

# TRANSVERSE

# ORQU



The Ford  
Y & C Model  
Register



May - June 2007 Issue 166



75<sup>th</sup> Anniversary Ford Sh.p. Model 'Y'  
1932 - 2007



*The pre-production Model 19 being used for promotional work in June 1932— complete with Essex tax disc."*

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# Editorial

The A.G.M. was a pleasant day out as usual, with a 170 miles round trip in my Model 'Y' Kerry, waving to other classic car owners en route. They were also entering into the spirit of 'National Drive-it Day'. Some 53 members, family and friends attended the meeting in Willoughby Village Hall. This included 43 members, which is more than 10% of the membership. There are not many classic car clubs that can boast that sort of turnout at their A.G.M. - and we do it regularly.

A number of you have asked me why we have to have a Jowett Javelin on the envelope delivering our Club magazine. The answer is that Steve Waldenberg, who prints the magazine, owns one and that is his logo for Club Print Services, which prints magazines for a number of car clubs. Having to rely on a Jowett cannot be fun, so we should feel sorry for him and not castigate him.

It is a pleasure to see that the excellent 'Guide for Users of Historic Vehicles', issued by the Federation Internationale Vehicules Anciens (FIVA) and sent to each of you with Issue 164 of Transverse Torque, has been welcomed on the North Island of New Zealand. The document is being serialised in the monthly newsletters of the Ford 8 & 10 Car Club (Inc.), based in Auckland, with credit to Transverse Torque as the messenger of the information.

In the 'Mailbag' column of the February issue of F.O.R.D. INK, the newsletter of Ford Owners, Restorers and Drivers' Club of Australia, there was an amusing letter referring to a character called Joe, who, in the 1950s, rigged up a heater in his Model 'Y' by simply channelling the exhaust pipe through the floor, between the front seats and back out just in front of the back seat! Unfortunately, he lost a girlfriend who burnt her elbow on the hot pipe. However, there must be the making of a good idea there!

My Holland tour navigator, Malcolm, is in the process of installing a 6v -12v up-converter under the dashboard of Kerry, so that he can operate his sat.nav. without having to resort to an independent 12 volt lawn mower battery, which sat at his feet throughout the Dutch trip! The up converter will be out of sight and the only visible evidence will be a 12 volt cigarette lighter sitting in the glove compartment, into which I presumably will be able to plug a CD player or tyre pump if I so wished. The output is limited to 2 amps though, so there will have to be an in-circuit fuse somewhere.



Why would Peter Ustinov want to be photographed alongside a Model 'Y'? Does anyone know the story? - Poirot perhaps?

I am rather surprised that I have not received one amendment or addition to the car details shown in the List of Known Surviving Vehicles sent to you with the February mailshot. Please check your entry and if there is either incorrect information, or missing information, please let me know what it is.

I tootled up to Wyke Down near Andover in Kerry on Easter Monday. The annual classic car show was in full swing. This year, the numbers had swelled to

1000 vehicles and had spilled over on to the golf range! Surprisingly, mine was the only one of our cars there. I usually see John Hampton and one of his Model 'Y' vans there, but not this year. However, I was able to catch up with him at the A.G.M. I came across a forlorn David Leach, who had hoped to bring his Pilot, but starter motor problems beset the beast. He turned down an ideal opportunity to bring his Model 'C' instead.

My usual source of the monthly in-house Ford magazine 'FordNews' seems to have dried up (he probably hasn't paid his subs for 2007!), so I was delighted when Harry Edwards, the Editor/Historian of the Morris Register sent me the centrefold of March's issue. To celebrate

**Continued on page 4**



"Donald Brook's 1936 Tudor Model 'Y' before and after restoration. What a difference!"

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# Our cheerful, rambling Secretary

Summer is upon us with better weather to enable us to get fettling the old Ford and to get out and about. No doubt you will be using this time – after doing all those indoor jobs on the house over winter – to attend a show or two, go for a summer evening run, or take the family out for a picnic. I hope too that you were able to respond to the call from FBHVC to make 22<sup>nd</sup> April the annual 'DRIVE IT DAY' to promote interest in our hobby. Don't forget that when our cars are out and about, they give so much pleasure to all who see them on the road.

More importantly you should make every attempt to attend the **75<sup>th</sup> ANNIVERSARY OF THE MODEL 'Y' MEET at STANFORD HALL on 23<sup>rd</sup> / 24<sup>th</sup> JUNE**. (details elsewhere in this issue). This will be the biggest gathering of our cars EVER! You will be sorry if you miss it.

By the time you read this our **AGM and Spares Day** will have passed and your Committee will hopefully be set for a further year with members' ideas taken on board. Thanks to all members for their contributions to Club life over the past Club year and a big thank you to fellow Club Officers for their work on your behalf. **Your Committee** is always looking for new faces to become involved in Club activities, since much is undertaken behind the scenes by members who are not elected at the AGM. If you wish to become involved in any way just give me a call.

We have spent a deal of time recently in discussions with **The Rotary Club of Abingdon** and are now in a position to make an important announcement. The **All Ford Rally** has been a highly successful meet for over 25 years under the leadership of Bob Tredwell. Bob has now decided to step back from running the rally, due to ill health. The Rotary Club of Abingdon has taken over responsibility for running the rally and have asked the **Ford Y & C Model Register** to handle the car entries and allied aspects of the event. Your Club has been able to make a positive response and to do our bit to help keep this charity event on the map and we look forward to working positively with the Rotary Club. We hope to see Bob Tredwell at the event, now able to sit back and enjoy what he created over the years for Ford enthusiasts. (All Ford Rally notice elsewhere).

**A free car!** Yes, you may have seen the advertisement in this issue, and it is genuine. There is a story attached to this 1937 2door 'Y' Model, so if you are a brave restorer give me a call. 01832 734463 and I will give you the details.

**Godfrey Dingley-Jones, our Membership Officer**, has been trawling through the list of past members to renew their interest, with some success. A number of old friends are back with us reading this issue and are looking forward to using their old Fords again – it is so easy to put off tackling that little job on the Ford which keeps it off the road. Well done Godfrey and welcome back to those familiar faces!

Godfrey also reminds us that it is **subscription renewal time**.... So please get writing those cheques ..... or, better still, ask for and sign a Standing Order to make life easier all round. (Standing Orders are different from Direct Debits in that YOU keep total control, not the Club.... So no fears there.)

Enjoy your summer, enjoy your old Ford ..... I hope to see you at Stanford Hall!

**Bob Wilkinson. Secretary.**

## BOB'S JOKE CORNER.

Two jokes from member Craig Toomey in Eire." A blind man goes into a pub, orders a pint and asks the barman, "Would like to hear a blonde joke?"

"Well" said the barman. "I'm 17 stone, had 23 pro fights as a heavyweight boxer and was undefeated in all, apart from the eliminator for the World Championship. I'm also blonde". "Not only that", continued the barman, "The guy sitting next to you is a Hells Angel, he can pick up his Harley of the ground unaided and has blonde hair down to his shoulders"

"And I'm a retired mercenary soldier", said a voice from behind, "And before that, when I was in the Foreign Legion, they used to shave my blonde hair every week".

"Sol!" said they barman, "Do you still want to tell that blonde joke?"

"Not if I have to explain it three times I don't!" said the blind man.

*And there's more.....*

Dublin mechanical engineers, Patrick and Seamus, were standing at the base of a flagpole, looking up. A woman walked by and asks them what they were doing. "We are supposed to find the height of the flagpole" said Patrick "but we don't have a ladder". The woman took a wrench from her purse, loosens a few bolts and laid the pole down. She then took a tape measure from her pocket, measured the pole and said, "5 metres" and then walked away. Seamus shook his head and laughed. "Ain't that just like a blonde! We asked for the height and she gives us the length"

*Please send me your favourite joke.*  
**Bob Wilkinson.**

### Continued from page 3

30 years as Britain's No.1 car maker, Ford took over the trendy Light Bar in Shoreditch, London, for a viewing of images reflecting the cultural impact Ford has made in the UK since first taking market leadership in 1976. The 30 photographs, one for each year, were illustrated in FordNews and were selected by Rankin, one of Britain's best known photographers. No.13 was one I have not seen before and depicts Peter Ustinov with the Ford Motor Company's Model 'Y', DOA 244. I am grateful to Andrew Belford, the Editor of FordNews for allowing me to reproduce the photograph. P.S. My supply source of 'FordNews' came to life with three back issues at the A.G.M.!

Following my plea for members to send in the history of their cars, I received, via Bob Wilkinson, a full photographic record of Donald Brook's Model 'Y', BAB 35, based in Preston, Lancashire, from the time he came across it as a wreck to its restored condition. Photocopies of the log book were particularly useful for entering details of the history on the database. Thank you Donald. I would be grateful for other members' cars' histories.

This is the last issue of Transverse Torque before the Model 'Y' 75<sup>th</sup> anniversary gathering at Stanford Hall over the weekend 23/24 June. We are hoping to have over 75 Model 'Y's by the river in the grounds on Sunday 24<sup>th</sup> June. Try to be there. Let Bob Wilkinson know that you are coming.

**Sam Roberts.**

**The deadline for copy for issue 167 is Saturday, 30<sup>th</sup> June 2007**

# Notes on 2007 AGM. Willoughby Village Hall.

Sunday 22<sup>nd</sup> April .

These are abridged notes on the meeting. Full Minutes are available from the Secretary – SAE please. Present: 42 members + 13 family & friends. 9 Model 'Y's and 'C's on show. (Spares were on sale prior to the meeting).

1. Minutes of 2006 AGM were agreed.

2. Committee Reports:

(i) Chairman Pete Ketchell : reported on a successful and enjoyable year with the Holland Tour as the highlight, thanks to the hard work of Ans and Rob Bolland and Dutch friends. Efforts this year were focussed on the 75<sup>th</sup> anniversary of the Model 'Y' and members are encouraged to support the event in June at Stanford Hall. Retiring Regional Contacts – Trevor Walker and Julian Janicki were thanked for their contributions to Club life over the past and thanks were given to all Committee members for their hard work and dedication through the year.

(ii) Secretary Bob Wilkinson: noted the three Committee meetings and three spares group meetings and all the accompanying hours of work and travel (often at no expense to the Club) in which officers were involved. The following were thanked for taking on new roles as Regional Contacts: Bob Anderson – USA, Michael Deichmann – Denmark, Andrew Black – region 17, Dave Minnett – region 4. FBHVC affiliation continues and this provides the Club with valuable support for our hobby with regard to ensuring against careless legislation. Bob commented on his unsuccessful efforts, at present, to recruit a Club Editor to allow Sam time to concentrate on archive work. Bob was able to announce that the Abingdon All Ford Rally would continue, following 25 years of stewardship by Bob Tredwell, with the Rotary Club of Abingdon taking over the reins, with the Ford Y & C Model Register looking after the car entries of this very successful show. Bob indicated that, after 24 years in post, he was seeking to relinquish the secretarial role in the near future but would hope to continue to serve the Club in some other capacity.

(iii) Treasurer Bruce Allan presented full audited accounts (available in full form – SAE please to Bruce) and reported an £8k profit over the year due to increases in membership and all sales. Spares sales were £11.1 k. Magazine printing at £7.7 k was the biggest single expenditure. Travel expenses were only £97.00. Club finances are healthy with capital available for remanufacturing and

special events this year.

(iv) Membership Officer Godfrey Dingley-Jones: Full membership currently 410 + 18 Friend members. Godfrey reported on his ongoing recruitment work contacting ex-members – with some success. Currently 53% of members have been encouraged to pay by standing order.

(v) Spares Officer Jim Sharpe reported on a good year for sales and the introduction of new items. Model 'Y' exhausts now available in stainless and mild steel; also fuel tanks, halfshaft inner oil seals and headlamp adjustment springs. Exchange items added – headlamp reflectors, dash panel inserts (LR-'Y' ) and all five types of brake shoe. Jim thanked his spares team for their work in tracing supplies and ensuring speedy processing of orders.

(vi) Editor Sam Roberts thanked contributors from around the world for sending cuttings, photos, magazine articles recollections etc. and photos in particular, from which details can be extracted. As archivist Sam encouraged members to send copies of old logbooks and old photos of their cars to enable full archives to be compiled for posterity. Magazines exchanged with overseas Ford clubs helped too in adding information. Sam too hoped that the quest for a new editor, or team, would prove successful and asked again for feedback on the magazine to maintain standards and to innovate as necessary.

3. Elections: the following were elected: Chairman- Pete Ketchell. Vice Chairman- Bob Wilkinson. Secretary- Bob Wilkinson. Treasurer – Bruce Allan. Membership Officer – Godfrey Dingley-Jones. Spares Officer – Jim Sharpe. Spares Administrator- Colin Rowe. Editor/ Archivist/ Librarian – Sam Roberts. Regalia Officer – John Argent. Technical Adviser – Geoff Dee. National Events Officer – not elected.

4. Presentation: Chairman deferred the award of the Maurice Billing Trophy (for services to the Y&C Register) to the Stanford Hall meet in June.

5. 75<sup>th</sup> Anniversary Event: Stanford Hall June 23/24. Pete Ketchell and Bob Wilkinson detailed the arrangements for the weekend and reported 43 car entries currently (incl.6 from Holland).

6. Notices:

All Ford Rally – members encouraged to participate – advertisement in next magazine.

Event 2008: After discussions Members supported a club tour of Yorkshire, on cost grounds, but thanked Michael Deichmann for his offer to organise a Denmark tour

7. The raffle and auction of a picture kindly donated by David Ball raised £111 for Club funds.

In closing the meeting, the Chairman thanked families and friends for helping with the catering and members for attending, those with 'Y's and 'C's on show in particular, and for contributing to an enjoyable Club day.

**Bob Wilkinson. Secretary.**



Some of the cars and pretty girls on show at the A.G.M.

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

**Part 4**  
**May - June 1932**

## The Prototype Model 19

In the last issue, we left the concept, prototype Model 19 cars touring the country at the request of the main dealers, who had seen them displayed at The Royal Albert Hall in February 1932. Prototypes were also being displayed in the main motoring cities of mainland Europe.

The civilised world was still in the depths of the Great Depression and the dealers in the British Isles in particular were keen to let the public know that Ford was bringing out a new cheap baby car to take on the might of Austin, Morris, Standard, Singer, Hillman, etc. At this point, the launch of production of the new 8 h.p. car at Dagenham was scheduled for 1 June 1932.

