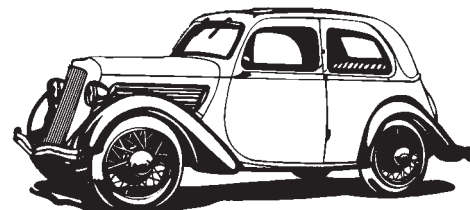
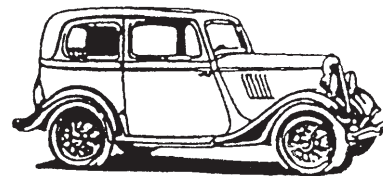


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The Ford Y & C Model Register

July - August 2008 Issue 173



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Editorial

Freshly back from the Yorkshire Tykes' Tour, I am having to prepare this issue of the magazine in haste to get it to you at the usual time. A full rundown on the tour will appear in issue 174 with only a brief report from Bob Wilkinson in this one. Suffice it to say that, again, we were lucky with the weather and it was, as always, a most enjoyable few days in the cars. It was a great pleasure to see so many new and cheerful faces joining is this time round.

Well done Jim Miles for once again organising the Y&C Register attendance at the Enfield Pageant of Motoring. Those who visited on the Saturday were the lucky ones weathervise and there was a good turnout. However, I drove the 80 miles in the pouring rain from Andover on the Sunday to find that I was one of very few who turned up on any stand and that many of the autojumblies were packing up to go home. I was delighted to meet up with David Urry, from the Ford 8 & 10 Sidevalve Club of South Australia, who was on holiday in the UK. At least he was able to see Jim Miles' Eifel roadster, Tim Brandon's Fordor short rad and my Model 'Y' Kerry, plus the Dutch contingent in the form of Rob Bolland's Tudor long rad and the Model A of Cess Overgaauw.



David Urry from the South Australia Sidevalve Club alongside Tim Brandon's Fordor short rad at the Enfield Pageant

Whilst on Australia, in the April edition of the Classic English Ford Club of Western Australia newsletter appears photographs of five members and their cars on a visit to Bullcreek Air Force Museum, where a Lancaster bomber and a Spitfire are on display. The group photograph in front of the Lancaster has Chris Newman proudly wearing his Ford Y&C Model Register sweat-shirt. Our regalia travels far and wide!



Different! - seen on the radiator grill of an Iveco truck.

As we recently covered Doug Tunstead's 4-seater Abbey in 'Transverse Torque' and as that is the subject of Michael Ware's regular 'Lost & Found' column in June's issue of 'Classic & Sports Car' magazine, I thought it opportune to resurrect the mystery of the Abbey 2-seater tourer, UG 6164, a late 1933 Leeds registration. Under 'Members' Correspondence' I have repeated Owen Baldock's letter of 2001 in the hope that someone might be able to help trace this car.

I am grateful to David Bond from Spennymoor in Co. Durham, who alerted me to an article on page 9 of the July issue of 'Classic Car Mart' titled "We will not ban classic cars says Government." The classic car used to illustrate the article was none other than Geoff Salminen's black, May 1937, Tudor, Model 'Y'. It is good to see our cars being used in this way.

The question of adjusting the brakes on our cars often comes up. In this issue, rather than trying to explain the procedure himself, Graham Miles has included the extract from the Model 'Y' Bulletins relating to the subject.

There has been a Stop Press change of date for the Blue Oval rally at Gaydon. Please note that it has probably already happened by the time you read this! Don't turn up on the 20th June (see Events listing).

A big thank you to those of you who forward details of our cars for sale on ebay. They are all followed up and, depending on how co-operative the vendor is, depends whether we obtain the details of the car and of the buyer as a possible new member. It's a bit disconcerting though when we find our own members' cars advertised, instead of them first being advertised on our own website.

Another anniversary this year is the 75th anniversary of the launch of the Model 'Y' in Australia. Bill Ballard is sharing his records of the launch with us. The first of his articles appears in this issue. Whilst on Australia, I received the June newsletter of the Ford Owners, Restorers and Drivers' (F.O.R.D.) Club of Australia in which is

the first part of Richard Flashman's story of the restoration of his 10/10 Ford van (10 h.p., 10 cwt. E83W sidevalve), called 'O'Hara'. Richard is a very busy chap as the part story of the restoration of his Model 'Y', 'Bucephalus', appeared in the last issue of Transverse Torque. I am also grateful to him for forwarding his discoveries of our cars on the ebay and Trademe websites.

I don't see many of our cars in my neck of the woods, so imagine my surprise on Wednesday, 11th June, whilst driving my 'modern' through Savernake Forest on the Marlborough Downs, to see a black Model 'Y' coming in the opposite

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direction. It looked very much in keeping with the location. Paula jotted down the registration number, LJ 9520, which belongs to member, David Huntley, based in Newbury. It was a pleasure to see the car being given a healthy runabout.

It was also a pleasure to answer my doorbell to find Tony Hurst calling in for a cuppa en route from Mayfield in East Sussex to points west. Tony has long been associated with and is an active engineering member of the Club. He came clutching photographs of his ex-Model 'Y's, one of which has recently been bought by new member, Jonathan Kearns in Ontario, Canada, from Tom Gregory in Illinois, U.S.A.

There has been a disappointing response to the plea to members to visit their local libraries to obtain photocopies of reports on the Dependability Demonstration from the local rags of Friday, 15th September 1933. So far, John Keenan in Hastings, Chris Jarvis in Hove, Yvon Precieux in Scotland (via Sidevalve News) and, waiting for me on my return from Yorkshire, Bill Baxman on the Isle of Wight are the only ones to have reported in. In this, the 75th anniversary of the Demonstration, we would like to build up a comprehensive picture of the event for the archive. Those who haven't done so, please make the effort.

Please note the change of address for Colin Rowe, our Spares Administrator. His new address is on the inside front cover of the magazine and on the revised Parts Order Form. Make sure you order spares using the revised form. Please note also the change of telephone numbers under 'Useful Contacts' for Ken Arthur, our West Country bodywork Master Craftsman. He had to change the numbers as he was being plagued by funny phone calls (not from our members, I hope!).

I hope you enjoy the read!

Sam Roberts

The deadline for contributions to issue 174 is Friday, 29th August 2008.

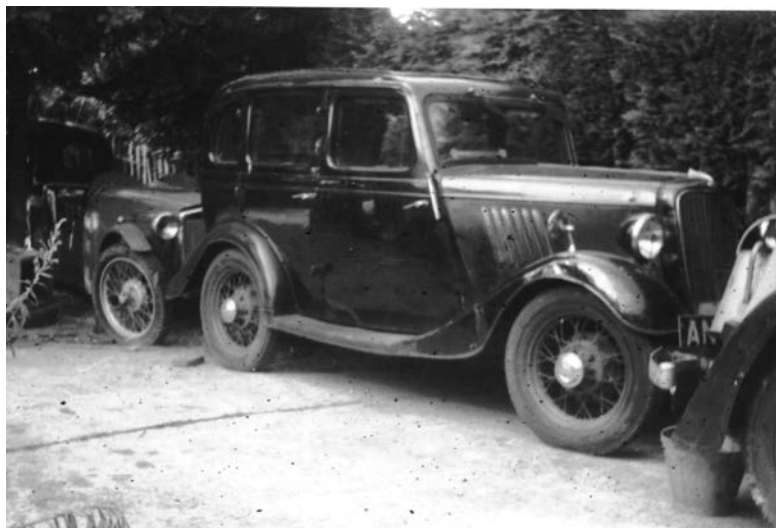
Chairman's chatter.

I have just returned from the Yorkshire Tykes Tour. Unfortunately, due to various pressure of work on the house and other organisations I am involved with, I could only make it for the last day, but, as ever, the event went off without any serious hitch and any minor car problems were soon sorted from the Hanslip mobile workshop. I have always said that the Ford Y & C Model Register is the most hospitable organisation I have ever belonged to and the friendliness and camaraderie was once again shown in abundance on this year's tour. I am sure Sam and Bob will have lots to say in the main body of the magazine. May I personally, on behalf of the Register, thank Bob for all the effort in organising the event. Well done Bob and congratulations to all the participants. I am sure that all the people attending for the first time will be back next year.

I have had one or two people moaning about the price of the Club spares. This really bugs me as all the spares committee and the spares organisers give their time freely. They get the best buys they can and keep the cost to a minimum for you the members to enjoy the benefits. We have no control over world prices of raw materials. Manufacturing cost have gone through the roof and it is becoming more and more difficult to find people who are prepared to manufacture in the small quantities we require. So I say to the moaning minnies, go to your local Ford dealer for something for your Focus, Fiesta or Fusion and see how much their spares prices have increased in the last two years. It's a good job we are not restoring Japanese cars!

There is still the problem of replacing the Editor and Secretary. We have still had no takers. It would be great if someone could work with Sam and Bob to find out what is involved. Come on - any two new volunteers will be most welcome.

Perter Ketchell, Chairman.



"Tony Hurst's first Model 'Y' photographed in the 1960s in the rear garden of Orchard House, Queen's Road in Crowborough, Sussex. It appears to be a post-1934 Fordor with sliding roof. Note the addition of a second wind-screen wiper, trafficators and a screen heater for the driver. The car to its rear is an Austin 7 Special"

Front cover.

Reg Ward sent this photograph of a German officer with his staff car and driver during the Second World War. The car is a 1939 Eifel Cabrio-limousine with a Hamburg (HH) registration. I would guess that the officer is a major with a lance-corporal (gefreiter) driver. The officer appears to be holding a sword or dagger in his left hand. Can anyone shed any more light on this provocative photograph?"

Painting on back cover

Titled 'Panther Motorcycle' by Malcolm Root. A photograph of the artist's grandfather on his Panther Redwing formed the basis of this painting, which probably dates from the mid-1930s to the early 1940s before the iron railings were removed to be turned into Spitfires. Panther's four-stroke engines were known as good 'sloggers' that made them popular attached to sidecars. The Ford Popular 8hp

Model 'Y' saloon belonged to Malcolm's other grandfather. Introduced in 1932, it was advertised as the '£100 Ford saloon' - making cars affordable for many. In the background, a Morris commercial Post Office van delivers the mail.

We are grateful to Ian Beacham, the Editor-in-Chief of the Best of British magazine (www.bestofbritishmag.co.uk). If you mention that you are members of the Ford Y&C Model Register, he is offering a FREE back issue of Best of British. Just call 01778 342814, or, email:- mail@british.fsbusiness.co.uk or write to Best of British, 27a Market Place, Market Deeping, Lincs PE6 8EA.

Secretary's ramblings.

I am writing this ahead of the Club tour to Yorkshire so as to meet Sam's deadline for publication. I hope we can just squeeze in an article on the tour. At this stage I am hoping for some good weather.....remember last year at Stanford Hall for the Model 'Y' 75th Anniversary...?

Naturally I spent time preparing the 'CX' Tourer for the trip....greasing round, adjusting brakes and generally checking that all bolts are tight (well, we are off to Yorkshire! [where everybody's tight - Ed]) . We older motorists who cut our teeth on cars of the 1930s and 1940s recall the vast number of grease points to be attended every 1000 miles, as well as regular spark plug cleaning and contact point setting. Thankfully, due to modern fuels and oils, we are spared the annual decoke! Remember all that?

When did I do any maintenance on my modern car beyond adjusting tyre pressures and checking for tyre damage?... Never. All this makes me wonder if our younger members (anyone under about 50 I guess !) realise the frequent maintenance required on our old cars as set out in the owners handbook. Also, since we cover relatively few miles in our old cars, do we remember to remove brake drums from time to time. One member recently reported finding a rear brake drum full of hard grease caused by several years of over-ambitious greasing of the rear brake actuator, which had a worn bush. Grease had pushed through to virtually fill the drum! We owe this duty of maintenance to our old cars for safety to ourselves and to others on the road, but also to maintaining a responsible attitude to the whole classic car movement.

The **FBHVC Newsletter** reports an excellent response nationally to **DRIVE IT DAY** which fortuitously fell on our AGM date. Did you get out the old Ford, or is your old Ford not on the road yet? FBHVC suggests simply parking your car on your drive, visible to anyone passing by, helps to advertise the classic car movement. If you did get out and about please send photos or a note to Sam.

Old Ford Rally: discussions continue with Gaydon Motor Heritage Centre for our Club to run The Old Ford Rally in July 2009. Our business plan is currently before the Gaydon Management Board for approval and we hope to be able to have a positive decision soon. We are intending to make this the main Ford rally on the calendar encompassing cars from the earliest Model T's to Fords of 1980. There will be emphasis on club involvement and a visible theme of encouraging the next generation of classic car ownership. More news soon and on our website.

Registration Matters: In recent months the Club has been able to support several members in their application to DVLA to obtain original and age-related registration marks. All vehicles are inspected by an approved club officer and we have experienced club inspectors in all regions of the country to minimise applicant expense and to reduce waiting time. May I remind you that this is a Club service (also available to non-members at minimal cost) which we have developed in recent years. If you have a car without correct DVLA registration, please contact me for details of the process or check the DVLA page on the Club website.

Selling your car? It is vital that we maintain membership numbers to be able to finance Club services, especially spares remanufacture. If you sell your car, please let us have contact details of the new owner so that we can follow up. Do not leave it to the new owner to contact the Club as some forget. Joining the Club (in fact any appropriate club for any make of classic) is essential and costs are minimal when put alongside capital outlay. No one else is going to look after our spares supply in the future....it is down to usme and you!

After selling you may wish to become a Friend Member to maintain contact ...see the information following this report.

