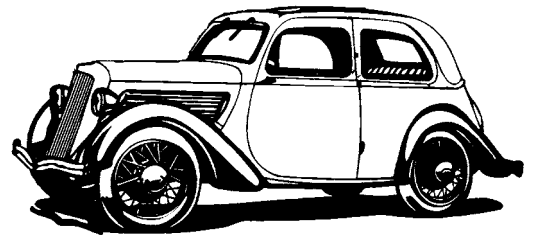
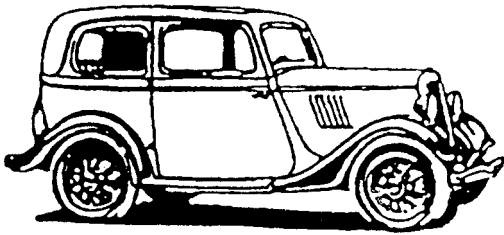
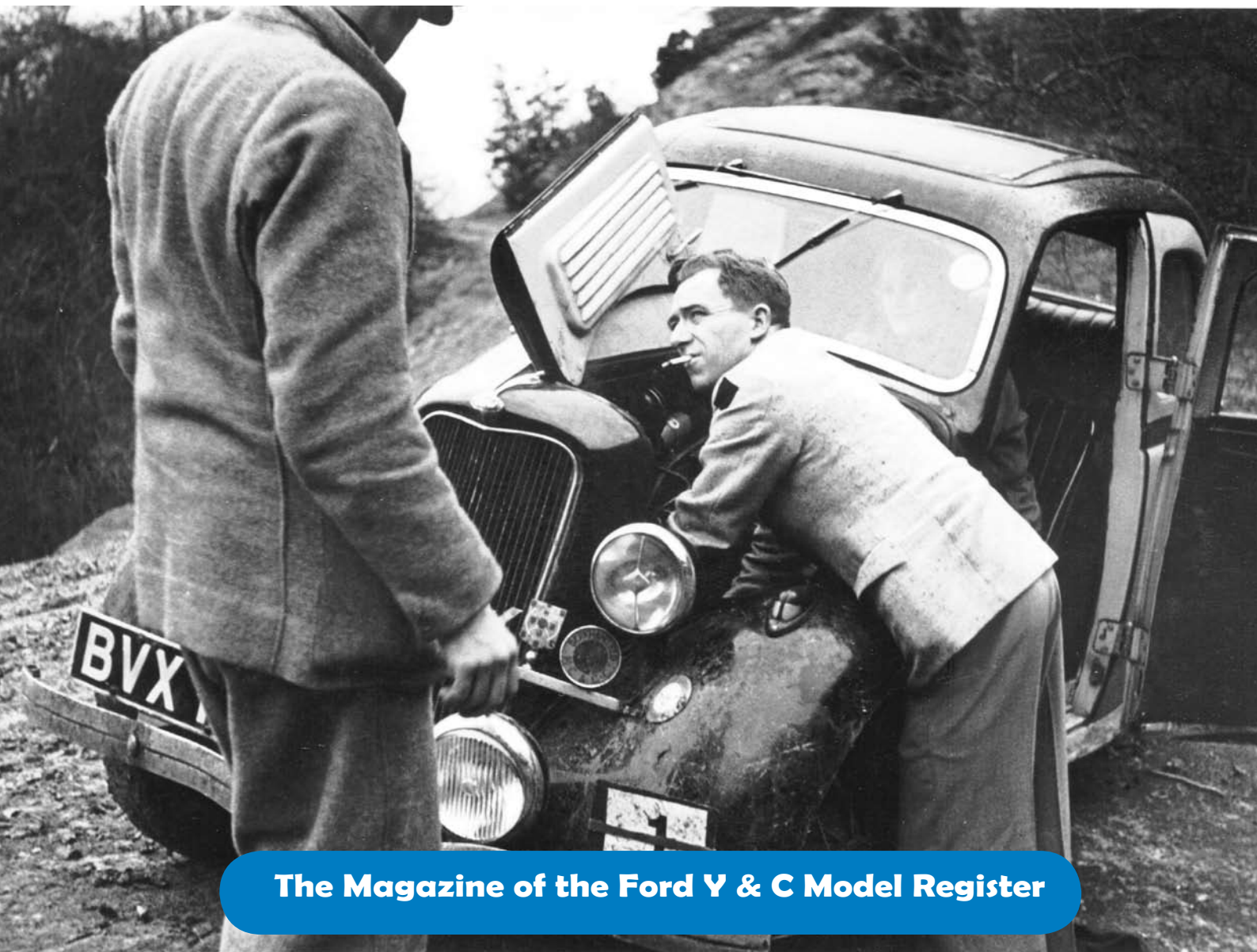


TRANSVERSE TORQUE



March - April 2008 Issue 171



The Magazine of the Ford Y & C Model Register

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Editorial

Hopefully, you have the date of the A.G.M. in your diaries – Sunday, 20th April. This, coincidentally, is also the annual National Drive It Day, when all classic vehicle owners are encouraged to take their steeds out on to the high-ways and by-ways or, if not roadworthy, to display them in driveways, etc., to demonstrate to the general public the extent of our hobby. Why not drive your car to the A.G.M.? Willoughby Village Hall is a lovely venue to show off the cars and, in doing so, provide useful viewing aids for those still in the throes of restoration. The A.G.M. is traditionally a well-populated cheerful gathering of like souls and a source of Club information and spares and regalia at reduced rates. For those who have not been before, Willoughby is 4 miles north-west of Daventry, just off the A45. The gathering starts at about midday, with the A.G.M. itself starting at 2 p.m. It's usually all over by 3.30. Bob Wilkinson has included in this issue the statutory notice of the meeting and a call for any nominations for the Committee and any topics for the agenda. Note: both the Secretary and Editor are looking for successors or understudies. Jim Sharpe also outlines the spares ordering procedure.

We have another varied and interesting issue for you. I am rather disappointed that I have had only one response to my plea for UK members to go to their local libraries to check up on the local Ford dealer's entries in the 72hr Dependability Demonstration of 11 – 13 September 1933. John Keenan had success in the Hastings library (reported elsewhere). I went to my library here in Andover and, after grappling with the technology of the microfilm reader, looked through the Andover Advertiser for the week ending 15th September 1933 and the previous and subsequent weeks. Disappointingly, it would appear that the local Ford dealer, Macklin Bros., Ltd. did not enter a car or, if they did, it was not reported in the local rag. I shall try the Salisbury library on my next visit. Please make the effort.

Dave Minnett told me of a super 5 minutes YouTube video clip of Model 'Y' stock car racing in the early 1960s at the Arlington circuit in Sussex. Although it shows the extent of the slaughter of our cars during this period, it is thoroughly recommended viewing. Take a peak at www.youtube.com/watch?v=dVPsGx1hdIQ

We have good news on the website. Roy Hocking, our website 'meister' has worked the miracle and we now have a comprehensive Model Identification page. Take a look and let me have any suggested improvements or inclusions please.

Ian MacDonald from Stornoway on the remote Isle of Lewis, happened to be spending Christmas on board the Royal Fleet Auxiliary ship 'Diligence' in Portsmouth harbour, mid-way through its sea trials following a re-fit. Thanks to SouthWest Trains, he was able to travel up to Andover and pay me a visit. Ian owns the ex-cream Model 'Y' which Bob Wilkinson and I came across for sale from 'Small Ford Spares' at the Henry Ford Day at Gaydon in May 2001. Although re-painted black, the cream paint was showing through and its chassis number showed it to be one of the 200 plus cream Model 'Y's specially prepared for the Ford Dealers' Convention at Blackpool in September 1934. We are now aware of three of these cars (Y79855, Y80099 and Y80132). Ian is restoring his, with the help of fellow member and islander, Roddy Murray.

The ex-cream, September 1934 Model 'Y' for sale on the Small Ford Spares stall at the Henry Ford Day at Gaydon in 2001. The cream paint can be seen through the peeling black paint. It came off the production line totally cream with vermilion radiator grille and wheels. BGU 511 took part in the parade of specially commissioned cream cars at the 1934 Ford Dealers' Convention at Blackpool.



The quarterly Irish Veteran and Vintage Car Club (I.V.V.C.C.) journal for Autumn 2007 certainly carried full and very Y&C orientated reports on the Powerscourt Estate Picnic Run of last August. Not only was there a fully illustrated write-up by our very own John Fitzgerald, but the Editor, for some reason, also included my illustrated report from 'Transverse Torque'. The surprise visit to the rally of our 11 Model 'Y's and Jim Miles' Eifel, was certainly much appreciated. In his report, John says, "I must sincerely acknowledge all the



"Adorning the cover of the Autumn issue of the I.V.V.C.C. Journal, John Fitzgerald's December 1936 Tudor Model 'Y' in front of the Bamberg Gate on the Powerscourt Estate."

effort made by those who attended, in particular to all my Ford Y&C Model Register colleagues who were able to attend, many having travelled hundreds of miles in their cars (some even having to spend a previous night sleeping in their car!) – there you are Mike and Kath, you earned a mention! In the same issue, under a regular 'Looking Back' series, were the recollections of Jim Cullen of his father's Model 'Y' pre-war. I'm saving this for a future issue of our magazine.

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Bill Ballard informs me that on the very early Model 'Y's assembled at the Geelong Ford plant and, presumably, at the provincial plants at Adelaide, Fremantle, Brisbane and Sydney, the engine number was stamped on a small rectangular plate welded onto the side of the engine block, above the double water outlet manifold. The Australian registration authorities seem to have recorded "engine numbers" in preference to "chassis numbers". Apparently Australian owners of early cars are unable to find the chassis numbers stamped in the usual place on the chassis for this reason [I believe that all very early Model 'Y's had their engine number stamped on the rectangular flat cast into the side of the cylinder block above the double water inlet – I'm sure the engines would have arrived in Australia from Dagenham already assembled and numbered. – Ed.]



It was a glorious day, just right for a 25 mile run in the car, pictured here above Winchester en route to Owslebury

I had a phone call from John Wise, the Secretary of the South Hants Vehicle Preservation Society telling me that one of their members had a stack of 'Transverse Torque' back numbers and would I like them. The Preservation Society was rallying the following Sunday, 26 January, ending up at the Ship Inn at Owslebury (pronounced Ozzlebury) near Winchester, so I agreed to meet him there. It was a glorious day, so I went in my Model 'Y' Kerry and collected 36 issues, numbers 69 (Feb/Mar 1991) to 106 May/Jun 1997 (less no. 85 for some reason). If anyone wants these, please let me know. I could deliver them at the A.G.M. if that is convenient.

Looking through these back issues, I came across issue 103, which had a photograph of Jim Fitzgerald on the back cover. I had searched high and low to find one of him to accompany Peter Ketchell's article on Gentleman Jim in the last issue!

I went along to the Bristol Classic Car Show on the Royal Bath and West Showground on 17 February, having been told that a recently joined member from Bristol had volunteered his Model 'Y' to go on the combined Sidevalve/Y&C Register stand. I found Ivor Bryant in his usual ebullient state but, regrettably, when Ivor had telephoned our member on the previous Thursday, he said he couldn't make it after all, so none of our cars was represented.

One show to really make an effort for is the Enfield Pageant of Motoring, where we traditionally have a large stand over the late May Bank Holiday weekend and like to see cars on it on each of the three days. Last year we won £50 for the best stand. If you want to attend, contact Jim Miles for an entry form (07901 561866 – afternoons only)

During the Committee meeting on 24th February, John Argent mentioned that he had seen the Model 'Y', DM 9978, in a Poirot film on television. This is Noel Page's car in Kings Lynn. What is the story Noel?



The ebullient Ivor Bryant running the stand at the Bristol Classic Car Show. At least I could sign his book!

At the same meeting, Jim Miles gave me some feedback on the internal door finger grips in the Eifel. Apparently, they are the same as on the Models 'C' and 'CX', i.e. not raised on the Model 'C' and early Model 'C'- type Eifels and raised on the Model 'CX' and the later alligator bonnet - type Eifels.

Contributions for issue 172 are required to be into the Editor before 1st May 2008.



Jim and Marie Fitzgerald with son, Tony (then 16 years old) – one of John's many brothers – on a nostalgic return to Limerick in 1970, to the garage where the car was purchased in April 1937 by Marie's father, John Humphreys. The car is now grandson John's pride and joy

Front Cover:

An unscheduled stop on a Berkhamsted Motor club rally in the 1950s. F.J. Coyne under the bonnet of his ivory and black Model "C" Fordor, BVX 115 (a February 1935 Essex registration). My thanks to Geoff Dee and Jim Miles for spotting and buying this at the NEC along with other photographs of the car on various rallies.

Rear Cover:

Graham Miles short rad van when he purchased it in 1981. Since restoration, I would estimate that it has travelled at least 50,000 miles.

Chairman's chatter

May I first, personally and on behalf of the Register thank everyone who gave us support during 2007 and wish that the Ford Y and C Model Register collectively and all of you individually continue to prosper and above all enjoy your motoring.

As far as I am concerned 2007 was a very successful year. At the beginning of my term as Chairman I said that we would concentrate on the three R's and I feel that Recruitment and Retention have gone very well mainly thanks to the efforts of Godfrey. This year gives us a chance to look at the third R; Regions, it will be great to have one event in each of our regions in which we could fly the Y&C banner. To this end, if any member has a favourite event near them, let Bob or Sam know and we will publish it in 'Transverse Torque' and do our best to get as many cars there as possible.

