

TRANSVERSE

OR QU E



The Ford
Y & C Model
Register



July - August 2007 Issue 167



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



Yet another promotional shot of the pre-production Model 'Y', extolling its virtues as the family car.

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

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

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

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

Printed by CPS -Airedale Specialist Print for Classic Car Clubs
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Editorial

It was wet! When the date for the 75th Anniversary of the Model 'Y' celebrations was chosen, mid-June seemed an idyllic time for a display of our cars by the river at Stanford Hall. Well done to all of you who did make the journey. I was delighted to see that the weather did not dampen spirits and everyone enjoying themselves. The camaraderie amongst members was as healthy as ever, as is reflected in the letters and messages received in the week after the event, reproduced in this issue. A full write-up will appear in a special edition of the magazine next time round. In the meantime, I would appreciate any half-decent photographs you have of the event for possible inclusion in a colour display. If sent by email, please scan analogue photographs in .jpg format at 600 dpi.

I was surprised that nobody appears to have been agitated by Paul Beck's comments on UK Ford owners being 'old men playing with old cars' who 'don't carry out repairs properly' and 'continue to bodge it', whereas overseas owners 'are prepared to mend it properly'. However, noting the absence of younger members in the Classic English Ford Club of Western Australia, their magazine Editor, Chris Newman, did use the Paul Beck quote to make the point, saying, "Coincidentally a report in the Y&C Register mag from the UK referred to the British car restoration movement as 'old men playing with old cars'!"

An interesting item came up for auction on ebay recently. It was a Ford Trade School Old Boys Association badge. Considering the number of apprentices and scholars that have passed through the school at Dagenham over the years, I'm surprised that I haven't seen one before. I wonder how many of our members are Old Boys. Afternote, since writing this piece, I have heard of the untimely death of Ron Staughton, who entered the Trade School with our own Jim Sharpe in 1954 – see Ron's obituary elsewhere in this issue.

How many members are entitled to wear this lapel badge which came up for auction on ebay recently?



Quietly, without anyone in the Y&C Register knowing, three of our members crept off to Enfield on 29th April, to the Ford Day at Whitewebbs Museum, the home of the Enfield and District Veteran Vehicle Trust (EDVVT). Apparently, they do it every year. The guilty three are Graham Miles, Jim Miles and Tim Brandon. Mind you, they do wave the Club flag as the photograph shows.



The Y&C Register was well represented at the Ford Day at Whitewebbs Museum in Enfield in April. Tim Brandon's Fordor short rad sits alongside Graham Miles' KP tourer and Jim Miles' Eifel roadster.

Jim Miles, amongst other goodies, which I am still working through, sent in a post card from the mid 1930s showing a Model 'Y' Cairn coupé, rather a long way from home, passing The Cross in Chester. The Cairn was marketed by W. Harold Perry, Ltd. in North Finchley, London, and Arthur E. Gould, Ltd. of Regent Street, London. The photograph was obviously taken on a fine day as the young couple are enjoying an alfresco, hood-down drive.

A Model 'Y' Cairn coupé captured on a 1930s' post card depicting The Cross in the centre of Chester, with thanks to Jim Miles.

I was delighted with Luis Cascante's research in the General Catalonia's Library in Barcelona. I was quite disappointed that I did

not recognise the bodies on the Model 'Y' tourers at the 1933 Barcelona Exhibition, having studied tourers quite deeply when researching for my book on the Model 'Y'. The fact that he has discovered that the bodies were locally built in Barcelona has eased my conscience somewhat and, of course, has added to our knowledge of the model. As and when I have time, this is more information for the second edition of the book. Luis' findings are written elsewhere in this issue.

Geoff Foss, our Model 'Y' carpet supplier has, this week, sold the last of his latest batch of red, green and blue Model 'Y' carpet sets. If you are likely to require a set during the next year, I suggest you place your order during the next couple of months, as that will give him an idea of the number required for him to work on over the winter months, when his classic car and aeroplane upholstery workload eases off. The last batch sold at £260 per set, which is quite reasonable when you consider the complexity of the various bits and the binding required.

John Fitzgerald tells me that this year's Powerscourt Picnic Run and Rally in the beautiful grounds of the Powerscourt estate, south of Dublin, will be the 30th annual event organised by the Fitzgerald family. John's late father and keen member of the Y&C Register organised the first rally in 1977. Every year, the Fitzgerald Model 'Y' has been present, latterly under a fluttering Y&C Register flag. We wish him a successful rally on 19th August – see 'Events'.

I must apologise for this magazine being slightly late, but I have selfishly been on holiday in Cornwall for a week. I have given myself a hundred lines! I hope you enjoy the read.

Sam Roberts, Editor.

**STOP PRESS - ALL FORD RALLY
30TH SEPTEMBER
CANCELLED**



Chairman's chunter

The big event, the 75th Anniversary of the Model 'Y', was wet! The attempt to muster 75 vehicles turned out to be very ambitious, but with 53 eligible vehicles present, it was the largest gathering of 'Y's and 'C's I have seen.

Although the sun did not shine, the enthusiasm of the members present did, and everyone enjoyed the weekend, especially the hog-roast on the Saturday night.

My thanks go to everyone who helped; they know who they are, and a big thank you to all the members who braved the elements to attend. The tents made the weather bearable, the members made the weekend enjoyable and John Porter's run made us all see the local countryside.

Our thanks to John and I hope to see you all in Yorkshire next year.

Peter Ketchell, Chairman



Three of the four Dutch

ladies present at Stanford Hall, Cok Hofstede, Kitty Overgaauw and Ans Bolland enjoy a break in the weather. The fourth, Janny Oosterveer, won the 'Hard Luck' award and will appear in the next issue!

Further comments on the Model 'Y's 75th Anniversary gathering at Stanford Hall.

"I write this letter on the Monday following the Stanford Hall weekend. I felt that I must thank all the committee and helpers who made this event such a great success in spite of the weather.

I didn't risk the road run on Saturday due to a dodgy charging system but stayed in the field making new friends and acquaintances and generally talking about all and sundry until the hog-roast opened up for service. I couldn't fault the catering (three trips back to the servicing area backed this up).

Sunday – time to take photos of cars that one may never see again at local rallies. Talk to owners about problems, modifications and other things technical. A visit to the regalia tent (the last green fleece, just my size).

Those who didn't turn out (perhaps because of the weather) did themselves a great injustice.

Leaving the estate on Sunday with the single wiper fighting the rain, made me think about those who would have to clear up the site and dismantle marquees and tents (probably the same unfortunates who erected them on Friday).

I had two days of fun and leisure. Others had four days of labour and organisation. I thank all those concerned for a great weekend.

Roger Wright, Swadlincote, Derbyshire."

"Just wanted to say what a great weekend it was. Although the weather could have been better, in no way did it dampen the spirits. Have never seen so many Model Ys and Cs before all at the same gathering. It was so nice to

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Photograph on back cover

Jim Miles sent in this nostalgic photograph of a Tudor Model 'CX' filling up at an Austin and Morris agents, Cedars Garage, in Lee Green, near Crewe, (Tel: Lee Green 2920) presumably in the '30s. The car, CGY 735, was registered in London in November 1935. With the ban on smoking in public now in force, Jim was amused by the very art deco chrome cigarette machine advertising 'Cigarettes day & night'. It even has a clock incorporated in the design of the front panel. He also was fascinated by the Cleveland Discol tanker delivering its 'low alcohol motor spirit' and the Mobiloil oil dispensers, which have obviously caught the eye of the 'CX' driver, whose wife sits disinterestedly in the passenger seat.

SECRETARY'S RAMBLINGS.

I am writing this just days before the Stanford Hall event to celebrate the **75th Anniversary of the Model 'Y'** since I will be on holiday immediately after the event. A brief report appears in our Chairman's news item and a full report, with photographs, will follow in the next issue. We had hoped for 75 cars but, at this point, have to settle for just over 60. I was delighted that 60 members are prepared to make great efforts to attend – even from Holland – and many thanks go to them. I recognise that some members have other commitments, however, I was disappointed that a good number of members seemed to regard travelling beyond their immediate surroundings too frightening or too much trouble. We have an increasing number of cars now "on the road" and this should be reflected in numbers getting out and about.

Drive It Day (DiD), the intention of which is to maintain a high profile for our movement, looks like becoming an annual feature at the end of April after 2 years of running. I have read in various magazines of the exploits of classic car enthusiasts throughout the country simply getting together with a few like minded friends turning out for a local run. These groups of cars have generally been of mixed make and have been well greeted by the public. Numerous owners of non-running restoration projects, unable to take to the road, simply parked their cars prominently at the top of their drive! DiD usually coincides with our AGM, so all the more reason to attend. If you were out and about on DiD, please let us know and send in your photos to Sam Roberts.

Registration marks: I am becoming increasingly concerned over the number of our cars which change hands and appear with an age-related number following the sale of the original. I am not happy to see a member's car that was once ABC 123 now appearing as 999 XYX. Whilst the sale of original numbers is of course entirely lawful, it is not in the spirit of our classic car movement, which aims to maintain the cars as original as possible. History and heritage matter. Those out to make a quick profit in this way and pretend to be classic car enthusiasts are less than genuine.

meet up with the members again and make new friends all at the same time. What a fantastic crowd we have in the Ford Y and C Club. The most helpful, thoughtful and kind people you could ever wish to meet.

A big thank you to **all** the officers of the club who put so much hard work into the organising and preparation of the event. Difficult to say the highlight of the weekend as everything was just faultless, but especially enjoyed the Hog-Roast.

Feel sorry for the members who were unable to attend the anniversary as they unfortunately missed out on a great weekend. We must keep these rallies going for the future.

Once again, Well done and thank you.

Kath and Mike Samuel, Pontypool, South Wales"

" I would like to say what an enjoyable weekend it was at Stanford Hall and thank those responsible for the organisation.

Terry Mortiboy, Blackburn, Lancashire"

Advertisements in our magazine or on our website do not carry registration numbers in an attempt to reduce the opportunity for traders to scan adverts and buy cars simply to obtain the number. For the same reason we also discourage vendors from including their email address with an advert since detecting the trader from the genuine enthusiast is much easier by phone. A member who included his email address with a recent advert (against my advice) had numerous contacts seeking registration mark details, yet able to hide behind an anonymous email identity. They did not want to know about the car!

It is pleasing to see that **Godfrey Dingley-Jones** has recruited several ex-members back into the Club. Contact with some suggests that they note positive changes to our Club services, yet they also note much which is well tried and familiar.... They comment that many of the old faces are still around why? Does this surprise them? It is also equally pleasing to have had thank you messages from members following use of Club services which have been speedy and efficient.

Please remember when using Club services that the providers are all **VOLUNTEERS**, doing the job in their spare time and without any financial reward. The reward is in the "thank you".

Mention of old faces brings me to **Sam Roberts and his role as editor** ... we are still seeking a volunteer. At the AGM, Sam detailed the job to hopefully attract a new recruit and members heard that Sam collates all the inputs and photographs, but the layout is carried out by Steve Waldenberg our printer. In effect, a new editor needs to have the computer skills with Microsoft Word, but not any publishing programmes. Does that sound better for you? Could you do the job? ...If you would like to discuss this just give me a call.

I am also looking to stand down as Secretary in the near future.... After a near 25 year stint! Perhaps someone would like to take over part of the rolesay the aspects regarding meetings; agendas etc. This would lighten my burden Anyone interested? ...again just give me a call. Sam and I need to have successors for continuity of Club matters and we are convinced that there are members very capable of taking on these jobs. Make no mistake – they are also very rewarding in terms of satisfaction.

Thanks again to all members who attended Stanford Hall and other car shows throughout the country (and abroad) – you give a great deal of pleasure to many folk far and wide. Enjoy the rest of the summer.... I am off on hols now. This is my shortest Ramble ever!.... but I was always known for my brevity.....

Bob Wilkinson. Secretary.

PS. A quick postscript following a very wet gathering at Stanford Hall. On the day, only a handful of cars listed in the programme did not make it there. A big thanks to all who braved the elements and made this a very successful meet. A great tribute to a great little car.

Bob's Joke Corner.

The following is an actual question given on a University of Washington Chemistry mid-term exam paper:-

Bonus Question: Is Hell exothermic (gives off heat) or endothermic (absorbs heat)?

Most of the students wrote proofs of their beliefs using Boyle's Law (gas cools when it expands and heats when it is compressed) or some variant.

One student, however, wrote the following: "First, we need to know how the mass of Hell is changing in time. So we need to know the rate at which souls are moving into Hell and the rate at which they are leaving. I think that we can safely assume that once a soul gets to Hell, it will never leave. Therefore, no souls are leaving. As for how many souls are entering Hell, let's look at the different religions that exist in the world today. Most of these religions state that, if you are not a member of their religion, you will go to Hell. Since there is more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to Hell.

With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially. Now, we look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand proportionately as souls are added. This gives two possibilities:

1. If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose.
2. If Hell is expanding at a rate faster than the rate at which souls enter Hell, then the temperature and pressure will drop until Hell freezes over.

If we accept the postulate given to me by Teresa, (Cheerleader Captain and Class Valedictorian) during my Freshman year that, "it will be a cold day in Hell before I sleep with you", and take into account the fact that I slept with her last night and again this morning, then number 2 must be true, and thus I am sure that Hell is exothermic and has already frozen over.

The corollary of this theory is that since Hell has frozen over, it follows that it is not accepting any more souls and is therefore, extinct...leaving only Heaven, and thereby proving the existence of a divine being, which explains why Teresa kept shouting "Oh my God!!!"

THIS STUDENT RECEIVED THE ONLY "A"

Thanks to our printer Steve Waldenberg for sending this brilliant account. Please send yours for us to share. Laughter makes us all feel better !

Bob Wilkinson.

75th anniversary of the Model 'Y'

**Part 5
June - July 1932**

Prototypes

The road show of the new Ford models, including the Model B and the prototype Model 19, was drawing to a close by June 1932. 'The Ford Times' of that month announced that,

"In some centres the premises used lent themselves to decoration and display better than did those in others ... It is conservatively estimated that during this series of shows certainly no fewer than 100,000 potential purchasers of Ford products examined the new Ford 8 h.p. car, the improved Model A and AF cars, the new Ford utility vehicles for useful loads of 10, 20, 30 and 40 cwts., the new Fordson tractors, agricultural and industrial, and the Ford industrial power unit."