On a personal noteat the AGM I indicated that we need new faces to take over some Club committee roles....including Secretary. There is an opportunity to give something to our Club by taking on some aspects of admin..... just to get the feel of it. If you fancy finding out more about what you could take on to suit your time/workload, please give me a call.

Have a good summer.

Bob Wilkinson. Secretary.

The Ford Model Y & C Register

Friends of the Register

For some years our Club has been running this level of membership, which is lower than Full Membership. Friend Membership is open to NON-OWNERS of Model 'Y's and 'C's. Past owners, or those contemplating buying one, as well as enthusiasts of the marque, are eligible. Benefits of membership are the same as Full Membership with the exception of NOT being eligible to BUY CLUB SPARES..... for obvious reasons. The annual subscription is £16.00 (UK) with an addition for overseas to cover extra postage on the magazine.

Currently, we have around 30 Friend Members, some past members who have sold their car and several others learning about 'Y's and 'C's whilst looking for a good buy. If you sell your car, why not continue as a Friend Member? More details from Bob Wilkinson.

Bob's joke corner

Old Dog New Tricks...

A wealthy old lady decides to go on a photo safari in Africa, taking her faithful aged poodle named Cuddles along for company. One day the poodle starts chasing butterflies and before long, Cuddles discovers that he's lost. Wandering about, he notices a young leopard heading rapidly in his direction with the intention of having lunch.

The old poodle thinks, "Oh, oh! I'm in deep trouble now!" Noticing some bones on the ground close by, he immediately settles down to chew on the bones with his back to the approaching cat. Just as the leopard is about to leap, the old poodle exclaims loudly, "Boy, that was one delicious leopard! I wonder if there are any more around here?"

Hearing this, the young leopard halts his attack in mid-strike, a look of terror comes over him and he slinks away into the trees. "Whew!", says the leopard, "That was close! That old poodle nearly had me!"

Meanwhile, a monkey who had been watching the whole scene from a nearby tree, figures he can put this knowledge to good use and trade it for protection from the leopard. So off he goes, but the old poodle sees him heading after the leopard with great speed, and figures that something must be up. The monkey soon catches up with the leopard, spills the beans and strikes a deal for himself with the leopard. The young leopard is furious at being made a fool of and says, "Here, monkey, hop on my back and see what's going to happen to that conniving canine!"

Now, the old poodle sees the leopard coming with the monkey on his back and thinks, "What am I going to do now?" But, instead of running, the dog sits down with his back to his attackers, pretending he hasn't seen them, and just when they get close enough to hear, the old poodle says, "Where's that damned monkey? I sent him off an hour ago to bring me another leopard!"

The moral of this story... Don't mess with old farts... Brilliance only comes with age and experience.

This one was sent in by former club editor, Peter Brooke. Send me your favourite story.

Photographic finds

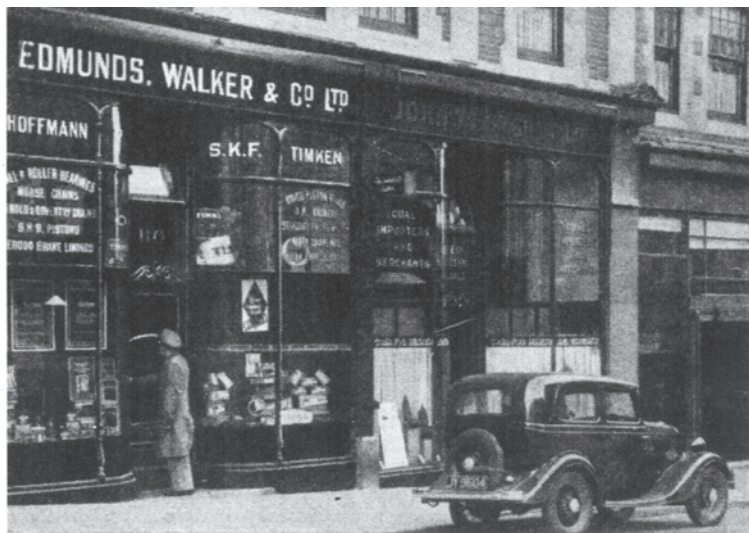
I am once again grateful to Harry Edwards, the Editor & Historian of The Morris Register, who has sent in some of his collection of photographs depicting our cars.

Photograph taken from advertisement in 'The Motor Trader', September 1937 issue. It is assumed the shop was in Plymouth as the Tudor model 'Y' has a late 1936 Plymouth registration (JY 9504). On the left hand window are advertised Ball & Roller Bearings, Horse Chains, B.H.B. Pistons and Brake Linings.

This next photograph appeared in the December 1934 issue of 'The Garage & Motor Agent', only three months after the launch of the Model 'C'. The accompanying caption reads:- "Concentration of interest was effectively secured in this display of the new Ford De Luxe, by B. Billingham, Ford dealers, Wolverhampton. That the plan had the desired results was proved by the steady flow of visitors who passed in and out of the showrooms during the ten days during which the special display was retained".

Bill Ballard in Australia forwarded the photograph of a Model 'Y' in Swansea docks in 1948 with the following comment:-

"The Model Y appears to be in a very poor state, with the offside headlamp lens and reflector missing; a couple of the vertical grille slats are missing; and it also has no front bumper bar. The latter fact might make it a panel van, but looking through my magnifying glass, I think I can spot a window to the rear of the driver's door, which would make it a saloon. I believe the registration mark is "DYO 49", which is a June 1937 London mark, and would make it a very late "Long rad



Dependability Demonstration.

Extract from the Salisbury Times & South Wilts Gazette, Friday, 15th September 1933:-

NON-STOP ROUND SALISBURY

Three days and three nights continuous run.

A DEMONSTRATION OF THE EFFICIENCY OF THE Ford Company's products has been made this week, when one of their new 8 h.p. saloon cars has been running for 72 continuous hours over the local roads without involuntary stoppage of the engine. A start was made at 5.30 on Monday evening from the garage of the Sarum Motor Company in Rampert Road. The route was to Wilton, Tisbury, Fonthill, Wylve, Stapleford, Shrewton, Bulford, Amesbury, Porton, Salisbury, Winterslow, West Dean, Whiteparish, Downton, Coombe, Broadchalke, Fifield, Compton, Burcombe, Netherhampton, Harnham, Salisbury. The round was timed to occupy four hours, and the drivers changed at the end of each trip, which covered every type of road in the district. Weather conditions were good, and the whole experiment passed off successfully, the car running without a hitch, the last trip ending at 5.30 yesterday (Thursday) evening. The distance covered amounted to 1,816 miles, or 16 more than were estimated; 44 gallons of petrol and 6½ pints of oil were used. There were three punctures en route.

One of those who took a turn at the wheel was Mr. Blundell, the manager of the garage, who, like the rest of the staff, has been trained in the Ford Works at Dagenham,



where every detail of construction is carried out with the utmost precision, some of the machines registering to the millionth part of an inch. He mentioned that the car used was one that had been owned by a Salisbury tradesman and exchanged for a bigger make of Ford car. It had done 7000 miles in the city and district before it was started on this exhaustive test. It is a saloon, comfortably seating four, and, in spite of its low price of £120 has a high-class equipment, points of which are bright parts of stainless steel, the hydraulic shock absorbers, the 3-bearing crank shaft, the automatic ignition control, the down draught carburettor, the rubber-mounted engine and the extra large braking surface. The 8 horse-power is the cheapest of the products of the Dagenham factory, where the capital, the work and the material put into the manufacture of the cars are all British.

Yesterday, a fleet of the 14 h.p. Ford cars which were also taking part in the test halted at the garage, and were left with engines running while the drivers refreshed themselves.

Hove, Sussex

Extract from *The Sussex Daily News*, Friday, 15th September 1933, with thanks to Chris Jarvis:-

FORD SALOON TRIUMPH

Not a minute lost in 1,170 mile test

Local Ford owners turned out with their cars yesterday evening to welcome home the Standard 8 h.p. Ford Saloon when it finished its three day and night non-stop engine reliability demonstration outside the Kingsway, Hove, showrooms of Hartley & Midgeley, Ltd., the local Ford dealers.

As the neat little Saloon arrived, strictly to schedule time, having completed 15 circuits of a four-hour route through Sussex, and a total mileage of 1,170, the Mayor of Hove (Councillor Victor R. Hudson, J.P.) received the driver and signed the log card relating to the final lap.

One of the four drivers of the car was Mr. E. A. L. Midgeley, who organised the trial, which was the local phase of the 200 tests of the Ford Saloon made simultaneously throughout Great Britain and Ireland.

A noteworthy fact

It is noteworthy that not a minute was lost on any lap, and the motoring public are looking forward with keen interest to the announcement of the official statistics, including running costs, which will be published in the *Sussex Daily News* when available.

The Mayor, and many local Ford owners who took part in the final procession, were entertained to tea at the Lagoon Café. Mr. A.J. Hartley, who was supported by Mr. Midgeley, and by Mr. Dingle of Eastbourne Motors, cordially thanked the Mayor for his interest. He announced that the trial had undoubtedly been a great success, adding, "A tiny engine like that can do wonders."

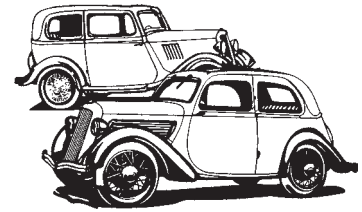
Mayoral congratulations

The Mayor congratulated the promoters of this dependency trial and said, as a motorist of nearly 80 years, he was astonished at the statistics given to him. The product of this wonderful engineering skill and reliability was new in the hands of everyone, and he understood that there was a long waiting list for this 8 h.p. Ford Saloon. He was glad to know that the car was made in England, at Dagenham, and that the labour employed in its manufacture was practically all English (applause). A demonstration of that kind should prove a great fillip to business, and he congratulated everybody concerned. He hoped it would result in more people being employed locally, and he appealed to local garage proprietors to give as much work as possible to local skilled men, of whom there were many unemployed.

Edinburgh

Reported in the *Sidevalve News* by Yvon Precieux; an extract from *The Scotsman*, Friday 15th September 1933.

A reliability test involving 72 hours continuous running on a 8 h.p. Ford car was concluded at 5.30 pm in Edinburgh yesterday. The test, one of many similar trials car-



The Hartley and Midgeley Ltd. entrant in the 72 hr Dependability Demonstration about to leave their premises in Kingsway, Hove, Sussex, at the start of the run at 5.30 p.m. on Monday 11th September 1933. Note the Model 'Y' Arrow Alpine to the rear.

ried out simultaneously in different parts of the country was made under the auspices of Messrs Henry Alexander & Co. It commenced at 5.30 pm on Monday and by its completion the car had been driven 1800 miles without its engine having been stopped. The drivers were three 17 year old Edinburgh girls, who had some 14 days experience of driving prior to the test. They relieved one another at the end of four hours periods and completed the test without showing any signs of strain. The driving was done in and around Edinburgh. It was stated at the conclusion of the test that the car had given satisfaction on the grounds of dependability, economy, safety and trouble freedom.

A double whammy.

Classic & Sports Car - June 2008

Michael Ware leads his Lost & Found column with the following:-

"In my opinion, one of the best books on a single model is Sam Roberts' Ford Model Y, Henry's Car for Europe (published by Veloce in 2001). The chapter that I often refer to is the one on special-bodied tourers. 'Sir Percival Perry's notice to all dealers that there was not to be a "Roadster run-about" version of the Model Y would not have been well received,' Roberts tells us. This decision was partly due to the depression, but mainly due to Ford believing that the chassis was not rigid enough without the saloon body. It was left to dealers and small coachbuilders to provide the open car - such as the survivor by Abbey Coachworks (see opposite [Doug Tunstead's recently acquired Abbey is featured - Ed]) Via surviving cars and ads Roberts has identified 25 coachbuilders that made such tourers but there must have been more, particularly because that figure excludes those produced in other countries. Identification is difficult because some were very similar."

Obviously, Michael Ware has yet to read Chapters 9 and 10 which detail the special bodied Model 'Y's built in Europe and Australia.

Classic Car Weekly - Thursday June 5 2008

The Editor snatched the lovely period photograph from the front cover of issue 171, depicting the rally driver smoking a cigarette whilst apparently playing with the petrol pump on his Model 'C' and talking to a marshal. Under the heading 'Dangers of Smoking', he writes:-

'Look boss, I know we haven't invented health and safety yet but are you sure that a lit fag is the best way to check for petrol leaks?' This magnificent reminder of an age when playing conkers was never considered a threat to small children is recorded in the latest issue of the Ford Y&C Model Register's magazine Transverse Torque.

Role models

It also appears that the gentleman in the picture is sinking into the ground. Sadly, we have no idea who this chirpy chappy cigarette addict is, or was. We can though, reveal that the habit of looking under a bonnet with a nicotine stick nearby was more popular than you might think. We've seen lots of pictures of rally ace and sister of Stirling Moss, Pat Moss-Carlson in this situation. In addition, our own Jeremy Satherley informs us that Italian 1930s race Achille Varzi was rarely seen without the equivalent of a Benson & Hedges in his gob. Raymond Mays was also a keen underbonnet smoker.

Well done!

By the way, can we just say that Transverse Torque is one of the best club publications we receive - always being loaded with wonderful period photos such as this one. The website is www.fordyandcmodelregister.co.uk

So we have 'one of the best books on a single model' and 'one of the best club publications'. It can't be bad. We must be doing something right! Keep the information and photographs coming in so that we can continue to live up to this reputation.

