fuel pump. This also was clogged and not pumping. It doesn't take much to stop the pump from working. Apart from a dodgy diaphragm, a small particle of gunge under the inlet or outlet valve, will stop it from pumping, instantly. Then our man had a look inside the fuel tank, where the sender unit is. The fuel gauge wasn't working either. But the casing of the sender was

badly corroded with a powdery substance. This was all cleaned and checked. Then the pump was cleaned and rebuilt with a pump repair kit. Followed by a carburettor clean, jets etc. Not forgetting a blow through of the fuel line. All is well now, though the concern is, will it happen again ? when ?

As we all know by now that the new fuel we are obliged to use, has a lot to answer for. Corrosion of various items, rotting of rubber, all causes problems, also the fuel deteriorates after a time causing a non starter. Lots has been written recently about this issue and how to get round the problem. The otherwise immaculate car in question, doesn't see a great deal of use. I think personally, that this is not helping. If the car isn't going to be used then precautions need taking, such as a full drain of the petrol tank, fuel line pump and carburettor. Then there's the danger of the pump diaphragm drying out and cracking. The rubber hose as well. I believe the car should be used regularly, and

the fuel tank replenished with fresh petrol to help avoid these problems. I use my CX regularly throughout the year, and I have to say I have no such problems at all in this respect. As I have said very recently, if the car is being 'laid up' then keep the fuel level in the tank low and pour a drop of diesel in there, not much, a pint will do and operate the pump to get it circulating.

I had a concern the other day, which all should be aware of in the interests of safety again ! It came to my notice about the difference between a repair and a bodge. Well a bodge due to a breakdown at the roadside, to get you home is one thing, such as taping up a split radiator hose for instance is fine. But most bodes don't last, and if it doesn't last or goes wrong, maybe it were better to do the job properly in the first place, with correct parts, to save doing it all over again..... Now to get to the nitty gritty. PLEASE never bodge or take chances, particularly with STEERING or BRAKES..... ! Sermon over.

Lastly, the club provides excellent publications, found in the magazine centre pages. Henry's Cars for Europe, by Sam Roberts.

A good, fascinating book, also the service bulletins are invaluable. Spares are readily available from our excellent stores, if you don't see what you need from the spares listing, then contact John Armstrong (Spares Administrator). Stay safe.

DT.

Spares Officer Post.

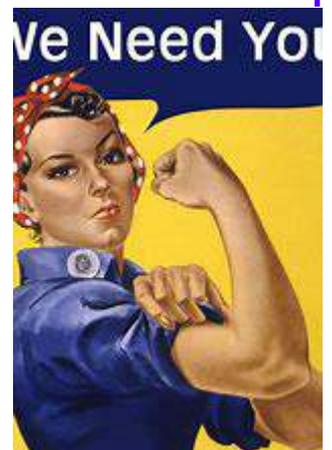
The club is still seeking a Spares Officer to take the place vacated by Pete Ketchell who is standing down after several very active and productive years in post.

A new incumbent is not necessarily going to be "a like for like" replacement as interested members will have their own skills, knowledge and preferences to follow within the scope of the role. Knowledge of our cars is necessary but some of the roles could be delegated - eg. ordering stock, stock control listing etc.

These functions can be "tweaked" according to time available and areas of interest.

We have members quite capable of carrying out this role - don't leave it to someone else!

To find out more, without commitment, contact Bob Wilkinson. 01832 734463.



Membership Matters

- News of new members

Prepared by Mike Malyon 20 June 2021

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y&C Model Register the following 1 rejoining and 6 new members.

Trond Bækkevold	O-B110Elverum Norway
Peter de Groot	O-D106LA Heinenoord The Netherlands
David Gardiner	G0201 Down Hatherley Gloucestershire
Brian Laine	O-L109Arlington USA
StarterMotor	So802 Bicester Oxfordshire
Mark Taylor	To902 Bushey Hertfordshire
John Weaver	Wo303Corfe Mullen Dorset

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

Trond Bækkevold is our rejoining member from Norway. He owns C-3321, chassis number Y61143. The vehicle was first registered on the fourth of June 1934. As C-3321 is on the road we hope you enjoy driving her and we are very pleased to welcome you back on board.



Peter de Groot is our new member from the Netherlands. Peter owns a 1934, blue/black Fordor carrying the registration number RL 62 JF and chassis number Y55727. It was originally MJ 3921 registered in Bedfordshire. It is currently undergoing a restoration. We wish you well with the restoration and a very warm welcome to the Club.



Mark Taylor – we are pleased to welcome Mark to the Register. Mark's father Kevin was a member twenty years ago. Mark and Kevin are restoring FCM 546, chassis number

David Gardiner - we are pleased to welcome David to the Club. David is the owner of ADR 202, chassis number Y181846, Briggs body number 165/64568. It was first registered 27/07/1937. As ADR 202 is on the road, we hope you enjoy driving her in and around Gloucestershire.



Y109684 and Briggs body number 164/2663. It is an ivory/black, 1935 Fordor. Mark was recruited by Roger Corti our Editor. We wish you well with the restoration and hope you are driving her soon.

John Weaver is the owner of JT 5654, chassis number Y154500 and Briggs body number 128/17490. It is a 1936, blue/black van. John has owned JT 5654 for thirty years. As the van is on the road we hope you continue to enjoy driving her and a very warm welcome to the Club. Hopefully, you will find this contribution to "Transverse Torque" informative & as always, the club extends a warm welcome to the new members.

The Editor will be pleased to receive any news & photographs of your vehicles.

Mike Malyon Membership Officer

International correspondence



• The four 'sets of wire wheels' at Eureka Encounter, March 2021. From left; Rick Bushell's Model "CX" coupe (NSW), Jenny Bone's short rad Model "Y" (NSW), Peter Van Der Werff and Wayne Lodge's Model "Y's" (Victoria)."

Australia

'Eureka Encounter' – the 2021 National Ford 8 & 10 hp rally.

This was the 18th biennial Ford sidevalve rally, which alternates between the different states of Australia. This year it was hosted by the Ford Owners, Restorers & Drivers Club of Australia Inc (FORDCA) based in Melbourne. They chose to hold it in Ballarat, located in the Central Highlands of Victoria, between 435 and 630 metres above sea level and 110kms west of Melbourne. Ballarat was the centre of the Australian gold rush and is the third largest city both in Victoria and inland Australia (after Canberra and Toowoomba). Eureka Encounter was a 'hub rally' with the base for the eight 'sleeps' being The Windmill Holiday in Cardigan, about 7kms from the centre of Ballarat. The rally lasted from the 'meet & greet' in the Great Room at The Windmill on the evening of Saturday, 13th March and finished with breakfast at the same venue on the morning of Sunday, 21st March. The Rally Co-ordinator was David Moran, assistance by his wife Sandra. According to official sources, about 75 people participated on the rally and brought with them 40 Small Fords, a 1939 Ford V8, an Austin A30 and a Porsche 911. Four sets of 'wire wheels' (Models "Y" and "C") were driven on the rally; one being the youngest short rad Model "Y" ('Blue') on the Register of Survivors, driven by member, Jenny, and her husband, Derek.

A regular attendee on these rallies, Jenny Bone from New South Wales recalls the many things they did and the old acquaintances they once again met up with. As Jenny says, it was a really good rally from start to finish. However, the return home from the rally did not go quite to plan. As she explains:- "As you can imagine, initially, we were very torn as to whether we should attend due to inter-state border crossings and the threat of closures resulting from the covid restrictions, but we bit the bullet, obtained the travel permits and set off. Little did we know that this was nothing compared to the stressful homeward journey we would experience. After we left Ballarat on the Sunday morning following the rally, it didn't take long before the rain set in and it continued all the way to the NSW/Victoria border; once over the

border things didn't get any better. We then had to decide which route we should take back to the Mountains, i.e. east via Canberra and Sydney or west via Wagga Wagga, Bathurst and Lithgow. The trouble was both these routes had problems; east would eventually bring us to Richmond where the Hawkesbury river had burst its banks and the whole area was in flood crisis and both the North Richmond and Windsor bridges were under water, due to the Warragamba dam spilling. West also had a problem much closer to home. Just west of our home at Mount Tomah, there were fallen trees and landslides but, going by past experiences, we thought this would be sorted by the time we got to Lithgow. We were wrong; there was so much damage the road had completely collapsed in places and fallen into the ravines and at that time there was no estimated time for reopening - if at all. It also rained all the way through Cowra, Bathurst and Lithgow and we finally ended up staying in another motel for the night. On Tuesday morning we started a three hour journey in the rain across Sydney avoiding the flooded areas, eventually arriving at our daughter's house over on the North Shore. It was horrible navigating unknown territory with 'Blue' on a car trailer in tow. We stayed at our daughter's a week, the river finally subsiding. When we approached the North Richmond bridge on our way home, we were amazed, the tide marks from the flood were higher than our car and for miles around there was mud, debris and many devastated families left homeless. Wow, we weren't expecting to come home to that when we set off for Victoria. Our Bells Line of Road has finally been re-opened but, from Mt Tomah through to the Mount Wilson turn off, it is one lane and a 40kph speed limit. No idea of how or when they can rebuild the road, it is very precarious at the best of times. Ironically, we haven't had rain since we arrived home and it is very dry at the moment."

Members will recall the horrors of the bush fires reported a year ago in Transverse Torque, which Jenny and Derek narrowly escaped. As Jenny says, "After bushfires and Covid19 we can add floods to the list - but what next???"

New Zealand.



We received a photograph of a Fordor Model "CX" residing in a museum in Geraldine. A bit of research through Google located the Geraldine Vintage Car and Machinery Museum on the South Island of New Zealand. A request to our sister club in Christchurch resulted in one of their members, 'Trev', visiting the museum and sending the chassis and Briggs body numbers, for which we are very grateful.

- The May 1936 Fordor "CX" saloon, C39163, on display in the Geraldine motor museum, the car's details have now been added to the list of known survivors.

SUBSCRIPTIONS WERE DUE ON 1st JUNE 2021

I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by the 8th of August 2021, this will be your last issue of "Transverse Torque".

I would like to stress that paying by standing order is easier for you and me – you don't have to remember to pay – your bank does it for you!!!! If you have a UK bank account and would like a standing order form, please contact me, my details are on the inside front cover of the magazine.

**Please note subscriptions this year are:
FULL MEMBERSHIP UK £30 OVERSEAS/EIRE £35
FRIENDS MEMBERSHIP UK £20 OVERSEAS/EIRE £25**

**Thank you in anticipation.
Mike Malyon Membership Officer**

ScoreKeeper - Notes of Nostalgia

(Formerly 'Twenty Years Ago') – a review of Issue 131 ~July/August 2001

In this issue, the then usual 28 pages, (nowadays 32), were once again filled to the brim with features – so much was packed in! We started with the editorial by our **Sam Roberts** – listed as Vice Chairman, Editor and Archivist – obviously a glutton for punishment! (*Just like me – Vice Chairman, Editor and Forum/Facebook Moderator! - Ed*)

Sam had managed to find and refer to a fan of Bob's jokes (!!) - a Jim Oliver from Victoria, Australia. He also included a photo of Mark Crabtree's 1936 Model 'Y' nearing its completion and a photo of a gentleman in his trilby checking his Y battery.