In addition to the week-long show at the Royal Albert Hall in London in February, the vehicles had been displayed at eleven provincial cities on both sides of the Irish Sea, not to mention the displays in continental European countries; France, Germany, Spain, Portugal, Denmark and Norway.

In July, two months after the above article was written in 'The Ford Times', the vehicles were consigned to scrap. They were never intended as roadworthy vehicles and it is doubted whether the engines were capable of running. They were concept cars, which is why none of them carries registration plates in photographs of the cars on show. There is the probably apocryphal story of the Norwegian prototype, which was sent ten miles out to sea on a barge and dumped to avoid import duty having to be paid!

As if to reinforce the 'concept car' theory, the following letter was sent by the Group Superintendent of Ford S.A.F. at Asnières, France, to Bill Neiland in the office of Sir Percival Perry in London on 16th August 1932:-

"I would be glad if you would let the writer know whether anything has been done with reference to disposing of the first model 'Y' cars which were shipped to Europe from Dearborn. These cars are distributed in various associated companies around Europe, and as you know, the motors assembled in these first cars from America have never been started up and are obsolete and unusable. Therefore, it would be interesting to know that something is being done with reference to bringing these cars up to date, if possible."

Meanwhile at Dagenham ...

You will note that, in August 1932, the Group Superintendent in France referred to the Ford 8 h.p. as the Model 'Y'. The title, Model 'Y' arose from the apparent difficulty in labelling the parts for the car, the prefix 19, causing some confusion when followed by a catalogue part number or engine number. You will recall from Part 3 of the 75th anniversary story (issue 165) that the log book for the pre-production car, imported from Dearborn in April 1932, showed the engine number as being 19 - 00001.

The confusion was mentioned by Sir Percival Perry in a cable to Charles

Sorensen in Dearborn on 1st July 1932. It read,

"Sorensen we are now compiling service parts list for number nineteen suggest we should have letter symbol rather than a numeral because latter will cause confusion. Have you any objection to our describing number nineteen as model y and using this symbol letter for service parts descriptions. If you don't approve this suggestion what other symbol letter may we use cable."

This obviously found favour as Sorensen cabled on 6th July, *"We agree that you use model Y in place of nineteen."* And so the title, '19', given by Joe Galamb following the development of the V8 Model 18, was dropped in favour of the letter 'Y', but why 'Y'? The Ford Motor Company had already been through the alphabet, from A to T with their earlier models and had apparently started again from the beginning with the Model A of 1927. In England the 1932 'Improved' Models A and AF became known as the Models B and BF. There is no known correspondence or documentation to give us a clue as to why the letter 'Y' was requested. I have my own theory, which I explain elsewhere in this issue under the article heading 'Why 'Y'?'

This was all pretty frivolous compared to the hectic activity in Dearborn, on the high seas in the Atlantic and on the ground at Dagenham. Despite Patrick Hennessy's optimism, the planned started of production date of 1 June 1932 came and passed. Although much of the blame was put in the direction of Briggs Bodies Ltd., who were unable to start production of the bodies, being reliant on Briggs Manufacturing Company, U.S.A. for body dies, fixtures, drawings, presses and other machinery. As late as 1 July 1932, Sir Percival Perry was writing to Sorensen in Dearborn,

"Mr Walter Briggs arrived in England on Tuesday night and I spent yesterday, Thursday, morning from 9 o'clock until 1 o'clock with Mr Briggs and his manager and another representative of his company, going into the whole question."

It would not be correct to say that there were not faults on both sides which were responsible for the delays which have occurred, but, having gone into the whole subject, I am fairly of the opinion that 90% of the troubles are Briggs."

The same dilemma applied to Kelsey Hayes, the wheel, brake and chassis component manufacturer, who relied on their parent company also in Dearborn. There was an understandable air of panic around over these few months as tons of machinery, jigs and fixtures and material were shipped in from Dearborn and set up in the Dagenham factory.

At the same time, changes to the design were being suggested and made, causing more problems on the shop floors. The tyre size had not been agreed until March. Rowland Smith cabled to Sheldrick, *"Firestone state that you have approved seventeen by fourfifty for nineteen model... This market we have adopted eighteen by fourfifty which are standard in England ... Cannot make change to seventeen now as production arrangements already very advanced for eighteen wheel."* Kelsey Hayes told Dearborn that very little work was needed to change from 18 to 17 inch tyres as the hub cap shell and spoke lacing were the same for both sizes, so Sheldrick came back to Rowland Smith, *"Eighteen fourfifty too large for fenders and upsets gear ratio. Seventeen fourfifty therefore released."*

Towards the end of April, Rowland Smith had his knuckles rapped for suggesting that money could be saved by making the 19 camshaft in a similar manner to the B camshaft. This was obviously one of many suggested design changes from Rowland Smith as, on the morning of 26th April, a curt cable arrived from Charles Sorensen, no less, stating, *"Smith. Are you aware that we are controlling design here."* In his response, Smith explained that *"there were still some changes in design coming through that might give rise to delay in the advent of the 19 model."*

Rowland Smith did get his way, however, on the steering gearbox, which Dearborn wanted to change at the last minute to the Burman style, rather than the cyclic type. The change to the Burman type was delayed until November, well into the production phase.

With understandably frantic activity going on both at managerial level and on the shop floor, we shall leave the story at this point until the next issue.

Sam Roberts.

For Sale

Model 'C' Fordor, manufactured September 1935 (C23761). Black with Tacoma cream wheels. Some rust on body (sills and superficial patches). Interior and upholstery needs attention. Engine runs but missing battery at present. Only minor work required to prepare her for MoT. £2000 o.n.o. Tony Calder Tel: 01772 864157 (Preston, Lancashire)



Long rad chassis in good condition - £80; pair of long rad seats, one in fairly good condition, the other one is really the frame only - £30; one short rad near-side rear wing, Ford original old stock, never been fitted to a car - £100; original Ford Model 'Y' jack and handle - £30.

Kevin Brigginsshaw. Tel: 07970274751 (daytime) or 01582 472244 (evenings)

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

Ford Model 'Y' Tudor, 1937, black with sun roof, taxed, M.O.T. (Y167868). Very reliable and runs extremely well. Owned by me for the last 18 years. Sale due to a new project. Good condition, although the interior needs a little tidying. £3250 o.n.o. David Newman. Tel: 02476 615393 (Coventry)

Wanted

FOR 'C'/'CX':- (1) opening windscreen winder knob; (2) opening windscreen winding mechanism; (3) clock for the dashboard of a 'CX'; (4) bottom hinge for driver's door of a 'C'/'CX'; (5) bonnet strips. **Bill Ballard, Australian Rep., (see page 2 for address, etc). All costs will be reimbursed.**

General

Would the member who was after a 450x17 Firestone Town and Country tyre, please contact Tony Etheridge, who now has one in stock. He can be contacted on his 24 hr Ansafone: 01923 231699

Members' Correspondence

Yorkshire Ford dealer.

At the A.G. M., Terry Mortiboy handed me a couple of fascinating photographs for the archive. They have been photocopied and returned to him. One was taken from the book, 'The Golden Age of British Motoring. Classic Cars from 1900 -1940' by Roy Bacon and showed a beautiful collection of Bugattis on a rally in Broadway village in Worcestershire. Parked to the rear of the Bugattis was a lone long rad Model 'Y' of unknown origin.

The second photograph is printed here and shows the yard of a Ford dealer with what appears to be a new delivery of cars, vans and trucks from Dagenham. There are two clues to the date of the photograph. One is the registration of the trucks in the back row, BWT, which dates the photograph between August and November 1936. The second clue is the fact that the Model 'Y' vans have their spare wheel on the drivers' doors, which dates their manufacture as pre-October 1936, after which the spare wheel was mounted on the passenger door. So, the photograph was probably taken in September 1936.

The mystery is the location of the dealership. BWT was issued by the West Riding of Yorkshire, which was teaming with dealers; four in Leeds, three in Huddersfield, two in Bradford, others in Halifax, Keighley, Wakefield, Dewsbury, Brighouse, etc. but which one is/was this? Does anyone recognise the distinctive rear wall with the ten or so down pipes, presumably draining a flat roof?

" Reference your comment on the "Lissen" Radio. Two designs were exclusively made for the Models 'Y' and 'C' and the radios were indeed designed to fit into the glove box area with the dial and tuning knobs being seen. The unit shown in the May-June issue is the 2nd type. When installed, the facia should show up in the glove box area with part of the containing box with the speaker slightly protruding below the glove compartment. This arrangement is shown with the illustrations of the 1st type "Lissen" radio unit identified in the 'Deluxe and Popular Model Bulletin' from page 41 onwards. As you can see it fits snugly in this compartment area of the small Ford (I have the official Ford radio 103E version in my "Pop"). The only problem was that the driver had to lean over to switch on/off the unit. There was a further radio for the small ford tourers where the tuning unit sat adjacent to the driver with the receiver in the engine compartment and speaker below the glove box. In this situation the speaker does protrude into the legroom area but not that much and the driver was easily able to tune the radio being close to the steering wheel."



Does anyone recognise the location of this Ford dealership in West Yorkshire. It is thought the photograph was taken in September 1936. Thanks to Terry Mortiboy.

Another pick-up in the making

Also at the A.G.M., John Hampton mentioned that he was now the owner of CNC 267, a rather dilapidated Model 'Y' Tudor, which we show in the List of Survivors as being only fit for Spares (having seen the photographs, I wouldn't go as far as that) and belonging to Mike Fordham. John is planning to convert it to a pick-up. I don't know what John has got against saloon cars, having restored three Model 'Y' vans and now building a pick-up.

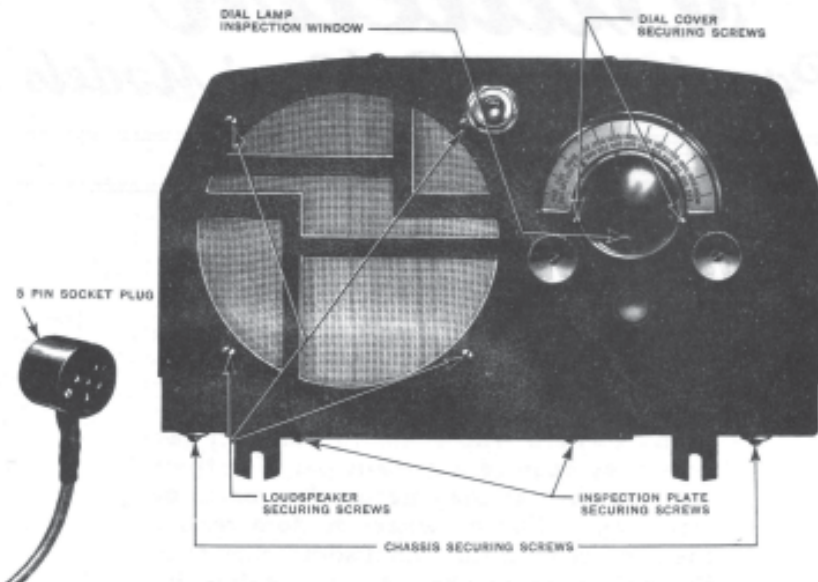
The interior of CNC 267, which John Hampton is converting to a pick-up. Anyone after a rear seat back and squab ought to approach John.



The Lissen radios

Yvon Precieux adds to our knowledge of the radios specifically designed for our cars (see photograph in the last issue).

The illustration of the Type 1 "Lissen" radio taken from the 'Popular' and 'De Luxe' 'Eight' and 'Ten' Bulletin, Vol. 3, No. 10. Dated December 1934.



A Standard wedding

Nigel Stennett-Cox emailed me an excerpt from 'Standard Car Review', the magazine of the Standard Car Club, showing a photograph of a group of vehicles at one of their members, Linda Bowden, daughter's wedding, which included the Model 'Y' belonging to member, Alistair Currie, from Exeter. I am grateful to Bob Richardson, the editor of the magazine, for allowing me to reprint the article which Linda submitted:-

"Saturday 26th August was our daughter Melanie's wedding day, to her fiancee Mark Edwards.

We have owned our Standard Flying 8 for 29 years even before we had our family, having purchased it from the council for the princely sum of £19. Since a young girl, watching her dad working on his old car, our youngest daughter Melanie had always said when she got married she wanted to go to church in it. Well thanks to a lot of hard work on Chris's part our dear old 1947 Standard Flying 8 was finished and was ready for when the big day arrived. We have many family photo's of the restoration of our Standard 8 and can almost chart its progress by the ages of Melanie and her brother Ian, as they grew up alongside the restoration's progress. Both our children have fond memories of the car moving house with us over the years, in various states



of repair!! On the "big day" our good friend David Swallow kindly drove our Standard Flying 8, taking the bride and her proud Dad to church in style. The Standard itself had a small modification especially for the day apart from the wedding ribbons. The front passenger seat was removed to accommodate the bride's dress and for ease of access!! Our driver was also over six foot and so was the bridegroom but everyone said they had plenty of room inside!!

Alistair Currie's Model 'Y' (Y92009) carried the bridesmaids at this 'Standard' wedding.

Accompanied by our good friend Alistair with his lovely 1935 Ford Model 'Y' who took two of the bridesmaids, the remaining two bridesmaids and myself the brides Mum, made our elegant way to church in Steve Lovegrove immaculate 1934 Standard 10, which he had kindly brought

Long rad door handles

It has come to our notice that what we refer to as 'long rad door handles' were actually introduced during the latter months of production of the short rad car. What we are now trying to establish is when the long rad door handles first appeared.

We would ask owners of short rad cars manufactured from 1 August 1933 (approx Y32000) to let me know what type of external door handles they have on their car and also, whether the window winding handles have a ball or a cone grip.

Why the handles were changed so early and only two months before a complete revamp of the body design is unclear. There could not have been a shortage of short rad door handles as the Model 'Y' van continued to be fitted with short rad handles throughout its entire production.