For sale

Ford Model 'Y' first registered in March 1933. Fairly rare short radiator four door saloon. Very original in almost all aspects with only some interior trim renovation. Chassis no. Y17396, 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. Instruction book (reprinted) and some spares included. £3950.00

Chris Smallman. Tel: 01903 815611 (West Sussex).

Rare July 1935 Jensen-bodied Model 'Y' tourer ('Mistral'). Light blue and, unusually, with boot. Y107081. Car roadworthy and in excellent condition. Presently located on the island of Mallorca, Spain. Ex-Bob Wilkinson, ex-Kevin Briggshaw. Asking price 12000 euros. Carriage extra (approx. 1000 euros to UK). (see photo to right)

Guy Maurin. Tel: 00 34 971 164 273 email: guymaurin@hotmail.com

1934 Model 'Y' Fordor De-luxe, complete with 'rustless' headlight bowls and sidelight covers. Busy family commitments forces sale. This car is not a complete restoration project as much money has been spent. All seats and door panels have been recovered with Bedford cord-type material. Bumpers have been rechromed, a stainless steel exhaust system fitted, the engine rebuilt and new running boards fitted, etc. Needs some woodwork on the rear doors, a headlining and a re-paint (was electric blue) to finish a very straight-forward renovation to an unmolested, straight and complete car. £1850

David Bond. Tel. 01388 818476 or 07967 921212 (Co. Durham)

1937 Ford Model 'Y' Tudor (Y198387). Manufactured during the last month of Model 'Y' production. MoT until 17th November 2008 and taxed to end of October. Green and black. Has been fully restored inside recently. All tyres in very good condition. 56,800 miles on clock. £3350. Car in North Yorkshire.

For more information Tel: 01723 581247.

Model 'Y' cut-away display chassis (CC/SMD17) completely restored some 20 years ago and displayed on Y&C Register stand at the NEC in the 1990s. Built by Ford apprentices as training projects and given to Technical Colleges; this one from Wyke Manor High School, Bradford. Complete, but will probably need some attention to the chromed parts. £1500. (see photo page 12)

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

Offside running board in excellent condition - still white edged for war-time running. £75 plus carriage.

Tony Etheridge. Tel: 01923 231699 - 24hr Ansafone (Watford, Hertfordshire)

Wanted

Where is it? A black Ford Model 'Y', registration **BOU 783**, is out there somewhere. Its licence was renewed through DVLA in December 2007, so it is MoT'd and on the road. We do not have it listed on our register of known surviving vehicles. If anyone knows of its whereabouts, please let us know. We have one lady who was driven to her wedding in it and who would love to see it again. **Tel: 01264 365662**

Wanted:- Hydrostatic fuel gauge.

Michael Deichmann: email: michael@deichmann.org or contact Sam Roberts 01264 365662



Members' correspondence.

Paris Salon 1934

Paul Tritton, after a short visit to Calais, spent his last few euros on a booklet produced by René Bellu, the well-versed French motoring correspondent. This particular booklet described the 1934 Paris Salon, which displayed the cars for the 1935 season. On the Ford stand at the Salon, the V8 Model 40, the 6CV Model 'Y' and the Tracfort concept car were displayed.

The booklet provides the first written statement I have seen saying that production of the Model 'Y' ceased in France (at Asnières) at the end of 1934. This explains the sudden drop in sales figures from 815 in 1934 to 33 in 1935 and 5 in 1936. The booklet also states that, in reality, the fiscal horse-power (CV - Cheval Vapeur) was only 5CV, although it was launched in 1932 as a 6CV car. As I explain in my book on the Model 'Y' (page 143), this was probably to make it seem closer in power to its competitor, the 8CV Citroën.

In the archives there is a copy of the Tracfort catalogue from the 1934 Salon, but that only illustrates the saloon and sports versions. Apparently, there was also a display chassis on the stand, which demonstrated the front wheel drive transmission. The Bellu booklet also credits the idea of the conversion of the Model 'Y' to front wheel drive to the engineer André Bournhonet, rather than to his business partner in the venture, Luis Carle, who was a member of the Board of Directors (La Société) of Ford of France. Luis Carle was subsequently dismissed from the Board for providing Model 'Y' parts to the Tracfort at cut-price rates. The Tracfort never went into commercial production.

The illustration of the 6CV in the René Bellu booklet on the 1934 Paris Salon. Note the statements that it was 'en réalité' a 5CV car and that it was 'en fabrication jusqu'à la fin de 1934'

Abbey tourer - feedback wanted.

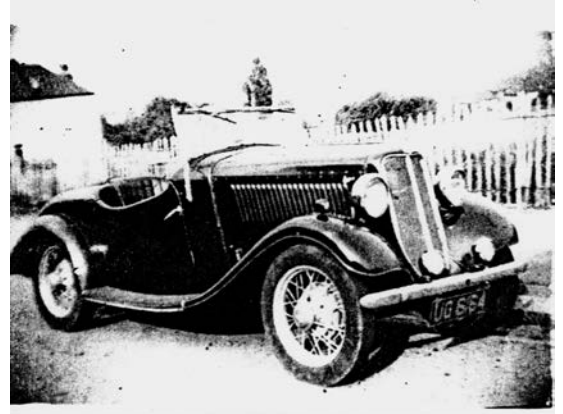
In the same way that the television programme, Crime-watch, resurrects old cases in the hope of solving them, I am repeating a letter I received in 2001 from Owen Baldock from near Tunbridge in Kent, in the hope that someone reading this can trace either the 2-seater Abbey tourer mentioned or, perhaps, Dennis Bryant, who might hold the clue as to its whereabouts. The letter reads:-

"Please find enclosed photocopies of a tourer once owned by a Dennis Bryant. We met Dennis at a rally this year. He now owns a 1939 Triumph Dolomite. The Ford is a 1933 model and its original colour was black with a red grille., but is now sprayed British racing green.

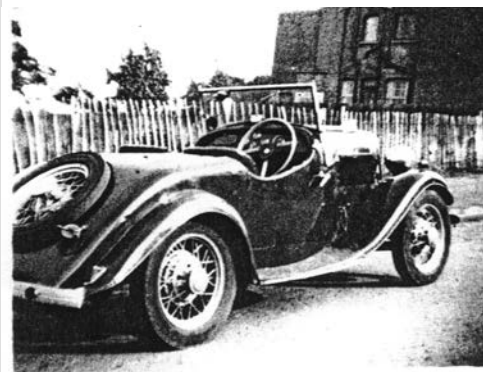
I have looked in the surviving vehicles list and it is not listed. I suspect it still exists somewhere as he only sold it a few years back, I will try and find to whom and when. Note; it was used for rallying."

The Ford Model Y & C Register

If anyone can help locate this car, or knows what has happened to it, please let us know. The registration is UG 6164, a late 1933 Leeds issue. I see I have written a note on the letter "Last known to have been sold to a south London dealer in 1974"



The mystery 2-seater Abbey tourer, which may still be in existence. Does anyone know its whereabouts?



Another view of the Abbey showing off its back end.

Brake adjustment

John Osley has been having problems with his brakes. At the A.G.M. he collared Geoff Dee our Technical Advisor and grilled him. The result is reported in the following letter:-

"This last bank holiday weekend I finally did some work on the Model 'Y'. I checked the rear brake rod lengths against the information Geoff Dee kindly supplied [Issue 171, page 25 - Ed]. I found that both of the handbrake rods were spot on for 52 1/2 inches. So no previous hacking done there! However, the service rods were, on the passenger side 53 3/4 inches and on the driver side 54 inches. So respectively half an inch and a quarter inch short on Geoff's measurement of 54 1/4 inches! I assume that this is the result of some pre-

continued next page

YORKSHIRE –TYKES TOUR .

This brief report is written within hours of returning from Yorkshire in order to meet the magazine print deadline. A fuller account will appear in the next issue.

Centred on Walshford, just north of Wetherby, we boasted 20-plus cars each day, which included tour participants and day visitors. David and Wendy Grace joined us in the evening on most days. Dave Tebb with motoring friends explored with us on two days in his immaculate Ford Model A van. Barry Diggle (Yorkshire Regional Contact) joined us in Grassington with his Tudor 'Y' and with long-standing member Alan Ogden as his passenger; as did also our magazine printer Steve Waldenberg in his posh Jowett Javelin. South Yorkshire Regional Contact Ken Sleight and his wife Ruth (veterans of our Ireland tour) met up with us one evening at Wetherby as did member Pat Jennings & familyeach with their cars of course. Our editor of twenty years ago, John Guy, helped in the parking arrangements for the North Yorkshire Railway in Pickering and, in York, we met two Brian Shields (Senior and Junior), who did not bring a car ...but we will excuse Brian Junior as he is over here on holiday from Brisbane in Queensland, where he is the Secretary of the 8 & 10 Sidevalve Club of Queensland.



Steve Waldenberg's Jowett Javelin joined us in the market square in Grassington, which was in the throes of its annual festival. The cars caused quite a stir!"

On the first two days, our tour took in the area around Ripon and its cathedral. Fountains Abbey, Masham of Black Sheep Brewery fame, Grassington and Skipton, were central to our tour of the wonderful Yorkshire Dales. Pickering and North Yorkshire National Park featured on our third day and our final day was spent in historic York.

continued from page 9

vious owner's hacking? I doubt that Ford would be free and easy with such safety critical components?

It was also noticeable that there was much more wear on the inner surface of the 'loops' of the brake rods on the near side than the offside. Perhaps down to the fact the near side are probably at the receiving end of more abrasive muck off the roads than the offside?

By dint of swapping the service rods over, making adjustment to the front brake rods and also making some adjustment on the linkage between the pedal and the lever arm assembly, I was able to screw the rods into the respective yokes so that a sufficiently respectable length of thread was taken up. I now have a set of functioning rear brakes (and front brakes). Yippee! Well they work on the driveway and the flowers in the flowerbeds don't shrink back in terror as I approach, but of course yet to be road tested. Hopefully, for the foreseeable future, final adjustment will be on the adjusters on the backplates of each drum as the shoes bed in/wear .

This brings me to wondering whether "tampering" with the brake rod lengths was the usual practice by owner drivers? Is it something the majority of present day Model 'Y' owners encounter? As it turns out the shortening by half/quarter inch was not a complete disaster (but it would have been nicer if this hadn't been done) but if it had been a full inch, as was Geoff's experience, then I would have been in trouble. To have to have taken off a full inch all round suggests an order of magnitude greater brake part wear!!

I ran the engine as well (still starting first time on a fully charged battery) and I don't think I imagined it, but perhaps there was a wisp or two lesser of the blue smoke. Drove the old lady in and out of the garage and managed a three point turn (Model 'Y' that is not my better half!).

On now to having another stab at sorting out the rear lights and indicators.

I covered around 625 miles from home and back without a hitch [I clocked up 1002 miles - Ed.]. A fitting tribute to our little old Fords is that, during the week, only very minor problems were encountered by the whole group and these were rapidly attended to by the experts.



DVD of Ford Y & C Yorkshire Tour.

If you wish to see our cars on tour in the wonderful Yorkshire villages and countryside.... you can by buying the Club DVD. This is a general DVD compiled by Jo Hanslip from photographs taken on tour. All proceeds to Club funds. Please send a cheque for £5.00 (payable to 'Ford Y & C Model Register Ltd.' or phone with card details) to Bob Wilkinson. Please allow 10 days for delivery..

20 years ago - issue 53 June/July 1988

This bumper issue started with a very up-beat Editorial by John Guy, who had recently attended the Stanford Hall Club Weekend with Siobahn and the girls. Don Malin had made the arrangements, which included entertainment and banter in the camping field on the Saturday evening and a series of events on the mains site by the lake on the Sunday. We were blessed with good weather throughout and it really was an enjoyable and friendly gathering.

The other big event reported on in this issue was the Enfield Pageant of Motoring, the Y&C stand winning the Best Stand award and £250 for the Club coffers. That event was organised by Jim Miles who, not only persuaded 18 owners to bring their vehicles along but, included in the 18, were the Allan Taylor Model 'Y' based groundsman's tractor and Dave Tebb's recently restored Model 'Y' cutaway show chassis. The chassis draws spectators like bees to a honey-pot and obviously helped to sway the judges. The Allan Taylor tractor has recently been bought by new member, Chris Norris, from Cambridgeshire, but the cutaway display chassis is still for sale - see the For Sale page in this issue.

There were full write-ups on each of the two events.

As usual, there was a batch of interesting letters from members. Keith Button from Wokingham in Berkshire, at the time owned 'The Royal British Legion' Model 'Y' van, which is now owned by John Fletcher of Abergavenny (the 'Toy Man'). Keith Button reported:-

"Recently there was an article in our local paper under the 'Memory Lane' column which showed a Ford Y van outside a Bracknell dairy shop. I wrote to the Editor, saying that I had the same model van and enclosed a photo saying if any other person had literature or photos of Y vans, I would be interested. He subsequently wrote a further article about my van and I received two photos and a letter which is very amusing (printed below).

One of the vans in the photos was used by a butcher for meat deliveries in the Wokingham area. The other was used by an electrical retail shop to deliver goods and carry accumulators for an exchange service in the Yately area.

"I have just read with interest about your Fordson van in 'News Extra'. My father owned an identical van to yours, I have a photograph of it, and in fact took my first (illegal) driving lessons in it as a boy.

It was supplied to him in 1937 by Gowrings of Reading, registered ADP 219, and used for his radio and electrical business at Yately (G.H. Greaves Ltd.). Part of his business entailed recharging and delivering radio accumulator batteries in the Eversley, Yately and Sandhurst area. This was considered 'essential service' during the war, and he was permitted to continue running the van. Headlamp cowls had to be fitted, the wings outlined with white paint and the town name painted out, just as on the Old Bracknell Dairies van.

