

# TRANSVERSE

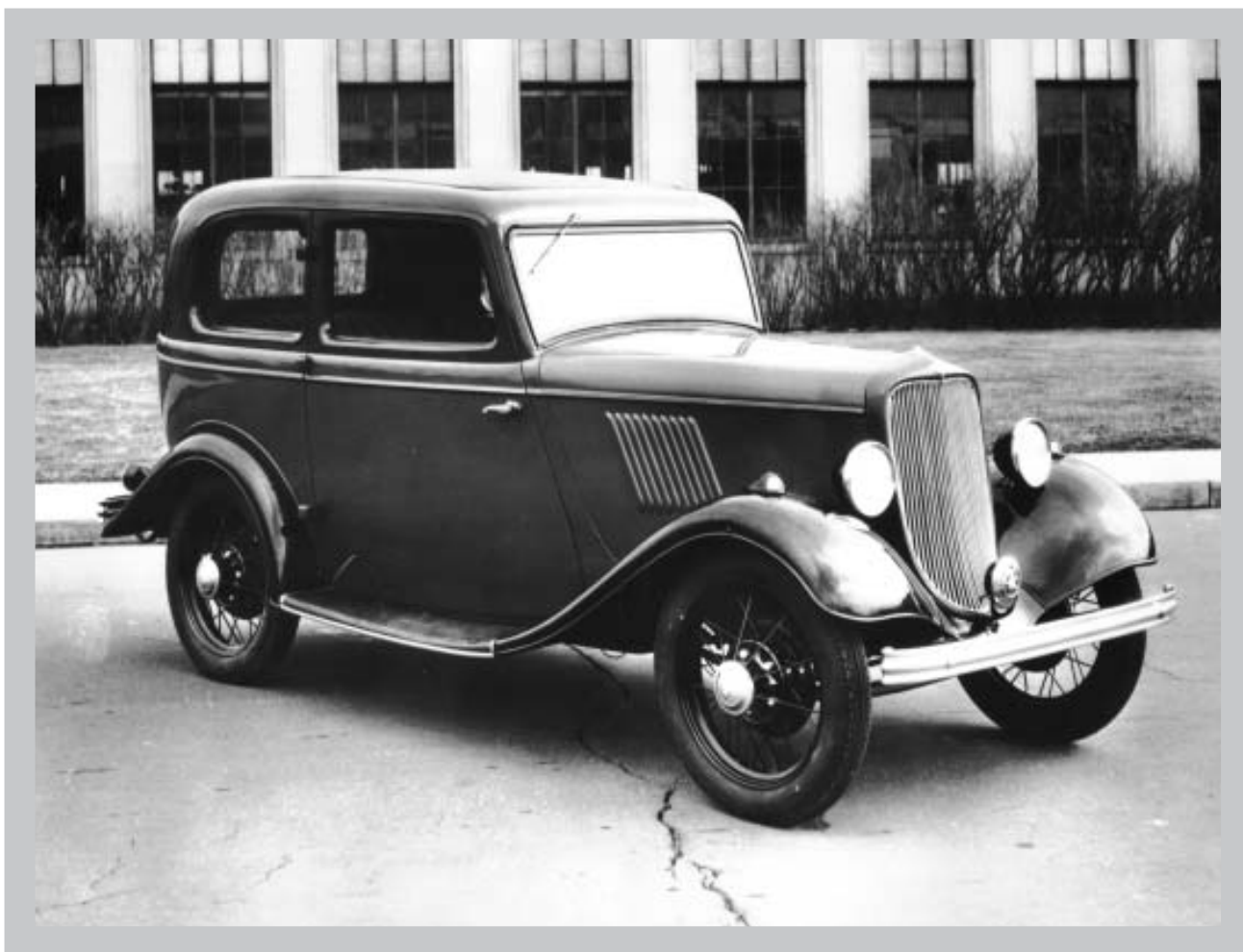
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**The Ford  
Y & C Model  
Register**



**March - April 2007 Issue 165**



*The official Ford photograph of the green and black pre-production Model 19 taken outside the Ford Engineering Laboratory in Dearborn on the 16<sup>th</sup> March 1932, two days before it was shipped to England.*

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

Rear Cover: Dave Minnett in the sheepskin gloves on the right and friend, Terence Donovan, in the process of towing DLP 449 from Sutton to Wallington in Surrey in 1975 - see Members' Cars article in this issue.

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# Editorial



It was a pleasure to receive best wishes for 2007 to the Y&C Register from the President of the Obsolete Ford Club of France, Jacques d'Andréa. This year the French Club is celebrating its 30<sup>th</sup> anniversary. We have been exchanging newsletters for a number of years.

Graham Miles comments on Bob Wilkinson's observations on cellulose paint. "Bob laments the passing of Cellulose Paint. Not a moment too soon, over the last 90 years it must have been responsible for the death of more vehicle painters than the Somme. A very good friend of mine,

Jack Laws, foreman painter at Godfrey Davis, died in his late forties of heart failure, without doubt due to the condition of his lungs after painting vehicles all his working life. Another painter was former member of the Y&C Register, Graham Tomlinson, who in his fifties looked more like a hundred, again Cellulose paint had coated his lungs. Good riddance say I."

Graham also commented on the Model 'Y', CYH 780 (Y140682), owned by new member, Mervyn Fox. Under 'News of New Members' it was incorrectly stated as being a 1933 model. Both the chassis number and the registration number point to it being a June 1936 manufacture. I apologise for not editing that one.

It has happened again. One of our members, Andy Aldridge, has sold his Model 'CX' tourer privately, without advertising in the magazine and on the website first. As a result, we have lost the car to Italy. It was exported to a dealer in Treviso, Italy on 10 January. Please, if you are thinking of selling your car, let Bob Wilkinson or me know so that we can try to keep tabs on it and keep it in this country if possible.

The longer serving members of the Club will remember the late Jeff Cole, who was a founder member and our technical adviser for many years. It is with regret that I announce that his widow, Rose, has also died, aged 84 in Bournemouth.

Those of you who were on the tour of Ireland in 2002, the Isle of Man in 2003 and the Welsh tour of 2004 will be very sad to hear that my 'navigator', 'Ben' Bennison, died peacefully on Sunday evening, 18<sup>th</sup> February, having been diagnosed with cancer only six weeks beforehand. He was a great companion, both on the golf course and on the tours. I and many others will miss his humour and mischief.



Tony Etheridge, who has supplied tyres to our members since God was a boy, has kindly donated two racks of shelving to the Club for use in our spares storage containers. Donations are always gratefully received. Longer serving members will remember the donation by Roy Kendall of Groby, near Leicester, of a restored Model 'Y'. He had bought it to restore as therapy following a period when he was down on his luck employment-wise. Needless to say, the spares boys helped him tremendously with spares and advice, so when it came to 'pay-back time', as he called it, he donated the car. We then ran a Dutch auction amongst the membership, the proceeds going to Club funds.

Ben, supposedly on three legs, with David and Wendy Grace's three-legged dog, also called Ben, in Laxey on the Isle of Man tour, 2003.



The intrepid Ben holding on tight to the trig point on top of Snowdon. He suffered from vertigo! Tour of Wales 2004.

Having read the article on the rear axle overhaul, Steve Waldenberg, our printer chappee, says he has a pinion bearing pre-load gauge, which he happy to loan out. He lives near Leeds in West Yorkshire, for those who might be interested (contact details at the bottom of the inside front cover of the magazine).

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## Back Cover

A photograph from 'Revista Ford' (issue August 1933) showing the Ford stand at the 6<sup>a</sup> Exposición del Automóvil de Barcelona. But who were the coach-builders of the Model 'Y' short rads? Photograph sent in by Luis Cascante.



Another Model 'Y' is lost to stock car racing. Ex - BVU 112 (165/26498) on display at Autosport International in the NEC Birmingham, in January.

Godfrey Elliott sums up the feelings expressed by many of you when he comments:- "I was reading your Editorial regarding the retention of a vehicle's original registration mark. Having read your remarks in the last Transverse Torque and those in this month's copy, I have to say that I fully agree with your views regarding this issue. For me, the original registration mark of a vehicle is as an important part of the vehicles history and originality as any other part of the car and arguably more important than many parts. Those members who are lucky enough to have cars with original registration marks should cherish this one piece of originality that I would imagine is almost impossible to ever regain once lost through transfer. I can understand Mr. Chapman feeling sentimental about the registration mark, as it is often by this means that we fondly (or otherwise) remember our trusty old steeds. So why, having owned the car for 25 years and one would imagine actively toiled to maintain the car's originality throughout that period, take that added pleasure of originality away from the subsequent owner? Even if the mark is reunited with its original mount, the change will always be on the vehicle's record and therefore its originality marred. Perhaps a less harmful solution would have been for Mr Chapman to have removed the original number plates from the car, kept those on his garage wall as a suitable reminder and had new plates fitted to the car before he sold it."

I was sorry to read in Ivor Bryant's report on the Bristol Classic Car Show, in this issue, that not one Y&C Register member supported the event with his car. Although, as Editor, it is not in my remit to plead with you, I do urge you to support your regional events. Please see the Events listing for those at which we would like to see members' support. Note a new event on the calendar, near Hertford, on 1 July, being organised by member, John Morrish. Put it in your diary and try to be there with your car if you are within spitting distance.

Luis Cascante has recently told me that he went under the knife "on 29<sup>th</sup> November to have an operation in my spine column; three of my beloved vertebrae were fixed by means of six screws and two small plates - a lot of titanium. Unfortunately two weeks later, once at home, an internal infection appeared in the affected area. Since then my movements have been restricted, having only very few moments to sit on a chair. Now I am recovering well, the infection has been reduced, perhaps a 75%, and I am beginning my usual work at home with the PC. I hope to find some information on Ys and Cs in the coming days." We all wish you a speedy, full recovery Luis.

Friend of the Register, Dave Collins from Birmingham, has appointed himself our Internet Stock Car Site Watcher. He has found one of our listed cars, BVU 112, which we showed as being for sale in 1998, now converted to a stock car and owned by a Peter Fenton. It is pictured at the Autosport International show at the NEC Birmingham earlier this year.

I would very much like members to come forward with the history of their cars. I try to include one history per issue of the magazine under Members' Cars and they always bring out some interesting facts. If you have a reasonable portion of the history of your car, please let me know.

Apart from requesting your presence at the A.G. M. on 22 April and at the Model 'Y' gathering at Stanford Hall on 24 June; to finish, I feel I should emulate our Chairman and Secretary who each has ended his magazine submission with a funny. I shall sign off with an amusing limerick I heard the other day:-

There was a young lady from Coleshill,  
Who sat herself down on a mole's hill.

An inquisitive mole  
stuck his nose out the hole.

The lady's all right, but the mole's ill.

**Sam Roberts.**

## Chairman's short chatter, or a postcard from Panama.

As I am writing this, my bags are packed and I am about to set off on a cruise through the Panama Canal. I am so looking forward to it. The sad thing is that, by the time you read this, I will be back home.

There is not much to say this time. The main focus is on the 75<sup>th</sup> Anniversary of the Model 'Y' on the 24<sup>th</sup> June at Stanford Hall. I hope you all have the date in your diaries. I am sure Sam and Bob will have written reams on the subject. I would like to add; please let us know what format you would like the event to take. A form was sent out in February; please fill it in a return it to Bob.

It is a sobering thought that when your Committee meets this coming Sunday, 18<sup>th</sup> February, I will be sunning myself in 30° C plus.

**See you all in June.**

I have often wondered, when bakers share their trade secrets, is it on a kneed to dough basis?

# Secretary's Ramblings.

Thank goodness the winter has gone – I find it very frustrating, as, attempting to do any simple job in the garage involves looking outside, taking the temperature, and then getting nearer the fire in the house! I must be getting old – I do remember doing many mad things like changing a gearbox whilst lying on a freezing concrete drive .... but that was 40 years ago! Spring will be here as you read this issue and with it our serious driving season and the time to get busy on the old Ford.

It is a frightening thought that many of our cars awaiting completion of restoration have been **OFF** the road longer than they were **ON THE ROAD** originally! Cars that have been quietly awaiting attention from the 1970s and earlier, fall into this category. Is yours one of these? If so, make this the year when your old car emerges. I know the hall and bathroom needs decorating, etc., but I guess more people will benefit from putting the old Ford first this year. How many people are going to say, "Well done" on seeing your hallway compared to the numbers seeing your old Ford out and about? I guess many old Fords have been put to the back of the queue for many years .... **This year is special.** The Model 'Y' is 75 years old – let's get your car out with the others to celebrate!

**Safety:** Driving safely is paramount – that was the reasoning for issuing the FBHVC booklet to all members recently – but vehicle safety equipment – e.g., adding flashing turn signal to replace trafficators, etc. - has figured recently in this column and correspondence. Alistair Currie from Exeter wrote ..... *"Had a New Years run today. All went well until I nearly lost my passenger. The door flew open breaking the leather strap bracket and bending the hinge. Luckily no damage to bodywork or passenger."* As the car body flexes, then the already worn catches have been known to let go with frightening consequences. Simply fitting a door safety catch is just another item to consider since we lack the additional presence of seat belts. Elsewhere in this issue, Roger Hanslip looks at headlight upgrade for safety reasons. Purists may scoff, but I

enjoy life and intend to do so for many years! What are your thoughts on these issues?