The long rad external door handle.



The short rad external door handle.



20 years ago - Issue 48, August/September 1987

This issue was the first to employ a cover to 'Transverse Torque', rather than it being 28 pages stapled together. John Guy, the Editor, was looking to make improvements, especially in the content. He was aware that the magazine was lacking in technical content, a problem that confronts most editors, and appealed to members who are pleased with their work, to write down how they carried out the particular task on their car. In this issue, dear old Jeff Cole, the Club's technical advisor, came to the rescue and described how to line up the engine and gear box (see 'Tacking up your horses correctly' below).

The issue reported on Peter Ketchell's successful Northern Classic Car Show, held in the G - Mex hall in Manchester (the old Central Station). In Bob Wilkinson's write-up, he reported that we had three cars on show (all that the space permitted); Paul Ormond-Smith's 1935 Tudor 'Y', Terry King's 1936 Fordor 'C' and Bob's Model 'Y' Mistral tourer (now owned by Guy Maurin on Majorca). Coincidentally, Paul Ormond-Smith has recently rejoined the club and appears under



Peter Ketchell explaining the finer points of Terry King's 'CX' Fordor, HV 5918. Bob Wilkinson's Model 'Y' Mistral can be seen behind Peter and Paul Ormond-Smith's maroon and black Tudor Model 'Y' can just be made out on my right.

'New Members' in the last issue (166) and Terry King has also recently rejoined, appearing in the previous issue (165) – glad to have you both back in the fold.

On the subject of new members, issue 48 announced the arrival of Bruce Allan, Tony Hurst, Paul Margetson and Richard Spencer, who are still with us today, Richard's father, Stuart, now holding the membership on his behalf. Bruce, now our excellent Treasurer, had recently purchased his 1937 Model 'Y', EKL 315, in an excellent roadworthy condition, from ex-member, Dennis Murray. Little did we know then that it would be accompanying us on our future annual long haul jaunts and international trips. Tony's story was a little different; to quote, "Tony Hurst is looking for a car to buy and has joined as an enthusiast (or is it a nutter?) to give himself a better opportunity to find the car of his dreams." History can now tell that he did find the car of his dreams, but other pressures meant that he had to sell it recently, so he is back to being a car-less enthusiast member of the Club. Paul Margetson's 1935 Tudor Model 'Y', BVT 694, is still being shown as 'under restoration' in the List of Known Surviving Vehicles. We also do not have the car's



CNN 125, my old Model 'Y' Tudor, now owned by Barry Diggle, at a Tallyllyn Railway crossing during my tour with Paula – those were the days!

Briggs body number. Perhaps, Paul, you can give us an update on how BVT is progressing.

In my 'Chairman's Newsletter', I gave credit to the handful of ladies of members who contributed to the publication of the magazine and its preparation for postage. Then, as now, we are very grateful to the practical and moral support this silent army provides to the Club. I also commiserated with Malcolm Fraser-Cook, whose beautiful 1935 Tudor Model 'Y' was run over by a juggernaut whilst parked on the hard shoulder of the A34 en route to a Club run. £3000 from the insurance company were required to put it right. The car is now owned by Victor Park in Fareham.

Those were the days! Paula and I took a week out and travelled in my 1936 Tudor Model 'Y', CNN 125, from Andover to Matlock in Derbyshire, over the Pennines to Chester, Lake Bala, Twyn, Ross-on-Wye and back to Andover. Barry Diggle now owns CNN and Paula is allergic to going in my Model 'Y' Kerry!

Ray MacDonald, from north of the border, reported on the power of whisky, "I joined the Club in 1985 in the hope of finding a 'Y' and, on asking for back copies of 'Transverse Torque', I learned from the March/April 1984 issue that Graham Miles had heard of a 'Y' in Inverness in a sorry state. On contacting Graham, he put me in touch with Len Morrison of Precision Engine Services in Inverness who knew of its 'resting place' – in a back yard to the rear of a butcher's shop in Tomnahurich Street (quite near the town centre). After a long drawn out deal with the owner, it was finally mine to remove from the yard. Since it was parked there years ago, the butcher chap had built an extension to hold his freezers, etc., effectively blocking in the 'Y'. The yard was surrounded by 7ft+ high walls on the other three sides. The butcher suggested dismantling the car (what was left of it anyway), but I had other ideas – it's great what a bottle of whisky will do in the right place. The freezers were

emptied and moved out of the way and down came the extension wall, all ready for the big extraction.

We set off for Inverness (about 60 miles distant), two pals, my wife, our Fiesta 950, car transporter trailer loaded up with every kind of tool you could think of! We started by

pumping up the tyres, which had sunk about six inches into the mud. Amazingly they held air – long enough to push it onto the trailer. I couldn't believe we had it loaded so quickly!....."

The car, Y136635, a May 1936 Tudor, is apparently still under restoration in the ownership of Ray MacDonald. I wonder whether Godfrey Dingley-Jones has any feedback from Ray as a result of his recent recruitment drive on ex-members.

Issue 48 contained two very erudite articles on our cars; one was the first attempt by Philip Albers to identify the different body, wheel, radiator grille, upholstery and coachline colours of both the 'Y' and the 'C'/'CX' against dates in production – a mammoth task, and the second was the first part of a list of design changes to the Model 'Y', and their dates of introduction, by Alan Oakes. Both have since been modified and are included in the 'List of Known Surviving Vehicles', distributed to members in February.

Sam Roberts.

'Tacking up your Horses Correctly'

by the late Jeff Cole
(Technical Adviser to the Y&C Register)

Lining up the engine upon original installation is a most important point to observe in your Model 'Y' restoration. Fitting the engine into the chassis and then just tightening up the bearer and tie rod bolts is not good enough, as this only leads to the engine sounding rough. The resulting vibration throughout the chassis is excessive compared with that of a correctly aligned one. So, if I may, I will try to lead you through the correct sequence.

First, make sure all your nuts, bolts and engine mounts have good threads, especially the front

rubber engine mounts inner threads. These, if damaged, can easily destroy the metal to rubber bond upon tightening down the bolts, rendering the mounts useless. But let's not look on the black side of things. If all is well with your fixings, place the two front rubber engine mounts on the chassis and, with the four bolts, washers and nuts, fix them securely into position.

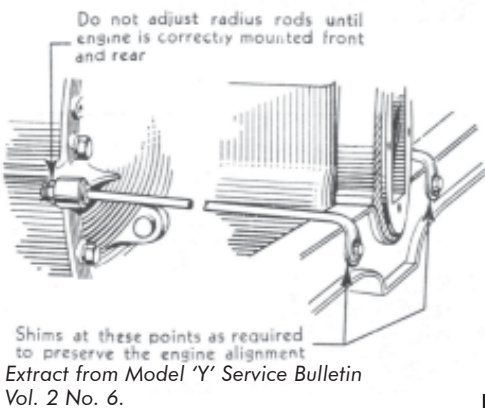
Now comes the heavy work, depending on what facilities you have to hand. You may wish to lower the engine and box as one unit, or individually, into the chassis. Which ever you choose, you will need a couple of jacks and heavy wooden blocks to support the engine and box until they are both attached to the chassis. Assuming engine and box have been bolted together, and the universal joint coupled up with the prop shaft, place the gaskets and bolts that couple up the torque tube to the gearbox into position and tighten them fully, not forgetting to pass locking wire through all four of them. Also, place the speedo drive with gasket into the torque tube and tighten the two bolts.

The gearbox rubber mount has now to be tied down to the centre cross-member with the metal strap. Place this strap over the two studs on the cross-member either side of the large rubber mount, and run the two nuts down, just finger tight, for the moment. Now go to the front of the engine and place the front engine bearer into position, noting that the two bolts that hold this bearer to the engine are of different lengths. The left-hand side bolt (looking from the front of the engine) is the longer one, the right hand bolt is the shorter one. Incidentally, both these bolts have holes drilled through the hexagonal heads to allow them to be locked with wire to prevent their loosening in service. Having placed these bolts in their respective holes through the bearer and into the engine, tighten them and lock them with suitable iron wire.

Next, line up the ends of the engine bearer with the two rubber insulator mounts either side of the chassis, place the bolts with spring washers into each mount, passing them through the bearer ends, and do them up finger tight only.

Now for the next operation. The engine must be in working order; that is with water, oil, petrol and ignition to enable you to start it up. Do this and run it for a moment, allowing the engine to establish its free position, then fully tighten the two front engine mount bolts. Also, the two nuts on the gearbox strap, not forgetting to place split pins through these two nuts.

I can hear you saying to yourselves, "But what about the radius tie rods?", well, I haven't forgotten. These are now fitted. Place them into position through the ears on either side of the gearbox bell-housing and run the two castellated nuts down on them; the other ends are fixed with two bolts and washers to the centre cross-member. Place these two bolts through the eyes and into the cross-member, tightening them just a couple of turns into this member. Now pay attention to the bell-housing end of these rods and fully tighten and split pin the nuts. You will now have a gap between the tie rod eyes and the cross-member. These may not be of equal distance, or may only be on one side, but whatever, these gaps have to be carefully shimmed out, that is with washers (shims) of the correct thickness to fill the space exactly. When the gaps have been filled, fully tighten the two bolts. This ensures the correct alignment of the engine in the chassis.



If you are unsure about this operation, refer to your Model 'Y' Service Bulletin, Vol. 2, No. 6, where there is a pictorial guide. You will probably not find any shims under the Part Numbers, but most model shops do supply metal in various thicknesses, going down to a few thousandths of an inch, from which you can prefabricate a washer or two.

The 2007 National Sidevalve Rally in Australia,



by Bill Ballard

Every two years, Ford Sidevalve owners from all over Australia gather for a rally at a place (or places) chosen by the host club, who had been elected at the previous rally. This year, the 11th biennial National Sidevalve Rally was hosted on behalf of New South Wales by 'The Anglia - Prefect Car Club of Australia Inc.' (based in Sydney) and organised by Gary and Jan Fuller. Titled "The Cootamundra Corral and Ramble", it was held between the 20th and 28th April inclusive and based in the town of Cootamundra, which is located in the Riverina Region of western N.S.W., on the Olympic Highway, 240 miles from Sydney and 324 from Melbourne. It is overlooked by a hill called Mt. Slippery!



A photograph showing the classic lines of Keith Pratt's ivory Australian bodied Model 'CX' Coupe, designed by Lew Bandt, at Stockinbingal.

Numbers were down on previous rallies by some margin, with only 35 cars participating, mainly due to no entrants from Western Australia and the relatively low number of entries from South Australia and Tasmania. At least three more

Sidevalve owners made a brief appearance at the rally – all without their cars. And whilst we're on statistics, savour this: of those 38 Sidevalve owners, 10 (26% of the total) owned between them no fewer than 3 Model 'Y's, 2 Model 'C's and 10 Model 'CX's!

You can understand why I was a little frustrated that no 'Y's' or 'C's' and only three 'CX's' were present at this year's rally! Rick and Robyn Bushell and Keith and Mason Pratt brought along their 1936 Model 'CX' coupes, and Sandra and I took along my 1936 Model 'CX' roadster "Bluey". The remainder brought along other Sidevalves from their collections.



A Model 'CX' sedan seen in the Used Car Lot at Les Deal's garage on Wallendoon Street (now Palmer Ford) in the 1940s. Photograph courtesy of the Cootamundra Local history Society Inc.

We had good weather (just a little rain, mainly at night when it didn't interfere with runs) and had plenty of fun. Each day we would go for a run in our cars to destinations within a 65 mile radius of Cootamundra. We would muster each morning either outside the beautiful main railway station in the town or nearby Albert Park.

With the rally lasting seven full days and there being only four major roads radiating out of the town, it was inevitable that we would traverse certain sections of road more than once. The shortest run was of about 10 miles to the Buronga Organics Farm, near Bethungra on the Monday afternoon (the morning having been left free for participants to do their own



Rick and Robyn Bushell and their red 'CX' coupe in the quadrangle of the Bradman Motor Inn, Cootamundra, which is named in honour of Sir Donald Bradman, the cricketer, who was born in the town."



"Bluey", my Model 'CX' roadster, at Albert Park, Cootamundra, on the 22nd April.

thing). The furthest we travelled was on the Thursday to landra Castle, north of Young, which was about 63 miles from base.

Although some of the runs didn't look particularly inviting on paper, they all turned out to be very interesting and enjoyable. The Rural Life Museum and the Aviation Museum at Temora; the Monte Christo homestead and the liquorice factory at Junee, and landra Castle were all well worth visiting.

Because of the huge distances involved, the majority of participants trailed their cars to Cootamundra, but at least three from Queensland, one from Tasmania, two from Victoria and four from New South Wales drove their cars there – a valiant effort indeed, particularly by the Queenslanders and the Tasmanian, who all took at least three days to get there.

The Tasmanian entry, Jenny Free and John Rimon from Hobart (John owns three Sidevalves, including a 1936 Model 'CX' sedan, but used his 1953 A493A Prefect sedan on this occasion), after crossing the Bass Strait by car ferry (a 12 hour trip), broke their journey

for a few days sightseeing in Victoria. They then joined Bernie Bridle (owner of 6 Sidevalves at the time, including two Model 'Y's, but using his 1950 A494A Anglia tourer) and Sandra and I (in my roadster "Bluey", one of two Model 'CX's I own), for the two-day, 375-mile journey up to Cootamundra via a scenic route, visiting places of interest. Setting off at 8am on Thursday, 19th April, we managed to get to Wodonga, twinned with Albury on the border of Victoria and N.S.W., where we spent the night in a motel. The following day we completed our journey, with several more sightseeing stops and comfort breaks en route, arriving at our destination late afternoon.

After the rally, John and Jenny went off to tour south east N.S.W. and eastern Victoria. Bernie, Sandra and I made it back to Melbourne on the 28th April, in the one day without any dramas. We covered 356 miles in 11 hours 15 mins with four comfort/meal/fuel stops. We got home at 6.10pm. We drove through rain (quite heavy at times) for the first 31 miles to Junee, then it brightened up and stayed dry for the rest of the day - thank goodness! It is the longest journey I've ever completed in a single day in a Sidevalve!