"The caption to this photograph in 'The Automobile' reads: 'An anxious gentleman considers his model Y's six volt battery.' Note, all gentlemen wore trilby hats and Oxford leather shoes! The car is a Fordie short rod with a late 1933 London registration, AXD 597."

subs were just £25 back then in 2001 – at today's prices that should be over £42 at the average inflation of 2.8% - an indication of what good value we provide to members. Now with 32 page colour magazine thrown in!

Yvon Preciux on page 7 writes a delightful review of Sam Robert's book – 'Ford Model Y – Henry's Car for Europe' Priced at £29.99

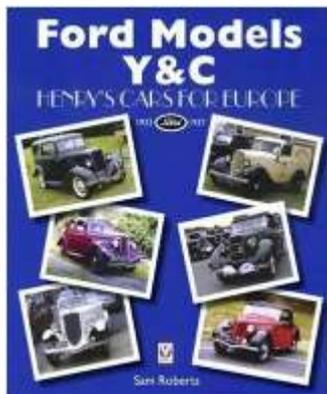
He wrote " This book could not have arrived at a better time when interest in small Fords has never been higher... "fascinating potted history" ... "Filled with erudite information... riveting reading" ... "this is a book to retain as an essential reference to what is one of the simplest, yet most significant mass production cars to have ever been built."

As members know, the second edition is even better and is still available for about the same great value price twenty years later!

The '**Eric Bufton**' award for best home restoration went to the late John Keenan with his third oldest Model 'C' then on our books with keen competition from Neil Bray and John Fitzgerald Regional news of the day was from area 13, Norfolk & Suffolk with their report on the Bressingham Steam Museum show and a report by Bob Wilkinson on the Chester Festival of Transport that June. "One of the best shows for many a mile"

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Our **Bob Wilkinson** filled a page with his "Secretary's Ramblings.... And Joke corner" – some things never change! Geoff Murrell, the chairman, challenged each of the twenty Regional coordinators to recruit five new members each and that would raise £2500 for the club . I wonder if they rose to that challenge? (Note the



Four cars were on display, all of which had been on the Convoy 2000 Tour, from Geoff Murrell, Peter Ketchell, Reg Hunt and Geoff Dee – who received the 'long distance award' , and Phil Denson who turned up on the Sunday was also presented with the 'Bert Thomas award' for Car of the Show.

Founder and honorary member Jim Miles, (pictured walking with the aid of a crutch) wrote a report on the **Enfield Pageant** held in May. "The warm sunny weather brought out the cars..."

In "International News", was, as is still usual, a detailed and informative report of some of our worldwide membership, from Spain, Australia, New Zealand, USA and Greece.

A report on page 15 featured the **Henry Ford Day at Gaydon** – the first Ford Club's event put on by the British Heritage Centre, and over 350 cars were on show, including 8 Model 'Y's, a Model 'C' saloon, a 'CX' tourer and four rare tourers – a 'Kerry', a 'Knibbs Parkyn' and two 'Mistrals'.

Doug Hickson finished his "Memories" feature - with part 5.

A plea went out on page 18 – A Cream Model 'Y'. "**It has got to be saved!**" It was brought to Gaydon on a trailer, selling for just £750. BGU511 had been one of the 200 cream-painted batch

given to dealers to drive to the 1934 Dealers Convention in Blackpool. Paraded around the promenade as a publicity stunt. Believed now to be owned by a member in Scotland.

Graham Miles gave a spares report – "Well, the good news is that the hub bearing kits have sold well. Approximately 25 sets had been sold, avoiding the risk of broken half-shafts.

Sam Roberts is seen replacing his and gives a report on the task.

In **Members' correspondence**, Ron Kendall reported on a broken A-frame that had badly affected his braking. He had discovered in that repair that the perch bolt had been welded to the beam and to the previously broken A frame. A bodged up repair hidden by under-body sealer.

The "Wizard of Oz" came up trumps with photos of a Geelong designed and built Model 'Y' Well-sided 'Roadster' Utility ('Ute') – [readers will still find quality photos from Bill Ballard appearing regularly in recent issues. Thanks Bill.]

Of the five new members reported by Membership Officer **Christine Baldock**, only one is still a member - Herman Torres of Northumberland

There followed features on Tug-Towed Dust Carts, Shock Absorber modifications and the 1933 Dependability Demonstration – an Irish perspective.

All interspersed with various small articles, photos and quips. Back in 2001, all photos were of course in black and white, adding to the feeling of nostalgia when re-read twenty years later. I wonder what our current magazine will be like in 2041? I've a feeling it will be even better, but probably only seen projected on a screen, or hologram perhaps?

R.C.



Events

Most immediate event is of course the Old Ford Rally at the British Motor Museum near Gaydon, Warwickshire. (Banbury Road, Gaydon, Warwickshire, CV35 0BJ) Please try to be there.

Here you will see many hundreds of older Fords (pre-1986), together with a large autojumble and the opportunity of meeting friends and members. In addition, your entry allows you into the museum itself. Buy your tickets online at www.britishmotormuseum.co.uk.



Our organiser is our David Tanner Hoping that everything will spring into life once more this year!

EVENTS for 2021 – These dates are tentative and need to be confirmed.

Dates TBC	Event	Contact
18 th July	Old Ford Rally	Dave Tanner
27 th August	Copy deadline	NEXT COPY DATE TT252 Editor
18/19 Sept	North Norfolk '40's	Geoff Salminen
7 th Nov	Committee meeting Willoughby 10:00	
12/14 Nov	NEC Classic Motor	Geoff Salminen

Please notify the editor of all classic car events you know of in order to promote them to members in all regions. Thanks. It is hoped that the NN40 show will proceed, some members have carry over bookings at the hotel already.

THANKS RECEIVED.

It is rewarding for club officers to receive thanks from members.....

The DVLA is now back in action processing registration applications. Hence a recent letter...

Firstly I would like to thank you for all your help and patience in trying to get our Model Y registered. I am pleased to tell you we now have her registered and the new Registration is OXS 326

Once again thank you for all your help.

Steve Gallagher,

For Member John Kennedy.

Another sent to John Armstrong, thanking our parts group:

Hi John,

Just to let you know the choke cable has arrived safe and sound and is now fitted to the car. Thanks for all your and Peter's help. What a wonderful service our club offers!



Springtime!

In the last issue, I posed the question **“How many springs in your editor’s car?”** (Excluding those in seats and actual spring washers...) A small prize to be given to the nearest answer.

Now by spring, I meant not only the normal curly ones, but those shaped from spring materials (can be steel or bronze). Now, seeking these out reveals those of you that have taken just about every part on a Model ‘Y’ to pieces over the years, or at least looked in parts and spares books and diagrams.

I am truly amazed at the number of springs thus found: without them, our cars would never run. From the thinnest springs in the tyre valves to that chunky starter recoil spring, we cannot do without them, and generally speaking, they are the most reliable items to be found, bouncing about, applying pressure, and **mostly hidden away** – road springs being the exception, although even these are partly hidden requiring a bit of bending down to inspect them.

In the construction of a spring, the metal, steel or bronze usually, is tempered to an exact temperature, and made from an exact alloy composition, produced to extreme high accuracy of dimensions (thickness and length) to be able to move a determined distance at a calculated loading. Coil springs can also be coiled lengthways or circumferentially (like window winder spring) or flat shaped. (Nowadays applications include other complex shapes and materials). Ends are often ground to seat evenly and spread the load. Altogether, a complex piece of engineering, so often overlooked. Now, back to our cars, “where are they all?” you ask – well, there are seven small springs on the contact pins within the dashboard ignition switch and a further four in the ignition lock barrel, each tyre has a spring in the valve, door hinges have a spring with each pin, the fuel pump may have two to the valves that control the petrol flow, one to the rocker arm, two to the diaphragm and another to the priming lever. You may easily overlook the springs to the dovetails in the doorposts, those in the carb, all the switches, lamp bulb holders, dynamo, starter etc etc. Even that lonely spring in the

bonnet vent! All essential. Then there are those in the bonnet catches, the driver’s seat adjuster, the handbrake, all the brake shoes and operating cams, pedals, window winders, locks, etc.etc.

By categories: Suspension & shocks (26), engine (10), distributor (6), starter (7), dynamo (7), fuel pump (6), carburettor and leverage (9), Clutch (4), gearbox (9), brakes & hubs (22), wiper motor & blades (3), lighting (13), dashboard (13), Indicators & horn (8), body (70) and odd switches (5)

So – that’s 218 at least! (plus seat springs and spring washers)

I have listed these all in a spreadsheet for any of you that may be interested and shall put in on the forum.

So, which ones get the most use and give us headaches when fault-finding? I reckon those two in the distributor that hang in on the lead weights that advance the ignition as the revs increase. Each of the two is different in its loading characteristics to produce a curve in performance. In time, these may need replacing as they get slack. They rotate at half the engine speed – say about 3000 times for each mile travelled (approx.) so if my car has done 70,000 miles, that would be 21 million rotations!

Next in importance of usage would be the fuel pump springs – all in use every turn of the camshaft and these tire out in use – less ‘rebound’ force so can affect petrol pressure delivered to the carburettor, a possible cause of vapourisation problems.

So, in conclusion, thanks to those that joined in the fun, and a prize to winner Mo Croxon on its way. (An embroidered towel (Ford, Model Y) for wiping windscreen. Next best entries were Derek Bone and Dave Tanner... Now, next question, do all springs coil in the same direction?

R.C.

SPARES REPORT

Things are easing in terms of what we can do on the spares front but we are face with the same problems as last year, many manufacturing firms are still concentrating on the larger customers at our expense and some materials are difficult to obtain.

We are still looking for a Left Hand Drive Model Y steering box in any condition, if you have one to spare please contact myself or Roger Hanslip.

New parts have been added to the parts for sale list one being; EN13, Water Outlet – Cylinder Head to Hose, as seen in the photo below. This item has been newly casted and the pattern has been made from an original part, as you can imagine this work is quite expensive these days especially when small quantities are involved.

Other parts include B16. Brake Grease Baffle, AF12c. Stub Axle Nut / Half Shaft Nut, EN30. Oil Filler Pipe and G6. Gear Lever all of these items have been refurbished and photos of them will appear in the next issue.



The stores team have been busy in the last few months and Roger Hanslip and I manage to get a few days to reorganise parts of the stores and spend some time completing some of the above items especially the water outlets which were started last year and were delayed due to the restrictions of Covid-19. I would like to thank Geoff Salminen for the work he has done recently not only did he help with the spares he reorganised the labelling of the shelves and the trays holding the spares, this makes it much easier to manage. If you wish to spend a day, or even half a day, in pleasant company and have a good laugh, please let me know, you will be amazed at the number of spares items we stock. In addition to the new and refurbished items there is a vast amount of used items in various conditions and most do not need much work to get them working and others need much more attention. There are so many items is impossible for the small spares team to itemise them and produce a workable list, so why not come and have a look for yourselves.