**Paint feedback.** I had a couple of useful feedbacks on my paint comments. Now that cellulose is restricted, our options for home use seem to be either water based paints or synthetic paints (sprayed or brushed) as previously. I am looking into the technicalities of water-based paints and need info on whether heat is required to dry/cure these materials. More on this anon when I get more feedback. There must be experts out there in our ranks able to add information.

**Mailshot:** A big thank you goes to Sam Roberts for publishing the latest issue of the **LIST OF SURVIVING VEHICLES** along with the Index of Articles and Club Library and publications. A number of members have already commented on the detailed information listed. I do not know of another club that produces such an exhaustive list – we can all feel proud of this achievement. A couple of members have updated their entries – have you checked yours? Please let me know of any amendments, etc.

**Emails:** I welcome members' emails with various snippets of information, chat and serious views, etc., as do all your Committee. This modern wonder saves us much in postage and is useful for sending pictures too, so please continue to send. However **PLEASE** use appropriate wording e.g. "Y & C" or something recognisable in the **SUBJECT** box as an identifier – if not your email may be junked unopened as it may be feared to be a virus carrier from an unknown source.

## A.G.M. & Spares Day:

There is information elsewhere in this issue on this important day in our Club calendar. Apart from getting much necessary business concluded, I always enjoy A.G.M. day as it displays so much about our Club ethos – friendship and mutual support based on our hobby. I look forward to seeing faces old and new on April 22nd. Bob Wilkinson, Secretary

## Bob's Joke Corner.

Old Widow.

There was a kindly man who worked for the Post Office whose job it was to process all the mail that had illegible addresses. One day, a letter came addressed in a shaky handwriting to "God" with no address. He thought he should open it to see what it was about. The letter read: "I am an 83 year old widow, living on a very small pension. Yesterday someone stole my purse. It had \$100 in it, which was all the money I had until my next pension cheque. Next Sunday is Christmas and I had invited two of my friends over for dinner. Without that money, I have nothing to buy food with. I have no family to turn to, and you are my only hope. Can you please help me?"

Sincerely,  
Edna"

Our kindly postal worker was touched. He showed the letter to all the other workers. Each one dug into his or her wallet and came up with a few dollars. By the time he made the rounds, he had collected \$96, which they put into an envelope and sent to the woman. The rest of the day, all the workers felt a warm glow thinking of Edna and the dinner she would be able to share with her friends. Christmas came and went.

A few days later, another letter came from the same old lady to God. All the workers gathered around while the letter was opened. It read,

"How can I ever thank you enough for what you did for me? Because of your gift of love, I was able to fix a glorious dinner for my friends. We had a very nice day and I told my friends of your wonderful gift. By the way, there was \$4 missing. I think, probably, it must have been those bastards at the Post Office!"

Sincerely,  
Edna"

This one came from George Pierce over in U.S.A. Great! Please send me your favourite joke.  
Bob Wilkinson

# Annual General Meeting

**Sunday, 22 April 2007 – Willoughby Village Hall (see map)**

Club spares will be on sale from noon - 1.45pm. (discounts on pre-ordered items) -see Jim Sharpe's notes elsewhere in this issue and the new tyres offer on this page.

The A.G.M. starts at 2pm. prompt. Members and family or friends are welcome. This is a social event with Club business built in; both these aspects being important to members. The meeting is run on friendly lines with all being encouraged to participate – your views and thoughts on how the Club should run are valued. Basic refreshments are provided but there is a pub for lunches next door. Raffle: If you have any items to donate please bring these along.

Also, April 22<sup>nd</sup> is National Drive It Day. Please bring your old Ford to the meeting as there is a very pleasant display area on the lawn of the village hall.

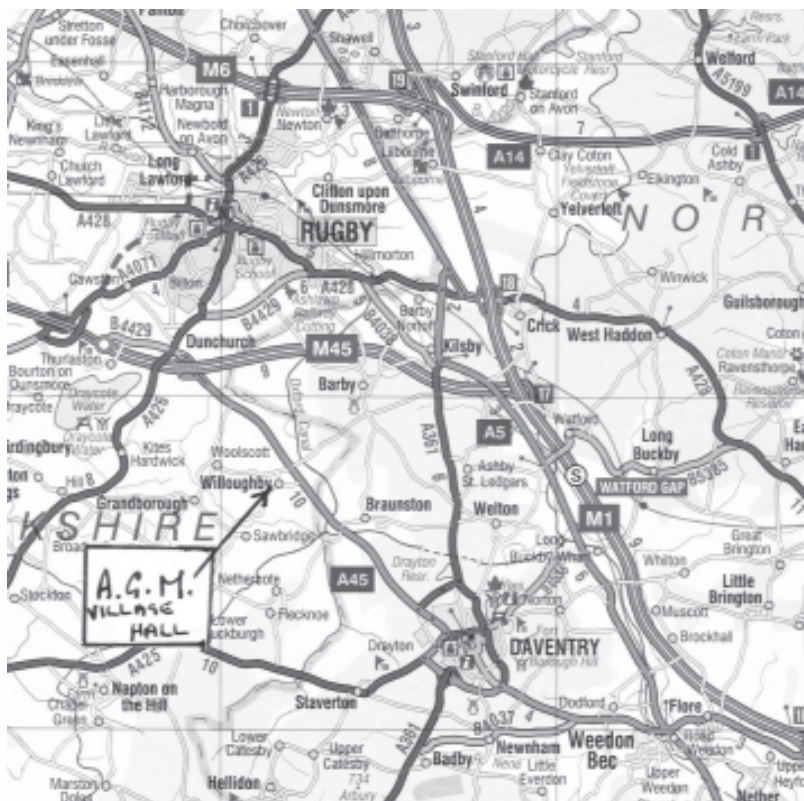
We look forward to seeing you there. Members old and new are welcome. Contact Bob Wilkinson for additional details.

## **New tyres offer**

Graham Miles has offered to bring pre-ordered tyres to the A.G.M., thus saving you the normal delivery charges.

Prices including VAT are:- Per tyre £61.50, per inner tube £10.50, per rim tape £3.50

Please send your orders at least two weeks before the A.G.M. to Tony Etheridge, 118 Oaklands Avenue, Oxhey Hall, Watford, Hertfordshire, WD19 4LW, or tel: 01923 231699. If ordering tubes, state whether valves are central or off-set. Let Tony know that you would like them delivered at the A.G.M. via Graham.



## **Wanted - Editor.**

No this is not putting a price on Sam's head, but another request for a member to step forward and take on the position as Editor of 'Transverse Torque', our Club magazine.

We are not losing Sam's expertise and experience as he has indicated that he wishes to concentrate on preparing a second edition of his Model 'Y' book, researching a follow-up book on the Model 'C'/'CX' and Eifel and developing the archive side of his club work. He will continue to contribute to all club activities and contribute to the magazine. We are grateful for this, as he is without doubt the leading expert in the history and development of our cars. This also means that whoever becomes Editor will have all this experience to call upon.

Currently there is excellent regular contribution of articles and information from members to more than fill each issue of the magazine. No special computer programmes are needed (Sam prepares it all in Word) and we have an excellent professional printing company to typeset the pages and produce the finished product.

This is an exciting opportunity to extend your hobby to learning more about our cars, as well as the members of the Club. I will call for volunteers at the A.G.M. to understudy Sam as Assistant Editor until the chosen he or she has the hang of it, such that Sam can slide into the background.

Sam has given several years to this post and we all owe it to him to find a replacement. If you feel that you wish to find out more about this post, please give me a call. I will be delighted to hear from you.

Bob Wilkinson. 01832 734463

# 75<sup>th</sup> anniversary of the Model 'Y'

– Part 3  
March-April 1932

## The Prototype

In Part 2 (January/February 1932) we covered the rapid preparation of the Prototype (concept) car and the appearance of eight examples at the Ford Motor Exhibition, held at The Royal Albert Hall during the week commencing Friday, 19<sup>th</sup> February 1932. Some 50,000 people visited the exhibition and the motoring

press was full of praise for the revolutionary little 8 hp Ford, which was to sell at the remarkably low price of £120.

All the British and Irish Ford dealers had been invited to the exhibition and were delighted to see the little Ford, which was seen as the answer to Ford's continuing slide in the automobile market in Great Britain and Europe; an answer at last to the dominance of the Austin 7, the Morris Minor, Singer Junior and the Standard 9. Also on display was the new 'Improved Model A' as it was officially called – what we now refer to as the Model B. However, as the developed world was still in the grips of the Great Depression and money was still scarce, it was the little Ford that raised their hopes.

Following the success of the exhibition, the dealers wanted to show off the new cars to the public outside London and persuaded Sir Percival Perry to arrange a

travelling circus, repeating The Royal Albert Hall new models display in provincial cities between March and May 1932. Displays were held in Belfast, Bristol, Cardiff, Dublin, Edinburgh, Glasgow, Leeds, Leicester, Manchester, Newcastle and Plymouth. It is conservatively estimated that some 100,000 potential purchasers of the Ford products examined the new Ford 8 h.p. car, the improved Model A and AF cars, the new Ford utility vehicles for useful loads of 10, 20, 30 and 40 hundred-weights (cwts.), the new Fordson tractors, both industrial and agricultural, and the new Ford industrial power unit.

As mentioned in the last issue, a total of 14 Prototype, concept cars were built and sent to Europe. Eight were displayed in Great Britain, the remainder being sent to other European capitals, where the Ford dealers were just as delighted as their British counterparts.



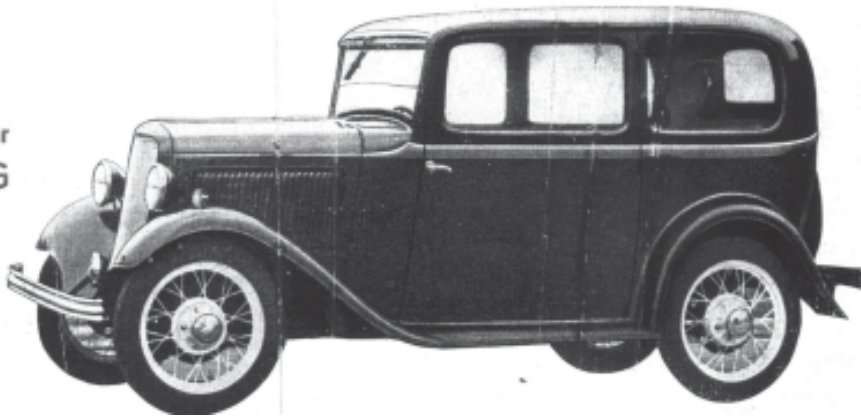
Here we see the display in the Granby Halls, Leicester (Granby Halls were demolished in 2001), probably sponsored by Central Motors Ltd., the main Ford dealer in Leicester. In the photograph, two prototype 8 h.p. Fords line up with an 'improved Model A', i.e. a Model B.

1932

# Der neue 1 Liter (932 ccm)

# » FORD «

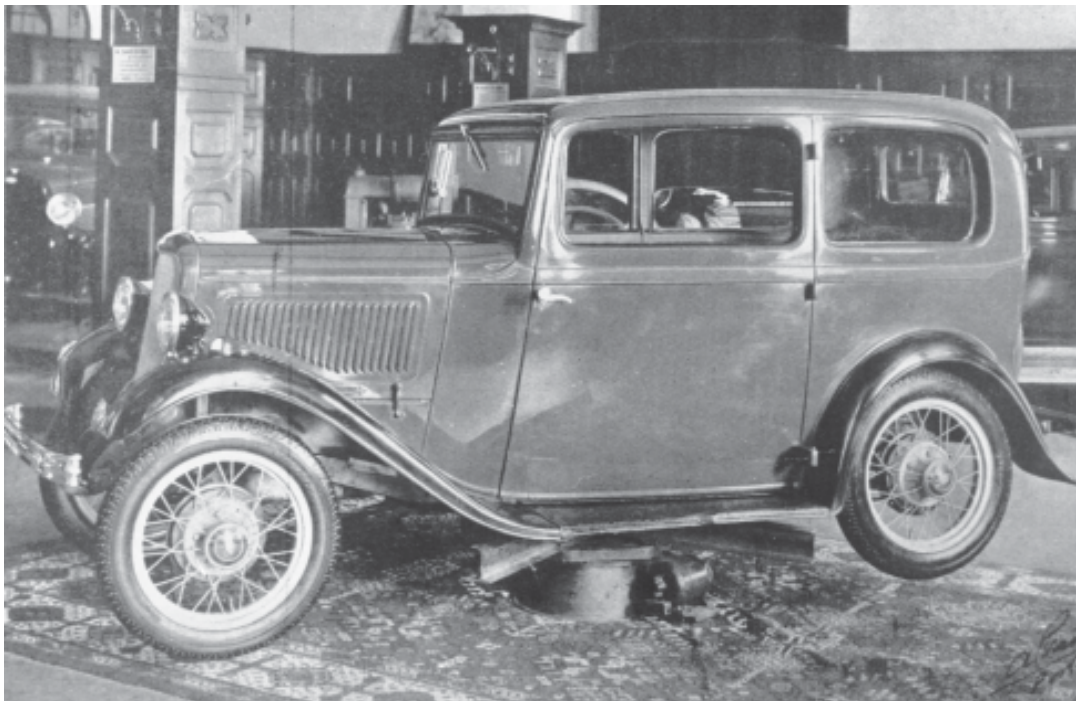
Ford Motor  
Company AG  
Köln



Caption:- "The cover of the 1932 brochure announcing the new '1 Liter' Ford in Germany.