Another thing we must do this year is to replace the Editor and Secretary. These posts have been up for re-election for the past two years and we have had no takers. Both posts will have the present incumbent to help any new volunteer, but, if we don't get any volunteers, the Committee will have to decide how to function if Bob and Sam stand down. One solution is to have fewer 'Transverse Torque's but I feel this publication is the lifeline of the register. If you feel you would like to share one of these tasks as minutes secretary or deputy editor, please let us know in advance of the A.G.M. Sam and Bob will only be too willing to talk you through the requirements of the posts.

Good Luck for 2008 motoring season. I hope to see as many of you as possible throughout the year and, once again, enjoy your motoring.

Peter Ketchell,
Chairman

SECRETARY'S RAMBLINGS:

A brief report this time as I am just picking up the threads after 5 weeks away in New Zealand and Australiawe had to spend our heating allowance you understand. Whilst in Melbourne, Pat and I stayed over on one evening with, or Austalian Y&C Register Contact, Bill Ballard and his wife, Sandra. A visit to the nearby Dandenong National Park was followed by a close inspection and trip in Bill's lovingly restored 'CX' Roadster. I was pleased to see that his study contains ample evidence of the work in hand (dashboard etc) on the massive restoration of a 'CX' Ute.

Bill had invited members of the Y&C Australian syndicate and it was good to natter over a few beers with Bernie Bridle ('Y'), Wally Thompson and Sue (A493A) and Gary Yule ('CX') and to take telephone calls from distant Ford friends - Terry Keene ('Y' Coupe, Queensland, and John Rimon ('CX'), Tasmania. I was amazed at the very evident enthusiasm for our old cars and the distances - often 1500 to 2,000 miles - they were prepared to trailer/drive to an event. Good on yer lads! Thanks again to Bill and Sandra for your hospitality.

Whilst I was away, Sam Roberts had produced a complete new Model Identification page, which Roy Hocking has now posted on the club website. This covers every known variant of the 'Y' and 'C' models from around the world, with around 70 illustrations. Please have a good look as I am sure you will agree that Sam must be congratulated on his research and, of course, for this being made available to enthusiasts everywhere. Well done Sam.



Bob compares notes with Bill Ballard over his Model CX Roadster, having just restored a Model CX tourer himself

I have been accused of being paranoid about vehicle registration issues. However I am pleased to report that, following my letter to FBHVC (Dec. 2007), the Ford Model A Club of GB has decided to follow our policy of not publishing registration marks in advertisements. The FSOC is considering their policy on this matter.

There is still no positive news on the 2008 Abingdon All Ford Rally, but your Committee is looking at viable alternatives and hopefully we will have something positive to report by the AGM and in our next issue.

Please make every effort to attend the AGM as this is your opportunity to meet fellow members and to influence the direction of your Club. I look forward to seeing you there. Meanwhile, get the old car out for a run and plant to attend some events this year.

Bob Wilkinson. Secretary.

BOB'S JOKE CORNER.

The following delightful joke was sent in by member George Pierce in the U.S.A.

Ireland Declares War on France.

Nicolas Sarkozy, The French President, is sitting in his office when his telephone rings.... "Hallo, Mr.Sarkozy!" a heavily accented voice said. "This is Paddy down at the Harp Pub in County Clare, Ireland. I am ringing to inform you that we are officially declaring war on you!"

"Well, Paddy," Sarkozy replied, "This is indeed important news! How big is your army?" "Right now," says Paddy, after a moment's calculation, "there is me self, me Cousin Sean,

Obituary – Paul Clubb

I regret to announce the death of member, Paul Clubb, aged 76, in the General Hospital on the Island of Jersey on the 15th December 2007. Although born in Yorkshire, his career took him firstly to the Greenhall Whitely brewery in Warrington and then to the south-west with Eldridge Pope. He was then elevated to a senior position with the Jersey brewery, Randalls, where he was highly regarded for his acumen. He retired to a lovely house overlooking the English Channel on the north of the Island, aptly named L'Oasis.

Paul joined the Y&C Register in 1990 with his August 1935 black Tudor Model "Y", J 3688 ('Florie') – ex- Manchester registered BVM 193. He had bought 'Florie' in 1963 from Cyril Riley, who worked in the vehicle maintenance shop at the Greenhill Whitely brewery, where he had completed a full restoration of the car. Latterly, Paul was a keen and active member of the Jersey Old Motor Club, which staged a superb Centenary of Motoring Rally on the island in May 1999, which was when I first met him and his partner, Barbara, in her vintage Bentley sports car. Paul loved driving his Model "Y" around the island, rubbing mudguards with the exotica belonging to the other club members and, as the photograph shows, attracting many to his luggage rack picnics. Florie was the subject of 'Members' Cars' in issue 117 of 'Transverse Torque' in early 1999 and appeared on the back cover.

Unfortunately, Barbara died rather suddenly and Paul's enthusiasm for the cars waned. I met him on a later visit to the Island. We send our condolences to his four surviving children, Mark, Tim, Andrew and Sally.

Sam Roberts.



- Paul Clubb (left) entertaining at one of his luggage rack picnics.

continued from page 5

me next door neighbour Seamus, and the entire darts team from the pub. That makes eight!" Sarkozy paused.

"I must tell you, Paddy, that I have 100,000 men in my army waiting to move on my command." "Begorra!" says Paddy. "I'll have to ring you back."

Sure enough, the next day, Paddy calls again. "Mr.Sarkozy, the war is still on. We have managed to get us some infantry equipment!" "And what equipment would that be Paddy?" Sarkozy asks. "Well, we have two combines, a bulldozer, and Murphy's farm tractor."

Sarkozy sighs, amused. "I must tell you, Paddy, that I have 6,000 tanks and 5,000 armoured personnel carriers. Also, I have increased my army to 150,000 since we last spoke." "Saints preserve us!" says Paddy. "I'll have to get back to you."

Sure enough, Paddy rings again the next day. "Mr.Sarkozy, the war is still on! We have managed to get ourselves airborne! We have modified Jackie McLaughlin's ultra-light with a couple of shotguns in the cockpit, and four boys from the Shamrock Bar have joined us as well!" Sarkozy was silent for a minute and then cleared his throat. "I must tell you, Paddy, that I have 100 bombers and 200 fighter planes. My military bases are surrounded by laser-guided, surface-to-air missile sites and since we last spoke, I have increased my army to 200,000!" "Jesus, Mary, and Joseph!" says Paddy, "I will have to ring you back."

Sure enough, Paddy calls again the next day. "Top o'the mornin', Mr.Sarkozy! I am sorry to inform you that we have had to call off the war." "Really? I am sorry to hear that," says Sarkozy. "Why the sudden change of heart?" "Well," says Paddy, "we had a long chat over a few pints of Guinness and decided there is no bleedin' way we can feed 200,000 French prisoners!"

Wonderful! Please send in your favourite joke to share with everyone.

Bob Wilkinson.

72 hrs. Dependability Demonstration

John Keenan visited Hastings library and found the following write-up on the 1933 Model 'Y' 72 hrs. Dependability Demonstration. Regrettably, there were no photographs accompanying the article. Hastings was the venue for the 1933 Ford Dealers' Convention, which followed immediately after the Dependability Demonstration, hence the call for the dealers to drive their participating Model 'Y's to Hastings for the convention.

"The Hastings and St. Leonards Observer, September 16th 1933.

Ford Rally. Non-Stop Baby Cars Invade Hastings.

LARGE CROWDS WATCH RELIABILITY TESTS

Over 100 cars rallied at Hastings yesterday (Friday), after one of the most grueling non-stop tests that has yet been held to demonstrate the reliability of 8 h.p. engines.

They were part of a contingent of 200 "baby" Fords that for 72 hours had been touring without stop in all parts of the British Isles. For three days and nights these sturdy little cars had been weaving an intricate pattern over the countryside to prove that British-built engines are without equal for reliability and economy.



The convoy of cars en route to Eastbourne after the driving tests with an RAC patrol-man leading.

Ford dealers in all parts co-operated in this arduous test. Their representatives started simultaneously at 5.30 p.m. on Monday,, accompanied by passengers from their own localities as independent observers, and ran continuously until 5.30 p.m. on Thursday. After that they converged on Hastings in a miniature R.A.C. rally, parking for the night in the huge garage beneath the new parade.

NO FAILURES

Although reports of individual performances have not yet been tabulated, an "Observer" representative was informed yesterday afternoon that not a single case of engine failure had been recorded. This speaks volumes for the ability of the 8 h.p. Ford to withstand arduous and continuous work, with economy and efficiency.

When the cars arrived at Hastings they looked as though they had been driven straight from the showrooms, instead of having been engaged in the strenuous road trial.

One of the Welsh drivers had an unusual experience to relate. Towards the conclusion of his run in Wales a badger, dazzled by the brilliant headlights, ran under the wheels of the car and was killed. The animal was promptly skinned and the pelt was kept as a souvenir of the occasion.

RELIABILITY TESTS

Brilliant sunshine and a large holiday crowd greeted the appearance of the cars when they emerged from the underground garage early yesterday morning to take part in the reliability tests, which were framed on the lines of the R.A.C. rally held in Hastings last March.

In addition to the 8 h.p. entries, both the 14.9 and V8 models were represented in the tests staged on the new parade and at Richmond-hill. Many of the competitors failed to get the best out of their cars in the acceleration and braking tests, frequently stopping short or overrunning the white line; but the test at least served to show that the cars are capable of surprisingly swift acceleration, and a braking system equal to any emergency.

At least two of the drivers were in so much of a hurry that they failed to stop at all, and disappeared from view in clouds of exhaust smoke at the other end of the parade.

In the stop and restart hill climb test, only one car faltered on the 1 in 3 gradient out of 40 competitors. All three types showed distinct climbing capabilities, although the laurels naturally went to the more powerful models. The best time for the V8 model was 6 1-5secs., for the 14.9 6-10secs., and for the 8 h.p. 11 2-5secs.

LOCAL CAR'S PERFORMANCE.

After covering a total of 1,865 miles, a dust covered 8 h.p. Ford drew up outside the showrooms of Messrs. J. Hollingsworth, Ltd., in Havelock-road, Hastings ex-

actly at 5.30 p.m. on Thursday, and was met by the Mayor (Councillor H. Burden). The engine had been running without trouble of any kind for the past 72 hours, and the only time the car drew up was to change drivers and refuel. The car covered a continuous circuit of 100 miles in East Sussex, and achieved the remarkably low petrol consumption of 38 miles to the gallon. Maintaining an average speed of 33 m.p.h., the drivers touched 60 m.p.h. on favourable stretches of road.

After lunch yesterday the fleet of demonstration cars took part in a procession along the front en route for Eastbourne, and in the evening the entrants were entertained to dinner at the Queen's Hotel by invitation of the Ford Motor Company."

Stop press. Just as this issue was going to print, I received a photograph from Finland of a Ford Junior car supplied by Ford of Finland (Oy Ford Ab) completing the 72 hours Dependability Demonstration, running back and forth between Helsingfors (Helsinki) and Borgå (Porvoo), which are only 50 kilometres apart. Does any other overseas member have photographs of the Dependability Demonstration in their country?

see picture next page.....



The 1 in 6 gradient that is Richmond Hill in Hastings. Note the white lines across the street indicating start and stop points on the testing hill.



The Model 'Y' Dependability Demonstration out of Helsinki in a Ford Junior. I love the cat under the car! We are grateful to Janne Halmkrona, the Editor of the Finnish magazine Mobilisi, for sending this photograph.

FORD Y & C MODEL REGISTER 2008 AGM.

SUNDAY 20th. April 2008. 2pm.

Willoughby Village Hall, nr. Rugby.

Formal Notice: Nominations: Please note that nominations for election of Club Officers must be sent in writing to Bob Wilkinson, Secretary, by Friday 11th April. Agenda Items must also be received by Secretary by 11th April.

NB: Committee posts are listed in front of magazine but note the addition of 2 posts for 2008 AGM, for which nominations are invited; namely – Assistant Secretary and Deputy Editor.

As in previous years the AGM, apart from conducting necessary Club business, is also a time to buy and collect spares and is an excellent social occasion – family and friends are very welcome. Spares will be available in the hall from about 12.00noon but sales will cease at 1.15pm to allow time before the start of the main meeting at 2pm. (see "Spares at the A.G.M." below for pre-ordering arrangements). We usually have a number of Y & C Models on display in the lawned area at the side of the hall – why not bring yours (it is also National Drive-it Day after all)? There is a pub next door for lunches or, alternatively, bring a picnic. If you have been before, you will know that your journey was well worth the effort – if you haven't been before, please come along.... You will not be disappointed. SEE YOU THERE!

Willoughby is off the A45, 7 miles south of Rugby.

Bob Wilkinson, Secretary.

Spares at the A.G.M. on Sunday April 20th

As in previous years we will have parts available at the A.G.M. The two ways you can get them is to either pre-order or take a chance on what's there on the day. Either way you will make a 10% saving on magazine prices and not pay the handling charge.

In recent years we have offered members the opportunity to buy parts before the meeting gets under way. This year is no different; your Parts Holders will be there again with a selection of spares for sale prior to the A.G.M. The stalls will be open at noon and close at 1.15 PM prompt. This will allow the Parts Holders to settle down and enjoy the meeting with the rest of us.