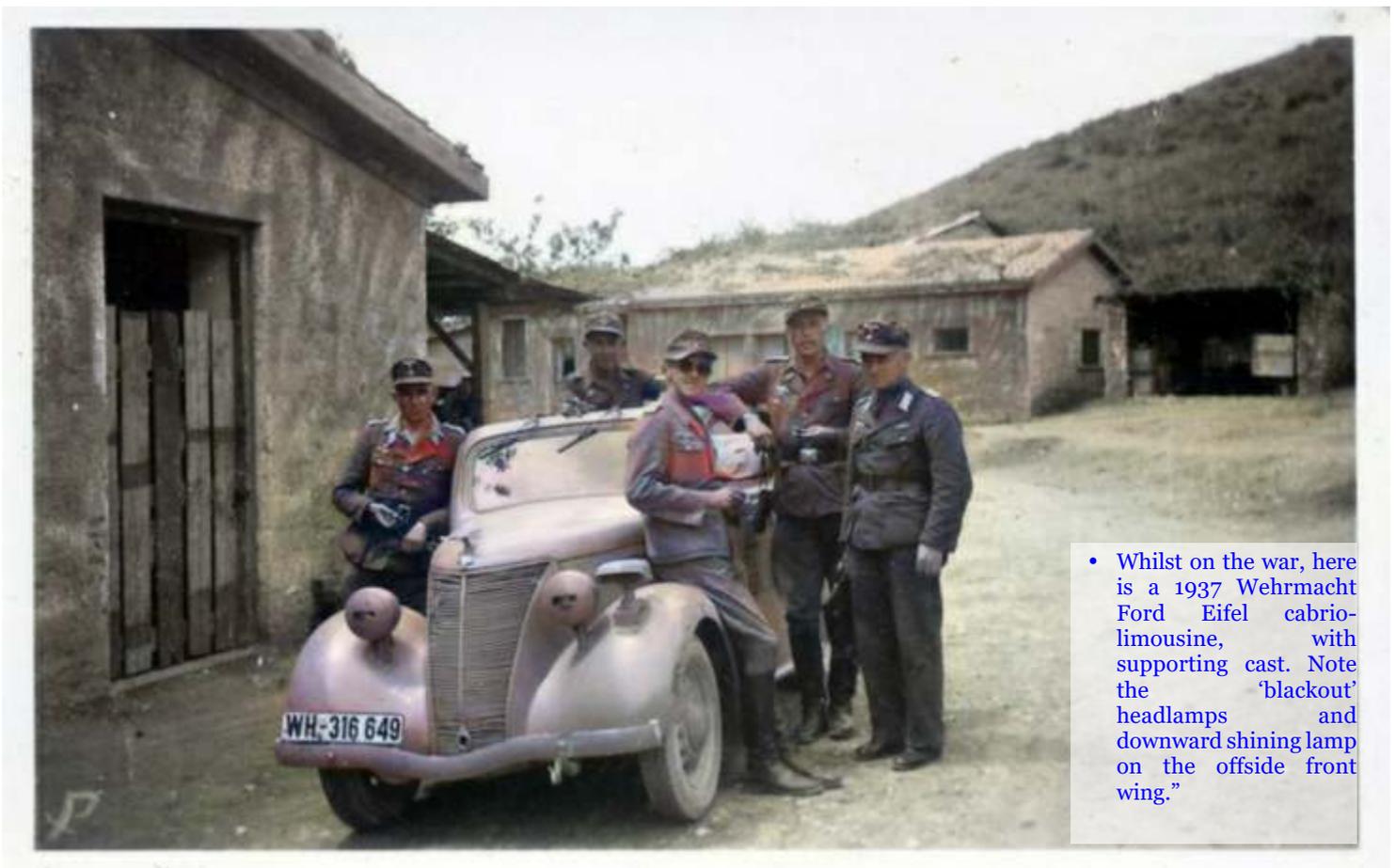
As you are aware we are looking for a spares officer, to the best of my knowledge no takers have volunteered, I feel that the task could be broken down and the elements tailored to suit the individuals; but please volunteer now as I will not be carrying on after the end of the year.

Peter Ketchell Spares Officer.

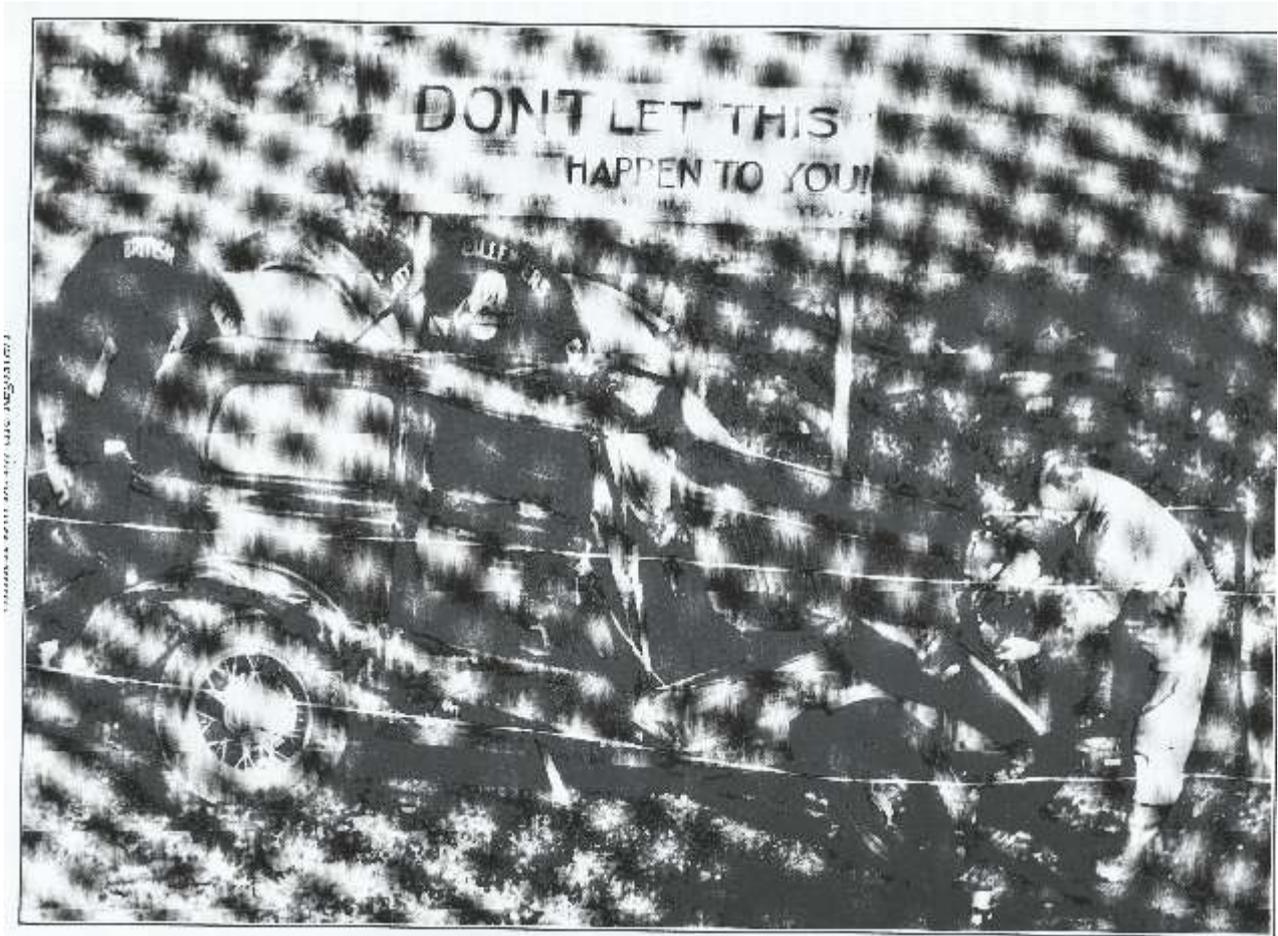
Photographic Finds.



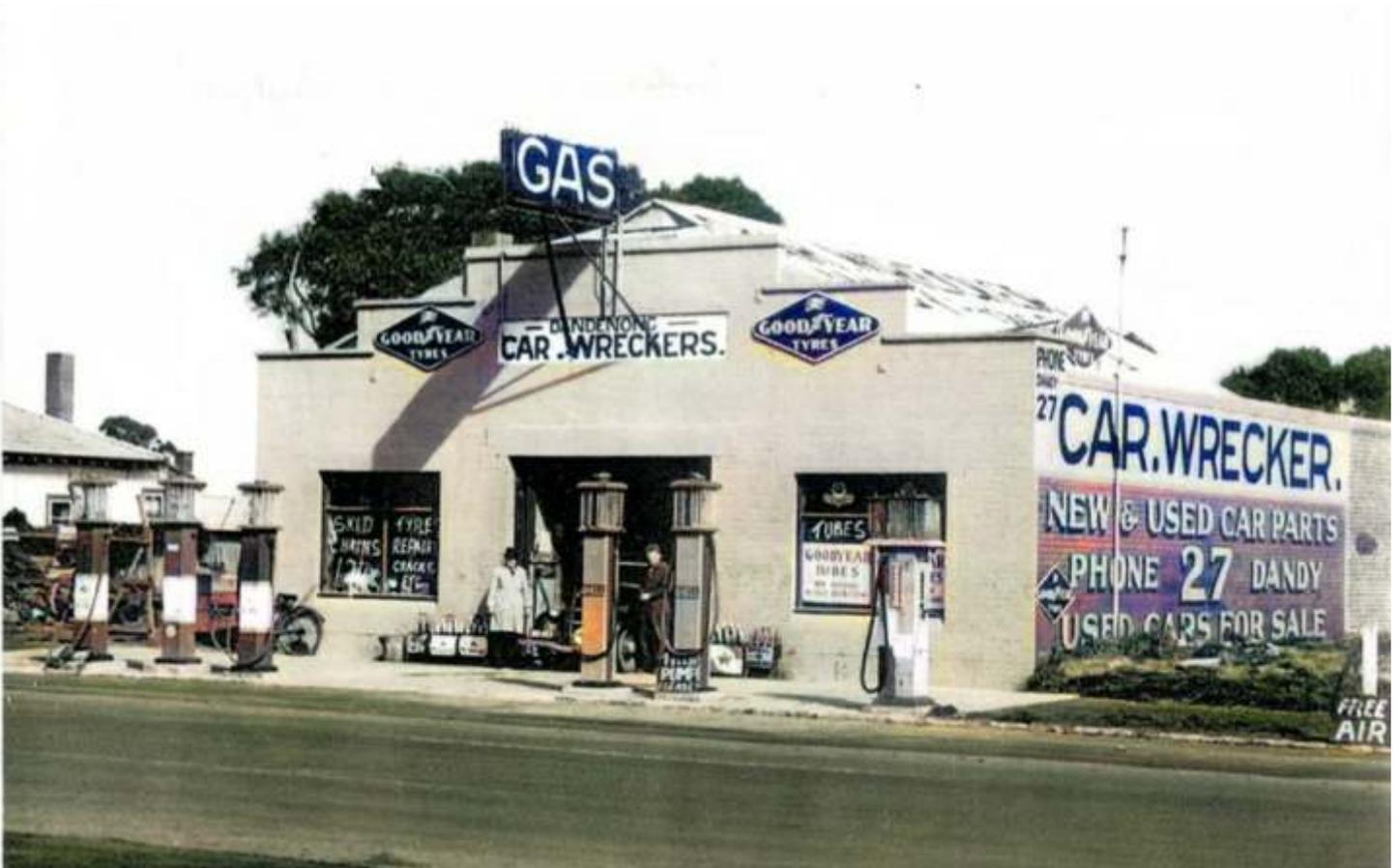
- “A 1934 West Suffolk registered long rad Tudor Model “Y” parked in Felixstowe in the 1950s. The dairy shop obviously had a close call in the war, alongside a bomb site.”



