

# Transverse

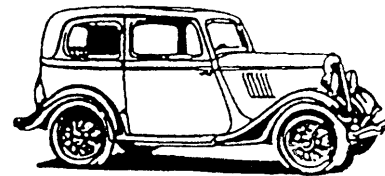
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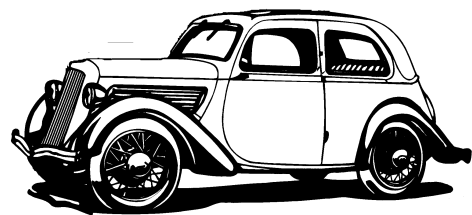
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**September - October 2008**  
**Issue 174**



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## Editorial

Having just returned from a week in Ireland, taking in the Powerscourt Rally, time has been rather short to pull together this issue in time for its publication. Hopefully, you find it an interesting and varied read. The Powerscourt Rally report is under Regional News.

Whilst enjoying a 50<sup>th</sup> wedding anniversary reception in the chapter house of Salisbury cathedral, mine hostess dragged me over to meet a petrol-head, who owned, or had owned, a Bentley, a Riley, an MG and a plastic AC Cobra replica. I put on my anorak guise and told him all about Model 'Y's, to which he replied that he had seen a blue open-topped version of the Model 'Y' at Downton recently. It was the first open-topped one he had seen. I told him that that would be Colin White's Knibbs Parkyn model, registered TJ, from Ringwood. I think he was suitably impressed. Well done Colin - flying the flag!

In this issue is an article on the Johansson precision measuring blocks, or 'Jo Blocks' as they were known. The article begs the questions, "How were they manufactured in 1900; what gauges were they checked against and how was the standard inch measured to an accuracy on one millionth of an inch?" The winning answer will be the first correct one opened or received!

This year is the centenary of the introduction of the Model T Ford, the people's car that revolutionised transport across the world and formed the design concept from which the Models 'Y' and 'C' emerged a quarter of a century later. Some of you have sent in reminders, including Kevin MacManus in Ireland, and a member of the Institute of Engineering and Technology (whose name escapes me) who sent in an article comparing the Model T technology with a prototype electrolyser, which will allow owners to generate hydrogen in their garage to fuel their car!

Belatedly, Malcolm Grace from Lindfield in Sussex sent in a photograph of his maroon 1933 Fordor short rad on National Drive It Day in April. Malcolm hitched a lift with the Austin '750 Club' of Eastbourne on their day out.

There was a remarkable reaction to the photograph of the military Eifel with its driver and staff officer on the front cover of the last issue. I have included some other photographs of Eifels on military service in this issue. The good news is that, at long last, Wolfram Düster's book on the history of the Eifel, is soon to be published. We were told to expect it by Christmas, but as Wolfram has recently asked me for a copy of the military Eifel photograph to be included in the book, I suspect publication is some way off! More from his son, Klaus, in this issue.

Bob Wilkinson is always banging on about using the For Sale column in Transverse Torque and the Y&C Register website for advertising our cars for sale. The website in particular is now regarded as the prime source of our cars by potential purchasers. I am delighted to say that, as a result of our advertisements, the blue Model 'Y' Mistral tourer, which had been exported to Mallorca, is now back in the UK in the hands of Winston McAdoo in Ulster.



Winston McAdoo's stable of Model 'Y's, including the Mistral tourer recently purchased and brought back to the UK.



Malcolm Grace's short rad Fordor raises the tone of the early Austin '750 club' of Eastbourne's outing on National Drive It Day in April.

tracted jaundice and suffered kidney stones. But good ol' Tim Brandon has been over to Norwich to give Brian's son a driving lesson on the 'Y', so Brian and Yvonne have been taken out for a couple of trips. We wish you a speedy recovery, Brian.

Finally, this month, on September 27<sup>th</sup>, our Chairman, Peter Ketchell is marrying Jean Haselgrove in his home-town of Chester. We wish them much happiness together and many more years on the dance-floor.

### Sam Roberts.

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Brian Mace is slowly getting better. It seems to be a case of two steps forward and one step back, having now con-

### Cover photographs

**Front cover:** An abandoned short rad Ford Junior in a Norwegian forest.  
**Back cover:** Doug Hickson's Jensen bodied Model 'Y' Mistral, whilst it was on loan to the Ford Motor Company. In 1983, Henry Ford II visited Dagenham and was photographed with the Mistral.

# SECRETARY'S RAMBLINGS.

After the pleasure and thrill of the Yorkshire Tour, life has seemed somewhat quiet in comparison during July and August. This is a quiet time for Club committee work as holidays take many officers away. Local shows and picnic runs..... dodging the showers.... have provided the 'CX' activity of late, along with on-going restoration of my Ford Model A.

Godfrey Dingley-Jones has been busy processing renewals and sending reminders to members who "forget".....our thanks to those who paid on time, particularly standing order payers. During the renewal phase Godfrey occasionally finds, after much time and correspondence, that a member has sold the car some time previously....not told us....and is not renewing. Please help us by letting us know if you sell your car and, if possible, the details of the new owner. Help us to save our time and your money and more importantly help us to recruit new members.

Sam Roberts and I follow up any Y or C Models which appear in magazine adverts and on the ubiquitous ebay. We offer Club services to buyers and sellers and hope to keep track of our cars. We do pick up members in this way too. Occasionally though, we are surprised to find our members advertising elsewhere without having used the FREE club advertising facilities in the magazine and on our website. We have members looking for cars in our magazine and website browsers often feel more secure buying through a club contact than on the open market. Please use club facilities.

## OLD FORD RALLY. July 25/26<sup>th</sup> 2009.

Discussions are on going with officials at the Gaydon Heritage Centre with regard to our Club organising this important rally next year. We hope to announce clear plans and begin advertising soon, when we have an agreement in place. If you are "up and running" please earmark this date. If you are "midst restoration" why not make next July the target date for completion? This event will be the biggest on the old Ford calendar so don't miss out. More anon.

It is good to see more of our members' cars coming back into use after years of languishing in the dark. Several members are sending in detailed on-going logs of their restoration projects. Member Roger Corti even has his own blog (see <http://fordmodely.blog.com/> ) on a website! Some or all of these accounts will appear in due course in our excellent magazine....please keep us informed of your progress and particularly how you overcame those difficult bits.

**Returning to Former Glory.** Some members may not enjoy this paragraph. (what's new?). The future of our Club and our cars depends on getting them into use, for us to enjoy and others to see. Mere ownership does little for posterity or generating interest in our hobby, particularly if the car does not see daylight. Maybe some members need to be realistic in terms of their capability - time/skills/health/energy - to complete the restoration of a car which has been tucked away for that "someday". Why not sell it on to someone who will get on with the job? Maybe members with several cars should consider parting with ones on which they will never lay a spanner. How often have we seen a car deteriorate over many years to a point where restoration is nigh impossible whilst in the hands of someone who patently was never going to "get on with it".

I have come to the realisation that perhaps I may never tackle another full restoration due to creaking bones and a recently acquired dislike of cold hard concrete. I have had conversations with other members who are acting on the same principle and are indeed parting with surplus cars. One member recently conceded that he was unlikely to live to be 135 years old and has started reducing his stock. Is this the time to get your son, daughter

or grandchild involved? Pass the car on and derive pleasure from seeing some progress. Get those cars moving.

Meanwhile enjoy the rest of our summer by "Y-ing or C-ing".

Bob Wilkinson. Secretary.

## BOB'S JOKE CORNER.

Not a joke, but this observation on life, sent by club member George Pierce in the U.S.A., made me chuckle ....

Harry Truman told it like he saw it. "The Buck Stops Here."

"It doesn't matter how big a ranch ya' own, or how many cows ya' brand, the size of your funeral is still gonna to depend on the weather." Harry Truman.

When President Truman retired from office in 1952, his income was substantially a U.S. Army pension reported to have been only \$13,507 a year. Congress, noting that he was paying for his stamps and personally licking them, granted him an "allowance" and, later, a retroactive pension of \$25,000 per year. When offered corporate positions at large salaries, he declined, stating, "You don't want me. You want the office of the president, and that doesn't belong to me. It belongs to the American people and it's not for sale."

Even later, on May 6, 1971, when Congress was preparing to award him the Medal of Honor on his 87th birthday, he refused to accept it, writing, "I don't consider that I have done anything which should be the reason for any award, Congressional or otherwise."

Was good old Harry Truman correct when he observed, "My choice early in life was either to be a piano player in a whorehouse or a politician. And to tell the truth, there's hardly any difference. I, for one, believe the piano player job to be much more honorable than that of current politicians".

Send me your favourite chuckle.

Bob Wilkinson.



## Photographs from the '30s.

*A Tudor short rad Model 'Y' in amongst the traffic heading to or returning from what appears to be a very popular attraction in about 1936. The photograph appeared in 'The Geographical Magazine' dated May 1937 and was sent in by a 'Sharpe'-eyed Jim.*



*In contrast, the only car to be seen in Middleton, Co. Cork in this photograph, taken in 1937, is a log rad Model 'Y'. The car, KI 1978, was registered in Co. Waterford in late 1936. Our thanks to Mike Murphy, from Solihull, for this one.*

*Avro Tutor K3199 of the RAF College, Cranwell, Lincolnshire, crashed near a railway line at Castle Donington, Leicestershire, on June 22, 1938. Its training pilot was taken to hospital with a broken leg and cut chin. Alongside the wreck is 1933 Leicester-shire registered short rad Model 'Y', JU 1958. We are grateful to Bob Brown for sending in this picture.*



## Yorkshire Tykes Tour. June 2008.

Touring with a club group, particularly for the first time, may fill one with trepidation – will the car break down?..... will the hotel be OK?..... will the group be sociable? ..... will the itinerary suit me? ..... and then there's the weather? .... and why Yorkshire?.....etc....etc...

Of the cars that completed the whole of the Yorkshire trip, some nine had not taken part in one of the Y&C tours before. Those newcomers asking the above questions were, Roger and Jo Hanslip, Clive Harrison, Mike Malyon, Ian Hawley, Terry and Dorothy Mortiboy, Peter and Jean Purdy, Colin and Chris Rowe, Nick and Monique Smith and Nigel Stennett-Cox (although Nigel has enjoyed many tours in his Model A with other clubs)

Our hotel, the Bridge Inn at Walshford near Wetherby, provided all the hotel facilities we needed, including excellent secure overnight parking and with easy driving to places of interest. Our group consisted of around 20 cars each day ....which, with friends and wives in the navigators' seats, made about 40 bodies, plus day visiting members with different vehicles to add some diversity. We were joined by David and Wendy Grace whenever possible.

The group arrived on the Sunday having travelled from all parts of England and even Wales! The first pleasant surprise was Clive Harrison's generous contribution to the tour of commemorative bumper bar plaques for each car. Apart from Geoff Salminen's and David Kent's cars not charging, all arrived in fine fettle. These problems were soon sorted. The dinner that evening gave an opportunity for those with doubts about the social nature of the group to feel at ease.

Yorkshire, as we all know, has a varied range of attractions – the countryside... the dales, rivers, lakes, moors and coastline. With our lovely old Fords we took in most of these with ease and pleasure. Monday morning shone bright as we set off to travel north towards Ripon and on to Masham, where a visit to the Black Sheep Brewery provided relaxation and some lunch and liquid refreshment ....proper ale in Yorkshire ....tho'

not too much mind and none for t'driver. Peter Purdy's contact breaker decided to stick and drained his battery whilst he was inside having a sup. A minor adjustment and a couple of pushes down the hill soon had him and Jean on their way fully charging. Groups set off in various directions in the afternoon according to mood....Jervaulx Abbey, Fountains Abbey, Ripon, Studley Royal Gardens.....all provided a gentle tour and much to share over a welcome evening meal back at the hotel. For several in the group this was the furthest they had taken the old Ford from home.....and, despite some minor problems, all got back with no problem. Great!

