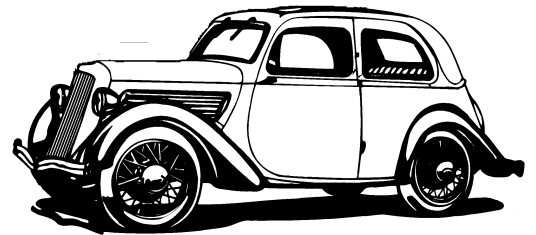
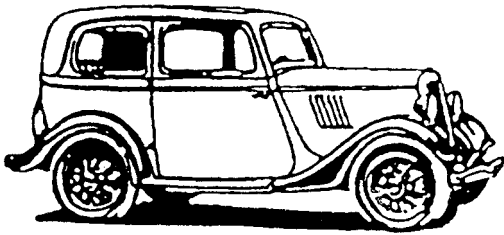


# TRANSVERSE TORQUE



**May - June 2008 Issue 172**



**The Magazine of the Ford Y & C Model Register**

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# Editorial

And so another Annual General Meeting (the 29<sup>th</sup>) has come and gone and, as usual, it was a fun event with 48 members, wives and friends in attendance - despite the gloomy weather. Well done those who braved it to the meeting, especially the handful who drove their 'Y's on what was billed as National Driving Day. As I drove my Kerry the 90 miles from Andover, I saw only one classic car, a Consul Mk 2, on the way up and a Moggie and an unidentified mid-30s tin-ware jobbie as I approached Andover on the return 90 miles. The FBHVC needs to organise better weather for their big day of the year! As were many members present, I was delighted to hear Tim Brandon's name announced as the winner of this year's Maurice Billing award. Not only is he one of the longest serving members, but he has carried out restoration and mechanical overhauls on many members cars, engines and gearboxes over the years, Kerry included. We are desperately in need of an Assistant Secretary to understudy Bob Wilkinson for this year with a view to taking over the post next year when we hope that the members will elect him for the Chairman's role. Those of you who wish to put something back into the Club, please speak to Bob about the job.

One satisfied member who attended the meeting was Roger Corti, who emailed Bob on his return home, thanking the Committee for all their hard work on behalf of members, etc. He had looked at and photographed the AGM line-up of cars and is now enthusiastic about getting back to the restoration of his 1934 Fordor Model 'Y', which has been neglected for some years. Bob is looking into recovering his original registration mark.

I am continually grateful to members and friends who send me magazines and articles relating to our cars. Jim Sharpe keeps me regularly supplied with FordNews and other members are thoughtful enough to think of the magazine when they come across items. Over the past two months, I have received copies of March's edition of Irish Vintage Scene with Frank Doyle's Model 'Y' featured. Kevin MacManus referred me to another article in this issue relating to a Morris 8 van. The widow of the owner parted with it in 1993, the van having deteriorated in her garage over the years. She sold it under two conditions; 1) she would only accept one shilling for it - for luck, and 2) the new owner had to collect the van at night as she couldn't bear to see it leave!

I received the following text message from Graham Miles, "Jim has found they don't run on Derv." I replied, "Oh no he hasn't filled up his Model 'Y' with diesel just before the Arras run." Answer back "The man on the ship was very understanding." I texted, "I don't understand. I sense a story here." Graham replied simply, "Smoke!"

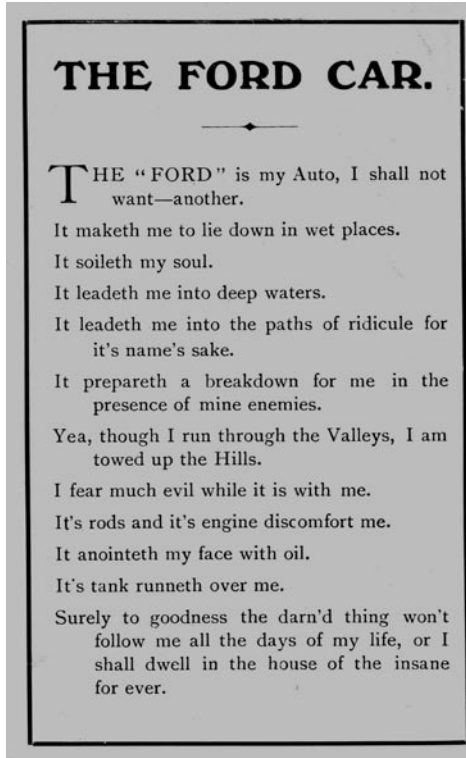
Robin McCullagh has completed his tenure as the President of the Irish Veteran and Vintage Car Club (IVVCC), during which he has been extremely kind and helpful to the Y&C Register. I emailed him to thank him on behalf of the Club and received the following: "Your kind remarks are appreciated. I stand down after 3 years at our AGM on April 6th, and yes, I hope to continue an involvement with the IVVCC. In fact I am at present looking at the possibilities of putting a book together for the 50th year of the Club, which is coming up in 2013. Always supposing the Club wants a book, and that I can get access to information about its early activities. I of course will continue to keep my weather eye open for any Ford Y's or C's that might come into view!"

Michael Ware, in his 'Lost and Found' feature in the April issue of 'Classic & Sports Car' led with an article reporting Bob Wilkinson's drive to deter number-plate dealers from robbing them from classic cars by not showing cars' registrations on advertisements. The groundswell is growing. Too many old vehicles are displaying 'age-related' registrations, which bear no resemblance to the original, and unscrupulous owners and dealers are benefiting financially by robbing our cars of their birthright. Well done Bob for raising this issue at national level.

Not being the brightest or experienced hands-on mechanic, I could not fathom out why the U bolts clamping my front spring to the chassis cross member were loose. As the castellated nuts were split-pinned, I could only think that the threaded shanks on the U bolts had stretched. A second pair of U bolts was obtained, but these were exactly the same dimensions, with the split-pin holes way down the threaded shanks. Basically, because of the distance

between the split-pin holes and the nuts, the split pins had not prevented the nuts undoing. I tightened up the originals and splayed the new split pins such that they wrapped over the castellated nuts. The car sailed through the MoT the following day and the new U bolts were returned to Club stores. Having recounted my tale to Graham Miles, he replied, "Rather than curving your split pins, pack the nut with flat washers as necessary. This is normal practice. What should happen on initial assembly is that the tight bolts should be left unpinned until say a 100 miles have been recorded, then checked and the nuts tightened and pinned. Repeat as service practice every 10,000 miles." We live and learn.

I am sorry to report that Brian Mace, our active East Anglia Regional Contact and regular contributor to the magazine, has suffered what was initially thought to be a stroke, but has turned out to be a large



*A post card sent in by Robin McCullagh, who found it at an autojumble in Dublin - thanks Robin.*

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tumour behind his ear. As this magazine goes to press (Monday, 28<sup>th</sup> April), Brian is under the knife in the Addenbrooke Hospital in Cambridge. Our thoughts and wishes are with him and Yvonne for a successful outcome and a speedy recovery.

In the May edition of 'The Automobile' (page 18) is an advertisement by Classic Car Profiles, which is selling profiles of various classic cars at £35 a throw. One such profile is a Model 'C' bearing John Keenan's registration number. A small A4 sized copy is on the back cover of this issue. Obviously, John has allowed his car to be used for the purpose. Out of interest, you can personalise the profile to include your registration number or your paintwork. See the website <http://classiccarprofiles.co.uk> for more information. We are hoping to see a Model 'Y' profile later in the year.

Good news on the Eifel front. For some years, Wolfram Düster has been writing and preparing a book on the Eifel. As the world's leading expert on the cars, the book has been eagerly awaited. However, he has met a good deal of reluctance from possible sponsors, including Ford of Germany, to publish his work and, not being the youngest of men, there was a danger that his invaluable knowledge would never reach the light of day. A good fairy has come his way in the form of Benteler AG of Paderborn in Germany, who are restoring the Eifel saloon featured in International Correspondence in this issue. Member, Thorsten Ehrenteit tells me that Benteler has offered their printing facilities to Wolfram for the first print run of the book.

On the same theme, I am pleased to say that Veloce, who published my Model 'Y' book, have agreed to the preparation of a second edition, which will include the additional variants of our cars that have come to light since I wrote the original manuscript in 1999 and will clear up a few errors. It is hoped that it will be available through the latest 'Print to Order' technology in the printing world, which enables small numbers of copies to be printed from disk on an as-required basis, thus saving the cost and logistics of storing the large numbers of books from a traditional print run.

Finally, with the new subscription year approaching, if you are resident in the UK or Eire and do not currently pay by Standing Order, please make use of the Standing Order form inserted in this magazine. It makes life so much easier all round. Enjoy the read!

**Sam Roberts**

## Secretary's ramblings.

As summer threatens to arrive I note that a few cars are changing hands and a crop of new members have joined recently. I take particular pleasure from seeing a car that has been inactive for many years back in action (or under restoration) in new hands. More people are looking to the old car scene as a hobby. A good number buy an old car for a retirement interest – it's cheaper than golf a new member told me recently! Since our club is now able to supply a wide range of new parts at reasonable cost, the Ford Model 'Y' or Model 'C'/'CX' must be one of the easiest to restore as autojumbles yield so few parts these days. Try sourcing parts for a 1930's Austin, Singer, Hillman, Vauxhall or Triumph for example.....excellent cars they are, but finding parts for restoration or maintenance must be a nightmare.

A plea for our spares section .....as the season gets under way frustration occurs all round as members order spares at the last minute. I know our supply speed is good (even allowing for the fact that all this is a HOBBY for club officers not a job), but please plan ahead and order in time. Pleas for parts "by the weekend so that I can go to a local show" cause great frustration and disappointment all round. Order early.

In the April issue of Classic & Sportscar magazine, motoring journalist Michael Ware has supported our club policy on not accepting any references to registration numbers in our adverts in an attempt to stop the loss of cherished numbers. Michael has given valuable additional publicity to this issue raised by our members. We are delighted that the Ford Model A Club of Great Britain has adopted the same policy. Members have expressed a hope that DVLA may be persuaded to allow present owners of classic cars to declare their number non-transferable. I will sound out views on this topic from members and other car clubs in the hope that there is support for pursuing this objective.

Good News! You will recall that the All Ford Rally (Abingdon) did not take place last September and is unlikely to reappear this year, thus leaving a massive gap in the season for classic Ford owners. The good news.....The Ford Y & C Model Register is negotiating to hold the OLD FORD RALLY in July 2009 at the Gaydon Heritage Centre (just off J12 on M40). This is an excellent venue in terms of facility and location and feedback from Ford clubs is positive. We aim to have around 500 Fords produced pre-1980 with associated traders and autojumble. Planning is at an early stage, so more news soon. Spread the word.

Communications: EMAILS: Please check in front page of mag.and use the CORRECT email addresses for Club officers as some changed recently. Also if you have changed your email address please let me or Godfrey (or both) know so that we can update Club records. Telephone: Club officers welcome phone calls during reasonable hours, but if you miss us please try again, but if you leave a message do not expect a response to a Mobile number as these are often expensive calls.

I am looking forward to the Yorkshire Tour in June – I have had my visa renewed and am practising the accent again. Using our old Fords in the rolling countryside of the Yorkshire Moors and Dales, in the company of around 40 members, is keenly anticipated. I hope you are planning to get out and about.....use the old Ford. As I keep saying, these old cars are like the ladies in our lives .... They hate to be neglected.

Have a good summer which incidentally is my 25<sup>th</sup>. in this Club role. Time flies.

**Bob Wilkinson. Secretary.**

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### Cover photographs

#### Front cover.

Left hand drive in Finland. This smokey short rad would have been exported from Dagenham to Helsingfors (Helsinki) in a built-up state in 1933.

#### Rear cover.

The Model 'C' profile is one of approximately 200 classic car profiles drawn and marketed by Classic Car Profiles of 4 Palmers Row, Ersham Road, Hailsham, East Sussex, BN27 3LB. Telephone:- 01323 845111, email:- [graeme@classiccarprofiles.co.uk](mailto:graeme@classiccarprofiles.co.uk)

This particular Model 'C' is that owned by John Keenan, our Regional Contact for East Sussex and Kent. It can be seen from the website <http://classiccarprofiles.co.uk> that you may order the profiles with your preferred registration number and with your preferred livery.

Graeme Jenner tells me that he is planning on sketching and producing a Model 'Y' profile this summer, so watch this space for the next instalment.

# Dependability Demonstration

## Hollingsworth, Ltd. Hastings

by John Keenan

As there were not any photos with the local paper report of 16th September 1933, [recorded in last issue - Ed], I decided to try and trace the family of the local Ford Main Dealer, J. Hollingsworth Ltd. After extensive enquiries in the motor trade, I made contact the founder's son, now 92, who remembered the dependability test taking place. He kindly searched and found photos of the Model 'Y' his father entered in the rally.

## W. L. Thompson Ltd. Hull

Extract from the Hull Daily Mail, September 12 1933 [note, this is the Tuesday, halfway through the 72 hours - Ed.], sent in by Phil Beckett:-

"Seventy-two hours riding, averaging over 25 miles an hour, and covering close upon 2,000 miles in each of over 100 cars, is the record which the Ford Motor Company is out to establish between now and Thursday evening in their reliability trial.

At 5.30 p.m. in Hull yesterday I took my seat in the New 8 h.p. model, with the engine in this giant of a midget car gently ticking over, and the call of the road ringing out even more loudly than



*J. Hollingsworth Ltd. of Hastings entry no. 93 in the 72 hour Dependability Demonstration of September 1933. I love the admiring glance the lady on the right is giving the toff in the plus fours.*

usual. At the same moment Fords in over 100 other centres throughout the country also started on a three-days' and three-nights' run with the non-stop engine - surely one of the most exciting tests in the trade.