- Whilst on the war, here is a 1937 Wehrmacht Ford Eifel cabrio-limousine, with supporting cast. Note the ‘blackout’ headlamps and downward shining lamp on the offside front wing.”



- A Model "CX" peaks out from a car-wrecker's garage in Dandenong which, in 1938, was in the southern outskirts of Melbourne, Victoria.
- The Leeds police road safety message; exemplified by a T-shunted Tudor short rad Model "Y"



Y&C REGISTER PARTS FOR SALE PLEASE NOTE ORDERING PROCEDURE: Use the current pricing and Club order form. List items required & prices in columns provided. UK prices include Postage & Packing. Overseas postage will be invoiced according to additional costs. When ordering parts, please include the category number reference, e.g. EN11, in the column provided on the Parts Order Form. The Register does not accept liability in any form whatsoever for any used items sold directly/indirectly through its activities. It is regretted that we are unable to supply to North America due to insurance limitations.

THE PRICES LISTED INCLUDE POSTAGE & PACKING IN UK . ADDITIONAL POSTAGE COSTS ARE APPLICABLE TO OVERSEAS ORDERS AND Fuel Tanks '#'

.BRAKES GENERAL (B)

	PRICE
B1a. Clevis Pins LR. (0.020 O/S) with split pins.	£17.00 per set
B1b. Clevis Pins SR (0.020 O/S) with split pins.	£15.00 per set
B1c. Clevis Pins C/CX (0.020 O/S) with split pins.	£14.00 per set
B2a. Exchange brake shoes - rollers removed - Set of 4 Early SR.	£47.00 per set
B2b. As above. Early SR/Early Intermediate. Set of 4.	£47.00 per set
B2c. As above. Late intermediate. Set of 4.	£47.00 per set
B2d. As above, LR/ C/CX. Set of 4.	£47.00 per set
B3. Brake shoe pull off springs - Set of 6.	£18.00 per set
B4. Brake and Clutch pedal return springs.	£7.00 each
B5. Brake and Clutch pedal refurbish kits.	£84.00 each
B6. Brake shoe pull off springs - L.R. & C/Cx. Set of 4.	£18.00 per Set
B7a. Brake Rods Y Model, Long Rad - Set of Six.	£124.00 per set
B7b. Brake Rods Y Model, Short Rad - Set of Four.	£88.00 per set
B7c. Brake Rods C & CX Models - Set of Four.	£84.00 per set
B8. Long Clevis, Clevis Pin and Split Pin - Set of Two. O/S.	£9.00 per set
B9a. Brake Operating Wedge Early.	£25.00 each
B9b. Brake Operating Wedge Late.	£20.00 each
B10a. Stud Brake Wedge Front Late Y & C/CX.	Out of stock
B10b. Stud Brake Wedge Rear Late Y & C/CX.	£15.00 each
B10c. Stud Brake Wedge Early Y.	£20.00 each
B11a. Washer Brake Wedge Late Y & C/CX.	£5.00 each
B11b. Washer Brake Wedge Early Y.	£5.00 each
B12. Wedge Brake Adjuster.	£20.00 each
B13. Plunger Brake Adjuster.	£20.00 each
B14a. Brake Operating Pin, Early Y.	£15.00
B14b. Brake Operating Pin, Late Y & C/Cx.	£15.00
B15. Lever Handbrake Assembly	£40.00
B16. Brake grease baffle	£8.00

STEERING (ST)

ST1a. Track rod ends - Male design	£57.00 pair
ST1b. Track rod ends - Female design	£34.00 pair
ST2a. Drag links: - 'Y'. State whether R.H.D. or L.H.D.	£60.00 each
ST2b. Drag links: - 'C'/CX'. State whether R.H.D. or L.H.D.	£60.00 each
ST3a. Steering boxes - RHD - Serviced - Y, (Exchange).	£335.00 each
ST3b. Steering boxes - LHD - Serviced - Y, . (Exchange).	£335.00 each
ST3c. Steering boxes - RHD - Serviced - C/Cx, (Exchange).	£335.00 each
ST3d. Steering boxes - LHD - Serviced - C/Cx, . (Exchange).	£335.00 each
ST4. Steering column support.	£18.00 each

FRONT AXLE/BRAKES/SUSPENSION (AF)

AF1. King pins, bushes, thrusts & shims- Exchange. State model	£110.00 per pair
Including £25 returnable on unused thrusts.	
AF2a. King pin bush thrust & shim kit - Axle set	£75.00 per set
Including £25 returnable on unused thrusts	
AF2b. King pin shim	£3.00 each
AF2c. King pin black felt seals	£3.00 each
AF3. Front hub bearings - includes inner & outer bearings	£58.00 per hub
AF4. Front brake hub & drum - with bearing - (Exchange).	Out of Stock.
AF4a. As above - without bearings - (Exchange).	Out of Stock.
AF5a. Front brake lever return spring, Y2096 RH.	£8.00 each
AF5b. Front brake lever return spring, Y2097 LH.	£8.00 each
AF6a. Brake operating shaft (top king pin) Y2076 RH	£36.00 each
AF6b. Brake operating shaft (top king pin) Y2077 LH	£36.00 each
AF7. Front brake rod support. Mounts on A-frame to rod	£8.00 each
AF8. Front shackles and Bushes. - Axle Set	£38.00 pair
AF9. Shackle bushes	£7.00 pair
AF10a. Road spring - Model Y. New / Old Stock.	£53.00 each
AF10b. Road spring - Model C. Refurbished.	£54.00 each
AF11. Shock absorber kits. Refurbished Armstrong type	£260.00 per pair
LR. Model 'Y's' only - includes links and hardware. (Exchange).	
AF12a. Stub Axle Assemblies with bushes, thrusts & shims.	£120.00 per pair
AF12b. Stub Axle Assemblies as above with King Pins.	£155.00 per pair
Both above items are - (Exchange).	
AF12c. Stub axle nut / half shaft nut	£7.00 each
AF13a. Perch Bolt, Model Y. - (Exchange).	£75.00 per pair
AF13b. Perch Bolt, Model C/Cx. - (Exchange).	£35.00 per pair
AF14. Front Hub Grease Cap.	£10.00 each
AF15. Front Spring Clip and Bar.	£30.00 per pair
AF16. Front Hub Grease Retainer Washer.	£5.00 each

AF17. Refurbished Pear Shape Shock Absorbers. £395.00 per pair
includes links and hardware. (Exchange).

REAR AXLE/BRAKES/SUSPENSION (AR)

AR1. Hub bearing/sleeve kit, including outer seals (axle kit).	£200.00 per kit
AR1a. Hub outer seal - Replacement to be used with kit AR.1.	£13.00 pair
AR2. Hub outer seal - original - Y1175	£6.00 each
AR3. Axle casing inner seal - Y4050	£16.00 each
AR4. Differential bearings	£32.00 each
AR5. Pinion bearings	£32.00 each
AR6a. Crown wheel & pinion YE-4209-F	£320.00 each
AR6b. Drive Shaft Pin, for AR6a. above	£12.00 each
AR7a. Rear brake cam shaft lever spring Y2220 RH	£8.00 each
AR7b. Rear brake cam shaft lever spring Y2221 LH	£8.00 each
AR8a. Rear brake operating shaft. LR/C CE2231 RH	£36.00 each
AR8b. Rear brake operating shaft. LR/C CE2232 LH	£36.00 each
AR9a. Rear brake operating shaft. Early/Int. Y2231 RH	£24.00 each
AR9b. Rear brake operating shaft. Early/Int. Y2232 LH	£24.00 each
AR10. Rear brake expander cam shaft. Early/Int. Y2230	£20.00 each
AR11a. Rear brake rod support bracket for LR with double holes	£40.00 each
AR11b. Rear brake rod support bracket for LR with two R7's fitted	£60.00 each
AR12. Rear shackles and Bushes - Axle Set	£55.00 pair
AR13. Shackle bushes	£7.00 pair
AR14. Road spring - State 'Y' or 'C'. Used parts.	£60.00 each
AR15. Shock absorber kits. Refurbished Armstrong type	out of stock
LR. Model 'Y' only - includes links and hardware. (Exchange).	
AR16. Driveshaft front bearing - Y4645	£27.00 each
AR17. Driveshaft front seal - Y4245	£15.00 each
AR18. Rear Axle Assembly, (New C. W. & P)	£660.00 each
AR19. Rear Spring Clip and Bar.	£30.00 per pair
AR20. Refurbished Pear Shape Shock Absorbers.	£395.00 per pair
Includes links and hardware. (Exchange).	
AR21. Universal Joint Housing Cap.	£25.00 each

ENGINE/CLUTCH (EN)

EN1a. Valves, 3 types used - send old one as pattern	£15.00 each
EN1b. Valves as above set of 8.	£105.00 each
EN1c. Valves oversize stem with matching valve guide	£30.00 each
EN2. Valve springs - set of eight	£20.00 per set
EN3. Split matched valve guide and valve (late engine only)	£27.00 each
EN4. Flywheel ring gear	£40.00 each
EN5a. Cylinder head stud & nut	£7.00 each
EN5b. Cylinder head nuts.	£6.00 set
EN6a. Gasket - cylinder head - 8 HP	£26.00 each
EN6b. Gasket - cylinder head - 10 HP	£26.00 each
EN7a. Gaskets - head set - 8 HP	£36.00 per set
EN7b. Gaskets - head set - 10 HP	£36.00 per set
EN8a. Gaskets - sump set; Pre War gear driven cam shaft.	£33.00 per set
EN8b. Gaskets - sump set; Post War chain driven cam shaft.	£25.00 per set
EN9a. Gasket - manifold - 8 h.p.	£14.00 each
EN9b. Gasket - manifold - 10 h.p.	£14.00 each
EN9c. Hot Spot Gasket 8 and 10 h.p.	£10.00 each
EN10a. Hoses, straight; - top 9.5" x 1.75".	£18.00 each
EN10b. Hoses, straight; - bottom 8" x 1.25"	£11.00 each
EN11. Hoses, moulded; - top	£22.00 each
EN12. Hose, moulded; - bottom	£25.00 each
EN13. Water outlet - cylinder head to hose	£39.00 each
EN14a. Fan belts - 4" pulley	£15.00 each
EN14b. Fan belts - 3" pulley	£15.00 each
EN15. Clutch centre plate - (Exchange).	£40.00 each
EN16. Clutch pressure plate - (Exchange).	£74.00 each
EN17. Clutch release bearing pre-packed	£22.00 each
EN18. Clutch spigot bearing	£13.00 each
EN19a. Starting handle - Model 'Y'	£43.00 each
EN19b. Starting handle - Model 'C & CX'	£36.00 each
EN20. Y7522 Trunnion (clutch pedal to release arm adjuster).	£6.00 each
EN21. Side Plate Gasket	£14.00 each
EN22. Dip Stick Tubes Late Engine	£13.00 each
EN23. Small end bushes. - Set of Four	£32.00 per set
EN24. Air Circulation Fan Blade	£18.00 each
EN25a. Dip Stick Early Engine.	£20.00 each
EN25b. Dip Stick Late Engine.	£20.00 each