In a letter dated 3<sup>rd</sup> May 1932, Edsel Ford, the President of the Ford Motor Company in Dearborn, writes to Sir Percival Perry, the Chairman of Ford Motor Company Ltd. in London:-

*"I am most enthusiastic about the possibilities of the small car. I feel that not only in England, but in a great many countries, you will find a large sale for it.*

*Mr. Wallace Campbell of the Ford Motor Company of Canada is leaving for England the latter part of this month, and will discuss with you the possibilities of the 8 h.p. car in Canadian Company territory [this territory encompassed the British Empire, its Dominions, colonies and dependencies - Ed.].*

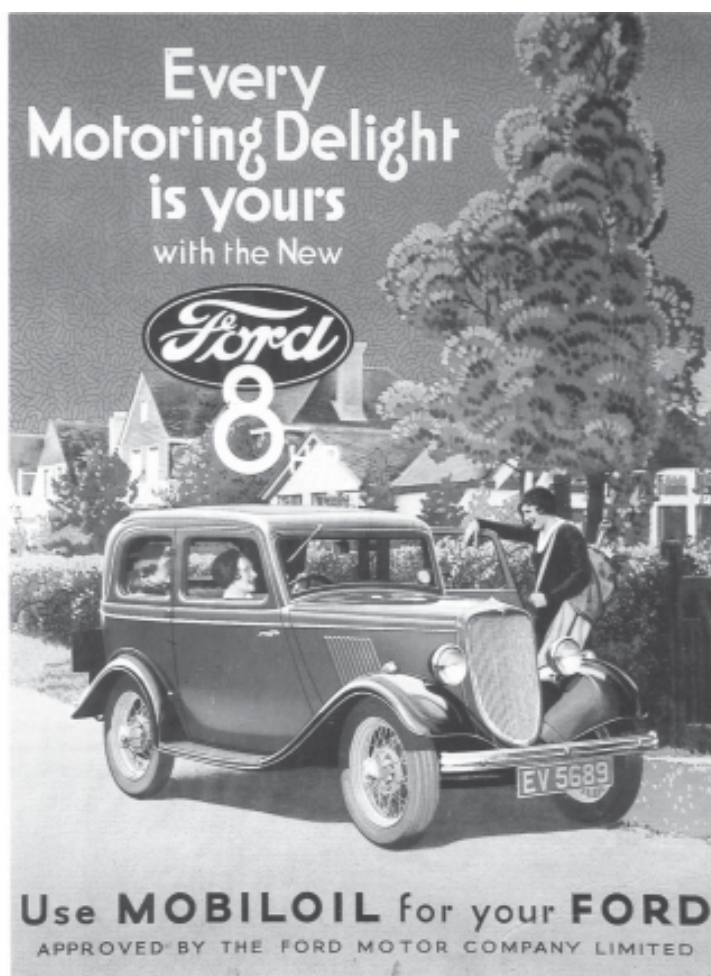
*Our own foreign department is also very much interested, as there appears to be decided interest in the various South American countries, as well as Japan and possibly China." - As it transpired, because of the severe economic depression in the South American countries, the Model 'Y' was never assembled there. Also, because Japan invaded Manchuria and China in 1931, the car was never assembled there either.*

## Financial report

Our Financial year ends on the 28<sup>th</sup> February annually and I am pleased to report that our books have been audited by our Accountants, Lonsdales of Lancaster, for the year ended 28<sup>th</sup> February 2007. They have finalised the figures and these were made available to all those members present at the AGM. I took questions at the AGM. The Finalised Accounts were signed off by your Directors in accordance with Company Law and will be filed at Companies House in due course.

If any member wishes to receive a copy on the accounts, please apply to the Treasurer (address inside front cover) in writing, enclosing a stamped (44p) addressed envelope measuring 12.5 x 9 inches (A4)

**Bruce Allan**  
**Director/Treasurer**



*A clever artist's interpretation of the black and white publicity photograph on the front cover of this issue. Note the ten bonnet louvres (c.f. nine for the short rad) and the Model A door handles. The three small ladies are off to play golf apparently. In this Mobiloil advertisement, the car is an attractive Orient blue with Tacoma cream wheels and coachline, c.f. with the vineyard green body and black wheels of the actual car*

## Pre-production model.

Meanwhile, as stated in the last issue, the vineyard green pre-production two-door (Tudor) Model 19 had been shipped on the S.S. Mauretania to England in March 1932 and had been registered EV 5689 by Essex County Council on 15<sup>th</sup> April 1932. The car was then extensively used by the Ford Motor Company in road and production trials and various photograph sessions to prepare the brochures and sales literature for the launch of the production model. The familiar registration number is seen in many of the publicity shots; the photographs, taken in black and white, being often tinted in a variety of body paint colours. The tell-tale ten louvres on the bonnet and the Model A door handles give this car away in the brochures as the Dearborn built, pre-production model.

Back in Dearborn, work was frantically going ahead to try to overcome the design failures and disappointments being discovered on the other pre-production Model 19s in the

development trials. A few problems needed drastic action in the interest of time. For example, on May 5<sup>th</sup>, Bill Laughran of the Dearborn engineering Department cabled Philip, the Purchasing Manager at Dagenham, concurring with the statement that the Model 19 shock absorbers were unsatisfactory and instructed him to procure some on the English market and to forward a sample to Dearborn.

The Dearborn staff were also concerned with designing the production lines at Dagenham, procuring the necessary machinery to support the lines and arranging its shipment across the Atlantic. All this had to be done in time for it to be installed and up and running before training the engineers, technicians and machinists, who had still to be recruited in England. It was a mammoth undertaking. Needless to say, the production start date was slipping from the scheduled 1<sup>st</sup> June. However, even late in April 1932, Patrick Hennessy in the Dagenham Purchasing Department was being optimistic. He cabled Bill Laughran in Dearborn:-

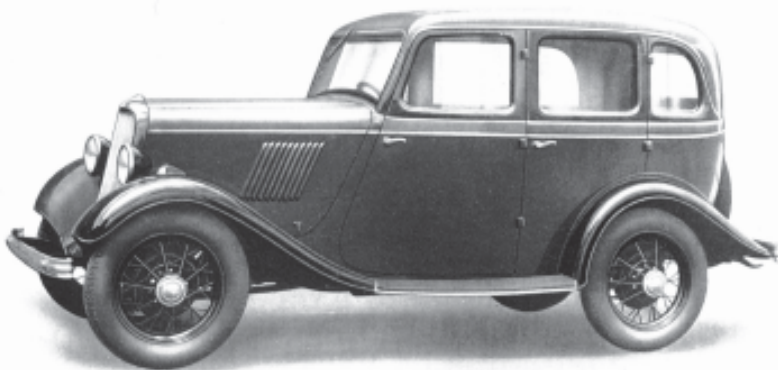
*"...we have not changed our original intentions to go into production on the 19 cars (Tudors) the first week of June. We shall be glad therefore, if you will do your very best to have the Tudor Dies shipped immediately and to have the Fordor Die Castings forwarded and advised at the earliest possible moment..."*

Mention was made there of the Fordor. It was not until 23<sup>rd</sup> March that an order had been placed on the Briggs Manufacturing Company in Dearborn for a Fordor body. It is a measure of the speed with which they worked that the dies and jigs for the body pressings for the Fordor body were finished by the end of March. The first Fordor was photographed outside the Engineering Laboratory in Dearborn on 4<sup>th</sup> April and shipped to England on the S.S. Olympic on 8<sup>th</sup> April. This was too soon for Roland Smith who had requested that improvements should be incorporated into the Fordor before shipment; improvements such as new front and rear mountings, two-piece valves, pushrods and bushings.

Relatively few photographs of the Fordor pre-production model were released to the public. It appeared in the supplement to 'The Ford Times' in July 1932 and was included in a few of the early promotional brochures. What happened to this car is not known. There is no evidence to suggest that this car was ever registered for road use. It was probably shipped back to Dearborn after production trials within six months to avoid import duty.

In the meantime, production work at Dagenham was almost at a standstill, with few people wanting the large and expensive Model A and production being concentrated on the Model AA truck. The next six months would see an amazing transformation.

To be continued.



*A rare photograph of the only pre-production Model 19 Fordor manufactured. It was shipped to England on 8<sup>th</sup> April 1932. It is assumed that it was not registered for road use in this country and was returned to Dearborn within six months to avoid import duty. This photograph appeared in 'The Ford Times' supplement dated July 1932. Again, note the ten bonnet louvres and the Model A door handles.*

## For Sale

I now have in my possession a Tudor Model Y (Y43936) that was stored in a farmer's barn. Its body is beyond repair, but engine, gearbox, etc. would be useful if anybody wishes to purchase for spares. Date of reg. 02/12/1934 (shown incorrectly in log book as 1933). £150 o.n.o.  
Roger Booth. Tel: 01747 854595 (Shaftesbury, Dorset)

July 1933 short-rad Model 'Y' 2-door (Y29708). Maroon and black. Restored and newly fitted reconditioned engine. MoT'd etc. Present owner for 15 years. £3995 ono.  
**Trevor Walker. Tel: 0191 274 5660 (Newcastle) email trevor.2.walker@btinternet.com** Car can be seen at the Stanford Hall event - 24 June 2007.

Short rad spares available for sale or exchange. Please ring for details.  
Jan Pieniazek Tel:- 01403 732206 (West Sussex)

FREE! Yes, a 2 door 1937 Model 'Y' for nothing! Car needs full restoration. Details etc. from Bob Wilkinson. 01832 734463. (Pictured below)



April 1935 Fordor Model 'Y' (Y99749). Cordoba tan (sandy colour) with red radiator grille, wheels and coachline. Complete, but has been off road since 1969. Much superficial rust and tatty upholstery and trim. Will make a good restoration project. Original registration number, which should not be difficult to reclaim from DVLA. £1000 o.n.o.  
**Colin Wynne (non-member):- Tel: 01244 812638 (Chester)**

## Wanted

4 door Model 'Y' in good restored condition. Please contact with full details.  
Barry Styche (Member). Tel: 0121 455 6664

Complete windscreen for short rad.  
Jan Pieniazek Tel:- 01403 732206 (West Sussex)

**Continued on page 8**

**Engines  
manufactured  
before 1913?**

The observant Friend of the Register, Nigel Stennett-Cox, noted:- "I thoroughly enjoyed 'Transverse Torque' yet again; it surely is one of the best club magazines and I consider it well worth the small sub I pay.

I was fascinated by the copy of the Registration Document for EV 5689 and particularly the note space for "Year of Engine (If manufactured prior to 1st January 1913)". So what is that about? I've never seen it before; perhaps because I've never previously seen a document that old? My guess, and it's only that, is for it to refer to an exemption from horsepower tax for earlier engines? Have you any comments?

There were some lovely articles in this issue, hats off to Terry Mortiboy for his skill and dedication in building a body for his Alpine tourer, and to David Perks for his Fordor restoration. These latter stories, like the van/woody exhumation by Geoff Dee, are so much more alive for having a strong human or family element."

Nigel asks if I have any comment on the reason for noting "Year of Engine (If manufactured before 1st January 1913)", which seems to appear only in original buff log books and not the post war continuation books. I am happy to go along with Nigel's theory that such engines were exempt from Road Tax. I say this because following the Chancellor of the Exchequer, Lloyd George's unpopular 'People's Budget' of 1910, the RAC formula was devised to determine the fiscal horse-power of a motor vehicle on which the tax would be levied. The RAC formula was

**Continued from page 7**

Driver's door for a long rad Model 'Y' Fordor. **John Hampton. Tel: 02083 936567 (Ewell, Surrey)**

General

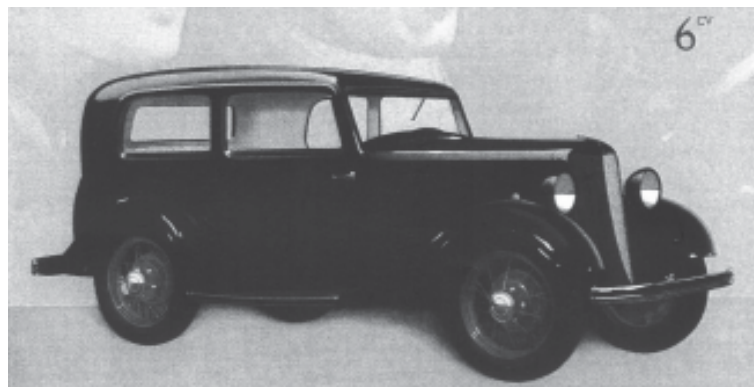
Experienced and qualified mechanic familiar with all models of Ford and other popular British cars of the sixties and earlier, is looking for temporary work in France. This would be for later in the year or early next year and I would like to help an enthusiast with repairs or restoration work in exchange for very modest remuneration, but I would like accommodation and mainly the opportunity to improve my very basic French language skills.

I would prefer the south for reasons of climate and I would be thinking of staying for about a month to six weeks. I live in Eastern England Nigel Stennett-Cox. Tel. +44 [0]1692 406075 or e-mail nigelstennettcox@f2s.com

# Your correspondence

based purely on the diameter of a cylinder and the number of cylinders ( $D^2 \times N \div 2.5$ ). The Treasury Regulation on Motor Taxation, which introduced the formula, was published on 22nd November 1912 and came into force on 1st January 1913. It was from this moment that British engine designers were restricted in one dimension, i.e., the bore, if they were to keep the road tax down. Hence, from that moment, they experimented with small bore, long stroke engines. Engines built before this date were more 'square' along the American lines, i.e. same bore and stroke. Hence it is understandable that there would be exemption from Road Tax for engines manufactured before the 1st January 1913.

## 1933 Paris salon



A not very flattering advertisement for the 6CV Model 'Y' at the 1933 Paris Salon. René Bellus' comment explains that the model was withdrawn at the end of 1934.

and BF(12CV), as well as the 6CV Model 'disappeared at the end of 1934'. The price with the small French cars. It is now priced at 16,900 francs. Perhaps Paul ca the £ equivalent was, bearing in mind th

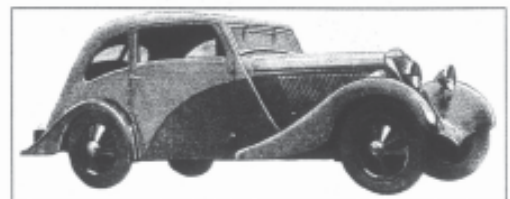
## Poirot's turn of speed

Dave Minnett emailed:- "Further to Steve Waldenberg's email about Poirot and the Model 'Y's, YD 8501 and DLP 449, in the last issue of the magazine, here are some pictures taken during filming the episode that Steve watched. The "turn of speed" was not "apparent" it was real. Both cars were driven really hard.