My father's van was renowned for a very, very fierce



Brian Shields, Senior and Junior paid us a visit in the car park in York. Brian, Junior, was visiting from the 8&10 Sidevalve Club of Queensland in Australia"

Club Award Winners:

The Bert Thomas Award for the car of the tour was won by Terry Mortiboy with his beautifully just-restored 1934 Model 'Y' Alpine Tourer.



Terry and Dot Mortiboy about to set off from the hotel to enjoy another day in their award winning just-completed Alpine tourer.

The Geoff Murrell Award for contribution to the spirit of the rally was won by Roger and Jo Hanslip.

Jim Miles was presented with the Walker-Wright "Hard Luck Trophy" as each day his lovely little Eifel tourer suffered the dreaded nuisance of fuel vapourisation.

Almost half the group were newcomers to our club tours and each went away with great confidence in their old Ford and will no doubt now undertake longer trips themselves in the future. In that sense the tour was a success...add in Yorkshire hospitality and countryside as well as the traditional Y&C Register camaraderie and what more can we say.....I'm not biased.

Bob Wilkinson, Yorkshireman.

clutch and a total lack of brakes. Starting was always difficult in the winter. The 6v system didn't help, and the vacuum wipers left much to be desired. I remember also that the accelerator pedal was very sensitive, the small round pedal pad had worn away and been replaced by a brass door knob! It was also possible to change from 2nd gear to top simply by depressing the clutch pedal. The weight of the gear lever was enough to drop it down across the gate!

During the war the van was used by the Home Guard, driven by my father, to deliver dispatches on exercises."

And now for some more letters. Some of you who were on the tour round England, Scotland and Wales on Convoy 2000, will remember driving south from Fort William and calling in at the loch-side village of Lochgilphead in Argyll and Bute. There we met Angus Bradley and his 1934 Fordor De Luxe Model 'Y'. In issue 53 he reported on his trip to the Alnwick Rally together with his Model 'Y', 'Kate'.



Angus Bradley and son Scott at the Alnwick Rally in 1988 with the 1934 Fordor De Luxe Model 'Y', registered with the 'Mallard' registration SB 4468.

"The Ford was sold from Campbeltown in 1935 to a buyer in Lochgilphead, who bought her to go on his honeymoon. Twenty years later Angus and his father bought the car for £100 and ran her as an everyday family car until he saw an advertisement in a daily paper inviting people with pre-1939 cars to go to a rally. Since then Kate and Angus have entered as many rallies as his work will allow, with John Docherty of Lochgilphead co-piloting and young Scott Bradley as third man. Kate's registration number 4468 is the same as the railway engine, 'Mallard'. So far the car has appeared in the film 'Eye of the Needle', filmed in the Oban area, and in the TV documentary 'The Pinch' about recovering the Stone of Destiny from Westminster Abbey."

Other contributors to issue 53 included John Jardine, who had, at long last, acquired a Model 'Y' which had been sitting in his local garage for years with a 'Not for Sale' sign on it. Gentle persuasion there! John Turner, from Newtown, just over the Welsh border in Shropshire,

had attended a rally in Builth Wells, where his Model 'Y' had become stuck in reverse gear. An embarrassing visit by the AA sorted the problem. His car, then registered OD 6111, is now owned by Henry McConnon and registered CSL 875. Henry is the brother of member, Kate McConnon, who lives in Ketchikan in Alaska and who joined us for a spell in the car during our tour of Ireland in 2002. Dave Curtis sent in a photograph of his latest acquisition, the Model 'CX' Fordor CYV 129, which he was about to start restoring. In the last issue (172), we reported that this car has just been purchased by new member Duncan Davis in Co. Durham. Bob Griffin, in Swindon owned, and apparently still owns, the then eighth oldest short rad on the register, WV 2735. He was struggling to find time to complete the restoration. Neil Loran was congratulated on the restoration of his car, which appeared as a heap of rust on his driveway in a pho-



Dave Tebb's cut-away chassis on the Club stand at the Enfield Pageant of Motoring in 1988



Not on the Club stand at Enfield in 1988, but in amongst the Commercials, was the Tug owned by the Ford Motor Company. This had spent its working life with Cadbury Schweppes.

tograph only four years earlier. Finally, dear Richard Bingham in Lisburn, Northern Ireland, was still struggling with the restoration of his Model 'C', although in this issue, he did have the help of his 8-year old daughter, Roberta, who 'just loves using WD40 on rusty nuts and bolts and was quite a help'!

New members who joined in April/May twenty years ago and who are still on the membership list are:- Frank Croucher with his 'CX' tourer, Rod Evans and his Tudor long rad, Derek Hoare from Weston super Mare and his Tudor short rad and Fred van Leeuwen and his long rad Tudor, whom we met up with on the 2006 tour of Holland.

Included was a copy of an interesting article from an unidentified classic car magazine entitled, "50 years on, the now 'Friendly Eights'." , which was a compari-

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75th Anniversary of the Model 'Y' in Australia

Bill Ballard, the Editor, published the following article in the F.O.R.D. INK magazine, the organ for the Australian Ford Owners, Restorers and Drivers Club:-

I doubt if many readers will have appreciated that this year (2008) is a very important year in the history of our beloved English Small Fords, as it is 75 years since the first of the marque – the Model 'Y' – was first introduced to Australia in 1933. The earliest mention of the Model 'Y' that your Editor has been able to find in the Australian press was an article which appeared on page 10 of The Geelong Advertiser for Saturday, 29th April 1933, which I have reproduced in full below.

As the sales records for the Ford Motor Company of Australia Pty Ltd show that a large number of cars were imported in "completely knocked down" (ckd) form from Dagenham, England, I suspect that the "plaster casts" referred to in the second paragraph were for the Australian "modifications" to the standard sedan body, e.g. the body tubs for the coupe, roadster and utility versions, versions which were not available in the U.K.

During the course of the year, I hope to bring you further details and articles about the early history of the Model 'Y' in Australia.

FORD COMPANY'S LATEST MODELS The Geelong Advertiser, Saturday, 29th April 1933

New Light ("Baby") To Be Produced in Geelong

Another important step in the Australian automobile industry is about to be launched by the Ford Motor Company of Australia Ltd. from their works at Geelong. This will be the Light Car Model (8 h.p. type) which will probably be commonly termed the "Baby" Ford. The plaster casts are being taken at the Geelong works preparatory to being sent for casting in iron and then for the immense presses, which will stamp out the bodies at a rate that will be regulated by the demand.

Speaking yesterday in regard to production, the General Manager (Mr. H. C. French) said he expected the new light car to be ready for sale by the third or last week in August next. There was a great deal to be done yet in connection with the model. Questioned as to price, Mr. French stated that it was too soon to make an announcement, but it would be well within the range of cars of that type.

son by Frank Whayman from Broadway, Worcestershire, of his Morris 8 Series 1 with his next door neighbour's May 1936 Model 'Y'. The Model 'Y', UJ 7233, was owned by Kevan Ashcroft. It is now owned by Tim Warmington-Gardner of Chepstow, Monmouthshire.

Bob Wilkinson, as Registrar, included the last instalment of the Model 'Y' list of known surviving vehicles in this issue. He reports that he had 400 survivors on the list. We now have well over 1200 known surviving Model 'Y's. Wouldn't it be great if we could boast 800 more members since 1988 - dream on!

Sam Roberts.

Tighten your nuts.

Finally, in issue 53, the torque settings for various engine nuts were listed as follows:-

- Main journals - 50 ft.lbs
- Big end journals - 30 ft.lbs (split-pinned nuts)
20 - 23 ft.lbs (self-locking nuts)
- Cylinder head nuts - 35 ft.lbs (cold)
- Manifold nuts - 15 ft.lbs
- Sump nuts - 20 ft.lbs

The light car had been produced to satisfy the demand made in England and European countries for a Ford model of that type, mostly for economical running. It was 100 per cent an English production, and was manufactured at the works in Dagenham, England. The chassis would be sent to Australia, where the bodies and other equipment would be made at Geelong for their completion. The production of this model in Australia had been purposely delayed by this company so that full inquiries could be made of the experience of other countries in the use of that model. Having closely studied the advent of the new light model overseas, this company was satisfied that Australians were also requiring such a car, and the Australian company would now go right ahead with production as soon as the dies and plant were ready for manufacture. He expected it would meet with a good demand. A "Baby" Ford has been housed at Geelong for several months, and one was tested in New Zealand, which did 40 miles per hour in second gear and almost 60 miles per hour in top. This 8 h.p. model will have a 90-inch wheel-base, synchromesh gears, streamline body effect from the sloping radiator, sweeping mudguards, wide doors to give easy access, roomy interior, nicely upholstered seats, safety glass slanting windscreen. The four-cylinder engine has a detachable cylinder head, the cylinders being cast in one with the top half of the crank-case.

The provision of a three-bearing crankshaft, however, is an unusual refinement on so small an engine and it helps to give the car its characteristic, smooth, effortless performance. Its mounting, too, assists in rendering the power unit unobtrusive, for it is suspended at three points on live rubber.

Another "quality car" feature of the engine design is the lubrication system. A submerged gear pump draws oil through a filter and then forces it, by way of a duct and the drilled crankshaft, to the main big end and crankshaft bearings. The oil that is forced out of the bearing ends is flung by centrifugal force over the cylinder walls, cams and valve mechanisms. At the front end of the engine a valve keeps the oil pressure constant and the overflow from the valve lubricates the timing gear.

The use of rubber is not confined to the engine mounting, for a special rubber bearing, that cannot rattle or squeak, and that requires no lubrication, has been incorporated in the steering mechanism and shock absorbers. These rubber bearings eliminate no less than eight grease points.

COMFORTABLE DRIVING

The springing and steering of a small car presents problems to the designer, for it is difficult to combine easy riding with good road holding capabilities. On the new Light Ford, transverse springs are used, the axles being held in true alignment by radius rods. In the Ford suspension system the springs have only to support the weight of the vehicle. On the front axle the brake reaction is taken by the radius rods.

The rear axle drive is transmitted by a propeller shaft encased in a torque tube which is braced to the axle ends by radius rods. The torque tube enables the whole of the driving mechanism to be enclosed, lubricated and protected from dirt and water.

The suspension system of the car incorporates four hydraulic shock absorbers.

This new Ford is essentially a safe car. There is safety in its robust construction and in the generous use of well-tested alloy steels; there is safety in its strong steel body; with its splinterless glass screen. Heavy steel bumpers, corrugated for strength, protect it fore and aft.

The powerful four-wheel brakes are more than equal to the most exacting demands. The brake adjustment is actually effected on the brake shoes themselves, and the brake parts are rendered rust-proof by cadmium plating. The use of malleable iron for brake drums, however, is a great advance as this material will not score. Each drum has two fins which serve a dual purpose in stiffening the drum, and radiating any heat developed. It is impossible to over-heat these brakes on the longest hills. A flanged plate with a lip prevents any dirt or water entering the drum.

A six-and-a-half gallon (29.5 litres) petrol tank is mounted at the rear of the car between the side members of the frame, its shape being such that it blends with the tail of the body and it is protected by the spare wheel and rear bumper. The tank, which is fitted with baffles, is made of steel plates, electrically welded together. Two pipes run forward from the tank, one to the petrol pump and on to the carburettor, and the other to the petrol gauge mounted on the instrument panel. The pump, which draws the petrol from the tank, is driven from the camshaft and automatically adjusts the quantity delivered to meet the engine's requirements.

A unique body-building system is employed on this new Ford. The double drop frame gives a very low floor level. As the pillars and panels of the steel body are attached to the sides of the chassis-frame members, instead of being bolted on to the top surfaces, the elimination of the body sills has enabled the floor to be lowered. How successfully the object of building a low, safe car without sacrifice of head room or ground clearance has been achieved, may be gauged from the fact that, although the overall height of the saloon is only 5 feet 4 inches (1.62 metres), the head room is over 3 feet (1 metre), while the ground clearance is 9 inches (22.86 cms.).

In the interests of efficiency, aluminium alloy pistons are fitted. They have three rings, the upper pair being compression rings while the bottom ring is slotted for oil con-

trol. It ensures adequate lubrication of the pistons but prevents an excess of oil from entering the combustion chamber where it would form carbon. Side by side valves are employed.

EASY TO DRIVE

It has always been the policy of Ford Motor Company Limited, London and Dagenham, England, to produce a car that is simple to drive and service. In this new light car a new standard in simplicity of handling has been achieved. To enable the engine to give maximum efficiency under all conditions of service, an automatic spark control has been provided. This little device automatically varies the ignition timing to suit the engine's needs. It thus eliminates one of the most misused of controls – the spark lever.

A special clutch has been incorporated to give smooth pick-up. The clutch plate, to which the linings are rivetted, is slightly dished so that when the clutch is engaged the edges of the plate pick up the drive. The plate then flattens out under spring pressure and takes up the load progressively and sweetly. Only very light pedal pressure is required to engage or disengage the clutch mechanism. No waiting is necessary between the changes; no double declutching; no possibility of error. Up or down from intermediate to top, or top to middle, one has only to release the clutch and flip the gear lever into the appropriate position to make a quiet, smooth and effortless change. The Ford synchronising mechanism, which is fitted to the top and intermediate gears, automatically equalises the speeds of the selected gear pinions and those already engaged.

The intermediate gears are of the constant mesh type in which the gear teeth are always in engagement, so that there is no possibility of chipping them. A helically toothed drive renders the intermediate gear as silent as "top". Steep up-grades that demand the use of intermediate gear, are no longer accompanied by an irritating gear whine. They are climbed in silence. Low gear is only employed for starting and emergencies.