EN26. Ratchet Crankshaft.	£20.00 each
EN27a. Valve Retainer Collet.	£2.00 each
EN27b. Valve Retainer Collet, Set of 8.	£10.00 per set
EN28. Crankshaft Oil Slinger.	£8.00 each
EN29. Crankshaft Pulley and Seal.	£35.00 each
EN30. Oil filler pipe	£20.00 each

GEARBOX/DRIVELINE (G)

G1. Gearbox / Engine Rear Support Strap	£18.00 each
G2. Speedometer Head, Model Y & C/Cx.	£195.00 each
G3a. Speedo cable assembly. 'Y' Model	£35.00 each
G3b. Speedo cable assembly. 'C' Model	£39.00 each
G4. Gearbox Bearing	£32.00 each
G5. Ball (Gear change lever)	£7.00 each
G6. Gear lever	£26.00 each

For other Gearbox parts - please call

FUEL SYSTEM (FS)

FS1a. Carburettor - 8 HP — (Exchange).	£128.00 each
FS1b. Carburettor - 10 HP — (Exchange).	£128.00 each
FS2. Fuel pump — (Exchange).	£55.00 each
FS3a. Fuel line to pump flexible hose	£14.00 each
FS3b. Braided Fuel line to pump flexible hose. - (Exchange).	£21.00 each
FS4. Accelerator return spring Y9737 (on accelerator rod assembly)	£8.00 each
FS5a. Carburettor to manifold gasket 8 HP.	£2.50 each
FS5b. Carburettor to manifold gasket 10 HP.	£2.50 each
FS6a. Fuel Tank Model Y.	Out of Stock
FS6b. Fuel Tank Model C.	Out of Stock
FS7. Accelerator Assembly.	£40.00 each
FS8. Fuel line, tank to flexi	£40.00 each

EXHAUST SYSTEM (ES)

ES1. Exhaust 'C', with tail pipe — stainless steel	£300.00 each
ES2. Exhaust 'Y' - stainless steel	£205.00 each
ES2a. Exhaust extension and bracket 'Y' - stainless steel	£48.00 each.
ES3. Exhaust Brass Manifold Connector for Windscreen Wipers	£4.00 each
ES4. Exhaust Clamp.	£10.00 each

RUBBER PARTS (R)

R1. Door stop buffers — 'Y'	£7.00 each
R2. Front axle beam stop rubber - 'C' - Metal on request	£48.00 pair
R3. A-frame rubber ball	£11.00 each
R4. Running board pyramid matting (flat sheets)	£70.00 pair
R5. Side lights - base mats - short rad	£22.00 pair
R6. Side lights — base mats - 'C'	£38.00 pair
R7. Rear brake rod support rubbers, long rad	£22.00 pair
R8. Under bonnet kit, 'Y'	£33.00 per set
R9. Shield (drag link and track rod studs)	£12.00 pair
R10. Engine mounts — (Exchange).	£34.00 pair
R11. Gearbox mounts	£55.00 each
R12a. Brake and clutch pedals — (Exchange).	£33.00 pair
R12b. Brake and clutch pedals - non-exchange	£50.00 pair
R13. Petrol tank filler grommet. Models 'C'/'CX'	£35.00 each
R14. Carpet Floor Mat — Model Y. (10 x 8 inches)	£6.00 each

ELECTRICAL (EL)

EL1. Headlamp lens - late curved diamond	£18.00 each
EL2. Headlamp lens - early type — please call	£18.00 each
EL3. Headlamp Magniflex bars (diamond shape)	£17.00 each
EL4. Headlamp rims, late long rad and 'C'/'CX'	£48.00 each
EL5. Side light lenses in Epoxy Resin - early 'Y'	£15.00 each
EL6a. Side light base assemblies — 'Y'	£57.00 each
EL6b. Side light base assemblies — 'C'	£57.00 each
EL7. Side light lenses — 'C'	£15.00 each
EL8. Rear light lens (original) - glass - long rad/'C'	£13.00 each
EL9. Battery fixing bolts	£5.00 pair
EL10. Battery Lead — braided - +ve lug to bulkhead	£6.00 each
EL11. Battery lug bolts	£4.00 pair
EL12. Headlamp bulbs (wattage not stated)	£8.00 each
EL13a. Front Side Light Bulbs; - SCC	£4.00 each
EL13b. Rear Lamp Bulbs; - Straight Pin.	£4.00 each
EL13c. Rear Lamp Bulbs; — Off Set Pin.	£4.00 each
EL14a. Distributor cap - early.	Out of Stock
EL14b. Distributor cap - late.	£23.00 each
EL15. Distributor points (late type)	£7.00 each
EL16. Rotor arm (late type)	£6.00 each
EL17a. Condenser — Original.	£10.00 each
EL17b. Condenser — Electronic.	£18.00 each
EL18. HT leads - standard kit - braided cable with 10 ends	£17.00 set
EL19. HT leads - Deluxe kit, includes rubber shields	£25.00 set

EL20. Coil 6 volt	£35.00 each
EL21. Spark plugs - L10 equivalent - set of 4	£20.00 set
EL22. Dynamo cut out; - (Exchange).	£25.00 each
EL23a. Dynamo - 6 Volts, - (Exchange).	# £95.00 each
EL23b. Starter Motors - 8 H.P., - (Exchange).	# £110.00 each
EL23c. Starter Motors - 10 H.P., - (Exchange).	# £120.00 each
EL24. Wiring looms	See 'Useful Contacts'
EL25a. Headlamp reflectors; Early — (Exchange).	£55.00 each
EL25b. Headlamp reflectors; Late — (Exchange).	£55.00 each
EL26. Headlamp adjusting spring, LR, C & CX.	£3.00 each
EL27. Distributor LR, C & CX. — (Exchange).	£128.00 each
EL28. Starter Motor Switch Assembly	£20.00 each
EL29. Distributor Timing Lever, (Clamp).	£5.00 each
EL30. Ignition and Lighting Switch Assembly (exchange)	£50.00 each

BODY FITTINGS (BF) Etc.

BF1a. Bumper front - long rad	£345.00 each
BF1b. Bumper front - 'C' / CX	£345.00 each
BF2. Bumper rear - long rad / 'C'	£330.00 each
BF3a. Bumper bar end caps - early.	£16.00 pair
BF3b. Bumper bar end caps - late.	£16.00 pair
BF3c. Bumper bar bolts - long rad/'C'/'CX'	£20.00 pair
BF3d. Bumper bar bolts — short rad.	£32.00 pair
BF4. Rear lamp bracket - 'C'	£44.00 each
BF5a. Floor board screws - set of 40	£15.00 per set
BF5b. Floor board screws and washers	£20.00 per set
BF6a. Door handles (External) — Y LR, Drivers Side - (Exchange).	£27.00 each
BF6b. Door handles (External) — C/Cx, Drivers Side - (Exchange).	£27.00 each
BF6c. Internal door handles — Y LR - (Exchange).	£25.00 each
BF6d. Internal door handles — C/Cx - (Exchange).	£25.00 each
BF6e. Door handles (External) — Y LR, Locking - (Exchange).	£27.00 each
BF6f. Door handles (External) — C/Cx, Locking - (Exchange).	£27.00 each
BF6g. Door handles (External) — C/Cx, Drivers Rear - (Exchange).	£27.00 each
BF6h. Door handles (External) — Y LR, Drivers Rear - (Exchange).	£27.00 each
BF7a. Door handle escutcheons (External) — (Exchange).	£13.00 each
BF7b. Door handle escutcheons (Locking) (External) — (Exchange).	£13.00 each
BF8. Hinge centre bolt/ spring/ tag — long rad	£6.00 each
BF9. Hinge brass balls	£5.00 each
BF10. Striker wedges - female, pillar mounted 'Y' (One Door)	£19.00 per set
BF11a. Radiator badge mount — long rad — (Exchange).	£32.00 each
BF11b. Radiator badge mount — C/ CX — (Exchange).	£32.00 each
BF12. Radiator mount enamel badge - dark blue only.	£20.00 each
BF13. Hub cap — 'Y'	£29.00 each
BF14. Oil can	Out of stock
BF15. Oil can transfer	£11.00 each
BF16. Oil can bracket	£23.00 each
BF17. Wheel nuts 'Y' - set of 20	£70.00 per set
BF18. Wheel nuts 'Y' - individual	£6.00 each
BF19. Wheel nuts 'C'	£4.00 each
BF20. Vacuum wiper motor — Trico, New/Old stock, - (Exchange).	£35.00 each
BF21a. Wiper blade — straight arm type	£3.00 each
BF21b. Wiper blade and peg — hook fixing type	£7.00 each
BF22. Spare wheel strap 'Y' - reproduction	£27.00 each
BF23. Dash panel insert — intermediate 'Y' — (Exchange).	£60.00 each
BF24a. Horn push surround — SR.	£27.00 each
BF24b. Horn push surround — LR	£27.00 each
BF25. Luggage Racks	£195.00 each
BF26. Spare Wheel Bracket	£21.00 each
BF27a. Door handle escutcheons (Internal) S.R.	£10.00 each
BF27b. Door handle escutcheons (Internal) L.R.	£13.00 each
BF28. Oval Head Door Handle, Slotted Screws. (Set of 4).	£5.00 per set
BF29a. Windscreen Swing Arm Nuts and Washers, S.R. Six Pieces.	£17.00 per pair
BF29b. Windscreen Opening Mechanism. L.R.	£40.00 each
BF30. Rear Licence Plate Bracket.	£14.00 each
BF31. Tail Light Shield.	£11.00 each
BF32a. Instrument Face Transfers, Y, LR (3 transfers)	£8.00 per set.
BF32b. Instrument Face Transfers, C & CX. (4 transfers)	£10.00 per set.
BF33a. Bracket Bonnet Hinge. Dash.	£15.00 each
BF33b. Bracket Bonnet Hinge. Radiator.	£15.00 each
BF33c. Bonnet Strip Hinge. (32 inches) (Includes BF33a & BF33b)	£54.00 each
BF34. Windscreen Regulator Handle. - (Exchange).	£20.00 each
BF35a. Horn Push SR. C/Cx.	£20.00 each
BF35b. Horn Push LR	£20.00 each
BF36. Horn Bracket C/Cx.	£15.00 each
BF37a. Bonnet Catch Assemblies	Out of Stock
BF37b. Bonnet Side Panel Clips. (Set of 4)	£45.00 per set
BF38. Door Window Regulator, C/Cx	£27.00 each

Note: - Where items are marked 'Exchange', you will be told where to send the old item, in a clean condition please, after you have placed your order. Upon receipt of the old part, a replacement will be shipped to you. Overseas members are advised to insure items sent

USEFUL CONTACTS

Members have used these business links, but the Ford Y & C Model Register does not accept any liability for their services or goods provided.