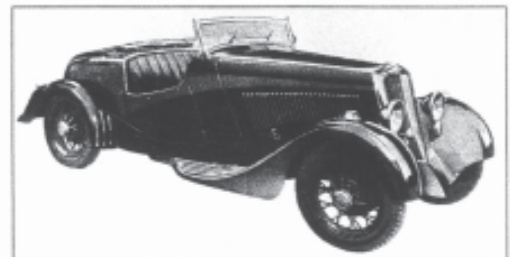
	TRACFORT	COACH
V-8	34.900	37.900
12 CV	26.000	28.000
6 CV	16.900	17.000

The Ford advertisement for the complete range of cars available in France in 1934, with prices.

Further to his letter in issue 165, Paul Tritton sent me extracts from René Bellus' account of the 1933 Paris Salon, held in October of that year, which promoted the range of cars for 1934. The Ford stand displayed both the



La Tracfort carrossée en coach 2 portes, 4 places.



La Tracfort dans sa version roadster à portes échanrées.

photographs of both the saloon and the roadster rather than artists' impressions, indicating that both versions were actually made.





This photograph was taken during a break in filming at Chinatown. I don't know if the Fat Mandarin buckled Jim's running board, but Jim is there in the photo behind the 'babe in arms' and doesn't appear concerned at all!



This was the set for a close up of the two detectives in DLP. I remember a lot of time was taken getting a shot of the driver's hand turning the ignition key and then pulling the starter knob. I had to instruct this actor about the car, as he did actually drive it at speed in the chase. I also remember that DLP had a Police Radio fitted in the glove compartment.



This was taken during rehearsal for the final scene, where YD 8501 and DLP 449 converge on the 'Baddie' catching him crossing a street in Chinatown. Both cars converged on him whilst cornering at quite a high speed and the 'Baddie' stops in the middle of the road with both front bumpers not very far from his legs. Note the cobblestone road and ask yourself if you would risk your legs and trust the braking efficiency of two Model Ys on that surface!

In this episode of Poirot, both the Model 'Y's were 'Undercover Police Cars' and were used to chase a 'Baddy' through London to Chinatown in Limehouse in the East End. The chase took us filming, using the British Museum as a backdrop. I can't remember the location for the Limehouse shots.

## Export our cars!

To counter my plea to try to keep UK-owned cars in the UK, Paul Beck from Vintage Supplies emails, "In your editorial (issue 165) para 4 - you are not indicating favourable opinion towards overseas car owners! What difference does it make who is the custodian of the motor? The fact that it has gone to Italy will probably mean that it is more cared for and cosseted than if it remained in UK. The owner will have a comparative rarity there against UK numbers. My van went to Eire, are you showing similar lament about that also? This was sold off the for sale advertisement I put on the Internet!" "Being in the 'parts' trade rather heavily, I do look at where our parts go etc., as I have a business to maintain and constantly need to keep product range at the forefront (whether this be through Vintage Supplies or Small Ford Spares). I am amazed at the amount of stuff which we despatch over the world now, whereas the home market has been fairly stagnant over the last few years. It would thus imply to me (on parts sales analysis) that there is enthusiasm for older motoring and restoration which is still buoyant overseas, whereas the UK market is, as we know, 'old men playing with old' cars'. "The fact that vehicles go overseas is nothing new. In the 1960s and 1970s many high calibre and rare vehicles were sold to overseas buyers. Later on some of them come back to the UK. Some of these vehicles have significantly more rarity and motoring history attached to them than, dare I say, a 'Ford'!" "The parts which we supply for any restoration have continued year on year, with some items just suddenly, and for no reason, not being required any more. I would think that over half of our 'side valve Ford' parts go out of the UK. When it comes to vehicle repair, it is still somewhat of a novelty (God bless them) and they undertake work on parts which the UK Ford owner/driver just does not bother about. The spares officers are probably well aware of the 'how much' when it comes to cost of part. The home buyer will continue to bodge it, whereas the overseas user seems more prepared to try to mend it properly." "In the 'Secretary's ramblings' he points out the very same problem that every old motor 'club' has got. If all these home market 'part restored' cars would be finished, I would be able to clear some of my parts heap, but then we would have so many assembled vehicles about, that the actual value would have diminished even more! It's a hard of fact out there - too many cars and not enough drivers! And it's going to get worse." "Encourage overseas buyers to come forward and buy and run the vehicles. They will still be about long after we have gone!" "Gosh, there's some fighting talk in there! I commented on the 'export' to Italy as we lost a Model 'Y' Kerry to Italy in 1988. The Italians, in particular, are not well versed in English and, as we do try to keep tabs on the surviving cars, Italy is not one of my favourite destinations. Paul's Model 'Y' van sale to Eire (member Dominic Treacy is the new owner) does not fall into that category. I will leave the UK readers ('old men with old cars') to comment on general points about UK owners boding or not bothering, etc.

## Father's car discovered

Tom Clark, from Stockton-on-Tees, wrote in having read of Alistair Currei's experience with a Model 'Y' door flying open in Bob's Secretary's Ramblings in issue 165:-

"I smiled when I read the bit about the door flying open. My father was a very timid individual, 7 stone 7lbs. His door flew open and he

managed to grab it. He was in danger of going with it, no joking.

We solved the problem by drilling a hole in the dashboard and using a 8" or 9" piece of strong light chain with a 1" diameter ring on the end. Slam the door, loop the ring over the door handle and 'Bingo', no problem.

That was how I knew it was definitely my father's car, apart from anything else.

*She is coming along 'very canny'. I had a bit of practice 'tuning up', plugs, points, etc. I had to use a feeler gauge as I couldn't find a Woodbine packet (the old timers will see the joke!). Running boards, etc. next. We are getting there slowly."*

Tom's comment about him recognising his car as that of his father prompted me to look at the history of his car, CXC 850. Tom bought it from Ian Wright, who rescued it from a scrapyard in 1978, where it had lain for 12 years slowly deteriorating. The car had been sent to the scrapyard after Tom's father's death in 1966. Tom's father was the second owner having bought it from his neighbour in Ashington, Northumberland in 1941. Ian Wright is currently without a car, but has stayed on as a Friend of the Register.

## •Classic British Cars•

Tony Etheridge, our tyre provider and regular contributor to the magazine, sent in the lovely photograph of BPH 790 (Y64533), a vineyard green and black Model 'Y' Tudor, which appeared in the National Motor Museum's book 'Classic British Cars', compiled and written by Graham Robson and well-known motoring correspondent Michael Ware. The car now belongs to member, Eric Street, who lives near Newport in South Wales. It would be great to see this example at Stanford Hall next month, swelling the ranks to the 75 target.

*Eric Street's beautiful vineyard green and black Tudor Model 'Y', as it appeared in the book, 'Classic British Cars'. At the A.G.M. and in my Editorial, I made the point that photographs sent in invariably throw up an interesting fact, or two. This is a good example. The obvious point is that here we have a standard Tudor, but it has twin wipers, which were only fitted to the de luxe. However, more interesting is that this car was manufactured at the beginning of June 1934, when the head and side lights were combined into one, i.e. no separate sidelights. At the same time, firstly, the round Magnaflex bar was changed to a diamond shaped bar and, secondly, the pointed headlamp rims were changed to the rounded rims. All the changes have occurred on this car, except that it still has pointed rims – obviously a hybrid arising from manufacture at the changeover period.*



## Mistaken identity

Mike Murphy, in Solihull, sent me a cutting from his local free newspaper, the Solihull News. The article was headed 'Dug up car is really Popular' and describes how a local 23 years old lad had dug up a car in his garden whilst laying the foundations for a garage. The Solihull News claims to have identified the car as a 1930s Ford Popular and accompanied the article with an official looking Ford photograph of a 1934 de luxe Fordor Model 'Y'. Mike went along to see the remains of the car, which had apparently



The photograph which accompanied the Solihull News article, showing a 1934 de luxe Fordor with, unusually, only one windscreen wiper and the front number plate on the near side.

been buried in the early 1960s on the introduction of the MoT – obviously too far gone to stand a hope in hell of passing! Mike was shown some of the bits which had not been sent to the scrap yard. They included Easiclean wheels, a hub cap, part of a door, a rear wing and parts of the sub-frame (body flooring). His conclusion was that the car was a post-war 'E04A or similar'. To make sure that I printed his discovery, he ended by saying, "I do appreciate the amount of work you and the register officers do for us members. The Transverse Torque must be the best club magazine produced today. Thank you." And thank you too, Mike.

## Briggs Motor Bodies Ltd. pump trailers.

Baz Angus of the Ford 8 & 10 Side Valve Club of Victoria, Australia reports in the latest Newsletter that their Vice-President, Geoff Black, has come across a fire pump trailer in Marong, near Bendigo manufactured by Briggs Motor Bodies Ltd. at Dagenham. They have bought the trailer and taken on its restoration as a Club project. They would like to know more about these trailers. Baz surmises that the pump was driven by an 8 h.p. Ford engine and that they were used to help fight fires 'in the Blitz'.

The identity plate on the found trailer reads Body No. 97C 141, Registered No. 832706. The 141 is the only hand-stamped number, the rest would appear to be standard to all pumps. Thus this was probably the 141<sup>st</sup> pump to be manufactured. The 97C could possibly indicate that a 10 h.p. engine (C) was used, rather than the 8 h.p. suggested by Baz. And the Registered number would be the Briggs Motor Bodies Ltd. part number for the item (pump and trailer assembly).

However, this is pure speculation. Although they were manufactured after the Y&C period, if anybody can shed light on these trailers and the I.D. numbers, ye are to declare it!



The identity plate attached to the trailer. Can anybody give the reasoning behind the numbers, please?

The Briggs fire pump trailer as found.



## 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**



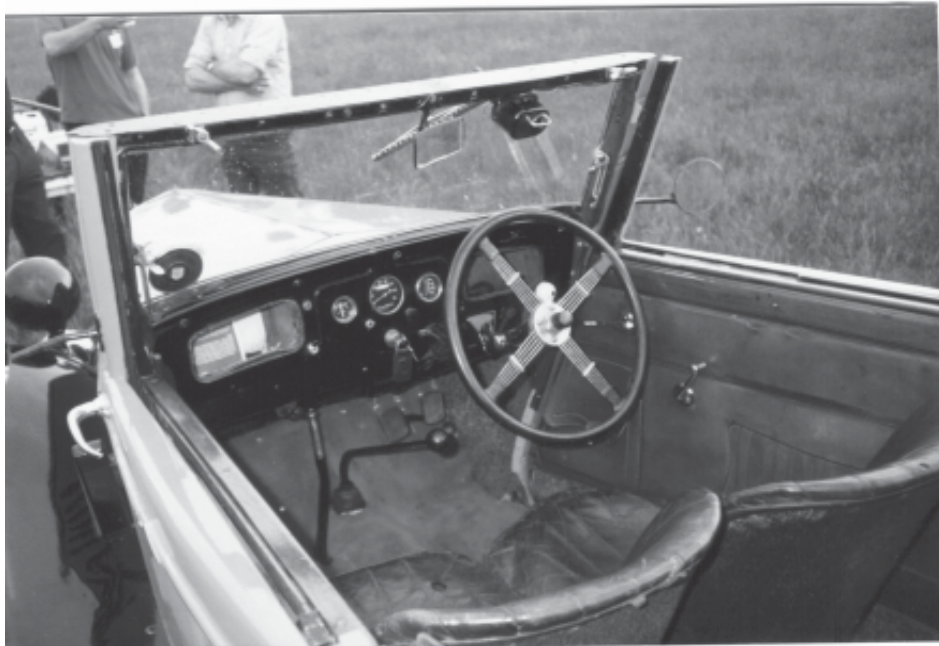
# 20 years ago

- Issue 47, June/July 1987

to be present and who left early on the Sunday morning to travel back home.

Other events described were the Enfield Pageant of Motoring and a local Area 11 meeting at the Andover Vintage Club Rally, which attracted a surprising number of members and cars: Julian Janicki and Peter Richardson had driven up in convoy from Horsham, Dick Sterrett and family from

The ninth car to arrive, atop a trailer, was Stuart and Richard Spencer's newly acquired Tudor 'Y'. They were looking for advice on restoration and were inundated with conflicting advice all day from eight instant 'experts'! I was delighted to report that Herbert Wingates immaculate 1936 Fordor 'Y' walked away with the shield for the best pre-war car, presented by the Lady Mayor of Test Valley.



The very original interior of John Hudson's Cairn coupé at Stanford Hall in June 1987. The Cairn is now owned by Frank and Pauline Gowing in West Sussex.

The main news in this issue was the report by Don Malin of the successful gathering at Stanford Hall that year. On the Friday before the event, the Midlands had had torrential rain for 24 hours, leaving everywhere waterlogged and the river overflowing. However, the show went on, with wellies to the fore and, apart from a shower during the barbecue on the Saturday evening and a brief Sunday downpour to allow members to wash the mud off their cars, it was an eventful and enjoyable couple of days. A marquee had been hired from the local Boy Scouts, so most were able to stay dry.

Prize winners were Alan Ogden for the most original Model 'Y', Dave Tebb for the bravest restoration (his trailer-borne half completed Model 'CX'), Graham Clarke for his Model 'Y' van and, it is reported, Bob Wilkinson for the best body (his Mistral I think)! Praise was heaped on John Hudson, who had driven the 350 miles from Linlithgow in Scotland in his Model 'Y' Cairn coupé

Newbury, Malcolm Fraser-Cook and Malcolm Grace, each in their Model 'Y's, Herbert Wingate had made his first trip out from Sussex in his newly restored Fordor and Mike Nash drove across from Pamber Down.



Paul Dickinson's car, BYL 276, now beautifully restored and painted light green and black, as it appeared in 2000 in Kleve, Germany. Photograph from issue 127 with thanks to Julian Janicki.

Issue 47 also launched the List of Known Surviving Vehicles with Bob Wilkinson doubling up as Secretary and Registrar. The aim was 'to build up a nationwide, or even worldwide picture of surviving Ys and Cs.' A plea was made to all members to send in the necessary details of their cars and others they knew of. I think we can chalk that initiative up as a success!