Pre-ordered Parts

If you want parts to be taken to the AGM, please submit a normal Parts Order Form to Colin Rowe, this must be annotated "FOR COLLECTION AT THE AGM", if it is not, he'll assume you want the parts sent prior to the meeting and charged in the normal way. The closing date for pre-ordered parts is Friday April 11th. Orders received after this date will be processed in the normal way with parts being sent to your home and will incur a handling charge. This service is primarily for the more unusual items that are not likely to be on the standard stalls at the A.G.M.

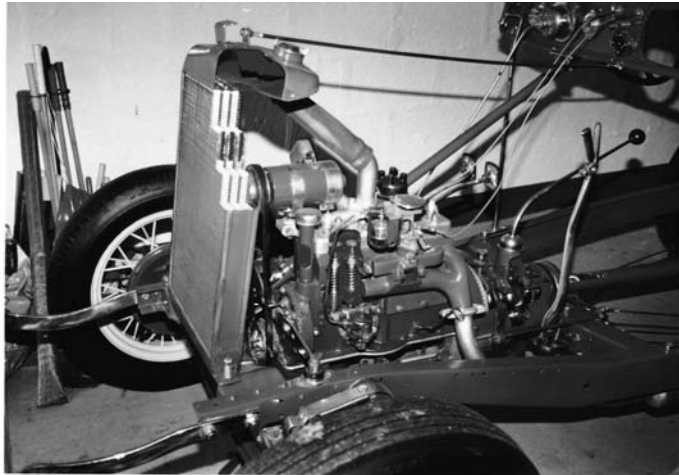
Colin Rowe will handle all the pre-ordered items, which will be stored away from the main hall. Please contact Colin when you arrive and he will ensure you receive your parts.

Buying on the Day

If you are buying on the day, it's worth remembering that parts offered will, in the main, be the smaller items; plugs, points, gaskets, hub caps, etc. We will also have a selection of brake and clutch parts, but before we release any items subject to exchange, we will need your old parts, cleaned, so don't forget to bring them.

For sale

Allan Taylor 'Coronation Model' Model 'Y'-based groundsman's tractor. Built by Allan Taylor Ltd. on a Model 'Y' rolling chassis with 10:1 gearing in rear wheels. Marketed as tipper truck, pick-up and tractor for groundsmen maintaining sports grounds, golf courses, village greens, etc. Designed for towing gang mowers. Spent working life on Hoover Ltd. sports ground. Beautifully restored (see photograph). £1500.
Dave Tebb. Tel: 01937 557740
 (Nr. Leeds, Yorkshire)



Model 'Y' cut-away display chassis (CC/SMD17) completely restored some 20 years ago and displayed on Y&C Register stand at the NEC in the 1990s. Built by Ford apprentices as training projects and given to Technical Colleges; this one from Wyke Manor High School, Bradford. Com-

plete, but will probably need some attention to the chromed parts. £1500.

Dave Tebb. Tel: 01937 557740 (Nr. Leeds, Yorkshire)

April 1934 'Intermediate' 2-door Model 'Y', black. Halfway through total restoration but owner has other major commitments and cannot finish. Car is sound and appears to be complete, less headlamps. Owner is looking for enthusiast who will give the car a good home. Hence, only £200 to the right person.

Cyril Goodridge. Tel:- 01709 522422
 (Rawmarsh, South Yorkshire)

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

Geoff Dee 01926 334780 or Geoff Salminen 0121 427 2189 (Birmingham)

One set of 4 relined riveted brake shoes, suitable late Y or CX. Exchange for old ones - £20, posted UK. One nearside, long rad Y, steel, repro running board. Good quality of workmanship. No rubber, steel only. Collected £75, add £10 for post UK.

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

Members' correspondence.

Ivory and Black Model "C"

Geoff Dee spotted a batch of Model 'C' photographs on an autojumble stall at the NEC in November, which Jim Miles snapped up and sent in to be scanned into the Y&C Register archive. As can be seen from the front cover photograph, the car was one of the special edition ivory and black Model 'C's introduced in November 1934, which were so popular that the finish was included as a standard option at an extra charge of 25/-. The option ceased on the introduction of the Model 'CX' in October 1935.

Jim writes, "Note the Flash Gordon type aerals on the side view of the car on driving tests, the bald spare tyre and the Town and country tyres on the front. If you study the badge bar layout (see cover photograph) you will see two badges have been added by fixing on each wing. The new badge on the offside front wing is German, DDAC. I have an original, which is how I spotted it. Another badge is Berkhamstead M.C. & C.C. It looks as if the front bumper was welded at each of the bumper bolts."

see picture next page....

Wing piping.

Hero worship should not be practised! Foolishly, I always considered the late Jeff

As in previous years we will have a special A.G.M. order form and these will be provided on the day by Parts Holders manning the stalls.

Bring and Buy

Members are welcome to bring along their own parts, or equipment, for sale, just let us know in good time and we will set up extra stalls for you.

Come along and enjoy meeting your fellow members, it's a good day out.

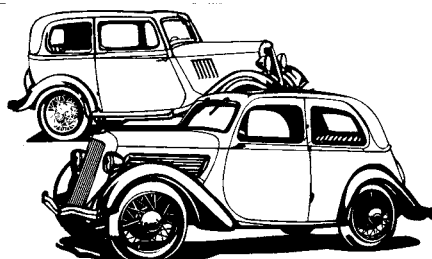
Jim Sharpe, Spares Officer

Tyres

As in previous years, you can pre-order tyres, inner-tubes and rim tapes from Tony Etheridge at rock-bottom prices for collection at the A.G.M. His special prices are:-

Tyres (450x17) £62, tubes £11, tapes £3.

Order direct on Tony with payment, stating that the tyres, etc., are for collection at the A.G.M. Tony's address and telephone number are under Useful Contacts on the last page of the centrefold. Don't leave it too late for them to be delivered to Willoughby Village Hall.





"BVX 115 on driving tests. Note radio aerial, bald spare tyre and Town and Country tyres on the front."

Cole to be the undisputed expert on the Model 'Y', which is why I had no qualms about including Jeff's sketch on the installation of the wing piping in the last issue. I have had my wrists slapped by Graham Miles, our own 'Doctor Ford', who says:- "I wonder if I will be able to moan about it in another 20 years? Page 13 of issue 170 - the wing piping sketch, the original of which was by Jeff Cole if I remember correctly. Its name says it all it's Wing Piping, not body piping! So this applies on an Austin 7 or a Rolls Royce.

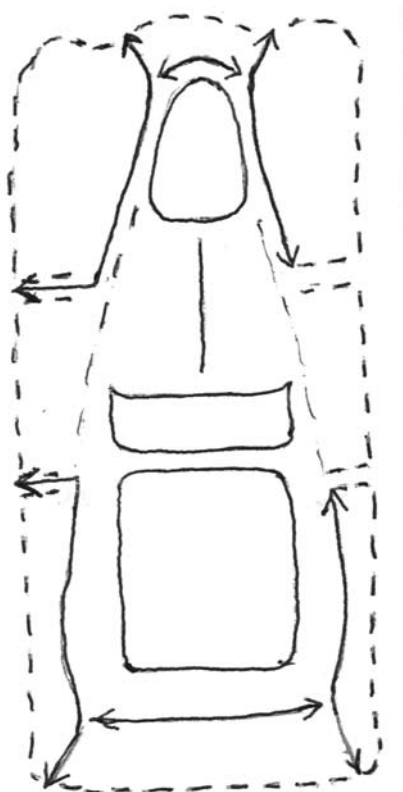
Stage one of fitting up the car is to start with the valances, and fit them to the grill or rear body panel. Each panel has a short piece of wing piping between it and the body/grill, the purpose is to stop squeaks, because squeaks mean RUST! Stage two is to fit the wing, so guess what? You do so with Wing Piping! In our case it follows from the wing adjacent to the running board, over the wheel arch and out adjacent to the valance end, and on to the outer edge of the wing/valance. So it follows the WING! That's why it's called

Wing Piping. All four wings are the same.

The exception is the short rad, which has metal trim on the running board ends, so in that case it starts from that outer edge of the running board trim, turns and follows over the wheel arch, etc."

Terrier or Kerry

I am grateful to Harry Edwards, the Editor and Historian of the Morris Register, for sending me an extract from 'The Garage & Motor Agent' magazine, dated July 1 1933, which reports:-



The revised sketch of how the wing piping is fitted on our cars. Please ignore the diagram in issue 170, page 13, for which I humbly apologise!

"W. Harold Perry, Ltd., state that their Ford 8hp four-seater bodies previously sold under the name of "Terrier" will in future be called "Kerry" in view of representations by Leyland Motors, Ltd. who point out that "Terrier" is the registered name for their six-wheeler chassis."

Before I researched my book on the Model 'Y', it always baffled me why some folks referred to my car as a Kerry and other as a Terrier. Fortunately, I happened upon this gem of an extract in time and was able to quote it in the book (page 121).

Southport Model village.

Is any member/reader able to help Mike Dutton from Hertfordshire in his quest?

"I have tracked down some information about an unusual Ford Model 'Y', which was driven around Southport in the early 1960's by my grandfather William (Bill) Dutton, who was a craftsman joiner at the model village making many of the houses. The distinctive thing being that it had a Southport model village house on the roof, as advertising I think, and was a well-known sight in the area.

The information that I have is that it was a 1932 model, registration BG 4488 and was probably owned by the Southport Model Village (Tom Dobbins) rather than my grandfather. It may have been moved down to Babbacombe model village at Torquay later on, as that model village was also built by Mr Dobbins.

I was wondering if there is any information regarding this vehicle, or at least if you are aware of any photos of it - it must have been an unusual sight and some pictures may have survived."

The Model 40 launch date.

Nigel Stennett-Cox writes:- "I wonder if I might be really brave, or foolhardy, and jump into one of your pet areas, that of the design and production relationship, in temporal terms, between the Model 'Y' and Model 40?"

In your critique of the usual mistakes in Peter Cahill's article, which appeared in another publication, you say that the Model 40 did not enter production until the end of 1933. So far as I can establish from such sources as Paul Woudenberg's "Ford in the Thirties" book, that may have been the case for English production. The British market did indeed have the Model 18, and its four-cylinder equivalent, the Model B, from mid-1932 to late 1933, with these being imported from Canada so as to avoid McKenna duties. Then Dagenham seem to have tooled up by degrees for the Model 40 V8, but still stayed with the Model B for four-cylinder customers right up to 1935-36. These British Bs also had bodies with front "suicide" doors on the saloons, unlike their American counterparts.

But, and the real point is, all production of the Bs and 18s stopped in the U.S.A. at the end of 1932, and after only 9 or 10 months of manufacture. Then, the Model 40, the "1933" version, distinguished externally from its "1934" [model year] successor by the thinner chrome surround to the grille, and its single, rather than twin bonnet catch on either side, entered production.

So the point is that the Model 40 came into production only some 4 months after the first production Model 'Y's, and it does seem likely that work started on designing and tooling up for the bigger car before Model 'Y' production commenced? Incidentally, in the U.S.A., the Model 40 could be had with the 3285cc four-cylinder Model B engine right up to March 1934, at which time all four-cylinder engine production for motor vehicle use ceased.

I'm not even sure that we got the 1933 Model 40 over here, or whether we went straight to the '34; certainly if we only wanted four cylinders we had to have the Model B shape with them. This body of course is known simply as the "'32", or "Deuce", to Americans, and is the one so beloved of "Rodders" who would cheerfully "Rod" every last one! "

Chris Sanders of the Early Ford V8 Club of America supports Nigel:- "The Early Ford V8 Club 1933-4 restoration Manual quotes an introduction date for the Model 40 of February 11th 1933 at the Ford Dealer for sale. They also say the Model 40 production started in the factory in November 1932 to build the Dealer stock ahead of the announcement."

Hasn't she grown?

Friend of the Register, Jim McVey, drove Bruce Allan's daughter, Lyndsey to her wedding last month in Bruce's Model 'Y'. The car was bought when Lyndsey was only 6 months old and, ever since she was a little girl, she has wanted to have it as her wedding car.

Her dream came true on 20th February 2008 when she married David Burke. The 1937 Ford 'Y' owned by Register Treasurer Bruce Allan was dressed up for the occasion.

"Lyndsey Allan in 1989, aged 2 years. She adored Daddy's car even then. Photograph taken at Llanrwst, North Wales at an event in July 1989. Lyndsey was dressed in period costume, as were her parents, Bruce and Stephanie."

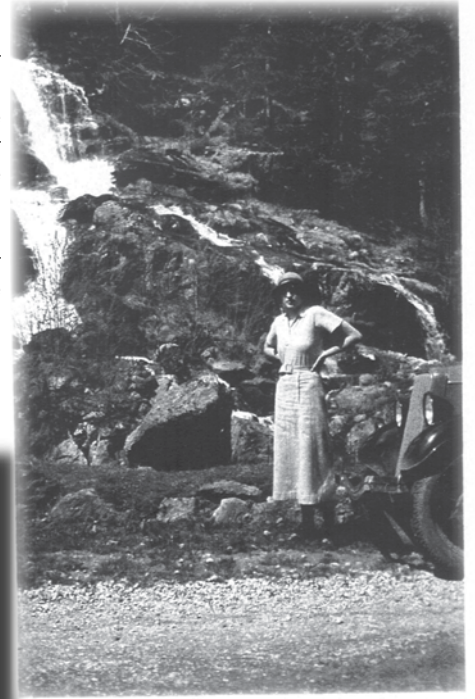


Lyndsey Burke (née Allan), now aged 21, on her wedding day. Lyndsey is the fourth from the left. Bruce and Stephanie are standing next to the lucky groom.