Far into the night we continued on a course which soon, no doubt, will become a nightmare to the Ford drivers competing. We seemed to be racing round in a circle - a bird's eye view of England, if it were possible, would have revealed a similar state of affairs all over the country. Seen off by "John Humber" and Mr. W. L. Thompson, junr., from the "Mail" office in Jameson Street, we took our course through Cottingham, Beverley, Leven, and Hornsea, thence along the coastal road to Aldbrough with all its unwelcome twists and bends, to Withernsea, Patrington, and back to Hull - a total of 65 miles, covered in exactly 2 hours 35 minutes. In each village is posted the progress of the Ford car, and the possibility of hoodwinking the Ford authorities by short cuts on the part of some driver is by this means made an impossibility.

With such regularity does the car pass through the villages - every two and a half hours - that before the three days have elapsed inhabitants will find one of the surest means of setting their clocks by the passing of the Ford Trial Car. The present test will recall a similar performance by the Ford cars almost two years ago, when the 15 h.p. model came through the ordeal with flying colours, and my experience so far leaves no room to doubt that the junior brother will establish an equally creditable record.

There is a petrol consumption at about 40 miles to the gallon, and 40 - 50 miles an hour was easily reached on the straight, with not the slightest strain on the little engine. Braking was superb, and the ease of handling the car in general was a delight. Even when a halt was called for a leg stretch there was no sign of the engine stalling. Felix, who kept on walking, has nothing on the baby engine of the new Ford - it keeps on running.

It is running now, will be running while you are sleeping, and continue to run until almost 88 laps of the 65 miles course are completed, and then the engine will come under the scrutiny of the experts and receive their judgement. Passengers are invited to travel in the car, and arrangements can be made with Messrs W.L. Thompson's of Hull, who are supervising the local arrangements, and are the principal Ford agents in Hull."

### BOB'S JOKE CORNER.

A cabbie picks up a Nun. She gets into the cab and notices that the VERY handsome cab driver won't stop staring at her. She asks him why he is staring. He replies: 'I have a question to ask you but I don't want to offend you.' She answers, 'My son, you cannot offend me. When you're as old as I am and have been a nun as long as I have, you get a chance to see and hear just about everything. I'm sure that there's nothing you could say or ask that I would find offensive.' 'Well, I've always had a fantasy to have a nun kiss me.' Said the cabbie.

She responds, 'Well, let's see what we can do about that: number 1, you have to be single and number 2, you must be Catholic.' The cab driver is very excited and says, 'Yes, I'm single and Catholic!' 'OK' the nun says. 'Pull into the next alley.' The nun fulfils his fantasy, with a kiss that would make a hooker blush. But when they get back on the road, the cab driver starts crying. 'My dear child,' says the nun, 'why are you crying?' 'Forgive me but I've sinned. I lied and I must confess, I'm married and I'm Jewish.' The nun says, 'That's OK.' 'My name is Kevin and I'm going to a Halloween party.'

I cannot recall who sent this one...but please send me your favourite story for us all to share.

Bob Wilkinson.

## Obituary – Luis Cascante Dávila

It was with deep regret that I learned from Luis Cascante Gomis that his father, Dr. Engineer Luis Cascante Dávila, passed away quietly in his home near Barcelona on Sunday 2<sup>nd</sup> March, aged 88. Luis (senior) was a member of the Y&C Register for many years, owning a Ford Ibérica assembled Model 'C', which was the subject of 'Members' Cars' in issue 125. Over his lifetime he also owned the following; 1902 Renault, 1913 De Dion Bouton, 1913 Hupmobile, 1918 Hispano-Suiza, 1930 Hispano-Suiza, 1924 Donnet-Zedel, 1928 Talbot (France), 1954 Pegaso and a 1956 Mercedes-Benz 190. He was no slouch. Since 1980 and until relatively recently, he was the Chairman of 'Amigos de los Coches Veteranos' (AVC), which he founded with a few friends in 1960/61 and which is one of the two oldest classic and veteran car clubs in Spain. In 1963/64, AVC was one of the founder clubs of the 'Federation Europeene de Voitures Anciennes' (FEVA), which became the 'Federation Internationale des Vehicules Anciens' (FIVA) in 1966. In 1977, Luis was elected Chairman of FIVA, the third chairman since its inception; a post he held until 1980 when Lord Montagu succeeded him. As most of you are aware, FIVA is the major international body looking after the interests of classic car owners; the Federation of British Historic Vehicle Clubs (FBHVC) being a key member (the Ford Y&C Model Register is a member of FBHVC). From 1992, Luis was the Chairman of FIVA's Historic Committee, a role which took him all over the world. Not content with all that, since 1990 he was also a member of the Historic Committee of the Federation Internationale Automobile (FIA), the body whose main role is to govern motor sport world-wide. It was not until the year 2000, at the age of 80, that Luis resigned from his FIVA and FIA posts. It was an honour and a pleasure to have him on board as a member of the Y&C Register. Our condolences go to his widow, Asunción, Luis (Junior) and his sisters and the grandsons.



*Luis Cascante (Senior) having survived a trip to the pub in my 1934 Model 'Y' Kerry during his visit to England in 1995."*



*Luis Cascante (Senior) with son Luis in 2002, shortly after Luis (Junior) had completed the restoration of 'Forito', his Model 'Y'."*

## Ford Y & C Model Register: 2008

### AGM Notes.

Willoughby Village Hall. Sunday 20<sup>th</sup>. April .

Present: 33 members + 15 family & friends. 7 Model 'Y's on show. Apologies: 6..

**1. Minutes of 2007 AGM were agreed.**

**2. Matters arising:** none.

### 3. Officers Reports:

**Chairman:** Pete Ketchell welcomed members and reported on a successful year for the Club in terms of membership increases and attendance at shows in the regions. In the coming year it was hoped that regions could be more active and encouragement will be given to Regional Contacts. The Club stand won an award at the Enfield Pageant. The Model 'Y' 75<sup>th</sup>. Anniversary meet at Stanford Hall had been the highlight, despite the atrocious weather conditions. A number of members travelled to Dublin to attend the prestigious Powerscourt Rally in August. The NEC show, as always, was successful thanks to our Club organisers, Geoff Salminen and Geoff Dee. It was pleasing to meet members there, especially those from Ireland who attend in good numbers. Pete thanked the Committee for their hard work through the year.

**Secretary:** Bob Wilkinson reported on efforts to maintain and improve services to members through the year. Magazine, parts, technical advice and DVLA services continue to be excellent for a club of our size and all this is only possible through a great deal of work, mostly unseen by members, on the part of Club officers. Around 8000 miles had been covered by officers, including attending committee and spares group meetings. 'National Drive it Day' and the work of the FBHVC continues to enjoy Club support in the safeguarding of our hobby. The Club website was updated regularly and the most recent being the Model Identification page – a tremendous effort from Sam Roberts. The Club policy on excluding reference to registration marks in adverts, aimed at reducing the opportunity to number plate traders, had gained support from other clubs and classic car columnists. To safeguard the heritage of older vehicles the Committee supported efforts to persuade DVLA to restrict the

transfer of original registrations and FBHVC, clubs and magazines would be contacted to this end. Insurers, including Footman James, have introduced initiatives to extend cover to young drivers in support of the gathering move to encourage the next generation of classic car owners as part of the company support for car clubs. Bob referred to the calendar gap for classic Fords as a result of the cancellation of the 2007 Abingdon All Ford Rally and indicated that a replacement was being planned. On a recent visit to Australia Bob, met up with Bill Ballard and had seen the enthusiasm of our Australian Syndicate members, witnessed by their attending rallies hundreds of miles away from home. Sadly a number of members had died during the past year. The most prominent had been Derek Birch, Brian Mullan and John Bonnet, who bequeathed his Model 'Y' to the Club.

Bob thanked all members for their continued support and interest through the year.

**Treasurer:** Bruce Allan gave a detailed presentation of the club accounts, which indicated that club finances are in a healthy state. The club magazine, the essential communication with members, continues to be the largest single item of

expenditure at £6,900. Spares sales at £10,000 and subscriptions at £10,700 produce the largest income and monies were earmarked for spares manufacture. No increase in subscription was deemed necessary. A full copy of the audited accounts, or an abbreviated version, is available to members by post from Bruce (address inside front cover). [Please submit your request in writing and supply an A4 stamped addressed envelope value 0.44p]. Bruce informed the meeting that arrangements are now in place to enable Eire members to pay subscriptions in euros to any bank in Eire. The meeting agreed the accounts and thanked Bruce for his professional management through the year.

**Membership:** Godfrey Dingley-Jones reported present membership at 416 plus 18 Friend members totalling 434 which is a slight increase on last year. 55% pay subscriptions by Standing Order and this has reduced administration costs. Loss of Eire members should be reduced in 2008-9 by the new arrangements, which avoid bank charges, enabling payments in euros. Subscription renewal forms would be included in next magazine and this will also include Standing Order forms for Eire members. Past members from Eire will be contacted regarding the new payment facilities and invited to rejoin. Godfrey advised the meeting that he will stand down at the 2009 AGM.

**Spares:** Jim Sharpe reported that stocks of popular items had been maintained and new lines added such as starting handles and original-style wipers. After much effort, all 5 types of brake shoe are now available, but old shoes must be sent with order to avoid the club supplying incorrect replacements. An additional supplier of repair panels and running boards was being sourced in the Midlands area. Members help is called upon to find a tinsmith able to produce the original styled oval oilcans. Members were also encouraged to inform the Club of any supplier/service which had proved useful, so that this new contact could be made known to the wider membership. Information and general feedback was sought by the Club with the aim of improving services to members. The meeting thanked Jim and his team for their

hard work through the year.

**Editor/Archivist/Librarian:** In a combined report Sam Roberts thanked members from far and wide for inputs into the magazine. A wealth of material is on hand. Sam responds to several emails daily via the website from around the world regarding input or questions on our cars. Updates on Sam's Ford Model 'Y' book are being prepared for a second edition and a book on the Model 'C' and the Eifel, is planned following pressure from members. Sam outlined the role of Editor indicating that he would welcome a member stepping forward to take on the role in the near future. The meeting acknowledged Sam's work through the year and the widening influence of the club as a consequence.

Regalia – John Argent.  
Technical Adviser – Geoff Dee.

New Posts: Not appointed:- Events Officer, Assistant Secretary and Deputy Editor.

Suggestions were made concerning the administration of nominations from members for the 2009 AGM.

**5. Awards:** In announcing the award of the Maurice Billing Trophy for 2008, the Chairman acknowledged the work undertaken over many years by Tim Brandon in supporting members with restoration projects



*Five of the seven Model Y's that braved the damp day to attend the A.G.M. Not shown are Tony Brasher's and Geoff Dee's cars. Photograph courtesy Ron Kendall"*

**Regalia:** John Argent reported that sales of handbooks and service bulletins continued as a valuable support to members. The club policy of keeping low stocks of other items continued but commented that last seasons rains had boosted sales of umbrellas. John Argent was thanked for his work.

**Regions:** The meeting acknowledged the work of John Keenan in Region 5. John produces an extensive list of events in his area and attends many of these raising the profile of the Club. Ivor Bryant (Region 1&2) flies the Club flag vigorously in an area sparsely represented by members. His dedication was noted.

**4. Election of Officers:**  
The following Officers were elected unopposed:  
Chairman – Pete Ketchell.  
Vice-chair – Bob Wilkinson.  
Treasurer – Bruce Allan.  
Membership – Godfrey Dingley-Jones  
Spares Officer – Jim Sharpe  
Spares Admin: - Colin Rowe  
Editor – Sam Roberts.  
Archivist – Sam Roberts.  
Librarian – Sam Roberts.

## Cylinder heads and gaskets.

by Yvon Precieux

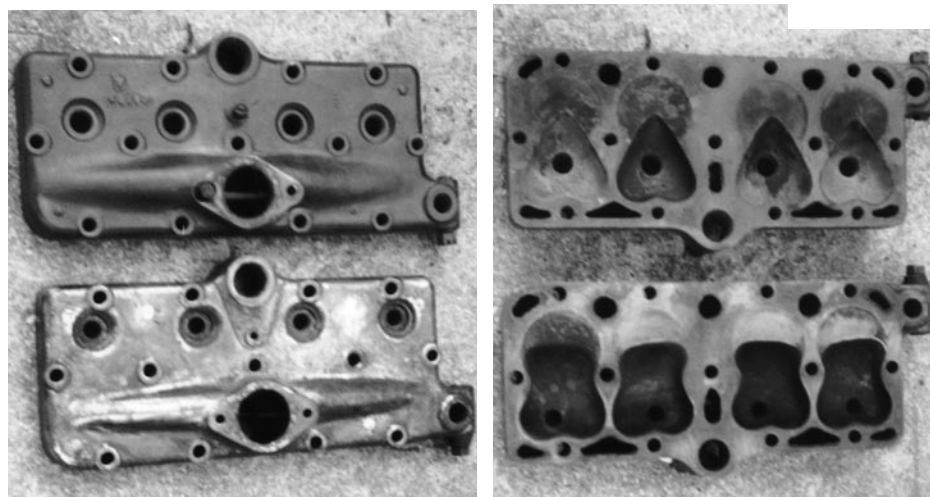
Further to the ('Popular' and 'De Luxe, 'Eight and 'Ten') Bulletin of, May 1935, page 20 (Illustrated) which quotes that the 8 engines are from the same casting mould as the 10 unit, this is only partially correct as this change was started soon after Model 'C' production in (September) 1934, but on a gradual basis until it was 100%, (roughly May 1935). Hence, although the 8 hp begat the 10, the 10 begat the 8 at the earlier time.