The list of new members included Michael Deichmann, our present Coordinator for Denmark, who it was reported had 'rejoined us again'! As we have since discovered through Members' Cars article, Michael has at long last bitten the bullet and cracked on with the restoration of his early Eifel cabriolet. Also listed as a new member was Paul Dickinson, from Bristol, whose car was written up by him. At that time, Paul knew little about BYL 276, a Tudor Model 'Y', but over the years, he built up the history and restored the car. Regrettably Paul lost interest in the car following his father's death and sold it in 1997. We knew it went to Germany, but it wasn't until 2000, when Julian Janicki received a letter and photograph from a German contact, that we rediscovered the car with a Kleve registration.

Finally, both Graham Miles and Bob Wilkinson had recently moved to their present addresses, so there was some upheaval, but they were both open for business, especially Graham on the spares front.

## Regional news.

### Region 2, Bristol Area report - February 2007.

It looks like spring is on its way as mornings and evening are getting lighter. The winter has not been cold but seems to last from October half term to Easter.

Those who know me are aware I have a double garage with three old Fords wedged in it and little space to work, so no progress has been made here for a while. I have however refitted the bathroom, so all is not lost.

Taking note of Bob Wilkinson's cash in the attic comment, I have sold a wiring loom, bonnet sides and possibly some chrome trim on the 'Y' and 'C' front and a boot lid, bumper irons, headlights, a wheel and a jack for the later sidevalves. However, I have bought in a pair of headlights, engine, gearbox and a pair of axles for my 'C', so overall I have gained stock and lost space, but you have to buy it when you can don't you? Oh! and a set of new tyres, but they will take the place of a set of assorted slicks!

We were represented at the Bristol Classic Car Show at Shepton Mallett on the weekend of February 17<sup>th</sup> and 18<sup>th</sup>, a couple of weeks later than usual, and I feel a few degrees warmer. Those cattle sheds can be bleak and it pays to stand on a piece of carpet. The stand was joint one with the Sidevalve Club. The only car of our type was a Model 'Y', not a member's car and rodded (2.9i V6, Viva front axle, Jaguar rear). I would like to have shown a standard car but the hot rod was volunteered. No one else volunteered a car so what choice did I have? The stand will take 6 cars and if I don't fill it we will lose it.

*Shame on you West Country members! No one volunteered to display his car at the Bristol Classic Car Show, so this rodded version was the sole representative of our cars!*

I am seriously considering dropping this event due to lack of support from both clubs. On the up side Mike Samuel and his good lady, Kath, were on the stand before the show opened and Geoff Dee dropped in as promised. Last year we had an 8hp engine soundtrack. This year it was a mechanic, whistling, snoring, hammering and welding, a whistling kettle, a phone ringing and so on. A bit of a chuckle to start with, but damned annoying after a while and we had to turn it off.

**Ivor Bryant,  
Regions 1 & 2.**

### New Region 4 Contact.

Should have been in issue 165 – sorry!

We are pleased to welcome Dave Minnett as new Region Contact for Surrey and West Sussex areas. Coincidentally, Dave featured in the previous issue of our magazine (pages 18 and 19) recalling his exploits with his 1936 Model 'Y' - DLP 449 - from the 1970s and into the 1980s. Having completed the restoration and also gained experience with early Ford V8s, he has a wealth of knowledge to share with us. No doubt members in his area will contact him at some point to share points of common interest." Dave has taken over this role from Julian Janicki, whom we thank for his work and contribution to Club development over a period of more than 20 years.

**Bob Wilkinson.**

### "Northern Sidelights - Region 16 (most of Yorkshire)

Firstly, welcome to one new member in the Region 16 area. We are pleased to sign up Jonathan Keer from Birstall, here in the West Riding, with his early short rad, Model 'Y'. At the same time I was pleased to see that Eddie Parkin, from Batley had also re-joined the Register. Eddie's 1935 Model C was converted a few years ago into a pick-up. I went to see this at the time, and was extremely impressed by the quality of the conversion, which Eddie had carried out himself. He has enormous skill and had succeeded in blending in the new rear part, made of steel, into the

original front part, to such an extent that it takes on the appearance of a vehicle that might well have emerged from mid-1930's Dagenham. However, Eddie rang me the other week to say that he has since sold his car, but the good news is that it is going to remain in the museum in Batley, where it is one of the most popular exhibits. I hope to re-visit the museum sometime this summer.

CNN was taken for her MoT the other day and quite frankly was in no mood for it. When asked to drive on to the ramp she stalled and would not re-start. She was given a shot of adrenalin in the form of six-volt booster, but in fact the problem was a poor connection on the isolator switch affair on the negative terminal, the type that you screw down to make a connection, and when this was removed all was well. Not CNN's fault at all! She redeemed herself on the road test by scoring very highly on the Tapley Meter test and received favourable comments about her pulling power from the riding mechanic!

The windscreen wiper motor was rather sluggish for the test, but this was very quickly dealt with, and didn't deny me a pass. I'm sure that most of you know how to overcome this problem, but you take out the motor, remove the six or so screws at the base taking care not to interfere with the delicate reversing mechanism, apply some grease to the inside which allows the vane to move more freely and, hey presto, the result is a sweet sewing-machine action. I also took the opportunity to test the amount of vacuum in the manifold, by attaching a gauge, (obtained from an old lorry in a scrapyard c1967!!), which showed 18" of mercury at gentle tickover - just about



right!

The internet website, "You Tube", home to the bizarre and rational, contains a short video of a Model Y hotrod, as well as some rather good videography of the London-Brighton Run. There could well be much else of old-car interest here.

The entry forms for Newby Hall have been sent out early, this year. It is on Sunday 15th July, and the closing date for entries is 27th June. It would be nice if we could have a good turn out of cars this year. If any body requires a booking form, please let me know and I will photocopy one and send it to you. The entry fee is a modest £2, and it is, I suspect, the North's Premier Event, with a really good autojumble. I note also, that there will be no late entries this year, no doubt because of its great popularity.

**Best Wishes, Barry Diggle**

## Region 5 - East Sussex, Kent.

**John and Mary Keenan report:-**

"Attached are photos of The Medway Festival of Steam & Transport, held on Easter Sunday. We had a great day out at the Chatham Show with serious support from Essex (Jim Sharpe and Dave Tanner) and Suffolk (Tim Brandon). More local was Jim Miles, from North East London, and Rod Janes and Owen Baldock from Kent. Then there were John Hammel and myself along with several friends from the Side Valve Club: quite a contingent. John Hammel came in his very original early Ford Anglia. As usual he was not booked in, but managed to charm his way through. I think money also changed hands?!?! So we had a grand selection of cars on display, which created a lot of interest, even with the younger generation.

Our next big show in the south will be Ardingly at the South of England Show Ground on 7th - 8th July. Mary and I will not be able to make it this year as I have been given tickets for the British Grand Prix to celebrate my 65th birthday. There will still be a club stand organised by a very good friend from the Side Valve Club, so all are welcome to visit. We hope you all enjoy your Summer...."



*Jim Miles tries out his Cockney Rhyming Slang on a bemused visitor to the Y&C Register stand. Jim's beautiful red Eifel roadster sits alongside Tim Brandon's superbly restored Orient blue short rad Fordor Model 'Y'.*

*Model 'Y's looking all ship-shape in the Royal Chatham Dockyard on Easter Monday.*



## Model 'Y' car radio?

Reading an extract from an article in the 18th October 1935 copy of The Autocar, entitled 'Car Radio for 1936' it states, "The Lissen receiver is made exclusively for Ford cars and is designed to fit in the glove box. It is a five-valve superhet and uses an H.T. battery in order to keep the drain on the car battery down to 1.2 amps. on the 6-volt accumulators fitted. It cost £10."

Peter Richardson bought a Ford car radio at Abingdon a couple of years ago, which I still believe is suitable for a Model 'Y'. To say it fits into the glove box is stretching things a bit. In no way could a 1930s five-valve 'wireless' with its own speaker fit such a small space. As can be seen from the photograph, the dial face of the radio could fit quite nicely into the glove compartment, but would not give the passenger much leg-room!

*The Lissen radio bought at the All Ford Rally in 2004. Does it fit into a Model 'Y'?"*



## Events 2007

20 May	Chiltern Hills Rally (see below) Aylesbury, Buckinghamshire	01269 631666
3 June	Leyhill Car Club. Wildfowl and Wetlands Trust, Slimbridge, Glos.	Pam Millard 01454 413050
17 June	Kemble Air Day (Limited numbers)	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> Stanford Hall, Warwickshire	Bob Wilkinson 01832 734463
30 <sup>th</sup> June/1 July	Filey Festival, Yorkshire (see below)	Ken Sleight 01302 337483
1 July	Institute of Motor Industry Classic Car Show, Brickenden, Hertford.	John Morrish 01279 435826
7/8 July	Ardingly Show, South of England Showground. Big country show.	John Keenan 01424 424323
15 July	Newby Hall show and autojumble North Yorkshire	Barry Diggle 01274 614729
21/22 July	Hereford Traction Engine & Vintage Club, Much Marcle, Herefordshire.	Mike Samuel 01495 772418
3/4/5 August	Stroud Vintage Show	01453 823921
12 August	Wisbech/Peterborough Road Run Start at either location (80 miles)	Roger Hanslip 01945 430325
19 August	Powerscourt Picnic Run, Co. Dublin Irish Veteran & Vintage Car Club	John Fitzgerald e-mail: john.fitzgerald@electrolux.be
2 September	Berkeley Castle Antiques and Collectors Fair, Gloucestershire	Pam Millard 01454 413050
8/9 September	Essex Country Show Billericay	Jim Sharpe 01245 351546
15/16 Sept	North Norfolk Railway 1940s weekend	Brian Mace 01603 425558
30 September	All Ford Rally, Abingdon  Trade entries - John Peacock	Bob Wilkinson 01832 734463 01865 407660
28 October	Restoration Show, Stoneleigh, Warwickshire	Geoff Dee 01926 334780
4 November	Y&C committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
9 - 11 Nov	Classic Motor Show, NEC, Birmingham	Geoff Salminen 0121 427 2189

## Events 2008

24 February	Y&C committee meeting Bob Wilkinson  Willoughby	01832 734463
20 April	Annual General Meeting Bob Wilkinson  Willoughby Village Hall	01832 734463

**The 'Chiltern Hills Rally'** will be held on Sunday 20<sup>th</sup> May 2007 at Woodlands Farm, Aston Clinton, Aylesbury, Buckinghamshire. HP22 5AG (entrance via the Rugby Club). Tel:- 01269 631666. This is growing into a good sized show with good trade and autojumble stalls. There is a Road Run from Aylesbury Rail Station for anyone wanting a scenic drive through the Buckinghamshire Countryside. Member, Rod Janes is very much involved in this charity raising event (01322 229656)

**Filey Festival.** Ken and Ruth Sleight have been asked, once again, to invite enthusiasts with cars registered before 1982 to display their vehicles in Glen Gardens, situated at the southern end of the seafront at Filey, on the first weekend of the colourful Filey Festival. There will be a 2½ hour road-run round the local area for those who wish to participate on the Sunday, otherwise you can relax, breath in the bracing sea air and enjoy the carnival atmosphere. Entry forms may be obtained from Ken and Ruth Sleight on behalf of the Filey Festival Committee.

**Wisbech & District Historic Vehicle Club** is holding its 15<sup>th</sup> Road Run on Sunday, 12<sup>th</sup> August 2007. The run consists of an 80 mile round trip from Wisbech, through beautiful Cambridgeshire and Lincolnshire countryside, including Long Sutton, Holbech, Spalding, Peterborough, Whittlesey, March, Wisbech St. Mary and back to Wisbech for a static display until 4 p.m. Entrants may choose to start from Wisbech or Peterborough. This popular annual run needs Model 'Y's and 'C's to add a bit of tone and panache to the event. Roger and Jo Hanslip are our flag carriers and should be contacted in the first instance to obtain entry forms. (Entry £4.00 per vehicle). Telephone 01945 430325 before 15 June 2007.

**Continued on page 16**

# Members' Cars

## **The restoration of David Perks Model 'Y' Part 2, transmission overhaul and fitting out.**

In Part 1, David covered the restoration of the bodywork on his late father's 1937 Fordor Model 'Y', BAB 687 (Y176275). In this, the final part, he covers the mechanical overhaul and the fitting out which he completed in 2002. Last September, at the All Ford Rally, David won the Y&C Register Best in Show, Bert Thomas salver and came runner up overall in Class 2 (cars 1932 – 1941), so his restoration efforts have deservedly won him the appropriate awards. He continues his story:-

"The next step was to make a set of new floorboards using the old ones as a pattern. The first problem encountered was finding the correct plywood, which is 11 ply 5/8" thick. This proved to be quite a problem as no one seemed to stock it any longer. Totally by chance, I was in a builders' merchants in Welshpool, Powys, when I came across an 8x4 sheet lying on the ground. On closer inspection, it turned out to be the correct number of ply and the correct thickness. So I inquired if it was for sale. They told me that a delivery had just been made and the sheet of plywood was part of the packing material for that consignment, which they normally just throw it away. I asked if I might purchase it and they said "Yes". This I did for ten pounds, had it cut in half, so that I could get it into the car, and reflected just how lucky I had been. Maybe it was fate.

The photograph shows most of the floor boards in position. The fixing holes were marked out from beneath, through the holes in the body. These marked holes were then drilled out 1/4" dia. in the floorboards and then counter-sunk to the correct depth for 1/4 UNF counter sunk headed pins. This required tapping the holes out in the body to 1/4 UNF. Many of the original threads were stripped, and 1/4 UNF was the next size up anyway. The floor boards were then sanded down, treated with a mixture of bitumen thinned with white spirit, so that the bitumen would soak well into the plywood. Two coats were applied and left to dry.