In addition to the Purdy push, other problems of the day included, Clive Harrison's 'Y' leaking fuel from a chafed pipe.....soon replaced courtesy of Roger Hanslip's mobile workshop!, Jim Miles' Eifel fuel vapourisation, which continued



*Part of the daily line-up of our cars in the hotel car park.*

to plague him for the rest of the week, despite various "cures" and Colin Rowe's dodgy distributor. Apart from Jim's, all were cured with the minimum of fuss. Hotel visitors were intrigued by the free display each evening with heads buried sorting, in the main, non-existent problems!

"Dipsticks at 45 degrees" soon became the order each morning as daily checks were made prior to rolling. Day 2 was more strenuous for our old cars. The destination for a long lunch break was Grassington, nestling in beautiful dales countryside, the Yorkshire Dales National Park no less. Routes to there gave the option of travelling via Pateley Bridge and some very steep roads, or over the Moors at Greenhow Hill and Blubberhouses. Both routes made 8 h.p. 'Y' owners envy the 10 h.p. engine of the 'CX' Model. My tourer romped up the hills with use of top or second but never first gear [show-off - Ed]. However all made it to Grassington with no problem .... navigators denying any wrong turns as the only debatable issue.

Grassington was midst its annual Festival Week and was busy and sunny. In exchange for pre-arranged free central parking in the market square, we were able to provide an interesting display for a few hours whilst members were keen to tell their tales to eager tourists or visit the Buddhist monks sculpting religious pictures in fine coloured sand. Barry Diggle and Alan Ogden joined us in Barry's 'Y', whilst Sam Roberts and Jim Sharpe drove further up Wharfedale, to Yockenthwaite, in Sam's Kerry, and yomped for six miles over the hills, stopping conveniently at a pub at the halfway point. The afternoon provided opportunities to visit the beautiful village of Burnsall, Skipton or Bolton Abbey. With several others I chose the hilly route to Embsay and the steam railway. The long hill from Barden to Eastby caused a few engines to boil but again the 'CX' sailed along being lighter than saloons as well as having 10 horses under the bonnet [you do enjoy your plugs - Ed]. A walk by the river in Skipton (avoiding shops of course!) saved me money and took in the attractive narrow boats. Funny these boat people ... nothing better to do than mess about with old engines....?

That evening our Club magazine printer and long-time Ford enthusiast, Steve Waldenberg and his wife, Lesley, were our dinner guests, with Steve pointing out that he dare not take any holidays when the Y&C magazine is due, to avoid the wrath of our Editor, Sam Roberts! He also mentioned that our mag takes longer to process than any other as he has to read it from cover to cover..... this is no chore, since our mag. is probably the best he prints. The things people say for free supper! Before supper we were visited by Pat Jennings, who brought his family along to gloat over the cars in the car park. We were also joined at supper by Ken and Ruth Sleight from Doncaster in their Tudor 'CX'.

"Dipsticks at 45 degrees" was again the cry before setting off for the North Yorkshire Moors National Park and the Pickering region. Routes varied according to taste but most ambled through the rolling countryside near

Sheriff Hutton, Terrington and through the edge of Castle Howard estate made famous in 'Brideshead Revisited' some years ago. Pickering was reached in time for an early lunch at the White Swan Inn, where local member, John Guy had ensured that we had car parking facilities in the hotel car park. It was good to see John again. Some members took a trip on the famous Moors Railway. The odd shower did not spoil the run back through Kirkby Moorside, Easingwold, members being warned to avoid the infamous 1 in



*Jim miles (with 'tash) ponders over his vaporising Eifel roadster, whilst Terry Mortiboy and Mike Samuel ponder in sympathy.*



*The girls kicking tyres. Kath Samuel, Monique Smith and Christine Baldock discussing carburettors!*

3 descent at Sutton Bank. This would test many a modern car and we drive for pleasure not terror. The York by-pass, busy at teatime, gave one or two members the chance to vaporise, but the hotel was reached with few incidents on the 100 mile round trip. Again heads under bonnets wondering how these sturdy little cars just keep going.

Our final day ...after "dipsticks....." was spent in the wonderful historic City of York just 15 miles away. Parking had been pre-arranged by the river but viewing spectators were few due to the constant rain.....just the day to be not driving too far. We were visited, however, by Brian Shields from our sister Club in Queensland, Australia, who, with his father, was in awe at some 18 little Fords lined up in the car park.

Apart from the array of visits, members were anxious to ensure that they bought "something silly ....under £3.00" for the raffle that evening at The Last Supper. They succeeded wonderfully as the evening proved! The Last Supper – a tradition for our tours on the last evening – was an opportunity to wear a posh frock, to thank all for contributing to an enjoyable week together and to present well-deserved awards. This year, the Geoff Murrell Award was presented to Roger and Jo Hanslip for best displaying the spirit of the Y&C Register on the tour. There were many other well-deserving cases for this award. Unfortunately Eileen Murrell, who was to be with us and who was to present the award, had fallen and broken a leg, so couldn't be with us. The Car of the Show award was presented to Terry Mortiboy for his immaculate, recently restored Model 'Y' Arrow Alpine, and the Hard-Luck award went to Jim Miles for consistently vaporising in his Eifel roadster. Christine Baldock, aided by the other ladies, raised a considerable sum on the raffle for a cancer charity.

Next morning farewells were said and we all scattered to our home towns with good memories. Had we answered our initial questions and possible anxieties about the tour? I think so and, judging by the visible camaraderie, so had all the group. Many will revisit Yorkshire. Many will venture further in the old 'Y' or 'C'. The main winner of course ....our reliable little old Fords giving pleasure to all wherever they went. Come and join us next time!



*Dipsticks at 45 degrees ... the morning assembly. Wilkie has Pat well trained!*



*Typical of our visits, Fountains Abbey.*



*Hosting the Waldenbergs; Pat Wilkinson, Sam Roberts (left), Bob Wilkinson and Paula Roberts (standing) entertain Steve and Lesley Waldenberg (seated)*

**FOOTNOTE**

The raffle of "silly items" donated by members of the party raised £80.00, which has been donated to Cancer Research.

**Bob Wilkinson.**

**DVD of Ford Y & C  
Yorkshire Tour.**

If you would like 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 from photographs taken on tour. All proceeds to club funds.

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.





## 72 hours Dependability Demonstration: 11 - 14 September 1933

Bill Baxman sent in the following article from The Isle of Wight County Press dated Saturday, 16 September 1933:-

### ISLAND NON-STOP RUN OF 72 HOURS ENGINE STARTED BY MAYOR OF NEWPORT

**The Ford dependability 72-hour demonstration of the standard stock 8 h.p. Ford car, arranged by Messrs. Frank Cheverton, the Ford Service Depot and Island agents, of Newport, in connection with the demonstrations held throughout the country with Ford cars, was carried out during this week and aroused considerable interest among motorists and others.**

The car, a standard £120 model, was started by the Mayor of Newport (Mr. J.L. Mitchell) at the Lugley-street works, Newport, at 5.30 p.m. on Monday. The starter was then sealed and the car's engine was running continuously for three days and nights, during which the car ran round the Island 31 times. What was approximately a 63-mile circuit was taken and the principal places passed through in the order given were Newport to Cowes, Gurnard, Shalfleet, Yarmouth, Freshwater, Brooke, Brighstone, Shorwell, Chale, Niton, Ventnor, Shanklin, Sandown, Ryde and Wootton. Newport was the depot, and after each run the car was inspected, refuelled and adjustments made. An average speed of between 25 and 30 miles was main-

tained and the average time for each circuit of the Island was about 2 hours 20 minutes. Simultaneously over 100 other Ford cars began similar runs in all parts of the country, and together they covered over 15 million miles.

On the first run the car was followed by two other Ford 8-h.p. models in which were the Earl of Hardwicke and Sister Brice respectively. Mr. L.G. Pearson (Ford sales manager) drove the demonstration car for the first two circuits of the Island, and the relays of about 4½ hours each were shared with Messrs. O.E. White, J. Thompson and A. Boucher.

Passengers were taken round in the demonstration car for personal experi-

ence of dependability, economy, safety, and trouble-freedom of this popular new Ford model.

There was a large assembly at the Lugley-street works on Thursday evening at the conclusion of the trial. The car arrived exactly on time and the engine was stopped by the Mayor, who, in a short speech, congratulated Messrs. Cheverton upon the success of the trial and the enterprise shown in arranging it. - Mr. F. Cheverton thanked the Mayor for the interest he had taken in the demonstration. He announced that during the trial the car had covered 1814 miles in 31 laps, at an average speed of 25.1 miles an hour, with a petrol consumption of 39.4 miles per gallon. The crankshaft



had revolved over 27 million times, 3½ pints of oil were used, and two quarts of water. The engine was open for inspection. After the run the vehicle was taken on an acceleration test and from a standing start a speed of 40 miles an hour was obtained in 16 seconds in second gear, and 60 miles an hour in 41 seconds in top gear.

Yesterday (Friday) morning the car was taken to Hastings to the final rally of all successful competitors in the demonstration.

Messrs. W.G. Sherratt and Son's radio van followed the demonstration car on the last lap, and announced the result."

Bill states that he has driven the 63 mile circuit in his Model 'Y', 646 CDL, and has been told that the road surfaces are generally poorer now than in 1933.

*The invitation to the general public to ride in the demonstration vehicle round the Isle of Wight circuit.*

**Barry Diggle** visited Bradford's library and found this extract from the Yorkshire Observer dated Friday, 15 September 1933.

**72 HOURS' WORK FOR ENGINE TEST OF SMALL CAR IN BRADFORD**

A little motor-car has been running about Bradford for 72 hr. without having the engine stopped. It was a Ford 8 h.p. model of the Tudor saloon type, and was one of the fleet of 100 taking part in a nation-wide test.

The Bradford demonstration was made by Messrs. W. Parkinson and Son, of Manningham Lane, Bradford, and it began at 5.30 p.m. on Monday over a route in and about the city of 49 miles.

Four drivers were engaged in 4 hr shifts, and the car was refuelled at each change. Passengers were taken free, and about 25 different people rode.

The car drew up at the firm's premises on the stroke of 5.30 yesterday, and the mileage was exactly 1,800. The test had been successful in every way. About 50½ gallons were consumed, giving an average of 35.75 m.p.g., and five pints of oil. The car maintained an average speed of 25 m.p.h.

These figures are particularly satisfactory in view of the facts that the route was through busy streets, with plenty of hills, and that the car was new.

Immediately after the test the car left for Hastings to join the other cars in the final rally this afternoon."

**For Sale**

1934 Model 'Y' Fordor De luxe with stainless headlamps and sidelights (Y48352). Colour originally electric blue. This car is not a complete restoration project as much money has been spent. All seats and door trims have been recovered with Bedford cord-type material; bumpers rechromed; engine rebuilt; stainless exhaust system fitted; new running boards. Needs some wood repairs to the rear doors; headlining and painting to finish a very straight-forward renovation to an unmolested, straight and complete car. Family ties force sale. £1850  
**David Bond. Tel: 01388 818476 (Co. Durham) or 07967 921212**

1934 Model 'Y' Tudor (Y72111), maroon/black with sliding sun roof. Fully restored but owing to non use requires a paint freshen up. MOT has expired but car has covered fewer than 100 miles since last MOT. £3,000.  
**Roger Booth. Tel: 01747 854595 (Shaftsbury, Dorset)**

1936 Model 'Y' 4-door. Y166087. Black. Fully restored with many new parts and new green upholstery. Loads of spares. MOT. £4,000.  
**David Vinnicombe. Tel: 01473 788534 (Ipswich, Suffolk)**

As described in issue 173, an EasyStart unit to aid starting of all 6v coil ignition engines, giving the coil full power when starting; especially useful in cold damp weather when you need a full strong spark. A self-contained unit measuring 160x120x75mm. Maintenance free except to charge the unit about 3 or 4 times a year and is supplied with mains and 12v battery chargers. 12 months guarantee and comes with full easy fitting instructions. The price £45:00 (no VAT) and can be delivered for an extra £5:00. For more details telephone:-  
**Ron Kendall on 01827 714584 or mobile 07974 696115**

**Wanted**

Model 'Y' in good running order. Two door car preferred.  
Michael Leete 07951 528144

Bonnet and Two Headlamp Bowls for 1936/37 Model 'Y' Tudor.  
Pat Jennings. Tel: 07976 712051