Possibly the reasoning behind the change in design from the early heart shaped chamber with the 18 mm plugs was the introduction of the aluminium heads such as the Alta and Silvertop. These were marketed by an independent company for literally all models of cars and larger commercials in 1933 by an enterprising Mr. J.A.K. Fergie via the company Aluminium Alloy Cylinder Heads Ltd., Manor Gardens, Chelsea, London; Mr Fergie's company being the sole concessionaires. At first these were identical with the original Model 'Y' heads,

but with increase in compression ratios of up to 8 – 1 being indulged in to make engines provide more power, it was found that the detonation took place prematurely and an aluminium head of more accommodating combustion chamber with plugs sited closer to the valves was marketed.

With such homework being done by competent outsiders, maybe this was the impetus for the Ford Motor Company to replicate the same on the 2<sup>nd</sup> type of 8 hp cast iron head. Earlier cast iron heads were 6.2, whereas the new head with its revised combustion chambers and spark plug recesses was slightly higher at 6.3. The use of this and higher compression ratio 'Ali' heads, the latter now fully marketed as an accessory by Ford, probably proved their undoing as they went too far on the 10 hp engine. Historically, Ford Dagenham had major problems in resolving the standard compression ratios for the 10 horse engine, as initially the "10" was provided with the compression ratio of 6.6, which was far too high. Between 1935 – 1938 this had settled down to 6.03, although some cylinder heads have been found with ratios as low as 5.9. By late 1938, Ford had sorted matters out with the compression ratio configured to the standard for all "10" engines of 6.16. Apart from the early 8 heads, which strictly speaking, just burned their fuel slightly inefficiently, no worries were apparent with the standard compression figure identified for the 8 engine, which remained at 6.3 until the 8 engine's demise in 1953.

However, many changes were made to the cylinder heads for all the small Fords between the period 1932 – 1941 to accommodate coolant and electric generation, with the "10" engine being able to utilise the 8 cylinder head to increase compression to 7.6, but not the other way round. This does give the "10" engine much more life and is the usual modification



**CYLINDER HEADS AND GASKETS**

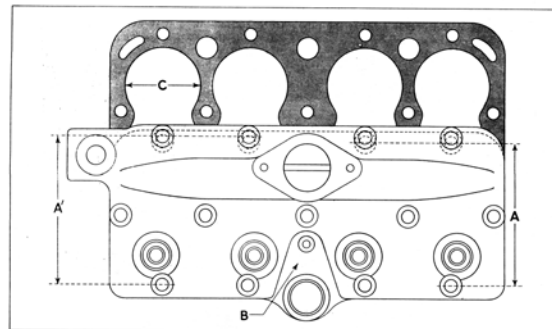


Fig. 14

There has recently been a modification in the cylinder block of the "Popular" model car to enable this part to be cast from the same mould as that for the "De Luxe" model block. The current type cylinder block is approximately 1/8 inch wider than that originally used on the "Popular" model and, the studs being differently spaced, a new cylinder head has been introduced for the current model.

It will be found that the head for the current "Popular" model will fit over the studs on the "De Luxe" model cylinder block and vice versa. It is of the utmost importance that these parts are not confused as the combustion heads are entirely different and an incorrect fitment will cause most unsatisfactory engine performance.

The following characteristics of each type of cylinder head will enable the various heads to be readily identified.

The original cylinder head Y-6050, fitted to the "Popular" model, in which the dimension "A" (see Fig. 14) is 4.53 inches, is easily recognisable by the fact that 18 millimetre type spark plugs are used, and as this is the only head using this type of plug, no confusion should arise.

The next type of cylinder head for the "Popular" model was similar to the original, insofar as the part number and the dimension "A" remained the same, but the sparking plug holes were reduced to take the 14 millimetre type plug.

The current type head for the "Popular" model, part number YE-6050-B, also uses 14 millimetre sparking plugs but the dimension "A" has been increased to 4.65 inches. In addition, this head may be recognised by the symbols "19E" cast on the top of the head above number 3 sparking plug.

The cylinder head for the "De Luxe" model engine, part number CE-6050-B, has the same stud hole location as the current type "Popular" model head, the dimension "A" being 4.65 inches, but there is no lettering above number 3 sparking plug and, in addition, the area surrounding the distributor shaft hole is slightly recessed, as illustrated by "B" of Fig. 14, instead of being flat, as for the "Popular" model.

The cylinder head gasket Y-6051, which is 3 3/8" wide, should be used with both types of cylinder head Y-6050. The gasket YE-6051-B, which is 3 3/8" wide and has a diameter at "C" of 2 3/4", should be used on the current "Popular" model engine with the cylinder head YE-6050-B. The "De Luxe" model gasket CE-6051-B is 3 3/8" wide and has a diameter of 2 1/2" at "C."

for specials with a low budget. But, on a heavy saloon, it is likely to eventually blow the axle. I've done it in the past, so heed my advice.

*The early 8 h.p. cylinder head (top) with the 18 mm plugs and heart-shaped combustion chambers alongside the post-late 1934 head with the 14 mm spark plugs set closer to the valves."*

**Members' correspondence**

**Another heater**

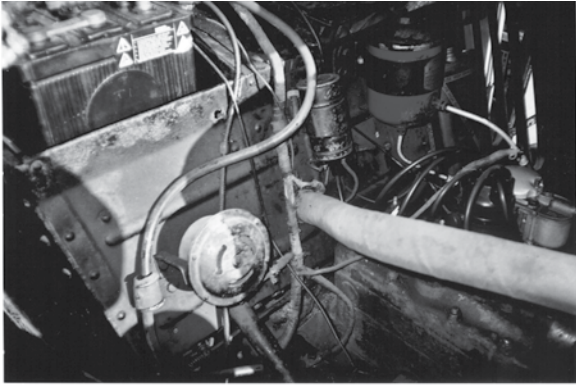
David Bond from Co. Durham sent in photographs and a description of a similar heater to Tom Brett's in Co. Galway:- "I note with interest the picture on page 3 of issue 170 of the Radiator Heater. My Model 'Y' also has this feature, not in quite the same place, but the same principle. The previous owner of the car said it was fitted to the car when they acquired it in the '60s. after a few miles on a cold winter's morning, when the radiator warmed up, he would remove a large cork from the pipe leading into the cabin and, hey presto, warm air would filter through (only when the car was moving, of course). I wonder if a company was doing this to pre-war cars, or was this a one-off (sorry two-off).

*[ This modification, I'm sure was a DIY job. Aquaplane and others built 'proper' heaters with a separate pulley to pump hot water from the top hose through a radiator under the dashboard, which could have a fan behind it to circulate the heat. The water was then returned to the bottom hose. - Ed]*



*The warm air intake from the radiator core on David Bond's Ford Model Y.*





*The duct hose taking the warm air into the cabin.*



*Southward Car Museum. This exhibit was sold by John W Andrew & Sons of Auckland in 1937 for £245 to the original owner, Mr T A Sargent, who sold the vehicle back to Andrews in 1979. The car was then restored by the company's apprentices and donated to the museum.*

**Message from Jim**

All you ladies reading this must not forget that 2008 is a leap year, so take time off from the Tennis Club and your flower arranging to look for Mister Right. You may not be so fortunate as the lucky bride in the photograph; not only has she bagged her man, but a smart Ford motor car as well!

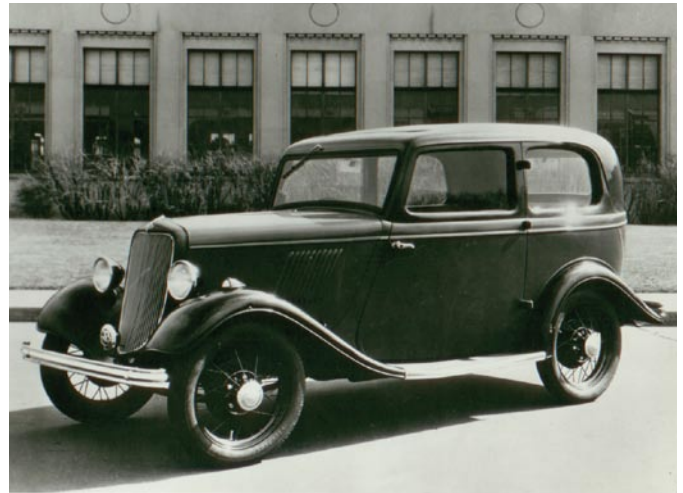
**Stop Press: There's news of a lady in the top echelons of the Y&C Register, who has taken Jim's advice - more anon, I'm sure!**

**A rare photographic find.**

Malcolm Grace sent in the following from his office:- "Look at what we have found in a load of photo's this week-end. My assistant has been clearing out her mother's



*Well ladies, heed Jim's message!"*



*The pre-production Model 'Y' which was shipped to England shortly after this photograph was taken in March 1932*

**What's with New Zealand?**

Yet another of our stalwarts has recently visited New Zealand. Dave Ball returned with 13 photographs of Fords and a photograph of a sheet of music entitled 'Henry's Made a Lady out of Lizzie.', which I have forwarded to our resident tour musician, Geoff Salminen, to rehearse before the Tykes' Tour in June! The Ford pictures included one of a smart grey Tudor 'CX', which Dave came across in the Southward Car Museum, Paraparaumu, just outside Wellington, which boasts the largest private collection of cars in the southern hemisphere - some 250 classic cars owned by Sir Len Southward (see www.southward.org.nz)

Another of Dave's photographs was of a Fordson tractor that had been converted to a four-wheel drive rail tractor for pulling logs - both Dave and I were amused; so we share it with you.

house as she is moving and in with all her dad's

old photo's he had this one. I have got another of a van on the commercial run which I have got to have done. As soon as I have I will let you have a copy."

I responded:- "What an amazing find. I wonder how your assistant's father came to have that photograph. It is a photograph of the pre-production Model 'Y' taken on 16th March 1932 outside the Ford Engineering Laboratory in Dearborn, just before the car was shipped to England. A photograph taken at the same photo-shoot is on page 46 of my Model 'Y' book. Comparing the clarity of the two photographs, I suspect that your assistant's father had a photocopy of an original."

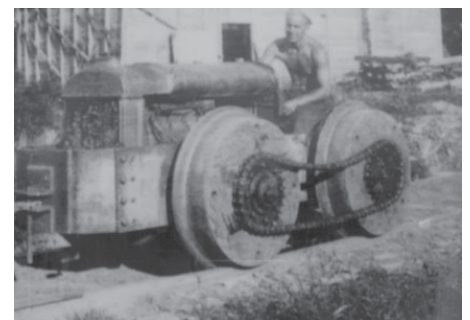
**'Northern sidelights'**

Barry Diggles, Region 16 - Yorkshire

Given the exigencies of the ever-increasing cost of fuel, (£33.10.0 to fill up a Model 'Y'), and other prevailing economic factors, (trust a Yorkshire man to come up with that statistic!), here

are some details of forthcoming events in this Region in 2008.

The Newby Hall Rally, which, as I have said many times before, is the premier northern fixture of the year, and is an ideal event at which to showcase our Register and its cars, takes place on Sunday, 20th July. Entry fee is £3 and the



*Moki Road saw mill. Ernie Rob on the Fordson tractor that was converted by Union Foundries to run on rails. Photo taken about 1940.*



*The other Model 'Y' photograph found in Malcolm Grace's assistant's mother's house. This is of Y169247 on a rally in the 1970s. The van is now owned by Paul Rudge in south Wales.*

closing date for entries is Friday, 27th June. It is particularly noted for its better than average Autojumble and the whole thing is set against the backdrop of a fine eighteenth century country mansion and, so I am advised, its equally splendid gardens. We have reserved a spot for our Club stand and usually the weather is kind.

Skipton Gala Classic Vehicle Show takes place on Saturday, 14th June. This is held in Aireville Park and starts at lunchtime. The Bradford to Morecambe Run is on Sunday, 14th September, although this does clash, I think, with a rally at Otley, which I have tended to favour over the last few years.

I am sure that there will be lots of other events over the season, but should any members be interested in any of the above, please let me know and I will send entry forms etc. I will, of course, be joining up with the Club's Yorkshire Tour at some stage during the week.

Talking of fuel, CNN was treated to new sparking plugs and points last week and was then started up in preparation for the forthcoming MoT. Would she run smoothly and without the choke? No she would not. The reason, which I have learned from past experience, was that the last half gallon or so left over in the tank from last October had "gone off". That was duly drained and a can full of new fuel made all the difference. Yes, I know that we are exhorted to use our cars over winter and that not so doing does them no good at all, but it gets mighty cold up north in winter!!

It is indeed a small world. Nick who does my MoT's at the local garage tells me that he knows Sam from the days when he worked at Lex Brooklands, and Sam used to take his Volvo there for servicing. I am hoping that this will result in a happy outcome on Wednesday when CNN goes up on the ramps. When the Austin went down last week, the Tapley meter recorded 55% braking efficiency, when 40% would have been acceptable. Those of you who know Austin 7's will appreciate how good that is!!

*[Note: I do not know Nick, I have never owned a Volvo or taken a car to Lex Brooklands. I hope CNN passed its MoT nonetheless! - Sam]*



### **Beverley re-visited**

Phil Beckett sent in a photograph from his local newspaper, taken in the 1950s and showing the back end of a Model 'Y' travelling down Beverley High Street. Today, the High Street is pedestrianised. Boots is still there and has taken over Timothy Whites & Taylor next door. The brickwork on the frontage of Benefit's has been cleaned up and is now a Vodafone shop

*A Ford "Popular" wends its way down the High Street in Beverley in the 1950s. The car was registered in Derbyshire in October 1936.*

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.