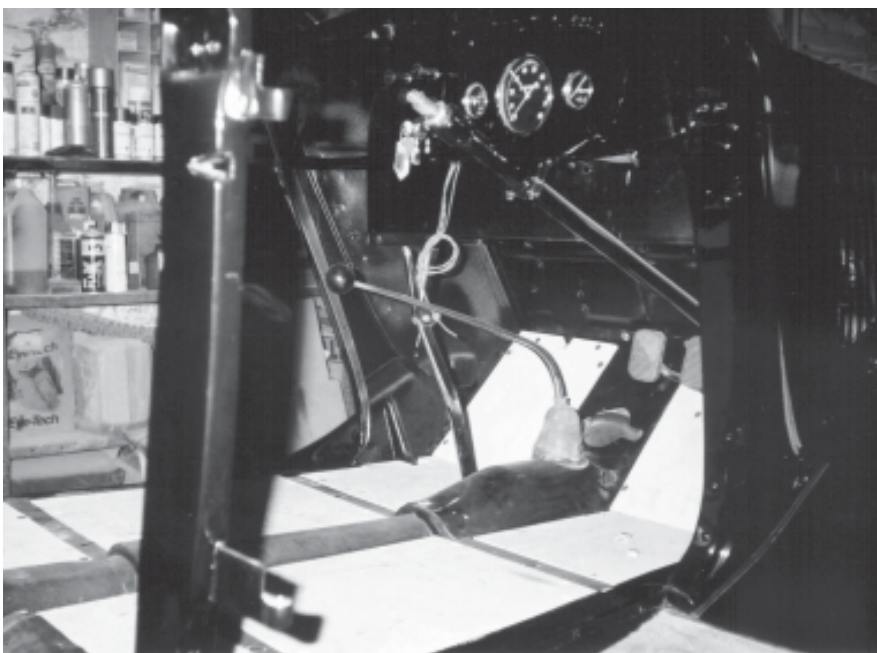
*The floor boards in position before being treated with the bitumen and white spirit. Note also the excellent restoration of the bases of the A posts mentioned in Part 1.*

The wiring loom was then fitted. A new one was purchased from Small Ford Spares (See Useful contacts – Ed), made to my specification, incorporating the extra

wires for indicator lights and a twelve-volt regulator for the dynamo. The electrics were modified to twelve volts. To do this requires the following items to be changed; coil, dynamo, plus 12 volt regulator, plus the wiring to connect the regulator to the dynamo and to the ignition and ammeter, all the bulbs, windscreen wiper motor if you have an electric one, and the battery. It also requires a 30 ohms resistance in the feed wire to the fuel gauge. If you are considering changing to 12 volts and renewing your wiring loom then you can have all the extra wires built into the new loom.

The dash panel, together with all the refurbished dials and switches was fitted and all the wiring connected. A new glove box was made and lined with black baize, fitted to finish the job.

The front and rear axles were cleaned,



checked and repaired and then painted black. The rear axle required new bushes in the spring hangers and rear spring, plus an overhaul of the rear brakes. The front axle had new king pins fitted, new bushes in the front spring and perch bolts, new wheel bearings and the brakes overhauled.

The photograph shows the front axle covered in dust, after it was restored. It was later cleaned, and then covered with a dustsheet and put in storage until required.

I then checked and repaired the engine. The big end and main bearings were found to be OK. The oil pump was stripped, cleaned,

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**Continued from page 15**

### **ALL FORD RALLY. Abingdon. September 30<sup>th</sup>. 2007.**

After 25 years of running this rally, Bob Tredwell has decided to take a back seat following recent ill health. The Rotary Club of Abingdon, that has marshalled the event for some years, has stepped in to run the rally and asked our Club to administer vehicle entries and develop publicity through the other Ford clubs. Naturally, we are keen to play our part in ensuring that this great charity event continues to be successful.

This is an excellent show for all Pre-1965 Fords, with an extensive area devoted to autojumble – just the place to find those useful parts. If you have not attended before, you should make every effort to be there this year. We always have a good group of our Club cars present and we hope more of our members will attend this year. We will be sending out entry forms to previous exhibitors. New entrants should contact Bob Wilkinson for an application form and details.

Bob Wilkinson (01832 734463) and Pete Ketchell (01244 676856 ).

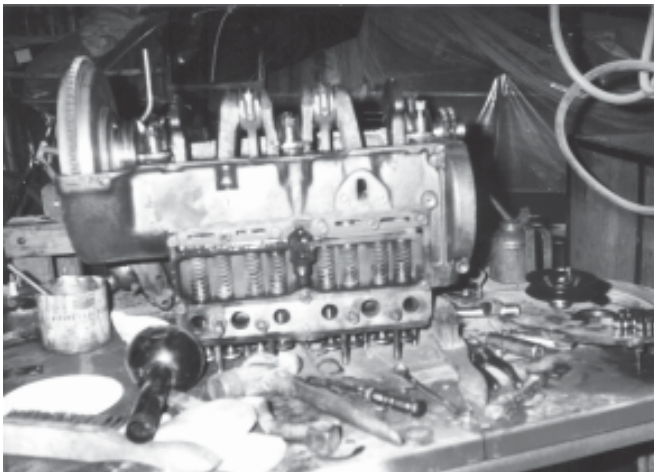




*Isn't it great when you complete the overhaul of a major assembly, such as the front axle? David, obviously with pride, photographed the completed job. It's a pity he didn't dust it before filming though!*

checked, reassembled and re-fitted to the engine. A new timing chain, together with new timing chain sprockets, was also fitted. The inlet and exhaust valves were removed

The sump was cleaned and fitted using a new gasket. The valve chamber cover was also fitted using a new gasket and the crankshaft pulley attached, making sure to oil the oil seal before pushing the pulley home.



*The engine ready to be stripped and checked.*

and cleaned, as were the valve ports. They were then inspected and the valves and guides, as well as the seats, were found to be in very good order, requiring only a small amount of lapping in. All parts were then cleaned thoroughly and the valves assembled using new valve springs. The valve clearance on each valve was checked and noted. They were then removed, keeping them in the correct order. There is no mechanical adjustment for the valve clearance. To increase the clearance, the foot of the valve stem is ground off. I found it much easier to remove the cam follower for the appropriate valve being checked, measuring its length with a micrometer and grinding it to the correct length to achieve the correct clearance. All the valve clearances were set in this way and reassembled into the correct position.

The timing chain cover was fitted using a new gasket, making sure its bottom face was level with the sump mounting face.

The cylinder head was then cleaned, checked and fitted using a new cylinder head gasket. After cleaning the engine, it was painted the correct shade of green. The gearbox was checked and a new rear rubber mounting band fitted. The gearbox was painted and bolted to the engine, all ready to be fitted into the car.

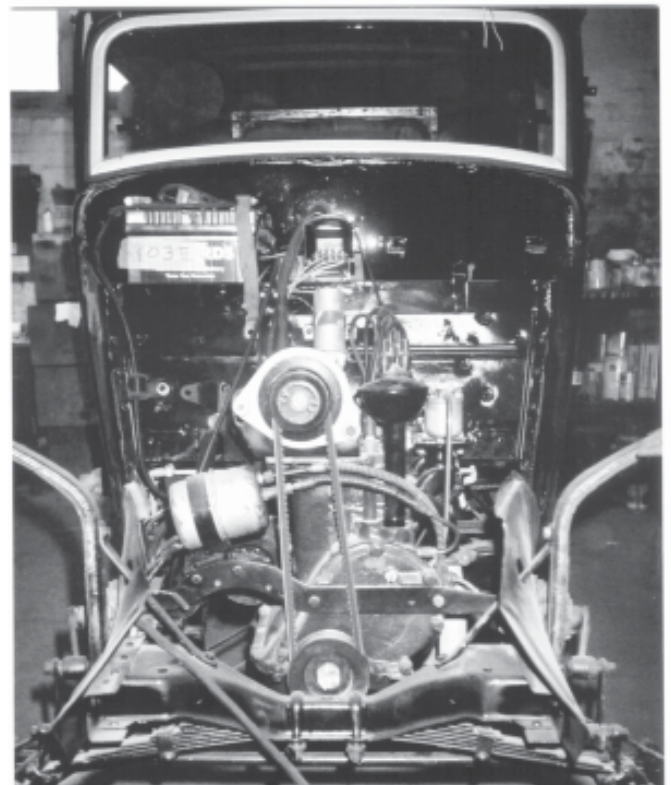
The running boards, rear wings, and spare wheel-mounting panel were attached, together with front headlamps, rear lights, and indicators. The refurbished wheels were fitted with new tyres and inner tubes and then fitted to the car.

The interior was the next on the agenda. The seats were stripped of all the outer covering and inner wadding, leaving the metal framing of the seats open for inspection. There was little work required on the rear seat squabs, other than replacing a few of the broken springs. This done, the

seats were shot blasted, primed and painted satin black. The front seats were more of a problem: there were so many springs broken in the seat bases and the metal frame supporting them had broken in several places, so I decided to have new seat bases made. These were made for me by Wade Springs Ltd., Long Eaton, Nottinghamshire. Using the old seat bases as a pattern, all that was required for the front seat back rests was to rub them down and paint in the same way as the rears. Seat frames now prepared, they were taken together with all the old outer coverings, to be reupholstered.

A new headlining was fitted, new trim panels made for around the rear windows and covered in headlining material and fitted into position. The car was then taken to the upholsterers to have the rear wheel arches and surrounding trim panels upholstered. New carpets were also made and fitted to the car. The door trim panels were covered at the same time. To complete the job when the car was returned, the doors were fitted to the car, the trim panels fitted to the doors and all the other parts fitted, i.e. door handles, window winder handles, the metal trim around the windows and the door check straps.

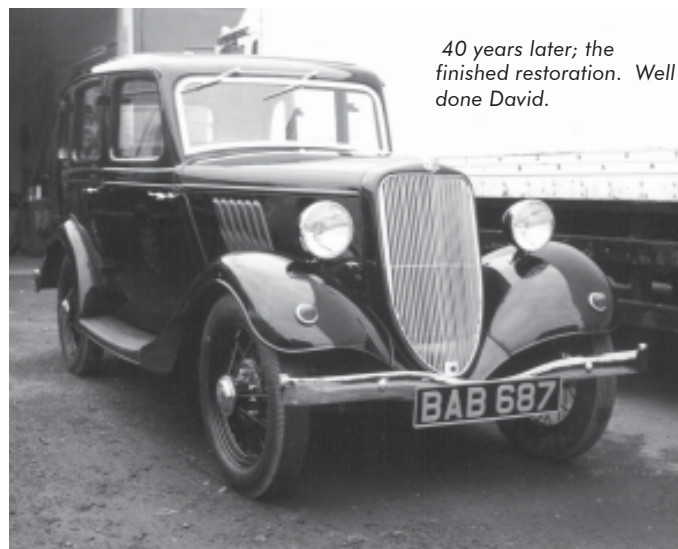
The remaining two photographs (next page) are before and after shots. The first photograph is of my father, who is the one wearing the shirt and tie, with BAB in 1961. The other fellow is my brother-in-law. The second photograph is of the completed restoration, taken in 2002. It was a very job-satisfying project.



*Engine and gearbox in situ, showing a few of the modifications from original, notably the 12 volt generator and fan belt and an oil filter.*



BAB 687 in 1961 when owned by David's late father, Sam Perks. David's brother-in-law stands by.



40 years later; the finished restoration. Well done David.

# International correspondence

## Queensland, Australia

Brian shields, the Editor of 'The Ford Upwrite', the club magazine of the Ford 8&10 h.p. Sidevalve Club of Queensland Inc. commented in a recent issue:-

*"I read a report in 'Transverse Torque', the excellent magazine published by our friends in the UK, Y&C Club (and by the way, boys, congratulations on your World Series Cricket Cup one day win!). Oops! I've just been hit by a boomerang!*

The report identified common causes of breakdowns on rallies and, from memory, I think that the two most common causes were condenser failure and generator problems. From my own observations that would be true, particularly regarding the generators. The difficulties arise not only from charging problems, but more expensively from worn bearings and bushes. I have witnessed several cases where the bearings have finally 'let go' and sent the fan blades into the radiator making for a very expensive repair and ending a rally for the owner.

Now I have a confession to make. When I am sticky-beaking under club members' bonnets (car bonnets I hasten to add!) I always check

*the generator bearings for excessive play and I can report, without mentioning any names, that some are badly worn."*

## Western Australia

In the January issue of 'Enfomation', the newsletter of the Classic English Ford Club of Western Australia, I noted that Giulio Tagliaferri was advertising his '1936 'Budd Sleeper Conversion' Model CX' for sale. Giulio, you will remember, was given 10 days to live in May last year, having caught one of the hospital super-bugs after a heart bypass op. Through the magazine (issue 161), we sent him our best wishes.

Being an inquisitive sort of guy, I emailed Chris Newman and asked after Giulio and specifically about his 'Budd sleeper 'CX'' and his other 'CX's. He replied:- *"I was very fearful they had been scrapped in the great upheaval when his gear was sold off. Fortunately he sold them to a couple of blokes who intend to restore them. One joined the club at the Classic Car Show on Sunday, but he has 30 cars, so I'm not sure when he will have time to restore the CX! I will get the details for you later.*

Giulio has also bought another house, this time with a shed and he intends to bring his CX there and maybe a long way in the future, get to drive it again. He is improving but very slowly - a shed to do things in will help.

The Budd sleeper conversion was a modification that allows the seats to fold completely flat and you can sleep in the car - perhaps one of the first 'passion wagons'! I have a pic of it somewhere and will try to find it."

Sorry, no pic arrived!

## Victoria, Australia

Bill Ballard reports on David Moran and his ute "Stuey"

As can be seen from the first photograph, David Moran has been experimenting with hood bows on his well-sided Model 'CX' ute (Geelong body no. 20B 28LD). When David bought his ute from Alan Stevens, he was given a set of hood bows that were too big. They were of similar design to those fitted to a roadster and I'm sure that they were meant to have been given to me for my roadster, "Bluey", (which was acquired from the same source without any bows)! I had to borrow a set from another 'CX' roadster owner to have a set made for "Bluey"!

The hood on a roadster ute is totally different to that on a roadster car. The top of the roof, from the windscreen to the rear hood bow, is shorter and the rear part containing the rear window is vertical (it slopes forward on the roadster car). The only similarity between the two types of hood is that they slope from the middle hood bow down to the top of the windscreen.

As both David and my utes should have the same style of hood bows and we were unable to borrow a genuine set to copy, we had to use pictures of David Crook's 1935 Model 'C' roadster, well-sided utility taken at the 2003 National Sidevalve Rally in Nuriootpa, S.A., to get the general shape. David got a friend to design them on his computer before he used some iron rodding to make a trial set of bows from the drawings. These were then clamped to "Stuey" and an old tarp thrown over them to give a better visual effect.