# Members correspondence

## Tykes Tour feedback

Kath & Mike Samuel emailed the following:-

*"Had to write and say what a marvellous tour yet again this year. The hotel was superb, scenery magnificent, minimal car problems and the company was outstanding. It was so nice to meet new and old friends again. Especially nice was to say hello to Paula. It's been a little while since she made an appearance, mustn't be so long next time. A big thank you must be given to all concerned who helped to make the tour so successful. Extra special thanks to the Yorkshire contingent of Wendy and David Grace along with Bob and Pat Wilkinson. Somehow we must continue to have our annual tours. The Club does really benefit from them. Thanks again  
P.S. Kath would not object to staying in the Hawes Room again if another visit was to be arranged!"*

## The 1976 Vintage Windsor Forest Motor Show

In the last issue, I quoted from the 1976 issue of the now defunct magazine, 'Three on the Floor', which listed owners of Model 'Y's and 'C's at the above show. I did not recognise the names Day, who owned a 1933 Fordor 'Y' and Saunders, who owned a 1936 'CX'. Our thanks to Peter Richardson, from Horsham in Sussex, who sent in the following:-

*"In the latest Transverse Torque, you mention in the John Carter article that the names Day 1933 Fordor and Saunders 1936 CX do not ring a bell with you. I can not help you with Saunders, but I can with Day. He is Bill Day from Sussex, who Restored my Model Y in the late 1960s."*

Malcolm Grace also chipped in with his reminiscences of Steve Day, who I presume was Bill Day's son:-

*"Just been reading the bit about the John Carter sale in this month's Transverse Torque. Just to fill in the bit at the bottom about the Day's '33 Y. That was my car, AHK 802. At the time it was owned by Steve Day who lived in Haywards Heath at that time. He owned it from the early '70's until I bought it from him in February 1985 (how time goes by). He bought it from somebody in Edenbridge in Kent, when the garage it was store in started to leak water through the roof, so they had to get rid of it. Steve's dad did all the mechanical work and a friend of Steve's that ran Heath Garage here in Haywards Heath did the body work and painted it. Its paint work still looks good even after all these years on the road. When I first bought it in '85, driving home put the fear of God up me when I tried to stop, as it did not seem to want to. My dad, after a couple of trips up to see Bert Thomas for new bits, soon sorted the brakes out. So there you go, 33 years on she is still on the road."*

## Some collection!



*Electric blue and the De Luxe long rad Fordor styling were features only found on 1934 models. Peter Richardson's beautiful Model 'Y' boasts both features.*

*as I have five classic cars, 1933 'Y' OY 7006, 1966 Rolls Royce Silver Shadow, 1975 Ferrari Dino, 1978 Porsche 911, 1976 Porsche 911 - all after my time and money (Just as well I am not married)."*

Personally, I think that's a lame excuse. I would swap any of those for his Fordor 'Y'!

## Satisfied customer

Brain Godfrey emailed:- *"It was Friday 11th July 08, the postman arrived and with him the new issue of Transverse Torque. Before I could turn the cover the telephone rang. Youngest son had completed on his new property purchase, so all hands to the pumps. It was Sunday late afternoon before, with a cup of tea, I sat in the garden, picked up Issue 173 and spent a relaxing time reading from cover to cover."*



*"You have to start somewhere. Brian Godfrey's Fordor short rad Model 'Y' earlier this year. The Fordor short rad is my favourite variant."*

Peter Richardson also sent in a copy of his log book for the archive and gave the following excuse for not having his beautiful October 1933, electric blue, Fordor, De Luxe, Model 'Y' on the road:- *"At the moment OY 7006 is not taxed or MoT'd due to lack of time*

*What a great magazine and credit to The Ford Y & C Register. I am a new member and have just started the renovation of my 1933 Fordor and, whilst working away, the old brain drifts into raising various questions which I try to answer by reading the Service Bulletins as obtained from Bob Wilkinson when joining.*

*Two questions remained without answer last week. First the torque settings for various engine nuts and what could be used as a replacement fluid in the Hydrostatic Fuel gauge. Sunday afternoon's reading of Issue 173 gave me the answers.*

I am sure your editorial work is not an easy task, but as a new member I just wanted to let you know how much it is appreciated."

### Stirrings in the Kirkpatrick shed!

Graham Kirkpatrick reports from Maryport, Cumbria, "The restoration of CGN 694 hasn't really progressed much so far, but I have made a start. I've acquired four used wings in excellent condition, which had been dry-stored since the early sixties. They are so good, with original paint still visible underneath, that I can't understand why they had been taken off the original 'Y' long rad similar model. Luckily they had been kept in a dry attic so are okay.

My 'Y' has been moved from the corner of the garage to the centre and will shortly be propped up so I can work on the bottom of the 'A' posts, which are holed. Fortunately, it looks like the inner skin, which sits on the chassis, appears sound. I've had the engine started and it runs well with little smoking. The car mileometer shows only 31639 miles, which I believe is genuine, and so the Ford exchange engine fitted in the late fifties must have done only a few miles.

Although I've owned my 'Y' since Oct 1969, I haven't got the original registration document as Frank Johnston, the previous owner, died before he could pass it on to me. Who is the best person to contact about trying to get DVLA to re-issue CGN 694?

I've met up with the son of Deryk Watson, who owns Model 'Y', registration AHN 142 and also met the Hendersons, who own Model 'Y' registration DG 9147. All live locally and will call and see my car, so hopefully they will spur me on with the restoration."

As you are now aware, Bob Wilkinson is our man who deals with DVLA and the retrieval of original registrations. Look at the "How to Register your Car with DVLA" page on the club website ([www.fordyandcmodelregister](http://www.fordyandcmodelregister))

### Graeme Jenner's drawings

Christine Baldock reports:-

As you can see from the attached photo taken by Malcolm Grace, Owen and I were asked by Graeme Jenner to take the dimensions of "Fordy" with a view to making one of his excellent drawings; this time of the Model 'Y'. We met him at the Hooe (Sussex) Old Motor Clubs An-



Graeme Jenner measures up "Fordy", Christine Baldock's Tudor Model 'Y', with an assist from Owen at the Hooe Rally.

nual Rally last Sunday, 3 August. Graeme arrived clutching his drawing of John Keenan's Model 'C', which appeared on the back of Issue 172. I understand that Graeme will be making his drawing of the Model 'Y' available at a later date for sale to Club members, and will personalise them by colour and registration number as required. Owen is going to scan and send Graeme some of the colour schemes in his original brochure so that he can use these as a basis for other people's cars.

I am sure if Bob sent some good Photos of his C Tourer to Graeme, he could produce a drawing for that as well, although he would probably ask for some dimensions to be measured and supplied.

### The Weardale Railway weekend

Duncan Davis emailed from Frosterley:-

"During our 1940's wartime weekend on the Weardale Railway at Frosterley in Co. Durham I took the opportunity of recreating the front cover of the last issue of Transverse Torque using my Fordor CX.

Its an annual event so maybe we can tempt a few more Fords next year.

**[We will list it under Events when the date is known - Ed]**

On being asked who was the driver in the photograph, Duncan replied, "I only know that when he entered the fashion parade at the Black Bull Inn (Frosterley), which I run, he went under the name of Hans Knees and Bumpsadisey and the other chap called himself Max Mittenvole."



Duncan Davis's recreation of the photograph on the front cover of the last issue.



# The start of the Ford Y&C Register in 1978 – thirty years ago.

In 1978, both Graham and Jim Miles (not related) worked for Godfrey Davis, the main Ford dealer in Ealing Road, Alperton, Middlesex. That year was the fortieth anniversary of the opening of Godfrey Davis's first Ford main dealership in Neasden Lane, London NW10 in 1938.

To celebrate the occasion, the company produced a leaflet depicting, on the front, the Model 'Y' belonging to Jim Miles and the then latest small car in the Ford range, the Escort.

Arising from this anniversary and the leaflet, Graham and Jim discussed the possibility of starting a club to cater for the Model 'Y' and its bigger sister, the Model 'C'. Then, in September 1978, Graham placed an advertisement in the Exchange & Mart paper (a copy of which, unfortunately, we do not have in the archive) calling for owners of Model 'Y's to contact him. In January 1979, he sent out a letter to those who responded, which started:-

*"As the owner of a 'Y' Model Ford it has been my intention for a number of years to join a Ford 'Y' Model register. However, to the best of my knowledge, such a register does not exist. I have come to the conclusion, therefore, that the next best thing to do is to try to form one myself. Exactly what is involved or how to go about this I am not certain but I hope that once I make a start others of you who are interested in this idea will come forward with suggestions and offers of help.*

*Both the Austin and Morris people have clubs for their 'Sevens' and 'Eights' so why shouldn't we have one for the 'Y's and 'C's'? I think it is possible that the 'Y' Fords are being restored more than any other car now simply because it is the next one in line and no doubt quite soon whatever 'C's are left will follow. ...."*

*The response was obviously positive as a second letter went out in February headed FORD Y & C MODEL REGISTER saying that "...I have received sufficient response to know that the above Club is going to be a viable proposition. Accordingly, I plan to hold the First Annual General Meeting at the above address on Sunday, 18 March 1979, commencing at 2.30 pm. ...."*

*Nine people attended the first meeting: Maurice Billing, Tim Brandon, David Cummons, Terry Hollister, Graham Miles (elected Chairman), Jill Miles (Graham's sister – elected Secretary), Jim Miles, Tom Morgan (elected Treasurer) and John Symondson.*

*And the rest, as they say, is history .....*

## 20 years ago

- Issue 54  
August/September 1988

Coincidentally, Issue 54 followed a Club visit to Yorkshire, known as the 'Yorkshire Do'. Again it was organised by Bob Wilkinson and was based on Bob's farmhouse in Pollington, near Snaith, in the East Riding. I remember driving the 250 miles to it from Andover in my Tudor Model 'Y', CNN, with Paula. As the editor, John Guy, reported, "Na then, Bob, that war a reight good do. Tha can be sure wife, kids an misen wayn't miss a bit o' snap like that in a 'erry." He goes on to comment, "Whilst out on Bob's little 'treasure hunt', Peter Ketchell kindly let me drive his well mannered Model 'Y'. It was the first time I have ever driven one other than my own. I was genuinely surprised at the difference between the cars. Peter has his steering really well sorted and I thought mine wasn't too bad! General noise levels were much lower too. Oh well, one year I will have time to sort mine out!!" We met John Guy on the Tykes' Tour in Pickering this year. He has still to 'sort it out' and was heard to say that this year could be the year.

*He goes on to comment, "Whilst out on Bob's little 'treasure hunt', Peter Ketchell kindly let me drive his well mannered Model 'Y'. It was the first time I have ever driven one other than my own. I was genuinely surprised at the difference between the cars. Peter has his steering really well sorted and I thought mine wasn't too bad! General noise levels were much lower too. Oh well, one year I will have time to sort mine out!!" We met John Guy on the Tykes' Tour in Pickering this year. He has still to 'sort it out' and was heard to say that this year could be the year.*

Roy Hocking, our present webmaster, sent in the following:- "Just a short note to say thanks to Don (Malin) and others who helped to organise a very enjoyable weekend and barbecue at Stanford Hall. Thanks too to the many members and their partners who helped to make us all, including the horrors, feel welcome and part of the club.

*Progress report: there are times when I'm not sure if I am progressing or retrogressing! When I collected the car last October, it did at least look like a car. Now with all bolt-on panels removed, engine out and wheels off, etc., etc., well it does look a sorry sight. Still, after hearing at Stanford Hall some of the horror stories experienced by other members, the light at the end of the tunnel is getting distinctly visible, even if the garage floor isn't! The next job is some minor welding and then a rub down for a complete respray."*





*Some of the 25 cars at the 1988 Yorkshire 'Do' lined up outside the Wilkinson farmhouse. From the left is Bob's old van, which disappeared with a guy called Smart over the border into Lancashire registered 902 HRH; then the late Brian Dixon's immaculate Fordor (complete with radio), now owned by John and Lynn D'Allessio; then Peter Ketchell's Tudor, now owned by Noel Page, next to non-member Alan Knight's Tudor short rad, now owned by Dave Tebb. At the bottom of the drive is Paul Bainbridge's Model 'C', now owned by Robert Marshall."*

Our records show that Roy managed to repaint the car black (was green) in 1993 and restored it to an 'on the road' condition in 1995.