## Pre-production model

Meanwhile, back in Dearborn, amazingly rapid progress was being made on the design and development of the production model. The team was in place under the management of Eugene Farkas. A target date for the start of production at the new plant in Dagenham was set for 1 June 1932; a very tall order as that was only 8 months from the start of the project on 1 October 1931.



A Prototype on display at the 8<sup>th</sup> Portuguese Motor Exhibition in the Crystal Palace, Oporto, in April 1932.

Already, work over Christmas and the New Year had prompted Rowland Smith, before he returned to England for the opening of the new Dagenham factory, to leave the following memo for Charles Sorensen to attend to:-

### Re : MODEL 19 CHANGES

The following important changes are in progress and should be followed up:

1. New Camshaft; Existing design is very noisy, so a new camshaft has been drawn embodying the necessary changes together with a cam for the gas pump. A suitable rear gas tank is being designed and a boss is being added to the cylinder block for the pump seating.
2. The oil pump is too heavy and absorbs too much power. One with half the gear face is being drawn.
3. Due to leakage from the oil channel on the block under the valve cover, two additional studs are being incorporated in the block to facilitate tightening.
4. A new cylinder head is being designed to prevent "steam locks", giving a more efficient "rise" to facilitate thermo-syphon action to the radiator top tank.
5. The transmission design is not yet completed. The gear striking rods should enter the clutch housing and be sealed from dust and dirt, and the clutch housing has to be suitably lengthened to make up for the distance piece that we have been using as a temporary make-shift.
6. The pantagraph design of clutch actuating mechanism has cured clutch chatter and should be incorporated.
7. A lighter and more suitable fan belt is needed.
8. The crankshaft with 1-1/2" pins has proved to be more satisfactory than that with 1-3/8" pins and should be adopted.



- 9. New inlet manifold to down draught carburettor.
- 10. Down draught carburettor.
- 11. New engine suspension, front and rear with consequent alteration to front cover and generator support.

Two cars are being prepared which will embody all these changes and one of them should be shipped to England for my attention as soon as it is ready and tested. In the above statement I have not mentioned changes which have already materialized (sic) and are, more or less, decided upon, such as: a deeper frame (chassis), altered steering bracket, front cover, generator bracket, new engine mounting, radiator top tank, shorter rear axle drive shaft, bolted rear radius rods, 8° castor on steering instead of 5°, but the car you are sending to England should embody all these changes.

Sorensen had scrawled on the top of this letter:-

"Keep this in front of me every seven days." - obviously a note to his secretary, Russell Gnuu. On his return to England, and after some trans-Atlantic chasing, Smith finally received Sorensen's response to these hefty demands on 23rd February 1932:-

"Refer your communication February second new camshaft designed and much quieter but not altogether satisfactory will redesign can expect better results. Oil pump gear face to be three quarters inch instead of one inch. Item three taken care of Item four compression ratio depth of combustion chamber to be eleven sixteenths inch Item five OK Item six no change Item seven will adopt half inch or nine sixteenths inch face on belt Item eight one and one half inch crankshaft adopted Items nine and ten manifold downdraft carburettor being tested Item eleven OK. Regarding two cars being prepared per your instructions first Tudor body promised March fourth. Set of longer skirted pistons shipped to your attention February nineteenth S.S. Majestic. Experiencing difficulty left hand control gas pump and exhaust manifold interfering with the steering column housing and clutch pedal. Recab twenty second camshaft and other nineteen parts shipped Berengaria sixteenth due Southampton today see our letter February sixteenth. Impossible send engine until

Page 6.

**Extract from Registration Particulars.**

Index Mark and No. **E.V. 5689**

**PRIVATE CAR**

(a) Taxation Class.....

(b) Type of Body..... *Saloon*

(c) Colour..... *Green*

(d) Propulsion..... *98*

(e) MANUFACTURER'S:-  
 Name..... *FORD*  
 Description of Vehicle } *Tudor*  
 Chassis Type } *19-00001*  
 Letter & No. }  
 Type or Model.....  
 Engine No..... *19-00001*  
 Frame No. (Cycle).....

(f) Year of Engine.....  
(If manufactured prior to 1st January, 1913.)


(g) Rated H.P. *8 Actual 7.96*  
1 x 2 23"

(h) Seating Capacity.....

(i) Unladen Weight.....  
 .....tons .....cwt.....lbs

(j) Date of original registration under the Roads Act, 1920..... *April 15 1932*

DATA, STAMP AND INITIALS OF ISSUING OFFICER.



Page 7.

Note: Annual Rate of Duty **£8**

**RECORD OF LICENCES ISSUED**

Amount Paid and Date of Expiry of Licence.	Date Stamp and Initials of Issuing Officer.	Amount Paid and Date of Expiry of Licence.	Date Stamp and Initials of Issuing Officer.
<i>£5/4/-</i> <i>1500/40</i>	<i>30/6/32</i> <i>ESSEX C.C. 15 APR 32</i>	<i>£5/4/-</i> <i>1500/40</i>	<i>30/9/32</i> <i>ESSEX C.C. 15 APR 32</i>
<i>£5/4/-</i> <i>1500/40</i>	<i>30/6/32</i> <i>ESSEX C.C. 29 JUL 32</i>	<i>£5/4/-</i> <i>1500/40</i>	<i>30/9/32</i> <i>ESSEX C.C. 29 JUL 32</i>
<i>£5/4/-</i> <i>1500/40</i>	<i>30/6/32</i> <i>ESSEX C.C. 13/4 32</i>	<i>£5/4/-</i> <i>1500/40</i>	<i>30/9/32</i> <i>ESSEX C.C. 13/4 32</i>
<i>£5/4/-</i> <i>1500/40</i>	<i>30/6/32</i> <i>ESSEX C.C. 28 JUN 32</i>	<i>£5/4/-</i> <i>1500/40</i>	<i>30/9/32</i> <i>ESSEX C.C. 28 JUN 32</i>
<i>£5/4/-</i> <i>1500/40</i>	<i>30/6/32</i> <i>ESSEX C.C. 4 OCT 32</i>	<i>£5/4/-</i> <i>1500/40</i>	<i>30/9/32</i> <i>ESSEX C.C. 4 OCT 32</i>
<i>£5/4/-</i> <i>1500/40</i>	<i>30/6/32</i> <i>ESSEX C.C. 10 JAN 1932</i>	<i>£5/4/-</i> <i>1500/40</i>	<i>30/9/32</i> <i>ESSEX C.C. 10 JAN 1932</i>
<i>£5/4/-</i> <i>1500/40</i>	<i>30/6/32</i> <i>ESSEX C.C. 26 MAR 32</i>	<i>£5/4/-</i> <i>1500/40</i>	<i>30/9/32</i> <i>ESSEX C.C. 26 MAR 32</i>

An extract from the Registration Book (log book), dated 15 April 1932, pertaining to the imported pre-production Model 'Y', which at this point was still known as the Model 19 - hence its engine/chassis numbers being shown as 19-00001."

further experiments on downdraft carburettor completed. First taxi being shipped via American Banker February twenty sixth." - Note: The taxi was on a Model 'B' chassis.

Three body styles were originally considered for the Model 19; a two-door (Tudor) saloon, a four-door (Fordor) saloon and a 'roadster'. The experimental 'Runabout (Roadster)' was built as a convertible sedan, presumably similar to the current Model 'A' version but, by the time that the above internal memo was written, Smith had already rejected the idea, being dissatisfied with the strength of the chassis. It is understandable that he believed that only a saloon body on

that simple ladder chassis would provide the rigidity to prevent unacceptable flexing. His decision to reject the convertible sedan was to spawn a plethora of bespoke coachbuilt Model 'Y' based tourers and sports cars once production started at Dagenham.

The Tudor Model 19 to be shipped to England, was completed by the 16th March 1932, when it was photographed, in its green livery, outside the Engineering Department building in Dearborn (see photograph on front cover). It, and a Model 'B' prototype taxi, were due to be shipped on the SS American Merchant on the 18th March, but were not able to made ready in time. They were shipped, as deck cargo "to ensure careful handling", on the

SS Mauretania, leaving New York at midnight on the 22nd March and arrived at Southampton on the 3rd April 1932. Both vehicles suffered from salt spray on the journey. A letter from Rowland Smith to Sorensen on the 12th April summarised a number of telephone calls he had made to various people in the Engineering Department following test runs with the Model 19 after its arrival at Dagenham. To Sheldrick and Farkas he had commented:-

"Green Tudor shipped on the "Mauretania" showed up unsatisfactory features in a run of 800 miles, viz:-

(a) Three out of the four shock absorbers went to pieces. The fabric drums seized and split. At Mr Sheldrick's request, we are sending two to you by this mail for examination.

(b) Rear engine support insulator, No 19-5101, failed through rubber shearing from bushes. I know that you are redesigning this feature, but rubber in shear is evidently useless.

(c) Clutch chatter was very prevalent from the commencement. This may have been due to the mounting having commenced to fail, but I notice that the pantograph actuating mechanism has been obsoleted. This cured the trouble formerly.

(d) The shock absorber link rubber bushings, No 19-18060, all showed signs of failure when I inspected them on receiving the car. We suggested that a stronger type should be used cored with canvas and graphite impregnated. The links on the taxi are going in just the same manner. Some are being sent to you for inspection.

(e) The steering shows a marked tendency to wander, and in a cross wind the car cannot be driven at a speed with safety. A slower ratio is necessary.

(f) So far, the engine, transmission and rear axle are very satisfactory, and will put the job in front rank over here.

(g) Except for a flat spot at the bottom end, and flooding on the over-run, the carburettor seems to be satisfactory. I asked for drawings and information about the carburettor which were promised."

As an indication of the speed of trans-Atlantic shipping at this time, it is interesting to note that the SS American Merchant, which had sailed from New York on the 18th March without the Model 19 and the Model 'B' taxi, departed from New York on its next trans-Atlantic crossing on the 5th April 1932, only 18 days later; this time returning the three English cars mentioned in Part 2 (issue 164) which were shipped out to Dearborn in the January.

After its initial trial run at Dagenham, the Tudor Model 19 was registered on the 15th April 1932 by the Essex County Council Licensing Department and allocated the registration number EV 5689.

**To be continued.**

## For sale

1935 2-door Model 'Y', black. Chassis number Y203521. Taxed and MOT to June 2007. Recent engine restoration, some work to complete. Dry stored, bodywork in generally very good condition. New tyres. Youngest known surviving Model 'Y'. £3,000.

Nigel Wickens. Tel: 01604 864410 (Northampton)

Email: nigel.wickens@virgin.net

May 1936 Tudor Model 'Y'. Y136522. Complete, but is suffering from rust damage on bodywork and superficial rust elsewhere. Engine last run 3 years ago. Although R.H.D., located in Germany (Mainz, nr. Frankfurt) and will need to be trailered from there. Pictures can be seen on [http://fotoalbum.web.de/gast/mcgajder/Ford\\_Model\\_Y](http://fotoalbum.web.de/gast/mcgajder/Ford_Model_Y) No documentation. Price not important – say £500 o.n.o. (750 euros).

Simon Gajda (Member Ford Oldtimer and Motorsport Club Cologne).

Email: McGajder@web.de

1 brand new never been used 10HP Carburettor (ex garage stock) Model 'C' to E93A, £35-00: 1 brand new never been opened can of Duckhams 20/50 oil, £3-50: 1 can of Shell Spirax EP90 gear oil about 4 Litres left in can, £2-50: Various 6v headlight, side, brake bulbs, 50p & 25p each: Model Y&C Magazines going back to 1990, free.

Andy Aldridge. Tel: 02380 283652 (Lyndhurst, Hampshire)

Email: andrew@aldridge13.freeserve.co.uk

1937 Model 'Y' two-door (Y188912). Black. In immaculate restored condition. 7000 miles only from new. MOT. Well maintained and kept in heated garage. Must sell due to ill health - unable to drive. £4,500 o.n.o. Les Vine. Tel: 0114 236 1780 (Sheffield, South Yorkshire).

Early dual water inlet 8 h.p. Model 'Y' engine, complete with gearbox attached (no gear lever). Manifolds present, but no starter motor, dynamo, carburettor or dynamo. Seized due to not being turned over for about 40 years. £35.00.

Also front and rear brakes and back-plates off post-war small Ford. Offers. Jonathan Keer. Tel: 01924 477760 (Birstall, West Yorkshire)

A pair of Model 'C' bonnet sides: £10 each. Also a pair of 'C' / 'CX' bonnet tops, "described as recoverable. Free to whoever needs them.

Graham Miles. Tel: 07889 844949 (Kings Langley, Hertfordshire)

### Was it you?

**Following Ron Kendall's advertisement of coloured photocopies of bumph associated with the 1933 Ford Motor Exhibition, he sold a set to a member along with a booklet. Some few months later, the envelope with the photocopies and booklet has arrived back on his doormat – obviously posted in error. If you are that member, please contact Ron on 01827 714584 and he will return them to you.**

## Wanted

Steering wheel for 1936 Model 'Y'. Also long rad 'Y' bonnet catches . Roger Hanslip. Tel: 01945 430325.