David then sat in "Stuey" to ensure that there was sufficient headroom and the hood "looked and felt right". Having satisfied ourselves with the shape, he has now ordered two sets from his supplier, one for "Stuey" and one for my ute.

Original purchasers of these utes could order their new vehicle with the windscreen stanchions painted or chromed. Although those that came with "Stuey" were painted black, David has opted to have them chromed and so they have recently been taken in to



David Moran's October 1935 'CX' well-sided roadster ute (C24464) under restoration in Victoria, Australia. Here he is experimenting with various hood frame designs.

David Moran tests the experimental hood for height and comfort.



**Norway**

The back cover of the February issue of 'V8 Forum', the magazine of the Early Ford V8 Club in Norway, which caters also for our cars in that country, displayed an advertisement for the Ford Junior. As can be seen from the copy of the advertisement here, it shows a Tudor, a Fordor and a van, all left hand drive. The cars, seemingly, are long rad models with a hole for the starting handle in the radiator grille and six bonnet louvres, although both cars have short rad bumpers. This would date the advertisement at early 1934, when Dagenham were fitting short rad bumpers to export Model 'Y's. These bumpers were surplus to requirement following the introduction of the long rad model in October 1933. They continued the practice of fitting short rad bumpers to export Model 'Y's (less those going to Eire) until March 1934, when the supply of short rad bumpers dried up.

Ola Hegseth, the Chairman of the Early Ford V8 club, explained to me that the words 'Praktisk - Let - Økonomisk' mean 'Practical - Simple - Economic'

A Norwegian advertisement for the Ford Junior dated, I suggest, early 1934 as the long rad cars are fitted with Dagenham short rad bumpers, which were surplus following the introduction of the long rad model in October 1933.

**India**

Bob Wilkinson received an email from Vivec C in Chennai, India (Chennai is the Indian name for Madras, situated on the south-east coast of the sub-continent.), asking about a Model 'Y' he has bought. He enclosed 20 photographs of the car, which is in need of a major restoration. If he is to tackle the task properly, even with the well-known natural indigenous ability to fix things, he will need plenty of help from our personnel and parts resources. Bob has offered him membership of the Register.



Vivec's recent purchase, a September 1935 Tudor Model 'Y' (Y112679) in need of a major restoration. Vivec and car are based in Chennai (Madras), India.

**Denmark.**

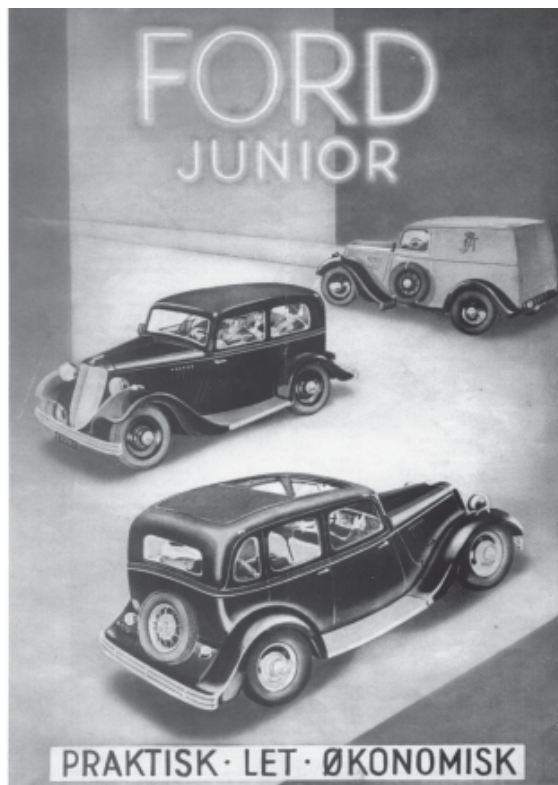
Michael Deichmann reports:- "Google recently bought new aerial photos of Denmark and these show that a lot has happened to the deep harbour that allowed ships to sail all the way to the quay in front of the Ford Assemble Plant in Copenhagen. The waterfront has turned into a narrow channel and a new island with brand new leading-edge architecture has popped up. If you look closely you can see the typical American industrial building water tower that was still there in 2005." The air photo is from 2005, but a newer one from 2006 should be on its way. On this the plant will have disappeared and replaced with other leading-

edge architecture. Many businesses have used the building after Ford left it sometimes in the late 60s or 70s. Among others, an automobile auction company and a do-it-yourself workshop. "I am also preparing an article for the Danish Motor Historic Clubs' magazine "Veterantidende" regarding the Ford Junior anniversary. I ploughed through the "Motor", the magazine for the "Danish Motorists", to find Danish advertisements for our cars. The Club has an extensive library now being registered in co-operation with the "Royal Danish Library" and they have the complete set of "Motor". I have attached a couple of advertisements for the

editor to pick from for publishing in 'Transverse Torque'. Note the one from 1932, with a picture of the DFDS Steamer "Margrethe" in front of the Copenhagen assembly plant - and compare that with the air photo from today." (see photos next page)

**Spain**

Michael Deichmann also comments on the tourers at the Barcelons Exhibition depicted on the back cover of issue 165, "Dear Mr. Editor! In your comments on Luis' picture on the back cover, you state "They are certainly not German". Now when I re-read it I recognise you may mean the shape of the doors and I do agree that the German body styles did not include cut down doors. When I first read it this Sunday morning in bed (is there a better way to start a Sunday than to read Transverse Torque in bed?), I took the statement to cover all the "topless" cars. The two ones in front are typical German - the lighter one to the right in particular. The "s" formed foldable bars on the hood are typical of German bodywork. Looking in your own book,





The Google Earth aerial view of the old Ford assembly plant (at top of picture) in 2005. Note the reclamation of the harbour in front of the plant.

**Ford JUNIOR**  
DEN ØKONOMISKE VOGN

Fremstillet paa Europas største og mest moderne Automobilfabrik.

Dansk-Engelsk Vareudveksling  
D. F. D. S. Dampskibsselskab har, efter at have været i England med danske Landbrugsmaskiner, en Læsting Ford JUNIOR Vogn ved Ford Motor Company A/S og en Køl i København Sydhavn.

Englenderenes mangeårige Erfaringer med Hensyn til økonomisk Automobilkørsel i Forbindelse med Forde ærkerkendte Produktionsmetoder har i Forening skabt den virkelige økonomiske Vogn — Ford JUNIOR.

Ford Junior Vognens fremragende Økonomi blev testet ved det store her i Danmark fornylig afholdte 50 Timers Økonomiløb, hvor det viste sig at Gennemsnits-Benzinforbruget for de 25 i Løbet deltagende Standard Ford Junior Vogne var 16,22 km pr. Liter Benzin — et overbevisende Resultat.

Ford Junior er meget let og hurtig at manøvrere gennem Færdselen. En medvirkende Årsag hertil er det synkroniserede balt lydlose Gear. Ford Junior er ydeest som at parkere, har en smidig, kraftig og pålidelig Motor, og der er god Plads i Vognen til 4 Voksne.

FORD MOTOR COMPANY A/S SYDHAVNEN, KØBENHAVN V.

An advertisement for the Ford Junior in a 1932 copy of the Danish magazine 'Motor'. Note the Copenhagen assembly plant with its deep harbour frontage in the top photograph.

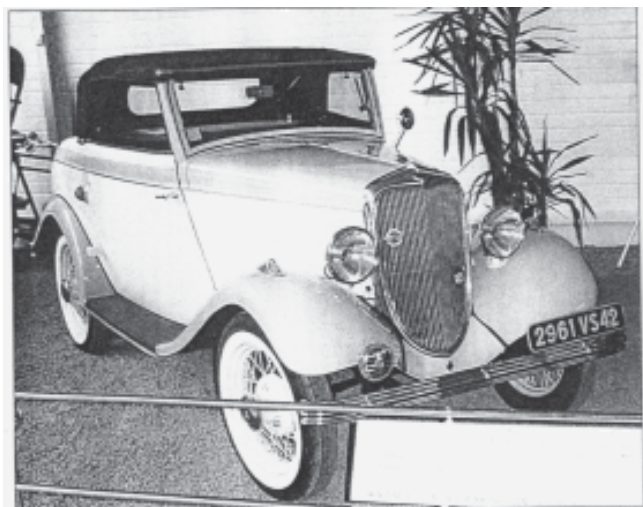
however, it is hard to see a look-a-like among the many nice pictures.

You mention that Deutsch, Drauz and Gläser supplied Ford Werke in Cologne with open models and both open cars on Luis's picture have back-hinged doors (like the "standard Tudor body"), but the Drauz pictures in your book have front-hinged doors. Also - the hood has round corners right behind the door on the Drauz. The Deutsch bodies on page 157 in your book (the middle picture) seems to have the right shape of the hood behind the door, but the door is back-hinged like the Drauz. This MAY of course have changed over the years, although Luis' picture shows early 1933 models. If the German market asked for back-hinged doors they may have changed the design. The picture in the book is also a short-rad though.

The last option is Gläser bodies. The picture of a Gläser tourer on page 159 does show back-hinged doors, but the model does not have the same type of hood, so we can't judge a Gläser hood based on that picture. The other book I have, "Klassische "FORD-Modelle" does not offer any pictures of Köln Cabriolets. So by elimination and circumstantial evidence, I will rule the two cars to be Gläser bodied - alternatively they could have been early Deutsch with backhinged doors."

Regarding the others, why couldn't some of them be from some of the UK body builders? Or French, if not from the mentioned Spanish options? What "does Luis think of all this?"

Paul Tritton adds his penny'th, "Is the picture on the outer back cover of the 165 edition that of a French coachbuilder? I am aware of a cabriolet in the Automusée du Forez in St. Germaine Laval, which you labelled as a Köln in issue 94, May 1995, Page 7." - I regret, Paul, that the cabriolet in the Automusée du Forez is not a Köln. When researching for my book, I came across a photograph of the same car in Antibes in 1991. It is a two-seater coupé-cum-roadster. I changed my tack and suggested that it could well have been bodied by the French coachbuilder, Duval. If anyone can assist further in this identification, I would be delighted to hear from you.



The photograph in 'The Automobile' in 1995 referred to by Paul Tritton. It was photographed in the Automusée du Forez in St. Germaine Laval and I labelled it as possibly a Köln roadster.

## German and Danish body numbers

– Michael Deichmann, Copenhagen



I subsequently came across this photograph of the same car in Antibes in 1991. It is now apparent that it is a two-seater coupé-cum-roadster and I suspect that it was bodied by the French coachbuilder, Duval.

### Spain (Majorca)

Our thanks go to ex-member, Gerald Watson, from Wigton in Cumbria, who sent in a newspaper cutting of a 1934 de-luxe Fordor Model 'Y' which was spotted by a Leeds holidaymaker on the island of Mallorca. The car is a L.H.D. model with a Barcelona registration. It will have been imported in crates from Dagenham and assembled at the Ford Ibérica plant in Barcelona.

The caption to the photograph reads "A place in the sun ..... Last summer I saw this old Ford Model Y parked in the street in Arenal, in Majorca. It is in daily use, advertising a local restaurant. The condition appears to be entirely original – there is no body rot and the paint has not been retouched. I am sure that this little car must have an interesting story to tell."

We do not have the details of this car on our List of Known Surviving Vehicles, so I would ask any member who is planning a holiday on Majorca this summer, to visit the restaurant in Arenal (which appears to be called the Cocina Internacional) and ask the owner if you may see the car's documents as they will give you the chassis number. From the photograph, the original colour could well be the pretty rare electric blue, which was only produced in 1934. Note also the short rad bumper on the long rad car, a practice which is explained under the 'Norway' correspondence above.

The de luxe Fordor Model 'Y' spotted by a Leeds tourist in Arenal, on the island of Majorca. The car was advertising the local restaurant. We need to know its details for the register.



Once you start working with our Ford Models, it pretty quickly becomes evident that there is a big gap of missing cars build in Cologne from 1932, when they started to build the Model 'Y', to 1939-40, when all factories in Germany were focussed on war production.

My Ford Junior de Luxe Cabrio-Limousine (the Scandinavian product name for Eifel) has a German body and is an almost totally German produced car, which was assembled at the Copenhagen assembly plant according to the plate on the bulkhead (see the last issue of Transverse Torque – Members' Cars).

As it has also been told in a previous letter, it is now under restoration after 18 years of no progress whilst I concentrated on building a family. Currently I am sandblasting and priming different chassis components and the body itself. One of the good things about doing that yourself is that you discover stamped numbers of various kinds on the components. And that is exactly what I have done - numbers that confirms that not just the body, but also the chassis etc. originates from Germany.

The first number I found was when I sandblasted different chassis parts, including the support bars for the front and rear bumpers. On one of them was the number "20G17755" and a mark that now looks like a digit "3" with some square figure stamped over it. The latter is either an error or represents a supplier's mark?. Looking in the Spare Parts list I find that CG17755 is the "Front Bumper support, Left" (translated from Danish as I sit with the Danish Spare Part Catalogue from 1938). In the comments field it says "Eifel". There is also a CE17755 – I wonder what the difference is! I believe the number "20" refers to the Model 'C' as "19" refers to Model 'Y'.

Today, when I sandblasted the interior of the body, I discovered another interesting number - which may very well be the body number:- "E183". I believe it could very well be something similar to the Briggs body numbers that I have read about in Sam's book on the Model "Y", but I doubt this very typically German body style is a Briggs body. Daimler Benz, Opel and many other German marks had these Cabrio-Limousine bodies, so it must be from a German coachbuilder; but which?

Not only did most of the German build Model 'Y's and 'C's disappear during WWII, but also all historical archives of a lot of companies, including probably the Ford Werke in Cologne and the coachbuilders they used.

It seems that the more I progress with this car, the more unique and interesting I find it. We are not done yet - more to follow.

I replied to Michael:- "The part number discovery is very interesting. As you say, the part number 17755 is for the Arm - front bumper - outer - left hand'. The 20G will be the Köln letter code for the Eifel. The Model 'C' was coded Model 20 in Dearborn, U.S.A. As you say, the 'G' will be for Germany."

In my photocopied German Eifel parts list (courtesy, Jim Miles), the part is listed "20G-17755-A 3,76RM Stoßstangenarm, links, vorn 1935 – 38". I wonder how much 3,76 ReichMarks was worth in those pre-war days?"