John Jardine concluded the letter on his restoration by saying, "Came the great day, I cannot pretend that the car sprang into life at the first pull of the starter. However, there was definitely a kick on the starting handle and so a trip down Church Hill with gravity doing the work seemed in order. By the bottom, the engine had been coaxed into life, but sounded like the proverbial box of nails being shaken. The engineering sage pronounced that it would settle down and, true to say, it has. (He's married to an Australian girl and the "She'll be right, Mate" attitude tends to prevail.)"

New members in this issue of 1988 included three members who are still with us; Mike Barron, from Rotherham, Jack Pallister, then living in Woking, but now down by Hengistbury Head, near Bourne-mouth, and Doug Hickson from Coventry. Mike Barron's April 1936 Fordor 'Y' is still shown as being under restoration in the register - any progress Mike? Jack sold his March 1934 Tudor 'Y' to our Region 3 Contact, Colin White from Ringwood, in 2006. Hopefully, Colin has its restoration in hand? Doug and Bessie Hickson, we usually see at the A.G.M. and at the NEC show, they being Coventry based. Doug expertly restored his October 1933, dark blue, Jensen-bodied Model 'Y' Mistral tourer. The photograph on the back cover of this issue depicts the car when it was on loan to the Ford Motor Company in 1983.

## The Ford Model Y & C Register

As Membership Secretary and Registrar, Bob Wilkinson reported on an abundance of short restoration stories in issue 54; Frank Croucher was about to give HV 7906 a total restoration (now owned by Eamonn Foley in Hertfordshire), Rod Evans and wife were struggling with the upholstery on the full restoration of FML 801 (now well on the road), Derek Hoare was putting final touches to ALC 573, John Lewthwaite was waiting to be reunited with JR 4888, which was in need of restoration (they have been reunited and the car is on the road), Alan Roberts had just rejoined the Club and was restoring his short rad, OY5009 (our records show that it has still to be restored), the plucky Jacky O'Shaughnessy was proving that males do not have the monopoly on rebuilding 'our' cars. She had the body off CUL 844 and was in the process of a total

restoration. The car is now on the road and owned by another lady enthusiast, member Mary Denton. Stuart Allson was restoring BPH 345. Unfortunately we have lost track of both Stuart and BPH. Can anyone help? Des and Guy Barnett were restoring the Fordor, DXE 468. This is on the road in the ownership of Graham Styche and was on the Sidevalve stand at the NEC last year. Another Fordor, ADL 947, was being tidied up by Nick Chambers in Stevenage. This is now in the hands of member, David Hall. Finally, there was a Model 'C' reported as being under restoration by Graham Wilkinson, JP 907. The car still awaits restoration by John Griffiths.

Finally, there was a full and positive write-up by John Griffiths, who organised The Cheshire Classic Car Spectacular, which was held at Tatton Park, near Knutsford. The Club marquee was raised complete with bunting. Dave Tebb's show chassis (still for sale - see For Sale) was on display and attracted the crowds - it's a real crowd puller - and Sue Griffiths provided tea to the Club members who arrived throughout the two days - Bob Wilkinson, Alan Oakes, Peter Ketchell, Gordon Batchelor, Colin Ault, Alan Burgess, Phil Denson, Ian Schofield, Roger Starmore and Lawrence Rose to name but a few. Not only did the Y&C stand win third place for the stand, but Colin Ault won the best Ford at the show competition, judged by all the other Ford club members present - organised by the Ford Cortina 1600E Owners' Club.

### Vaporisation

In issue 54, Bob Wilkinson spelt out his cure for fuel vaporisation. Unless someone knows better, this is the only remedial measure I know of:-

Bob wrote:- John Guy's Y suffered from this complaint on his drive north from the Stanford Hall event. Fortunately, I was on hand with my vast technical knowledge and skill to assist (!) - more importantly, I had my patent anti-petrol evaporation device with me.

This wonderful invention is a small quantity of aluminium foil and a wooden clothes peg. The foil is wrapped around the petrol to carburettor feed pipe at the point adjacent to the exhaust manifold and held in place by (yes- you've guessed) the clothes peg. Simple but effective, like the inventor.

At very little additional expense you can also wrap the petrol feed pipe as it emerges from the chassis if it runs close to the exhaust pipe.

The technical points of the complaint:

1. Occurrence - usually on hot days or when pulling heavily for lengthy periods e.g. uphill in lower gears.
2. Symptoms - Loss of power, intermittent or complete - carb not getting petrol - engine starts again when cool (normally after about 20 mins - Ed.)
3. Cause - heat from exhaust evaporates petrol in feed to carb.
4. Cures - re-route the petrol feed pipe - re-shape the feed pipe into a spiral - fit aluminium foil (and peg) to reflect heat away - fit 4-blade fan.

**Comments on the above are invited - Ed**

# 75<sup>th</sup> Anniversary of the launch of the Model 'Y' in Australia

An extract from 'The Herald', a Melbourne newspaper, dated October 23<sup>rd</sup> 1933:-

## LATEST FORD PRODUCT 8 H.P. FORD NOW AVAILABLE Fast, Economical, And Roomy

The new 8 h.p. Ford car, now available in Australia, is a product of the English Ford plant at Dagenham, a factory which was erected and equipped at a cost of 6 millions. Engines and chassis are manufactured entirely at this plant, and bodies are built and cars assembled at the Geelong works of Ford Motor Co. of Australia Pty. Ltd.

This light Ford has been well received in England and the reasons for its success are apparent. It is not a "baby" car, though it is smaller than previous Ford models, and is lighter and of more compact design. Its modern appearance is emphasised by air-flow lines and well-balanced body proportions. The interior body space also has been skilfully used, and there is ample room in the sedan and the phaeton for four adults. The driver's seat in the sedan is adjustable to leg room requirements. Safety glass windscreen is another quality fitting in the sedan.

### SYNCHRO-MESH GEARS

A mechanical feature of the new car is synchro-mesh gear change. It has a speed of 45 miles an hour in second and 55 to 60 in top, and its hill climbing ability is claimed to be exceptional for its rated horse-power, due to the fact that the 8 h.p. power unit develops 21 brake horse-power.

Well-tested alloy steels have been used throughout. The drive is through torque tube and rear radius rods. The frame is of rugged dimensions, and the front axle of I-section beam, is held in line with front radius rods. The rear axle is three-quarter floating with spiral bevel drive; roller bearings are fitted throughout. The four-wheel internal expanding brakes give a total breaking surface of 130 sq. ins.

The four-cylinder engine is suspended at three points on live rubber. The bore is 2.23in (56.44 mm). stroke 3.64in. (92.56mm), capacity 933 c.c., The cylinders are cast en block, the cylinder head being detachable; the crankshaft has three bearings, an unusual refinement in so small an engine. This helps to give the car smooth, effortless performance. The lubrication system is another quality feature of the car. A submerged air pump draws the oil through a filter, and forces it by way of a duct and the drilled crankshaft to the main big end and camshaft bearings. The oil that is forced out of the bearing ends is flung by centrifugal force over the cylinder walls, cams and valve mechanism. At the front of the engine a valve keeps the oil pressure constant, and the overflow from this valve lubricates the timing gear.

The steering is worm and nut type, and incorporated in the mechanism there is a special rubber bearing which cannot rattle or squeak and requires no lubrication. These rubber bearings are also incorporated in the shock absorbers. Transverse springs front and rear are used with the rear spring of cantilever type behind the rear axle.

Numerous tests have shown 40 to 44 miles per gallon of fuel - an excellent result

when compared with its flexible and speedy road performance.

Bodies are constructed entirely in Australia in the Geelong plant of the Ford Motor Company of Australia Pty. Ltd., a new type of body-building system being employed. The double drop frame gives a low floor level. The pillars and panels of the steel body are attached to the sides of the chassis frame members, instead of being bolted on the top surfaces. The elimination of body sills also enables the floor to be lower. Although the overall height of the sedan is only 54in., the head room, due to this type of body construction, is over 36in., whilst the ground clearance is 9in.

Aluminium alloy pistons are fitted; there are three rings, the bottom ring slotted for oil control. Valves are side by side. A special clutch has been incorporated to give smooth pick-up. With the synchro-mesh gears, no skill is required to change up or down, no waiting is necessary between changes, no double de-clutching. Intermediate gears are of constant mesh type, in which the gear teeth are always in engagement so that there is no possibility of shifting them. Helically toothed drive renders second gear as silent as top.

**THE NEW ENGLISH**



**LIGHT CAR**



The 8 h.p. Fordor Saloon.

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**Melford Motors Pty., Ltd.**  
\* MELBOURNE FORD DISTRIBUTORS  
621 Elizabeth Street, Melbourne, C. I.  
Phones: F 2614, (4 lines)

*A 1933 Melford Motors Pty., Melbourne advertisement for the Model 'Y' Sedan (photographs of the other Australian models can be found on the Y&C Register website, under Model Identification.)*

Models now available are the sedan, phaeton, and roadster in standard and de luxe types. There is also a utility van and a well-type utility car, designed for package and other light delivery service. The sedan is listed at £280, the phaeton at £260 and the roadster at £250. The van with closed cab will sell at £260 and well-type utility at £245.

A full range of models is now on display at Melford Motors, Elizabeth Street, Apex Motors (Richmond), R. Bayford Pty. Ltd. (Victoria Parade), Commercial Motors (Prahran), and Gant Motors (Footscray).



# Spares report

"That sort of thing always happens to somebody else"

Recently I had an invitation to go to the Enthusiasts Day at the Ford Central Office in Warley near Brentwood. I met up with several old friends and their cars; these ranged from 1920's Austins and Bentleys to today's supercars.

On the way home I had the frightening experience of the driver's door flying open at about 15 MPH. Fortunately I was travelling relatively slowly and there was very little traffic around. I managed to close the door without stopping and drive home the remaining 7 miles. I was very lucky; apart from a broken check strap and four significantly bent securing screws, there was no apparent body damage. I should have used the safety chain I have fitted to both doors of my car, but of course why bother **"that sort of thing always happens to somebody else"**.

I guess you're thinking what's this got to do with parts. Well when I got home I looked very carefully at the bits that keep the door aligned and closed. Had there been any doubt that the catch plate, striker wedges, hinges or any other parts were worn excessively I would have changed them. The only fault I could find was a sticking door lock.

Believe me, it's worth checking the various parts associated with aligning the door and keeping it shut just to make sure they are in good working order. Don't wait for the fright that I had, it must have taken hours if not days off my life and I can not afford to waste any time at my age.

## Bumper Bar Bolts – Long rad 'Y', 'C' and 'CX'

After many months without stock we now have bumper bar bolts back on the Parts for Sale List as Item BF 3a. These are the oval headed types fitted to the long rad Model 'Y' and the 'C' and 'CX' models. They are sufficiently long to take extra brackets for indicators, luggage racks, etc.

The price per pair is £10.50 plus handling so get the orders in to Colin Rowe.

## Radiator Badges

We now have the radiator badges back in stock; these have been reinstated on the Parts for Sale List at £15 plus handling.

Jim Sharpe, Spares Officer.

## Spares Operation

Members requiring spares please note the best way to receive these items with the minimum of delay as follows: In the first instance for whatever you require always send an order by email, post, scanned or fax to Colin Rowe. Always quote the item numbers from the available spares list; ie rotor arm is under the heading ELECTRICAL (EL) part 15 – so the item number for the order form is EL15.

If you are not using the standard order form please ensure that you include all the information requested on the form-particularly if you are paying by credit/debit card.

You should not enclose or send any exchange parts to Colin Rowe. On receipt of your order I will locate the parts you are seeking and arrange for their despatch by the relevant stockholder. Note you may receive items on the same order from different sources which means they will arrive at different times. If the parts are exchange items I will notify you where to send them – which you will have to do before replacements can be despatched. This particularly important where brake shoes are concerned as there are several types available which look similar.