## Your correspondence.

### Comments on 20 years ago - Issue 44

In the last issue, under the '20 years ago' article, I recounted the history of Model 'CX' EMK 803, as told in 1986 by member Robert Donovan, who had just bought the car. Graham Miles adds to the story:-

*"My mother's best friend was a lady called Rosa Richardson and she (my mother) introduced her to a man called Bert Sweeting. They married. So I knew Bert, or perhaps more accurately he knew me from birth and I he, until he died. His brother was Victor! So now you see the connection. [The last issue tells how the car was owned by a Mrs Sweeting, whose husband Victor, carried out some restoration work in 1952]. Bert asked me to go down to Tunbridge Wells to look at the car as Mrs. Sweeting was keen for me to buy it. I explained that 'C' saloons were not for me, but she insisted. Eventually I persuaded her to advertise it, and I think she may have done so in 'Transverse Torque'.*

*The article records that she drove it all through the war, which she did, but not why, when petrol was only issued to essential users! Well she played an instrument in one of London's principal orchestras, which I don't recall. It was a Double Base, so that's why the car is a two door, the rarest of all 'C'/'CX' models. She removed the front passenger seat and got the instrument in with the space and large door! The car looked worse than it was, having been dry stored all those years it was quite sound.*

### Long rad door handles on short rads?

Graham also comments on Bob Brown's new purchase, Phillip Albers old short rad Model "Y", MJ 3118, chassis no. Y30274. He says that it was originally fitted with long rad door handles and wonders what the later chassis numbered short rads we record were fitted with? Perhaps the member owners will let us know. They are George Pierce, U.S.A. (Y30298), Fernando Fernandez, Spain (Y30855), Cyril Ioder (Y31410), Stephen Bond

(Y34915) and Jenny Bone, Australia (Y36169)

### Tip top

Bob Brown, from Towcester, sent in a set of five family photographs for the archive, which he found on his tip! Each has a C(?)XH (London, April 1936) registered Tudor "CX" as a centrepiece. The family was obviously well to-do as their house is large with extensive grounds (Essex pseudo-Tudor architecture?). They also possess two Dalmatians, an Alsatian and a cat! The car is not new as can be seen in the photograph. Despite its general smart appearance, it is missing one of its windscreen wipers and has a Model "C" or "Y" single groove, silver-painted front bumper. I would suggest that the photograph was taken in the '50s rather than the '30s. Thanks Bob. Your rubbish tip is certainly superior to mine!



The young couple pose with their 1936 Tudor Model "CX". Note only one windscreen wiper and the single groove, silver painted front bumper.



A pose with some of the animals. There were at least two Dalmatians.

### Poirot

Following the Members' Cars article on David Minnetts Model 'Y', DLP 449, and its filming activities, Steve Waldenberg emailed:-

*"Watched an episode of Poirot last night. DLP 449 was in use together with YD 8501 - presume you know of that one? Both cars showed an amazing turn of apparent speed when they moved off in pursuit! The black paint on DLP is very good. There was also the usual crop of pre-war Austin taxi cabs and a Humber 18 or Snipe, large handsome motorcar."*

YD 8501 is Jim Miles' black July 1937 Model 'Y'. He has kept very quiet about his film star status.

### There's hope yet!

You will recall the enthusiasm shown for their Model 'Y' by Dawson and Nicky Williams at the NEC show in Birmingham and our disappointment when they sold the 'Y' and bought an Austin 10 instead. They remain paid-up members of the Register until the end of the year, so are still receiving Transverse Torque. I tried to find out from them who they sold the Model 'Y' to. They replied:-

*"The 'Y' has gone to a private buyer in Ireland, who, I was under the impression, was picking the car up in person. But upon collection, it was picked up by a transport company. We had all the documents ready for the new owner to sign, but of course the driver was unable to give me any information on the new owner or to the intentions of the future of the car. We have been waiting for the new owner to contact*

*us for the documents to be forwarded on, but have had no contact as yet. We are both bitterly disappointed as we hoped to know what plans the new owner had for the 'Y'. If we do get any information on the whereabouts of the car, then we will of course let you know*

We both really miss the 'Y' and are saddened that we couldn't afford to keep both cars, but don't rule us out getting another one. This time we would get one that

is more up together as I am limited as to what I could do myself, having no mechanical experience or bodywork knowledge.

We would like to thank you for all the help you gave us while we had the 'Y'. After reading the magazines we cant help feeling that we are missing out on such a wonderful and dedicated club. And thank you for the kind words you wrote about us in the article about the NEC show; we were quite touched.

*On the subject of the magazine, you mentioned about the key fob with 2 stamps of the Model 'Y' inside. We have one of them that we bought at a car show in Shepton Mallett; it is identical to the one pictured in the magazine. I will send it on to you for your archives."*

### 1933 Paris salon

Our intrepid francophile, Paul Tritton, writes:-

*"I sent off for a copy of René Bellus' account of the 1933 Paris Salon, detailing the cars on offer for 1934. They were quite enthusiastic about the V8-40, but said that the lower end of the Ford range had not found success in their markets. They complain that the 'Y' road-holding was not irreproachable.*

*The Tracfort is pictured in two versions. The well-known coupé type, but also an open two-seater with cut-away doors, more in the British style. They say it disappeared a few weeks after the show, because the company failed to get a licence by André Boumhonnet, who had guaranteed it. They had hopes for 1934, but these never came to anything."*

This confirms that Sir Percival Perry was flogging a dead horse by trying to introduce the Model 'Y' as the new Model T for Europe. Without the support of the French market, he could not win.

The front-wheel-drive Tracfort version of the Model 'Y' was also doomed as its creator, Louis Carle, a director on the board of Ford S.A.F. (Ford France), used parts purchased at lower than trade price from the Ford Asnières factory to build 12 prototypes. This was an abuse of his privileged position on the board. It is suspected also that he cribbed the front-wheel-drive idea from the Citroën Trac

Avant, which was also first introduced in 1934.

Paul, it would be appreciated if you would let me have a photocopy of the René Bellus account of the Salon for the archive.

### A butterfly out of a dust cocoon.

Pippa Cooper, the eleven years old daughter of Fred Cooper in Thatcham, Berkshire, writes:-

*"I thought I'd send you a bit of news about our family's Ford 'Y', for the next Transverse Torque. I have never seen it out of the shed before. It's always been tucked away in the blanket of dust, because the back axle had broke when my mum was expecting me."*

This winter it became apparent that the shed needed urgent repair, so my dad fixed the back axle in order to remove the car, because he was going to repair the shed roof. Me and my sister spent one Thursday evening washing the car down to reveal its original brown paint."

*We are now waiting for a 6 volt battery to arrive and, following a few odd jobs, we are hoping to MOT it and use it this summer. JB 2893, of 1933, was purchased by my dad's mum in 1948, for £210.00, and was in every day use until 1968. I will be the third generation to ride in this car."*

Hopefully, we shall see Pippa, her dad and the car at Stanford Hall in June.

### Engine paint

Nigel Stennett-Cox emails:-

*"Members may be interested to know that 'Smoothrite' paint in their current "dark green" colour, seems to me like a close match for the very dark green paint in which Ford used to do their engines - and of course is readily available anywhere.*



The sketch of the front-wheel-drive Tracfort two-seater sports car, as it appeared on the cover of the Tracfort brochure at the 1934 Paris Salon.

Were all Model 'Y' and 'C' engines so painted? I remember the ones I used to see around in the fifties and sixties usually were, as were the engines of other Ford models of the day.

Likewise for the factory reconditioned exchange units, which were such big business for Ford; whatever happened to that scheme I wonder, and when?

*Anyway, I digress, having the engine out of my V8 at the moment to see to the clutch and starter ring gear, I've just painted it with the aforementioned Smoothrite and am pleased with the result."*

I think that the original engines were painted dark green, but am not sure about the Ford reconditioned ones. Were they painted grey? Perhaps members with original engines can confirm the former and Doug Hickson, or another knowledgeable reader, the latter. - Ed

### Ally Pally success

This year, the Y&C Register did not have a stand at the Alexandra Palace International Classic Car Show on 24/25 February. However, one of our cars won a prestigious award, as member Peter Baggott explains:-

*"We had a great time at the show. I was on the Ramsgate Old Motor and Motor Cycle club stand with my green March 1936 'CX' tourer (C39086). Come the prize-giving at 4.30 on the Sunday, I was speechless when they announced that my car had won the runner-up prize for the best pre-war car of the show. I could not believe it. Then, to top that our Club stand*

won the second prize of £250 and a trophy. What a weekend."

Well done Peter, it's about time you won a prize for your beautiful tourer.

*Peter Baggott's March 1936 'CX' tourer at the Alexandra Palace show, where it was awarded runner-up in the pre-war cars category on the Ramsgate Old Motor and Motor Cycle Club stand. Well done Peter.*

### **That accident.**

Chris Jarvis took up the implied challenge in issue 163 to try to locate the scene of the accident, thought to be somewhere on the South Downs. He's done jolly well as he puts forward his theory:-

*"After some considerable driving and looking at road cambers, bends and gradients of local roads, not to mention risk to life and limb actually walking along the roads, I believe I have a couple of shots of the place in the 30's where the accident occurred.*

The road is Saddlescombe Road, which links Devils Dyke Road to Poynings Village at the foot of the downs just north-west of Brighton. As the name would imply, the road takes one from the road to the Devils Dyke (travelling north) from Brighton and Hove, on a right hand branch where it becomes becoming Saddlescombe Rd. The road climbs after the branch to a brow and then down quite a steep incline to a fairly sharp bend at the bottom.

One can imagine an over-enthusiastic Ford "Y" motorist possibly braking too hard approaching the bend, skidding on some mud - a farm entrance can be seen on the right - maybe clipping the bank and flipping the "Y" over?

In the original picture, the fencing to the left is more easily seen, but a fence is there in today's picture, but bushes are also present now. Also in the original picture, the entrance to the farmland on the right is not gated as it is today.

*Saddlescombe Road is an extremely busy road, in spite of being fairly narrow. It continues further down from the site of the accident, via several more turns, past the village of Saddlescombe itself, before it finally reaches a roundabout at the junction of the slip road to the A23, the road to Henfield and the road to the left to Poynings. Motorists use Saddlescombe Road to dodge using the A23/A27 bypass junction at busy times."*



Above: The accident photograph from the 1930s  
Below: Is this the same spot today?



# The Alpine restoration

It is some time since we had a progress report from Terry Mortiboy on his major restoration project (issue 160 to be precise). You will recall that Terry bought a wreck of a Model 'Y' Alpine sports tourer that had no body shell behind the scuttle. Over the past two years, he has been gradually and very skilfully rebuilding the car at home and using facilities, when necessary, available on his vehicle restoration course at night school. He has been using David and Wendy Grace's Alpine as a pattern for the body shape. He has completed most of the bodywork now.

He reports:- "I started work on a pair of stainless steel bumpers. I bought two stainless steel blanks 2m x 75mm x 3mm and, as I had access to a heavy-duty swage roller, the first job was to put the swage down the centre of the blanks. Then, using the fly press, I put the dish in it.

The next job was to put the dip in the front bumper. This was done with a great deal of heat and patience! Once this was done, I rolled the ends by heating up and forming round a 1" bar. The bumpers are now complete – just waiting polishing.

Moving on to the next job, I made the rear bumper support brackets and the spare wheel bracket.

Next, I decided to fit the rear wings. So that I could get the gap right around the wheels, I first fitted the rear axle. This done, fitting the rear wings was straight forward.

After that, I decided to fit the bonnet. I first had to repair the three hinges, as some of the hinge sections were broken and I had to make two new ones. Fitting a bonnet after a restoration is never easy, but fitting an old bonnet to a new body is extremely difficult. After several weeks of putting it on, taking it off, welding a bit on one side, grinding a bit off the other, I finally got there.

Next, the front wings. The four wings came with the car and were new and had never been fitted to the car, so I thought it would be an uncomplicated job. Wrong!! The flange, which bolted to the body, overlapped the bonnet. By stretching the outer edge of the flange on the curve of the wing, it increased the curve and pulled the top edge down, but this left about 1" gap between the flange and the body. I then had to cut a section out of the wing from the rear to about halfway up, about 1" tapering to nothing, then weld up the joint. All that was left to make for the front wings were the wing supports which fit under the rear.

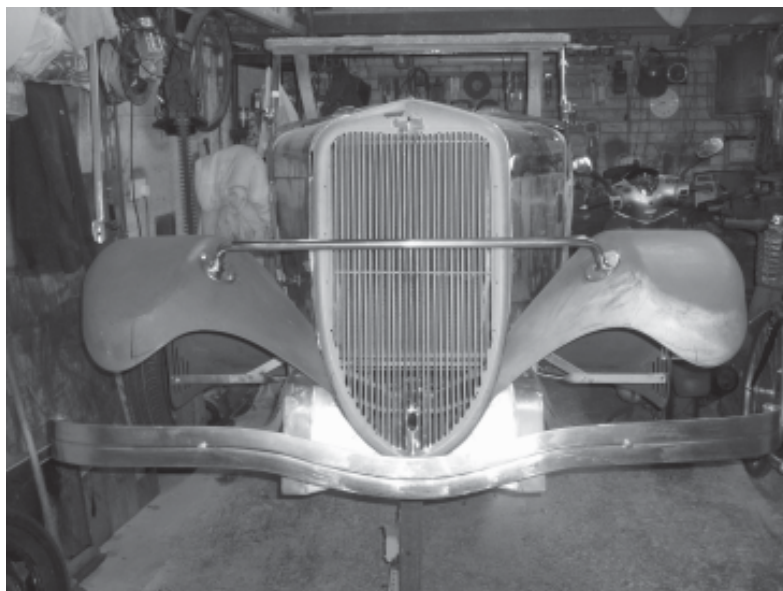
This done, my next job was to fit the windscreen. I had kept all the old bits of the car, so it was just a matter of marking out and drilling the new body. It just needs some minor adjustment now and it is ready for re-chroming.