We wish her every happiness now that

her wish has been fulfilled.

Paul Tritton's father on the Cap de Formentor on Mallorca. The dusty long rad has the production single 'pork pie' rear lamp and a sliding sun roof (note the water drainage outlet on the roof).



Anne Tritton on her honeymoon in 1934. Just visible is the front of the Tritton's Tudor long rad. Note the black headlamp rims, which only appeared in production on the Model 'Y' van.

30s fashion

Paul Tritton found these photographs whilst looking through his late parents photo-graph albums. One shows Paul's mother, Anne, on their honeymoon in the Pyrenees in 1934. Anne was 20 years old and dressed in a long slim skirt, which seems to have been the fashion of the day. The other photograph shows Paul's father on the Cap de Formentor on the island of Mallorca. A polo shirt and slacks seems to be an ageless men's fashion.

Fitting a Model 'Y' exhaust to a 10 h.p. engine

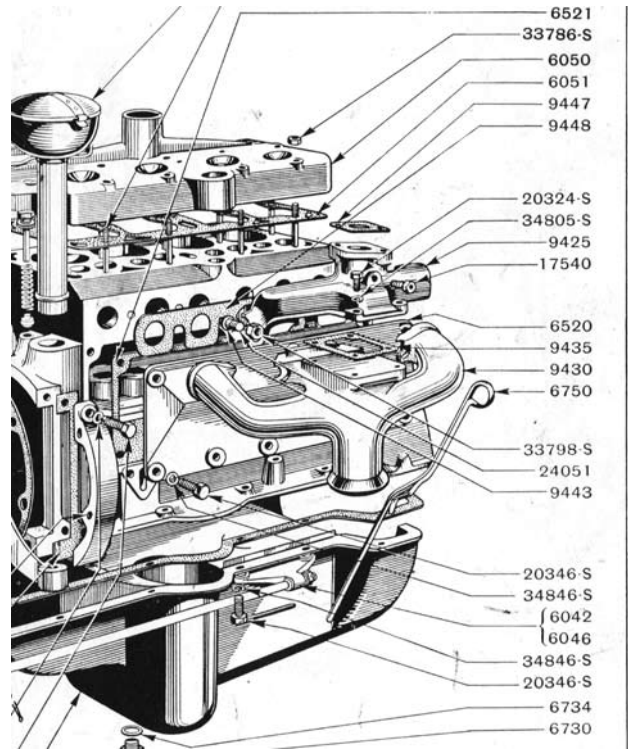
Tim Brandon fitted a 10hp engine into my Model 'Y' Kerry sports tourer, which has improved its performance and our safety on the roads significantly, especially on the long Y&C Register rallies. When he fitted it, I specifically asked for the 8 hp exhaust manifold, with its rear outlet, to be retained with the Club provided stainless steel Model 'Y' exhaust. The 10 hp exhaust manifold has a central exhaust outlet, which obviously does not mate with the Model 'Y' exhaust.

There was a problem in that the 8hp exhaust manifold did not have a hot plate - and neither did the 10hp inlet manifold. This is the plate between the inlet and exhaust manifolds which pre-heats the fuel/air mix before it enters the cylinders. The 10 hp inlet manifold could not be swapped for an 8hp one as the bolt holes through which the carburettor is attached are wider apart on the 10hp inlet manifold, to accommodate the larger 10 hp carburettor.

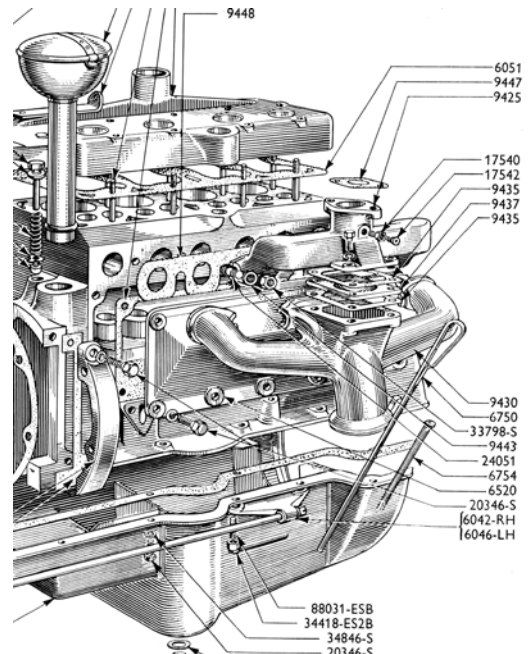
The solution was to either make a hot plate to go between the two or, if available, obtain the Ford hot plate and two gaskets originally provided. That last statement needs clarification. Comparing the exploded diagrams of the 10hp engine in the earlier (1946) and later (1951) Ford parts lists, the earlier pre-1938 10hp engine had a hot plate as an integral part of the blanked off exhaust manifold with one gasket, whereas the later post 1938 engine had an open exhaust manifold with a separate hot plate (listed as 'E93A - 9437 Hot spot (Manifold)' in the parts list) and two gaskets. I guess that the reason for the change was the relatively difficult casting, and hence higher reject rate, of the blanked off manifold.

In summary, the point to remember is that to bolt an 8hp exhaust manifold to a 10hp inlet manifold, you must ensure that there is a hot spot between the two. I'll leave you to work out the consequences of not having one!

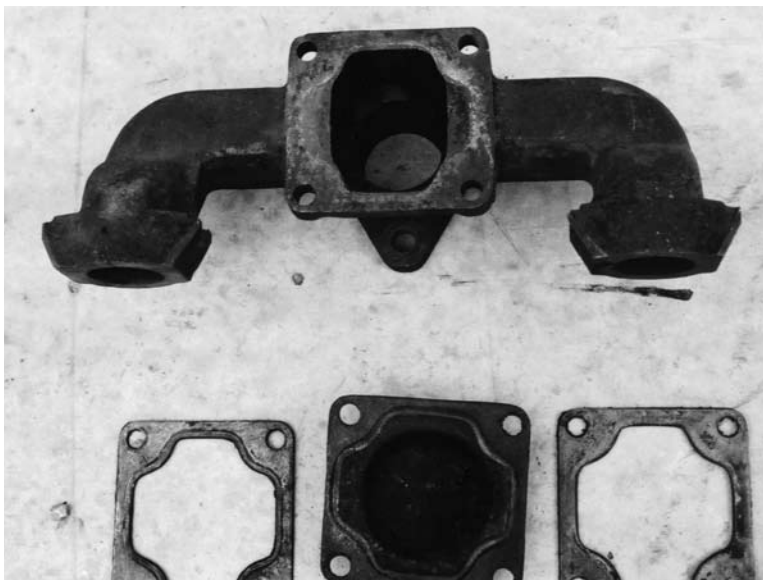
The post-1938 10hp engines had a separate 'hot spot' (9437 in diagram) clamped between two gaskets.



"The pre-1938 10hp engines had a 'hot spot' as an integral part of the exhaust manifold (below the single 9435 gasket in the diagram).



The post-1938 10hp engines had a separate 'hot spot' (9437 in diagram) clamped between two gaskets."



A post-1938 10hp 'open' exhaust manifold with hot spot and two gaskets."

Cyprus Visit – “Three Synchronised Gears and a Rear One”

by Colin Rowe.

In a chance discussion with Bob Wilkinson just before Chris and I departed to Cyprus for a short holiday, I learnt that the Club seemed to have lost touch with our member in Nicosia - Marinos Zoumidis. Checking with Godfrey Dingley-Jones, our membership officer, I learnt that although not yet a lapsed member, the last two mailings of ‘Transverse Torque’ had been returned by the Cyprus post office. Since we planned at some stage in the holiday to go to the Nicosia museum, we agreed that during that excursion we would attempt to find Marinos.

Nicosia has not changed since my last visit 20 years ago. I had no idea that the “Green Line” barricade was still in place - believing that restrictions on north to south travel and vice-versa had eased. Not the case - check point Charlie remains - as does the sentry box high above the street and the “Berlin Wall” café. As I walked towards the barricade, camera in hand, the posted sentry stirred and the muzzle of a Kalashnikov assault rifle appeared above the parapet – he meant business.

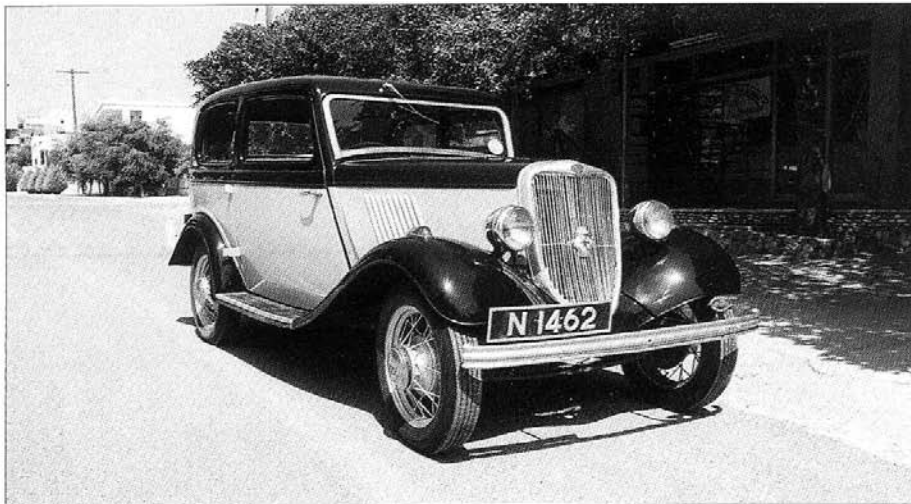
Near to the barricade we decided to take lunch in a small café where the walls were adorned with old photographs from the ‘50s showing many Nicosia street scenes with British cars - Austins and Morris’s - alas no Ford 8’s or ‘C’s’. I showed the café owner Marinos Zoumidis’ address - she was, I believe, the only non-English speaking person on the whole of Cyprus! She kindly escorted us to the shoe shop on the opposite side of the road where a very helpful young assistant produced a street plan of Nicosia from which notes were made. We managed to escape without Chris feeling obliged to by some shoes – phew!

We spent most of the afternoon walking the walls and visiting the museum of Hellenistic and Roman history. Before returning to Paphos, we drove to the suburb of Aglangia and, with Chris’s usual smart navigation, soon found ourselves in the right street. There it was - the Olympic Bakery.



As dusk fell, Colin managed to capture this photograph of Andreas Zoumidis with his father’s flour covered short rad outside the family bakery in Nicosia.”

I recalled immediately the Zoumidis family are bakers. There was nobody about so I decided to take a photograph of the shop anyway. On seeing the camera flash, a young gentleman appeared, now known to me as Andreas, the son of Marinos Zoumidis the member (O-Z101). Wearing my Y&C Register fleece, identity was soon proved and a warm welcome staged. Just one problem



*Photo by Takis Demetriades AFIP, Nicosia, Cyprus.
World Rally 2003 logo designed by Ersi Zachariades-Economides, General Secretary of FIPA (Friends of Historic & Old Cars of Cyprus).*

Baby Ford Y 8HP που εικονίζεται στο γραμματόσημο των 30 σεντ. Ήταν το πρώτο πραγματικό Ευρωπαϊκό Ford δίπορτο μικρού μεγέθους (3.35X1.40μ) Εισήχθη καινούριο από την Αγγλία το 1932 από Κυπριακή Εταιρεία και πουλήθηκε σε Λευκωσία. Το 1968 αγοράστηκε σε άθλια κατάσταση από άλλο Λευκωσιώτη για £10, ο οποίος του έκανε γενική ανακαίνιση. Εξακολουθεί να ανήκει στην οικογένεια αυτή. Φέρει αριθμό μηχανής Y357396 και αριθμό πλαισίου Y15531. Με 933cc 4-κύλινδρο μηχανή με πλευρικές βαλβίδες, 3 συγχρονισμένες ταχύτητες και 1 όπισθεν, δοχείο βενζίνης στο πίσω μέρος κάτω από τα καθίσματα και μηχανική αντλία, με ηλεκτρική εγκατάσταση Lucas 6 βολτ και με μιλόμετρο που δείχνει ταχύτητα ως 60 μίλια την ώρα. Η Ford Αγγλίας κατασκεύασε 157.688 τέτοια αυτοκίνητα από το 1932 μέχρι το 1937. Το μικρό αυτό αυτοκίνητο ενέπνευσε την παραγωγή του «Morris 8» δυο χρόνια αργότερα.

Baby Ford Y 8HP depicted on the 30 cent stamp. It was the first real European Ford Tudor saloon of small size (3.35X1.40m). It was imported new from England in 1932 by a Cypriot company and sold to a person from Nicosia. In 1968 it was bought, in very bad condition, by another person from Nicosia for £10, who made an overall restoration. It continues to belong to this family. Its engine number is Y357396 and frame number Y15531. It has a 933cc 4-cylinder side valve engine, 3 synchronized gears and a rear one, a petrol tank at the rear side under the seats, a mechanical pump, 6-volt Lucas electric equipment and a speedometer showing up to 60 mph. The English Ford Company produced 157.688 such cars between 1932 and 1937. This small car inspired the production of “Morris 8” two years later.