**FOR MORE INFORMATION**

Contact:  
**TONY ETHERIDGE**  
118, Oaklands Avenue,  
Oxhey Hall,  
Watford,  
Hertfordshire.  
WD19 4LW

Tel: 01923 231699  
24 hour Ansafone

# The Arras Show -

**Sunday, 16 March 2008**

by Jim Miles

The annual car show and autojumble in Arras, Northern France, held in March, is a fixture on the European classic car calendar. The Ford Y&C Model Register, in the shape of 'Man of Kent', John Keenan, received an invitation to attend the event. John advertised the show in our newsletter *[issue 170 - Ed]*, so Tim Brandon with his 1933 short rad Fordor, Graham Miles, plus co-driver, Graham Forbes, in the trusty short rad van, also of 1933, and myself with my 1937 Eifel sport roadster embarked for France!

All three vehicles met up on the old Dover Road on the Friday and sped off to catch the ferry for Calais. One really notices how crowded Britain's roads are, compared to France. The traffic was very light and we soon reached the centre of Arras and our hotel, which, by the way, was built in 1742 as a religious college and has been sympathetically converted into a hotel full of charm and character.

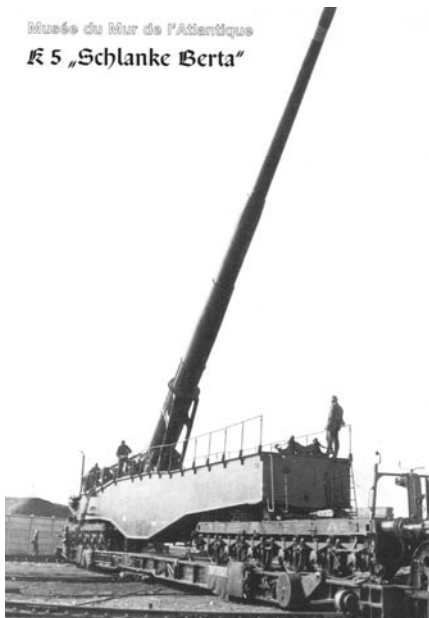
The next morning, we visited the two large food and clothing markets held every Saturday. After that, it was off to the Sports Centre to put our vehicles in the main hall ready for the show. We returned the next day and found a wide variety of cars, motor-bikes and autojumble stalls, inside and outside the arena area. A car that caught my eye was a pre-war Traction Citroën fixed-head-coupe, which is very rare.

The Y&C Register stand caused quite a lot of interest and we were happy to show visitors around 'the fleet' and answer their questions. Two Austin Sevens, along with a gaggle of MGBs had made the journey over from Folkestone. The two Grahams were visiting the autojumble when a TV crew appeared and yours truly had to do an interview in my pigeon

French! A nice end to our day came when we were presented with three large cups from the Arras Old Car Club.

We left our hotel first thing Monday morning and drove due north towards our next destination - the German super-gun! This piece of kit has to be seen to be believed. It's located outside a concrete bunker that the Germans built to the west of Calais to shell Dover and shipping in the English Channel. The bunker complex was called 'Batterie Todt' [*'todt' is German for 'of death' - Ed*] and is full of wartime tackle including uniforms, vehicles and guns. But the star attraction is the Krupps 'K5(E) Schlanke Berta' [*'Slim Bertha' - Ed*] railway gun, built in 1941 and mounted on a twenty-four wheeled carriage. Some fact and figures for you:- Weight 218 tons, Length 41.2 metres, barrel length 21.5 metres, calibre 280 mm, Range 62.4 kilometres (39 miles), shell weight 255 kilograms, rounds 15 per hour, crew 43. Visitors are allowed to climb up on to the gun carriage and walk along the gantry. The address of the complex is Musée du Mur de l'Atlantique, Cap Gris Nez, 612179 Audinghen, France. Tel (from UK): 00 33 3 2132 9733. Well worth a visit.

Musée du Mur de l'Atlantique  
K 5 „Schlanke Berta“



The Krupp 'Schlanke Berta' railway gun at Cap Gris Nez, which was visited en route back to Calais.



The Y&C Register stand at the Arras 'Exposition d'Automobile et Motos Anciennes' in Northern France in March. From left:- Tim Brandon's Oreint blue Fordor short rad, Graham Miles' van and Jim Miles' red Eifel roadster.

# Twisted front axle

## – Bulletins to the rescue.

Bill Baxman sent the following letter from the Isle of Wight with photographs on a CD:-

"I was out for an afternoon run in 646 CDL when my offside front wheel dropped in an enormous hole in the road. I stopped and found the offside front tyre had punctured.

I changed the wheel and carried on but the car handled very poorly so I stopped again and had a closer inspection, but could see nothing obviously wrong, so I headed slowly home.

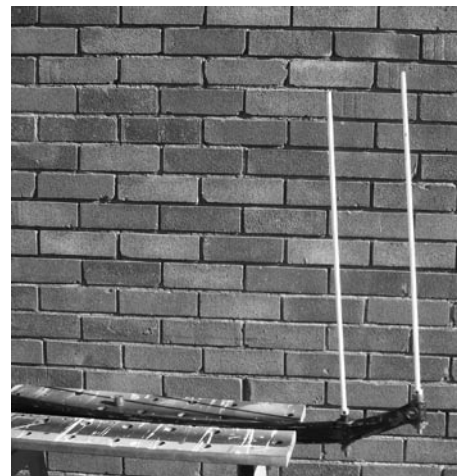
A few days later I decided check the car over and discovered that the gap where the track rod passes over A frame was about 1 ½ inches on the right hand side, but only about ½ an inch on the left hand side, so I concluded something was bent. I started removing things and could find nothing obviously wrong until I came to the axle beam, which looked OK but, after a lot of work, I finally found the problem that the photographs show.

The method for checking for a bent axle is detailed in the Model 'Y' Bulletin, Vol 2 No.5, page 35. I made the checking rods from some plastic coated steel bar from an old clothes airer and turned up the adjustable cones from some nylon bar left over from an old project.

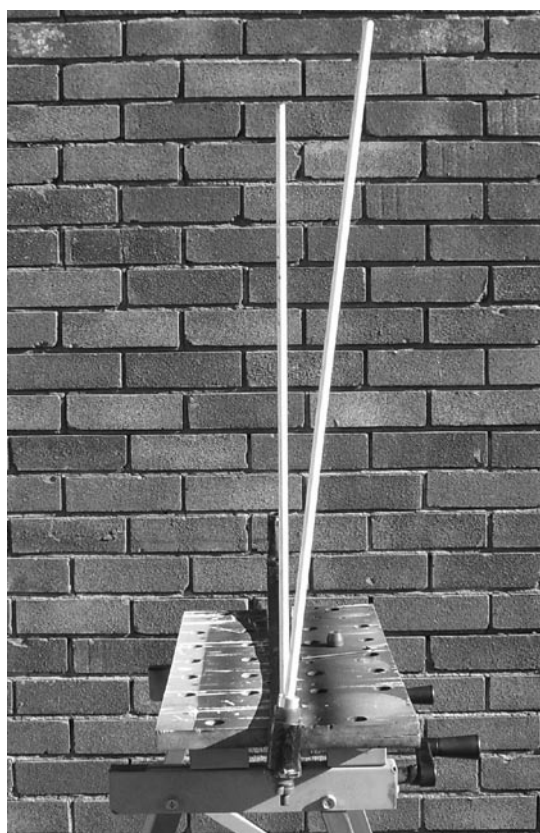
I assume the twist in the axle from the offside perch mounting hole altered the castor angle of the offside front wheel and made the already average handling a lot worse. The Bulletin quite clearly states, "No attempt should be made to straighten or reset front axles as this is liable to place excessive stress on the structure of the material unless the axle is subjected to the correct heat treatment while realigning. For this reason it is advisable to replace any axle that has been damaged." Luckily, I managed to source one locally.

While the axle was out, I ordered a new set of spring shackles and fitted them, I must say the pattern parts are very robust. I have been thinking about how the axle twisted and have come to the conclusion that a twisting action took place where the spring perch passes through the axle as the right hand perch was very difficult to remove."

*All's well on the nearside. No twist here."*



*The offside perch bolt hole and king pin hole are parallel in the fore and aft plane.*



*Not so in the side to side plane. The twist in the axle between the perch bolt and the king pin is obvious*

## 20 years ago -

Issue 52 April/May 1988.

Needless to say, this issue contained the minutes of the 1988 A.G.M., which was held in the First School, Magyar Crescent, Nuneaton. With 32 members in attendance, we maintained our record of having more than 10% of the membership present. This was my first A.G.M. in the chair and at its conclusion, a decanter was presented to Graham Miles for his chairmanship from the founding of the Y&C Model Register in 1979 to 1987. Two new souls were elected to the Committee; Dave Curtis, who took over from a very active Don Malin as Events Organiser and Liam Tomlinson to the new post of Regalia Officer. Dave Curtis had also negotiated Public Liability Insurance for Club events, cover which we have maintained ever since. The main change announced was the reorganisation of the different Areas of the country into Regions, based on the density of membership in each Region. The new map of the country included many more Regions than the old Areas. Apart from the subsequent merging of Regions 1 and 2 and the distribution of Region 7 to bordering Regions, the map is the same as was agreed at the 1988 A.G.M.

John Guy, the Editor, and the ever-resourceful Siobahn improved on the quality of the text in this issue of the magazine, the Club having provided them with a word processor.

As always, the news from members was most interesting. Graham Tomlinson, with the help of Jim Miles, had purchased a French 6CV Model 'Y' 2-seater cabriolet, bodied by Kelsch of Levallois, Paris. He bought it in Holland and was already well advanced with its restoration. We now know that he did an excellent job, but the car has since disappeared into the United States of America – or so we believe.

Another find, by Dave Minnett, seems to have disappeared also. This was a February 1935 Fordor Model 'C', BVX 97, which Dave had spotted in a driveway whilst driving his Model 'Y'. Apparently it was eminently restorable, but we have no record of it. Interestingly, the Fordor Model 'C' on the front of the last issue was registered BVX 115.

Although there were nine new members listed in this issue, only one has lasted the course, and what a player he has been! Well done Ron Topping from Benton, near Newcastle on your 20<sup>th</sup> anniversary. Ron, Trevor Walker and Ian Wright were very active Model 'Y' owners in Geordie-land. Their Regional Contact mantle is now being carried by Andrew Black from Morpeth. Ron Topping still offers a cylinder boring and white metalling service to members – see Useful Contacts. Incidentally, Ron, what happened to JV 5342 that you bought from Mike Cole?

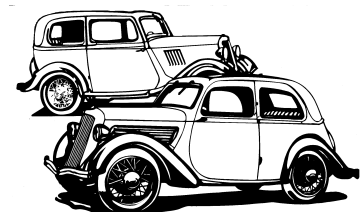


*Ken Clarke looks on whilst Bob, Sam and Graham fathom out how to dismantle the incorrectly inscribed sign after the 1988 AGM. 'Bomber jacket' Jim Miles looks on from the wings. It is assumed that this is after the AGM as Graham is clutching his decanter!*



*The French, Kelsch-bodied 6CV Model Y 2-seater cabriolet as found by Graham Tomlinson and Jim Miles in Holland in 1987. Does anybody know where it is now?*

### Sam Roberts



## Spares report

If you weren't at Willoughby last month you missed another very successful AGM. For those of you not there, here is what was said about parts supply.

Once again we have to thank the people that make the system work. At the front end we have Colin Rowe, who receives and processes the orders, also handling any queries from members. Supporting him are the Parts Holders who maintain the stock and ship the parts out to you. Without their combined efforts the spares side of the Club would grind to a halt.

We have continued to maintain the stocks of the popular items and added a few for good measure. Parts back in stock include shock absorbers, wheel nuts and some bright metal parts. Added items include starting handles for Model 'Y' and hook and peg wiper blades, to mention just two.

At the AGM in 2007 I reported we were planning to stock all five types of brake shoes that were fitted to our cars from 1932 to 1937. This proved to be not as straight forward as first thought but we got there. With so many variables it is absolutely essential that we have your old shoes before the refurbished ones are sent out. It's no good saying my car was produced in April 1934 so that's the type I need; who's to say what has been changed on your car over the past 70 plus years. In some cases the differences are so subtle close examination is necessary to match replacements, even a good quality photograph may not tell one from the other.

In the past couple of months we have been looking at body panels, or to be more precise, part panels. These include door skins, running boards, front-wing rear section, rear-wing front section, to name a few. It is not our intention to stock these part panels, just to point members in the direction of suppliers. We already have Ken Arthur in the West Country and will hopefully add another supplier in the Midlands. When we have more detail we will make sure it's in the magazine.

We are also looking for a supplier to make oil-cans and oil can brackets. If you have any bright ideas, or know of a prospective source, please let us know.

Again on the question of suppliers, if you have had good service and/or parts from your local area please give us the details. It doesn't matter if it's small or large items involved, on your recommendation we will add their names to our list.

I know we say this every year but we really do rely on your input so we can gauge the sort of things you would like to see the Club provide. We also need feedback where you have concerns with any of the items we supply, be it fitting difficulties, application or quality. If there is a problem we need to fix it, but we have to know.

Jim Sharpe, Spares Officer.

## Alan Dennehy's van

Alan Dennehy, who lives in Worcester, bought a van. It had sat in a barn in Newtown, Powys for many years. The previous owner had managed to get it registered on a V5 document, but had forgone the original Merioneth registration number, FF 4798, and had acquired an 'A reg' number.

The Model 'Y' van was pulled out of the barn with a farm tractor and loaded on a trailer and taken home to Worcester. If doubt on originality had not dawned on Alan before then, it certainly did now. It soon became obvious that this was a home-made van and Alan suspects that it was built on a rolling chassis.

There is no Briggs body number in front of the passenger seat and no electrical harness to the rear. The body work from the top of the windscreen rearwards is home-built, including the B posts holding the doors. As can be seen from the photographs, neither Briggs Body Motors, Ltd. nor the Ford Motor Company would have had any hand in its construction.