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UTILITY VAN	£260

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MALOP STREET, GEELONG Phones 1314, 3387

Illustrated here, the first advertisement showing an imported Dagenham-built Model 'Y'. Geelong subsequently built their own special bodies as the advertisement shows. Perhaps one of our Australian readers can let us know the pound exchange rate in 1933"

Parts Report

King Pin and Thrust Kits – Our request that members return unused thrusts have fallen on deaf ears. We rely on these returned parts to go into new kits enabling us to keep costs down to members. Without the returned parts the true cost of the kits will have to increase significantly.

To avoid this, and encourage members to send the bits back, we are charging a deposit of £25 on each kit. On receipt of the unused thrusts we will return your deposit.

Brake and Clutch Pedal Return Springs – By the time you read this we will have brake and clutch pedal return springs in stock. They are priced at £5 including postage.

Luggage Racks – We are almost there, only matter of price and how we ship to be decided.

Clive Harrison

I've written in previous Issues about the role of Parts Holders and how they are key in the parts supply process. Clive joined the team in April and handles some of the bright metal and rubber bits.

Clive Harrison, our new parts holder. He normally looks more cheerful than this!



Although only a member, and owner, for a relatively short time, Clive has managed to complete the excellent restoration of his May 1937 Tudor Model Y, EP 6926. It was good to see him and his father in law, Mike Malyon, on the Tykes Tour in Yorkshire. Obviously a dedicated Y&C Register member. Not only did he miss his eleventh wedding anniversary but also his wife's birthday to be on the tour.

Welcome to the Parts team Clive.

Jim Sharpe, Spares Officer

European tour - July/August 1958

By non-member John Stansfield

It was 1958, I had just taken my A Levels and thought I knew everything about Maths, Physics and Chemistry and my Dad's Model 'Y' Ford 8. My exam results showed that I had obviously spent more time fettling the Ford than revising my subjects. With the bravado (or ignorance) of youth, I had suggested to three of my fellow school friends that we should take the car for a long tour of the Continent. A bold step, but we had taken the same car on a tour of Devon and Cornwall the previous year with no trouble, other than a puncture and our tent being blown away in the middle of the night whilst camping on a disused airfield.



The intrepid four enjoying Brussels whilst waiting for the new front spring to arrive."

My father was a patient and understanding man (he had to be!). He allowed us to work on the car to get it into reasonable shape for the journey ahead. We had various spares from a previous car that had been scrapped, so a list was drawn up of what we would take. A large roof rack was made out of electrical conduit tubing and a large tin trunk was found from somewhere that fitted nicely on the luggage rack at the back.

The plan was to go round as many countries as possible, taking six weeks to do it and covering approximately 3,500 miles - our furthest destination being Vienna. That was the plan - but things did not quite work out the way we would have liked.

It all started very well with a trouble-free run from Leeds to the airport at Lydd in Kent. We had decided to fly across the Channel, just for the experience, and it was only a little more expensive than the ferry. Once on the Continent we set off for Brussels with the idea of seeing the city and then visiting the World Fair, located just outside Brussels. On the way back to our campsite we realised that there was something wrong with the front suspension. The main leaf had snapped near the shackle and the rest of the spring was resting on the axle. This was the beginning of things going slightly wrong, but we did not despair. I 'phoned my Dad and asked him to send another spring! Whilst waiting for it to arrive, I made a splint from a suitably shaped piece of wood, bound it to the broken spring and continued our look round Brussels. Two days later we collected the spring from the airport; my Dad had air-freighted it!! I never did ask him how much that cost him!!

The temporary repair was working so well that we decided not to fit the replacement and continued our way to Switzerland via France and Luxembourg. We were to regret that decision much later, on the outskirts of Venice!

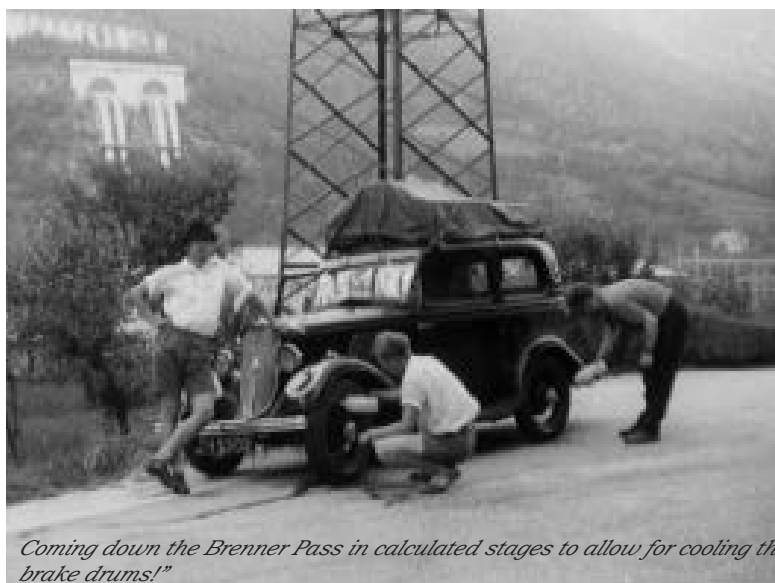
Our next problem was the rear axle. It had started making disturbing noises as we went through Luxembourg, so on arriving in Berne and checking into a superb youth hostel, we decided to fit our spare from the scrapped car. This was a job that we had not done before but, after a day and a half of toil, it was changed

and, once again, we were on our way. Now we were heading for Innsbruck via Lichtenstein, having abandoned our plan to reach Vienna. Once again the car was going well and, after a day in Austria, we headed for Italy. This meant going over the Alps via the Brenner Pass. The car coped with the ascent but, between the Austrian and Italian customs, the rear axle seized! By rocking the car back and forth, it eventually freed, but the damage was done. We could drive, but could not use the engine as a brake as this caused all sorts of rumbling from the rear. So we had to descend from several thousand feet up in the Alps to the Italian Plain using only the brakes! This was done in a series of very careful stages, stopping periodically to cool down the overheated drums by pouring water on the overheated drums.



The first diff change in Berne, Switzerland.

Our next mechanical incident happened at night on the road leading to Venice. The front spring 'temporarily' repair came loose, the nearside front wing dropped onto the wheel, wrenching the tie bar from the central pivot and shorting the electrics. The car swerved onto the grass verge, all the lights went out and a red glow from the back of the instrument panel confirmed that the Ford 8 does not have a fuse box! Hastily, we managed to disconnect the smoking battery, push the car into a field and reluctantly made camp for the night.



Coming down the Brenner Pass in calculated stages to allow for cooling the brake drums!"

Yet another day was taken, fitting the replacement spring, locking the tie bars back into position and doing some rewiring.. Morale at this stage was beginning to flag, but a tour of Venice and a day on the Lido soon raised our spirits. Now the route was to cross the Apennines, visit Pisa and then on to Monte Carlo and the French Riviera. The rear axle was still grumbling, but we proceeded carefully, thinking our troubles were now over as we headed away from Nice and headed north for the UK.

Not so! Just outside Digne in the Basse Alps, the rear axle gave out completely. We were rescued by a friendly farmer and his tractor who got the car off the main road and into his farmyard. Once again we set up camp and I made yet another phone call to my Dad. It was at this point that one

of my friends decided that he had had enough and left to make his own way back to the UK, and who can blame him!

The rest of us removed the axle and waited for the replacement to arrive. Five days later we had a call from the local railway station and our friendly farmer went and collected our parcel.

The axle was fitted in double-quick time, the camp was struck and we were off. Time was now pressing for us to make our ferry crossing and so we drove continuously, alternating drivers, until we reached Paris. There, we had a quick visit to the top of the Eiffel Tower, then set off for Dieppe.

We made our ferry crossing on time and the trip from Newhaven to Leeds went without further incident. All our parents were very relieved to see us back safely. My father never mentioned the costs we had incurred and later that year he sold the car and bought a Mark I Consul, but that is another story!

John D. Stansfield (Non-member)
Keyworth
Nottingham



The mid-1933, Hertfordshire registered short rad parked up in the foothills of the Alps. [Having seen these photographs, I'm not surprised that the front spring and the rear axle complained - Ed.]

Events 2008

12/13 July	Ardingly Show (Club stand) John Keenan West Sussex (Entry form needed)	01424 424323
13 July	Clwyd Practical Classics show Caerwys, nr.Mold, Flintshire	Clive Harrison 01745 571185
13 July Note change	Ford 'Blue Oval Rally'. Heritage Centre, Gaydon, Warwickshire.	Geoff Dee 01926 334780
20 July	Newby Hall rally, Yorkshire	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 September	Clwyd Practical Classics show Northop, nr.Mold, Flintshire	Clive Harrison 01745 571185
14 September	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 th Ford 8 & 10 hp National Rally Queensland, Australia if interested	Contact Sam Roberts 01264 365662
25/26 July (tbc)	Old Ford Rally (see top right) Gaydon Heritage Centre	Bob Wilkinson 01832 734463

Powerscourt Picnic Run and Rally, Co. Dublin - 17 August 2008

As holders of the Jim Fitzgerald Perpetual Trophy for the Y&C Register's attendance at the Irish Veteran and Vintage Car club's Rally in 2007, it is our privilege to hand the magnificent trophy back at the 2008 rally. Before it is returned, I thought you might like to see a photograph of it.

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 25/26th 2009. (NB. This date is subject to confirmation).

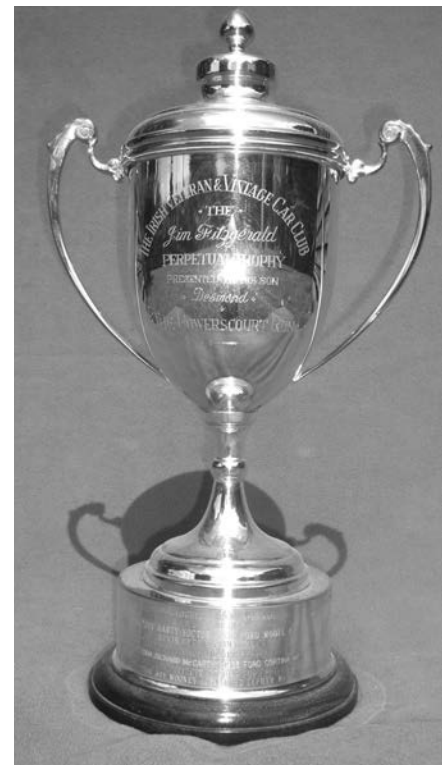
All Fords produced up to 1982 will be invited to attend with Ford clubs taking prominence in how the rally will be run. All clubs canvassed have been supportive of this venture, designed to fill a huge gap in the old Ford events calendar. It is anticipated that around 600 cars will be on show with trade 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.



The Jim Fitzgerald Perpetual Trophy awarded to the Ford Y&C Model Register at the Powerscourt Picnic run and Rally in 2007.

International correspondence

Australia

Attention those from Bury, ex-Lancashire

Barry Diggle happened upon the website http://users.bigpond.net.au/bunter/bury_links.htm, which has been set up by an exile from Bury, Sharon Bunter. Whereas I remember Bury as a town in Lancashire, it has now been swallowed up into the metropolis of Greater Manchester. The website has as a heading a lovely photograph, probably taken in 1935/6 of Sharon's great-grandfather, George Edward Buckley, who was the superintendent at Bury market. He is standing alongside his pristine-looking Model 'C', EN 6306, a mid-1935 Bury registration. Sharon now lives in Australia and is collecting website links, stories, photographs and historical data on Bury to add to her website. If any member can help, she can be emailed through the Home page on her website or direct to sbunter@hotmail.com



Sharon Bunter's great-grandfather, George Edward Buckley, who was the superintendent at Bury Market in the mid-1930s.

As there is a copyright notice on the photograph, I emailed Sharon to obtain her permission to publish the photograph in 'Transverse Torque' and am grateful to her for agreeing to my request.

Finland

This photograph appeared in 'Mobilisi', the Finnish classic car magazine. It shows a short rad Model 'Y' upon a Fordson AA double rear axle Sussex truck outside the Ford showroom in Helsinki in the early 1930s (presumably 1933). The Sussex conversion to the standard Dagenham production Model AA trucks was carried out by County Commercial Cars Ltd. of Fleet in Hampshire, the same company that built the Model 'Y' based Tug (known in the company as the Dorset) and the Model 'Y' based Devon van (which was not adopted by the Ford Motor Company).



NEWS OF NEW MEMBERS

Prepared by Godfrey Dingley-Jones

June 2008

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register the following 7 new Members and 1 re-joining Member.

Simon L. Cowley	C1208	Kingsthorpe, Northampton
John A. Giles	G1009	Maldon, Essex
Gerard Horan	H1932	Co. Clare, Eire
Jonathan Kearns	O-K101	Toronto, Canada
Bernard Kenny	K1902	Co. Mayo, Eire
Chris Norris	N1203	Caxton, Cambridge
Alan R. Pepper	P1510	Pinxton, Nottingham
Joe J. Tate	T1306	Watton, Norfolk

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

Simon Cowley We would like to welcome Simon from Kingsthorpe, Northampton to the Club. Simon is now the proud owner of my former car, Registration Number AJU 409, which is a 1937 Model 'Y' Tudor in beige over brown. The Chassis Number is Y183847 and the Briggs Body Number is 165/65582. The car was first registered on 20 May 1937.

The car is in "on the road" condition and Simon hopes to make good use of it in the months to come. Thanks for joining the Club Simon and I hope that you have as much enjoyment owning and using the car as I had.