Only three cars suffered breakdowns during the rally. One owner had to fit a new exhaust system to his Anglia tourer and another had to replace a pin on the drive chain of his Anglia sedan. Both cars were quickly returned to the road and participated on later runs. However, the most serious breakdown concerned the owners of an E493A Prefect sedan who, by coincidence, had travelled the shortest distance to the rally (from the Canberra area)! They had only recently fitted a reconditioned engine to the car and had not properly run it in when worrying noises were heard from the engine bay forcing them to withdraw their car on the first day of the rally. The engine has since been taken out of the car and returned to the firm that overhauled it, under warranty.

I would like to congratulate Rick and Robyn Bushell, whose coupe was voted "The best pre-war car people would like to take home with them". (Rumours are rife that Rick is to acquire another cabinet to house his growing collection of trophies!)

The next National Rally is to be hosted by the Ford 8 & 10 Sidevalve Club of Queensland Inc. and is likely to be held on the Sunshine Coast in May 2009. Full details will be published when available.

FBHVC NEWS:

Recently I saw a member's car tyres which had excellent tread but I noticed minute cracks appearing in the sidewalls. The member had bought them from a friend who had been storing them for several years. The following is a frightening reminder for us all. My life is worth much more than a set of tyres! The following is a salutary message.



After a fatal accident, FBHVC says check your tyres!

And by that, it doesn't just mean checking the tyre pressures and making sure there is enough tread, but making sure the side walls are in good condition and the tyres not unduly old.

Her Majesty's Coroner for Manchester has written to FBHVC with details of an accident that took place last year in which the driver of an H registered MG B lost his life when a rear tyre burst on the M56. Evidence shows that the driver was a skilled mechanic and a careful and experienced driver who was not travelling particularly fast at the time. The car was described by police as being maintained in an excellent condition. The surviving passenger said that just before the accident the driver had commented that a "tyre wobble" had developed and he was going to "drive through it". The wobble went briefly, but then the tyre burst, causing the car to spin, clip a kerb and flip over.

Subsequent investigation showed that - although hardly used - the tyre was 25 years old. It was one of a set of as-new tyres and wheels purchased at an autojumble the previous year for use for show purposes - at the time of the incident the car was on its way to a show at Oulton Park.

FBHVC included this note in its Newsletter in December 2003:

The Daily Telegraph recently carried a piece in the 'Honest John' column suggesting that tyre age was to become a testable item in the MoT test. We immediately contacted the Vehicle Standards and Engineering Division at the Department for Transport and were advised that although most tyres already carry dates of manufacture in their side-walls, there are no plans to implement regulations to check such dates at the annual MoT test. DfT would, of course, change their mind if tyre failure due to age became a significant cause of accidents.

The British Rubber Manufacturers Association suggests that if a tyre is six years old and remains unused it should not be put into service. It also suggests that in ideal conditions tyres may have a life expectancy of 10 years. Clearly, if DfT did decide to implement tyre date testing, there would be considerable implications for owners of older vehicles and we would certainly be making appropriate representations.

The moral of the story is not to wait for the government to impose tyre testing on everyone, but to make sure your own tyres are in good condition, never use undated second hand tyres and never try to drive through a "tyre wobble".

Members with newer classic cars will be pleased to know that the FBHVC is still pressing the DVLA for a return to the nil band rating on vehicle excise duty (VED) on all vehicles over 25 years old to bring us in line with all other EEC countries (except Denmark at 35yrs.). You will recall that the UK threshold was set in 1997 at 1972.

Chassis / frame numbers for MoT: FBHVC reminds us to ensure that chassis numbers on our vehicles correspond with entries on registration documents and are visible. Many registration documents incorrectly show the Briggs body number as the chassis number. Any errors in documents should be amended through DVLA (keep a copy of any documents sent) as failure to do this could cause inconvenience at MoT time. Incidentally pre-1980 cars are not required to carry a VIN plate for MoT purposes but VIN plates ARE REQUIRED for a pre 1980 car at FIRST REGISTRATION, e.g. after a long period of restoration on application for V5C logbook.

Club magazines:- "Many clubs include the FBHVC on the mailing list for their magazines [including the Y&C Register - Ed.]: we are always pleased to have them. And just in case you think they don't get read, this is what happens: the secretary glances through them all on arrival to pick up on any matters of immediate concern. They are handed to David Davies who reads them more carefully (he considers this 'a privilege that is entertaining, informative and educational') and produces from them the Club News section of the FBHVC newsletter. Once he has finished with them, he passes them on to motoring journalist, Michael Ware who, in turn, hands them on to the library at the National Motor Museum."

In the last FBHVC Newsletter Club News appeared the following: "If you are (or have been) trying to identify a Model Y or a Model C Ford, then the January 2007 issue of the Ford Y&C Model Register's magazine is indispensable as it contains a detailed register of vehicles."

Bob Wilkinson.

Regional News

Regions 1&2:- The West Country

Ivor Bryant sent in this photograph of Donald Ogg's very nice looking vineyard green April 1937 Fordor Model 'Y'. Donald, from Keynsham, Bristol, was attending the Chipping Sodbury show and was parked next to Ivor's 7Y.



Donald Ogg's pretty 1937 Fordor sits alongside Ivor Bryant's 7Y at the Chipping Sodbury show. Note that they have matching front bumpers.

Area 5 :- East Sussex & Kent

John Keenan writes:- "Last Sunday, June 10th, Mary and I drove our Model 'C' 71 miles along the coast to the Bognor Regis 'Sands of Time Festival' to join the Vintage and Classic car cavalcade. It meant a very early start, but the weather was forecast fine and we did avoid the coastal rush. There was a broad selection of vehicles present, but no other Ford Y & C models. Where were the Surrey and West Sussex members? We parked up on the front lawn of the Royal Norfolk Hotel, so the facilities were first class.

Judging took place over lunch-time and we were awarded winner of the 1920-1939 class, which made our day. It was a very good show all round with plenty to see and do for all the family. I did hear that there will not be any Classic cars at the Shoreham Air Show this year, which is a great pity. I do have a couple of spare entry passes for the Ardingly show 7th & 8th July, if any one is interested.

I hope you enjoy the Summer Shows."

Members' Cars

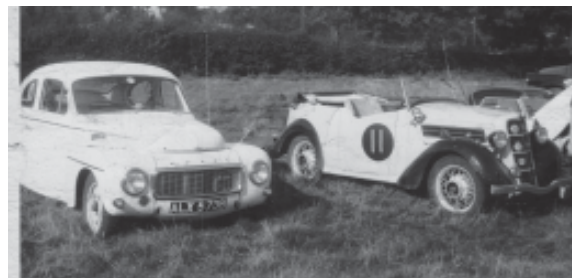
Bob Brown's story

Sometime in 1936 Mr Henry Reynolds of Long Crendon in Oxfordshire went to see Mr. Jim West, who had a garage in the market square in Thame and bought a 'CX' tourer. In 1960, my dad, who was a shooting man and a farmer, also a friend of Jack Reynolds, bought the Ford for me for £5. Most old bangers in those days were a fiver.

I passed my driving test in 1961 in Dad's Austin A95. The Ford was MOT'd and the fun began. Most of my friends at the time had 'warmed up' M.G. Midgets, Sprites and Ford Corsairs, which were impossible to keep up with.

CPP 796 was used for hill climbs, car rallies, all nighters and grass track racing. She would show 70 m.p.h. down hill. The biggest snag was the brakes; after competitive driving they soon went out of

balance.



Bob Brown's first car, CPP 796 (a Buckinghamshire - mid 1936 registration) at a grass track race meet at Mursley, near Winslow, Buckinghamshire, in 1963.

Whether it was Yorkshire, Cornwall, the South Coast; I just set off and drove - very enjoyable. One afternoon in 1964 (I think), between Winslow and Buckingham, the cogs in the gearbox fell into the bottom of the box and that was that.

I am now restoring a short rad Model 'Y' (Y30274). It is sound but scruffy and has been in a dry garage for 25 years. I have started on the rear axle and am working my way to the front. The brake adjusters and expanders were seized solid, but some heat, oil and gentle persuasion has sorted them out. The spring shackles were rusted up, so more heat and hammering was applied successfully.

I took the spring apart; cleaned and re-greased the leaves; fitted the main leaf and then rebuilt the spring using 'G' clamps and jubilee clips. Finally, I put fresh oil in the diff. I have taken the fuel tank out and re-painted it.

I had a quote for £800 to re-trim the rear seats and replace the head-lining, which I turned down.

I have changed the floor-boards but am having a problem with the rotten wood in the driver's door. I'm not very good working with wood; metal is much easier. I am now trimming the inside door panels and the trim under the windows. Except for the woodwork, I am enjoying the work.



That pesky woodworm in the driver's door.



"Bob Brown looking ahead to when he will be tackling the engine."

Events 2007

7/8 July	Ardingly Show, South of England Showground. Big country show.	John Keenan 01424 424323	28 Oct	Restoration Show, Stoneleigh, Warwickshire	Geoff Dee 01926 334780
15 July	Newby Hall show and autojumble North Yorkshire	Barry Diggle 01274 614729	4 Nov	Y&C committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
21/22 July	Hereford Traction Engine & Vintage Club, Much Marcle, Herefordshire.	Mike Samuel 01495 772418	9 - 11 Nov	Classic Motor Show, NEC, Birmingham	Geoff Salminen 0121 427 2189
3/4/5 Aug	Stroud Vintage Show	01453 823921	Events 2008		
12 August	Wisbech/Peterborough Road Run Start at either location (80 miles)	Roger Hanslip 01945 430325	24 Feb	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
19 August	Powerscourt Picnic Run, Co. Dublin Irish Veteran & Vintage Car Club e-mail: john.fitzgerald@electrolux.be	John Fitzgerald	20 April	Annual General Meeting	Bob Wilkinson Willoughby Village Hall
26 August	Grand Old Timer Rally	John Keenan; entry via The Leas, Folkstone, Kent www.grand-uk.com/events.htm	01832 734463		
2 Sept.	Berkeley Castle Antiques and Collectors Fair, Gloucestershire	Pam Millard 01454 413050	Wisbech & District Historic Vehicle Club is holding its 15 th Road Run on Sunday, 12 th 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.		
8/9 Sept	Essex Country Show Billericay	Jim Sharpe 01245 351546			
15/16 Sept	North Norfolk Railway 1940s weekend	Brian Mace 01603 425558			
30 Sept	All Ford Rally, Abingdon cancelled Trade entries - John Peacock	Bob Wilkinson 01832 734463 01865 407660			

Obituary - Ron Staughton



The ever-smiling Ron at the Henry Ford Day at the Heritage Centre, Gaydon in May 2003.

It is with deep regret that we record the death of Ron Staughton on 4th May 2007 from cancer, aged 68. He was greatly respected by many members of all the classic Ford clubs for his courtesy and willingness to help during the time he built up and managed the Ford Heritage Centre at Dagenham. On its closure, he oversaw the move of the Ford-owned display items to the Heritage Motor Centre at Gaydon. Only a couple of weeks before his death he had been in touch with the Ford Y&C Model Register to obtain Club parts for Ford's own Model 'Y', DOA 244, based at the Gaydon Heritage Centre.

Ron joined the Ford Motor Company Trade School in May 1954. The Trade School stopped taking students in 1956 when the new Apprentice Training Scheme came into existence. Both schemes ran side by side until 1958 when the Trade School was phased out. This new set up was less selective but allowed for greater numbers of apprentices to be trained. To put this in perspective, the Trade School would produce around 15 college trained engineers a year, whereas the new scheme would produce a much higher rate of toolmakers, production engineers etc. for the expanding Ford technical areas.

Ron joined the then recently formed Apprentice Training area at Harold Hill in Essex at the end of his four years in the Trade School. He was in the training garage alongside Ned Fielder and took over the department when Ned retired. One 1980's student told me he was a strict tutor and well respected.

On leaving Apprentice Training, Ron took on the task of caring for the many old cars owned by Ford, or loaned to them on a long term basis. This eventually became the Ford Heritage Centre at Dagenham, which was also the starting point for groups visiting the Ford factory. In addition to the display of classic Ford cars, he built up an excellent library of books, magazines and brochures and enjoyed pottering in the large workshop behind the display area, where he squirreled away a goodly selection of spare parts for the exhibits. He also had an interest in the Ford built Rolls Royce Merlin engines and was trying to get the only known genuine Ford one left, which he claimed still belonged to Ford and is in the Manchester Museum. As far as old cars go, it seems that his favourite was the Model T. He owned a Model T and a lovely V8 Pilot.

He is survived by his wife, Carol, son Andy (who works at Dunton), daughter Debbie and seven grandchildren. He will be sorely missed by all Ford enthusiasts.



Ron pictured in the 1950s

International correspondence

New South Wales, Australia.

Dem Bones gone walkabout

Jenny and Derek Bone are beginning to spread their vintage wings with Jenny's Model 'Y', 'Blue', having recently emigrated and settled in Bilpin, up in the mountains of New South Wales. Jenny emailed Bill Ballard, our Y&C contact Down Under, "Derek has taken your advice and done some fine tuning to 'Blue'. The problem was the part on the distributor for fine tuning (woman's talk) was seized and, after a lot of gentle persuasion, he has freed it and she is now running a lot better. He has also taken your advice about the better quality petrol, but we are still hung on whether to use additives or not. Some people say do and some don't.

We have been busy with the Leura car club just lately. When it's a long run we use the Subaru. Some of the other members who have old cars do the same. It just isn't worth the risk of breaking down a long way from home

and the classic car owners bomb along and I know we would never keep up. Three weeks ago we went to Bathurst, to Abercrombie House, where the owner has a large collection of Austin Sheerline 70s, all at different levels of condition, but after he has finished restoring the house the cars will be done. Last week we went to Mudgee to the Wings, Wheels and Wine festival which was great. There were cars from Leura, Lithgow and Mudgee clubs. They even had a race - car against aeroplane. There was a vintage section with a Morgan competing against a Tigermoth and they came over the line together.