The next job was the lamp bar for the front of the car. For this I have used 7/8" diameter stainless steel tube, with a 3 1/2" diameter mounting plate at each end. I made this as near as I could to the one on David and Wendy's car

That's all I have done up to now. [Phew, is that all! – Ed]



The rear wings symmetrically positioned around the wheels.



The front bumper, lamp bar, bonnet and windscreen fitted.



The rear bumper, bumper support brackets and the spare wheel carrier.

**75<sup>th</sup> Anniversary of  
Model 'Y' Meeting.  
Stanford Hall, near  
Lutterworth.  
SATURDAY 23<sup>rd</sup> &  
SUNDAY 24<sup>th</sup> June.**

**LATEST NEWS:** All members have had details and an application form for this event (see the yellow page in February mailshot). I have had many returns but there is still time to join. You can of course just turn up, but it would help to have prior notice. I have sent out hotel and B&B lists to a good number of members – just ask if you need list. At Stanford Hall our club has been allocated a caravan rally field for caravanners and campers (details from me - SAE please or email). Trailers can be parked on this field.

We are planning an optional short local run on **SATURDAY** afternoon to amuse the early arrivals at the caravan rally field and there will be a **SOCIAL GATHERING THERE ON SATURDAY EVENING 7.00pm – WITH A HOG-ROAST - FREE for all members and guests. Bring your own drinks and chairs please.** To find the caravan rally field, turn left immediately through the main gates to Stanford Hall.

**On SUNDAY, enter by the main gate and follow the main drive to the right of the hall** where we will have the **LARGEST GATHERING OF FORD MODEL 'Y'S EVER!** We have been allocated a premium area with the river as a backdrop. Make sure you are there to see this and **HAVE YOUR CAR THERE TOO ON DISPLAY!** We are obliged to pay an entry fee for Stanford Hall but this magnificent setting is well worth the admission fee

There is ample space for cars arriving by trailer – just get your car there! Model 'C's are welcome of course, as sister cars to the 'Y's. Apart from the display, members are invited to take part in some simple driving tests – nothing arduous – during the day. " **THIS IS THE BIGGEST GATHERING WE HAVE ORGANISED IN THE HISTORY OF OUR CLUB. PLEASE MAKE EVERY EFFORT TO GET YOUR CAR THERE.**

Bob Wilkinson. Tel: 01832 734463 or email: bob@bwilkinson49.fsnet.co.uk

## 20 years ago – Issue 46 (March/April 1987)

I have just read John Guy's editorial in issue 46 to discover that it was 20 years ago that Graham Miles stood down as the founder Chairman of the Y&C Register and I was elected in to the post. Doesn't time fly when you are enjoying yourself!

Quite rightly, the editorial stood as a tribute to the Club's ex-chairman. As John said, "I am very happy that Graham is retaining control of the spares organisation, something which he is able to organise with great skill. It is now some eight years that Graham has been undertaking the central tasks, which have held the Club together and given the benefits of continuity, shared interests in the longer term and a much more assured future for the cars. Graham's hard work, warmth of personality and very genuine interest in the cars has gained the support of others in those tasks. On behalf of all those people who have realised this, I am pleased to place on record our appreciation of that achievement."

The first letter in this issue was from Ken Edwards, who is still a member living in Houghton-le-Spring, Tyne and Wear. Apart from apologising for not contributing to the magazine or attending Club events, he was having problems registering his short rad Fordor Model 'Y' with DVLA, having given it a complete strip and made it ready for the road. His plea was for a member with a similarly aged car to come forward to demonstrate to DVLA that vehicles similar to his were registered before 1946(?).

Thankfully, we now have the set procedure in the Club to retain an original registration number, if it can be shown that it did and does belong to a particular vehicle (speak to Bob Wilkinson if you are in this situation). Suffice it to say that Ken did retain his original registration number as can be seen in the List of Known Surviving Vehicles (Y11134). Now he can tell us what he has been up to over the past 20 years!



They are still the two oldest of our cars known to be on the road. Y982 then owned by Arthur Fletcher and the Abbey tourer, Y1316, then owned by Eve Chapman, at the All Ford Rally on the Abingdon cricket field in 1987.

David Gustard had recently returned from Sweden, where he had happened upon a LHD, dark green Model 'Y' and its owner, Leonard Skoglund, in a car museum at Lagan, 30 miles west of Vaxjo in central southern Sweden. I must ask Bob Wilkie to check if he still is the owner.

The dear, late Arthur Fletcher had just joined the Club with his very early short rad Y982, still with its original engine. He had owned it since new in 1932. I remember going to see him in his Sussex home shortly after this. He was very proud of his car. Regrettably, its recent last owner in Cheshire has not looked after it as well as he should and has even sold the original registration number, CG 2968. In fact, we are not sure who owns it at present (now registered 660 UXE – ugh!). Can any member help?

## ELECTRIC PETROL GAUGES

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

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

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

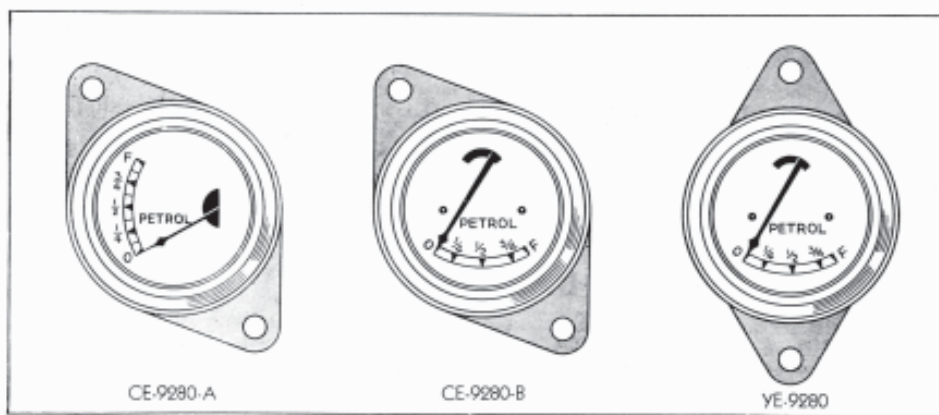
The other design unit YE-9275-B has a zinc die cast body that is screwed to the petrol tank

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

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

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

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



The minutes of the A.G.M. were included in this issue, with an explanation of how the previously multi-tasking Graham's three roles had been split. Chairman to me, Spares Treasurer to Christine Baldock and with Graham retaining the Spares Officer role.

Finally, as I am always astounded by how little I know about our vehicles (not helped by a rotten memory), I include here an extract from the "Popular" and "De Luxe" Model Bulletin (Vol. 4 No. 9), which was included in issue 46, illustrating the three different electric petrol gauges used in our cars with the different petrol tank units.

## Boring

From the last two issues of the magazine, you will have gathered that Jim Miles bought a beautiful red and black Eifel Roadster from the den Hartogh Ford Museum in Holland. What you don't know is that it needed one helluva lot of work doing to it to make it respectable and roadworthy! I am hoping that Jim will get round to telling us the saga of the refurbishment in a later issue of the magazine.

One disaster area was the engine, which Jim took along to Tim Brandon to sort out. Having stripped it down to the block, vertical cracks were seen in the bores, so Tim took the block along to his local engineering company. They decided to skim one bore to see how deep the cracks were, only to discover that the cylinder wall was so thin that the skimming process produced a gaping hole in the cylinder wall (see photograph). There was so much rust inside the block that most of the cylinder walls were wafer thin. Recent heating of the engine whilst running had caused the thin walls to crack. As can be seen in the photograph the effect of the rust was pretty extensive. The coolant hole at the top of the picture is quite distorted.

For information, when manufactured, the cylinders were bored out of the basic block. Only when the bores were badly scored, or the oversize required pistons greater than + 60 thou (the maximum oversized made) were liners inserted into the bores, bringing the size back to standard. Jim's engine had not been fitted with liners.

I am grateful to Tim Brandon for the photograph and the story.

**Sam Roberts**



The Model 'C' (Eifel) block out of Jim Miles' roadster after one of the bores had been lightly skimmed. The rust moth had left the walls paper thin. Photograph courtesy Tim Brandon.



# A Model 'Y' 'woody' comes out of the woodwork

by **Geoff Dee**

The first time I heard of this car/van was about twelve years ago after being told of an old car in a burnt out wing of Caldecote Hall, a stately home just outside Nuneaton, Warwickshire. The Fire Service was using the building for their Breathing Apparatus and their high rescue drills. After telling them what to look for, so as to confirm what it was, I was told, "It's one of yours!" I contacted the owner and it was arranged for me to see the vehicle with the estate manager. He didn't tell me there was no lighting in the area where it was stored, but what I could see was enough. It was covered in stored building materials, a strange and very different vehicle, and all I had to do was buy it. I talked to the then owner, but he was wanting silly money; more than you'd pay for a fully restored car, so in the end he said it had been stored since 1964 so it could stay there.



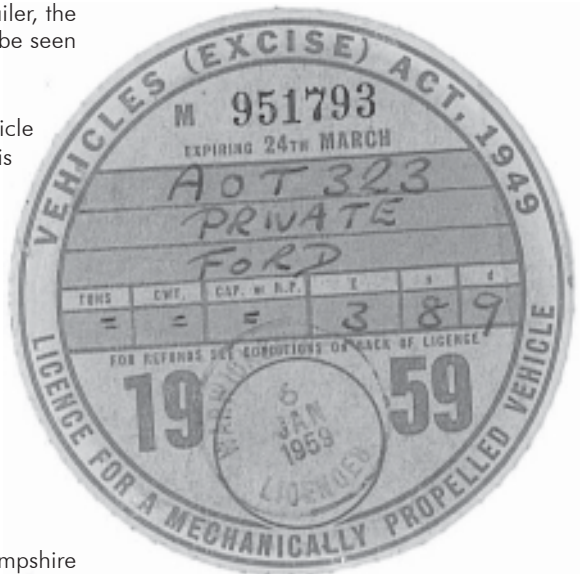
*This was the Model 'Y' 'woody' when Geoff first saw it in the dark in the early 1990s.*

Four years passed by and, at the Classic car show at the NEC, I was approached by a man telling me of a strange vehicle he had acquired after the owner had passed away. He started to tell me the story of a van/car and I finished the story for him. Unfortunately he didn't want to sell it either. It was lost again. Then, two years ago, I was told it had been seen on a trailer, the trailer having been sold and the car with it. I thought that was the end of it, never to be seen again.

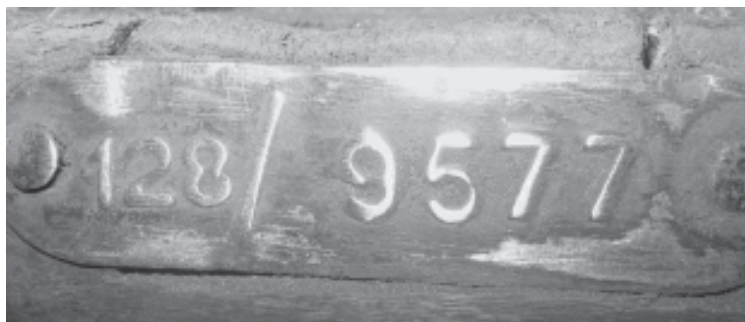
Last Autumn, whilst working at a different Fire Station, we got talking about an old vehicle that a fireman had bought and they then asked had I still got my old Ford? This conversation was overheard by another fireman, who said a friend of his father had an old Ford, it was a converted van. I then started asking questions. "Who is he? Where is he?" The reply came, "I think he's sold the car", but after making a phone call to his father and then making more phone calls to the owner, "Yes its still here and its hidden away. You can come and see it if you want." There it was again. It has taken three months of helping him restore tractors, loaders and bulldozers, to make him relent and agree to sell. Third time lucky.

Richard, my son had been working in the area of this man's house come workshop and was guessing that there was some very interesting vehicles hidden away. How right!

Its history is that it was built as a van in September 1935 (Y109216) and bought by a Hampshire dealer (AOT 323 is a Hampshire registration). It was bomb blasted during an air raid on Southampton during 1942 and the back end was blown off. Somebody in the Southampton area salvaged the car and used tongue and grooved boarding to restore the damaged metal body, converting it into a 'woody'. After conversion the vehicle was bought by a baker in Southampton and used as a bread-van and then as a general estate runabout after it arrived at Caldecote in 1944/5 era. In 1946 it reappeared having been given to the estate carpenter to do something with, as the son wanted to learn to drive. It was then used to drive between the estates in Southampton and Nuneaton. When the son tired of it, it was used by the estate gardeners for general maintenance. It was last taxed in 1959, and put into storage in 1964. It had been used as a chicken coupe for 2 years before being hidden away again. It's well battered and bent with, I hope, not too much rot. On a sad note, when I first saw the vehicle, there was a fantastic amount of paperwork back to its original bill of sale. All this has been lost - what a shame. This really emphasises the importance of our archives. If you know the history of your vehicle, tell Sam! The good news is that the original van Briggs body number is still in situ on the step up to the rear loading bay, just inside the nearside door (128/9577).