John Giles from Maldon, Essex has joined the Club. John has a 1936 Model 'Y' van in brown over black with the Registration Number PV 3372. The van, which is in 'on the road' condition, has the Chassis Number Y144356. Welcome to the Club, John and we hope all goes well with PV 3372.

Gerard Horan We would like to welcome back to the Club re-joining Member, Gerard from Ennistymon, Co. Clare, Eire. Gerard, we are not aware of your vehicle details and would like you to contact us as quickly as possible and give us all the necessary information to enable us to update our records.

Jonathan Kearns from Toronto, Ontario, Canada has joined the Club. Jonathan has an April 1934 Model 'Y' Tudor, Chassis Number Y60481, with a Briggs Body Number of 165/1411. The car, which is in 'on the road' condition, was previously owned by former Member Tom Gregory from Illinois, USA. As far as the Club is aware, out of some 1200 Model 'Y's on our records, Jonathan's is the only known surviving Model 'Y' resident in Canada. Originally, according to the records of Ford of Canada, only 9 Model Y's were sold there. Welcome to the Club and we hope all goes well with the car.

Bernard Kenny from Ballina, Co. Mayo, Eire has joined the Club. Bernard has a Model 'Y' Tudor with the Registration Number WI 1639, which he is restoring. At this point in time we do not have any more details of the car and we look forward to hearing from Bernard with further details as soon as possible. Thanks for joining Bernard and we hope all goes well with the restoration.

Chris Norris We would like to welcome Chris from Caxton, Cambridge to the Club. Chris is the proud owner of the Allan Taylor 8 hp Groundsman's Tractor finished in green. Allan Taylor tractors were primarily designed for general duties on sports fields. and for pulling gang mowers. This vehicle was used by Hoover on their sports fields. Chris also owns a 1954 E04C Fordson van. Thanks for joining the Club, Chris and we hope all goes as planned with your vehicles.

Alan Pepper from Pinxton, Nottingham has joined the Club. As yet Alan does not own a Model 'Y' but he is on the look-out for a 1936 Tudor. Alan has expressed possible doubts that at six feet

two inches he may not fit into a Model 'Y', but I can re-assure him that I can foresee no such problems as I am of a similar height, albeit shrinking with age.

Joe J. Tate We would like to welcome Joe from Watton, Norfolk to the Club. Joe's car is a 1936 Model 'Y' Tudor, finished in black. It was first registered on 11 April 1936 and has the Chassis Number Y132475 and the Briggs Body Number is 165/35813. The car, which has the Registration Number VSJ 797, is in 'on the road' condition. Thanks for joining the Club, Joe and we hope you have many hours of enjoyment with the car.

I hope you will find this contribution to 'Transverse Torque' informative and as always the Club extends a warm welcome to all the new and re-joining Members. The Editor will be pleased to receive any news and photographs of your vehicles.

SUBSCRIPTIONS WERE DUE ON 1 June 2008 – HAVE YOU PAID YET?

Hopefully ALL Members will have paid their subscriptions by the time they receive this issue of 'Transverse Torque'. I do hope so. Prompt payment saves the Club money! Reminders do not need to be printed and sent out and there is, of course, the substantial saving of postal charges (and my time!). If you have not yet paid your subscription please do so as a matter of urgency and your Membership will

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Offers apply to Sat15th/Sun16th November 2008 only. Adult ticket offer limited to 2 tickets per member. Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. For comparison, the on-the-door prices for 15th/16th November 2008 are: Adults £17.00 and Family £45.00. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! Classic Motor Show tickets allow FREE entry into the MPH Show (excludes live action theatre) All bookings are subject to a single transaction fee. All information is correct at time of publishing.

continue. Please send your payment to me NOW (cheques to be made payable to Ford Y & C Model Register Ltd). My address details are on the inside front cover of the magazine.

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

A Subscription Renewal Form was enclosed with Transverse Torque issue 172 and I shall be pleased if you will kindly complete it and return it to me with either your subscription payment by the 1 August 2008 or a signed Standing Order form as quickly as possible.

For UK Members, PLEASE amend the commencement date on the Standing Order to read 1 June 2008. Eire Members will note that they can now pay their subscription in euros by Standing Order and there was a form with issue 172 for their use. The form should be completed, signed and returned to me as quickly as possible.

Godfrey Dingley-Jones
Membership Officer

Northern Sidelights

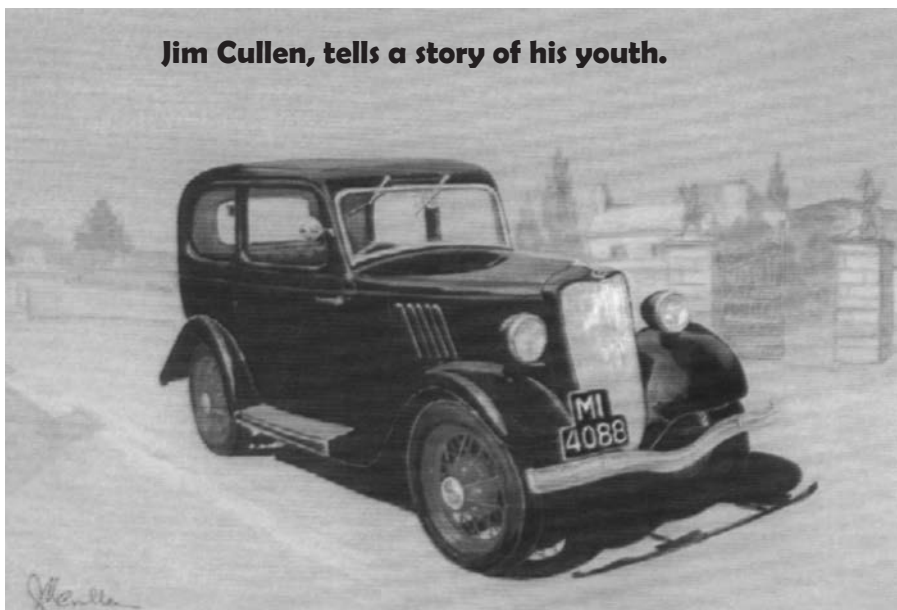
The article by Nigel Stennett-Cox, Ford Model Y Versus Austin Seven, in Issue 172, was of particular interest to me since my modest "collection" comprises examples of both, albeit the Austin being of the Big 7 variety. They are very different cars and would have appealed to different clientele, if only on the basis of price differential (the Austin costing half as much again as the Ford). My Ford, according to the excellent history pack which came with it, was originally purchased by a skilled tool-room engineer, whilst my Big Seven was bought by a rather genteel lady living in Bexhill-on-Sea, who, according to her son, bought it, "because she liked to keep her things up to date"!

It was a delight to be able to meet up with the wider Y&C membership at Grassington as part of the Yorkshire Tour. With Alan Ogden as navigator, we ambled up the Dales and arrived in the Town Square and took the only parking space left. Not to worry, Sam arrived and soon cleared our designated parking spot of the moderns, and over twenty Model 'Y's and other associated Fords were formed into an almost perfect square. The sun even came out to greet the array, which included some very rare and delectable examples and which gave considerable pleasure to the inhabitants and visitors in Grassington. After a leisurely lunch, and the taking of many photographs, most made their way down the dale to Embsay steam railway, where some embarked upon the steam train to Bolton Abbey. It was a splendid day, and thanks to all who helped organise it.

The next event of any great significance is Newby Hall on July 20th where the Register will have its own stand. I hope to see many of you there.

Barry Diggle, Region16

Jim Cullen, tells a story of his youth.



(Non-) Members' Cars

Jim Cullen is a member of the Irish Veteran and Vintage Car Club, who has been responsible for a series of 'Looking back' articles in 'The IVVCC Journal'. Following heart surgery, he returned to the Journal in August 2007 with this article. I am grateful to Tom Farrell, the Editor, Esther Behan the publisher and, of course, Jim Cullen for allowing us to share Jim's story titled 'Ford Model 'Y'.

"I have not produced any new 'Looking Back' articles recently as I have been recovering after my heart operation. I have managed to attend two ARM outings and to take part in a cardiac rehabilitation course run by the Louth Hospital in Dundalk. Henry and Mary Noonan invited me to go on the Gordon Bennett with them in June in their 1917 Overland. This was a great event, held in fantastic weather, over a new course in Counties Kildare and Carlow, which was challenging and proved that we need more practice in timing and route finding as a team. Many thanks Henry and Mary - it was like old times for me.

Maybe now I should look back at the Thirties to remember the baby Ford (Model Y) which my father bought in 1938. New cars were rare in rural Co. Wexford in those times when a good second-hand one filled the bill. This car was a two door, black, with red wheels and upholstery. It had a luggage rack on the back - just right for a bag of spuds or a couple of bags of cement.

I remember going into Wexford with my father to Stathams, the main Ford dealers, to look at two 1936 Ford 8's - one green and one black, the one which my father chose. I think he would have paid £60 for it. These Model Y's were £120 new and were very popular. Stathams also had garages in Carlow and Kilkenny, which was their headquarters.

There was great excitement when this 'baby' arrived at our home. We felt we had got a modern car at last. For a family of two adults and four children between the ages of fourteen and seven, there was a slight crowding problem, but my brother Des being the youngest was squeezed into the front with my parents, so our shortish journeys were relatively comfortable.

My father was pleased with the performance and economy of the little Ford, registered MI 4088 (Co. Wexford) compared with our earlier Fords, which were pre-1930 Model A's. The first time I had seen 40 miles per hour on the speedometer was on the road to Wexford when my father was in a hurry!

From Wreck to Riches

There was a resourceful mechanic, Ben Delaney, in our local village of Taghmon, who kept our cars going. He had an Austin 7 Chummy which I loved and I remember him calling to us when the Model Y would not start. He found the petrol pump faulty when he took it off. It was not getting a full stroke, so he took out the pump arm and brought it into our open hearth fire and heated it to a red heat and bent it a small bit to give a better stroke. Obviously he had come across this before so he knew how much to bend the arm as, when cooled and re-assembled, the car started much to our joy - we could go to the seaside the next day which was a Sunday. The name of the seaside was Cullenstown!

This car served us well, but the outbreak of World War II in September 1939 meant that petrol rationing started more or less immediately. Only 4 gallons a month was available, so only the most essential journeys were possible and we all had to take to two wheels for most of our trips to Wexford ten miles away. I remember petrol was 1s/3d (one shilling and three pence per gallon), which my father usually bought at Meylers Garage in Wexford. He seemed to favour Texaco. The garage was in Redmond Place near the Railway Station where Sam McAuley now has a very modern pharmacy and Dunnes Stores stands where Meylers had a showroom in post-war times.

My eldest sister Gabrielle went to school in Highgate, London, in September 1939 and we all went in the 'Y' to Rosslare Harbour where she started her journey by ship to Fishguard and then to London by train. We were back again before Christmas to meet her in Rosslare and it was snowing. We experienced our first skid on a bend in the snow when we did a 180° turn, much to our consternation, but all was well and we arrived safely home.

At the outbreak of the War my father joined the LSF (Local Security Force) which subsequently became the LDF (Local Defence Force) and later the FCA in our village. He became the group leader and he got a small petrol ration to attend meetings in the county. I remember being collected in the 'Y' at Christmas 1940 from boarding school in Wexford after an end of term concert - probably my last trip in the car, which was subsequently put up on blocks as petrol availability ceased completely for the duration of the War, except for doctors, vets and clergy.

In 1943 our local vet came to my father and asked him to sell our Ford 8 to him which he did, as no one knew what the prospects of motoring were or indeed what the outcome of the War would be. Ben Delaney came to us and after heating the plugs on the fire got the car started. I remember how sad I felt to see its red rear light disappear up our avenue. For the first time since 1928 we were car-less except for the derelict 1921 Vulcan Tourer which lay in our haggard. The Ford was the first car I had driven on the road at the age of 10. The next one I was to drive was my fathers Austin A40 Devon 1949 when we had moved to Dublin.

There was a number of Ford 8's around Taghmon. Jim Maguire, our IVCC Wexford member, lived in Taghmon and his father had a black and green-wheeled Model Y registered M1-4066. Our school master had a 1933 'Y' in which he commuted daily from Wexford. Our local doctor (O'Sullivan) also had a 'Y' like ours - its number I don't recall.

I bought a 'Y' in 1969, but failed to restore it as a more interesting car turned up - a 1933 Lea Francis Tourer - and the 'Y' was disposed of. Its new owner did restore it, but I lost track of it. So life with cars continued. I often wonder why more Ford 8's ('Y' models) have not survived. Will anyone give me a drive in one???"



The Alpine, as purchased in 2003 in Keith Ardley's yard in Yorkshire."

Having fabricated the new body on Jack Bezzant's Model 'Y' racing sports tourer for John Griffiths, Terry Mortiboy yearned for a Model 'Y' tourer of his own. As they are like the proverbial hen's teeth to find, his only immediate hope of salvation lay in the complete wreck of a Model 'Y' Arrow Alpine owned by the autojumbler, Keith Ardley. So much of a wreck was it that, as far as the bodywork went, it boasted only a scuttle and the nearside door. The chassis, engine, axle and wheels gave the wreck some respectability! And so, in 2003, Terry moved the wreck to his house in Blackburn in Lancashire.

Terry you understand, with a little help from evening classes, is a self taught meticulous all-round craftsman. Tirelessly, over the past 5 years, he has rebuilt the bodywork, using David Grace's Alpine as a reference and has restructured and rebuilt almost every part of the car, contracting out only the ash frame (but acting as the joiner's mate) and the body painting. The result is staggering. Compare the before and after photographs to see what I mean!