Travelling inland really made us appreciate the mountains. There was no grass and Lake Windermere dam was only at 20%. The water was a really

horrible colour green. On May 26th we hope to take 'Blue' to the Mount Victoria Steam-up day with the club so will take some more photos for you.

Blue', the youngest known surviving short rad, which belongs to Jenny Bone in New South Wales, showing off at the Clarendon show earlier this year.



As you are probably aware, Bilpin is a fruit growing area and tomorrow is the annual Apple Pie Bake-Off, so I am about to rush off and peel apples for my first attempt. It's taken very seriously, with secret recipes and techniques, but I'm just making a good old apple pie. Will keep you informed."

South Australia

I was sorry to read in 'Second Gear Chatter', the newsletter of the Ford 8 & 10 Sidevalve Club of South Australia, that Gay Hay stood down as Editor at the recent A.G.M. I shall always remember Gay as the first face I saw on arrival at Adelaide airport for the 2003 Barossa Bivouac National Rally, holding aloft a banner saying 'Welcome Sam'. The banner is above my desk in my study as I write.

Thank you Gay for sending copies of your magazine and I hope you enjoy your 'retirement' from the task.

Spain

Luis Cascante has shed some light on the Ford Model 'Y' photographed on the island of Mallorca (Majorca) in the last issue, "I have been reading, with great pleasure, as always, the last issue of the magazine. The Ford Model 'Y' in Majorca's Arenal, B- 54952, was registered in Barcelona in early 1934. I could not obtain the name of the first owner – the registration lists on my old books don't cover the Thirties – but I can say that the car was not recorded in Catalonia in 1946. Perhaps it was in the island then. Incidentally, it can be a difficult task to find the restaurant, as the name is not visible in the photograph; the translation of 'Cocina Internacional' is International Cooking. [So I made a boo-boo asking members to look out for a restaurant of that name! – Ed]

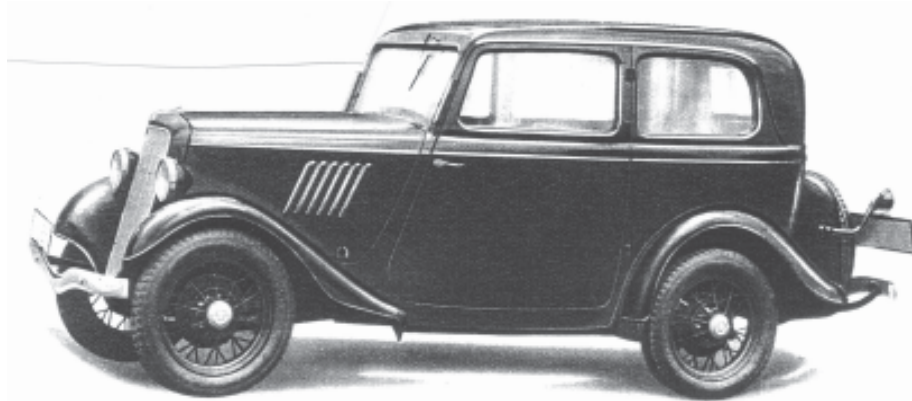
I am still researching the origin of the four tourers on display in the 1933 Barcelona's Exhibition. At the moment I only have some clues, but they need to be confirmed in the exhibition's catalogue. [See the fruits of Luis' research elsewhere in this issue – Ed.]

Germany

Köln mit Koffer (boot)

Belatedly, I received from Richard Flashman in Australia, via Bill Ballard, photographs of a 1936 Köln complete with boot. This is the first surviving example I have seen, but perhaps Thilo Moerke of the Ford Oldtimer

and Motorsport Club of Cologne can tell us if he knows of others. An advertisement for one appears in my book on page 156. With the large overhang at the back, the design does not flatter the car. Also it is surprising that there is no external lid for loading and unloading, this being done by pulling the rear of the rear seat forward – an economy measure I suppose.



The period advertisement for the standard Tudor Köln Limousine with boot (an optional extra). Note the groove-less bumpers, the lack of running boards and the mud flap on the rear of the front wings – all characteristics of the Köln Limousine.



The unrestored Köln as it appeared on ebay. Note the holes in the side of the boot to carry the rear lamps and number-plate bracket. Another of the ebay photographs showed the holes for the spare wheel carrier low down on the rear of the boot.

Denmark: Another cabrio-limousine

Karsten Jacobsen found the Y&C Register on our website and emailed the details of his car, which is yet another early Ford Junior cabrio-limousine (as the Eifel was known in Scandinavia). As the photograph shows, the car is in very good condition and would seem to require the minimum of work to get it back on the road. This and the previous two cabrio-

limousines were assembled in Copenhagen from knocked down Eifels from Köln, (Michael Deichmann's and Børge Kaa's).

Karsten emailed:- "Everything in the car is written in German (luftklappe, anlasser) and the speedometer is from Frankfurt/main, so I think it is from Köln. I have the first document of the car and it is from 20-03-1937. I have looked in a spare part catalogue from Germany and I can see that the body design

is before 1937. The chassis number is C69243. I hope to finish the restoration this summer. If any of you should come to Denmark in your old car (I live in Mosede Copenhagen) and have a problem with your car, you're welcome to

call me. I have a garage with a lot of tools to fix most problems and a lot of spare parts. Yours Karsten Jacobsen, Mosedevej 15, 2670 Greve 004530832036"

It has since been established by Michael Deichmann speaking to Karsen, that the car has the Copenhagen assembled plaque attached to the firewall.

Norway

In the latest issue of the Norwegian V8 Forum magazine appeared a

photograph of a 1935 Model 'Y' van, which belonged to the father of one of their members, Terje Saethre. Ola Hegseth, the Editor, kindly passed on my request for a copy of the photo to Terje, who replied:-

"Enclosed you will find a couple of pictures of my father's Model Y. I got an E-mail from Ola Hegseth about you wanting a picture of my father's model 1935 Ford, in which I grew up. My father bought this car just after the war, and he sold it to my uncle in 1956-57. We



The light blue Eifel cabrio-limousine belonging to Karsten Jacobsen of Copenhagen, Denmark. He is hoping to finish its restoration this summer.



Terje Saethre's father's 1935 van, in which he says "vokste opp i" (I grew up). Note that front bumper bars and a bumper have been added. Also, despite it being a LHD van, the spare wheel carrier brackets are in situ on the nearside door – not the driver's door. Perhaps Briggs Bodies Ltd. couldn't stretch to producing two differing sets of van doors as the demand for LHD vans was minimal.

travelled a lot in this car. My father was a mechanic, and he did all the work on this car himself.

I am also enclosing a picture of a Model Y I took at the car museum in Beaulieu. You see, I travel in England every summer, it is a beautiful country!"

France

The pricey Model 'Y'

In 'Your Correspondence' in the last issue, Paul Tritton provided some interesting advertisements for Model 'Y's at the Paris Salon of 1933. The price quoted for the Model 'Y' was 16,900 francs and I challenged Paul to find out what the rate of exchange was in those days. Paul, bless him, wrote to the Bank of England Information Centre, who informed him that "The monthly average for the last three months of 1933 were:- October - 80.25 francs to £1, November - 82.12 francs to £1, December - 83.62 francs to £1.", which, on average, works out at about 82 francs to £1. Therefore, the French were paying £206 for the car, compared with £120 in Great Britain.

Maurice Dolfus, the chairman of the Board of Directors (La Société) of Ford S.A.F. wrote to Sir Percival Perry in September 1932 complaining about the high price of the Model 'Y' "A Frenchman is in exactly the same position as an Englishman when it comes to buying cars. He has a wide choice at his disposal. In England you have Austin, Standard, Morris. In France, we have Peugeot, Renault, Citroën, La Licorne. The first three



John Gibson's Model 'Y' on display in the National Motor Museum at Beaulieu.

mentioned have a higher turnover than Austin or Morris. Consequently, if you want the small Ford to have a large market in France, its price must be less, or only a little higher than that of Peugeot, Renault or Citroën."

It is probably as a result of the high import duties placed on the Model 'Y' in France, that it did not sell as well as had been hoped. French protectionism?

Incidentally, the Bank of England Information Centre also said that, comparing the prices of 1933 with those of today, £1 in 1933 would be worth approximately £40.53 (as of March 2007). So, our £120 Model 'Y' in 1933 would cost £4863 today, which is what a well restored car would fetch on today's classic car market.

U.S.A.

Bob Anderson sends some "Miscellaneous Ramblings from the Colonies".

"Have been tracking several "Y's" and "C's" that have come up for sale here...with mixed results. Sellers are reluctant to disclose info on buyers but promise to notify them of our interest in identifying the Club and its services.

Have gotten one response from the U.S. Roster...from member, Kate McConnon in Ketchikan, Alaska! Hersher rad Model "Y", 135/16675 eng. Y 27704 is still in New York. Enthusiastic lady and we promised to stay phone pals and track progress on her "Y". Now tracking ex-Register members via internet and will report on success (or lack there of) in next communication.

My 165/33304 (Y127917) has been treated to new tires on powder-coated wheels and a complete fresh interior, seats, door panels, carpets (from Club), headliner, etc. As reported earlier we repaired water jacket cracks and slight head gasket seepage with some magic stuff called "Blue Devil" that was recommended by the Classic Car bunch...worked like a charm! New wiring harness going in shortly and then we'll be on the road again.

I've forwarded a U.S. Ford Spares catalog to Colin Rowe as there are some common items U.S. to "Y". That's where I got floor board screws and washers and other miscellaneous small bits.

I'm looking forward to the NEC meeting and will probably have a shopping list of spares to bring back. I've been forgetting my manners but thanks to Sam Roberts for his go between role for my electrical spares and special thanks to Geoff Dee for the window roller and bracket. Talk about producing an obscure bit overnight! I hope the Club exhibit space will have room for a piano for Geof Salminen and can focus on his impromptu concerts.

Regards to all from the U.S.A.

Those Barcelona tourers

On the reverse of issue 165 was a photograph, repeated here, of four Model 'Y' tourers/coupés on display at the 6th Exposición Internacional de Automóviles de Barcelona, 1933. I did not recognise them and challenged Luis Cascante to find a catalogue for the motor show, from which we could learn more about the display.

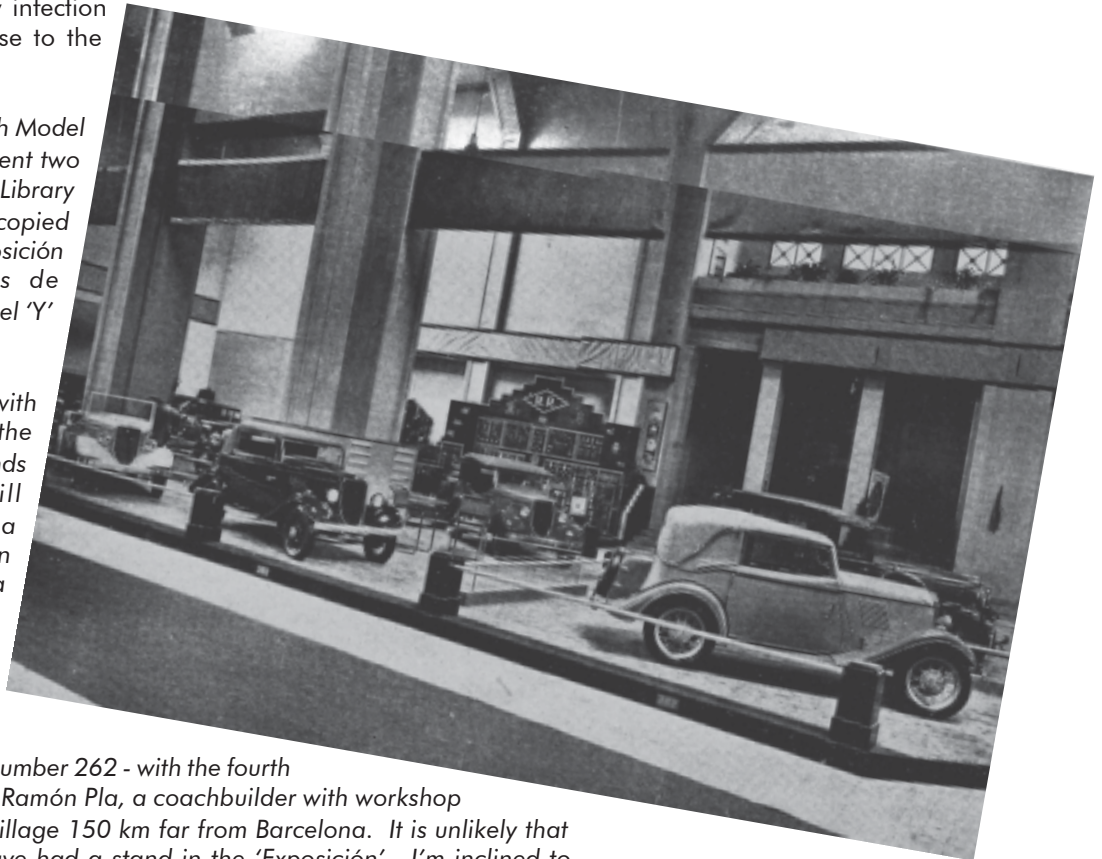
Despite recovering from a nasty infection following spinal surgery, Luis rose to the occasion and writes:-

"I think the 'mystery' of the Spanish Model Y tourers is solved. Yesterday I spent two hours in the General Catalonia's Library of Barcelona. I read and photocopied the official catalogue of the '6ª Exposición Internacional de Automóviles de Barcelona, 1933', where four Model 'Y' tourers were on show.

Stands numbers 263 and 264, with three of the four tourers, were the Amado Casajuana's bodywork stands in the 'Exposición'. You will remember that Amado Casajuana was the very first Ford agent in Spain; the agency owned a Bodywork shop, too. Casajuana had a very close relationship with the Ford Motor Company in Detroit.