- Panel manufacture and repairs** **Classic Contours. Rick Beasley**, Cringle House Farm (Indust. Units), Grendon Rd. Wollaston, Northants. NN29 7PT Visits by arrangement
Tel: 07809231444. Please text messages. ricky.beasley34@gmail.com
- Rustproofing** **Rust-Less** rustproofing treatment for classic cars. Tel for free quote 0845 601 1088 or email:- enquiries@rust-less.co.uk. Website www.car-rustproofing.co.uk. Mention membership of Ford Y&C Model Register
- Speedometer repairs** **Mike Flannery**, mjflannery@hotmail.com 01594 861095 07910287721
- Starters & dynamos overhaul** **Rod Viveash**, 19 Williams Terrace, Drayton, Daventry, Northants, NN11 9ER Tel:01327 703521 email: rod.viveash@btinternet.com
- Windscreens, fuel tanks,** **Check 1st with Roger Hanslip - jo.hanslip@btopenworld.com**
- Re-enamel Badges** **Coasting Ltd.** Email tom@coastings.co.uk or Tel: 01564 702 388
- Trim, Fittings, rubber and Accessories, Small Ford Spares** **SmallFordSpares** : Unit 7, Merebrook Business Park, Hanley Road, Malvern, WORCS WR13 6NP New Telephone Number: 01684 219865 www.smallfordspares.co.uk e-mail: info@smallfordspares.co.uk
- Chrome items, lamps & trim** **Pop Brown's** PO Box 2198, Harlow, Essex, CM17 0TA Tel: 01775 762004 website: www.popbrowns.co.uk
- Wiring looms** **Auto Sparks**, 80-88 Derby Road, Sandiacre, Nottingham NG10 5HU Tel: 0115 9497 211 www.autosparks.co.uk
- Batteries** **Lincon Batteries**, Leigh on Sea, SS9 5JU. Home delivery. Tel:- 01702 528711 or 525374 www.lincon.co.uk/am
- Spark Plugs** **The Green Spark Plug Company**, Unit 2, King Street Trading Estate, Middlewich, Cheshire CW10 9LF Tel 01477 532317 eMail: technical@gsparkplug.com. See www.gsparkplug.com
- Seat springs (ready for trimming)** **Wade Springs Ltd.**, Highfield Street, Long Eaton, Nottinghamshire NG10 4GY Tel: 0115 946 3000 email: sales@wade-spring.co.uk
- Tyres, Tubes and rim tapes** **Tony Etheridge** (callers by appt. only) 118 Oaklands Avenue, Oxhey Hall, Watford, Herts WD19 4LW Tel: 01923 231699
- Radiators** **Paul Austin, Colchester Radiator Specialists**, Unit 2, Grange Farm Rd, Whitehall Industrial Estate, Colchester, Essex, CO2 8JW Tel: 01206 799559 Or: **Auto Rads** 141 Portland Road, Luton, BEDS, LU4 8AY 01582 503779
- Car Transportation** A professional nationwide service. Robin Hunter. 01945 420313. Mob. 0775 909 2687. Email: hunterscartransport@gmail.com www.car-transport-services.co.uk
- Technical advice** For enquiries of a technical nature, please contact David Tanner 8 Chatley Rd., Grt. Leighs CM3 1NU 01245 361211 **before 7.30pm PLEASE!**
- Insurance Companies** Contact dedicated number 0844 826 8939 and Quote Club and membership number. Or email sales@footmanjames.co.uk



OR Hagerty Insurance phone 0333 323 0989 Quote Club and membership number



Publications	UK	Europe	Rest of World
P1 Instruction Book : Model Y (1932- late 1933)	£16.00	£22.00	
P2 Instruction Book : The Popular (Long Rad)			
P3 Parts Catalogue Illustrated (All Y Models)			
P4 Instruction Book: The Deluxe C/CX)			
P5 Service Bulletin Part 1 : Vol1-Vol3 no.7 (Sep'32-Aug '34)	£17.00,	£20.00,	£25.00
P6 Service Bulletin Part 2: Vol3 no.8 to Vol 7 no 6 (1934-Dec '38)			
P7 Ford Models Y&C — Henry's Cars for Europe by Sam Roberts	£30.00,	£37.00,	£45.00

Clothing & Sundries
Shirts, coats, fleeces and umbrellas are available from Robert Jarvis — contact direct on 01295 259 800

Identification of parts: Besides photos in the magazine, more are included on our website and Forums — Request help if needed from our Editor



New member in USA, Brian Laine's Y

Password for our website will be:
www.fordyandcmodelregister.co.uk
Members : New Password ZAGM?y&c#250

A Netherlands Story



Reproduced with permission of Charles Linderman – non-member as yet – who published it 4th June 2021 on the Internet Octane Group pages. Headlined “The First European Ford”

During a recent discussion on the Ford 8 NZ Facebook page, I noticed a superb photo of Charles Linderman’s Ford Model four door ‘Y’, and naturally enquired about the possibility of reproducing it for our readers. Not only did Charles agree, but forwarded me the link to his online publication with his kind permission to reproduce it here. Translated from the original by Google translate, so please forgive odd words!

THE FIRST EUROPEAN FORD

Octane Cars / 4 June 2021

An acquaintance of Charles Lindeman had a Ford Y and Charles was looking for a nice car for wedding photos as a hobby photographer. He thinks it's a party to have the car.

The Ford Model Y was Ford's first car designed specifically for markets outside the United States. Ford produced the car from 1932 to 1937, in the United Kingdom (Dagenham), in South Africa and in Germany, actually as the replacement of the Model A. In England, the car was also known as Ford 8, an indication that indicated the number of fiscal horsepower of the engine. Small numbers of the car are also made in Australia, Japan, Latvia and Spain. The car was powered by a 933 cm³ Ford four-cylinder with side flaps. (*sidevalves – Ed*) The delivery programme included a two- and four-door version. (*Photo next page....*)

"My Ford is a Model Y from 1935, equipped with a four-cylinder engine. The Ford belonged to a friend of mine who was looking for a car from the 1920s and eventually I took it over. Before that, the car was in the resistance museum in Groningen. Because I have photography as a hobby, I might want to use the car for photos with wedding couples. Everything with a motorcycle is of interest to me, not only cars, but also motorcycles, such as the beautiful Heinkel motor scooter that I have next to the Ford in my garage."

"The Ford has been restored by the previous owners and is in very good condition. It has been kept as original as possible, but the lighting is something that has been adjusted because otherwise it is not possible in modern traffic. You have to be able to see, and you have to be able to be seen. It is a beautiful *pur sang* car that occupies my garage box together with the mentioned engine. It is clear that it is a car of almost 100 years old; He really doesn't drive for

a meter. But when you consider the age, and you take your time and make frequent adjusts, it is very nice and simple to drive it."

"I do do small things myself in keeping the car on the road, such as repairing the starter engine, but sometimes I book a day with a good mechanic who does not charge the top price. The use is limited to a short ride, especially since making longer trips really wouldn't be very comfortable. However, I am a member of a classic car club nearby that organizes tour rides here in the area with other old cars. People react very enthusiastically to the car; They think it's a party to see the Ford and I think it's a party to have it. Soon the first couple will be photographed in it."

"It is a rare car in the Netherlands. In England there are many more copies and there is an active club. In the Netherlands there may still be two-doors to be found, but my four-door bodywork is almost unique. When I saw another one hanging from the ceiling in a car company the other day, I immediately bought it; a good source for replacement parts. It is and remains a striking and special car that I enjoy!"

Ford Y (1935)

All photos © Charles Lindeman

[Observant readers will have spotted the unusual radiator emblem and sidelights. The spare tyre also sports a vinyl cover. I too have such a cover that originally was for a larger tyre, but does the job. Originally, Charles's car had a sun roof as evidenced by the side drain covers, but now has a full length vinyl infill. It also had tandem wipers – the hole still there, so I conclude that it was probably a 'deluxe' model, with its semaphores and luggage rack.





It does appear to still retain its rear window blind, although an additional driver's mirror has been added, along with two door mounted wing mirrors, that are invaluable in driving. In our brief online conversation, Charles was contemplating joining our register, and has been informed that other Y's exist in the Netherlands

(And another new Netherlands member this issue! – see Membership Matters) and that a couple of owners are members. I do hope he joins so that we may enjoy further fine photographs. – Ed]





ENZY (CG 1538)

- PART IV

Fourth part of an ongoing restoration by member Michael Hines in U.S.A.

It has been some time since I have updated the restoration efforts on my 1936 Model Y Tudor, Enzy. When last pictured (TT#228) the rear half of the body was on a bench awaiting repairs.

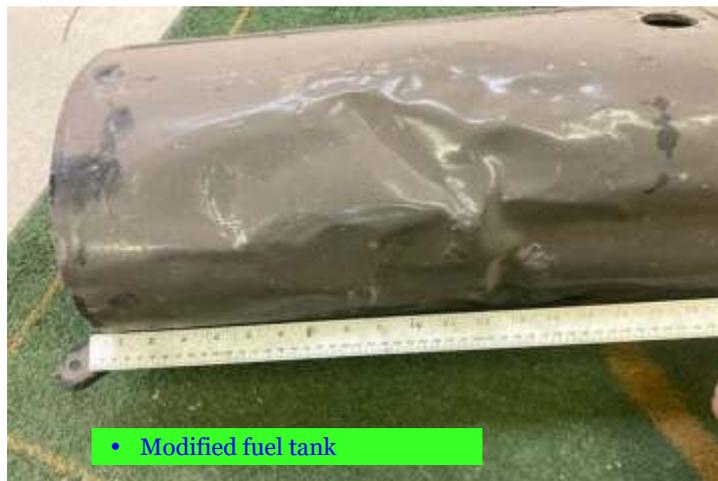
With the chassis now free, it was mounted on a steel plate bench for inspection. It was seen that sometime in the past, Enzy had been involved in an altercation. The nearside rear frame rail had been damaged as well as the body and wing and repairs attempted. The repair to the rear frame rail extended back past the rear cross member and involved replacing the factory rivet connections with nuts and bolts. Unfortunately, the repaired horn did not match the offside frame horn so the fuel tank had to be "modified", using a large hammer, to fit the "repair".

My restoration guru, Ryan Schmitt, fabricated a new nearside frame horn to match the offside and grafted it to the frame.

The remainder of the chassis was inspected and where the tin worm/rust moth had been the busiest, new metal was grafted in and rivets were installed per original.

After the frame had been repaired it was "trued" (leveled, aligned, and straightened) using turnbuckles at each frame horn corner and a judicious use of heat. Turnbuckles used to align frame. When the frame was as true as possible, the chassis rails were "boxed" similar to what Ford did for the CX Tourers.

With the chassis in good shape, the body repairs were next addressed. With acid corrosion to the battery/cowl area it was decided to replace the entire cowl with new battery and tool box.



• Modified fuel tank



• New nearside frame horn

Wood for the B-posts, doors and the rest of the car were in poor shape so Ryan found a woodworker to reproduce all the necessary pieces using Ash. He was a true artisan.