*The woody has been off the road for nearly 50 years. This was the last tax disk.*



The original van's Briggs body number, indicating the later model of van (128).



So starts the clean up. First clean out the chicken coop and old seat springs!-



Finally captured after 12 years of chasing!  
Looking a bit the worse for wear.

### No Short Tour in 2007.

In the last issue and in the February mailshot, we asked members to declare any interest in a short tour either side of the Stanford Hall 75<sup>th</sup> Anniversary meeting. Due to low numbers responding positively, there will not be a Y & C Register Tour this year. We normally only undertake such a tour every two years, so the next will be in 2008. Your Committee is looking at 2 options: (i) Denmark Tour, or (ii) Tour of Yorkshire & Derbyshire. More news anon.

## Events 2007

- |              |                                                                                 |                               |
|--------------|---------------------------------------------------------------------------------|-------------------------------|
| 8/9 April    | Chatham Historic Dockyard<br>(Tickets go quickly for this event)                | John Keenan<br>01424 424323   |
| 22 April     | <b>Annual General Meeting</b><br>Willoughby Village Hall                        | Bob Wilkinson<br>01832 734463 |
| 22 April     | National 'Drive it Day'.                                                        |                               |
| 29 April     | St. Rose's School, Stroud                                                       | 01453 763793                  |
| 3 June       | Leyhill Car Club. Wildfowl and<br>Wetlands Trust, Slimbridge, Glos.             | Pam Millard<br>01454 413050   |
| 17 June      | Kemble Air Day (Limited numbers)<br>Phone Ivor Bryant                           | 01454 411028                  |
| 17 June      | Festival of Transport, Swansea                                                  | 07814 958379                  |
| 23/24 June   | <b>75<sup>th</sup> 'Y' anniversary gathering</b><br>Stanford Hall, Warwickshire | Bob Wilkinson<br>01832 734463 |
| 1 July       | Institute of Motor Industry Classic<br>Car Show, Brickenden, Hertford.          | John Morrish<br>01279 435826  |
| 7/8 July     | Ardingly Show, South of England<br>Showground. Big country show.                | John Keenan<br>01424 424323   |
| 3/4/5 August | Stroud Vintage Show                                                             | 01453 823921                  |

- |            |                                                                                                                                    |                                 |
|------------|------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| 19 August  | Powerscourt Picnic Run, Co. Dublin<br>Irish Veteran & Vintage Car Club<br>John Fitzgerald e-mail:<br>john.fitzgerald@electrolux.be |                                 |
| 2 Sept.    | Berkeley Castle Antiques and<br>Collectors Fair, Gloucestershire                                                                   | Pam Millard<br>01454 413050     |
| 28 Oct     | Restoration Show, Stoneleigh,<br>Warwickshire                                                                                      | Geoff Dee<br>01926 334780       |
| 4 Nov      | Y&C committee meeting<br>Willoughby Village Hall                                                                                   | Bob Wilkinson<br>01832 734463   |
| 9 - 11 Nov | Classic Motor Show, NEC,<br>Birmingham                                                                                             | Geoff Salminen<br>0121 427 2189 |

### Events 2008

- |          |                                                   |                               |
|----------|---------------------------------------------------|-------------------------------|
| 24 Feb   | Y&C committee meeting<br>Willoughby               | Bob Wilkinson<br>01832 734463 |
| 20 April | Annual General Meeting<br>Willoughby Village Hall | Bob Wilkinson<br>01832 734463 |

# Members' Cars

## The restoration of David Perks Model 'Y' Part 1, the body.

This is the history of my four-door (Fordor) Model 'Y', BAB 687, chassis number Y176275. It was first registered in Worcestershire in March 1937 and was purchased new by my late father, Sam Perks, when he was eighteen. He later married my mother and they had three children; two girls and a boy. And that's where I come in. My name is David and, with my two sisters, I grew up with BAB 687. During our childhood, we would go on many holidays in the car, usually camping, with all the camping equipment being stowed in the trailer which was pulled by BAB 687.

I remember as a child, the old Ford would be taken off the road during the winter months. This was the time when all the big maintenance jobs were done. I can remember more than once having to clean the underside of the car and then paint it with bitumen black paint. I think I must have done a pretty good job judging by the condition of the body and chassis, as can be seen by the photographs taken when the car was stripped down by my father in 1996.

The car remained in this state for the following four years, my father waiting for me to start its restoration. Unfortunately, I was too busy during this time, and sadly, my father passed away in 1999. This sad event led to the sale of my father's house in the year 2000, which left me with no other alternative but to remove the old Ford from the premises. Therefore, I took it to the workshop, which I rented at that time, ready to start the car's restoration.

It was at this time that the true extent of the 30 years being left outside with no protection, and a soft-top roof that had totally disintegrated, could be fully appreciated. This led to a lot of damage both to the interior and to the floor of the car. There was a considerable amount of rot to the bottom sections of the A post on both sides of the car and to the rear wheel arches, as can be seen from the next two pictures.

It was at this point I decided that it would be best not to remove the body from the chassis. This was due to the extensive rot in these areas, as, once it is removed, the body has very little rigidity and you also have very few known fixed points to work from. At least, with the body on the chassis, you can use the doors and wings as reference points. I also found some extensive corrosion in the rear section of both chassis extensions. Although not holed, I decided to cut it out and weld in new sections, the correct thickness material being used, so that when the welds were ground off it looked original. In order to do this, a section of the



*BAB in 1996, after David's father had stripped the car down."*



*This shows the extent of the rot at the base of the off-side A post*

rear floor under the rear seat, above the corroded sections, had to be cut out. This was then welded back in place using new metal, the repaired areas being treated with David's Acid 8, which is an excellent etching primer. This was then coated with red oxide primer (at least two coats), later to be finished in black enamel. After that, it was given a final treatment of under-seal made by Wurth, which is an excellent under-body protector and, as an added bonus, it dries gloss black.

The next area to be tackled was the rear wheel arches. This is where I was referring to the need for reference points, notably the doors' and wings'. The restoration of the rear wheel arches meant that the rear wings also needed to be restored at the same time in order to check that the two repaired sections would fit correctly together. This proved to be a time consuming task, but once achieved the result was an excellent fit. The method used to construct the wheel arch was to leave as much of the original arch as possible so that the new sections could be made using them as a guide. The new sections were then tack welded into position. Then a final check, making sure that they were in the correct position, before completely welding all round the new section.

The rear wings were repaired in a similar way using the inner reinforcing band, which was still intact. Although a little thin from years of corrosion, this inner band was left in place, while

the outer section of the wing was made. This was made in four sections, because the inner reinforcing band is spot-welded to the outer section of the wing. Doing it this way enabled the outer corroded section of wing to be removed in four separate pieces. The first section was welded in before removing the next corroded section and so on, thus leaving the inner reinforcing band still in position. The wing fixing holes were then drilled into the outer section of the wing using the old inner reinforcing band as a guide. This was removed and a new one made, and welded into position. The wing fixing holes were drilled into the inner band using the holes in the outer skin as a guide.

The front wings were the next to be repaired, requiring new sections to be welded in where the wing meets the running board. The only other work needed was to weld the front lip, which had split along the edge where it bolts to the lower front panel. The lip was then reinforced with a strengthening strip welded inside the lip and wing. This completed most of the welding before the body shell was shot blasted.

A check was made on the body shell and the final jobs to be done were noted; these being the following:- stress cracks on the top and bottom of the windscreen pillars, the corrosion to the bottom of the A posts, and repairs to the front radiator cowl. The first to be tackled was the bottom of the A posts. This required making new sections and welding them in. Due to the many different shapes in this area, it took quite some time. Before they were finally welded into place, there was severe corrosion to the chassis, which was revealed when the bottom of the A posts were removed. This was attended to and the new panels welded in.

Next on the agenda were the stress cracks on the windscreen pillars. This required removing a considerable amount of lead loading before the cracks were welded up. I also decided to reinforce the pillars from the back. The reason for this is that I remember that these cracks were welded up several times during the old Ford eight's lifetime, probably due to the amount of weight the old Ford carried, i.e., mom and dad, three growing children and all the camping gear and luggage stowed in the trailer, being pulled behind the car.

The radiator cowl was next, which required making several new fins and carefully welding them into place. This completed, all of the welding was done, apart from the work needed on the four doors. Since I decided not to have the doors shot blasted, the rest of the car was



*The lower half of the body after acid-etching. Note the superficial rust forming on the upper half (at the bottom!).*



*The body, in red primer, with wings and running boards finally and correctly fitted.*

now ready to be done. The shot blasting was carried out by Redditch Shot Blasting Company, who did an excellent job. The wheels were also done at the same time and powder coated in gloss black.

The photograph is of the body shell being etch-primed again, using David's Acid 8. Before applying, the shell was first rubbed down using 120 grit on the D A sander. This procedure was carried out immediately after receiving the shell as it was raining at the time and it was very damp. It did not take very long before surface rust started to form on the shell. It was turned upside down first, rubbed down and then painted. It can be seen from the pictures that surface rust has already formed on the unprotected surface. This was removed when the shell was turned the correct way up, and it was then painted.

The next stage was to paint the shell in red primer, which was then dry flatted and a further coat applied. It must be remembered that a lot of work was

carried out prior to this, namely, all the body filling and sanding required, before any painting could be done. This requires a fair amount of patience as cutting corners at this stage will affect the finished job. The front wings then were fitted to the body, together with running boards and rear wings. This required a lot of fitting, removing, adjusting, refitting and trying again until the correct fit was achieved. The wings and running boards were then removed and the shell wings, rear panel and all other body panels were rubbed down and painted in grey two pack primer filler.

The doors were the next to be tackled, both the front and rear requiring new bottom sections. The new panels were made using the outer skin of the door as a pattern. The edge of the door skin was then ground through using the angle grinder fitted with a P 36 grit disc, just enough to allow the door skin to be separated from its turned over lip. The old lip was then removed from the bottom of the door shell lip. The corroded sections of the door skin were then cut away and the newly-made sections folded over the door shell lip and welded into position. The doors were then sanded around all the repaired sections, filled and flatted, until a satisfactory surface was achieved. They were DA sanded all over and painted in the same way as the body shell.

The car was now at the stage where all the body repairs were finished, all the body panels and the body shell were wet flatted and cleaned dried thoroughly. A further two coats of 2K high build primer was then applied. This was again wet flatted then prepared for black top coats.

## **Part 2, in the next issue, will cover the fitting out of the body and the transmission restoration.**

**David Perks.**



*This is the body shell after it was painted. As you can see, some of the fitting up as been done but there is still a long way to go.*

## **Book review**

### **“Henry Ford, Engineer” by Louise Neyhart**

This 200-odd page hardback book, published in 1950, tells the story of the life of Henry Ford in an innocent way. I'm sure it is an accurate account, but is written in a 'motherhood and apple pie' style, which would be suitable for schoolchildren studying the man who brought mass-production and cheap motoring to the world.

For an overview of Henry Ford, without any of the rough edges and problems areas, this is a pleasant and easy read, with a number of hand-sketches to liven up the text.

The book has been added to the Register library.

**Sam Roberts**

## **Technical advice**

### **Steering**

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

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

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

Here's to keeping on the straight and narrow!

**Geoff Dee**  
**Technical Adviser**

# International news



## Denmark.

Michael Deichmann reports, "My good friend, Børge, whom I have already told you about, has for many years been called on by several Danish movie and TV companies to find the right cars for particular films. If it was not Børge's own car, he had friends who had the right cars. It was always a good income, having a vintage Ford on wheels to get maybe 500£ for showing up somewhere, sometimes early in the morning, and working with the car and the team all day until the sun sets.

Our cars are particularly popular when movies or TV films from WWII are made and Børge's Ford Junior de Luxe Cabrio-Limousine was used in a TV film called "Jane Horney". This film was about an adventurous young lady, Jane Horney, who played for high stakes by fraternising with some German soldiers when, at the same time, being in love with a freedom fighter. The story has become one of the myths from WWII in Denmark. She suddenly disappeared and as I recall was never found.

The photograph is a still from the set somewhere in "Nørrebro" (a working class neighbourhood) in Copenhagen, where a couple of Gestapo officers, accompanied by a couple of German soldiers (SS?), have just jumped out of the car and are about to arrest somebody.



Børge Kaa's 1937 Ford Junior cabrio-limousine on the film set of 'Jane Horney' set in the suburbs of Copenhagen.

## Spain

Luis Cascante throws down the gauntlet:- "Whilst searching some illustrations for the article that I am preparing for Infoclassic on the Model Y / Modelo 8HP, I've found a photograph in 'Revista Ford' (issue August 1933) showing the Ford stand of the 6<sup>a</sup> Exposición del Automóvil de Barcelona. I am not able to recognise the tourers on show. The first from the right could be a 'Ranalah' but it has an external b o o t fitted and p r a m irons, not provided in the original Ranalah. The other three are unknown for me. W e r e t h e y German cabriolets?