The E183 number is more baffling. However, I tend to agree with Michael that it is probably a Ford associated body number. Whereas the early Eifel cabriolets were bodied by either Drauz, Deutsch or Gläser, I have no reference to the coachbuilders of either the limousine or the cabrio-limousine (nor the Köln for that matter) and suspect that these were built in-house and hence

carry a Ford/Briggs-like body number. 183 could well be the body style number for the cabrio-limousine as given by Dagenham (hence the E).



Michael's friend, Børge, spraying the underside of Michael's Cabrio-limousine. Note the bumper arms on the wooden planks in the foreground.

"The Ford logo and Köln part number stamped on the front bumper arm (20G17755).



E183 stamped on the floorpan of the cabrio-limousine.

## Spares report

Those of you at the A.G.M. last month will know that the Club spares operation had another good year for part sales. You will also have benefited from the discounted spares available at Willoughby on the day.

To summarise what was said at the A.G.M., several items have been added, or restocked, to the available spares list in the past year. These include:-

Model 'Y' exhaust systems, steel and stainless three piece systems.  
Dash Panel inserts for 1934/5 long rad Model 'Y'.  
Headlamp reflectors – exchange  
Headlamp beam adjustment springs  
Kingpin shims  
Fuel tanks – 'Y' & 'C' / 'CX'  
Rear axle halfshaft inner oil seals.

There are several items that we will be looking at in the coming year, including:-

**Speedometer bezel refurbishment** – We will supply the speedometer bezel as an exchange item. Your existing speedometer bezel and glass must be returned and we will ship a replacement on receipt of your old unit. Hopefully this item will be available by the end of May.

**Oil cans and brackets** – We have been out of stock of these items for some time, but we think we've found a supplier who will make both the can and bracket. More news soon.

**Driveshaft front bearings and seals** – These are the ones at the front of the driveshaft. Whilst the bearing is available in very limited numbers, the seal is different matter. Progress will be reported through the magazine Spares Reports.

**Shock absorber links** – We are frequently asked for these parts and will be making these a priority for 2007.

**Exhaust system tail pipes** – Again, members have asked, so we will look at this item.

**Brake shoes** - We will soon have supplies of all five types of brake shoes. You will have seen the articles on brake shoes' differences written by Graham Miles in the last two issues of the magazine.

There will be other items added as we go through the year, including some of the things you would like to see on the list. As I said previously, we do not have a monopoly on good ideas, so tell us what you want.

**Jim Sharpe,**  
**Spares Officer**

# NEWS OF NEW MEMBERS

Prepared by Godfrey Dingley-Jones, 23 April 2007.

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register, the following 14 new full Members including 7 Members who have re-joined.

Mike Ankrett	A1510
Hucknall, Nottingham	
Inge Archtander	O-A103
Sandefjord, Norway	
A. Joe Berry	B1107
Leamington Spa, Warwickshire	
Mark Duffy	O-D102
Borgenhaugen, Norway	
Graeme E. Duncan	D1804
Newbigging, Angus	
David T. Edwards	E0504
Camber, East Sussex	
James G. Finnegan	F1903
Shilleagh, Co Wicklow	
John F. Hammell	H0524
Iden, East Sussex	
Terry A. King	K1201
East Goscote, Leicester	
Ian MacDonald	M1852
Stornoway, Isle of Lewis	
Robert Marshall	M1505
Hucknall, Nottingham	
Allan Niven	N1802
Darvel, Ayrshire	
Jan P. Pieniazek	PO407
Copsale, West Sussex	
Brian Sloggett	S2009
Enfield, Middlesex	

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

**Mike Ankrett** A warm welcome is extended to Mike from Hucknall, Nottingham, who has re-joined the Club. Mike has a Model 'Y' Tudor in green over black. The Chassis number is Y163538 with a Briggs Body number 165/53968. The Registration Number is VJ 9869 and it was first registered on 23 March 1937. The car, which used to have a 10hp engine, but has now been fitted with an 8hp engine, is on the road. Thanks for re-joining, Mike, and good luck with the car.

**Inge Archtander** from Sandefjord, Norway has a 1936 Model 'Y' Tudor in red, which was first registered in Norway on 23 May 1949. The Chassis number is Y142224. The car which is left hand drive is in an on the road condition. Inge advises that he is the third owner of the car in Norway and believes it has stayed in

the town of Sandefjord since it was imported, as he remembers seeing it when he was a child and wishing that some day the car would be his. This just shows that wishes can come true. Welcome to the Club and we hope all goes well with the car.

**Joe Berry** from Leamington Spa has re-joined the Club. Joe has a black Model 'Y' Tudor, first registered on 2 July 1936 with a Chassis and engine number Y141130 and Briggs Body number 165/41658. The Registration Number is BOM 121. The car is in an on the road condition, having been restored after being found rotting in a pig sty in 1989. Good luck with the car Joe and thanks for re-joining.

**Mark Duffy** is living in Norway and is the proud owner of a 1932 Model 'Y' (Ford Junior) which is a 2 door model with right hand drive. The chassis number is Y7064 and the Briggs Body number 135/6470. Mark is currently engaged on a full restoration and at present he has removed the body. He does advise, however, that the seats are missing. We would like to welcome Mark to the Club and hope the restoration goes well and would ask that he keeps us apprised of his progress in due course.

**Graeme E. Duncan** from Newbigging in Angus, has re-joined the Club. Graeme has a Model 'C' Tourer, first registered on 6 August 1936. The Chassis number is C48550 and the car is finished in white. The Registration number is AFS 184. The car has been off the road for the last nine years and is in need of parts and a new paint job. Good luck with any restoration you complete and thanks for re-joining.

**David T. Edwards** A warm welcome is extended to David from Camber in East Sussex. David is the proud owner of ABE 463, which is a Model 'Y' Tudor finished in green over black. The car, which is on the road and was first registered on 10 November 1937, used to belong to former Member, Rodney Booth. It has a Chassis number Y177562 and a Briggs Body number 165/62158. Thanks for joining the Club and good luck with the car David. We wish you many years of good motoring.

**James G. Finnegan** from Shilleagh, Co Wicklow, has a Model 'Y' Tudor finished in grey over black with red upholstery. The car was first registered on 25 July 1936 and was previously owned by former Member, Philip Fogerty. The Chassis Number is Y145020 and the Registration number is Z 7068. James is carrying out a full restoration, including an engine overhaul. Thanks for joining James and we hope all goes well with the restoration.

**John F. Hammell** from Iden, near Rye, East

Sussex, has re-joined the Club. John has sold his Model 'C' and now drives a Ford Model A instead. Welcome back John, and who knows, you may buy a Model 'C' or 'Y' at some stage in the future.

**Terry A. King** from East Goscote, Leicester has also re-joined the Club. Terry has a 1936 'CX', 4 door Saloon, Registration number HV 5918. The car is finished in green with beige trim. The Chassis number is C34348 and the Briggs body number is 466/736. Terry advises that the car is in an on the road condition, but does not as yet have an MOT. The car was originally found some 20 years ago parked by an industrial unit in Thrapston, Northants. Thanks for re-joining the Club and we hope all goes well with the car. [You can find other odd things lying around in Thrapston these days! - Ed.]

**Ian MacDonald** has re-joined the Club. Ian from Stornoway in the Outer Hebrides has a Model 'Y' Tudor, finished in cream over black. The car was first registered in August 1934 and has the registration number BGU 511. The Chassis Number is Y80099 and a Briggs body number 165/15777. Ian is currently restoring the vehicle. Welcome back Ian and we hope all goes well with the car.

**Robert Marshall** from Hucknall, Nottingham, formerly a Friend of the Club has become a full Member. Robert now has a 1935 Model 'C' 2 door Saloon, Registration number BAU 946. The Chassis Number is C12397 and the Briggs body number 367/1631. The car needs a little attention to get it back on the road after a few years of non-use. Robert purchased the car from Paul Bainbridge, a former Member, who was associated with the Club for many years. Good luck with the car Robert and we hope you enjoy many years of happy motoring.

**Allan Niven**, who lives in Darvel, Ayrshire has a Model 'Y' short rad, 2-door, first registered on 6 July 1993. It has a Chassis Number Y29381 and a Briggs body number 135/17983. The Registration number is US 2231. The car is currently undergoing a full restoration as, and I quote from Allan, "apparently the car lay in a museum until the museum closed and then it got abandoned under a soggy carpet". Thanks for joining and good luck with the restoration, Allan. Please keep us apprised of developments.

**Jan P. Pieniazek** from Copsale, West Sussex, has re-joined the Club. Jan has a 1933 Model 'Y' short rad 2-door saloon in black, which was first registered on 18 July 1933. The Chassis and original Engine numbers are Y29359 and the Registration Number is DY 7603. The car is currently under restoration and we would like to thank Jan for re-joining

and wish him all the best with his project.

**Brian Sloggett** of Enfield, Middlesex, is currently restoring a 1936 Model 'Y' Fordor finished in green. The car has a Chassis Number of Y155527 and a Briggs body number 164/5239. It was first registered on 29 September 1936 and has the Registration number BYD 673. The Club is currently assisting Brian with the DVLA to retain the original registration number. Welcome to the Club Brian and we hope all goes well with the car.

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. Sam Roberts, the Editor, will be pleased to receive any news and photographs of your vehicles.

As 2007 is the 75<sup>th</sup> Anniversary of the Model 'Y' I have been targeting former Y & C Members suggesting that, if they still have their vehicles, now is a good time to re-join the Club. You will see from the details above that the 'Push for Members' has been quite successful so far and I am hopeful that more ex-Members will re-join.

## SUBSCRIPTIONS

I am pleased to report that I have received a request from **ONE** Member for a Standing Order Form, which is now on its way to him. That particular Member has decided that paying by Standing Order **MAKES LIFE EASIER!** Perhaps the rest of the Members who currently do not pay by Standing Order will follow suit? I DO HOPE SO!

If you require a Standing Order form, please do not delay. Please contact me by mail, telephone or email asking me for a form now! All my details are on the inside cover of 'Transverse Torque'.

## Postcards from Brian Mace

### Castle Street, Dover, Kent

A lovely view of Dover Castle up on the white cliffs, but what's more important to us is the Model 'Y' van, BKK 146. Behind the van is a Granada cinema which is showing 'Love on the Run', starring Joan Crawford and Clark Gable. As we all know, this was filmed in 1936. The post card itself was never posted, so the film is the only clue to its date of publishing. You note that this picture was taken in the middle of the road. I don't think you would do that today!

On an historical note, there has been a castle at Dover since the defences of an Anglo-Saxon fortress were strengthened by William of Normandy, who built the first earthwork castle in 1066, before moving on to London. Under Henry II, the castle was rebuilt by Henry's great architect, Maurice the Engineer, including the monumental keep, constructed in the 1180s, which stands at the centre of a concentric ring of defences.



Caption:- "Joe Berry's Birmingham registered June 1936 Tudor Model 'Y', apparently driverless and holding up the traffic!

A Subscription Renewal Form is enclosed with this issue and I shall be pleased if you will kindly complete it and return it to me with either your subscription payment or, preferably, a signed Standing Order form as quickly as possible.

As I write this article, the sun is shining and I am thinking that this must be the ideal day to take the Y or C out for a long run.

**Godfrey Dingley-Jones**  
**Membership Officer**

Castle Street, Dover. The Model 'Y' van has a June 1934 Kent registration, BKK 146. Note that the driver has removed the spare wheel from the offside door to help him mount and dismount. By design, the Ford Motor Company intended that the driver would use the nearside door to deliver and collect from shops, there not being a seat on that side of the van. Accepting popular usage, the design was changed in October 1936, when the spare wheel was fitted to the nearside door in production.





### South Street, Wareham, Dorset

This post card shows South Street, Wareham with the Police Station on the right. Across the road is the Black Bear Hotel. Opposite the hotel is parked a Model 'Y', registered JT 1767 and in front of the Police station is a Model 'CX', BAA 39. Note the boy on the trader's bicycle. He was the forerunner of the 'You shop, we drop' practice of today.

The card was posted 25 June 1953. I wonder if the Black Bear Hotel is still there? I bet the Police Station is not manned!

HPOTOGRAPH:- Image Pcard Wareham.jpg  
Caption:- "The 1934 Dorset Registered Tudor Model 'Y', JT 1767, is parked behind the 1936 Hampshire registered Model 'CX', BAA 39. We know the Model 'Y' is a Tudor because all 1934 Fordors were to the De Luxe specification, which included twin wipers. The Model 'Y' on the post card has only one wiper."

### from Phil Beckett

Phil sent in this photograph from "The Hull Daily Mail" depicting a fire at the Hull printing works of Goddard Walker and Brown after a German air-raid on Hull in May 1941. It would appear that one of the officials present was entitled to petrol coupons as his Tudor short rad Model 'Y' is parked close to the scene.

*A short rad Tudor is present at the scene of a bomb-site in Hull in May 1941.*



## Timing the distributor.

Following is an extract taken from the Ford Repair Manual, and Scientific Magazines Ltd. on Ford 8 & 10 HP. Howard Ashdown of the Classic English Ford Club of Western Australia adapted it for inclusion in their Club magazine, 'Enfomation' and the then Editor, Chris Newman, added his comments and passed it to us for publication.

"1. The contact breaker point gap should be checked and if necessary adjust to 0.014 in. to 0.016 in. (.010 in. to .012 in. shown in Scientific Magazines Ltd. ). Turn the engine slowly by means of the starting handle, so bringing the high point of the distributor cam to the fibre heel on the contact breaker arm. Loosen the two holding down screws that secure the fixed contact breaker arm to the base plate. Move the arm until a clearance of 0.014 in to 0.016 in. (0.010 to 0.012) in between the points is obtained, and tighten screws.

2. Unscrew the timing pin located in the cylinder front cover; reverse it and insert the plain end into the hole from which it has been removed.

3. Turn the engine slowly by the starting handle, at the same time pressing the timing pin inwards, when it will be felt to drop into an indentation in the camshaft sprocket. (Note: The timing pin does not give No 1 piston on top dead centre, but approx. 9 degrees before T.D.C.)

4. Make sure the rotor contact is facing No. 1 cylinder contact position. (Normally at 10 o'clock. Ed ) Secure the index (vernier) scale to the cylinder head by means of the screw, with the zero (0) reading of the scale set against the mark on the groove on the cylinder head.