*Jim Sharpe at Ford Central Office, Warley, photographed with the Chairman of Ford of Britain, Roelant de Waard - before Jim's door flew open on the return trip.*

If spares are not listed in 'Transverse Torque' they may be available from the Club's store of salvaged spare parts, but again send your order and you will be advised on price if a suitable part is located.

Finally if you have not received every item on your order within 21 days please contact Colin Rowe.

Colin Rowe, Spares Administrator

**SERVICE BULLETIN. 8 H.P. & 10 H.P. MODELS**

Ford Motor Company Ltd.,  
Dagenham

Section 5 :

**REAR AXLE**

Subject :

**DRIVE SHAFT PIN**

Effective on : **ALL EXCEPT 10 cwt. VAN**

**REAR AXLE DRIVE SHAFT PIN**

When the drive shaft of the rear axle has been removed at any time it is extremely important that the condition of its internal splines and the external splines of the pinion, as well as the rivet holes, should be examined.

The use of a drive shaft which has seen considerable service and the splines of which have worn slightly, might not permit an efficient repair to be made when a new pinion has been fitted. Where a new drive shaft is to be fitted to the original pinion this possibility should also be considered.

The pin should not be inserted or riveted in such a manner as to secure rigidly the two parts but should act as a retainer only.

Should incorrect rivetting or undue wear as indicated above be evidenced, undue stress may be placed on the pin and ultimately lead to its fracture.

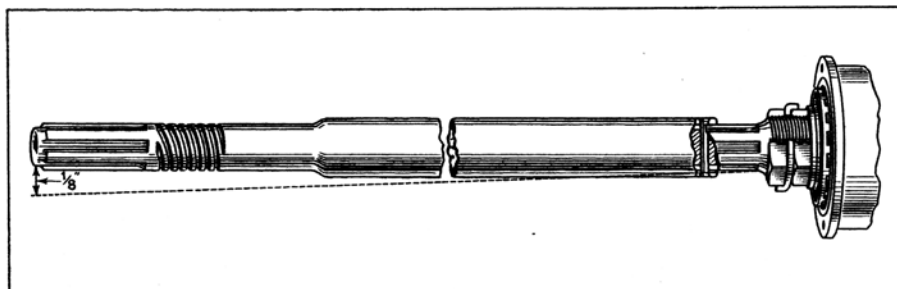
A guide as to correct fitting is that when the drive shaft has been fitted and pin peened over, the radial movement at the universal joint end of the shaft should not exceed  $\frac{1}{8}$ ". (See illustration.)

This test should be made in several positions of the drive shaft to check for consistent results.

In peening over the drive shaft pin, care must be taken to support the pin head upon a suitable swage block so that the end may be headed without any fear of closing the splines or distorting the shaft.

When the pin is inadequately supported it is extremely difficult to form a satisfactory head which will retain it correctly in position.

After the pin has been peened over, remove the swage block and test the drive shaft for equal radial movement in several positions.



**OLD FORD RALLY, 2009**

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

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

**Tour to Ypres Salient - June 2009**

Having been 'at home' in 2008, it was suggested during the Yorkshire Tykes' Tour that we have an 'away' tour in 2009. As most of those on the Tykes' Tour did not visit the Ypres battlefields in 1998, it was further suggested that we pay a return visit to Belgium.

On our return feelers were put out on accommodation and 20 rooms have been booked for six nights in the Novotel Centrum hotel near the Menin Gate in Ypres at the bargain price of 45 euros per head, per day, B&B for a double room (82.50 euros for singles). This works out at approximately £220 per head for the six days.

Once the 2009 ferry/Shuttle schedules are announced in September, we shall try for a group booking for 20 cars. The cheapest crossings are probably via Norfolk Ferries Dover to Dunkirk. We would be looking to cross from Dover after lunch on Sunday, 7<sup>th</sup> June and return during the morning of Saturday 13<sup>th</sup> June. Dunkirk is only about 60 miles from Ypres (Ieper in Flemish).

Hopefully the tour will include something for everyone as, apart from the museums, the trenches and the cemeteries, there are garden and shopping centres and other tourist attractions in and around Ypres and Poperinge. We have a local guide to help us choose where to eat and enjoy ourselves in the evenings.

Those wishing to join in the fun, who have not already provisionally booked, please let me know whether, provisionally, you would like to come on 01264 365662 or by email [sam@samroberts.plus.com](mailto:sam@samroberts.plus.com)

Firm bookings, commitment and deposits will be required after the AGM in April.

**Sam Roberts**

**The Ford Model Y & C Register**

**Events 2008**

- |               |   |                                    |
|---------------|---|------------------------------------|
| 20 - 21 Sept. | North Norfolk Railway<br>1940s weekend. Book early. | Jo & Roger Hanslip<br>01945 430325 |
| 2 November    | Y&C committee meeting<br>Willoughby                 | Bob Wilkinson<br>01832 734463      |
| 14/15/16 Nov. | Classic Car Show, N.E.C.<br>Birmingham              | Geoff Salminen<br>0121 427 2189    |

**Events 2009**

- |                         |  |   |
|-------------------------|--|---|
| 7 - 8 February          | 30 <sup>th</sup> Footman James Bristol Classic<br>Car Show - Shepton Mallett | Ivor Bryant<br>01454 411028                       |
| 22 February             | Y&C Committee meeting<br>Willoughby Village Hall                             | Bob Wilkinson<br>01832 734463                     |
| <b>26 April</b>         | <b>Annual General Meeting<br/>Willoughby Village Hall</b>                    | <b>Bob Wilkinson<br/>01832 734463</b>             |
| 24 - 29 May             | 12 <sup>th</sup> Ford 8 & 10 hp National Rally<br>Queensland, Australia      | Contact Sam Roberts<br>if interested 01264 365662 |
| <b>7 - 13 June</b>      | <b>Y&amp;C tour of Ypres Salient,<br/>Belgium</b>                            | <b>Sam Roberts<br/>01264 365662</b>               |
| <b>25/26 July (tbc)</b> | <b>Old Ford Rally (see <i>alongside</i>)<br/>Gaydon Heritage Centre</b>      | <b>Bob Wilkinson<br/>01832 734463</b>             |

# International correspondence

## Spain

From Spain, Luis Cascante comments on the front cover photograph in the last issue:- "I've been reading the last issue of the magazine; fantastic, as always. What an impressive photograph on the cover! I don't remember to have seen WW-2' photographs with Eifels in military guise, only Mercs, Adler and so on."

## Germany

Feedback on the wartime Eifel cover photograph came also from Thilo Moerke, the Chairman of the Ford Oldtimer und Motorsport Club Cologne e.V, who emails:-

"In your article on the current edition's cover photo it is assumed that the German wartime Eifel carries a "HH" for Hamburg registration. Unfortunately the photo is cut in the important part, but I'd rather assume it says "WH" for "Wehrmacht Heer", i.e. ground forces. Most army vehicles carried special army license plates WH, WL, WM, SS, etc. Sometimes the former private registration plates were continued in addition."



*This Eifel cabrio-limousine belongs to a Luftwaffe officer. Hence, I presume, the WL registration (Wehrmacht Luftwaffe, i.e. air forces). I can't see them getting very far on those bald tyres cross-country!!*

## More feedback on the cover photograph.

Wolfram Düster from Krefeld, Germany, through his son, Klaus, contributed the following:-

"First of all I want to thank you sincerely for the regular shipping of your club magazine "Transverse Torque". I was quite astonished to see a photo from Nazi-Germany on the front page of the latest issue! As I became curious, I looked for more explanations about the photo in the magazine but I could find no further information. There fore I would be glad to offer you some:

1. The car:- It is a Ford -Eifel Model "C", cabrio-limousine, year of construction 1938 with camouflage painting and camouflage lights. The letters "WH" on the left mudguard mean "Wehrmacht Heer". The car flag shows the symbol of a regimental commander.

2. The persons:- The left person wears a uniform of a major of infantry, the right person wears a uniform of an infantry soldier."

## Eifel Model

Thilo continues:- "Another piece of Eifel information, which might be useful for your club members, comes from France: The model car company NOREV is planning to launch an Eifel scale model. Our club has worked with NOREV in the past resulting in our Transit Mk.I club bus and just recently a FK1000 fire department van, both beautifully made 1:43 scale with correct colour and printing (even the license plate numbers were copied from our member's cars).

Now they've asked for Eifel pictures, measurements and a "master car" to take detailed photos and for measuring critical data. One of our club member's '39 Karmann Eifel Roadster will be used for reference, but there might follow other body styles as well later on. Usually it takes around one year until new models appear in the dealerships."

## Australia

Bill Ballard:- "I received my copy of Issue 173 of 'Transverse Torque' on Tuesday last and, as usual, couldn't put it down until I'd read it from cover to cover. Another good read - well done!



*An Eifel cabrio-limousine on front-line duty in Poland in 1941.*

I don't know about you, but I've read and re-read that first paragraph of the Salisbury "Reliability Test" on page 6 and cannot believe that they stopped for petrol and carried out repairs to three punctures - and kept the engine running all the time, as claimed by their statement "... without involuntary stoppage of the engine", or am I going crazy and/or misreading it??"

Bill, that was the whole point of the demonstration - to keep the engines running on all the 200 + Model 'Y's from 5.30 p.m. on Monday 11<sup>th</sup> September 1933 to 5.30 p.m. on Thursday, 14<sup>th</sup> September, i.e. 72 hours. You will recall that, even in our youth, the state of the roads and the relatively poor quality of tyres led to frequent punctures. Most cars carried out some 1000 + miles during the 72 hours. At 40 miles per gallon, that required 25 stops for refuelling.



**Western Australia.**

Tony George, a friend of our publisher, Steve Waldenberg, sent Steve a photograph of Denis Johnson's red and black coupe, seen at the annual British Car Day last May, one of the big local shows of the year with around 800 vehicles taking part. The venue is Gingin, a small country town north of Perth.



*Denis Johnson's red and black Model 'CX' coupe (C46054 - Geelong body number 20B C109) seen at a show near Perth in May.*

At my request, Tony also took some photographs of the Ford Assembly Plant in Fremantle, as it is today (it is presently the Matilda Bay Brewing Co.!). The design of the building follows the same art deco lines found on the Geelong and Adelaide plants. I need only photographs of the Brisbane and Sydney plants (if they are still standing) to complete the Australian collection for the archive.



*The frontage of the old Ford assembly plant on Stirling Highway in Fremantle, Western Australia. Photograph courtesy Tony George.*

Whilst on the subject of Western Australia, it is with deep regret that I report the deaths of two key members of the Classic English Ford Club of Western Australia: Lance Kitson, who was a long time very active member, with a Model 'CX' coupe, and Anne Colmer, a founder member and one time Club Secretary. Our thoughts go to those they leave behind.

**U.S.A.**

Mark Turner from Michigan, who owns the other roadworthy Model 'Y' Kerry, tells me that on 1<sup>st</sup> August he joined the ranks of the great unwashed in retirement from Visteon, a subsidiary of the Ford Motor Company. One of his retirement tasks is to give 'Henry', his Kerry, a makeover next year. You will recall

Henry's overheating problems on the 'Mad Dogs and Englishmen' rally at Kalamazoo last year. We wish you fun in retirement Mark and look forward to more tales of Henry.

drivers managed to get the engine behaving properly and past the obstruction. When needs must, needs must!

**New Zealand**

An advertisement on the Trade Me website was for an unregistered Fordor Model 'CX', which had been recently beautifully restored in a light blue colour with black wings (note that Model 'C's had the black wings; Model 'CX's had wings the same colour as the body). The location was given as New Plymouth on the North Island of New Zealand so, with the help of Thelma Semadeni of the Auckland-based sidevalve club, she traced the owner and the details of the



el8ted (46) \*\*

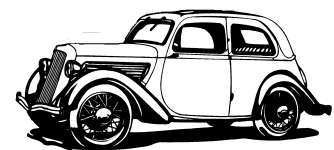
*The 1937 Fordor sedan (C61851) restored over many years by Arthur Milnes in New Plymouth, New Zealand.*

Talking of Kerrys overheating. On the way back from the Yorkshire tour, I came across a massive traffic jam on the M1 north of Nottingham. Apparently a lorry had decided to crash

into the central Armco barrier and shed its load of concrete blocks. The traffic was moving hesitantly and very slowly, so I got out of the Kerry and lifted up the nearside bonnet lid to help cooling. For two hours, we crawled forward before the dreaded vaporisation took hold and

the engine conked. Fortunately it happened at the top of the long hill going down to where the old Staveley steel works used to be. As a result of free-wheeling every time the traffic moved ten yards or so, by the time we got to the bottom of the hill, the engine had cooled sufficient to start. A quick turn of the wheel onto the hard shoulder and a spluttering acceleration past the cursing

car (C61851). I spoke to the owner over the telephone and established that the Lower Hutt, Ford Assembly Plant number was 9NZ 720. The owner, Arthur Milnes had been given the car as a barn find in the mid-1980s and had slowly and laboriously restored it to its present high standard.