This is the first home-built body on a rolling chassis that we know of. We know that many were manufactured and sold to professional coachbuilders, who built special bodies on them. We have a number of tourers in the UK to support this. Additionally, 'knocked down' chassis were sent to Australia, where Australian designed and built bodies were put on them for the Australian punters.



*The only photograph we have of a rolling chassis under test at Dagenham.*

At present, Alan is not sure what he is going to build on the chassis. His initial thought was a pick-up, but then he thought a mini-breakdown truck would be fun. He is a retired gentleman of leisure and is certainly cracking on with the stripping down and restoration of the chassis and mechanics. It will be interesting to see the end result.



*"Alan Dennehy's van having been pulled out of the barn into a very muddy farm yard."*



*Alan surveying the van, having taken off the rear doors, roof and side panels. "What have I done?"*

# Events 2008

24 – 26 May	Enfield Pageant of Motoring Enfield, North London.	E.D.V.V.T. 020 8367 1898
1 June	Rotary Three Market Towns Rally Garstang, Carnforth, Lancaster ( <a href="#">see below for details</a> )	Bruce Allan 01995 601041
1 June	Classic & Vintage Motor Cavalcade Bognor Regis, Sussex	John Keenan 01424 424323
8 June	Autojumble and car gathering Buckland, Somerset - <a href="#">see below</a>	Ivor Bryant 01454 411028
14 June	Skipton Gala Classic Vehicle Show Yorkshire	Barry Diggle 01274 614729
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
20 July	Newby Hall rally, Yorkshire Entries in by 27 June	Barry Diggle 01274 614729
3 August	Hooe 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 Sept	Clwyd Practical Classics show Northop, nr.Mold, Flintshire	Clive Harrison 01745 571185
14 Sep	Bradford to Morecambe Run Yorkshire/Lancashire	Barry Diggle 01274 614729
20/ 21 Sept.	North Norfolk Railway 1940s weekend. Book early.	Jo & Roger Hanslip 01945 430325
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 <sup>th</sup> Ford 8 & 10 hp National Rally Queensland, Australia Contact Sam Roberts if interested 01264 365662	
25/26 July (tbc)	Old Ford Rally ( <a href="#">see below</a> ) Gaydon Heritage Centre	Bob Wilkinson 01832 734463

## ROTARY THREE TOWNS RALLY (Lancashire) – 1<sup>st</sup> June, 2008

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 autojumble 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.

## Buckland Autojumble & Show - 8th June Dear Ford Model Y&C Register member

We are holding our first ever International Auto Jumble and boot sale on Sunday 8<sup>th</sup> June here at Buckland Dinham behind the Bell Inn on the Frome to Radstock road in Somerset.

We are very keen to attract professional clubs such as yourselves to come along and show off your cars and sell your spares and bits and pieces.

There will be no charge for clubs that attend this first event. The site will be open from 9:00am on the day and camping is available at £5 per pitch.

Please contact us by email ([marketing@bellatbuckland.co.uk](mailto:marketing@bellatbuckland.co.uk)) or telephone on 01373 462956 if you can attend. Let's celebrate these cars before we are driven off the road for good!!

Jeremy Westcott.  
Landlord The Bell Inn and festival organiser

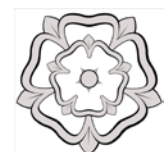
# YORKSHIRE TOUR.

## Sunday 22<sup>nd</sup> - Fri 27<sup>th</sup> June 2008.

The tour is now full but if you wish to be added to the reserve list please let me know. Members of the group will soon have the full itinerary but for general information see the daily schedule below. Members and families wishing to join us for a day or an evening etc. are welcome to do so. Contact me for more details about your chosen day. You are also welcome to meet up at the hotel as we will be back there most evenings around 7pm. The hotel is marked on the A1 road signs and is easy to locate.

The Bridge Hotel at Walshford (just north of Wetherby). Tel. 01937 580115.  
Sunday: Arrival at Bridge Hotel for dinner at 7pm.  
Monday: Tour in Masham (visit Black Sheep Brewery) & Fountains Abbey area.  
Tuesday: Dales Tour, Grassington Festival & Skipton area.  
Wednesday: Pickering and North Yorkshire Moors area.  
Thursday: Visit historic York. Last Supper – dinner at hotel 7.30pm.  
Friday: Farewell and journey home.

Members are also welcome to come along to the Thursday evening dinner but this must be pre-booked via Bob Wilkinson or the hotel. If you missed this tour look out for future events.



## OLD FORD RALLY, 2009

The Ford Y & C Model Register is currently in discussion with Gaydon Motor Heritage Centre to run an OLD FORD RALLY on JULY 25/26<sup>th</sup> 2009. (NB. This date is subject to confirmation).

All Fords produced up to 1982 will be invited to attend with Ford clubs taking prominence in how the rally will be run. All clubs canvassed have been supportive of this venture, designed to fill a huge gap in the old Ford events calendar. It is anticipated that around 600 cars will be on show with trade and autojumble stands and a parade arena too. Naturally, entry to the extensive Heritage Museum will be included. Camping and caravanning will enable clubs to run events on the Saturday and take part in collective activities on the Sunday.

Gaydon is an excellent venue and is just off Junction 12 of the M40 in the heart of England.

We intend this to be the biggest old Ford event of the year with a balance of cars from each era namely pre and post 1945. Make sure you are there!

THIS IS GOOD NEWS - PLEASE SPREAD THE WORD.

Bob Wilkinson.



## FBHVC news

Paint:- The latest news from DEFRA is that the licensing scheme to allow the continued sale of 'non-compliant' vehicle refinishing products and domestic paints is unlikely to be introduced before mid-summer. Meanwhile, the DEFRA team is taking seriously the proposal that cellulose and non-compliant coach enamel should be classified as 'special finishes' (which would obviate the need for a licensing scheme as far as vehicle paints are concerned) and, at the time of writing, is planning a meeting with experts from the British Coatings Federation to discuss the detail.

This is, of course, good news, but it would be unwise to count those chickens just yet as there are many technical and legal hurdles that the DEFRA team have to negotiate. In closing on this topic, I'd like to pay tribute to the team at DEFRA - whilst being scrupulously correct in following their obligations under the law, they have done everything in their power to support our arguments, first giving strong support to our application (through FIVA) to the European Commission for a derogation to allow the continued sale of non-compliant products for use on historic vehicles, then ensuring that the UK government would give effect to that derogation, and finally supporting our case that the mechanism for activating the derogation should be simple. We hope that their political masters will also recognise the merit of our arguments.

Good news indeed - we hope there will be a successful conclusion.

Bob Wilkinson.

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## The Festival of Scouting - Jim Miles

Scouts from across Britain and Ireland converged on the O2 Arena (formerly The Millennium Dome) on 24<sup>th</sup> November 2007 as part of the celebrations marking the centenary of the Scouting movement. All branches were represented, including Air and Sea Scouts. The theme of the show was the different styles and events that shaped each decade from 1907 to 2007, and the Boys and girls really put their full talent and energy into their singing, dancing and acting in their themed costumes.

The first parade was led by Howard Day, driving his 1904 Orient rear-engines Buckboard. Around 3,500 of these were manufactured and around 50 survive! The high survival rate is put down to the hard hickory wood, which the chassis and floor is made of, and so does not rot as fast as metal in old barns and garages.

A hand cart 'Collecting Salvage' and drawn by a pair of Boy Scouts in period uniform headed the next decade, which, of course, took ion the First World War. The 'Bright Young Things' of the Roaring Twenties were led by the mandatory Austin 7, this time it was the Chummy variety of 1927 vintage.

I drove my black 1937 Model 'y' Tudor, which I had polished up for the occasion and it looked very shiny under the floodlights. I was praying that the petrol would not vaporise whilst I drove at walking pace leading the Thirties Decade. I need not have worried; the Model 'Y' didn't let me down!

Three Fords had friven down from Bishops Stortford to represent the next two decades. Firstly, Jenny and Robin Thake, of the Sidevalve Club, with their black 1946 Anglia E04A, which was nicely restored. The Nineteen Fifties had two cars, and why not? It was the era of sharp clothes, good music and fun, when Men were Men and Women wore suspenders! A 204E Consul of 1958, complete with metal sun-visor was first, followed by a cream coloured 1959 Anglia 100E, which also sported a sun visor.

The Swinging Sixties were led by a 1965 P5 V8. I don't know what happened to the Seventies car, the entertainers had to make do without a vehicle on point. An interesting couple of 'fellers' headed the Eighties driving a Montego of 1986. Their names were tony and Steve and they run the Sittingbourne and Kemsley Light Railway in Kent. If anyone is interested in visiting this line, their number is 08712 2215569.

The final decades were led by a Vauxhall Vectra of 1997 and a 2007 Tyota Hybrid. Altogether it was a jolly good show. The media always shows the negative side of teenagers, but those Boys and Girls of the Scout movement were a really nice bunch; hard at work for their organisation and having fun at the same time.

Jim Miles



*Two 1930s 'Bobbies' give Jim Miles' Model 'Y' a good going over at the Festival of Scouting in November 2007.*



# International correspondence

## Western Australia

Ford Assembly Plant – Fremantle

Tony George, in Perth, Western Australia, a friend of our publisher, Steve Waldenberg, sent the following information about the Ford assembly plant at Fremantle, which received 228 Model 'Y' chassis direct from Dagenham in 1933 to be built up into a variety of styles of Model 'Y' with bodies supplied by sea from Geelong in Victoria.:

"I well remember the Ford assembly plant at Leighton, a couple of miles north of Fremantle. It had a superb outlook straight out across the Indian Ocean with the famous (initially infamous..) island of Rottnest in the distance. The seaside wall of the building was all glass, but no doubt the production line was screened from this distraction. The building still remains as Ford built it but now it is a boutique brewery !!"

## North America

The latest issue of 'E-Ford Lines' informs us that the North America European Ford Registry (NAEFR) is now called the European Ford Owners North America (EFONA). The Club Director is still the inexhaustible Michael MacSems, based in Olympia, in Washington State, but I am delighted to read that he has been joined by a newsletter editor, Judy Berrian, who also lives in Olympia. In her introduction as the new editor, I was amused to read that she is not a European Ford Fanatic, not an English Ford Fanatic and not even a Ford Fanatic! Both she and her husband, Kevin, were taken by Michael MacSems' enthusiasm. "Once you've met him, how can you resist wanting to help? So, when he put out a call for help with the newsletter, I couldn't refuse ..." [How I wish I lived in Olympia, Washington State!]

I also liked her challenge to the membership and have much empathy with her approach. She says that she believes that anyone who likes unusual cars has a story to tell. "Think of something you know or have experienced in association with your Euro/English Ford – and tell me about it. No, you don't have to make it look like a professional author wrote it. No, you don't even have to use complete sentences. No, you don't have to be good at writing. Just get the concept down and send it in. Yes, I will help you make your memories into stories. Yes, I will help you string sentences into paragraphs – and you can agree my changes, or you can keep it the way you wrote it. You're the author; I'm just the editor."

I wish her an enjoyable time in the editorial chair. It is great fun with an enthusiastic membership such as ours.

## NEWS OF NEW MEMBERS

Prepared by Godfrey Dingley-Jones  
April 2008

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register the following 8 new Members and 2 re-joining Members..

C Duncan Davis	D1713	Frosterley, Co. Durham
Brian Godfrey	G0308	Fleet, Hampshire
Henry Newcombe	N1220	Wellingborough
Dale Owens	O1702	Fulwell, Sunderland
Marita & Roger Svensson	O-S102	Huskama, Sweden
John Thomson	T1807	Garrowhill, Glasgow
Dave Wallace	W0306	Eastleigh, Hampshire
John D Warwick	W0909	Hitchin, Hertfordshire
Rowland Warwick	W1513	Grimoldby, Lincolnshire
Robert Wheeler	W0520	Robertsbridge, East Sussex

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

**Duncan Davis** We would like to welcome Duncan from Frosterley, Co. Durham to the Club. Duncan is now the proud owner of a 'CX' four door Saloon first registered on 20 August 1936. The Chassis Number is C49365, with a Briggs body number of 466/2524 and the Registration Number is CYV 129. The car is two-tone

The Ford Model Y & C Register

## Germany.

Thorsten Ehrenteit, based in Paderborn, is overseeing the restoration of the early Eifel saloon car, with boot, that was purchased by his company, Benteler AG. The restoration is coming along superbly well with no expense spared. It is hoped that the car will be ready for the road in July. Thorsten has been in touch with Wolfram Düster, the world's leading expert on the Eifel, who says that he thinks the boot is an integral part of the Benteler Eifel as he has found pictures and information that Migö (Mittelgöker) built such boots.



*The front end of Thorsten Ehrenteit's Eifel as at the end of March.*



*Although the front looks very Model 'C' – like, the boot (Koffer) on the rear sets it apart from its English sister.*

grey, with beige upholstery and is in on the road condition. Duncan purchased the car from Derek Matthewson, a classic car dealer in Thornton-le-Dale near Pickering, North Yorkshire. Derek runs an unofficial 'museum' for classic cars to which he takes a fancy and CYV 129 has been in his 'museum' for some 8 years. Thanks for joining the Club, Duncan and we hope that all goes well with the car.

The last time we saw CYV 129 in anger

## Transverse Torque May - June 2008

at a Register function was at the National Gathering at Willoughby in 1996. She then hibernated into a museum for the duration. It is good to see her back in use.

**Brian Godfrey** from Fleet in Hampshire has joined the Club. Brian has a 1933 Model 'Y' Fordor Registration Number JV 1972 which he is restoring. The Chassis Number is Y25935 and the Briggs Body Number is 134/2219. The car, which is new to the Club, has been off the road since 1958 and has a full history. Welcome to the Club, Brian and we hope the restoration goes well. Please keep us apprised of progress.