Area to be replaced



Boxing the frame rails.

Original cowl.
New cowl.jpg



Piece to be grafted into frame rail



Graft completed and rivets installed.

Recalling an article in Transverse Torque by "John the Bot" on replacing the spring shackles, I bought the parts and had the front and rear springs done, both in dire need.

The running boards, while not in the worst shape, Ryan Schmitt said he could fabricate new ones for about the same cost as repairs, including support brackets, which were beyond repair. With new wood for the doors, repair of the door skins was undertaken. The bottom 1/3 to 1/2 of each door was replaced.

The bonnet latch areas were badly corroded and new patches were grafted in.

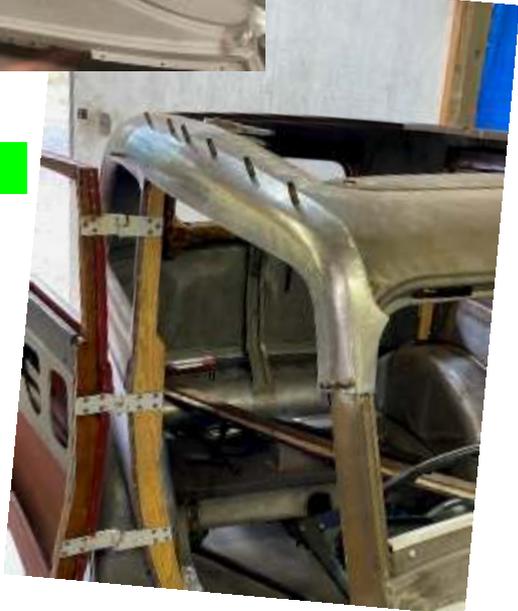
The body has been reassembled on the chassis and the gaps set. The areas under the drip rails were hit hard by the tin worm.

The infected portions of the roof were cut out and new metal grafted in.

The new drip rails were purchased in 4-foot straight lengths and had to be heated and curved without inducing any wrinkles.

Part V to be continued
M.H.

New B-post



Area under the drip rail





- Completed repair
- Forming and installing new drip rail.

It's been a while.....

(Your editor acknowledged receipt of this article, some time ago, but laid it to one side, whereupon it got forgotten. I apologise most profusely and include it here. (If this happens to anyone else, drop me a reminder please.)

....Since I last issued a report of what's going on in the Kingdom of Denmark when it comes to Henry's cars for Europe.

I have for some years now helped Sam Roberts registering the Model Y and C's in Denmark and for the last 5 years or so nothing new really happened. Should a car pop up on the markets, it was usually one that I already knew, and my effort was to try to get the data of the new owner. Until recently...

The first that popped up was on Facebook in one of the sale groups and that was an, until now, unknown Model C. It ended up being bought by Lars E. Jensen from Bramming in Western Jutland. Lars was then 31 years old, so definitely what we must describe as a younger man! I contacted Lars and got the data of the car, but I also understood that the car was partly in cardboard boxes, so the end of the conversation was that I decided to pay Lars a visit in Bramming. Fortunately, my VW Lupo 3L is cheap as it goes 30 km on a liter of diesel as the roundtrip is 650 km (400 miles). We walked through the boxes and found that he had most of the car except a gas tank, but fortunately I could give him that as I had one. I believe Lars is now one of our members.



Last summer another new popped up at a garage in Northern Jutland! Again it's a young guy, 28 year old Mads Andersen from Sindal Autorecycling, that have fell in love with the very complete car and want to get it back to the streets. The find of the car, which was at clearing of an estate after a death, made some "noise" in the press, among others the local Danmarks Radio ("Danish BBC") station did an interview of Mads and your truly about the find. And then this autumn a third pops up, again from an estate. The new owner is though, somewhat more mature than the first 2. I'm still in the process of getting the details of this 3rd car. Of course this have made me think why these cars suddenly pop out from the woodwork, and I think it have a pretty natural explanation. Lets face it – our cars have not had the highest attraction over the years but some of the early enthusiasts may have found them sufficient interesting to buy them cheap and keep them for future restoration. They may then have been kept away like the one Mads found in a garage for 56 years out of sight and forgotten. Those who

where early out with interest in classic cars in the 50's and 60's are now well up in the 80's or older and nature takes its toll and they do eventually die. Once the Packards and Pierce-Arrows and brass Ford Model T's are sold, in the bottom of the shed below egg cartons and what have you is this little Ford Model C or Y that never made it to the workshop for restoration.

I'm sure we will see more in the years to come. They are still out there!



Regarding my own Ford Eifel, well – it has been on hold for quite some time. I have just added a 3rd Ford Model T to the collection – a 1914 tourer and I must admit that keeping them rolling does take



some time. I have also had my speculations as my plan was to change the car to bearing inserts instead of babbit. However, as I MAY have found someone that can make the 3 new main bearings, it may only be the rods that will be with inserts (I have purchased it some years ago). It will require a retrofitted oil filter, but that is only to the benefit of the car anyway. Then I can actually assemble the engine and get the drivetrain complete. I have also found a guy who most likely can adapt the Morris 1300 sills I have that should have the right profile, but need to be bend in a curve. Then I can rebuild the doorsills and actually assemble the body! And voila – I have a car again! Retirement can be seen in the horizon so maybe even I may get the time for it too?

Michael Deichman

Regional News Area 10

CHAPPEL

Saturday 29th May. I met up with Jim Miles in his 'Y', at Braintree at 08.30, then a nice leisurely drive through the leafy lanes to the Chappel steam railway and old car extravaganza. We arrived about 9 ish, with the sun and blue sky, wall to wall all day.

Then Steve Whitley and friend Dulcie arrived in their CX. This is not a big show by any means, but what a cracking good day we all had. I suppose about 40 odd cars there, and apart from a brief visit by an Austin Chummy, our three cars were by far the oldest there, collectively 258 years! They attracted lots of attention as you can imagine.

Then we had train rides, starting on steam, with open ex coal trucks with wooden seats a-la George Stevenson (no top hats). So much fun. Then a more modern diesel, though getting on a bit even so, from the early sixties. It sounded like it had an AEC lorry engine, which bought back memories for me as I used to work on these.

There was a nice little bar there opposite the station, where a cold beer settled our dry throats. Also a museum and a huge model railway lay out, but sadly both were closed till Sunday, today, shame. Then Ice creams all round.

As ever, a couple of running repairs, nothing drastic, Jim's driving mirror on the offside fitted to the 'A' post came under scrutiny. The screw keeping the mirror in position kept working loose, but a little tape around the thread made a perfect fix. Then Steve's near side door lock was rattling profusely due to wear but nothing we could do to fix this. It all adds to the fun.

Mileage? Well I did about 45 miles round trip as it's not far from me, Steve W about 90 miles or so, and Jim about 80 odd I think.

So good to get out and enjoy life, it's a real treat. Thanks Jim, Steve and Dulcie for 'adding the icing to the cake'.

DT.

Also: Area 10

26th June: Last night we had a sort of mini meet up at The White Swan at Bicnacre near Chelmsford. Steve Whitley in his '36 CX, John Stone in his '37 CX tourer, Geoff Caves Ford Focus and me '35 CX. We had a couple of beers and a nice meal. Good company lots of chat about this and that, and a good laugh at the expense of each other. Early very heavy rain did threaten our get together, but it stopped about 6, so out came the oldies. We left the Swan at about 10 and went our various ways home, about 20 miles or so each I guess, then boy, did it rain! It was good to get out and have a catch up.

DT

(Would Regional Officers please report any events to the Editor)



Facebook Follow Up -

Part 1

An Ex-member's son Mark Taylor , recently commented on the public page of our Facebook, enquiring of the sparking order of pistons on a Model Y. Responding, it came out that the ex-member was Kevin Taylor, who had purchased his Model Y in 1993. Your editor had seen it locally many many, years ago when the body had just been sprayed – a creamy yellow primer. Kevin had subsequently made a visit to see my own unfinished car, but no further contact was made as Kevin and his son had moved – only 6/7 miles away and he had continued the rebuild, but with limited space, it had been put into storage, and little more accomplished. Now with a new clean spacious garage, son Mark was making an attempt to get the car running for his aging father, and had seen our public page, and responded.

Now, having made contact and establishing his fairly nearby location, I ventured over in my own Model Y, FS7435, to see if I could help. Well, an attempt was made, but not successful. **Firstly, the battery connections were reversed back to give positive earth.** (Might explain a previously broken starter!) Then an attempt at finding TDC with the fitted and reversed pin – but impossible! Taking my own timing pin out of my car, it was then obvious that it had the wrong pin! About 1/4" short explaining the impossible difficulty in the operation!

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- Note different lengths!

Firing order was then changed, (1243) contacts adjusted, (15 thou) spark plugs changed to a borrowed new set of Champion L10's, (22 thou) a condenser temporarily fitted, (as the one fitted was incorrect shape and size, and fitted externally that fouled the spark plugs when attempting to turn the distributor body on retiming) and a bowlful of petrol added, the starter was turned, many times, but only an odd puff from one cylinder now and again. At that point, and two cups of tea downed, a pause was made and a promise of a return within weeks to have another crack at it. Also, the petrol tank was awaiting a clean and unblocking of petrol feed pipe to pump.

The car still needed the wings painted and fitted, bumpers and brackets, and roof to be covered and all internal trim to be completed, but it promises to be an eye-catching vista, especially if we can go as a pair to future classic car shows...Much advice was offered on fitting the windscreen, and electrics, The car has appropriate paperwork to its registration (not the original) so once that engine was running, it would enthuse both father and son to get it on the road. I have no doubt that the benefits of joining our club will be self-evident.



It was noted that a non-standard chassis number plate had been added to the bulkhead, and tea was served in an appropriately decorated mug! Original pear shaped absorbers were apparent and good to see. The intentions are to keep the car as original as possible.

NB Doors had been re-skinned many moons ago. The roof had sported an aluminum panel, now changed to a second hand frame as seen, to be recovered in vinyl. Two set screws were missing from

the hot spot manifold joint that will need re-tapping. Wings will be painted black in a few weeks time, then fitted. Much wiring had loose ends a waiting completion. At my



second visit to the Taylors with their Ivory and black Model Y I was able to proffer more advice on their non-starting engine! In the week



since my first visit, much had been done I observed. A replacement carburettor, also change of manifolds (previous one had two missing/broken off screws to the hot spot joint – not unusual), then I noticed the fuel pump had been connected both to the carb and the supply line.

I knew that Mark had taken off the cylinder head and freed a sticking valve, but had still not been able to fire it up.