# NEWS OF NEW MEMBERS

## Regional news

### Region 5 - East Sussex and Kent

John Keenan reports:-

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

David Ferrier F1806  
Aberhill, Methil, Leven, Scotland

Murray J Griffiths O-G101  
Oaklands, Christchurch, New Zealand

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

**David Ferrier** We would like to welcome David from Aberhill, Methil, Leven to the Club. David is now the proud owner a 1937 Model 'Y' Tudor, Chassis Number Y170104.

The car is currently undergoing a restoration and Bob Wilkinson is assisting with obtaining and age related registration. We hope the restoration goes as planned on your vehicle.

**Murray J. Griffiths** from Oaklands, Christchurch, New Zealand has joined the Club. Murray has two Model 'Y' Tudors. Firstly a 1935 short rad, first registered in New Zealand on 19 February 1935. The Registration Number originally was AO 1103, but now it has the new Registration Number MB1935. The Chassis Number is Y81890 and the Briggs body number is 165/16507. The car is under restoration. Secondly, Murray has a 1936 Tudor with the Chassis Number Y147364 and a Briggs body number 165/44531. The Registration Number is AJ 5686. At this point in time Murray is uncertain whether to restore this car or use it as a donor vehicle. Welcome to the Club Murray and we hope all goes well with the restoration(s).

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.

**Godfrey Dingley-Jones,**  
Membership Officer

The Ardingly show had little support from local Club members this year; just David Pickett and my car on the Club Stand, along with a few of our SVOC friends. Stan Bilous's Model 'C' and Peter Baggott's 'CX' tourer were parked elsewhere in the show, no doubt with other commitments?

Last Sunday I tried out a very different type of show at the Kent Glider Club, only a very small affair but spectacular. Car owners were offered a trial flight in one of the club Gliders: it was an amazing experience. Strapping on a parachute was a little disconcerting, but my pilot assured me I would soon get the hang of it if the need



*The beautifully restored maroon Model 'C' of Stan Bilous at the Ardingly show, but why not on the club stand? Photograph courtesy Malcolm Grace.*

arose!?! It was a winch tow and, once airborne, it was then a vertical climb at a great rate of knots - a real white-knuckle ride. Once released there were incredible quiet tranquillity and panoramic views - well worth the effort.

Sunday, 3rd August, was the Hooe Show, unfortunately wet (the first time for many years) but still extremely well supported by a very great variety of cars. Mr Graeme Jenner was in attendance - he is the one who sketched the Model 'C' on the back cover of issue 172 - and he measured up Owen Baldock's Model 'Y' in order to do a drawing [see Members' Correspondence - Ed.]. During the show, an elderly gentleman came up and gave me a ScrewdrauLic Jack, which was made for our cars. It is in full working order.

At Leeds Castle on the following weekend, there were over 300 cars on show, one Model 'Y', but fitted with wide wheels and V8, so did not count. There was a great variety of interest-



*John Keenan's early Model 'C' (C00647) with the spectacular Leeds Castle as a backdrop*



*Mike Malyon and Clive Harrison's Model Y's on the club stand at the Clwyd Practical Classics Show at Caerwys, North Wales.*

ing vehicles some very rare - well worth the trip. No autojumble or market stalls, but plenty to see in the Castle and gardens, so a good day all round. No other Y&C members, but I did have several Sidevalve friends for company.

### **Flying the Y&C flag in North Wales - Region 14**

**Mike Malyon reports:-**

On Sunday July 13th 2008 my Son-in Law, Clive Harrison and I had a club stand in the Clwyd Practical Classics show, Caerwys. Clive organised the stand, advertising the event in 'Transverse Torque' and telephoned several members in the area on Saturday.

It was good to see the four members who managed to visit the stand, John Griffiths, John Osley, Bob Shelley and Doug Tunstead. Unfortunately their cars are not on the road at present. Hopefully next year there will be more than just two cars on the stand! The event was busy and we thoroughly enjoyed it - helped by the fact that the weather was warm and sunny!

The stand generated a fair amount of interest where Clive and I took the opportunity to promote the club. All the money raised was for charity, which this year is the Wales Air Ambulance."

### **Northern sidelights. Region 16** **Report by Barry Diggie**

It is a shame that more northern members can't be enticed to the Newby Hall Rally, which, in terms of entries, (1000+), and extensive autojumble, to say nothing of the surrounding countryside, must rank as one of the north's premier old-vehicle events. There were three of us this year, Ken and Ruth Sleight, Lynne Stewart and me with CNN. It was unfortunate that David and Wendy Grace were unable to attend in view of David's recent operation and we all wish you a speedy recovery, David.



*Lynn Stewart with her 1934 Tudor Model 'Y' and award at the Newby Hall Rally.*

After much consultation, it was decided that this year the cup should go to the oldest Model 'Y' or 'C' present on the field, and consequently it was taken home by Lynne with the 1934 Model 'Y' Tudor, a very deserving winner.

The annual Trans-Pennine Run for old commercials, organised by the HCVS, from Manchester to Harrogate, is one of those really pleasant days in the calendar, when it can be counted upon to meet lots of interesting vehicles, not necessarily connected with the Run, but out and about to support it. I always follow the last twenty mile

route into Harrogate which is invariably lined with photographers at strategic points. The long and fairly steep climb up Hollins Hill is a favourite, and my favourite testing ground for old cars in the sense that it is a good measure of pulling power. CNN, and the Austin, can usually cover the distance at reasonable speed given a good head of steam on the approach, and only need the lower gear(s) on the final stretch. Although most of the picture-takers were out to snap the Bedfords, Albions, Fodens etc., some could not resist the undoubted charm of a Model 'Y'. The recent heavy rains had left the Stray at Harrogate fairly soft in parts, leading to the bizarre sight of a heavy recovery truck having itself to be recovered after becoming stuck in the mud!

Yes, a poor season for weather, but let's hope that the few remaining events of the year may be blessed with something better.

### **Ireland - Region 19**

#### **Powerscourt Estate Picnic Run and Rally, Report by casual observer, Sam Roberts**

Despite heavy rain and flooding across Ireland on the days before and after the Sunday rally, we were blessed with a dry gathering on the beautiful Powerscourt Estate, at Enniskerry, Co. Dublin. A record 169 vintage and classic cars were pre-registered for this, the Irish Veteran and Vintage Car Club's (IVVCC's) 31<sup>st</sup> Powerscourt Rally, the majority of which appeared on show on the day. John Fitzgerald organised this year's Rally, retaining the Fitzgerald tradition started by his father Jim in 1977. The family's December 1936 Tudor Model 'Y', now owned by John, took pride of place at the show, as it has done over the years.

Apart from John and Lillian and we Roberts's, other Y&C Register members present were Paul Mullan and sister Donna, from Ballymena in Ulster, in the Model 'Y' based Ford Falcon special built by his late father Brian, and Gerard and Mary Finnigan from Shillelagh, down the road in Co. Wicklow, with their Cork assembled 1936 Tudor Model 'Y'. The Jim Fitzgerald Perpetual Trophy, this year, was presented by Peadar Ward,

**The Ford Model Y & C Register**



the President of the IVVCC, to Paul Mullan as a tribute to his father, whose last outing in the Falcon was to the 2007 Powerscourt Rally.

*John Fitzgerald's 1936 Model 'Y' takes centre-stage at the Powerscourt Rally.*

*Paul Mullan with the Model 'Y' based Falcon special built by his father, the late Brian Mullan. Paul proudly holds the trophy awarded in memory of his father, who attended the Powerscourt Rally last year.*



## Members' cars

Once again, we are grateful to the Irish Vintage Scene for providing us with a story of one of our cars. In the March 2008 issue, the Assistant Editor, Andrew Pollock, wrote an article about a Model T and a Model 'Y' which were brought together in Carrigbyrne in Co. Wexford in Ireland; the Model T belonging to Leslie Byrne from Gorey and the Model 'Y' belonging to the young Frank Doyle from Grallagh. The part of the article dealing with the Model 'Y' reads:-

Frank Doyle from Grallagh, owner of the lovely example in these photos, was certainly not around to witness the model's launch in 1933, and is certainly the youngest vintage car

owner we have come across so far. Even so, his family enjoys a strong connection with the baby Ford as they had one from new (as attested by a wonderful old photo from 1939), and this 1935 model was picked up around three years ago to relive old memories. The car was restored in the seventies and it appears to

Although not intended as a direct replacement for the Model T, in many ways the Model Y took car ownership in Ireland to the next level. A very affordable car with 'modern' styling, it is credited with being the lowest-priced four-seater car ever produced, with a tag of just £100stg.

Launched in 1933 the Y, or 'baby Ford' as it quickly became known, soon endeared itself to Irish drivers thanks to its civilised driving manner (it was equipped with a conventional 3-speed gear box as opposed to the quirky epicyclic transmission of the Model T) and sturdy mechanicals. The little 933cc sidevalve was certainly neither a ball of fire nor a technological tour-de-force, but more importantly for the time it was familiar and understandable. The Model Y became the family car of thirties and forties Ireland, and a great many people to this day still retain very fond memories of the little car.

the model's launch in 1933, and is certainly the youngest vintage car



*A period re-enactment of a family outing in the baby Ford.*

have been a good job as the Y is holding up very well, the only fault Frank finding with the car being some cracking of the paintwork due to too much hardener being used.

Watching Leslie and Frank chugging away from Car-rigbyrne on that sunny afternoon brought home to me how universally-appealing these old motors are; they are important relics of the advance of technology and social development both in Ireland and abroad, yet these cars have developed almost unique characters over their long lifetime. In today's age of speed, sealed-for-life mechanicals and impenetrable electronics, the old sidevalve Ford represents a refreshing glimpse into the springtime of motoring history, and I suspect will continue to do so for a very long time to come."



*Frank Doyle, the owner of the Tudor Model 'Y' in Grallagh, Co. Wexford.*



*The family's baby Ford in 1939. The present car was purchased three years ago to relive the memories of the old Ford. Frank was even able to reclaim the 1937 Wexford registration number of the old car, MI 4352.*

## Eifel book.

For many years now, we have been aware of a book on the history of the Eifel car being written by Wolfram Düster. Wolfram, from Krefeld in Germany, is the world's leading expert on the Eifel, so his work has been eagerly anticipated. He is the Eifel contact in the Alt-Ford-Freunde e.v. club of Germany. Regrettably, the Ford Motor Company in Köln would not sponsor the publication of the book but, through various contacts, including one of our Ford Y&C German members, Thorsten Ehrenheit, the book is finally to see the light of day.