With the help of the Y&C Register (Bob Wilkinson), he is hoping to retain the original registration number through DVLA (DY 7766 - a 1933 Hastings registration). On the Yorkshire tour, we witnessed the Alpine with Terry and a very patient Dot, who made the seats and the hood - clever girl! Quite rightly, Terry's car was almost unanimously voted the best car on the tour.



The almost finished Alpine waiting for DVLA to issue a registration number. The finish throughout is of a very high standard. Well done Terry.

John Carter sale, January 1976.

Dave Minnett emailed a copy of a John Carter catalogue, dated January 1976, in which he was advertising for sale his personal collection of Ford vehicles, spares and literature. The cover of the catalogue illustrated the Model "Y" van, chassis number Y78119, and then registered AEL 798. The for sale advertisement inside the catalogue read:-

"1934 Ford Model Y Van. 8 hp as in cover illustration. Original type engine, fully restored 1974 and nominal mileage only since. No signwriting, coach painted maroon. Probably the finest example to be found out of eight only known surviving in the United Kingdom Offers.

John Carter
Smewins
Shottesbrooke
Nr. Maidenhead
Berks SL6 3SR"

The van is still one of the finest examples and appears regularly at shows in the south of England accompanied by its present owner, John Hampton. Only now it carries the registration RAY 553 and carries John Hampton livery.

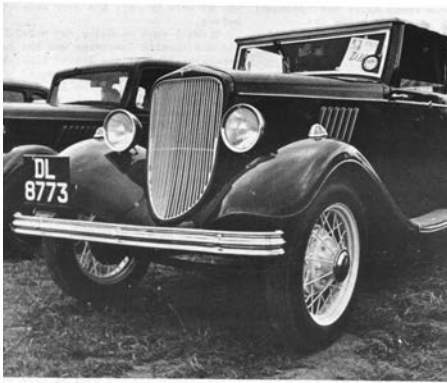
The cover of the 1976 John Carter catalogue showing the van, Y78119, for sale.

Mention of John Carter and Shottesbrooke should bring lumps in the throats of longer participants in the classic car world. In the 1970s, John Carter was the driving force behind classic car, military vehicle and agricultural machinery shows around the south of England, but at Shottesbrooke in particular. He was also the Editor of that superb bi-monthly, well illustrated publication '**Three on the Floor**', which in the early 1970s was the 'Magazine for Ford, Americana and Military Vehicle Enthusiasts', but later became the 'Enthusiasts Magazine covering Vintage Americana, Fords, Military Vehicle and Tractor Preservation.' A regular contributor was the late, great Michael Sedgwick who, in the September 1975 issue, wrote up, at length, the Vintage Windsor Forest Motor Show, at which many prominent Y&C members, ex-members and cars were present [bearing in mind this is 3½ years before the formation of the Y&C Register]. Illustrated were the Model "Y" saloons of Eve Chapman (now owned by Bob Brown) and Jim Miles, the Cairn coupé of Bob Stay from Newport on the Isle of Wight and, believe it or not, the Arrow tourer of Frank Johnson, all the way from Nottingham, - it even had its hood up then! Mentioned in the text were Julian Janicki's '36 'Y', Philip Albers early '33 Tudor 'Y', Day's '33 'Y' Fordor and Saunders '36 'CX'. The last two names don't ring a bell with me. Can anyone shed some light on who they may have been and which cars they owned? I think the Saunders' 'CX' was registered BOU 423, as that appears in one of the photographs. However, we have no trace on that car today.



Y78119, now registered RAY 553 and owned by John Hampton at the Andover Vintage Car Show in 2006."

Dave Minnett recalls, "I do know that John Carter did clear most of his collection. This was at the time he was becoming interested in Vintage Steam Fair rides, etc. I recall the John Carter Rallies at Shottesbrooke Farm in White Waltham. I went to a couple of rallies back then and now funnily enough overfly the rally fields quite frequently as I keep my Luscombe at White Waltham Airfield."



A page from the September 1975 issue of 'Three on the Floor', showing Bob Stay's Cairn coupé alongside Jim Miles Model 'Y' and Frank Johnson's Arrow 'Standard' tourer at the Windsor Forest Vintage Motor Show.

6 volt Easy Start

A Ron Kendall initiative.

I have developed a 6v unit to help with cold starting in the winter. I call it a 6 volt Easy Start. It works by using a 6v, 4ah rechargeable sealed battery that switches into the car ignition every time the engine is started and whilst it is on tick-over. It makes starting the engine easier because, when the engine is cold and the battery is turning the engine over, it is possibly only giving the coil for the ignition 3 or 4 volts, resulting in a weak spark depending on the state of the battery. But, with this unit connected, the auxiliary battery in the 'Easy Start' unit will feed the coil with full power, creating a strong spark whilst the main battery turns the engine over. When the engine starts and is running at about 800 revolutions per minute (fast tick-over) the Easy Start unit will switch the ignition back to the main power source.

The Easy Start kit comes supplied with a mains and a 12v battery charger so that you can charge the battery when required (I charge mine about 3 times a year), a 4 way disconnection cable block and full fitting instructions. All you need to do to fit it, is to take off the input lead from the low tension side of the coil and feed it into the Easy Start unit and replace it with a lead from the Easy Start unit. Then fit a lead from the dynamo before the relay switch into the unit and fit an earth lead from the body into the unit. The unit will then switch the ignition automatically to the auxiliary battery for starting and revert back to the normal ignition when the dynamo supplies current into the unit.

The unit measures 160x120x75mm and will assist all 6v coil ignition engines. The only thing I need to know is if the vehicle is positive or negative earth, but most vehicles of the period with 6v ignition will be positive earth, including the 'Y's and 'C's.

It also can be fitted into the vehicle wherever the owner wants to locate it and will only need to extend the wiring if, say, it was put behind the dash board, but it will easily fit in the bonnet in the toolbox and won't be seen. Also, if you want, it can be disconnected when the vehicle is unattended, when it acts as an ignition immobiliser for a bit of extra security. I should be able to supply it for £45.00 plus £5.00 postage.

Any way I hope it will be of interest to the Club and I will build it to order if you phone me, Ron Kendall, on 01827 714584.

[I fitted a kit to my Kerry before the Yorkshire Tour and I had no problems starting - Ed]

Ron Kendall's 6 volt Easy Start kit. What you see is what you get (plus instructions).



Wholesale & Retail Prices – October 1936

Jim Miles happened upon a Ford , passenger models price list from October 1936, which makes interesting reading:-

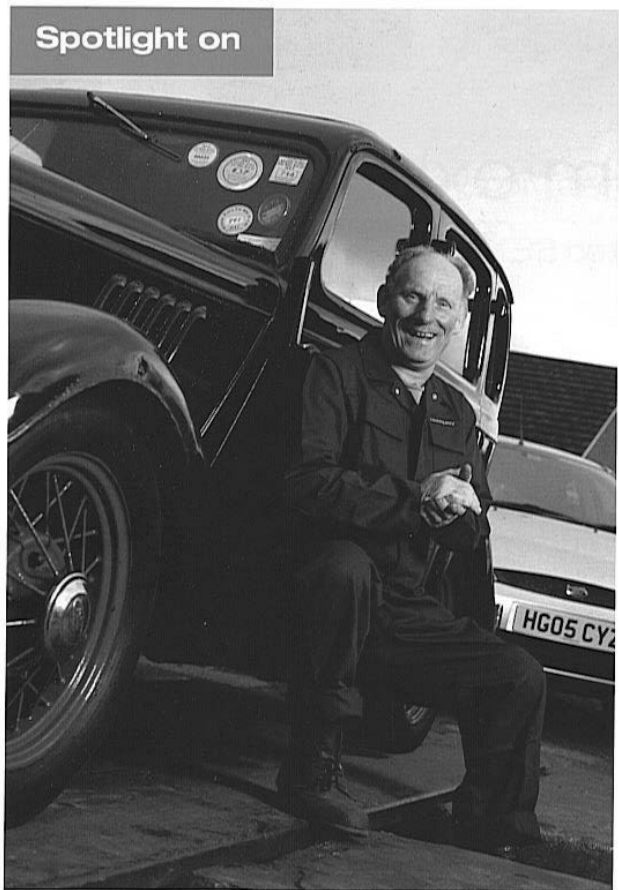
Model	Retail Price			Limited Dealers' Wholesale Price		
	£	s.	d.	£	s.	d.
The Popular Ford (£6 Tax).						
Chassis	90	0	0	77	10	0
Saloon	100	0	0	86	0	0
Saloon (Double Entrance)	112	10	0	96	10	0
Sliding Roof & Leather Upholstery - Extra	10	0	0	8	10	0
The De Luxe Ford (£7 10s. Tax).						
Chassis	110	0	0	93	10	0
Saloon	135	0	0	114	15	0
Saloon (Double Entrance)	145	0	0	123	5	0
Tourer	135	0	0	114	15	0
Leather Upholstery - Extra	5	0	0	4	5	0
Sliding Roof - Extra	5	0	0	4	5	0

So the dealers' mark-up on the standard Tudor cars was £14 on the Model 'Y' and £20 5s. on the Model 'CX', which was not a lot, even in those days. I would have expected a sum nearer the 20% figure.

Hunt the chassis number!

I had a couple of hours on my hands whilst visiting our Christchurch based grandchildren and took the opportunity to arrange a visit to Richard Maidment, a September 1936 Fordor Model 'Y' owner-member, who lives in Poole on the other side of Bourne-mouth. For many years we have listed Richard's car under its Briggs body number, 166/8247, his documentation not showing a chassis number. After a quarter of an hour scraping and polishing, I had to admit that I couldn't read the chassis number on the chassis either. It was so faint. So it remains on the register of survivors between Y154500 and Y154932.

Richard and his car were the subject of a classic car magazine article a couple of years back:-



Classic service in Poole

Richard Maidment from Poole, Dorset has been working on cars since he was old enough to hold a spanner.

The Maidment blood line clearly has petrol running through it as Richard inherited the house, garage and yard from his father who got into the motor trade after the war and both Richard's son are in the business. After school he served a five year bodyshop apprenticeship at F English - now English Ford his Parts Plus dealer.

Richard's passion for Fords is evident in the 20 or so that slumber in his yard from a pristine Model Y and 100E to some currently neglected Cortinas and Granadas. The majority of the cars he carries out insurance work for or services or prepares for MOTs are also Fords - although of a more modern vintage.

'My Dad always had Ford vans and saloons,' he said 'and they seem to be popular around Poole. English Ford make life easy as they have a regular delivery service and the staff are great. I've noticed Ford prices getting a lot more competitive over the last few years.'

Occasionally Richard helps people out with their restorations, that's when he has time to spare from his own restoration work that he shows at classic car meets around the country.

Hobbies Neglected

A message to fellow Scout Leaders by Roger Corti

One of the consequences of volunteering for Scout Leader is that, too often, our personal hobbies, interests and duties get postponed. Gardens are left overgrown, home and decorating needs are neglected, due to many hours spent on Scouting evenings and meetings, etc. I am no exception here.

I believe strongly that every leader should have interests outside of Scouting and advise you all to make some time for yourself with those, or regrets will set in. It will also give you something else to talk about and stop you becoming a Scouting bore!

I have recently managed a strenuous 3 days hiking (long overdue) in the Lake District with two former Scouts, my son, Kevin and his friend Paul. We camped at Derwent Water and managed Latrigg, Catbells and beyond to Bull Crag and High Spy and Loughrigg in Ambleside. I have the blisters to prove it. It really was a great 3 days with fantastic views and a sense of achievement. Fiddling with bacon on Trangias and camping out in both sun and rain reminded me how important outdoor activities are and how enriching to the spirit to get back to nature.

Another keen interest of mine is to restore an old Ford Model 'Y', born in 1933, now in my garage for nine years and halfway



Derwent Water in the Lake District.

Hydrostatic fuel gauges.

Recently joined member, Alan Summons, emailed from Lowestoft:-

"I'm trying to get a hydrostatic fuel gauge to work. I understand these gauges are not the most reliable in the world, but it's a nice period piece, so if I can get it going that would be good. I am missing the liquid in the gauge itself. I hear this liquid is a bit dodgy to say the least. Can we still get it, or have we a modern substitute? I have done the checks in the write-up in the Bulletins on the fuel system and all seems well from gauge back so, if you have any advice, it would be much appreciated."

This topic arises every few years. The last write-up in Transverse Torque was in issue 159 (March – April 2006). The subject is covered in detail in Model "Y" Bulletin, Vol. 1, No. 3 (November 1932) with the method of filling the tube with the liquid on page 24 (bound copies of the Bulletins are available from Bob Wilkinson). The original liquid was red tetrabromoethane, which has a specific gravity of 2.9.