**ΙΣΤΟΡΙΚΑ ΚΑΙ ΠΑΛΙΑ
ΑΥΤΟΚΙΝΗΤΑ
ΠΑΓΚΟΣΜΙΟ ΡΑΛΛΥ FIVA 2003 ΚΥΠΡΟΣ
25 Μαΐου-1 Ιουνίου**



**HISTORIC AND OLD
CARS
FIVA WORLD RALLY 2003 CYPRUS
25 May-1 June**

FIRST DAY OF ISSUE: 20.3.2003

No. 45 of 200 Cyprus Philatelic Society cards issued on 20 March 2003, the first day of issue of the 30 cent stamp depicting Marinos Zoumidis’

- he thought I was Bob Wilkinson. With the help of photos from his collection of back issues of 'Transverse Torque' I was quickly able to show that in fact Bob is a much older man!

Soon we were shown the car – a 1933 short rad 'Y' (Y15531), without rear bumper or speedo head, but otherwise complete and bodily very sound. Smartly painted in two tone blue and grey (for its third time), although liberally coated with flour dust, it had a few unusual features –hardwood door cappings, velour seats and Model "C" wheels fitted.

Photographs taken, we were back in the bakery being offered refreshments, when I noticed a poster depicting the car on a postage stamp. Then I remembered - when as membership officer I received a subscription payment from Marinos back in 2003, the envelope had a stamp with a picture of the Model 'Y' printed on it. The first day issue was 20.03.03 to commemorate the FIVA world car rally, which was held on Cyprus from 25th May to 1st June of that year.

Three stamps were issued at that time with the following cars pictured – a 1946 Triumph Roadster-on the 20 cent stamp, a Ford Model T on the 25 cent stamp - and the Model 'Y' on the 30 cent stamp.

Andreas kindly presented me with the Cyprus Philatelic Society limited edition (200 issued) supporting card of the first day cover of the 30 cent stamp. I have card 45 (the year of my birth 1945) of the 200. The card contains a technical description of the car and I just love the way the gearbox is described – "three synchronised gears and a rear one". Thank you Andreas – a suitable frame will be used to mount this on my office wall. [We have card no. 56 in the Y&C archive – Ed]

The history of the car and its arrival in Cyprus from brand new has been reported by Sam Roberts, our editor and archivist, in his excellent article in issue 142 of 'Transverse Torque' back in April 2004.

But to summarise: The car was one of six shipped from Britain to Greece in 1933 and transferred to Cyprus through Famagusta soon after that and sold to someone in Nicosia. Its history between then and 1968 is not certain, but it was purchased by Andreas Zoumides, the grandfather of my host, for £10.00. It was found in a derelict state up to its axles in mud and had been used for transporting milk churns. The Zoumides family fully restored the car with no outside help, as it was the only one on Cyprus. This I feel is a remarkable achievement and deserves the highest praise.

20 years ago. Issue 51, February/March 1988

As with this issue, there was the annual call to the A.G.M., which we traditionally hold in April at the start of the rally season. In 1988 the meeting was held in the First School in Magyar Lane, near Nuneaton, a venue we kept for a number of years. Later in issue 51, Bob Wilkinson as the Membership Secretary reported that the Club had 300 members, so we expected and usually recorded a good turnout. As a comparison, we now have 400 members and continue to enjoy a good turnout at the A.G.M. bordering on the 10% of membership.

Jim Miles had volunteered to be the Area Organiser for Essex and London and was calling for a monthly gathering of members on the second Friday of the month at the Volunteer pub next to Epping Forest. In those days, in addition to his Model 'Y', Jim had a 1933 Drauz bodied Köln cabriolet, which he reports was at the trimmer's being re-upholstered and having a new hood fitted. I don't recall the monthly meetings being very successful.

As always, look-back 20 years, the new members joining and their cars provide much interest to me as the Register archivist. New members in 1988, who are still on the books, were our webmaster, Roy Hocking with his then unrestored 1934 Fordor Model 'Y' (Y59774), and Richard Bingham in Northern Ireland, who boasted that he had only a little work to do on his 1936 Model 'CX'. He was busy preparing it for a respray and was seeking genuine door handles and hoped to have it on the road 'soon'. That is almost worthy of a place in Bob's Joke Corner! Come on Richard, 20 years is a tad more than 'soon'!

The late Brian Belcher also joined with his two very interesting Model 'Y's; the unrestored Kerry sports tourer, OD 6420, which is still waiting restoration as one of Dave Tebb's retirement projects, and the very early short rad, Y937, which unfortunately has recently fallen into the hands of a customiser. Having spoken to him, he does admit that, if he had known the historical importance of the car, he would not have customised it!

Two new members, who are no longer in membership, are recorded as still being owners of Model 'Y's; Frank Beridge from Peterborough and John van Rijn from Epe in Holland. However, the one new member, who interested me most was Bob Inwood from Berkhamsted, with an unrestored Model 'Y', FT 3723. Tracing his car through the old copies of the List of Known Surviving Vehicles, I have solved the mystery of the rogue chassis and body numbers of Bill Meaden's Model 'Y', AAJ 132. It would seem that AAJ's chassis has FT 3723's body on board. Bill was told that the car was made up of two when he bought it in 2006, so it was no surprise to him; rather a relief to know its true provenance.



Jim Miles' Drauz bodied Köln cabriolet (Y636557) later that year, 1988, at Stanford Hall – showing off the new upholstery and hood.

Finally, new member Wolfgang Mazzitelli, in Rome, had bought and imported the Model 'Y' Terrier sports tourer, JN 2833. Despite his enthusiasm for the car, it didn't stay long in his ownership and we have since lost track of it.

In those days, Bob Wilkinson was the Y&C Registrar and listed some 300 known surviving Model 'Y's in issue 51. Note that the list is now approximately 1250 strong. He also provided an erudite brief history of the Model 'Y' and I produced an article on the Jensen Bros. Bodied 'Mistral' tourer.

Finally in issue 51, the then Archivist, Jim Miles, wrote the following on the history of the French Ford company:-

"The Ford connection with France began way back in 1907 in Bordeaux, where an assembly plant was set up through which imported Model Ts were uncrated and put together. In the

Our UJs

Geoff Salminen and Sam Roberts

Geoff's story

Over recent years, both Sam and I have had ominous rumblings in our lower regions; of our cars, that is. In the late autumn of 2006, we both worked on our rear axles, Sam care of Tim Brandon in his workshop and I with mechanic friend, Tom, borrowing a ramp at my M.o.T. garage.

In my case, we rebuilt the axle using new bearings and a new crown wheel and pinion (through Club spares). Sad to say, when I met Sam a week later, we commiserated with each other, as we both still had the same noises. As a second shot, Sam had thoughts on the gear box, but Tom and I considered the universal joint.

Sam recently took his car, once again, over to Tim Brandon and, at the same time (after purchasing a new UJ), Tom and I invaded our local garage. After sliding back the torque tube and retainer from the gear box, we found that there was no bolt or retaining washers securing the joint to the gear box shaft. Now, Tom had replaced that joint twenty or so years ago and, quite rightly, said that if the bolt and washer had been there on removal, he would have had to remove them and therefore replace them. They had not fallen into the UJ housing cap or tube. I had spares, so we assembled the unit and, this time, the noise was cured. I phoned Sam to compare repairs

Sam's story

Although I wanted to be present when Tim worked on my Model 'Y' Kerry to write up his procedures for publication (he is, after all, our resident ex Ford apprentice expert), I bowed to his request that he be allowed the freedom to work on the car without 'Big Brother' watching him like a hawk! So I caught the train from Ipswich back to Andover and waited the call from Tim. As a matter of interest, I drove to Tim's the non-motorway route via Oxford, Milton Keynes and Cambridge in four hours. The fast train route, via Liverpool Street, Bank and The Drain to Waterloo, took three hours.

When I returned to Ipswich, Tim showed me the UJ he had replaced on the Kerry. "What do you notice?" he asked. Apart from it being clean, with a little rust, it looked perfectly OK to me and I said so. He did mention that it shouldn't be clean with a little rust! I insisted that I had regularly squirted grease into the grease nipple on the UJ housing cap, even though it is



Bill Meaden on wedding duty in Poole with his black over cream painted Tudor – a healthy mix of two unhealthy cars.



"One of the first Kerry tourers to be bodied by Whittingham & Mitchel, Y1627, built on an October 1933 short rad Model 'Y' rolling chassis. Note the later modification to 'upright Pop' wheels and brakes. The car is now lost to us in Rome.

first year, 400 cars left the docks and by 1914, it had climbed to 1000. The company of Ford France was established in 1916 and the assembly of imported vehicles at Bordeaux continued until 1932, when the plant was moved to Asnières, near Paris, to assemble the new Model 'Y'. Obviously, it was more convenient and cheaper to take in crates from Ford's new 'wonder factory' at Dagenham just over the English Channel, than from the States via Bordeaux.

The Model 'Y' was marketed in France as the 6CV for tax purposes. It was identical to the English version, apart from minor details such as Jaeger instruments, Marchel lights and French tyres, and, of course, left hand drive.

The body styles offered were Tudor and Fordor saloons, two seater cabriolets and a two seater fixed head coupé. Actual production figures are not available. Club member Griffith Borgeson, who lives in France, owns a fixed head coupé, two seater, finished in black. Another rare French 'Y' is the cabriolet décapotable two seater finished in ivory and blue, owned and imported by Club member Graham Tomlinson of Hertfordshire.

From 1934, French Fords were assembled at the ailing Mathis factory in Strasbourg and sold under the name of Matford. This arrangement did not involve the 6CV models."

Spares Report.

Recently we have had some members ordering parts that have subsequently found their way onto cars belonging to non-members. I believe it's unfair that you and I pay our annual subscription and allow others to benefit from the services the Club provides. This is particularly relevant with the supply of parts, at subsidised prices, that may not be readily available from other sources. Please note that many of the parts advertised through the Club are re-manufactured parts paid for by members' subscriptions.

Our stock has been built up over many years by members who trawled breakers yards, autojumbles, etc. Those of you who go to autojumbles, even the big ones, will know that parts for our cars are becoming rare to say the least. Even those of you familiar with eBay will know the list of Y & C parts seldom goes over three or four small items.

For this reason I feel it's right to safeguard these items for those who support our Club.

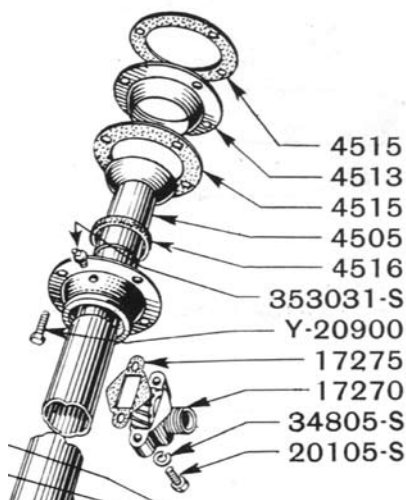
I look forward to seeing you at the A.G.M. on April 20th.

Jim Sharpe, Spares Officer.

Continued from page 15

the most difficult to get at. He then got to the crux of the problem and explained that there is an inner and an outer housing cap and that, if the two are not lined up correctly on assembly, the grease will not get through to the UJ. Being of an elderly age, I cannot remember who was the last person to assemble the UJ housing – it could well have been me. If so, it was a few thousand miles ago and the greaseless UJ has stood up remarkably well.

Needless to say, the noise has gone!



This diagram shows the outer housing with the grease nipple poised above its locating hole. 4513 is the inner housing which, in this diagram, for some reason does not show the complimenting grease hole."

Events 2008

23 March	Chatham Dockyard Kent	John Keenan 01424 424323
20 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
20 April	"National Drive It Day"	
4 May	Magnificent Motors Eastbourne	John Keenan 01424 424323
24 – 26 May	Enfield Pageant of Motoring Enfield, N. London.	E.D.V.V.T. 020 8367 1898
1 June	Rotary Three Market Towns Rally Garstang, Carnforth, Lancaster (see below for details)	Bruce Allan 01995 601041
1 June	Classic & Vintage Motor Cavalcade Bognor Regis, Sussex	John Keenan 01424 424323
22 – 27 June	'Tykes Tour 2008' - Yorkshire The Y&C Register 2008 tour	Bob Wilkinson 01832 734463
12/13 July	Ardingly Show (Club stand) West Sussex (Entry form needed)	John Keenan 01424 424323
13 July	Clwyd Practical Classics show Caerwys, nr.Mold, Flintshire	Clive Harrison 01745 571185
20 July	Ford 'Blue Oval Rally'. Heritage Centre, Gaydon, Warwickshire.	Geoff Dee 01926 334780
3 August	Hoe Car Show East Sussex	John Keenan 01424 424323
10 August	Wisbech Road Run Cambridgeshire	Jo & Roger Hanslip 01945 430325
17 August	Mid-Suffolk Light Railway Museum Brockford Station, Wetheringsett.	Richard Watson 07811 195912 (mobile)
17 August	Powerscourt Picnic Run and Rally Co. Dublin, Eire	John Fitzgerald 00 353 1 295 4299
6 September	Clwyd Practical Classics show Northop, nr.Mold, Flintshire	Clive Harrison 01745 571185
20 – 21 Sept.	North Norfolk Railway 1940s weekend. Book early.	Brian Mace 01603 425558
2 November	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
14/15/16 Nov.	Classic Car Show, N.E.C. Birmingham	Geoff Salminen 0121 427 2189

Events 2009

22 February	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
26 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
24 – 29 May	12 th Ford 8 & 10 hp National Rally Queensland, Australia	Contact Sam Roberts if interested 01264 365662

ROTARY THREE TOWNS RALLY (Lancashire) – 1st June

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

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

YORKSHIRE – "TYKES TOUR 2008".