**Henry Newcombe** from Wollaston, Wellingborough has re-joined the Club. Henry has a 1934 Model 'Y' Van which is on the road condition. The van has a Chassis Number Y59373 and the Registration Number VD 3661. Thanks for re-joining the Club and we hope all goes well with the van.

**Dale Owens** We would like to welcome Dale from Fulwell, Sunderland to the Club. Dale has a black 1937 Model 'Y' Fordor which he bought from former Member Eric Lynn. The Chassis Number is Y193361 with the Briggs Body Number 164/7726 and the Registration Number AWV 831. The car is presently undergoing restoration with the body needing attention, together with the engine which has not been running for 20 plus years. We hope all goes well with the restoration and thanks for joining the Club.

**Marita & Roger Svensson** from Huskvarna, Sweden have joined the Club. They have a 'CX' Tourer with the Chassis Number C36052 which is new to the Club. At this time we are unaware of any other details of the car and look forward to receiving them as soon as possible. Welcome to the Club Marita and Roger and we hope all goes well with the car.

**John Thomson** We would like to extend a welcome to John from Garrowhill, Glasgow to the Club. John has a gunmetal 'CX' Saloon, two-door, first Registered on 7 October 1936. The Chassis Number is C51913 and the Briggs Body Number is 465/8219. The Registration Number is EMK 803. John advises that whilst there is some work to do on the car, it is in on the road condition. Thanks for joining the Club and we hope all goes well with the car.

**Dave Wallace** from Eastleigh, Hants has joined the Club. Dave has a Model 'Y' Tudor in green over black with a Chassis Number Y125023 and a Briggs Body Number 165/32409. The car has the Registration Number OW 8697 and is in on the road condition. Dave purchased the car from fellow Member Ken Powell. We hope you have many hours of happy motoring and welcome you to the Club.

**John D Warwick** from Codicote, Hitchin has upgraded from a Friend of the Register to a full Member. John has recently purchased DYX 765 from fellow Member Donald Beeby. DYX 765 is a Model 'Y' Fordor, first registered on 20 July 1937. It has a Chassis Number Y180476 and a Briggs Body Number 166/8826 and is finished in Black with red trim. The car is in on the road condition. We hope that all goes well with the car.



*Brian Godfrey in Fleet with his project - the prettiest of the production Model 'Y' variants; the short rad Fordor. Fleet was where Sam Roberts started the restoration of his Model Y (CIV) in 1977.*



*Marita and Roger Svensson's attractive Model 'CX' tourer. Note that it is left-hand-drive even though at the time Sweden drove in the left and did so until 1967. All cars exported to Sweden from Dagenham were built-up and were left-hand-drive.*

**Rowland Warwick** We would like to welcome Rowland from Grimoldby, Louth in Lincolnshire to the Club. Rowland has and April 1934 Model 'Y' Tudor which is undergoing restoration. The Chassis Number is Y60815, the Briggs Body Number is 165/9529 and the car has the Registration Number AOB 267. Rowland is carrying out an extensive restoration and we wish him well with his project.

**Robert Wheeler** We would like to extend a welcome to Robert from Robertsbridge, East Sussex who has rejoined the Club. Robert has a 1937 Model 'Y', Registration Number EKV 424 which is new to the Club. We hope to have the Chassis Number and Briggs Body Number soon. Robert is working on the car, which has been laid up since the 1950's. The car belonged to his late Grandfather. Good luck with the restoration and thanks for re-joining the Club.



*We'll start at the very beginning, a very good place to start!  
Rowland Warwick's eminently restorable challenge.*

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.

### SUBSCRIPTIONS

Subscriptions are due on 1 June 2008. Most Members pay their subscriptions by the due date but there are some Members who pay their subs. late every year, some as late as October. This obviously is unsatisfactory and causes additional expense for the Club in follow up stationery and postal charges and unnecessary work for me. Please help yourselves, the Club and me by requesting a Standing Order form and use the Standing Order facility for this year's subscription.

A Subscription Renewal Form is enclosed with this issue and I shall be pleased if you will kindly complete it and return it to me with either your subscription payment by the 1 June 2008 or a signed Standing Order form as quickly as possible. Eire Members will note that they can now pay their subscription in euros by Standing Order and there is form inserted with this issue for their use. The form should be completed, signed and returned to me as quickly as possible.

Godfrey Dingley-Jones  
Membership Officer

### **Footman James 25<sup>th</sup> birthday**

1983 was certainly a year to remember – shoulder pads were all the rage, the Vauxhall Nova was unveiled and Footman James was born!

The specialist insurance broker, which also shares its 25<sup>th</sup> birthday with the Peugeot 205, Austin Maestro and Fiat Uno, has proved that like many of the classics it insures, it is going stronger than ever, insuring more than 165,000 vehicles, from Ford Capris to Aston Martins. It has forged strong links with more than 300 enthusiasts clubs across the country and has signed up 45 new clubs to its club scheme in the last year alone.

A well-known name on the classics show circuit, FJ now invests more than £200,000 in classics events each year, supporting more than 40 shows throughout the season, including the British Mini Show, Bristol Classic Car Show and TSSC International. The icing on the cake is a ground-breaking three-year sponsorship deal with the Classic Motor Show at the NEC, cementing Footman James' long-standing relationship with the most popular event in the industry calendar.

Though proud of its '80s heritage, Footman James has moved with the times, increasing its opening times to offer more flexibility for customers, and though unheard of in 1983, Footman James' website now includes a popular online quote and renewal facility. ([www.footmanjames.co.uk](http://www.footmanjames.co.uk))

Paul Matthews, Footman James' managing director, said:

### **The Ford Model Y & C Register**



"We are delighted to be celebrating this landmark anniversary with more customers than ever before. We're also happy to be offering those customers our most competitive prices and more policy choices than ever, including laid-up, multi-vehicle and limited mileage as well as agreed value. It has always been a privilege to work alongside so many enthusiasts with such a passion for classic vehicles – from a £1,000 Bubble Car to a £1.5m Jaguar on our books, who said that insurance was boring! Though our staff no longer sport shoulder pads and bubble perms, they are just as dedicated as the day we launched, and are still committed to offering classics enthusiasts the best level of value and services possible."

Footman James classic car policies include European and UK breakdown cover motor-legal expenses, emergency European travel cover and roadrage personal injury cover as standard. For a free instant quote call 0845 223 6140. (Note: FJ also provides house and contents insurance cover.)

*The two Emmas gear up to polish off the cake! Emma Bicknell, Marketing Manager (left) and Emma Merwood (our Y&C Register Scheme Manager) cutting the cake.*



## For Sale

Short rad Fordor Model 'Y', first registered March 1933. Very original in almost all aspects with only some interior trim renovation. Chassis no. Y 17396. Briggs body no. 136/412. Owned since 1978. History includes 1964 log book, V5 and all MOTs. Currently SORN off road since 2000 with laid up insurance. Professional valuation £5000.00. Instruction book (reprinted). Some spares. £3950.00

Chris Smallman: Tel: 01903 815611 (West Sussex)

1935 Fordor Model 'C' (C15007). Much restoration completed, including new roof, top quality green leather upholstery, new wiring loom, chromed bumpers. Some work to finish. £4700 spent so far - open to serious offers.

Roy Cleaves. Tel: 01275 463386 (Nailsea, Somerset)

Model Y Tudor, May 1937 (Y183847) in Beige over Brown. MOT expires in August 2008. The car has had extensive mechanical restoration including a re-conditioned engine which has now covered 590 miles. The following new items have been fitted:- clutch, front and rear springs, shock absorbers all round, king pins, perch bolts, shackles front and rear, brake rods, battery, 6 volt halogen bulbs front and rear. The bodywork whilst not in show condition is above satisfactory, as is the interior. £3,250 or very near offer.

Godfrey Dingley-Jones. Tel: 01384 350465 (Kingswinford, West Midlands)

1933 short rad Tudor Model 'Y' (Y31410) in lovely restored condition. Black with red leather upholstery. Mot tested, tax exempt. £4500.

Cyril Loder. Tel: 01258 453400 (Blandford, Dorset)

1935 2dr. Model Y. Y203521. Taxed and MoT tested. Recent engine restoration. Some restoration work to complete. Dry stored and generally in sound condition. New tyres. Could be the youngest known surviving Model 'Y' saloon. £3,000 or near offer.

Nigel Wickens. Tel: 01604 864410 (Northampton).

1933 Short-rad Model Y 4 door (Y14749). In very good condition. Restored to original with cloth upholstery and black paintwork. Runs and drives very sweetly. MoT. £3,950 Member Steve Saville: Tel: 01992 582334 / 07860 332913 (Hertford).

Late long rad Model 'Y' front off-side wing (no separate side light). New old stock in excellent condition. Best offer through:- Graham Jones (non-member). Tel: 01179 373906 (Bristol)

Model 'Y' engine with dual water inlet manifold and gearbox. Free to anyone who collects.

Jonathan Keer. Tel: 01924 477760 (Birstal, West Yorkshire)

## Wanted

For 1933 Short - rad Model 'Y': Pair bumpers, windscreen frame and front seats (any Model 'Y' style).

Dougie Tunstead. Tel: 01492 582651 (North Wales)

Long rad Model 'Y' driver's side door (right hand drive).

John Hampton. Tel: 0208 393 6567 (Epsom, Surrey)

Copies of Issues 1 to 68 inc., 69 and 89 of "The Bulletin/Transverse Torque".

Also a white background petrol gauge and an ammeter to fit 'Y', 'C' or 'CX'. All costs reimbursed.

Bill Ballard, Australian Rep., Tel. 00 61 3 9762 9974 or email [bill1@bigpond.com](mailto:bill1@bigpond.com)

## Photographic finds

I am once again grateful to Harry Edwards, the Editor & Historian of The Morris Register, who has sent in some of his collection of photographs depicting our cars.

*"Heath Park Garage, 405 Brentwood Road, Gidea Park, Romford, Essex. (Tel: Romford 912). Although the garage would seem to be a Singer agency, there is an Austin parked in the garage and a 1934 Fordor De Luxe Model 'Y' in the window. The 'rustless steel' headlamps and the sliding roof water outlets above the doors of the Model 'Y' are clearly visible. In the photograph, Power petrol is available at 1/3d per gallon as well as BP petrol, and 'Accumulators charged'. The date must be mid to late 1930s."*



## "Henry" attends Mad Dogs and Englishmen XVII:

### The tale of a meek Ford Model 'Y' in the land of British racing cars

by Mark Turner.

The 'Mad Dogs and Englishmen' car festival is Michigan's tribute to British Rolling Sculpture & Performance and is held at the Gilmore Museum in western Michigan. This is a great festival at which to meet English car enthusiasts from the US Mid-West. More than 400 English cars and drivers gather to exchange stories, memories, and to enjoy the Michigan summer. Although the majority of the cars are of British "racing" heritage, we enjoy taking "Henry" (our Model 'Y' Kerry) to the event. He is always a big hit as the majority of the people there have never heard of the Ford Model 'Y' and never dreamed that Ford made such a stylish car in the 1930s.

The beginning of the event for Henry and I this year was actually in the Detroit area where we live. At 6am I hopped into the driver's seat and Henry and I started out for Kalamazoo, Michigan (about a 120 mile trip if you take the motorway). For Henry and I it was a delightful 4 hour tour through the heartland of Michigan. Now upon reaching Kalamazoo, Henry was starting to show a little overheating problem and so we stopped for lunch and allowed Henry to cool down a little. After lunch, Henry was ready to go again and we had no issues and pulled into Kalamazoo in plenty of time for the tour.



*Henry'; Mark Turner's Model 'Y' Kerry, cools off in the shade after an unscheduled fuel vaporisation stop on the 'Mad Dogs and Englishmen' tour of Michigan in July.*

The official event begins with a scenic tour of the western Michigan countryside. This year it was held on Saturday the 7<sup>th</sup> of July, a bright, sunny and very hot day. Temperatures during the tour reached 41 degrees C! For Michigan this is really hot! The tour was both a rally, historical tour and a scavenger hunt and we were required to solve clues and pick up items during the tour. Unfortunately the very hot day took its toll about 1 hour into the three hour tour and Henry started coughing and ultimately decided to take an unplanned rest on the side of the road. From the picture you can see that I had installed an electric 12V fan behind the radiator grille, which I power from a 12V battery behind the seat. This fan is a big help on this type of day, but unfortunately it ran out of power after about two hours as I had no way of keeping it charged. The problem was traced to fuel vaporisation as the exhaust manifold is directly above the fuel line. So after a ½ hour stop and some water from a friendly neighbour, we were once again underway (this time driving with the bonnet open). This issue continued to plague us and, after completing 55 of the 60 mile tour, we had to call it a day and towed 'Henry' to dinner.

So after a good night's rest, Henry was ready to go once more and we joined 400 other participants in the official show at the Gilmore Museum in Hickory Corners, Michigan (a fabulous museum). We enjoyed the event but decided to leave early as the day was just too hot.

From the web site (<http://www.maddogsandenglishmen.org/>) you can view a video of the typical events. You will see the tour and track events (time trials) at the show. And yes, Henry did participate in the time trials but sadly the only car we beat was a Rolls Royce.

Mark Turner, Wixom, Michigan.

[Having watched the 18½ minute video clip of the 2005 event, I can understand why 'Henry' was such a wow. There was not much evidence of pre-war cars! – Ed.]



*'Henry' poses outside the Gilmore Museum.*

## Richard and his Model Y sedan, "Bucephalus"

Club member from Oz, Richard Flashman, who is restoring a 1937 Model "Y" Fordor from the ground upwards, attended the recent swap meet at Gawler, South Australia, intent on searching for Model "Y" shackles, but could only locate a set for a Model A.