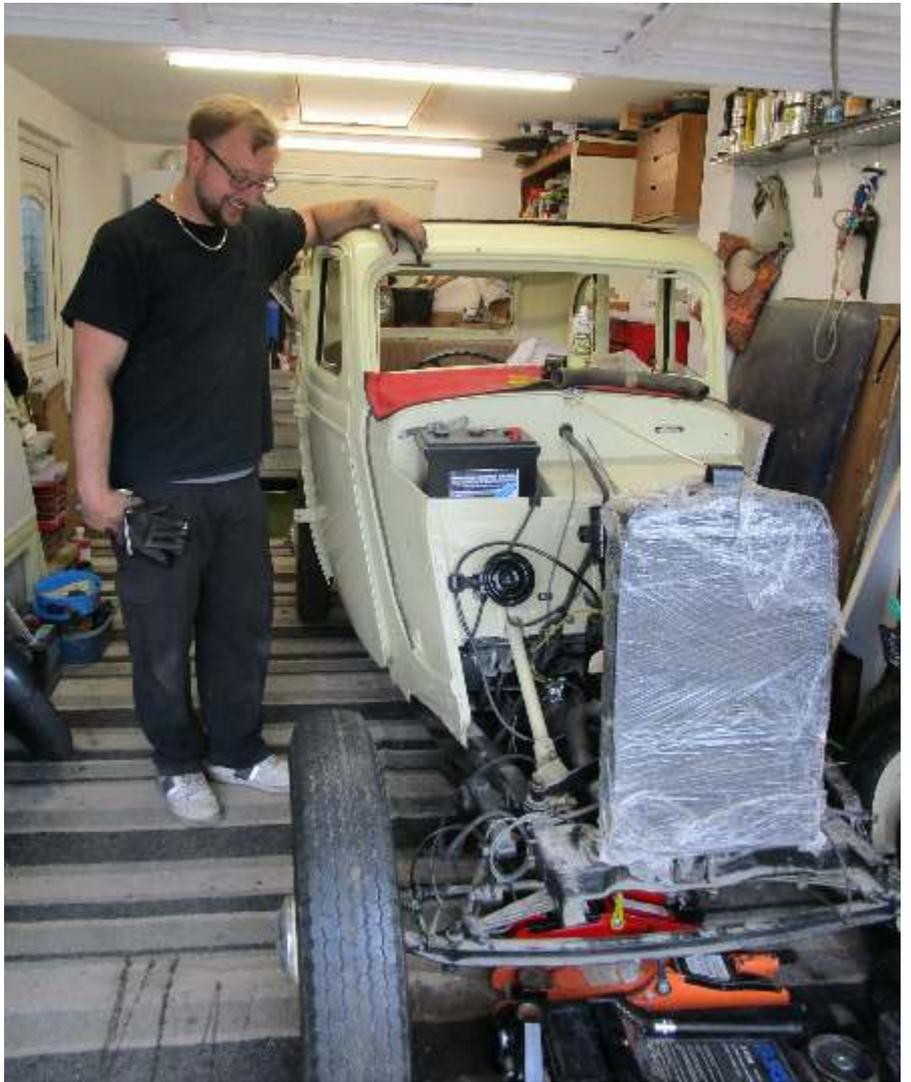
He had bought a set of 'Sparkrite' plug sparkindicators to be able to see the sparks OK. In addition he had given the manifolds a coat of black high temperature enamel – improving the looks. He told me he had got a lot of loose rust and debris out of the head too.

Bearing in mind he had noticed a lack of fuel wetting three of the plugs, I took along a compression testing tool and noted the readings. 75, 50, 75, 65 (from rear) This sounded like rings to me – after 28 years not surprising they were stuck. Dad Kevin did say diesel had been inserted down plug holes several times over that span, but seems that failed in its purpose, although the bores were seen to be smooth and clean.

We syringed a tablespoonful of engine oil down the plug holes and tried the tool once more

Readings improved to 100,95,100,110 so confirming in my opinion the rings were stuck or badly worn bores? My suggestion was to take head off, use lots of penetrating oil to soak in for a week in an attempt to free them, and see if a difference was noticeable next visit.

It was reported that the 'lost' windscreen rubber had turned up, a new top hose was being sought along with a replacement starter pull cable.



In the event of the engine not improving, a spare engine was available and this was to be looked over. Just in case.

Further updates to be reported in future issues...

R.C.



UpWrite Members

Member Bob Brown rang me to tell me his story of a broken shaft to his starter motor. The photos he sent (via his son Alex) reveal quite a calamitous break on the shaft as it extends towards the flywheel. Bob told me he had converted to 12 volts some time ago, but had retained the 6V starter – as most ‘converters’ do – enabling a faster turn to ease starting the engine. Perhaps the extra strain caused a previous crack to develop?



Colin Rowe reminds us:

You will recall my article on this topic which was included in the September/October edition of Transverse Torque - issue 246.

It may be time to remind members that the switch to E10 is due to take place in September 2021, not long now.

Just to reiterate, the fuel we buy now can have a maximum of 5% ethanol added as shown on the dispensing pumps. That does not mean it does contain 5% which is the stated maximum. All regular unleaded fuel will contain some ethanol. Esso Synergy Supreme + (97 Octane) in most areas of the UK is still supplied at zero % ethanol. The geographical areas excluded are the west country and the northeast which is a bit vague? It is expected that 97 octane fuel will continue to be available from all blenders, with a maximum of 5% ethanol until 2026.



So the advice, to avoid problems with corrosion and rubber parts being degraded as well as solder erosion on carburettor floats is to switch to 97 octane which may require adjustments to ignition timing to obtain smooth running. Further, it is not advisable to leave fuel in the car’s tank during long off road periods such as when overwintering.



New reconditioned starter motors EL23b & EL23C available from parts dept.

Cover Details:

Front cover: This shows Member John Argent's Model 'Y' on a Tractor Run for Whitwell Country & Steam Fair in aid of the Isabel Hospice and raised £580!

Rear cover: shows Geoff Caves' Model CX atop a scenic view of Dunstable Downs.

Inside covers: Pages from old brochures of Ford Specials. (More will be found in the IO Forum Albums soon.)

Members Upwrite 2

From Tony Eldridge

I have just been watching on YouTube an excellent video from Jay Leno about his fabulous 1934 Chrysler Airflow Imperial saloon (sedan).



This enormous car has been restored to museum quality and Jay not only showed us round it and then took it out for a spin but added some very interesting history of the model.

It would seem that in the early 1930's American car manufacturers were trying to increase the performance of their cars without enlarging the engines. Their solution was to change the shape of the bodies and reduce the weight of the vehicles. The first off the starting block appears to have been Chrysler with the Airflow model which conformed to the shape of a streamlined car at the time and worked very well. However, the styling was so far removed from that of the cars the public were accustomed to buying that despite the plus points of the vehicle, the styling was overall a step to far and did not buy into them. Nevertheless, other manufacturers including Ford were taking note of Chryslers efforts. Elements of the Chrysler style began to appear on the new cars for 1935 (the Airflow was a 1934 season product). Although Ford redesigned their V8 for 1933 to resemble an enlarged British Model Y, the new model for 1935 was a new design with a swept tail to embrace streamlining. The front end of the car was more "traditional" although of a new design. And of course it was a more preferable vehicle to the curious Chrysler.

Such was the excitement in America for streamlined cars, as we all know, when Ford decided to replace the Model Y with a new car, their idea was that it should resemble the new V8 model. However, we all know how differently things turned out for the UK market and along came the Model C instead as a new additional model to the British range. The Model C/CX was not a sales success by Ford standard and its British designed replacement was utterly different in appearance. I wonder whether the C/CX range might have looked a bit too American and flashy for British tastes just as the Chrysler was not fully acceptable in America. On looking at my CX I can see that its sloping rear end with the spare wheel mounted at the rear does look rather like the rear end of the Chrysler Airflow! And just as the Airflow included little gimmicks in its design, so does the Model C/CX. For example, the front door windows not only wind up and down but when fully wound up, further turning of the Winder makes them slide backwards to

provide a small ventilation slot. It was claimed that the design of the windscreen pillars helped to send air into the car via this small opening of the door window.

I often wonder whether in the 1930's the British car buying public were not so terribly keen on American products although those who could afford them did buy them. The Model Y was a bit of a phenomenon that looked a bit "British" and even caused Leonard Lord

at Morris Motors to hurriedly make a Morris version of the Model Y! But the Model C remained an overtly American car in miniature and there were other 10 horsepower cars already on the market that were very traditional in appearance and finding customers. The 7W that replaced the Model C included few traces of the Chrysler and together with the 7Y remained in various updated versions into the 1950's.

I recommend viewing the Jay Leno YouTube video about the Chrysler Airflow as it was such an influential product.

Thanks for another excellent issue of Transverse Torque. Believe it or not but I have now found a photo (see attached) of the 1936 CX that is shown in the old Ford film I found on YouTube! So now the mystery is partly out but as there is no Y & C Register badge on the front of the car it still is not clear whether or not the owner is a member of the club. However the bit you put in the magazine may bring forth more info about the car and its owner. As you can see, the car is in superb condition so it must be well loved.

Regards

Tony Eldridge



Member Sales

FOR SALE 1934 maroon/black fordor Y, runs well, a very sound little car, owned for 17 years used only weekends in the summer, happy times £4250 O.N.O Give me a ring Walter 01482 844436.



Member MI610 (Hull)

Simon Denman has two old axles to sell – “ I found them in a hedge on the farm and they had been converted to trailer axles. The bent tie rod was my fault as I lifted it out the brambles with the strap round there! My location is near Taunton, Somerset, As for value I don't have a clue, I'm open to sensible offers. I'd rather them go to someone who can use them for a fair price rather than the scrap man taking them”
Contact Simondenman@yahoo.co.uk or TEXT ONLY to 07798602973 (Paramedic at work)



**Also received by email:
My Dad is looking to sell 2 Ford Y cars**

Attached two pictures of the soft top model one when it was first purchased and the other at the state it was in before it was stored. The other model is a hard top version and needs a lot of work to restore it. There is also a lot of spares including a chassis to be sold.

Hope this interest you and we look forward to hearing from you.

Rick Tunstead 07579 027547 or Doug Tunstead 07975903055

We have also received a late request for a SR Horn button needed in USA and a 'Y' Engine block to be shipped to Eire. Members with these to offer can request details to make a private sale.

Other items For Sale or Wanted can be found on our Facebook site and our website

Late News; Regional event

- Essex News

The monthly regional meets have resumed and in future they will be held on the last Friday of each month from 7 pm at the White Swan, Bicnacre, CM3 4EX

It will be lovely to meet you all for a chat and drink. Food can be served if you feel like a meal or snack. Please let me know by the previous Sunday if you are joining us so that I can book a table(s) of sufficient size.

Our meeting held on the 25 June comprised of just four of us, but it was a great evening, we had a good laugh and natter and ate good food. What more can you ask for when you're amongst great friends. Geoff Caves, Dave Tanner , John Stone and myself attended. We hope to see you at the next meet.

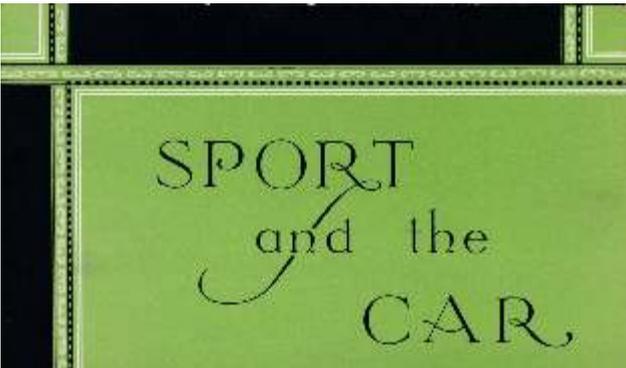
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