Perhaps promotional bodies made to order of Ford Motor Ibérica to be exhibited in the 'Exposición'? Although we had very good coachbuilders in Barcelona - Baltasar Fiol, Capella, and others, all of them with enough skills to produce nice bodies - I don't think Ford Motor Ibérica did invest the big sums needed for such special bodies. What do you think about?"



The two early short rad Model 'Y's at the Kumeu swapmeet in January, destined, it would seem, for hot-rodding - shame.

The photograph is on the back cover of this issue. Luis, I am baffled. Like you I do not recognise any of the tourers on display, which is rather humbling for someone who is supposed to have researched these things very thoroughly! In particular, I do not recognise the designs of the tops of the doors. They are certainly not German and, like you, I don't think the bodies would have been built by Spanish coachbuilders. A search is necessary to try to find a copy of the catalogue for the 1933 'Exposición' so that we

can look up the coachbuilders against each of the stand numbers, which can be read from the photograph.

## New Zealand

In the North Island, Ford 8 & 10 Car Club Inc. January newsletter, there appeared a For Sale advertisement which read, "2 x 1932 Ys. 2 door. One is whole the other in pieces ...." My ears pricked up and I asked Thelma

Semadeni, the Editor, to find out more, as I was sure these cars were not listed in the register of surviving vehicles. Thelma, bless her, sent a photograph of the two cars and the following text:- "These are the two 'Y's advertised in the Auckland Area in the newsletter that you asked about. They are not in the best condition as you can see. They were sold at the Kumeu swapmeet last weekend and possibly will end up as hot rods."

What a shame; they look eminently restorable.

## Australia

As our UK Model 'C' and 'CX' owners seem to be shy of contributing articles and photographs, we will have to leave it to Australia to fill the gap. Here is their little 'bullshit corner', where they can justifiably show off their achievements.

Bill Ballard emails:- "If you've been following either the cricket or the tennis in Australia in recent times, you'll know how mixed the weather has been! One day roasting hot, the next damp and wet! Thankfully, it stayed reasonably dry last Sunday (21<sup>st</sup> January) for one of the bigger car events of the year in Victoria - the RACV Great Australian Rally, which attracted about 1,000 entrants. We

had a few light showers (enough to have me put up and take down the side screens on "Bluey" several times during the day), but it was quite windy (my face was very red at the end of the day through "wind burn"! ). At one stage on the run, a sudden gust nearly blew me from one side of the car to the other (I had my side screens down at the time)! Amazingly, "Bluey" was judged "Best Early Classic Vehicle - European" again for the second time at this event in three years! There were so many really nice cars there in my class that I never really thought I stood a chance, but obviously "Bluey" caught the judge's eye!!"

On the cover of January's edition of 'Wire Wheels', the newsletter of the Ford Y&C Model Register Australian Syndicate, is a photograph of Rick Bushell holding a large trophy. It was awarded to the runner-up in the 1930 - 1940 Class of the first ever All Ford Day to be organised by the 1949 - 1962 Ford V8 Car Club of New South Wales.

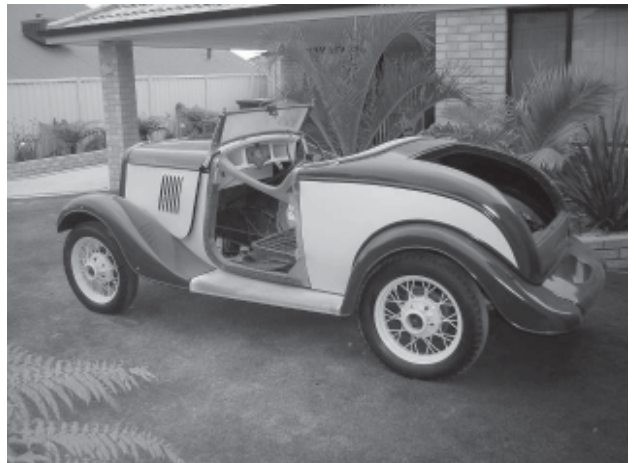
Congratulations to both Bill with his blue 'CX' roadster (C31277, Geelong body no. 20BR220) and to Rick in his red 'CX' coupe (C49934, Geelong body no. 20B C67). Both fine examples of the body designs peculiar to the Ford Motor Company of Australia.

Another Syndicate member, who is justifiably proud of his achievement, is Derek Wilson from the other side of the continent in Western Australia. Derek is making a fantastic job of his restoration of a Model 'Y' roadster (Y48703, Geelong body no. 19 R84).

Bill has also found time to pore through the back numbers of local newspapers from the 1930s in the Melbourne library and found this advert for the English Ford De Luxe in a 1936 issue of the Geelong Advertiser. It depicts a coupe apparently available from the dealer, Hawkes Bros. Motors Pty., in Geelong, the home of the Ford Motor Company of Australia.



*Rick Bushell proudly shows off his trophy and 'CX' Coupe as the runner-up in the 1930 - 1940 Class of the All Ford Day organised by the 1949 - 1962 Ford V8 Car Club of New South Wales.*



*The restoration of Derek Wilson's maroon and cream Model 'Y' roadster making good progress in Western Australia.*

**SNAPPY, COMFORTABLE  
FLEET, ECONOMICAL**

The **ENGLISH FORD DE LUXE** is the ideal car for man or woman requiring efficient motor transportation.

35-40 miles per gal.. 65-70 miles per hour.  
Safe, easy to park, easy to drive, roomy and luxuriously appointed it represents the ideal light car.

LET US DEMONSTRATE AT YOUR CONVENIENCE. NO OBLIGATION WHATSOEVER.

**Hawkes Bros. Motors**  
PTY. LTD.  
Market Square, GEELONG. 'Phone 3431

*A search through the local newspapers of the 1930s in your home town library often yields the odd nugget.*

**U.S.A. and Germany (the continuing Dutch Ford C saga)**

Michael MacSems, who edits 'The Universal Car', 'A newsletter for International Ford History Enthusiasts' emails:-

"I have just received the January 2007 issue of Transverse Torque. Following up on Nigel Stennett-Cox's comments on the mysterious four cylinder Model 40, looking through a couple of German Ford history books that I have, I can confirm that the 1933-36 German Ford Rheinland was a four cylinder version of the Model 40.

Presumably similar cars were built in other European Ford plants, though probably not sold as the Rheinland. If your interested, the books are:- "Das Grosse Buch der Ford Typen" by Lothar Boschen (1987) and "Ford in Deutschland seit 1925" by Joachim Kuch (2003). Both books are published by Motor Buch Verlag, the newer book is still in print."

# FBHVC NEWS.



properly identified. Very few claims relate to historic vehicles, and even fewer concern damage that is sufficiently serious to warrant write off, so it is hardly surprising that the guidelines can cause problems for those unlucky enough to have an historic car or bike written off.

Extracts from the Federation of British Historic Vehicle Clubs (FBHVC) Newsletter:

## **"CHERISHED TRANSFERS**

Following a review of all submissions to last year's consultation, DVLA has advised us that it is not able to support the suggestion that an individual keeper should be able to make an irrevocable election to make a registration mark non-transferable. This is disappointing.

**However, we understand that DVLA is instituting a mandatory inspection of all donor vehicles that are involved in cherished transfers and are 15 years or older.** This forms part of revised crime prevention procedures (much of which remains confidential for obvious reasons) and seeks to address problems caused by some fraudulent attempts to obtain 'nice numbers' using cloned or phantom donors".

I have added the bold type to the above since this decision accords with our Club philosophy. Transferring cherished numbers is of course legal but I have, in recent years, encountered numerous examples of fraudulent transfers which would have been uncovered by thorough inspection of the donor vehicle. For some years our Club has undertaken vehicle inspections to authenticate all applications to retain an original number and for age-related numbers. I feel that the DVLA should have been doing this for ALL APPLICATIONS for some years.

## **INSURANCE SALVAGE**

The insurance industry has guidelines for dealing with cars and motorcycles that have been written off in accidents. In conjunction with the Vehicle Identity Check (VIC) rules that apply to cars, the guidelines are designed both to prevent the identity of vehicles that have been seriously damaged finding their way on to stolen examples of the same model and to ensure that those that are rebuilt are

Once a written-off vehicle has been categorised as A or B (eg. - the most severe groups), the salvage can only be disposed off through an authorised vehicle breaker, and so cannot be made available to the insured. Most damage assessors who work for the specialist historic vehicle insurers will understand the need to avoid categorising damaged historic vehicles as A or B, but this expertise is unlikely to be there for those who insure in the general market. **Many historic vehicle policies explain how the salvage will be handled in the event of a write-off, with some specifying how much the insured would be expected to pay. Owners need to remember that it's too late to check that the arrangements are satisfactory after the event."**

It is worthwhile checking with your insurer now..... just in case. Let's hope we do not have to deal with this issue.

## **"DRIVE IT DAY**

**Remember - Drive It Day is Sunday, 22 April.** The page on our website [[www.fbhvc.co.uk](http://www.fbhvc.co.uk)] is beginning to fill with notes of activities that might be of interest for those needing an excuse to get the old vehicle out. Also on that site is a PDF file of a simple rear-window slogan to enable clubs to print them for the benefit of their members."

Of course all our members will be doing their bit for the movement on this day, which coincides with our Club AGM & Spares Day in the Willoughby Village Hall, when we encourage our members to bring along their 'Y' or 'C' Model. If your car is not yet on the road why not park it near your gateway so that it can be seen by passers by?

You can read more on these and other topics on the FBHVC website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

**Bob Wilkinson.**

## **Spares report**

**Jim Sharpe**

The next major event on the Parts calendar is the A.G.M. at Willoughby on Sunday, 22<sup>nd</sup> April. Details of what we are doing can be found elsewhere in this Issue, but suffice to say we will have the parts stalls there again, plus the facility of pre-ordering parts and tyres for collection at the AGM.

I had a fantastic response to my plea in Issue 164 for ideas on what parts you members want us to provide. Unfortunately they all came from the Parts Committee members and not from the general membership. We don't have a monopoly on good ideas, so I look forward to being overwhelmed with suggestions at the A.G.M.

There are a few changes to the Parts for Sale List in this Issue including:-

1. The new Model 'Y' stainless steel exhaust is now listed at £135, including clamps, postage and packing.

2. King pin and bush sets now include shims, so that's everything you need to do the job. We even put in written instructions on how to do it. Those of you that have bought kits of king pins and/or bushes know that you will not use all the thrust washers. Thrusts and shims are expensive to produce so please send any unused parts back to Graham Miles, his address is on the fitting instruction sheet. This way the Club only has to reproduce a minimum number of parts, keeping costs down and benefiting members.

3. We now have stocks of rear axle half-shaft inner seals, the ones that go inside the axle casing. These are priced at £12 a pair and will only be sold in pairs. We will also include suggestions for making a simple tool to fit them.

4. Our rear hub bearing and sleeve kit comes with a seal but, as you know, any seal can wear, particularly if damaged or poorly fitted during conversion. We can now supply replacements at £8 a pair.

Occasionally we are asked for driveshaft front bearings and seals, although currently out of stock we are trying to source supplies. More news soon.

I look forward to seeing you at the A.G.M. and hearing your views and suggestions for improving the parts service.



## NEWS OF NEW MEMBERS

Prepared by Godfrey Dingley-Jones  
23 February 2007.

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register Ltd., the following 6 new full Members including 1 Member who has rejoined.

Donald Beeby	Scunthorpe, Lincolnshire
Nigel S Bunker	Torpoint, Cornwall
Gary A Day	Cilfrew, West Glamorgan
Anthony Dodsworth	Thorngumbald, Hull
Thorsten Ehrenteit	Paderborn, Germany
Graham Kirkpatrick	Maryport, Cumbria

We are delighted to welcome these new members. Brief details of their vehicles are as follows:-

**Donald (Don) Beeby** We extend a warm welcome to Don from Messingham, Scunthorpe to the Club. Don has a Model 'Y' Fordor long rad in black, chassis number Y180476 and a Briggs body number 166/8826. The registration number is DYX 765 and was first registered in London on 20 July 1937. (Confidentially Don advises us that the car is 6 days older than him!) The car is on the road and Don is looking forward to some happy motoring. Thanks for joining, and good luck with the car.

**Nigel S. Bunker** from Torpoint, Cornwall has joined the Club. Nigel has a black Model 'Y' Tudor, first registered a long way away, in Ayrshire, Scotland, on 2 September 1934. It has a chassis number Y77955, Briggs body number 165/14799 and is registered CS 895. Nigel has owned the car since 1974 and is now in the process of restoring it to its former glory. We wish you well with the restoration and thank you for joining the Club. Please keep us apprised of progress in due course.

**Gary A. Day.** We would like to welcome Gary from Cilfrew, Neath to the Club. Gary has bought ACJ 86 from fellow Member, my brother, Mike Dingley-Jones. ACJ 86, a Model Y Tudor was first registered in Herefordshire on 7 May 1937, has a chassis number Y185622 and a Briggs body number 167/15878. Since new, ACJ 86 has only completed some 26,736 miles and, as yet, has never had a MOT Certificate, the car having been on long term display previously at a car museum and garage in Yorkshire before being transported to Wales. Thanks for joining Gary and we hope all goes well with the car.