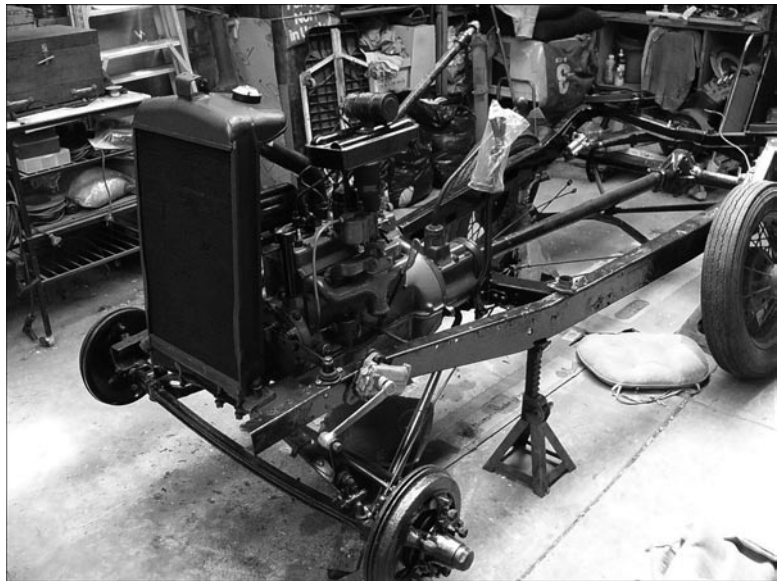
Consequently, he examined those on his "Y" more closely, and decided to replace them and their respective spring bushes. Noting that the Y&C Register has them in stock, he ordered a set at the end of September. In the meantime, he busied himself cleaning and painting the backplates and radius arms and sorted out the brake rods.

When he received the shackles from the Club, he found them to be very nicely engineered and ready for fitment.

By early October, the brake back plates had been POR15 painted and the mechanisms cleaned up ready for re-fitting, when the axle was again connected to the chassis. Richard had to build up the yokes on the brake linkage as they had worn almost right through, despite the pins being nearly perfect – puzzling! By mid-October the new shackles had been installed in the "Y" and the axle fully re-mounted in the chassis. He then had to wait for the "anti-rattle"/ return springs for the brake actuating arms that he'd ordered from the U.K. before mounting the whole backplate assemblies and refitting the drums.

By the end of October, the "Y" had progressed in leaps and bounds, with the engine installed, the gearbox (which checked out fine) fitted and connected up to the torque tube, using an almost new universal joint that he had in stock. He had also installed the radiator and fitted new hoses and filled it with coolant.

He discovered that he didn't have a spare 10hp starter but his son John came to the rescue with one. Richard was hoping to hear the reconditioned motor run for the first time in the near future, and no doubt was keeping his fingers crossed there would be no problems!



*Richard Flashman's May 1937 Fordor "Y", 'Bucephalus';' nearing 'running Chassis' stage in South Australia in October 2007.*

At the end of October 2007, he was awaiting a pair of brake shaft return springs from the UK before refitting the rear brakes and getting the chassis onto four wheels. Richard's pictures show "Bucephalus" almost up to "running chassis" stage at the end of October 2007.

## The destiny of the Baby Ford Y

This was the title given to an article which appeared in the December 2007 issue of the 'Irish Vintage Scene' magazine. As you read the article, you will understand the reason for the title. Member Joe Cunnane is a happy bunny, having achieved his childhood ambition to own and restore this particular December 1936, Tudor Model 'Y'. However, although Joe has the custody and use of the car in Co. Mayo in Ireland, ownership has passed to Joe's son, Sean, also a member of the Y&C Register, based in Illinois, U.S.A.

As with the story of John Walsh's Model 'Y' in issue 165 of Transverse Torque, the story of Joe's car is also written by Norbert Sheerin, whose prose is a delight to read. To wit the opening paragraph of the article on Joe's car. I am also grateful to Tom Heavey for allowing me to reproduce the article in our magazine. Tom was the founding editor of the very successful monthly Irish Vintage Scene magazine, now in its second year of publication. Details of the magazine can be found on:- [www.irishvintagescene.ie](http://www.irishvintagescene.ie) Tom can be contacted on [irishvintage@gmail.com](mailto:irishvintage@gmail.com)

Norbert writes:- "Good, positive childhood memories have a way of searing themselves onto the human psyche, to be tapped into at will as we go through life. Such memories, when re-awakened, can give us that 'feel good' factor, that little corner of contentment; the nearest we can perhaps come to knowing pure paradise.

Consider for a moment what it would be like if such memories, or dreams, call them what you will, were to take on a more meaningful role and become intertwined with your life and, years hence, becoming part of your existence as a mature human being. Such a scenario could aptly describe the experience of Joe Cunnane, whose superbly-restored Ford Model Y is featured here. From early childhood he knew the family that owned this car; even then he was destined to become a vintage enthusiast. He admired the car so much that, as a child, he inwardly promised himself that he would one day own it. That dream, whilst a prophetic aspiration, was destined to become a reality in the distant future.

Throughout Joe's years as a child, later as an adolescent and growing into manhood, the memory of that car took on an almost surreal, dream-like quality for him. Over the years he had watched it traverse the roads of north Mayo and beyond, all the while re-enforcing the promise to himself of owning and caring for that car. Of course, little did he realise then what a challenge he was setting for himself; alas the innocence and naivety of youth that shields us from the trials and tribulations that await us.

This Model Y dates back to 1936. It remained in the service of the Ryan family, who were teachers in Knock, Co. Mayo, for all of its working life. Its last owner, a daughter of its original owner, had it stored for many years in a shed; she had it covered in newspapers, under lock and key for fear of it being stolen or interfered with. According to the vehicle registration tax book it was last taxed in 1946 and, presuming it was in use for a further year, the Ford had remained in storage for almost thirty years. The fact that it no longer graced the then-rural, meagre roads of Connacht, denying Joe the opportunity of admiring the car in its pre-war simplicity, only served to galvanise his commitment towards owning the vehicle.

Joe used to peer through gaps in the shed door to catch a glimpse of the car from time to time, and he considered it was his destiny to restore it to its original glory. He made the acquaintance of the lady owner's niece and, over some informal conversations made some mild references to the car. After the lady owner had passed away, her niece made some comment that she was worried that the car could be vandalised or stolen. The time was obviously right and Joe suggested that he would be interested in buying the car and restoring it. A deal was done, and the purchase was finalised.

Arrangements were then made to have the car removed from its location and brought to Joe's premises. Imagine his thoughts as its wheels rolled and creaked, as it was rolled out of the shed for the first time in almost thirty years; its re-birth had begun. I asked Joe what was his initial feeling when he eventually had the car out on a trailer, ready for transportation; "I felt on top of the world" he said. Even in the time following his acquisition of the car and the short time thereafter in which it remained in the shed, it seemed as if it wasn't really his own. Then, when he had it transported to his home, he felt it really becoming a part of his life. Joe knew then that the hard work was about to start. Here was a challenge that had been a shadow in his past for so many years, a promise he had made to himself.



*"The finished article. Joe (now son, Sean) Cunnane's December 1936 Tudor Model Y. A dream come true.*



*The shed door open, Joe makes the purchase in 1976. Note the newspapers strewn around the floor.*



*All loaded on the trailer and ready for the off."*

Now there was no going back. Not that that was a prospect Joe even entertained, but he just knew the road ahead would be challenging.

With a working knowledge of cars and engines, Joe saw it as a job to be taken on and completed, and he is most unassuming when asked about the uphill climb it must have been. "Just get motivated and work yourself up to meet the challenge"; that's Joe's philosophy, "you tackle a job like this head-on." One must remember that this restoration job was done over twenty years ago, and even then the car had been left idle for almost thirty years before Joe took it in hand.

The engine was definitely seized, and had to be dismantled and re-built, but the general framework of the car was in reasonable condition. In short it was restorable, if placed in capable hands. So the first job that was necessary was to have the chassis tilted into an upright position, so that it could be completely exposed in order to have it power-washed. Following that procedure was a close examination of the chassis, to identify any hidden areas of difficulty. Nothing of any major consequence was revealed, and it was then time to apply several coats of primer. Gradually throughout the project the novelty value of acquiring the Ford faded, as Joe became immersed in the restoration which replaced all emotional ties as regards the ownership of the car. During its working life the Ford had been driven mostly on sand roads, a fact evident in the condition of the chassis; in some strange way, sand may have acted as a preservative.

Next the engine had to be dismantled, gearbox removed and the work of a total rebuild was about to commence. At the time of this restoration, Joe had his own garage with a team of mechanics who, under supervision, would tackle some of the work. According to Joe the engine was not such a major challenge: "By and large, Ford engines are not that difficult to work on" says Joe, "and the radiator was intact and wasn't leaking." When the Ford was first restored all those years ago, the colour Joe gave it was black with green-spoked wheels. A second semi-restoration took place some years later, when Joe attended to the outer roof which was somewhat concave and needed attention. Upon completion of that phase of restoration the Ford was painted black with red sides; currently the colour of the car is black and beige, and overall it has received over twenty coats of paint.

It is one thing to tackle the restoration of the exterior and the mechanical side of a vintage model, but to approach the restoration of the interior requires a different set of skills. This is by far the more delicate side of the project, and you can be sure that the materials you have to work with would have suffered over time at the hands of the elements whilst the car was in storage. Accompanied photographic evidence will bear witness to that fact. The internal roof of the car had to be completely re-covered with special cloth material, which was sourced in a specialist shop in Liverpool. When the material was delivered to Joe he brought it to a local seamstress to have it sized, cut and stitched; extremely fine and delicate work. Whilst the frames of the seats were in reasonable condition, the material that once covered them was in an extreme state of deterioration. Nevertheless the seat frames had to be rebuilt and recovered by upholsterers, the internal door panels all had to be rebuilt and stitched meticulously and the floor of the car had to be fully replaced. Following almost



*Another recent shot of Y164546 in its black and yellow livery."*

excitement and a sense of achievement racing through his veins. The re-birth of the Ford Y had begun, accompanied by a new fresh awakening for Joe of the potential of this great Ford of the 1930s.

Both the exterior design and the mechanical specification of the Ford Tudor Model Y were designed in the true tradition of Ford's philosophy of total simplicity. With a turn-key and cable-pull engine start, the 8-horse-power engine jumps to life. The car's suspension is by two simple leaf-springs, and its brakes are rods fed into a cluster and



*The car after its first restoration in April 1988. Joe tinkers with the engine with the help of son, Sean, the present owner.*

operated by the brake pedal. With three forward gears the Model Y, unlike its much earlier contemporary the Model T, is simplicity itself to drive, reaching comfortable and respectable speeds of upwards of 40 mph. When kept in tune and looked after mechanically, this car is capable of delivering up to 40 mpg.

Perhaps the most interesting feature of this car is that it never left the area where it started its life as a family car. There are many in the locality who remember the Y when it was first driven by the local school teacher John Ryan, and later by his daughter Delia who used it for some years before surrendering it to storage. This car's true destiny was to be restored and retained in its native Co. Mayo. Fate decreed that Joe Cunnane should fulfil that role, and this he has done admirably. It has now become immersed in the social history of the area; it gets the deserved admiring look and hoot of a car horn as cars and their occupants pass by. There are even those who stop and comment, and say that they remember the car when they were children. With a few kind words to Joe and a "how'ya" to me, they drive on, but not before they say to me that "that man's a genius." Joe smiles unassumingly, as the Ford Model Y sits looking resplendent in autumn sunshine."

two years of dedicated work the job was nearing its completion; a restored Baby Ford was about to grace the roads of north Mayo once again. Don't you just love when a project displays promise and things begin to fall into place? Gradually Joe could see piece after piece of the restoration begin to take shape. That wonderful feeling of possession and ownership began to return; suddenly he was a youth again, with



# FORD MODEL 'Y' VERSUS AUSTIN SEVEN

by Nigel Stennett-Cox      September 2007

## Introduction

Any comparison of these two popular motoring icons of pre-war times will be compromised by the designs and their respective years of introduction, being ten years apart. Popular motoring moved on apace between 1922, when Herbert Austin's Seven was unveiled, and March 1932, when the first pre-production Model 'Y's made their debut at the Albert Hall and other locations in Europe.

Pundits have plausibly argued that Austin took inspiration for his design from the Peugeot Quadrilette and earlier Ettore Bugatti-designed Bebe Peugeot, but the fact remains that the concept of a large four-cylinder car in miniature at a price not much more than a motorcycle combination was new for the British market in the early twenties. There were "cyclecars", typically crude devices with air-cooled motorcycle type engines, and there was the Rover Eight; this probably providing the closest competition. Even it, though, employed a flat twin air-cooled engine, complete with the heads sticking out from either side of the bonnet. The Seven was to condemn it to a slow but certain death.

The Seven was made from high quality materials and, although diminishing over the years, especially in the bodywork, there was a high proportion of non-ferrous metal in the construction. The car was also to have an illustrious competition presence, starting in 1923 and continuing to this day in all branches of motor sport. By the late twenties the 7-8hp, or roughly the 750-900cc category, was clearly a big market sector and here to stay, so other makers waded in with their offerings.

In 1928 came the Morris Minor, of 847cc and 8hp taxation rating, the same as the Seven, whose 7.8 Treasury nags put it in for 8hp rates. On paper, the Minor should have trounced the Seven, with the engine of the former having an integral block and crankcase and even an overhead camshaft. There were also four conventional road springs and the car was from a very large and respected manufacturer. The Seven was established though, so Minor sales never seriously threatened Longbridge and nor did those of the next rival, Triumph's Super Seven of 1929. That even had hydraulic brakes from the outset, when the Austin's cables were still not even coupled front and rear so, if you wanted retardation at both ends, you heaved on the hand-brake as well as pushed with your foot.