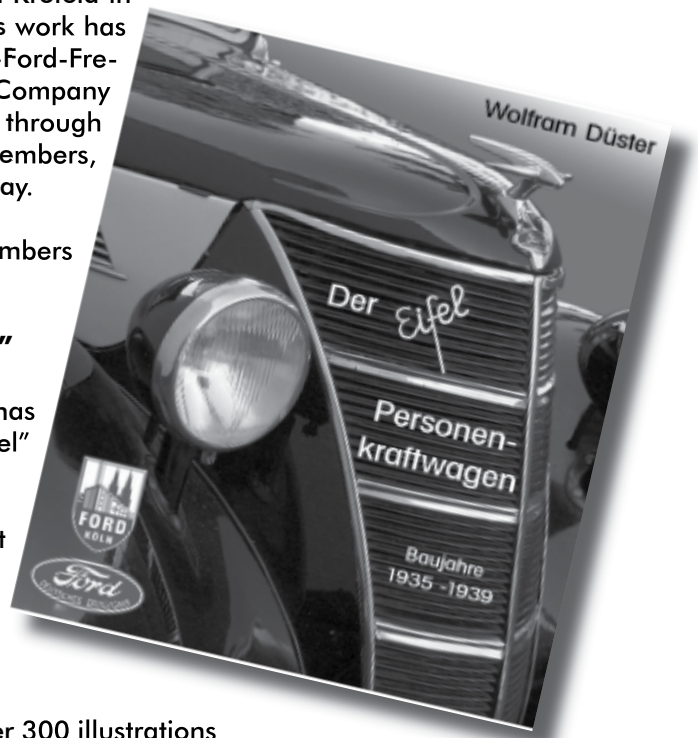
Wolfram's son, Klaus, relayed the following message to members of the Ford Y&C Model Register:

### **"Der FORD - Eifel Personenkraftwagen 1935 - 1939"**

**Wolfram Düster** from Krefeld, as an approved expert, has been working on finishing his book about the FORD "Eifel" in the last years.

He managed to write an excellent reference book that documents comprehensively the short history of the "Eifel" with expert knowledge about technological aspects, richly illustrated but also with very personal memories.

The presentation of the book will be:  
Hard cover format 22 x 25cm approx. 160 pages with over 300 illustrations and photos.



## A run-away 'Y'.



*Gerard Finnegan helps out with his Model 'Y' at a friend's wedding in Co. Wicklow, but only has eyes for the bride.*

*Dazzled by the bride, Gerard fails to notice his Model 'Y' trundling back down the hill from the church.*

*All's well that ends well! The 'Y' mounts the verge and, thankfully, stays upright.*



## Spanish special bodied tourers.

On stands 263 and 264 at the 6th Exposición Internacional de Automóviles de Barcelona, in 1933, appeared three special-bodied Model 'Y' cars; two tourers and a coupé. The stand was that of Amando Casajuana, whose father was the very first Ford agent in Spain. The agency also boasted a bodywork shop. As none of the designs of the special bodies can be recognised as coming from English coachbuilders, it must be assumed that Casajuana either commissioned or designed, built and marketed their own.

A smart looking second Model 'Y' coupé sat on the stand next to Casajuana (no. 262) which, according to the exhibition catalogue, was displayed by Ramón Pla, a coachbuilder with a workshop in Artesa de Segre, a small village about 150 kms from Barcelona. It is unlikely that such a small coachbuilder would have sponsored a stand at the 'Exposición'. It is more likely that Ramón Pla had an agreement with Amando Casajuana for the construction of special bodies on Ford chassis and that Casajuana sponsored Stand 262 on Ramón Pla's behalf. There are no known surviving Spanish-built special bodied Model 'Y' open topped cars.

Interestingly, Ford Ibérica is not listed in the catalogue. It is assumed that, as the 'Exposición' was organised by the Spanish 'Cámara Española de Automotivismo y Ciclismo', the Spanish

The Ford Model Y & C Register

equivalent to the Society of Motor Manufacturers and Traders (SMMT) in England, Ford in Dearborn was reluctant to get involved with the Spanish motor association; a reluctance born out of Henry Ford's eight long years major confrontation with the American Association of Licensed Automobile Manufacturers, which tried to force him to pay copyright fees against the Selden patent during the first decade of the twentieth century. As with their English counterpart, Ford Ibérica ran their own annual independent motor shows.

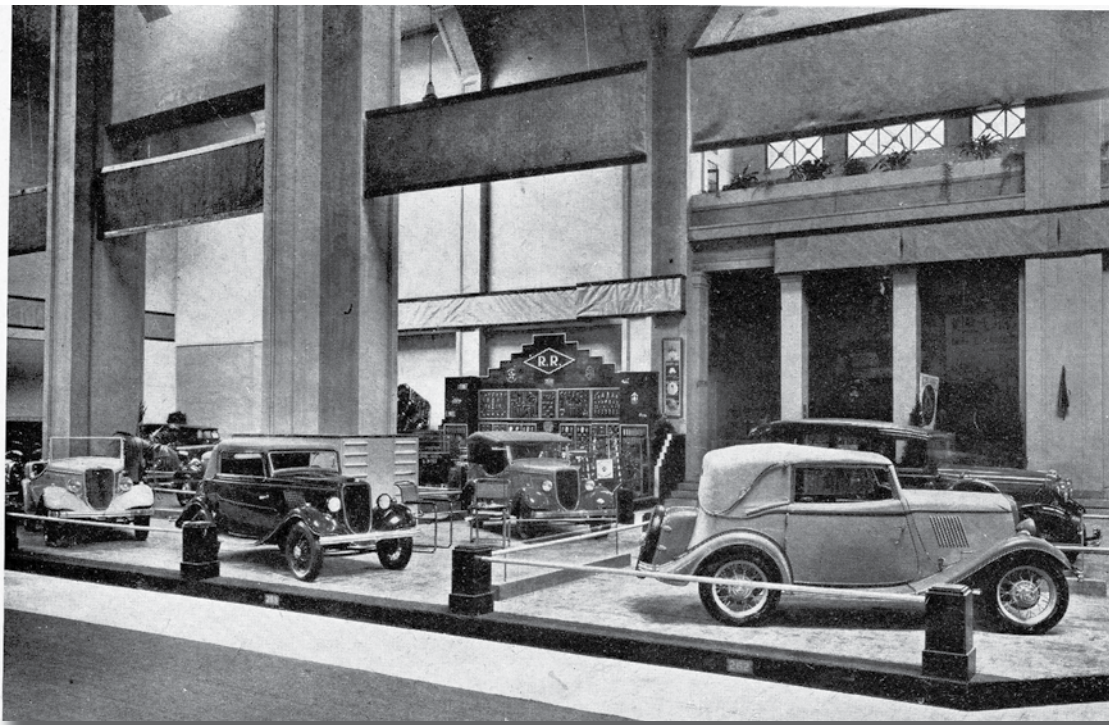
## Spanish commercial vans.

The only known photograph of a short rad van in Spain shows a van very similar to the second batch of Briggs body vans from England, with the large doors, no running boards, a front bumper and the spare wheel being carried on the driver's door (left-hand-drive). An attached description of the van on a notification sheet sent to Ford Ibérica's Department "Q-1", dated June 13, 1934, states that '300 jobs' per annum would be 'manufactured' by Messrs. Mateu, Marrugat & Cia of Barcelona. It is therefore assumed that 'Knocked Down' 5 cwt. Model 'Y' vans were imported from Dagenham and Messrs. Mateu, Marrugat & Cia were contracted by Ford Ibérica to assemble them.

With the introduction of the long rad Model 'Y', it would seem that Messrs. Mateu, Marrugat & Cia were given their head to redesign the body. The photograph attached to a similar notification sheet as before, this time to Ford Ibérica's Department P-16 and dated 27 April 1936, shows a panel van with a high profile roof and a body which extends a good foot beyond the rear mudguards. The capacity of the cargo area is given as

*continued page 25*





*Stands 262 to 264 at the 1933 International Barcelona Motor Exhibition. Stand 262, nearest the camera, displayed a smart coupé by the coachbuilder, Ramón Pla and stands 263/4 showed the tourers and a coupé available through the Barcelona Ford dealer, Amando Casajuana.*

## DVLA – VEHICLE AUTHENTICATION.



DVLA is currently updating the list of clubs accredited to authenticate vehicles for registration mark purposes. Owners of cars without current V5C documents, or indeed any paperwork, will need to use club facilities to support their application for the original or an age-related registration mark. Naturally our Club has re-applied to be accredited and been obliged to submit details of source material used in the process of authentication and samples of club logos/stamps and signatures of appropriate Club officers involved. Guidance notes from DVLA indicate that vehicle inspections are strongly advised.

None of the above presented any difficulty for our Club since we have been inspecting vehicles for some years using the exact process now recommended by DVLA and FBHVC. Our club publication, "List of Surviving Vehicles", painstakingly compiled over the past 12 years or so by Sam Roberts, along with factory information has proved to be an invaluable tool in cross checking Ford 'Y's and 'C's. A copy of this was sent to DVLA with our application.

It is obvious that DVLA is aware that over recent years some spurious claims for registration marks have been made by applicants and indeed within the whole process of the transfer of registrations – hence the tighter rules. Our Club applauds DVLA and FBHVC in this regard. Our Club will not prejudice our good standing by taking short cuts on registration issues and will continue to act with complete probity.

Reminder: If you do not have a current V5C registration document for your car ....or indeed any paperwork.... it is possible to register your car with Club support. Check the details on our club website [www.fordyandc-modelregister.co.uk](http://www.fordyandc-modelregister.co.uk) and go to the "How to Register My Car" page....or contact me on 01832 734463.

**Bob Wilkinson**

## Message from Footman James

**Survey highlights importance of laid-up cover**



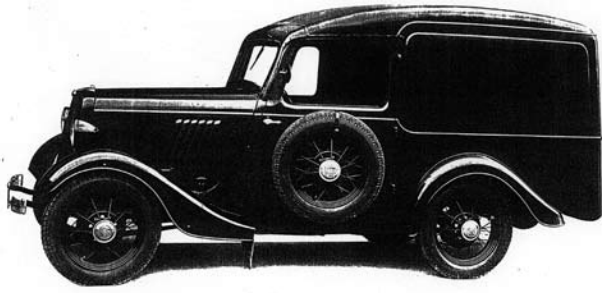
**A recent telephone survey by specialist insurance broker Footman James has revealed that the UK's classics owners might be less risk averse than previously imagined.**

During a routine lapsed customer survey, whereby a sample of former Footman James clients were contacted to ask why their vehicle was no longer insured with the Midlands-based insurer, a staggering 70 per cent of respondents said they had chosen not to insure their vehicles at all because they were "laid up".

Paul Matthews, managing director, however, warned classics drivers of the potential risk they are taking. He said, "It appears from the survey that some classic owners do not recognise the true value of laid-up cover, believing that, just because the car is stored away, it is completely safe. But this does not mean it is immune to damage. We deal with heart-breaking situations where lovingly restored vehicles are damaged by events that happen while laid-up, so think how much worse that would be if the owners didn't get a penny back to repair it."

Each year Footman James deals with thousands of claims for damage caused to laid-

**The Ford Model Y & C Register**



*The long rad van probably assembled for Ford Ibérica by Messrs. Mateu, Marrugat & Cia, who designed the high-profile body. Note also the extra length of the cargo area beyond the rear mudguards.*

sales brochure loading flowers outside a florist's for delivery by a smartly uniformed driver.

**We are grateful to Luis Cascante for researching the background to these tours and vans.**

up vehicles, ranging from rodent to fire damage. In the immediate aftermath of last July's floods, the broker received double the normal volume of claims for damage to vehicles, including a £40,000 Aston Martin DB7 and a £20,000 Porsche 928.

Additionally, Mr Matthews warned classics owners that, essential as laid-up cover is, it will not cover damage to classics from the moment they are driven under their own power.

"If you have taken out laid-up insurance, your vehicle is covered whilst in storage or on static display at a show, but the minute you start the engine and drive it, even if it's not on the public highway, that cover lapses and you are no longer covered should anything happen," he explained. "So, if you are planning to take your vehicle to a garage for repair or restoration work, make sure you have full insurance cover. Even if you're just driving your vehicle onto a trailer, laid-up insurance will no longer cover you for accidental damage."

Footman James may be contacted for advice or insurance cover through their office on 0845 330 1662 - see also Useful Contacts.

2.50 cubic metres (88.3 cubic feet), compared to 50 cubic feet for the standard 5 cwt. van. Apart from being fitted with a front bumper, the van in all other respects appears to be similar to the Briggs long rad 5 cwt. van. Ford Ibérica's favourite artist of the 1930s, Paco Ribera, depicts this van on a

## Model 'Y' bus

I have only ever seen one photograph of the forward control Model 'Y' bus and could only guess at its provenance and date of manufacture. As I state in my book (page 99) alongside the photograph, "Although never intended as a commercially viable project, in 1935 a bizarre-looking snub-nosed coach was built as a publicity stunt on the Model 'Y' chassis. It's doubtful that this was a Ford-inspired and funded project; more than likely it was a publicity gimmick by the popular coach line, Royal Blue, in whose livery the coach is painted." My guess was that it was built by J.H. Jennings & Son Ltd. of Sandbach in Cheshire.