Sunday June 22-Friday 27th. Hotel near Wetherby; 5 nights B&B with dinner on 3 nights. Great to be able to stay in just one hotel. Trailer parking by arrangement – just ask for details.

Tours to local places of interest with no big daily mileages Or just laze around locally if feeling you want a rest. Possible visits to York, Whitby, Yorkshire Dales, travel on the North Yorkshire Railway, Daily tours not finalised – time to include your favourite visit ...just tell me.

Cost £205.00 per person. English to Yorkshire translations provided ... free! Just ring 01832 734463 Bob Wilkinson to find out more about this Club tour before you book. DON'T MISS OUT!

FINAL NOTICE : 2 PLACES LEFT AT TIME OF PRINTING.

Tour itinerary etc. to be sent out to group in April.

Bob Wilkinson.

FBHVC NEWS:

The Federation of British Historic Vehicles, of which we are members, works hard to ensure that our hobby is not seriously impaired by UK or EU legislation. The regular Newsletter, from which the following extracts are taken, can be found in full on www.fbhvc.co.uk



Paint

At the time of writing, it is not known how DEFRA will react to the recommendation made by the British Coatings Federation, and supported by FBHVC, that vehicle refinishing products such as cellulose should be considered as 'special finishes'. FBHVC's response to the recent consultation on establishing a licensing scheme for the continued sale of non-compliant products (such as cellulose) closed with this support for the BCF position:

We urge that serious consideration is given to the point ... made by the British Coatings Federation that classifying historic vehicle re-finishing products as 'special finishes' within the meaning of paragraph 2 (e) of Schedule 1 of SI 2005/2773 would obviate the need to implement a licensing scheme for non-compliant products in respect of historic vehicles ... We believe such classification can be justified on the basis that the products are designed for 'use as topcoats in situations where special properties are required', in this instance the special property being to provide the correct appearance for an historic vehicle.

Vehicle inspections.

One of the themes in the last Newsletter related to inspections for the V765 scheme and dating certificates. I quote from the current V765/3 Guidance notes: If you submit a V765 application or sign a dating certificate for a vehicle that has not been inspected, you should explain how you have satisfied yourself that the vehicle is what it is being claimed to be.

The Federation's view is quite simple: vehicle inspection should be standard practice, but it appears that this is often ignored.

Quite recently DVLA inspected a number of vehicles where dating certificates had been supplied and found the chassis numbers on the vehicles were not the same as those

quoted on the dating letters. The vehicles had clearly not been inspected prior to submission to DVLA, and that will not have enhanced the reputation of the signatories concerned.

We need to maintain the reputation of the V765 scheme and dating certificates, and this can only be done if vehicle inspection is standard practice. If you are a signatory of the V765 scheme, please play your part.

[We do! The Ford Y & C Model Register established our policy of inspecting all vehicles some 5 years ago to maintain the integrity of the V765 scheme (to retain lost registrations). Your club set up a nationwide group of experienced club members authorised to inspect vehicles and thus keep any costs to the applicant at a low level.

Bob W.]

Drive It Day. Sunday April 20th.

The primary aim of DID, of course, is to showcase the historic vehicle movement. Some have suggested that, in this age of concern about emissions, we are unwise to encourage people to use old vehicles: we disagree, obviously. The historic vehicle movement, as our survey of 2006 showed, is a significant contributor to society: hundreds of thousands of people derive pleasure from it, tens of thousands earn some or all of their income from it, and it contributes over £3 billion to the national economy. All of that depends on freedom of use: lose that, and the movement will, inevitably, decline. To uphold the freedom we need, above all, to keep legislators on our side. Two things that always weigh heavily with legislators when they are considering new measures are, first, the number of voters who will be adversely affected and, second, whether the benefit resulting from the proposed measure is sufficient to justify upsetting that number of people. DID helps both: it shows the large numbers, and by making an obvious contrast with the other days in the year when it is rare to see anything over 20 years old, it shows how little historic vehicles are used. It thus demonstrates that restrictive measures will have negligible benefit on emissions, but would upset large numbers of people.

[Please get your old Ford (or any other vehicle) out on Drive It Day. If it is not actually roadworthy why not park it at the top of your drive....at least it will be on view. Bob W.]

Finally an acknowledgement and thanks to FBHVC Secretary, Jim Whyman, who stands down on October after many years of dedicated service.

Bob Wilkinson.

Alpine restoration

In 2004, Terry Mortiboy had finished as much as he could on the bodywork of John Griffiths' Bezzant sports car and turned his mind to rebuilding an Arrow Alpine sports car, the front half of which he had acquired. He modelled the new ash frame and body tub on Wendy Grace's Alpine. Over the years, we have been reporting in detail his progress. We received another missive from him recently after a break of almost a year.

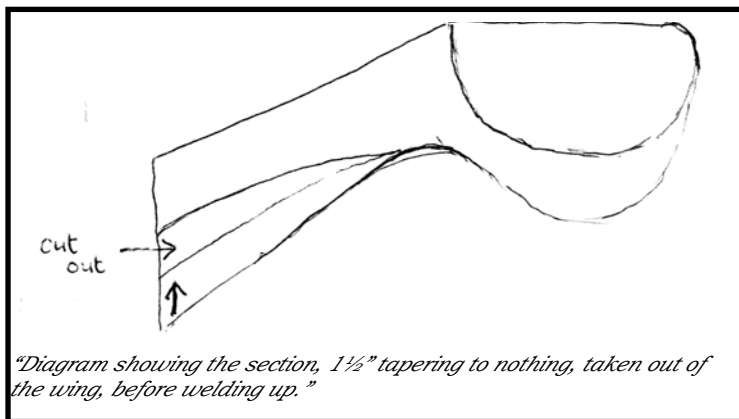
"Thought it time I gave you an update on the Alpine's progress. The last time I wrote to you, I had just finished the front wings – which, at the time, looked great.

The car was mounted on a purpose-built frame, so that it was at a comfortable height while I was making a new body. I thought it was time to fit a spare front axle to get the car back on its wheels.



The industrious Terry Mortiboy gives the Alpine body tub a last look over before it went to the paint-shop.

Having fitted the axle, I found the gap between the wing and the front wheel was a back yard out; the wing was nearly touching at the front and had a 3" gap at the back! The position of the wing was governed by the position of the front grille, which, in turn, was fixed by the length of the bonnet. So it wasn't just a case of moving the wings forward 1½" to even them up – although in the end that was what I had to do.



I first removed the wings from the car. Then I welded up all the mounting holes in the body and inner wings; then dressed them off again. I then re-drilled the holes and re-fitted the wings with an even gap around the wheel. This left the wings

sticking out at the front by the grille. I then cut out a; then by closing the gap and welding it up, this brought everything back into line.

Next, I decided to fit the windscreen and the hood frame. The windscreen didn't quite fit the new body, so I had to cut ½" out of the frame and silver solder it back together. I needed the windscreen in position to fit the hood frame, which was in poor condition and needed some parts replacing and riveting. I also had to make new mounting brackets.

After that the body tub was ready to go to the paint-shop – this included the doors and four sections of the bonnet. I thought it may be away for a week at the paint-shop, but it actually took three months! Still this gave me a chance to get the four wings, front valance and headlamps ready for painting. When these were completed and still no body back from the paint-shop, I decided to start on the running gear.

First the front axle:

This was stripped, cleaned and painted with new king pins and bushes, new bearings and perch bolts and shackle pin and the brake shoes re-lined.

Then the rear axle:

This was also stripped, cleaned and painted. New bearings in the diff, oil seals in the axle casing, sleeved wheel bearing kit (from the Club) and I relined the brake shoes. Also some welding had to be done where the spring shackle had worn away the mounting brackets.

Next was the engine and gearbox:

The gearbox that came with the car had no oil in and the inside was completely rusty, so I had to use a spare one that I had. This was inspected and found to be in good order, and so it was re-assembled and painted.

Then on to the engine: This was stripped and checked and the only thing I found was that three of the valves had ¼" gaps and were not the right ones. Having found the correct ones, the engine was re-assembled, fitting a new timing chain. The distributor was seized solid, so had to be stripped, freed and re-assembled. After this was completed the engine was put into a frame on the floor and started, but not run for very long. It was fitted with a new clutch and mated up with the gearbox ready to go into the car.

There was much excitement when a call eventually came from the paint-shop to say the body was ready to be collected – and would I take the wings, front valance and headlamps? I could now start to re-assemble the car. The first job was to fit the front and rear axles, then the engine and gearbox. Next job was the brake pedals and brake rods. The pedal assembly was badly worn, so I had a new shaft made.

The Ford Model Y & C Register

Some of the brake rods were badly corroded, so I had to make four new ones.

By the time all that was done, the wings, etc. were ready to be collected from the paint-shop. The next problem was where to store them all. Eventually, the parts were bubble-wrapped and secreted in various rooms in the house – luckily, our youngest son is now at Uni., so we had two ‘spare’ bedrooms! Then I decided to paint the wheels and have new tyres fitted, with new hub-caps (from the Club) and very nice they look too. Next I fitted the four wings, the piping, the radiator and grille, new top and bottom hoses and also at this stage, a new exhaust.

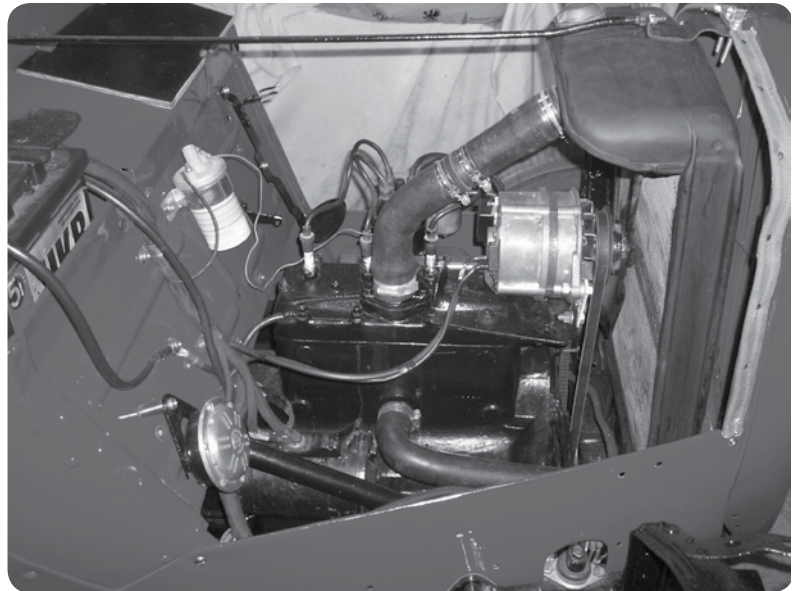
I then made some aluminium panels to cover the exposed ash frame under the car and painted and fitted them. I then fitted the new petrol tank, which I made a couple of years ago. A new wiring harness was bought from Autosparks and is now about half fitted, along with the rear lights, horn and battery cables. Last week, I took all the items to be chromed (and bumpers to be polished) to a chromer in Stafford, who I have used before and found to be very good (Bob Cooper; Chrome Restoration Services. 01785 212878 / 02476 364004).

I have now had the engine running and it sounded great, but I couldn't stop it leaking water. After taking the head back off, I found a crack in the block by a stud, which opened up when I tightened the head bolts. So now it's an ‘engine out’ job and at this moment a replacement block is being sought!

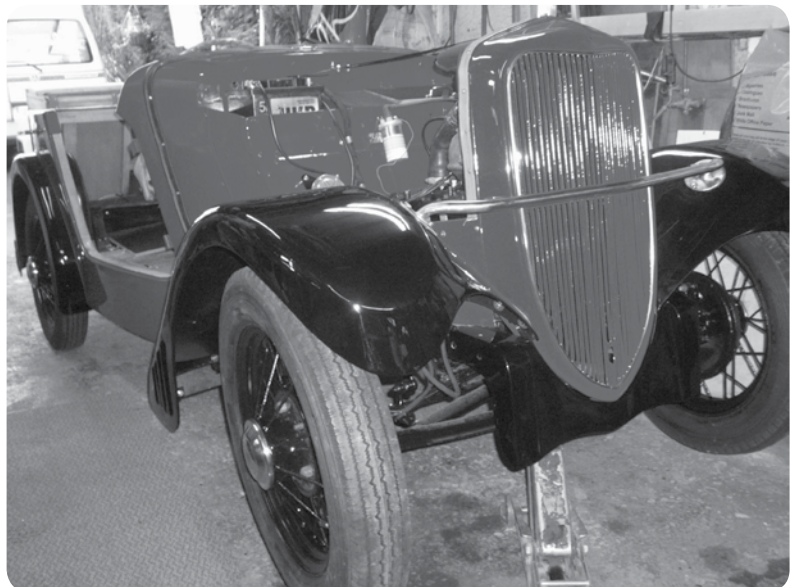
We've sent off our booking forms for the Yorkshire trip in June and are hoping the car will be on the road for then.