Any contender by 1932 had to raise the bar appreciably, and Ford's Model 'Y' arguably did. Ford was by then a household name in cars, mainly due to 15 million-odd Model Ts having been made and sold worldwide from 1908 to 1927. That

was followed by the Model A, another world car, and with each being manufactured successively in Britain at the then Ford factory in Trafford Park, Manchester. They were each really designed for the American market though and ill-suited to British conditions, in particular to the British "horsepower tax" referred to earlier. A smaller bore Model A was produced in Manchester, but that wasn't enough and Ford of Britain's then Chairman, Sir Percival Perry, is reputed to have told the Dearborn, Michigan headquarters in 1931, that Ford of Britain



*Traditional Austin radiator shape and perpendicular lines in evidence, but isn't she cute!*

was finished unless they were to have a small car to sell. They had become almost totally reliant upon the commercial variants of the Model A for their meagre profits.

A deal was then done whereby the Americans designed the Model 'Y' and built some fourteen prototypes within an incredibly short space of time for shipment to Europe. The styling of the much sleeker production version was by one Eugene Gregory and was so well regarded when it appeared, that it was scaled up line for line to later create the 1933 model of Ford V8, the Model 40. That said, the design was following well-tried Ford principles, with its transverse road springs front and rear, uncompensated rod brakes, and torque tube transmission.

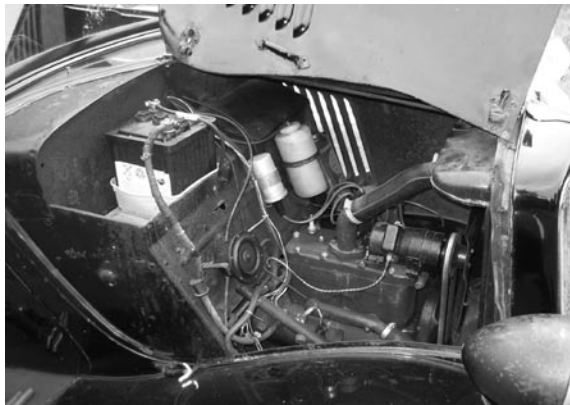
Ford would have been designing the first V8, the Model 18, and its four cylinder stablemate, the Model B, at the same time, so



*Nick and Monique Smith's beautifully original Popular from 1936. Cost £100 new ex-works."*



*An RP Austin Seven from 1933. Polished header tank and air-intake cover are non-original. So is underbonnet battery mounting. The car belongs to Austin and Ford enthusiast, Brian Eckersley.*



*This shows the genuine original Model 'Y' engine in this 1936 car. Later blocks had a single water inlet. Photograph courtesy Nick and Monique Smith.*

the little 'Y' became a scaled-down version of the latter in all its mechanical and chassis details. The Ford followed established practice for mass-market American cars in having hardly any non-ferrous metal used in its construction. Ford was, however, the world leader in ferrous metal technology, casting in particular, and use was also made of stainless steel for much of the brightwork, including hub caps and grille surround.

All the pre-production 'Y's, or Model 19s in then Ford notation, are reported to have been destroyed when they had done the show circuit and the production version appeared in August 1932, by which time Ford's almost brand-new production facility at Dagenham was under way.

This then coincided with Austin being about to replace the three-speed, scuttle-mounted fuel tank Seven, the RN, with the four-speed rear tank mounted RP, this latter also going to a sidedraught carburettor, under-bonnet starter motor, revised dashboard, and incorporating numerous other detail improvements. The wheelbase had already gone from a puddle-jumping 6' 3" to a yawning 6' 9" in late 1931.

## Comparisons at time of the Model 'Y' introduction.

We shall here compare only saloon versions of each car since, whilst Austin always offered both two and four-seater open bodies on the Seven ex-factory, also sporting variants by 1932, Ford offered only the saloon. Model 'Y' tourers were available, but all were bodied by independent after-market coachbuilders. There was, however, the option of a four-door ["Fordor", in Ford parlance] Model 'Y' on the same chassis as the two-door. ["Tudor"]. All Model 'Y's were on a 7' 6" wheelbase. No four-door saloon Sevens were made to the writer's knowledge.

To start with the chassis, brakes, suspension and steering, it might be fair to say that neither model was overly sophisticated, nor able to claim sports car standards of handling or roadholding in standard form. Both had a transverse front spring, with

the Ford similarly equipped at the rear too; the Austin having quarter elliptics at that end, sticking out of the ends of the chassis, which itself terminated at a point level with the fronts of the rear wheels. Body-roll leading to increasing oversteer was par for the Austin in particular, as spring spread on the outer side pushed the rear axle back, just as the inner spring pulled the inside wheel forward. Eat your heart out Honda, Austin had rear wheel steering assistance 70 years before you got there. Rock and roll was the Ford's forte too. After all, the chassis and body were only located laterally by four swinging spring shackles.

Regarding brakes, the Ford had bigger drums than the Austin and with the actuating mechanism for the front stoppers all mounted on and through the centre of the king pins; a system first used by Ford on the Model A. This clever innovation meant that the steering did not affect the brakes or vice versa. The rod brakes were, however, not compensated either front to rear, or side to side, so precise adjustment was essential and wouldn't be maintained for long. The rods assumed a chronic tendency to rattle too, whenever the car traversed a bump.

The Austin had four wheel brakes right from the outset, remarkable for a basic car in 1922. However, they were only coupled front to rear in 1930. Our RP's brakes would still have been by cable and uncompensated just like the Ford. Additionally though, any axle movement due to bumps, or indeed to the reaction of the braking effort itself affected the brakes. In the case of the front ones, axle twist under braking had the effect of releasing the brakes, since the cable action was not of the Bowden type with an outer sheath in compression. The latter was a popular conversion for sporting use.

To move on to the engine and transmission; here in the case of the former, the Ford showed its 10 year advantage. Austin had used an integral block and crankcase in a single casting for all its new engines since the Twelve-Six of 1931, but the Seven had, and was to have to the end, a separate aluminium crankcase with bolt-on iron block. There was also a two-bearing crankshaft in the Seven in 1932, with no counterweights and with squirt lubrication from jets to the big ends. Mains, being ball and roller, were lubricated by splash. Power output was about 15bhp in 1932 from the 747cc, only rising to about 17.5 with the introduction of an improved and higher compression cylinder head in late 1936. At this time too, a three-bearing crankshaft was incorporated, but this seems not to have been as strong under duress as the two-bearing one.

Ford had an integral block and crankcase, as on every Ford since 1909, Ricardo-type combustion chambers, a downdraught carburettor, and full pressure lubrication to the all plain bearing, fully counterbalanced, three bearing crankshaft. This lot gave 23.5 bhp from the side valve engine's 933cc with good smoothness throughout the rev range. This was a major advantage over the Austin's proneness to vibration periods. Top speed and cruising speed were about 5mph superior for the Ford. In fairness though, it was a bigger car with a bigger engine. The Austin's gearbox had just become four-speed, thereby giving it an advantage here over Henry's finest, and each had the new-fangled synchromesh on the top two ratios, with the Austin fated to acquire that feature on second gear too the following year. Back axles and torque tubes were of similar design, and the early Model 'Y's tendency to axle problems was offset by the Austin's proneness to breaking axle shafts.

To move on to bodywork and styling, it has to be said that it's not for nothing that the 1930-34 Austin Seven saloons are freely referred to as "Box Saloons" to this day and by enthusiasts for the type. As with their engine, Ford were 2-3 years ahead on styling with the sleek lines anticipating later designs such as the Morris Eight of late

1934 and the Singer Bantam of the following year. Even the Austin Seven "Ruby" saloon of the 1935 model year arguably failed to equal the Ford on style, admittedly hindered by a shorter wheelbase than the Ford.

Austin and Ford both sold well in the early thirties and came to be regarded with affection by their owners, this happily continuing to the present day. These good sales were helped though by the rapidly expanding family car market in the period, with the next class up, of 10hp, growing even more rapidly. Both Austin and Ford were also good solid, honest, reliable designs, which were backed up by good dealer networks, and the cars did everything well enough to give the owners every satisfaction.

Which then would our notional 1932 buyer favour and why, given that the two cars were priced at similar levels at that time? The Austin's boxy styling would probably not deter the more conservative buyer, of which there would be plenty around. He or she could also take comfort, in those class-conscious days, in the fact that the family doctor could be seen doing his rounds in a Light Twelve-Four Harley, or one of the new Tens and even the Dowager Lady Ponsonby-Smyth was occasionally to be spotted taking the air from the rear seat of the family's 20hp Mayfair landaulette. Each riding behind a radiator just like that Seven. Why, the Ponsonby-Smyths could afford a Rolls-Royce 20/25 if they wanted one, indeed they may even have one as well. To go out and buy a Ford, of all things, would be unthinkable, even if they were just a bit cheaper and later were to become more so. Why, the only cars above the 'Y' in the Ford range were those brash American-styled V8s and that slightly odd Model B, which always looked as though it should contain a load of gangsters. A bit too much of Essex about them in more ways than one, and hadn't the Model T been widely known as the Tin Lizzie only a few years earlier?

So, our Ford buyer by contrast would have appreciated the car's up to date styling and mechanical specification, also not have been put off by it being a Ford. They would have appreciated too, its higher and more useable performance. The Austin may have seemed dated, quaint, and a bit too small.

This writer is going to argue then, that there weren't too many buyers who agonised over choice where these two cars were concerned. They each attracted different buyers with different priorities and, fortunately for Longbridge and Dagenham, there were enough of each buyer to keep the accountants happy.



*"Stylish rear-end for the time on this 1936 Popular. Photo courtesy of Nick and Monique Smith."*



*Perhaps a little less panache in this Ruby than in the Model 'Y' rear-end, and this shape came out 2 years after the Ford.*

## Later Comparisons

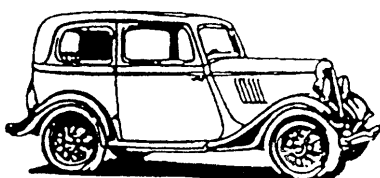
In 1935, Ford brought the price of the Model 'Y' Tudor down to £100 ex-works, making it the only saloon car ever to be listed at that price in this country. That left the Austin Seven, by then the updated Ruby model, some 20-odd pounds, or over 20%, more expensive. Still, lots of people bought Rubies and the writer would cite this as further evidence that the two cars were tapping into different market sectors. In fact I would further contend that Ford's price decrease was prompted by the threat of the hugely successful Morris Eight, introduced to replace the Minor the previous autumn and remarkably similar in all respects to the Model 'Y'. It outstripped the 'Y' in important areas too; full hydraulic brakes by Lockheed, four road springs, more chrome and equipment, similar engine of similar power, and not a Ford. All for a little bit more money, so all Ford could do was make that a lot more money. Even that didn't stop Morris Eight sales outstripping the Austin and Ford over the ensuing few years.

In 1936-37 then, the Austin was more or less the same under the skin, but bigger and with a new body, prompting lower overall gearing and needing a bit more power to compensate for the additional weight and to maintain similar performance.

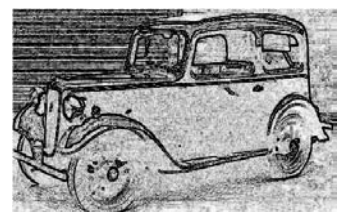
At this same time, the Model 'Y' was similar to the earlier ones, save for an update in style in late 1933, this mainly consisting of a deeper radiator shell and different bumpers, but with the cache of the magic £100 price tag for the bottom model.

The Model 'Y' was to give way to the new British-styled 7Y in August 1937, which had a brand-new body, but the same basic running gear, however with much improved Girling fully-compensated mechanical brakes. The new "Easy-Klene" pressed wheels came too.

The Ruby even soldiered on alongside its supposed replacement, Austin's "Big Seven", introduced like the new Ford in late 1937, with the Ruby acquiring Girling brakes at the same time. The Ruby continued to early 1939, perhaps an indication of the affection held for the design, but the Big Seven had more in common with the Model 'Y'; sleeker styling in a bigger, 900cc car, greater and more useable performance, a four-door option, and one-piece block and crankcase. Better brakes than the Model 'Y' too, but by then it and the £100 car itself had gone for good.



**Go on then, which do you prefer?**





## 1935 FORD C 10HP DELUX SALOON 20E "the Barrel Ford"



Feet: 0 1 2 3 4 5 6 7 8 9 10 11 12 13

### Engine

4 cylinder in-line,  
Valves: side, 8  
Crankshaft bearings: 3  
Displacement: 1,172cc  
Bore: 63.5mm  
Stroke: 92.56mm  
Compression ratio: 6.1 : 1  
Valves: 2 per cylinder  
Carburetors: one  
Power output: 30.0bhp at  
4,000rpm

### Performance

Maximum speed: 70mph  
Acceleration: 0-50mph:  
18.2secs

0-60 mph: 33.5secs  
Fuel consumption: 35mpg

### Transmission

3 forward speed manual  
Synchronesh on  
top 2 gears  
Rear wheel drive

### Construction

Steel body on  
pressed steel channel  
chassis.

### Brakes

4 wheel mechanical,  
drums all round

### Steering

Recirculating ball,

### Suspension

Front & Rear: Transverse  
semi-elliptic leaf springs

### Wheels & Tyres

Bolt on welded 17in wire  
4.50 x 17 tyres

### Dimensions & Weight

Wheelbase: 7ft 6in  
Track F: 3ft 9in  
Track R: 3ft 9in

Overall length: 12ft 3.75in

Overall width: 4ft 9in

Overall height: 5ft 3in

Ground clearance: 5in

Turning circle: 33ft

Kerb weight: 15.5cwt

Fuel tank 6.5gals

### Production

Ford: Oct 1934 - Oct 1935

9,567 at Dagenham

Total production of all

variants 1934-37 (Ford,

Tudor & Cabrio), England

and Germany: 96,553

Price when launched:

£145 10s (with sliding roof

& leather upholstery)