**Anthony (Tony) Dodsworth** from Thorngumbald, Hull has re-joined the Club. Tony, having sold his previous Model 'Y', is now on the look-out for another Model 'Y' and we hope he will soon be successful in his quest. Please let us know how your search progresses.

Welcome back to the Club.

**Thorsten Ehrenteit** from Paderborn, Germany has joined the Club in his capacity as a Project Manager for the company, Benteler AG, who actually own the car. The car is an early type Eifel with a Model 'C' grille and has a capacious boot. The chassis number is C66813, which, based on the Dagenham numbering system, shows it as being manufactured in February 1937. However, this does not tally with the stated first registration date of 2 July 1936, as it appears that the Dagenham and Köln engine numbers were out of sync. Thorsten and his work colleagues from several different departments of the company, including Education and Training are now in the process of restoring the car. We hope the restoration goes well and thanks for joining the Club.

*With the full facilities of the company behind it, the Eifel is having a thorough restoration.*



*It won't be long before we include a photograph of the completed car.*

**Graham Kirkpatrick** We would like to welcome Graham from Crosscanonby, Maryport, Cumbria to the Club. Graham has owned CGN 694, a black long rad Model 'Y' Tudor since October 1969. It was first registered in London in September 1935 and has a chassis number Y109788 and a Briggs body number of 165/24707. The car is currently undergoing a major restoration. Please keep us advised of progress with the restoration and thanks for joining the Club.

### An Apology

In Issue 164 of Transverse Torque incorrect details of a new Member Chris Kealy's vehicle were given. Chris from Crettyard, Co. Carlow has a 1937 Model 'Y' Fordor in black first registered on 1 January 1937. It has a chassis number Y166080, a Briggs body number of 166/8476 and registration number LSU 810. Please accept our apologies for the error Chris and our thanks for bringing this matter to our attention.

I hope you will find this contribution to 'Transverse Torque' informative and as always the Club extends a warm welcome to all the new Members. The Editor will be pleased to re-



*The Ford Eifel as it arrived at Thorsten's company, Benteler AG, in Paderborn, Germany.*



ceive any news and photographs of your vehicles.

## SUBSCRIPTIONS

The weather is miserable as I am writing this article, but hopefully it will improve sufficiently to allow **ALL** Members who currently do not pay their subscriptions by Standing Order to be able to rush to the Post Box to post their Standing Order requests to me as soon as possible. I do hope so.

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

I realise that the New Year has long passed, but it is not too late to make a New Year's resolution to pay your subscriptions by Standing Order. What are you waiting for..... If you do not feel like going to the Post Box **please** contact me by telephone or email asking me for a form now! All my details are on the inside cover of Transverse Torque.

# The Braking System of the Ford Model 'Y' and 'C'/'CX'

## – Part 1

By Graham Miles

Doc Ford has been asked to come out of retirement and consider the design and adjustments of the braking systems employed on these cars. So, carelessly tossing a side the Zimmer frame, let's give this challenge some thought over the coming newsletters, for a challenge it certainly will be.

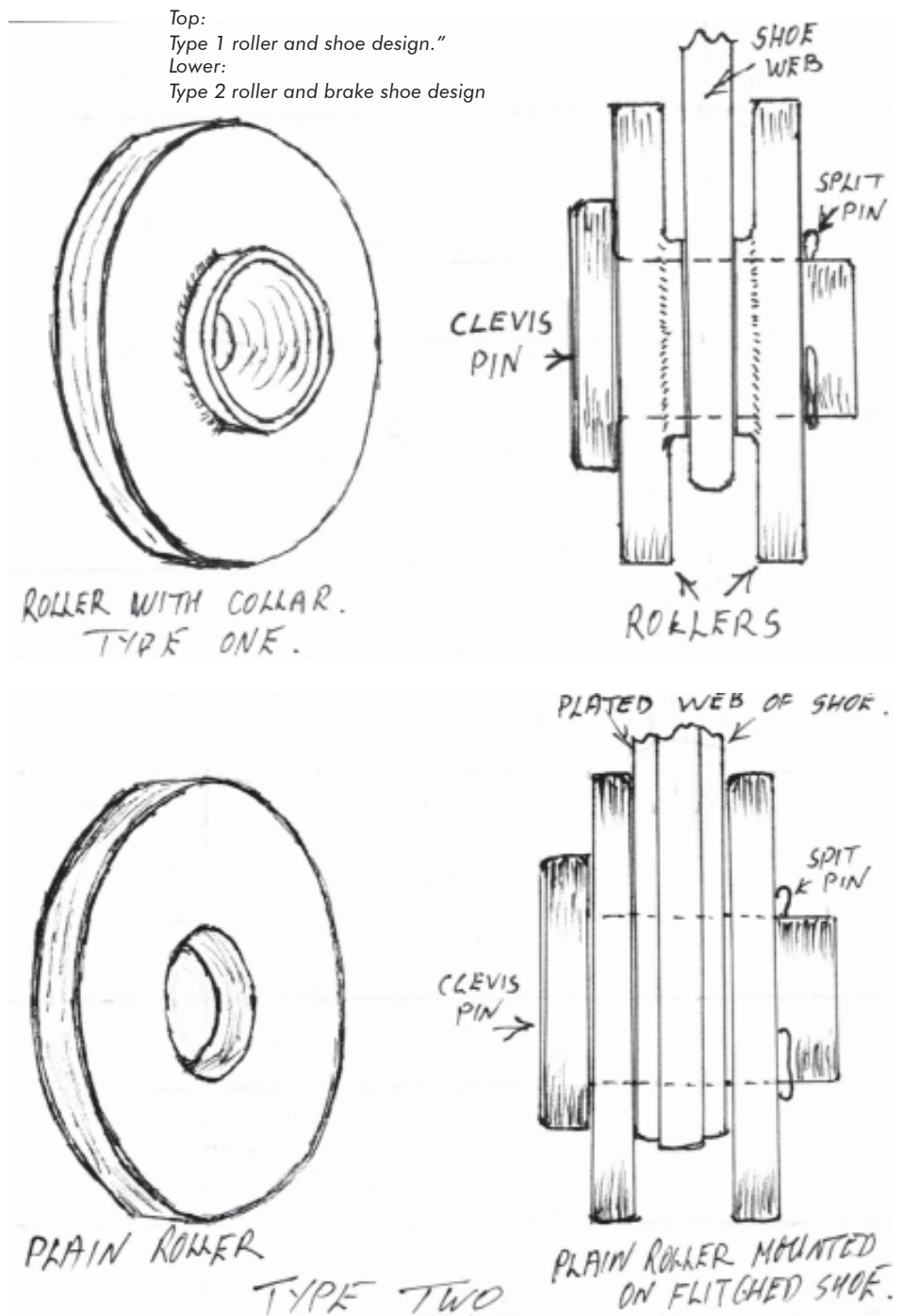
### A possible reason for the design.

Contrary to popular opinion these cars were fitted with a braking system, one, which by any logic, had to be considered dated, even in 1932. I've often wondered if, as a car designed for European market it was in fact 'designed' (if that is the correct term to use) by half a dozen engineers from as many countries, who spoke six different languages and probably never met. Other manufactures had already started to fit hydraulic systems, but reputedly, when the idea was put to Henry Ford, he rejected it, claiming that the hydraulic oil would leak out, thus rendering the brakes useless. Perhaps somebody should have pointed out to Mr Ford that the loss of a certain clevis pin or the shearing of one of two riveted pins would also result in the complete failure of the 'Y' and 'C'/'CX' foot brake. Could it be that Ford Motor Company had recently opened their plant at Dagenham? An ideal location to forge all those levers and cranky bits and pieces; a location, which incorporated one of the largest steel forging plants in the UK. Could this be the real reason why this over complicated

cranky mechanical system was adopted; the utilisation of this new investment and its facilities?

**The operating systems.** How to consider this project? The task is complicated as there are three basic operating systems, one for each of the short rad, long rad and 'C'/'CX'. Moreover, all short rad or 'C' derived vehicles either sold or manufactured wholly in Europe, had their own version of these systems. Now add two distinct shoe designs, each with a variation and its own back plate. Then,

just to spice things up, none of these shoe changes happened at the same time as the operating systems changed. Add the fact that, possibly, an axle from the breakers yard, no matter what brake design, was fitted to it over the years, simply to keep the working car on the road, so you cannot assume your vehicle is as manufactured! A further spanner in the works is that the chassis number does not reflect the shoe changes, only the model year. In all probability, major changes of this nature occurred post resumption of production following the



annual summer shut down. Hence reference to year is by model year, and not calendar year.

**The shoe designs.** In this article I'll consider the short rad and the intermediate models. The illustration (1) shows the first shoe roller design for the Model 'Y', which was launched in August 1932, and was used until approximately February / March 1933, when the second shoe and roller design, type 2, was introduced. This shoe and back plate was retained as standard fitting to the 1934 Intermediate long rad model, when launched in October 1933. However this new model immediately incorporated the long rad rod and cluster operating system.

The difference between the two shoe types was the introduction of the two pieces of metal, spot-welded on to either side of the web at the mounting point of the rollers. The effect of this was to stabilise the clevis pin by affording it a greater bearing surface as it passed through the shoe web. This necessitated a change to the roller design, with the removal of a small collar that had acted as a spacer. A spacer which had kept the rollers remarkably free of used lining dust, which was to build up and clog the second design, and cause the rollers to seize. For now, with type 2 design, the rollers were positioned immediately adjacent to the web. The revised roller assembly had improved stability, but at the cost of seizure. It has to be recognised that on this first and second design of shoes, the clevis pin is encouraged to rotate as it passes through the web for reasons that I'll return to. Conversely the rapid wear of the single piece web (type 1), combined with rollers only having a small contact area with the web permitted the roller assembly to rock on application of the wedge. With this amount of wear this could allow the rollers to spread and in so doing meet the wedge face correctly. Clearly these early designs were flawed.

The early linings measure 13.1" long x 1.25" wide x .176" thick, and have a total surface area of 130 sq ins.

### Parts

The shoe part number is Y 2019. (No reference is made to the shoe design change.)

Each pair of shoes is retracted by three springs.

The single spring type has the part number Y 2035, of which there are 4 per car.

The pair of springs has part number Y 2036 of which there are 8 per car.

**All parts items are Club stock.**

Servicing, existing and replacement shoes. (Asbestos free type only)

On no account attempt to service the original asbestos based linings/shoes. Many of our cars are still fitted with the Ford original linings, which have a fabric woven appearance and comprise a high percentage of asbestos. My advice to you is to replace them with asbestos free material, but to do so with caution. Your local Motor Parts Store will be able to recommend suitable fluids with which to wash down the back plates and clean the drums. Wear disposable rubber gloves and don't breathe in or spread the dust. No matter which material is used, avoid inhaling the dust. Incidentally, it is now illegal to sell asbestos based linings.

With other material based linings, remove the shoes and check that all the rivet heads have a useable clearance of material above them. If they do not, fit replacement shoes. If oil or grease has come into contact with the linings, replace them.

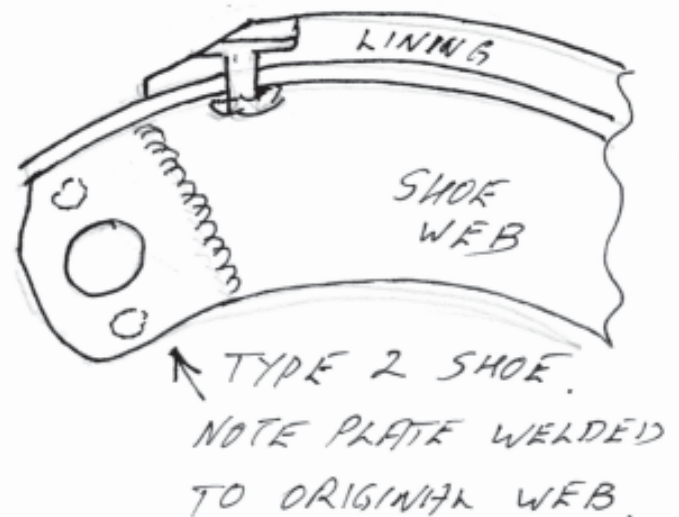
On either used or replaced shoes, ensure that the material on the leading edge of the lining to the centre of the first rivet is chamfered. (The leading edge is the one that first meets the rotating drum with vehicle in a forward direction; the other is the trailing edge, which does not need to be chamfered.)

Some mechanics like to deglaze the surface the lining with coarse paper. Again avoid the dust.

Remove the rollers and clevis pins; ensure they operate freely and are clear of rust, dirt and dust.

Inspect the rollers for flat spots and pins for wear. On both types 1 and 2, the heads of the clevis pins must be inspected for wear. (As we learn in Part 2 they have a second job to do.) On re-assembly always ensure that the split pins are on the outside of the shoe facing you.

Ensure the return springs are hooked into the shoe from behind. If hooked from the outside, which is the simple and easy way to attach them, the shoes will have a tendency to lean out from the back plate. Ensure the shoe is clean and rust free, and slides freely through the adjustment pin. This is essential, as the shoes need to centralise freely on brake application in order to make full drum contact.



The chamfered leading edge of the brake shoe.

The Register has just restocked on relined brake shoes, but remember the shoes are exchange items.

(Clean and well wrapped please)

**Happy stopping.**

**Well do your best!**

**The Doc.**