[I came over all exhausted just typing that, Terry. We look forward to seeing the finished product on the Tykes Tour in June.- Ed.]

The wings, with their characteristic shape and skirt louvres, in place.”



The engine ran beautifully until the block was found to have a crack in it.



International correspondence

Australia (New South Wales)

Jenny Bone sent in photographs of ‘Blue’, her 1934 short rad (the youngest known surviving short rad) at the 175th anniversary of the opening of the Mount Victoria pass last October.

Australia (General)

In the Australian magazine edited by Bill Ballard, F.O.R.D. Ink, appeared a lovely period shot of a family with their Model ‘CX’ and trailer. Having asked Bill for his permission to reproduce the photograph here, he comments, “I’m forwarding the picture of the battered Australian Model CX sedan and trailer in exactly the same format as it was sent to me. I personally think the picture of the car was taken after the war, as I doubt if a 3-year old car would be in such terrible condition, and spare wheels (for the trailer) would not be so readily available until after the war! Well done on spotting the bonnet mascot and the lack of a front bumper (I hadn’t)!”



Jenny Bone's orient blue short rad, Y36169, on show last October.



A hard working couple with mother-in-law and family transport in the Australian bush, probably in the 1940s. Being a Fordor, the car would be a Geelong-bodied Model 'CX' sedan.

"New Zealand (North Island)

I am grateful to members, Richard Flashman and Bill Ballard, both in Australia, for alerting me to a very neat electric blue September 1934 Model 'Y' Tudor which has recently come up for auction on the New Zealand 'Trade Me' website. It is Y78047 and has been resident in Te Puke Museum for a number of years. Hopefully we will be able to keep tabs on it. The electric blue body colour was in vogue for only the one year, 1934. The reason for its discontinuation was probably one of economy, reducing customer choices to only black and vineyard green in 1935 but, alternatively, perhaps it was too bright for the average Model 'Y' punter!

U.S.A.



This smart electric blue 1934 Model 'Y', Y78047, was auctioned in New Zealand recently. I like the draught deflector on the driver's door post.

MRN ignition keys

George Pierce in California emails, "Just reading your Editorial in the most recent issue of 'Transverse Torque' where you talk about lost keys for the ignition switch. I don't know what a MRN number is, but I had a similar experience when I bought

AMG back in the early seventies. I received ignition keys but no door handle key. There was a stamped number on the shaft so I took it to the Ford dealer in Oxford and ask if he might still have a blank for that number. He reached up on his board and handed me one already cut.

Incidentally, why is the key lock on the passenger door? It's a pain in the ass to have to get out of the driver's seat, go around and come in the passenger door, reach across and manually lock the driver's door, before locking the passenger door from the outside.

PS. My Lucas windshield wiper motor packed up during our local Christmas parade. None of our locals can fix it. Are they still available?"

I replied, "I don't know what the letters MRN stand for, but all our cars were fitted with ignition/passenger door locks and keys with an MRN number. You will find AMG's MRN number engraved on the ignition switch barrel on your dashboard. My Model 'Y' ignition barrel lock has MRN 17 engraved on it, for example. On production the same key fitted both the ignition switch and the passenger door lock. AMG obviously has a replacement barrel in one of the locks.

Dear old Henry was safety conscious and didn't want the driver to open the door onto oncoming traffic or for the driver to step out in front of overtaking traffic, which is why he encouraged you to dismount

through the passenger door having first locked the driver's door on the inside. Sorry about that - try submitting a formal complaint to the Ford Motor Company!

You say your Lucas windscreen wiper motor has packed up. I guess you therefore have an electric motor, rather than the original vacuum motor which was driven of the exhaust manifold. Try emailing Small Ford Spares (info@smallfordspares.co.uk) to see whether they have one."

NEWS OF NEW MEMBERS

**Prepared by
Godfrey Dingley-Jones
22 February 2008**

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register the following 4 new Members.

Alan G Draper Barnstaple, North Devon	D0112
Kevin Green Lutterworth, Leicestershire	G1207
David Pickett Lindfield, Sussex	P0508
Jeff M Stradling Chelmsford, Essex	S1004

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

Alan Draper We would like to welcome Alan from Rumsam, Barnstaple, to the Club. Alan has a Green over Black July 1937 Model 'Y' Tudor with a Chassis Number Y193829 and Registration Number EAE 11. The car is new to the Club. Alan has owned the car, which is in on the road condition, for some 30 years. Thanks for joining and we hope that all goes well with the car.

Kevin Green from Lutterworth has also joined. Kevin is the proud owner of a Green Model Y Van which was first registered on 2 May 1933. The van, which is in on the road condition, is a converted short rad Tudor saloon and has regularly appeared on the Y&C/FSVOC stand at the Bristol Classic Car Show with Jack Russell (ex-cricketer) livery. It has a Chassis Number Y22849 and a Briggs Body Number 135/14055. Welcome to the Club, Kevin and thanks for joining.

David Pickett from Lindfield Sussex has become a Member of the Club. David has a Model Y Tudor, first Registered on 10 December 1936. It has a Briggs Body Number 165/53429 with a Chassis

Number Y162050 and Registration Number VG 9548. The car requires a complete restoration. David has also purchased a 1936 Model Y Tudor from Member Nigel Care. The car has a Chassis Number Y120181 with a Briggs Body Number 167/11695 with the Registration Number BCG 956. This car is also under restoration. Thanks for joining the Club, David, and we hope all goes well with both restorations.

Jeff Stradling We would like to extend a welcome to Jeff from Great Leighs, Chelmsford to the Club. Jeff has a black Model Y Tudor, first Registered on 6 July 1936. The Chassis Number is Y141104 and the Briggs Body Number is 167/13107. The car has been known to the Club for some time having been previously owned by the late Mrs Dorothy Stradling-Smith, Jeff's sister. Thank you for joining the Club, Jeff and we hope all goes well with the car.



Kevin Green's van on display at the 2005 Bristol Classic Car Show when owned by the cricketer, Jack Russell, represented by a cardboard cut-out- note pads on front legs!

SUBSCRIPTIONS

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.

I am disappointed to report that NOT ONE current Member has completed a Standing Order form for future subscriptions (except our newest Member Jeff Stradling) since the last issue of Transverse Torque. Perhaps during the next few months I will be inundated with requests for Standing Order forms. I will wait and see.

There are now some 178 Members out of 400 who DO NOT use the Standing Order facility. I will say it again, Paying by Standing Order saves you time, me time AND THE CLUB MONEY!

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

More of Brian's post cards.

Brian Mace continues to find period post cards depicting our cars. He reports:-

On a historical note, Fareham began as a Saxon village called Ferneham. The Saxon word for village or a settlement was 'ham', so it was the village by the ferns. During the 19th Century, one of the local industries was brick-making, these bricks being used to build the Royal Albert Hall in London.

Bridge Street, Taunton, in Somerset. This post card originates from during the war and shows a Model 'Y' (and a Morris 8 behind) with its nearside headlamp blacked out. Note the 'Keep Left' sign with a shade

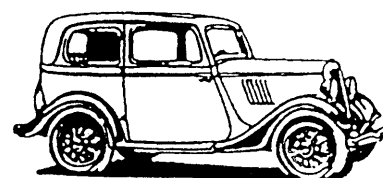


Fareham High Street, Hampshire. This is one of the earliest post cards I have found with a Model 'Y' in the picture (on the left of the High Street). The registration is CG 7601, a mid-1934 Hampshire issue. The car is an early long rad. Note the clear road - those were the days! The post card was posted on 21 August 1936.

on and the black and white paint around the 'keep left' islands. These were all war-time blackout precautions. The Model 'Y', BYB 187, has a local Somerset registration from early 1936.

On an historical note, in 1939, about 4000 school-children were evacuated to Taunton from nearby cities as it was believed the town would be safe from German bombing.

Happily, most of them returned safely home.



And one from Busseys website showing a Model 'Y' parked outside the riverside warehouse of Allan & Page Ltd., Corn and Forage Merchant, in Norwich in the 1930s.

Keeping track of 'Y's Down Under

We had 34 Model 'Y's extant in Australia when I last wrote in this series (Issue 159). During the past two years, there have been no "new discoveries" but one vehicle has been laid to rest and by the time you read this, another is expected to have joined it in the great mythical motor mausoleum.

The one that has already departed this world is the rarest of them all – a panel delivery van built in Australia. We had it recorded in the List of Known Surviving Vehicles with the body number "19 PD 46", which I had queried with its owner, Chris Newman in Perth, W.A., as I had understood that the Ford Motor Company of Australia Pty Ltd had sold only 42 of this kind of vehicle. Chris recently sent me photographic evidence to show that the body number is actually "19 PD42" and as Sam Roberts had assured me that Ford made 45 and sold 42 of them, this was likely to have been the very last 'Y' van to be sold here! Unfortunately, Chris says the vehicle was incomplete when acquired (I believe it had no chassis) and the useable parts have been used to further his 'Y' tourer project (Y27472), which is still ongoing. All that remains of the van is a rusted-out bulkhead which is likely to be taken to the tip soon. So it is highly unlikely that we shall ever see a restored Australian-built panel van here, as there are no other known survivors.



All that remains of the last Model 'Y' panel van to be sold in Australia, and the only one known to have survived (well, just!).

The other vehicle that is likely to bite the dust soon is Robert Mason's 1933 sedan (Y27495). The vehicle was burnt in a bushfire and after much deliberation, Robert threw in the towel and sold the remains on to Derrick Lovell in Perth, who is going to use what he can from it to restore his very rare "Longrad" 3-window coupe (Y48712), which was acquired with non-standard wheels and brakes.

Just one other 'Y' has changed hands in the past two years – Bernie Bridle had an offer for his very rare 1933 "standard roadster" (Y25238) that he couldn't refuse and it has gone back to Sydney, New South Wales, where it used to live in the early 1990s before moving up to Queensland with its previous owner. It is under-

article on Richard's restoration to date will be in a future issue. –Ed]

Of the Model 'Y's actually known to be on the road over the past two years, there's Geoff Paynter's 1933 sedan (Y35401) in Kalgoorlie, Western Australia, Tim Johnson's Tudor (mentioned earlier), and possibly Des Hardman's sports roadster in Armidale, New South Wales (Y33916), all of which are located in rather remote areas, and normally only seen at local events.

Jenny Bone has put her late "Shortrad" Tudor (Y36169) on Club Permit, with the number plates 33958-H, and taken "Blue" to events in the Blue Mountains and Sydney, before mechanical problems beset the car in mid-2007. Hopefully her husband Derek will have these sorted soon!

Then we have Bernie Bridle, who until recently was responsible for keeping two 'Y's on the road: his 1933 "standard roadster" (Y25238) and his 1934 Fordor (Y48233). His roadster, as mentioned earlier, has now been sold on. In the meantime, Bernie occasionally flies the flag for the marque by giving his Fordor, known as "The Blue Heeler", a run out, as he did on 28th December 2007, when it was joined by Rod and Maggie Cripps' 1936 Tudor (Y121438) and my Model 'CX' roadster. This was the Australian Y & C Syndicate's annual Christmas meet, held jointly with the F.O.R.D Club of Australia Inc., in Wilson Botanical Park, Berwick, Victoria. Regrettably, no other active 'Y's come to mind in this part of the world.

Because these cars are so rare and thinly spread around this vast continent, I suppose I ought to consider myself lucky to see two 'Y's together in Australia at the moment - there were none, unfortunately, at the 2007 National Sidevalve Rally in Cootamundra, New South Wales last April! And the last time we had three 'Y's together (a figure unlikely to be exceeded here for some time) was at The Syndicate's Christmas meet at Cardinia Reservoir, near Belgrave, Victoria on 27th December 2006. On that occasion, Bernie's two 'Y's were joined by Rod & Maggie Cripps' Tudor.

Bill Ballard.



The body number 19 PD42 stamped on the side of the tool box.

who is believed to have moved back to Queensland and taken his 1933 "standard roadster" (Y25215) with him. Consequently, it will have to surrender its Victorian cherished registration, "OLDI".

I believe that before the year is out, Tim Johnson in Tasmania may have put his grey and black Tudor (registered VC-1408) on the market. He tells me that he has just got too many old cars to maintain, and needs to cut back, and the 'Y' is, unfortunately, "favourite" to go!

Of the other 28 'Y's in Australia, only seven have been known to have been driven and only four have been under active restoration over the past two years. Of those under restoration, Derek Wilson in Perth had got his 1934 businessman's roadster (Y48703) up to the stage where it was ready for reupholstering, when he was offered a two-year work contract "up country" and the restoration has had to be put on hold for the time being. A shame, because it



Derek Wilson's cream and maroon roadster ready to go to the upholsterers in Perth, Western Australia.

Also unsuccessful in selling his car was Matthew Watson, who is believed to have moved back to Queensland and taken his 1933 "standard roadster" (Y25215) with him. Consequently, it will have to surrender its Victorian cherished registration, "OLDI".

In the meantime, Greg Rice in Bendigo, Victoria has been unsuccessful in finding a buyer for his restored 1934 sedan (Y83414), which he has been trying to sell for the past two years.