Surprisingly, the adjacent stand - Number 262 - with the fourth tourer displayed was booked by a Ramón Pla, a coachbuilder with workshop in Artesa de Segre, a small rural village 150 km far from Barcelona. It is unlikely that such a small bodymaker could have had a stand in the 'Exposición'. I'm inclined to think that Ramon Pla had some kind of agreement with Casajuana for the construction of special bodies built on Ford chassis, as taxis, lorries, buses, etc. That would explain why the four tourers were gathered on adjacent stands.

Ford Motor Ibérica is not listed in the catalogue as an entrant in the 'Exposición'. The catalogue states that the Ford products; cars, lorries and Fordson tractors, are only displayed on the Casajuana's stands, the sole Ford agency that was present in the exhibition. Possibly, Ford Motor Ibérica was not member of the Spanish 'Cámara Española de Automovilismo y Ciclismo', the motor association organising the show. Consequently, probably Ford was not allowed to take part in it. The reason to not join the association could be the Henry Ford's reluctance to join associations of motor industries, as you explain in your book."



NEWS OF NEW MEMBERS

Prepared by Godfrey Dingley-Jones - 25 June 2007

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register the following 11 new full Members, including 5 Members who have re-joined.

Joseph Buhagiar	O-B102	Birkirkara, Malta
John Dolby	D1209	Ramsey, Cambridge
Noel Dollery	D1908	Bruree, Co. Limerick
Janet L Donnelly	D1806	Aberlour, Banffshire
John Hudson	H1826	South Queensferry, West Lothian
Patrick Jennings	J1603	Leeds,
Peter V Lansdale	L0425	Itchenor, West Sussex
Paul Ormond-Smith	O1701	Douglas, Isle of Man
Nick F Pinkett	P0211	Winsley, Bradford on Avon
Graham R Power	P0529	Eastbourne, East Sussex
Deryk Watson	W1712	Wigton, Cumbria

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

Nick F. Pinkett from Winsley, Bradford on Avon has re-joined the Club. Nick has a Model 'Y' Tudor in black, first registered on 4 September 1936 with a Chassis Number Y152122 and a Briggs Body number 165/47338. The Registration Number is DGH 481 and the car is currently the subject of a restoration project. Nick also owns a 1933 Terrier Special trials vehicle with the Chassis Number Y19608, which is being restored and is at present un-registered (ex AJJ 100). There is a photograph of the car on page 121 of Sam Robert's Book, 'Ford Model Y - Henry's Car for Europe'. Thanks for re-joining the Club Nick and we hope all goes well with the restorations.



Nick Pinkett with his Terrier Special trials car in 1995.

Joseph Buhagiar from Birkirkara, Malta has joined the Club. Joseph has a 1933 Model 'Y' Fordor. The Chassis number is Y56560 with a Briggs Body number 166/2611. The car, which is new to the Club, is being restored by Joseph who has purchased the Service Bulletins, Parts and the Instruction Books to help with his restoration. We would like to extend a warm welcome to Joseph and hope all goes well with this restoration project. Please keep us apprised of your progress in due course.

John Dolby. We would like to welcome John from Ramsey to the Club. John is the proud

owner of a maroon over black 1935 4 door Model 'C'. The Chassis number is C17931 and the Briggs Body number 364/3869 with the Registration Number LSU 166. John purchased the car from former Member Mike Poxon, the car having been restored some 20 years ago by ex-Member David Gatenby. John advises that whilst the car is on the road there are some poor running issues which he is addressing. We hope all goes well with the car, John and thanks for joining the Club.

Noel Dollery A warm welcome is extended to Noel from Bruree, Co. Limerick, who has joined the Club. Noel has a 1933 Model 'Y' Tudor in blue, Registration Number IE 2079 with a Chassis number of Y25902. The car is new to the Club. It is Noel's intention to restore the car to its former glory and we wish him well with the restoration.

Janet L. Donnelly from Aberlour, Banffshire has joined the Club. Janet has a Dark green 'CX' Saloon, first registered in December 1936, with a Chassis number C34794 and a Briggs Body number 465/2466. The Registration Number is DEV 516. Janet purchased the car from a George Benzie who had previously purchased the car from former Member, Les Coull. The car is in on the road condition and just requires some cosmetic paintwork and tidying up. Good luck with the car Janet and thanks for joining.

John Hudson has re-joined the Club. John, from South Queensferry, West Lothian, has a black Model 'Y' Tudor with the Registration Number WS 9106 and it was first registered on 7 May 1936. The car still has its original engine and hence both the Chassis and engine numbers are Y135881. The Briggs Body number is 167/12749 and the car is in on the road condition. Thanks for re-joining the Club John and we hope all goes well with the car.

Patrick (Pat) Jennings from Leeds is the proud owner of a black Model 'Y' Tudor, first registered on 20 November 1936 with the Chassis number, Y162043. The Registration Number is 262 UXL (Ex BAH 955), the car having previously been on display at the RAF Wickenby Memorial Museum in Lincolnshire. Thanks for joining the Club, Pat and, as the car is in on the road, we wish you many happy miles of motoring.

Peter V Lansdale from Itchenor, West Sussex has re-joined the Club. Peter is the proud owner of a white over black Model 'Y' Van, first registered on 1 November 1936. The Registration Number is BAH 592. Amazingly, for a van in particular, it has both the Chassis and engine number Y157454. Peter advises that the van is in 'on the road condition'. Thanks for re-joining the Club and we wish you many years of good motoring.

Paul Ormond-Smith has re-joined the Club. Paul from Douglas, Isle of Man has two Model 'Y's. Firstly, a maroon over black 1936 Model 'Y' Tudor with a Chassis number Y129744 and Registration Number EG 2814 and, secondly, a black 1936 Model 'Y' Fordor with a Chassis Number Y118318, a Briggs Body number 164/3134 and Registration Number YYJ 289. Welcome back to the Club, Paul and we hope all goes well with your cars.

Graham R. Power from Eastbourne, East Sussex has re-joined the Club. Graham has a 1936 'CX' Tourer first registered on 22 September 1936. The Chassis number is C52100 and Registration number CTV 188. The car is presently being restored and we would like to wish Graham well with the

restoration and thank him for re-joining the Club.

Deryk Watson We would like to welcome Deryk from Wigton in Cumbria to the Club. Deryk has taken over the ownership from Gerald Watson of a 1934 blue over black Model 'Y' Tudor with a Chassis number Y77409 and a Briggs body number 165/14574. The car, which is in on the road condition, has the Registration number AHN 142. Deryk's father, Gerald, has been a Member of the Club since 1986 until quite recently, when he felt he could not continue due to health reasons. Welcome to the Club, Deryk 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 and re-joining Members. The Editor will be pleased to receive any news and photographs of your vehicles.

You will see from the details above the continued success of the 'Push for New Members' and I am hopeful that more ex-Members will re-join.

SUBSCRIPTIONS WERE DUE ON 1 June 2007 - HAVE YOU PAID YET?

Hopefully **ALL** Members will have paid their subscriptions by the time they receive this issue of 'Transverse Torque'. I do hope so. **Prompt payment saves the Club money!** Reminders do not need to be printed and sent out and there is, of course, the substantial saving of postal charges (and my time!). If you have not yet paid your subscription I shall be pleased if you will do so as a matter of urgency to enable your Membership to continue. **Please send your payment to me now** (cheques to be made payable to Ford Y & C Model Register Ltd). My address details are on the inside front cover of the magazine.

PLEASE REMEMBER IF YOU DO NOT PAY YOUR SUBS. NOW THIS WILL BE THE LAST ISSUE OF 'TRANSVERSE TORQUE' YOU WILL RECEIVE. Make life easier (yours and mine) and pay future subscriptions by Standing Order.

**Godfrey Dingley-Jones,
Membership Officer**



Why 'Y'?

I gave an illustrated talk on the Model 'Y' to the Poole Bay Classic Car Club at the end of February last year (for which, I am delighted to report, the Y&C Register received a donation of £40). One of the questions after the presentation was, 'Why did Ford jump around the alphabet with their Model letters; Model T followed by A, B and then Y?'

Of course, they did not 'jump around'. Henry's first commercial car was the Model A in 1903, followed by the B and C in 1905, the K and N in 1906, the R in 1907 and the S and T in 1908. The Model T finally bit the dust in 1927, when it was decided to start again at the beginning of the alphabet – hence the Model A of 1928. What we refer to as the Model B, was, in Ford parlance, the Model AB, or the 'improved' Model A. In the U.S.A. this was the last Ford to have a single letter denominator. With the introduction of the V8 engine, numerical numbers were used, e.g. Model 18 (the first [1] Ford (Model B) to have a V8 [8] engine fitted).

In England, Sir Percival Perry stuck with letters and Dagenham produced the 'Y' (1932), followed by the 'C' (1934). But why was the Model 'Y', which followed the Model B, not called the Model 'C' and the Model 'D'? There is no documentation which explains Perry's reasoning for requesting the letter 'Y'. There is only the cable of 1 July 1932 from Perry to Sorensen in Dearborn, which read:-

"Sorensen we are now compiling service parts list for number nineteen suggest we should have a letter symbol rather than a numeral because latter will cause confusion. Have you any objection to our describing number nineteen as model Y and using this symbol letter for service parts descriptions. If you dont approve this suggestion what other symbol letter may we use cable".

(Note, the Model 'Y' was the Model 19 in Dearborn-speak)

This obviously found favour as Sorensen cabled on the 6th July:-

"We agree that you use model Y in place of nineteen".

And so, from the 6th July 1932, Joe Galamb's given name, Model 19, was replaced by Sir Percival Perry's suggested name, Model 'Y'.

I recall the late Bert Thomas once saying to me, 'Authenticate all information and data you publish.' However, without any documentation, I can only put forward a hypothesis, based on the historical facts, as to why Perry selected 'Y'.

By 1932 Perry was faced with the desperate need to salvage some remnants from 'The 1928 Plan', which was designed to provide Europe with inexpensive Ford family cars built at Dagenham and assembled in each of the major European countries. The plan was almost immediately thwarted by the Wall Street Crash of October 1929, followed by the Great Depression (1930 – 1933), which severely affected the developed countries around the world. The introduction of the cheap and economic Model 'Y' in 1932 was seen as the only possible saviour for the Ford Motor Company in Europe, doing for Europe what the Model T had done before.

At the time of the formulation of 'The 1928 Plan', there were four probable major markets in Europe; France, Germany, Italy and Spain. However, by 1932, each of these had introduced tariffs on imported goods to save their internal industries from the effects of the Great Depression. Additionally each was suffering extreme political, nationalist upheaval. Adolf Hitler became Chancellor in 1932 with his Nazi party and inferred that cars made outside Germany were not to be bought by 'true Germans'. Benito Mussolini (Il Duce) was already in power in Italy and controlled all industry under his fascist dictate. Although Ford had dealerships in the larger cities, he would not allow Ford to build an assembly plant and gave total support to the state-owned Fiat. In Spain, King Alphonso had been deposed in 1931 and the country was now a Republic, governed by a group of ex-prisoners from Madrid's jails. The seeds of the Spanish Civil War (1936 – 1939) were already sown.

Perry's main hope for significant sales lay in France, which was the least politically unstable of the major powers. Although there was a traditional, significant 'buy French' attitude in France, the main obstacle to sales was the strength of the major in-country car manufacturers, especially Citroën. Perry reasoned that, if Ford could not compete on its own in France, its only salvation lay in a merger with a French company to give it an in-country sales platform. Perhaps foreseeing

such problems, he had wisely invited Emile Mathis to serve on the Board of Directors (Société) of Automobile Ford, S.A., in Paris, on its constitution in October 1928. Mathis was a car manufacturer based in Strasbourg, in Alsace, on the border of France and Germany. The son of a hotel owner, he had begun an engineering apprenticeship in England in 1892, at the age of twelve. In 1904 he struck up a partnership with Ettore Bugatti and established Mathis & Co., which built Hermes cars, designed by Bugatti. They split up in 1906, Bugatti to follow his high quality and sporting interests and Mathis to follow his dreams of an economic light vehicle. Mathis built a large modern factory at La Meinau, in Strasbourg in 1911, from where he produced light cars, which won many competitions in Europe, including Great Britain and Ireland. In 1920, a Mathis 10 h.p. 'SB' broke the world fuel economy record running an equivalent of 63.04 miles per English gallon.

In 1926, he introduced the first of his 4-cylinder, 8 h.p. (British equivalent) 'Y' range of economy cars; the 'MY' ("Le voiture qui manquait" - The car you have lacked). Note: 'Y' is pronounced 'Eegrec' in French, which gives the title more flavour! This was followed by the improved 'MYN' ('N' for new lower chassis) and then an attempt, in 1930, to break into the U.S.A. market with a new model, the 'PY'. Fitted with the American 'continental' engine (7 h.p. British equivalent), it was called the 'PYC'. Launching it in Detroit, the automobile capital of America, was not a good idea and it did not succeed but, hurriedly fitted with hydraulic brakes, an innovation for low priced cars, it was well received in Europe as the 'PY'. This was followed by the 'TY' with three gears and an engine capacity of just over 900 cm³.



This right-hand-drive 1932 Mathis TY is owned by David Morgan in Buckinghamshire. With a capacity of 900cc and a three-speed gearbox, Perry saw a merge between Ford and Mathis as a possible solution to the problem of selling the Model 'Y' in France.

One can see that, in order to sway Mathis into a possible collaboration in production, the choice of Model 'Y' for the name of the European 'Baby Ford' might seem attractive to him. With a French connection, the Model 'Y' could take on the might of Citroën, Peugeot and Renault. However, this plan failed as Mathis refused to relocate from Strasbourg to Ford's factory at Asnières, on the outskirts of Paris, and Perry, supported by Sorensen, refused initially to relocate to Alsace, which traditionally had been the pawn in successive Franco-German wars. Perry was left to assemble the Model 'Y' under the single Ford banner at Asnières. Eventually, in October 1934, the merger of Mathis and Ford did materialise, as a company called Matford, based in Strasbourg, producing the Matford V8 Alsace model.

Mathis' rejection was the final blow to Sir Percival Perry's dream of producing a universally accepted, pan-European, small, economic, Ford car; a dream already being destroyed by economic and political circumstances beyond his control. The resultant production and assembly in Europe was to be but a small percentage of the total Dagenham production. However, the quest for European acceptance did, it seem, leave us with the legacy of the name, 'Model 'Y'.