5. Slacken the distributor body clamp bolt (*under the dizzy body, Ed*) and, with the timing pin in position, turn the rotor in a clockwise direction to eliminate backlash and hold in this position while turning the distributor body, until the contact breaker points are just about to open. This should occur when the condenser is towards the cylinder head. (*parallel to the engine, Ed*). Lock the distributor body clamp by tightening the clamp bolt. (*No 1 spark plug lead should be approx. at 10 o'clock if standing on passenger side of vehicle, Ed*). Remember that the rotor rotates in a anticlockwise direction.

(Note—The ignition is now timed with the crankshaft approx. 9 degrees before TDC. For normal operating conditions, 5 degrees before TDC will be found to be the most satisfactory position. Each division of the index plate represents 2 degrees on the camshaft.)

6. Loosen the index scale screw and move the scale so that the graduation mark "2" is in line with the mark on the cylinder head. Secure the scale at this setting. Remove and refit the timing pin in its correct position. For certain fuels an improvement in engine performance may be obtained by setting the index plate a division or so on either side of the "2" graduation. It must be borne in mind that only very small deviations from the normal setting are necessary to compensate for difference in fuel or operating conditions.

**Howard Ashdown**

## Now, there's fuel economy!

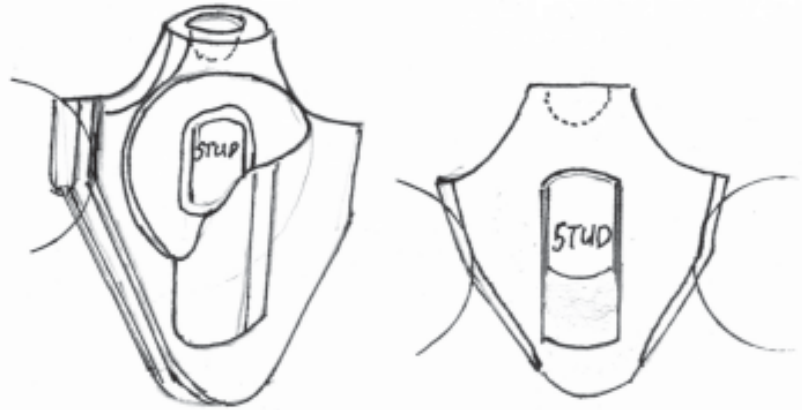
Bill Ballard sent me a copy of an article, which appeared in the November/ December issue of the Australian magazine 'Restored Cars', titled 'Economy in the 1930s':-

"In 1935-36 Australia was coming out of the Depression, car and oil companies were promoting fuel economy to induce sales. Power-Chief, selling petrol, placed a number of advertisements to promote fuel economy with popular makes of vehicles, such as the Hudson Terraplane, Chevrolet, English Ford, Plymouth and others. Supervision was undertaken by the Royal Automobile Club of Australia on behalf of S. F. Martin, Assistant General Manager of Texas Co of Australia. All tests took place in January 1936. Speed was not to be less than 30 mph and coasting was permitted. The fuel tank was drained and 10 gallons filled from a public bowser was measured into the tank. The route south from Sydney included South Stanwell Park, Bulli, Wollongong, Dapto, Appin and Campbelltown. It covered a total of 168.4 miles. Temperatures were 64° to 78°F. The running time totalled 5 hours and 30 minutes. The Terraplane achieved 32.1 mpg at 30.25 mph. A similar vintage Chevrolet, 32.15 mpg and the little UK Ford, 50.2 mpg at 30.6 mph."



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

- Part II  
By Graham Miles



Sketch no. 4. The front wedge showing cut away stud. Note the limited 15 thou side clearance between stud and wedge. The top cup receives the push rod.

In the previous issue the Doctor commented on the first two designs of the Ford Model 'Y' brake shoes. In this issue he will consider the method employed to operate both these designs, it being identical for both. The system was retained until the introduction of the Popular model in September 1934.

**The front brake assembly.** Sketch no. 4 is of the Front Brake operating wedge, Y2050, which is mounted on the back plate by the stud, Y2051/4. The stud and wedge have vertical parallel sides with a modest side clearance, which keeps the wedge on very limited lateral movement. The operation gives a constant downward pressure on the wedge, which has the effect of leading to rapid wear on the lower part of the brake lining. Accordingly, where a wedge operating system is employed, the designer needs to support the shoes against this downward thrust and cause them to move on a longitudinal plane until contact with the drum is made.

To achieve this longitudinal travel, the design incorporates a support mounted on the back-plate, onto which the clevis pinhead rests. (This pin being the one that positions the rollers on the shoe.) The shoes can now roll out support on their longitudinal travel. (Please see sketch No.5.) So had all aspects had been considered?

Position yourself in front of the front back plate, with the drum removed, and observe the operation of the wedge as it descends. The roller to the left turns in a clockwise direction, and the other, anticlockwise. The shoes are forced to travel outward on a level plain, the pinhead in direct contact with the support. As its contact is with the top face of the support, it attempts to rotate in the opposite direction from that of the roller. Inevitably it rarely rotates at all, but the hardened pin is simply pushed out under pressure along the support, causing a very high rate of wear. As the wear increases, the pinhead fails to keep the shoes central to the drum and they remain in permanent contact with it, leading to a high rate of wear on the lower part of the lining.

(Actually a clevis pin was available with a 20 thou oversize head. Did the designers seriously believe that 10 thou would make a difference?)

This disastrous situation could never have been the intention of the designers, so did they do any better at the rear brakes? Well yes, sort of, at least they got that 50% right!

**The operation of the rear brakes** is by a shaft which twists, being mounted in a bushed housing on the back plate. It

without any consideration to the 'back plate', it too needs inspection. Ensure the nut, which fixes the 'Stud', is tight.

Check the wedge/cam face for wear at the roller point of contact.

On the rear, the condition of the operating shaft and bushes need inspection.

The four 'back plate' fixing bolts need to be inspected. Remove the split pins, and ensure the nuts are tight. Renew the split pins.

Worn hubs make it impossible to set up the rear brakes as, in addition to a possible worn clevis pin support, wear on the hub will also permit the lining to contact the drum. My advice is to fit a Club 'hub repair kit', which will considerably improve the performance of the rear brakes, as well as make the vehicle legal.

**Parts available.**

Front wedge.	Part no.	Y2050
Rear cam.	Part no.	Y2230
Rear shaft.	Part no.	Y2231 (Cam mounting, RH. O/S RHD)
		Y2232 (Cam mounting, LH. N/S RHD)
		Rear hub bearing/sleeve kit
		Other parts available, but used.

**I would like to consider the term 'roller'.**

It's easier on the front wedge to illustrate what I have in mind. The roller circumference is 3.15" and the point of contact on the wedge less than 1/4".

If the contact length is expressed as a factor of the circumference, we find that roller moves through little more than 30 degrees. This very limited arc undoubtedly contributes to the seizure of type 2.

To summarise.

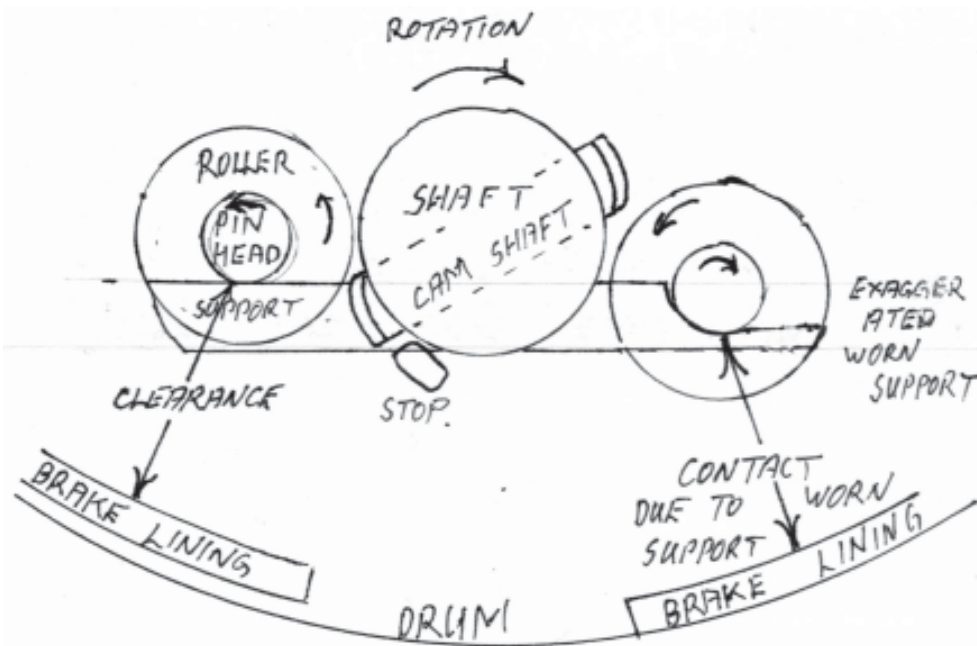
Type 1 shoe had a high rate of wear at the point of mounting the rollers, although they rotated freely, whereas type 2 the rollers were inclined to seize. In both designs, an erratic and high rate of wear occurred on the point of contact with the wedge/cam, as a good square contact with the rollers is seldom made, plus the fact that rollers have a tendency to spread.

The back plate supports were subjected to a very high rate of wear, which resulted in uneven and excessive lining wear.

We are able to record approximately 350 surviving vehicles fitted with this operating system, which ended following the introduction of the Popular model (approximately chassis no. Y78000.) With this new model, Ford designers attempted to overcome their problems with a third shoe design and a new operating system. Regrettably they still had problems.

**Yours,**

**the good Doc.**



"Sketch no. 5. Showing the effect of a worn support."

retains a 'double faced' cam, which can slide freely within the head of the shaft and is therefore self centralising, responding to the pressure of the shoes once they are in contact with the drum (refer back to sketch no. 5).

The clevis pinhead does the same job on the rear as on the front. Only this time the front roller is effectively lifted and thus turns it in the same direction as the clevis pin. Regrettably the rear roller still rotates in an opposite direction of the clevis pin (also see sketch no. 5).

Therefore the Ford Motor Company got the overall design 25% right, which is hardly a success story! Personally I don't think the design was ever fully thought through, perhaps all part of the rather hasty 1931/2 design!

**Servicing the back plate.** Very often the replacement shoes are simply fitted

The brake shoe adjusting wedge, Y2041, must be removed, cleaned and greased. The brake shoe links, Y2042, must also be removed, cleaned and inspected for fractures.

The worn support **must be built up** with the use of welding equipment and then reshaped. **(This repair is essential; it is not an option.)**

When fitting the replacement shoes, ensure the lining does not exceed the width of the shoe. If it does, the clevis pinhead will not meet its support fully.

Ensure the rear hub seals are not leaking oil.

I may add a small thin washer below the clevis pinhead. (End float permitting.)

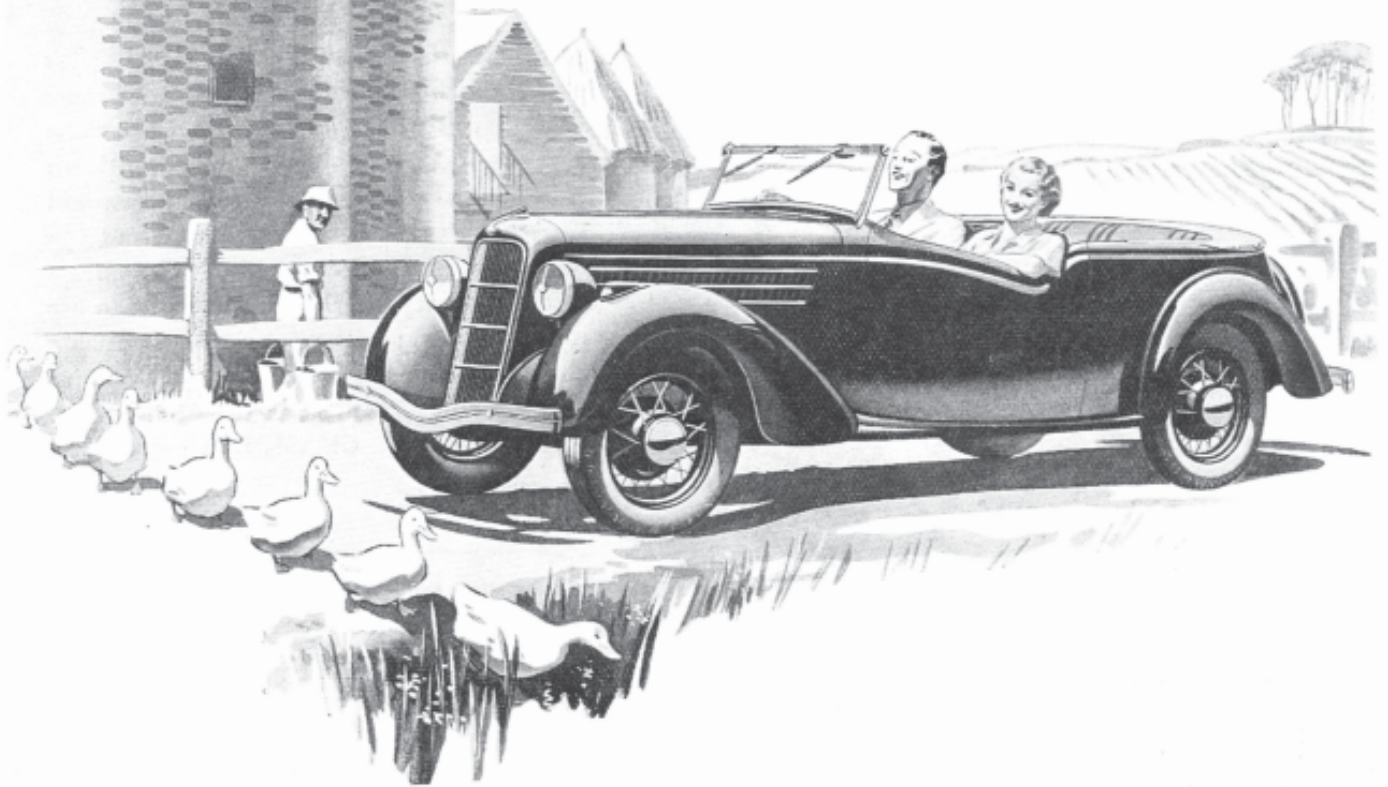
The intention is to make certain the pinhead fully rests on its support. Remember that a rear hub bearing has four or more thou clearance when cold and, when worn, this non-adjustable rear hub has considerably more.

1936

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