Also unsuccessful in selling his car was Matthew Watson, who is believed to have moved back to Queensland and taken his 1933 "standard roadster" (Y25215) with him. Consequently, it will have to surrender its Victorian cherished registration, "OLDI".

was so close to being finished in a lovely red and cream colour scheme.

Another project to be put "on hold" is Terry Keene's rare "Longrad" 3-window coupe (Y47202), in Bethania, south-east Queensland. A worrying personal illness requiring hospital treatment has meant that Terry was not keen (if you will excuse the pun!) to splash out big money on a restoration until he knew what his medical commitments would be. We hope the situation will be resolved soon, Terry, and that you can get on with life (and get stuck into the coupe)!

Having spent most of 2006 building his new home and workshop in Cardinia, Victoria, Wayne Robertson put a concerted effort into finishing his sister Cheryl's 1934 sedan (Y83470) early in 2007, before people like me gave him too much work to do, and distracted him from completing the job! This car is almost ready to spray. His own 1933 phaeton project (Y27160) has naturally been put "on hold" during this period, although he has got most of the parts he needs to do it. It is just a case of finding time to do it!

The fourth restoration project is the only one currently active – and that is Richard Flashman's 1937 fully-imported, English-built Fordor (Y186654). Richard spent most of 2007 working on the chassis and running gear, and it is now finished up to "running chassis" stage. His attention recently turned to the bodywork, and after removing all the bog, some pretty big holes were revealed where the dreaded tinworm had been active "It is no worse than the bodywork on my 1946 Anglia tourer was before I restored it", Richard assures me, "and I'm confident I'll have no trouble doing it". Bully for you, Richard, and well done on getting the car up to this stage! Richard is striving to have the car finished in time for the 2009 National Sidevalve Rally in Nambour, Queensland. I wish you luck, Richard! . [An

The Ford Model Y & C Register



The last time three Model 'Y's were seen together in Australia was at Cardinia Reservoir, Victoria on 27th December 2006.

Our sporting cars

There are two ardent Model 'Y' trialists down in the West Country, Ian Moss and Mike Workman. Both belong to the Stroud and District Car Club. However, neither has taken part in events recently until, that is, Mike took part in the "Mechanics" Trial in the area around Stroud in South Gloucestershire in October 2006. I asked him how he got on, to which he replied, "I finished", which, I suppose, given the gruelling conditions under which they trial, is a good result in a Model 'Y'.

Mike's car is a pretty basic Model 'Y' with a few ancillary modifications to suit trialing; such as bumpers removed, tow eyes welded on front and rear to aid ditch extraction, etc. The engine has been souped up with a pseudo 'Aquaplane' cylinder head and twin carburettors. A friend turned up a 'fancy' camshaft, presumably to increase the efficiency of the valves.



Mike Workman drives his 1935 Tudor Model 'Y' hard on the 'Mechanics' Trial' near Stroud last October. Although it looks as though Mike has fitted independent front suspension with a Ballamy-type split front axle, the raised nearside front wing is purely as a result of the front transverse spring action."

Sidevalve Owners' Club member, Ken Green, sent in some photographs of Mike's 1935 Tudor on the trial; the photographs having been taken by Dave Cook.

Whoops! Nearly a nasty shunt with the woodland flora! Mike says he overshot the corner to end up in this position. No damage done.

Ford Works Visits – Post cards.

Whilst tidying up her house, Wendy Grace came across three post cards with photographs of the foundry at the Ford works at Dagenham, probably taken in 1935. Each of the cards has a pre-printed George V 1d stamp. One of the photos was sent from Nina to her mother, Mrs Caldicott, in Bradford on 5 July 1937 and has a Dagenham, Essex cancellation. The other two cards are blank, suggesting that Nina had been on a tour of the Ford works and had bought the cards as souvenirs. I wonder how many other cards of the works were on sale to visitors.



Hot work casting pig iron in the foundry.

"Discharging slag into ladles. Ready to pull the ladles is Ford diesel-electric Bo-Bo locomotive No.2, built by British Thompson Hudson in 1932.

Discharging coke oven into huge coke hoppers with the chimneys of the power station in the back-



DISCHARGING COKE OVEN - FORD MOTOR WORKS. DAGENHAM

Brake rods and speedometer cables

Brakes

There are different lengths of brake rods:-

Service

1932 - 1934- $50\frac{3}{4}$

1934 - 1937- $54\frac{1}{4}$

Handbrake

1932 - 1934 - $48\frac{7}{8}$

1934 - 1937 - $52\frac{1}{2}$

As I found on my car, the rods had been shortened to compensate for worn parts. When the brakes were overhauled the rods did not fit. They were short of about one inch on all rods. As you can see the rods change in length in 1934 with the change of brake pedal linkages.

Overactive Speedometer


I have been lucky enough to have been in and driven a couple of older cars of late. They have a near common problem. They had been cleaned and polished, greased and serviced, etc., but the speedometers were flailing about and not steady at any speed. Was any attention ever paid to the speedo-cable? How many years old is it and when did it last get lubricated?

It is a quick and easy job to remove the cable from the speedometer head and torque tube. Remove the cable complete. You can then remove the inner cable from the speedometer head end. De-grease the inner cable and lubricate the cable case with some very light oil. Refit the inner cable and check that it turns freely and that there are no kinks in either the inner or outer cable. If you can reach the speedometer head, a couple of drops of light oil to the fitting of the cable wouldn't go amiss. Doing this will not only take the strain off the cable and save breaking it, but it should also steady an erratic speedometer reading.

Geoff Dee, Technical Adviser

NATIONAL SERVICE
Royal Air Force
ASSOCIATION

Were YOU an 'ERK', or in the WAAF
or WRAF at any time in 1939 to 1963



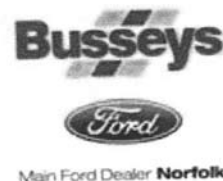
and an eight week
'guest' at Padgate
or other square
bashing 'holiday
resort' like these
18 year old lads in
1948?

YOU WERE !! Great.
Then why not join other ex RAF types,
meet on a regular basis and perhaps participate in the
Annual Reunion and Parade
at the RAF Museum Cosford in June.

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The history of Busseys. Ford main dealers of Norwich and Norfolk



The original showroom in Tombland. It is now a smart chinese restaurant.

Today, Busseys have spread their Ford dealership Norfolk-wide, with subsidiary branches in Attleborough, Dereham, Fakenham and Swaffham. However their roots are in Palace Street in the heart of Norwich. It was here, in 1911, that entrepreneur Charles 'Reg' Bussey went into partnership with Mr. Payne to repair motor vehicles on Busseys' present site on Palace Street. Charles R Bussey's father lived in the corner house, No.1 Palace Place, which was to become the Company's accessories shop. After the First World War, Alec Bussey joined his elder brother and, together, they bought out Mr. Payne.

Next door to the repair shop in Palace Street was an iron foundry and general engineering firm, Sabberton Bros. In 1922, Sabberton Bros. fell on hard times and Charles and Alec absorbed the company into the vehicle repair business. The outcome was a limited company, Bussey and Sabberton Bros., Ltd., with Mr. C.R. Bussey, Mr. A. Bussey, Mr. G. Sabberton and Mr E. Bray as directors.

In 1913, Charles Bussey had formed an association with the Ford Motor Company, then manufacturing Model T cars, vans, and trucks at Trafford Park, Manchester. This association was formalised into a Ford main dealership in 1923. Thereafter, Ford vehicles and tractors were collected from Trafford Park for sale and distribution through the Norwich garage.

Over the next fifteen years, the Company expanded its premises. A show room property was bought close to the Palace Street site, on the corner of Wensum Street and Wagon and Horses Lane, commonly referred to in Bussey & Sabberton advertisements as Tombland, (the show room, with its classic art deco frontage, is now a smart Chinese restaurant). During the 1930s there was a consolidation of the premises, with the construction of a new workshop in Palace Street with a covered reception area and, alongside, a tyre-remoulding subsidiary, Tyresoles. Each of these premises was completed during 1937 and 1938. The Tyresoles re-mould business continued until the advent of radial tyres in 1970, during which time, they were distributors for all makes of tyre.

In February and April 1936 the first two issues of 'Ford News', a Bussey & Sabberton Bros. Ltd. newsletter was issued with the £100 Ford Popular advertisements prominent on the front pages. As with most Ford main dealers, the Model 'Y' was their saviour as they came out of the Great Depression of the

early 1930s. They were also one of the many Ford main dealers in Great Britain and the Irish Free State, to enter a Model 'Y' in the 72 hour non-stop Dependability Demonstration in September 1933, which boosted sales of the car nationwide.

During the Second World War, the Company was appointed as a Ministry of Supply workshop, providing repair and overhaul facilities for military trucks. Tyresoles provided remould tyres for Army vehicles. In May 1942, the Stores building on Bedding Lane was burnt out by incendiaries, but was quickly rebuilt as it contributed to the Company's war effort. Regrettably, it seems that the company records were lost in the blitzed building.

After the war, the shortage of new vehicles and petrol rationing caused stagnation in the trade until 1950, when vehicle supplies started to improve. The Palace Street building was revamped during this time with an enlarged workshop and with the Tyresoles factory on the first floor. However, the few years of the early 1950s were worrying times. Alec Bussey died in 1952 and was replaced on the board by Charles R. Bussey's son-in-law, W.B. Bilton. By 1955 the Company had turned round and in 1958 the money was being invested in a new service centre and petrol filling station in Thorpe Road, some distance away from Palace Street. Charles R. Bussey stood down as Managing Director in 1960, handing over the reins to W.B. "Bill" Bilton. Regrettably, Charles Reg Bussey died two years later in 1962.

The 1960s was a period of great expansion within the City of Norwich. Between 1960 and 1964, there were further developments to the Palace Street premises



A Model 'Y' is recovered into the Palace Street workshop in the 1940s.

es, with a showroom and head office complex being added, together with a new commercial workshop with its entrance from Quayside at the northern end of the site. Land was acquired on the Whiffler Road Industrial Estate to the north-west of the city, close to the A140 ring road. Here, in 1965, a workshop and showrooms opened for car sales and servicing and also for the sale and servicing of trucks and tractors. This supplemented the main sales and servicing operations at Palace Street and Thorpe Road respectively. Further buildings were constructed on the Whiffler Road Industrial Estate solely for the wholesale and retail of trucks and spares through the Ford Truck Specialist Dealer franchise.

The tractor Franchise was relinquished in 1967. Finally, in the 1960s, the main entrance to the Palace Street complex and the stores loading bay were revamped, with offices and customers' counters constructed. During this same period, the original 'Corner Shop' at No. 1 St Martins at Palace Plain was rebuilt and converted to an accessories shop.

Over the next twenty years, the Whiffler Road site was further expanded, with the leasing of "Tower House" to accommodate the Body and Paint operation with its low-bake paint facilities. The leasehold was converted to a freehold purchase in 1983. The old paint shop in Wagon and Horses Lane, along with the original show rooms in Wensum Street were sold and numbers 15 and 17 Palace Street, the old Church Army hostel, were bought in 1980. Thus, the ambition of the company's founder, Charles R Bussey, to buy and develop all the properties bounded by Palace Street, Pigg Lane, Quayside and Bedding Lane was at last achieved, the Quayside school having been bought in the late 1950s.

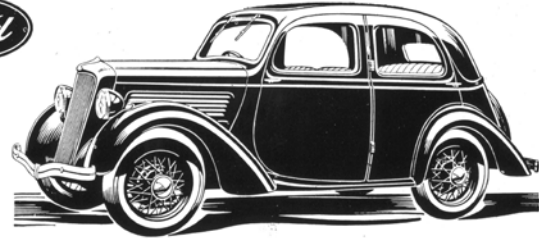
The main headquarters moved from Palace Street to a modern, reconstructed showroom complex on Whiffler Road in 1991. W.B. Bilton handed over the reins of Managing Director to Charles Bussey, son of the founder, in 1984; W.B. Bilton becoming Chairman of the Company. On his death in 1990, his wife, Margaret Bilton, daughter of the founder, became Chairman. In 1999, her brother, Charles Bussey, stood down as Managing Director and assumed the role of Chairman. Margaret survived another four years before passing away in 2003. In the meantime, the founder's grandsons, David and Paul Bussey had joined the Company, in 1985 and 1998 respectively and in 1999 were appointed Managing Director (David) and Marketing Director (Paul).



Busseys' headquarters and showroom complex in Whiffler Road.

In 1998, Busseys celebrated 75 years as a Main Ford Dealer. The 1990s had been a decade of expansion outside Norwich, with Ford main dealership territories being taken over and developed. The South Norwich Ford franchise had been acquired from Lex in 1996, having been Spruce Howlett since 1974, when they acquired it from Mann Egerton Ltd. (trading as Nunns). The Fakenham territory had been acquired from R.C. Edmondson Ltd. in August 1995. The Dereham territory had been taken over in 1996, having previously been a Ford owned dealer. This location had originally been J.J. Wrights. This purchase included the Swaffham service site. Latterly, the Attelborough dealership was acquired in January 2006.

The Company is still registered as Bussey and Sabberton Bros. Ltd., but has traded as Busseys since the logo change in 1946/7. It is the largest, as well as the longest established, Main Ford Dealership in Norfolk. As can be seen, Busseys remains a vibrant and very successful family business.



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Vehicles, mainly Fords, undergoing repairs and servicing in the Palace Street workshop in the late 40s.