I would be fascinated to hear any other possible explanations for the car being called the Model 'Y'

Sam Roberts

The 1937 Le Mans 24 hours race.

June 19 - 20

Accepting German domination of the Grands Prix as absolute, France concentrated on sports car racing in the late thirties - in 1936 and 1937 even the G.P. de l'A.C.F. was debased to sports car status. However, one of the happier results was a revival of interest in Le Mans. Talbot, Delahaye, Aston Martin, Adler, Gordini, (Simca-Fiats) and Austin all entered teams for the 1936 race which made its cancellation (inevitable in a strike-torn country) the more regrettable.

The 1937 entry however, was even stronger, producing a field which contrasted sharply with those of the first half of the decade. Bugatti officially returned with the Type 57S. This almost automatically became pre-race favourite, its possible challengers being the lone 2.9 Alfa Romeo of Sommer and Guidotti or the 3.6 Delahayes, seven of which were entered. The 4.0 Talbots, 4.5 Lagonda, D6 Delage coupé and private Bugattis were "outsiders". The 2-litre class was contested by Aston Martin (2 cars), B.M.W. (one 328), Frazer-Nash (two Frazer-Nash-B.M.W.s) and Peugeot (three of Darl' Mat's Sports Spécials). Adler entered three 1.7 coupés, bulbous below the waist, claustrophobically nipped-in above, and Chenard et Walcker one 1.75 car in addition to their 1.1 entry. The 1.5 litre class remained a British preserve (an Aston Martin, an H.R.G. and two Riley sprites). The 1100-c.c. class included four Singer Nines, three Simca-Fiats, another Adler, only one M.G and a Ford special. The smallest class (750-c.c.) consisted of three Austins and two Simca-Cinqs (née Fiat 500). A total of 48 cars, exactly half of them French.

Momentarily Brunet (Delahaye), then de las Casas (Talbot) led, but by the end of the first lap Sommer had taken his customary opening-phase lead. On lap four Wimille (Bugatti) responded, put in a lap at 92.58 m.p.h. - a new record - and moved into second place. He took the lead from Sommer on the next lap and gained 30 seconds in the next three. Then came tragedy. René Kippeurt, an inexperienced French amateur, lost his old Bugatti in the fast curves approaching the pits and rolled in front of Roth who only avoided the wreck by ground-looping his B.M.W. Pat Fairfield (Frazer-Nash-B.M.W.) then hit the bugatti and was rammed by Trémoulet's Delahaye which in turn was hit by de la Casa's Talbot and Forestier's Riley. Kippeurt was killed immediately and Fairfield died during the night.

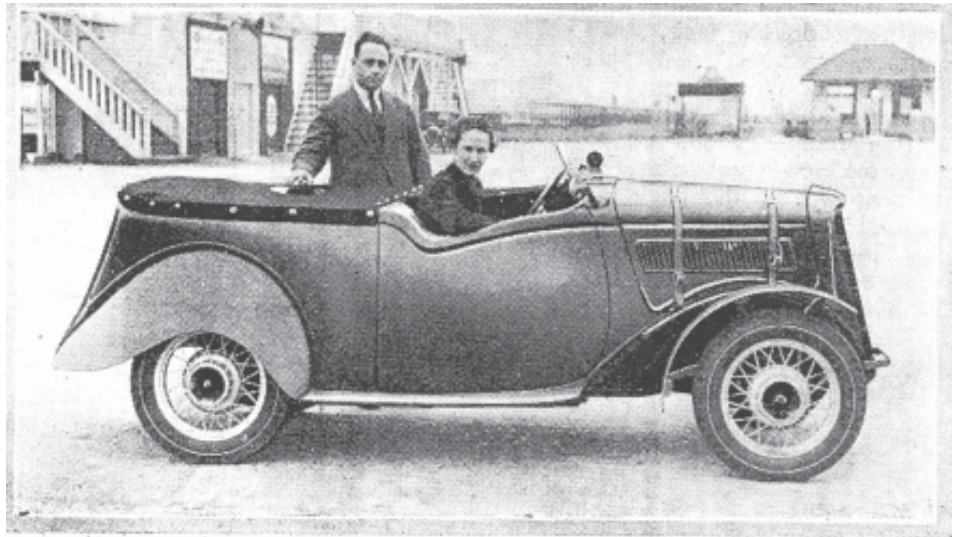
One lap later Sommer came slowly into his pit and retired, while the Lagonda and the H.R.G.

made their first unscheduled stops. By 6.30 p.m. Wimille had lapped the field and an hour later he handed over to Benoist who, on his first flying lap, set a new record of 96.42 m.p.h. Lap speeds fell during a torrential rain storm soon after 8 p.m. – Benoist's for example, to below 80 m.p.h. – but picked up again as soon as the circuit dried. By 8 p.m. a third of the starters had retired. As night fell the remaining Frazer-Nash-B.M.W., and the Lagonda joined their number, to be followed, one by one through the night, by the Austins and Singers.

By midnight the field had spread out, the earlier battle for second place having temporarily abated. The Wimille-Benoist Bugatti in the lead had completed 84 laps, well ahead of the Schell-Carrière Delahaye (81), the Veyron-Labric Bugatti (80) and the Paul-Mongin and the Dreyfus-Stoffel Delahayes (79 and 78 laps). Aston Martins led the 2 and 1.5 litre classes, and a Singer Nine led on Index. Veyron retired soon after dawn when fifth and Hertzberger's Aston Martin came up sixth until it too fell out and another Delahaye took its place.

French cars therefore dominated the race on Sunday and the retirement of the Schnell-Carrière Delahaye shortly before midday left Wimille and Benoist with a commanding 16 lap lead. Behind them the Paul-Mongin and Dreyfus-Stoffel Delahayes still duelled for second place while Aston Martin and Adler became fifth and sixth respectively (unchallenged, for only the two Delahayes raced). With an hour in hand the Bugatti broke the 1933 distance record and quietly carried on. A final element of drama was provided by the two surviving Biennial Cup contenders as the very sick Morris-Goodall-Hitchens Aston just held off the Midget of Dorothy Turner and Joan Riddell. Thunderous applause greeted Wimille for Bugatti had won for the first time, and a French car for the first time since 1926.

Results:- 1. Wimille-Benoist (3.3 Bugatti), 2043.11 miles, 85.125 m.p.h.; 2. Paul-Mongin (3.6 Delahaye), 1993 miles, 82.47 m.p.h.; 3. Dreyfus-Stoffel (3.6 Delahaye) 1942.13 miles, 80.92 m.p.h.; 4. De Valence-Gérard (3.0 Delage); 5. Skeffington-Murton-Neale (1.5 Aston Martin); 6. Orssich-Sauerwein (1.7 Adler); 7. Pujol-Contet (2.0 Peugeot); 8. De Cortanze-Serre (2.0 Peugeot); 9. Lohr-von Guillaume (1.7 Adler); 10. Porthault-Rigal (2.0 Peugeot); 11. Morris-Goodall-Hitchens (2.0 Aston Martin); 12. Vernet-Largeot (996 c.c. Simca); 13. Scott-Halford (1.5 H.R.G.); **14. Bilney-Richmond (1.1 Ford)**; 15. Calarasneano-Lebros (996 c.c. Adler); 16. Stanley-Turner-Riddell (936 c.c. M.G.); 17. Viale-Albert Alin (569 c.c. Simca).

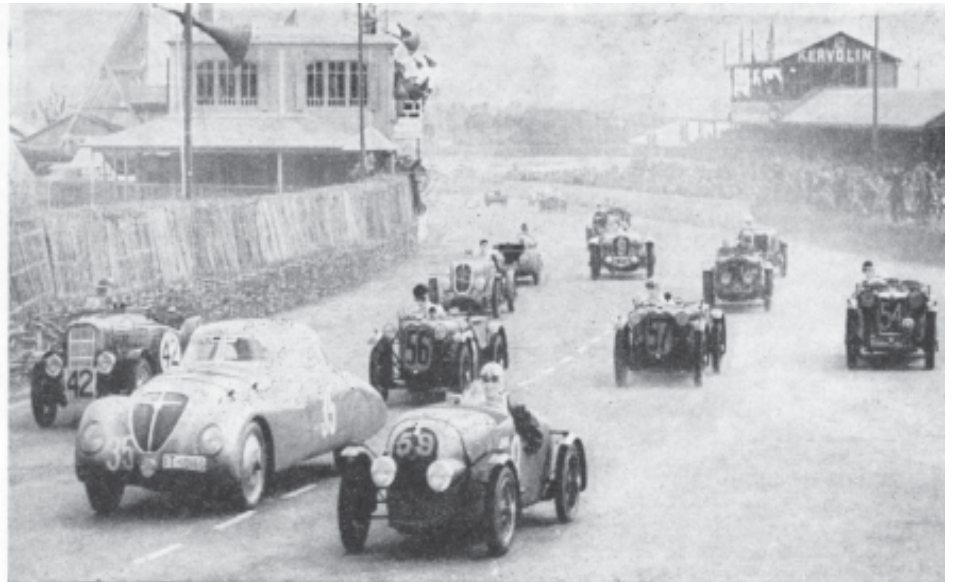


Miss Joan Richmond, an Australian, at the wheel of Maurice K.H. "Bill" Bilney's CX tourer at Brooklands, where it was being prepared for the 1937 Le Mans 24 hour race. This photograph was taken in May 1936, over a year before the race. The chap in the photograph is our old friend, Jack Bezzant, who was responsible for the preparation of the car.

I am grateful to Bob Brown, from Towcester, who loaned me the book, 'The Le Mans 24-Hour Race', by David Hodges, published in 1963, from which this report on the race is taken.

This was the first time that a privately entered Ford had taken part in the prestigious Le Mans race and, what is more, had finished the gruelling 24 hours endurance test. In the next issue, Yvon Precieux puts forward some thoughts on the preparation of the Model 'CX' tourer for the race.

It was to be another 27 years before Ford entered an official team of three specially designed and prepared GT 40 Mk IIs. None was to finish in 1964, nor 1965. Then in 1966 Ford swept the board, coming first, second and third.



The Bilney-Richmond 'CX' tourer (42) takes the inside line from the Lohr-von Hanstein Adler (35), the Viale-Alin Simca-Cinq (59), the Austins of Petre-Mangan and Goodacre-Buckley (56 and 57) and the Turner-Riddell M.G. (54).

A Tale of three 'CX' roadsters

by Bill Ballard in Oz

Spread over pages 82 and 83 of the July 2000 edition of 'Australian Classic Car' magazine was an old picture from the National Archives of Australia of a street in the Melbourne CBD, with a c.1936 British Ford Model 'CX' roadster clearly in view.

I wrote in to the Editor of that magazine and told him how rare these cars were, that only four (at that time) were known to exist and to tell him that, by sheer coincidence,



Jim's girlfriend, Joyce, alongside his 'CX' roadster in 1958.



Now Jim's wife, Joyce standing by Bill's roadster, 'Bluey'.

I had just acquired one to restore. My letter was awarded "Letter of the month" in the August 2000 edition of the same magazine (I never did claim my prize for that - a workshop manual!!) and, just for good measure, they reprinted it in the letters column in the September edition!

Jim St John in Melwood, near Bairnsdale, Victoria, spotted that letter and (via the editor) contacted me to tell me he had owned such a car in the late 1950s. He sent me a lovely old black and white picture of his (then) girlfriend, Joyce, standing next to

it in 1958. Joyce is now his wife....

Out of the blue, and over six years later, Jim rang me just before Christmas to ask if he could call in and look at my roadster. He had to come to Melbourne to collect his grandson from the airport, so thought he would "kill two birds with one stone". Of course, I was delighted to be able to show him "Bluey". Jim, his wife and grandson called on the afternoon of New Year's Day and I showed them round "Bluey", who I had parked under the car port and, of course, I just had to take a picture of Joyce standing alongside "her", didn't I? Needless to say, Jim was rapt, especially when I took him for a ride round the block in "her"!!

So there's at least 48 years between the two pictures of Joyce and the 'CX' roadsters that appear here! Jim is now retired. He told me he was 16 when he bought his red 'CX' roadster in 1955. He subsequently repainted it green with yellow wheels and parted with it after about 5 years. He later owned a 1946-48 A54A Anglia tourer and a 1949-53 Prefect sedan. He is now looking for a Model 'CX' roadster to rekindle those early days of his courtship with Joyce. I told him that we now know of seven - four of them here in Victoria (including my own car), but he would be unlikely to prise any of them away from their present owners. I advised him to go for the next best thing - a Model 'CX' sedan, of which five are known to be for sale at present.

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.)

'A business to dye for.'

This was the title of an article, written by June Sampson, which appeared in the February 6th 2004 issue of the Surrey Comet, kindly sent in by John Hampton. The article described the history of Hardings Dye Works Ltd. in Kingston upon Thames, just outside London, in Surrey. The article starts, "On Thursday nights a green and yellow van used to leave Acre road, Kingston, and head for the West End. It would return around midnight, laden with costumes from The Royal Opera House, the Prince of Wales, the Victoria Palace, the Garrick, the Stoll and other famous London theatres.

Hours later the van would head for London again, returning the newly spruced costumes to various stage doors in time for that day's performances.

This was part of the "clean while they sleep" policy operated for years by Hardings Dyeworks, one of the most interesting firms in Kingston when the Royal borough was still enjoying its industrial heyday 30 years ago."

The van in question above will have been one of the larger vans seen in the photograph of Hardings fleet of vehicles. However, as can be seen, Hardings also used four of the smaller 5 cwt Ford 8, Model 'Y' vans, each one apparently registered CPJ, which is a 1935 Surrey registration.

Interestingly, although the caption to the photograph states that the vehicles are outside Hardings premises in Acre Road, the right hand van has Hardings Dye Works Ltd, Ewell Road Cheam on its side. This premises does not get a mention in the lengthy article.

The driver of this van is an odd one out also, he not wearing epaulettes on his coat. I wonder whether these vans had a green and yellow livery?