Last month I received two further photographs of the coach under a copyright seal. Having paid the appropriate fee, I can now publish them in Transverse Torque. These photographs put the coach in perspective when compared with the full-sized Royal Blue coaches. What a tidder!

Interestingly, all three vehicles have Devon registrations from 1935. I approached our in-house

bus expert, Bill Ballard in Australia, for more details of the coaches. He replied, "Royal Blue was operated by the Elliott Brothers of Bournemouth until 1934, when the company was sold to the Western National/Southern National consortium (part of the Tilling Group of bus companies) in 1934. As Tilling controlled the Bristol bus manufacturing business, all new coaches after that date for Royal Blue were of Bristol manufacture. I would therefore hazard a guess that the coaches in the picture are both Bristol JO5G's, (i.e. Bristol J-types fitted with a Gardner 5-cylinder oil engine), possibly with bodywork by Beadle of Dartford, Kent. Unfortunately, I've had a quick look through my extensive library of bus books and magazines, but I cannot find a fleet list of pre-war Royal Blue vehicles, which might have confirmed my guess! I should think that the Model 'Y' bus was used on "feeder services", bringing potential long-distance travellers from the hinterlands of places like Exeter and Plymouth,

where they would transfer to the main coach bound for, say, Bristol or London.

I remember travelling on Royal Blue coaches with my younger brother from London to Par, Cornwall, changing at Salisbury and Taunton, on the way to my mother's caravan at St Columb Major, outside Newquay, circa 1958. We were given just 2/6d to spend on lunches and snacks and had spent it by the time we left Salisbury!"

Any other thoughts on the Model 'Y' bus bodywork builder will be much appreciated.

**Sam Roberts**

*The location could well be the Royal Blue depot in Exeter - all three vehicles having 1935 Devon registrations. [Photographs part of Chris Hodge collection, now Stilltime copyright - look both up on Google for fascinating photographs]*



*Until recently, this was the only photograph of the Model*



*Alongside its big brothers, it looks pretty small!*





## Decarbonising.

Tony Etheridge sent in a couple of Readers' Letters from The Practical Motorist of March 2<sup>nd</sup> 1935, both concerned with decarbonising the Ford 8:-

*Letter 1. From Romford, Essex:- "I have a 1934 Ford 'Eight' and propose decarbonising the engine, but as the distributor driving spindle comes through the cylinder head I am doubtful about starting this job in case I upset the timing. Could you please give advice?"*

Twenty nine degrees is about the maximum advance of the ignition on the Ford "Eight". If your engine is fitted with a timing pin on the front case, the ignition is easily located by unscrewing the pin and holding the slender end in the hole and turning the engine. When the pin falls into a depression in the timing wheel, No. 1 cylinder is on the retarded firing point, there fore set the cam just breaking at this point. With ordinary decarbonising there is no necessity to upset the ignition, as the timer can be lifted right out. The bottom strip on the timing shaft will be found out of centre, and is therefore easy to locate."

*Letter 2. From London SW. 17. "I own a 1934 Ford "Eight" that for the most part has given me every satisfaction, having completed 9,400 miles. Of recent date, after the engine had warmed up, and whilst it was still idling, a tapping sound developed.*

*The car has always been serviced at a recognised service station and, at a mileage of 7,600, I had a service examination, the report being to the effect that everything was in order.*

*Just recently, I left it for a further brief examination, and the verdict was that the timing wheel had slightly worn and also that slight wear was suspected on No. 1 piston. If I changed one piston, I ought, I was told, to change all four. The wear was considered consistent with the mileage, to all of which I disagreed. They seemed surprised when I told them that the car had not been decarbonised. I have just returned from a long run, and am perfectly satisfied. Do you concur in the service-station opinion, and if so is there any actual harm in running under these conditions?*

Aluminium-alloy pistons are often noisy when cold, but the noise disappears as the piston warms up and expands. If you change one piston you will have to change the lot, as they are balanced, and to have one piston of a new type is not good practice. The engine should be decarbonised, as it is not only that carbon that is eliminated, but also the valve faces are reconditioned and the power restored. Long periods between decarbonising are not economical in the long run. Except for slight noise, there is nothing wrong with your engine, especially as many high-speed engines develop the same complaint after about 10,000 miles."

**Comment:** Remember these letters were written in the mid-1930s. Don't become paranoid and think you should immediately go out and decarbonise your engine. Modern day fuel does it for you. - Ed.

## Precision measurement - Johansson gauges.

One Sunday, whilst only fifteen years of age, Henry Ford met up with his friend, Will Bennett, who had been given a broken watch by his father. Instead of going to church, the two boys headed for the farm shop on the Bennett farm, where Henry stripped off his stiff collar and tight shoes and set about filing a small nail to make a screwdriver. The large watch was soon in pieces on the table and Henry was fascinated by the simple drive system of gears similar to those on his mother's wringer. What amazed Henry was the fact that the gears were so accurately made that similar sized gears were interchangeable. Henry put the watch back together and it ran perfectly. This gave him a fresh enjoyable hobby for which he was paid by local watch owners in and around Dearborn.

The memory of those accurately made interchangeable parts stayed with Henry as he progressed into automobile production. Initially, automobiles were built as one-off items. If a new part was required, it was made specifically and filed to size to fit. Henry was having none of that, as he explains in book "Today and Tomorrow", which was written in 1926 and reprinted in 1988 as a must read for Quality Managers in modern industry,

"It is essential to economical manufacturing that parts be interchangeable. We do not make Ford cars in any one place. We turn out a few completed cars in Detroit and those only for the local market. We make parts, and the cars are assembled where they are to be used. And this involves an accuracy in manufacturing beyond anything thought of in the old days. Unless parts fit accurately, the resulting assembly will have lost motion, and much of the economy of design will be lost. That took us into the necessity for absolute precision in manufacturing - a precision extending in some cases to ten thousandth of an inch.

Under normal circumstances gauges cannot be kept so accurate - of course, only in exceptional cases do we work so accurately, but in many, perhaps in most of our tolerances, we work to one thousandth of an inch. And to gain this accuracy we sought out the one man in the world who had made a business of absolute accuracy and brought him into the organization - Carl E. Johansson. As a foreman in the Swedish Government Arsenal at Eskilstuna, he conceived the idea of combining solid master gauges used in the production of accurately finished rifle parts, so that a greater number of dimensions could be obtained from a small number of blocks. The first set was produced in 1897. Today Johansson gauge blocks are recognized throughout the world as the most accurate precision instruments known. We purchased the American manufacturing rights for Johansson gauges, as well as the plant at Poughkeepsie, New York. More important still, Mr. Johansson joined the organization as a member of our engineering staff to develop further his precision instruments.

Johansson combined gauge blocks are rectangular pieces of tool steel, hardened, ground and lapped. Their surfaces are absolutely flat and parallel, one of the most remarkable achievements in mechanics, as the difficulty in making one steel surface truly parallel to another is a universally recognized problem. Professor J. Hjesley, head of the Department of Mathematics at the University of Copenhagen, states that the surfaces of these blocks more nearly approach the perfect theoretical plane than any other produced by the hand of man.

These surfaces possess extraordinary qualities when rubbed across the palm of the hand and brought



*Carl Edward Johansson in 1932, receiving the degree of honorary Doctor of Science at Gustavus Adolphus College, Minnesota, U.S.A.*



in contact with one another, sticking together with a force equivalent to thirty-three atmospheres.

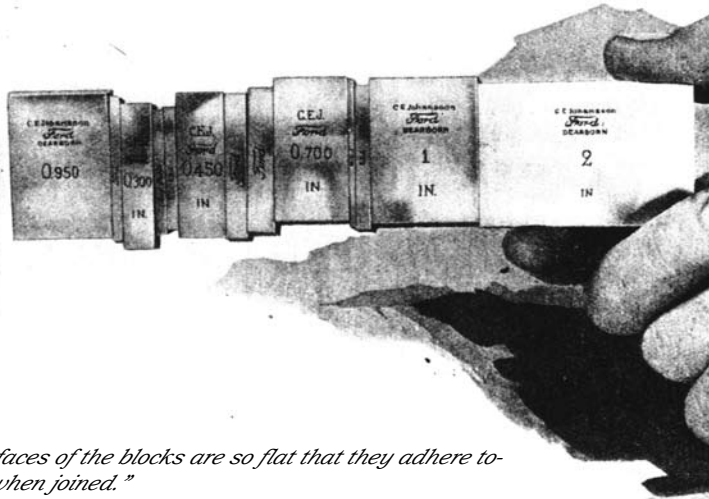
Some of the sets differ in steps of one ten-thousandth of an inch, while others differ by as low as one hundred thousandth of an inch. A ten-thousandth is about the lowest limit of accuracy in fine tool making, but this seems almost crude when measured with Johansson gauges. The ultimate, however, has been reached in a set which differs in steps of one millionth of an inch. This is so delicate that even the heat of the user's body several feet away influences the results. It is the only set in the world."

The catalogue for the 1935 Ford Motor Exhibition at the Royal Albert Hall also highlighted Ford's insistence on accuracy:- "If a human hair were split thirty times, it would still be thicker than many of the measurements used in everyday production processes at Ford Works, Dagenham. All parts to be used in engines, gearboxes, rear axles, and so on are products of amazingly fine machine-work. The accuracy required is secured

*A master set of Johansson gauge blocks, the largest of which is four inches long. At the time, they were the most precise articles that man's hand could produce.*



inches. Therefore it follows that the maximum error that can be tolerated on each of the two parts between which that clearance must be maintained is 0.0001 inches (one ten-thousandth of an inch). If the parts of the car are correct to these fine limits, the gauges that measure these parts must be correct to something in the order of one hundred-thousandth of an inch (0.00001 inches) and the instruments which measure these gauges in the course of their manufacture must be capable of registering inaccuracies smaller than a hundred thousandth of an inch.



*The surfaces of the blocks are so flat that they adhere together when joined."*

through the use of machine tools, jigs, fixtures and gauges which have been checked for size with master gauges.

The last named are accurate to within a millionth of an inch, a measurement that cannot be imagined by comparison with anything seen with the naked eye. They are the invention of the arch-priest of precision, C. E. Johansson, and are recognised as the world's standard of precision measurement. The company bearing Mr. Johansson's name is a division of the Ford organisation."

Put simply, in order to ensure a quiet and smooth running on many bearings in the engine the maximum variation in clearance that is permissible is 0.0004

Each master set of Johansson gauges consisted of eighty-one blocks, ranging from 0.1001 inches to 4 inches in length, such that by building them end to end it is possible to make up any dimension. Despite the claim in the 1935 catalogue, the gauges were accurate to within 0.000002 inches (two millionths of an inch) when measured at 68 degrees Fahrenheit.

Carl Edvard Johansson was born in 1864. He patented his "Gauge Block Sets for Precision Measurement" in Sweden in 1901. They became known as "Jo Blocks". The first set to be sold in America were sold to Henry M. Leland of the Cadillac Automobile Co. in 1908. Leland is quoted as saying, "There are only two people I take my hat off to. One is the President of the United States and the other is Mr. Johansson from Sweden."

At the end of his career, in 1923, Johansson started work for Henry Ford in Dearborn. Henry bought the entire American company, C.E. Johansson Inc. that Johansson had established in 1918 in Poughkeepsie, New York. [He had formed an earlier company CE Johansson AB (CEJ AB), in 1911 in Eskilstuna, Sweden.]. All the equipment was moved from New York to Dearborn and many of the Swedish employees moved also.

At the age of 72, he decided to retire and moved back to Sweden. During his lifetime, he crossed the Atlantic Ocean 22 times. In 1896, he married Margareta Andersson and, between them, they had four children. He died in 1943. Shortly after his death, he was awarded the large gold medal of the Royal Swedish Academy of Engineering Sciences.