As Alan quite rightly states, the original liquid is hazardous and we now use a modern equivalent of the same specific gravity. Phials of the modern equivalent are available from Mike Cobell at Saturn Industries Ltd., 10 – 14 Newland Street, Coleford, Royal Forest of Dean, Gloucestershire, GL16 8AN. Tel: 01594 834321 or email: mike.cobell@btinternet.com

I am delighted to say that Alan was given the correct advice and reported back:-

"The update on the fuel gauge is good. I have been in contact with Saturn Industries and they supplied the fluid in question the next day, [they had it on the shelf], delivery £7 total and I had it in my hand – brill! The bottle is very small, but there is enough fluid to fill about three gauges. One thing I found out is you have to feed the fluid very slowly into the gauge [I used a small dropper from the chemist]. It takes some time to flow down the small tube in the base of the gauge and, after about 3 or 4 drops, it had levelled out to a 1/4 of a tank of petrol, with the gauge sitting on my bench. But, with the add of the dropper, I sucked some fluid back out, and after a little time, I soon had the correct level. I then did the test suggested in the Bulletin on the gauge, which seemed OK. After fitting the gauge in the car, I blew down the fuel line to set the gauge and it levelled out at 1/4 of a tank full, which is what I estimated to have at that time. So, excited with the fact the gauge just might work, I drove to the garage to fill her up, but on arrival I found I only had £15 on me; in fact, with the small change as well, it totalled £16, so that's how much I put in. The gauge rose to 3/4 of a tank and, with my trusty stick, I dipped the tank and it showed about 3/4 of a tank - so all seems well. Watch this space. When I run out of fuel with 1/4 tank showing, I will let you know ha ha! Thanks again for your help."

there. I was reminded of it upon seeing an article in the "Transverse Torque" magazine from my car club - the Ford Y&C Model Register. This article by Jim Miles, a member, describes his experience driving his old 1937 Model 'Y' around the O2 arena (part of a hundred years of motoring pageant) in November for the Festival of Scouting, to mark our Centenary.

He says within that "The Boys and Girls really put their full talent and energy into their singing, dancing and acting in their themed costumes" and "Altogether it was a jolly good show." He concludes his article with: "The media always shows the negative side of teenagers, but those Boys and Girls of the Scout movement were really a nice bunch; hard at work for their organisation and having fun at the same time."



"Roger Corti's Fordor short rad arrives at his home in Pinner, Middlesex ready for restoration."

Brake adjustment

THE NEW TYPE BRAKING SYSTEM

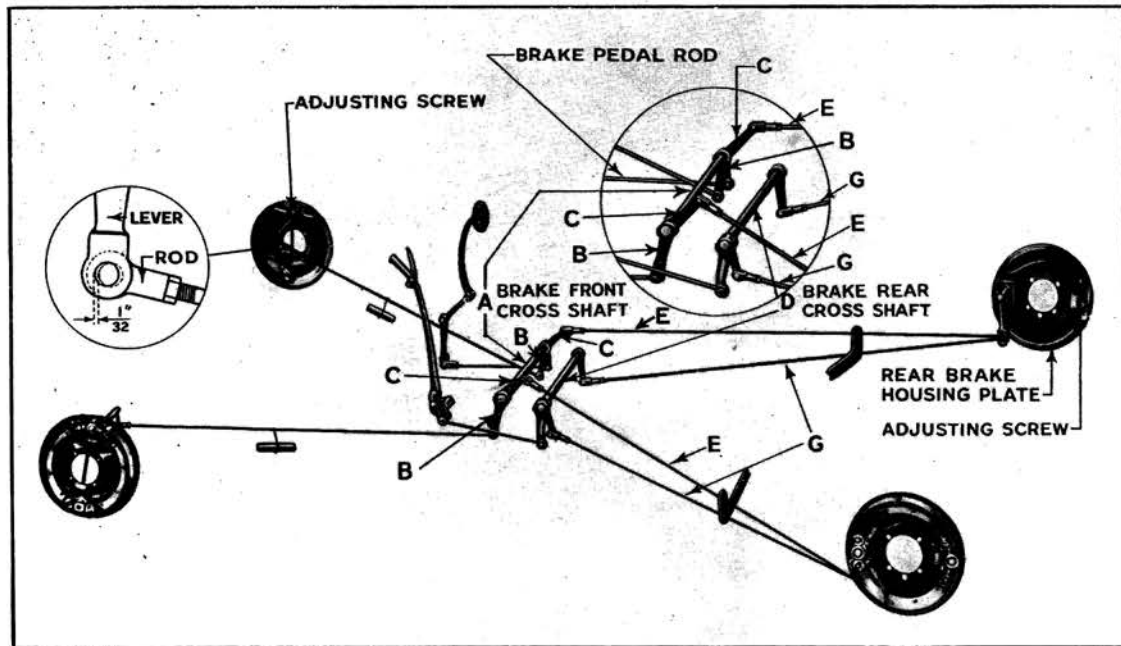


FIG. 61.

BRAKE LAYOUT.

Operation

An improved type braking system is now being fitted to the Model "Y" cars; a diagrammatic representation of this being shown in Fig. 61.

The brakes on all four wheels are operated by the foot pedal from the front cross shaft A, Fig. 61: the rods operating the front brakes being connected to the arms B, the rods operating the rear brakes being connected to the arms C.

The hand brake lever operates the brakes on the rear wheels only through the rear cross shaft D, which works independently of the front cross shaft, the rods being connected at the wheel end to the same operating arm on the rear brake housing plate as the brake rods from the front cross shaft A, operated by the foot pedal; the arm on the rear brake housing plate being formed with a double fork to take each rod in its own fork.

All rear brake operating rods have their rear ends formed into slotted links to permit each pair of rods to work independently of each other.

The instructions published in Volume 1, Number 2, of the Model "Y" *Bulletin*, for checking

and adjusting the brakes, apply to the new system, but if the braking system has been dismantled, or it becomes necessary to re-set the entire system, proceed as follows:

Footbrake Linkage Adjustment

Before attempting to make any adjustment in the brake linkage, make sure that the shoes are correctly adjusted in the drums by means of the adjusting wedges as described in Volume 1, Number 2, page 18, under the heading "Adjusting Brakes."

Next, disconnect the two front brake pull rods at the back of the two front brake housing plates, and the four rear brake pull rods at their cross shaft ends.

Disconnect the brake pedal to cross shaft rod, and adjust the length of this rod by means of the adjustable clevis until with the rubber stop on the brake pedal pressed against the underside of the floorboard, the top face of the shoulder formed on the left hand lever boss on the front cross shaft is 1/32 inch away from the top face of the shoulder

formed on the left hand forward cross shaft bracket boss as shown in Fig. 62, when the rod is re-connected to the footbrake pedal arm.

Under no circumstances should this dimension be exceeded.

Never attempt to carry out adjustments with the number 1 floorboard removed, or the rubber pedal stop missing, since under operating conditions the "off" position of the brake pedal is determined by the stop.

Replace the pedal retracting spring, the clevis pin and split cotter pin, and lock the clevis by tightening the nut on the rod securely.

The length of each front rod must now be adjusted independently as follows:

Pull the operating arm on each front brake housing plate towards the cross shaft until all play in the cam, etc., is taken up, and the spring pressure can just be felt.

Adjust the length of the two front brake rods by means of the adjustable clevis at the brake drum end until the pin hole in the clevis is $1/32$ inch nearer the **cross shaft** than the hole in the arm on the brake unit (See insert Fig. 61).

The clevis pins should then be cleaned, oiled, and replaced, and a **new** split cotter pin inserted.

It is always good practice to bend the two legs on each cotter pin in opposite directions.

Do not forget to lock the clevis at the brake drum end of each brake rod by means of its lock nut.

Pull each outer, or longer rear brake rod E, towards the cross shaft until all play in the rear brake cam, etc., is taken up and the spring pressure can just be felt.

Adjust the length of these rods by means of the adjustable clevis at their forward ends until the pin hole in the clevis is $1/32$ inch nearer the **rear axle** than the hole in the upper arms on the front cross shaft.

The fact that the brake rods are $1/32$ inch shorter than actually required to take up play in the brake mechanism gives the maximum effective brake pedal movement and places a slight tension on the entire system which tends to prevent rattles on rough roads.

Under no circumstances should more than $1/32$ inch be used in making this adjustment as this would defeat the purpose of the design.

The clevis pins should now be replaced so that both foot and handbrake rear rods are secured to

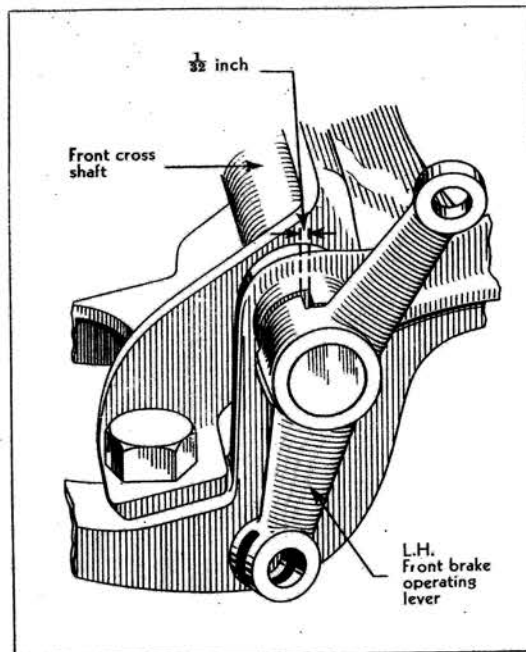


FIG. 62.

the rear brake arm, and locked by **new** split cotter pins.

This completes the linkage adjustment for the four wheel brakes operated by the foot pedal.

Each wheel should now be checked to see that the brakes are not dragging.

Handbrake Linkage Adjustment

Move the hand brake lever to the "off," or extreme forward position, then pull each inner or shorter rear brake rod G, Fig. 61, forward until the rear end of the slotted head at the rear end of each rod just makes contact with the clevis pin in the rear brake operating arm.

Adjust the length of these rods by means of the adjustable clevis on their forward ends until the pin hole in the clevis just lines up with the pin hole in the levers on the rear brake cross shaft.

Care should be taken that the slotted ends of the hand brake rods only just touch the clevis pin, otherwise too great a tension at this point will throw out the footbrake adjustment.

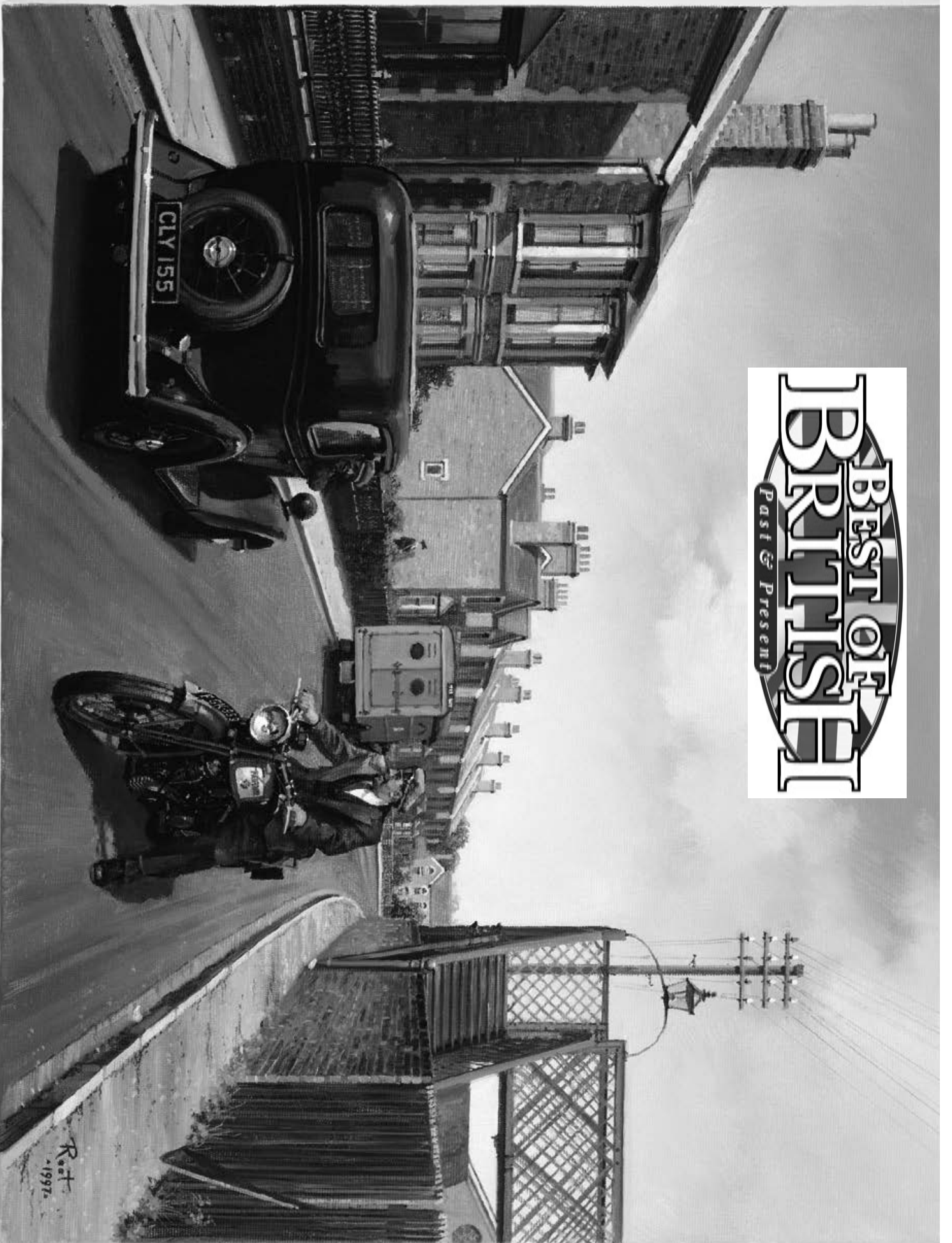
Finally, test the brakes on the road and make any slight adjustment that may be necessary to secure perfectly even braking action by means of the adjusting wedges on the brake housing plates.

If the above instructions have been followed carefully it should not be necessary to turn any of the adjusting screws more than one, or at the most, two notches.

Incorrect brake rod adjustment will give rise to dragging, chattering, or squeaking brakes, and cause unequal braking action.

BEST OF BRITISH

Past & Present



Rat
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