Hardings Dye Works Ltd. fleet of vans in 1935 in Acre Road, Kingston, Surrey.

Updating our cars.

Roger Hanslip on Aircleaners, Headlights and Starting Handles.

Being a poor patient and having to have a couple of days indoors (away from the workshop!), I thought I had better use the time to write something for the magazine. I've had a couple of things that I have been thinking about for some time, the first is air cleaners.

Air Cleaners. I know our cars were never built with them but, having driven them on some show fields and found that I could write my name in the dust on the bodywork after 10 minutes, I thought it a good idea to fit one on my car to help protect the engine. My thinking was that we spend a fortune on pistons etc., which are not that easy to come by at the best of times, and the engine was never known for long life before it started to burn oil. Mind you it then seemed to go on forever as long as you kept tipping oil into it. An air cleaner would seem to be a benefit.

The air filter I've attached on my 1935 Fordor Model 'Y' is the old bath type and of the right period. (See pictures.) Should one need to display the car with bonnet open for concours or any other reason, it can always simply be removed and the carburettor top plate refitted. If a dry type is fitted, this would be even easier. One other benefit is that the car is so much quieter to drive.

The air filter unit I used is a Cooper's oil bath and can often be found on various Petter engines from 1940s – 1970s. So they should not be too hard to find. For a dry type with paper element, one from a Petter PH2 diesel would fit. They are still available new. Lastly on this subject the plate to adapt the carburettor to pipe were fitted to other Ford cars, but I am not sure how readily available they are. If there is any interest I will make a batch for the club spares department.

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 an 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.

Headlights. The second subject is probably more of a problem to all Model 'Y' and 'C' drivers and that is the lights (or more exactly - the lack of them!). I have been trying to find a motor cycle reflector of the right size with a 6 volt pre-focus bulb, preferably metal but plastic may be OK if it can be separated from the lens. I would like to use the original lenses and magniflex bars so they look original. Has anyone been down this avenue with their own car and solved this problem? If so, what parts did they use? I started to sort this out with Austin Seven lights several years ago, only to find out that another owner that I spoke to regularly had already done it and was very pleased with the results.

One thing that started me thinking about this was a hand held search light torch (half a million candle power) all on 6 volts. With a beam you could hang your hat on, you need a torch to see if ours are on. I've spoken to Bob Wilkinson on this at length and he has been down the road of new reflectors, ugly bulbs, new looms etc., on his recent 'CX' restoration and says his lights are still inadequate. They are fine to drive within the cars performance in complete darkness, but it is oncoming cars leaving you blinded as they pass which creates the main problem.

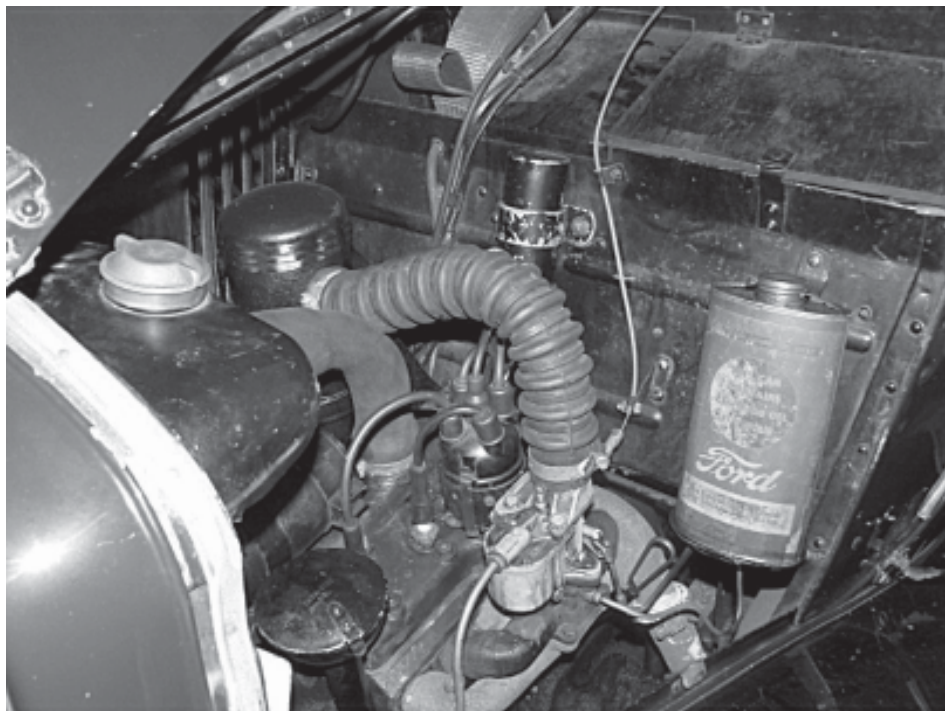
On the same subject but a different vein, I do believe that it is the lights that cause us so much difficulty in getting cars to Club events, unless the event is in June, when the days are long - it gets a bit frightening to drive the last few miles home in the dark. I also know it's frowned on when the car owner wants to leave the rally field at 3.30pm. and the paying public are still coming through the gate - but safety is paramount - not only for the driver, but for our precious vehicles!

If you have tried any of these ideas, or wish to comment, please give me a call on 01945 430325.(details inside front cover of mag. Region 12).

Starting handles: The Club spares department has asked me to make starting handles as a good number of members are missing this item. You may not need it for starting, but it is invaluable when turning over the engine for setting ignition and other checks. 'Y' owners of course find that it also doubles as a wheel brace ('C'/'CX' owners have a separate brace). To make these (for the 'Y' Model) I will need some of the wheel nut end pieces to weld to the new handle. These were sometimes found in other later Ford toolkits as a wheel brace and hub cap remover. If you have any of these kicking around in your garage, I would welcome you sending these to me to get me started on the project. (see

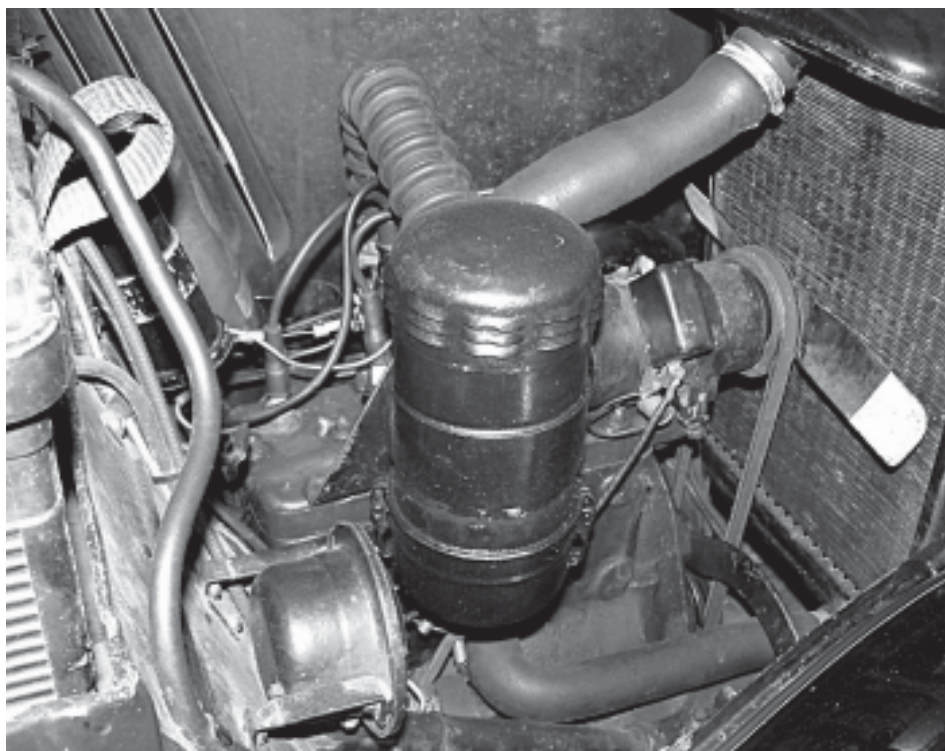
address - Region 12 inside front cover of mag).

Roger Hanslip. Region 12 Contact.



Above: The air filter connection to the carburettor on Roger Hanslip's Model 'Y'.

Below: The Cooper's oil bath filter with bracket to bolt it onto the cylinder head.



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

Part III By Graham Miles

The subject of this article is the "Brake Housing Plate Assemblies" and is extracted from the "Popular" and "De Luxe" Model Bulletin, Vol. 4, No. 6, dated July/August 1935.

For this reason, great care must be exercised to ensure that repairs or replacements are not effected on any of the above assemblies with the use of incorrect parts.

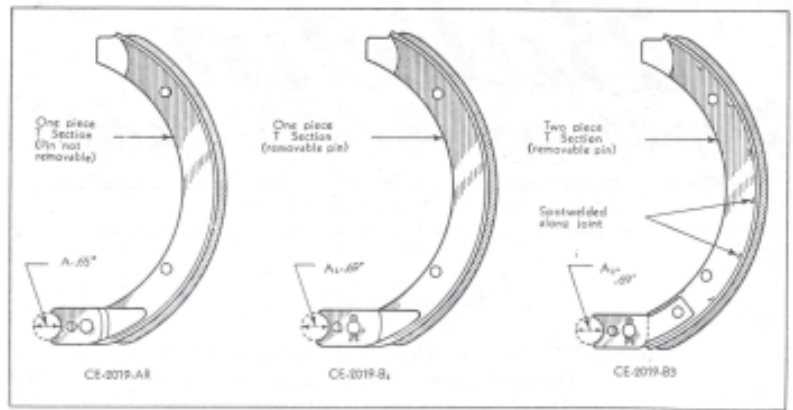
As complete installations, the brake housing plate assemblies of the previous and current design are interchangeable, and no trouble will be experienced if either of these assemblies is used on a car that was originally fitted with the other design; the method of operation and the speed and degree of brake application are the same irrespective of the fact that some of the component parts have been altered.

In the case of the current type brake shoe and lining assembly, two types of brake shoe are optional for use on the brake housing plate. These vary slightly as regards constructional details, but the important dimensions are the same, and the two assemblies, CE-2019-B1 and CE-2019-B3, are interchangeable on the current design brake housing plate.

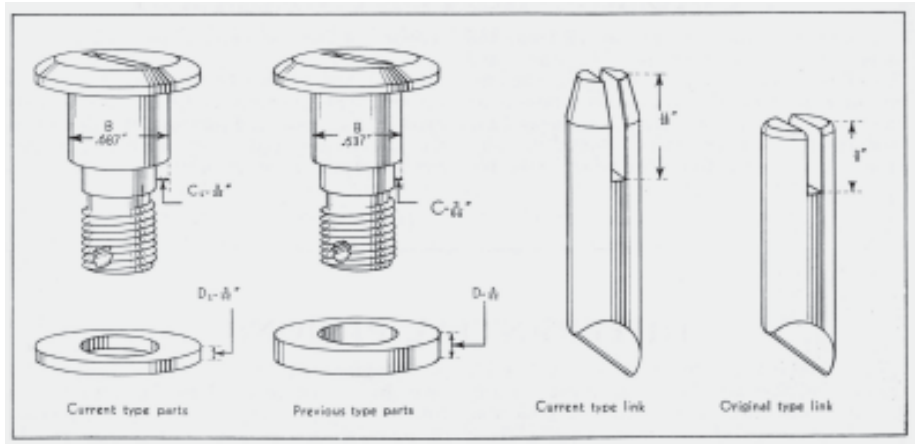
The main difference between the above-mentioned parts and the earlier type brake shoe and lining assembly CE-2019-AR is the fact that the current type shoes are equipped with a removable brake shoe pin through the roller, and the diameter of the semi-circular stop at the adjusting end of the shoe is slightly larger than the previous type to conform with an increase in diameter of the wedge operating stud shank, as illustrated in Fig. 21.

The studs may be conveniently identified by measurement of the shoulder formed on the shank as shown in Fig. 22; the current type stud measures approximately 3/32" at this point, whereas the earlier type stud was approximately 3/64". Should there be any doubt concerning this measurement, the diameter of the shank should be checked in accordance with the figures given in the illustration.

In addition to the above modifications, a previous change was made in the brake shoe link, part number Y-2054. The shoulder of the yoke, into which the adjusting end of the brake shoe fits, has been increased in length from 3/8" to 11/16" to provide greater rigidity of the brake shoe at the adjusting end. Only the current type links will in future be supplied for service as these may in all cases be used to replace the original design part.



"Modifications have recently been made in a number of component parts that comprise the front and rear brake housing plate assemblies, part numbers CE-2011 and CE-2211 respectively. The brake housing plate assemblies carried under the above part numbers were originally used on the "De Luxe" model car [Model 'C' / 'CX'] and later on the "Popular" model [Model 'Y'] up to present production, and although assembly part numbers have not been altered there are a number of parts in the current design assembly which are not interchangeable with parts of the earlier design.



PART NUMBER	NAME OF PART	MEANS OF IDENTIFICATION
CE-2019-B1	Brake shoe and lining assembly. (interchangeable with CE-2019-B3)	"T" section shoe formed in one piece—brake shoe pin and roller removable. Diameter of semi-circular stop, A ₁ = .69"
CE-2019-B3	Brake shoe and lining assembly. (interchangeable with CE-2019-B1)	"T" section shoe made in 2 pieces spot-welded together—brake shoe pin and roller removable. Diameter of semi-circular stop, A ₂ = .69"
CE-2019-AR	Brake shoe and lining assembly.	"T" section formed in one piece—pin and roller not removable from the shoe. Diameter of semi-circular stop, A = .85"
48-2053	Brake operating wedge stud.	Diameter of shank, B ₁ = .687" Depth of shoulder, C ₁ = 3/32"
48-2053-D	Brake operating wedge stud.	Diameter of shank, B = .637" Depth of shoulder, C = 3/64"
48-2054	Brake operating wedge stud washer.	Thickness of washer, D ₁ = 1/8"
48-2054-D	Brake operating wedge stud washer.	Thickness of washer, D = 3/16"

Parts used previous to current production printed in italics."

