

Transverse

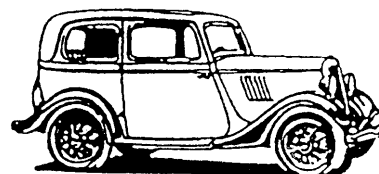
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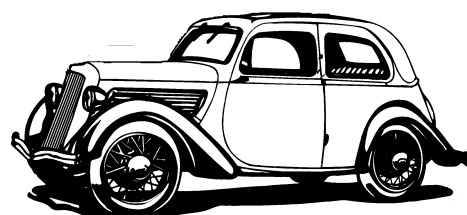
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November - December 2008
Issue 175



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Editorial

Firstly, I must apologise for the late delivery in UK of the last issue. For some unknown reason, the Post Office decided to take nine days to process the bag of magazine envelopes from the printer, sort them and send them off to their respective post code sorting offices. Overseas members were more fortunate as the appropriate stamps were attached to their magazines, which were then placed in a post box.

You will have noticed that, unusually, the cover photographs of the last issue were in colour. Although not fully explained in my Editorial, the reason was that issue 174 celebrated the 70th anniversary of the inception of the Ford Y&C Model Register by Graham Miles. An article to that effect appeared in the issue. I am often asked why we do not have more colour in the magazine. The answer is quite simply cost. As an example, issue 174 cost an extra £250 for the colour cover, and that was supposed to be a bargain price. That equates to ten members' annual subscriptions! I'm sure you will agree with me that that money is better spent manufacturing parts that are no longer available.

I am indebted to David Gustard for alerting me to the existence of a book by Edgar N. Duffield, written in 1947 and entitled "Ford Through European Eyeglasses 1907 - 1947." As the Dedication begins, "This record of forty years' observation of the remarkable fabric known as the Ford organisation, from the outside, and sixteen and three-quarter years' inside experience, is dedicated to the man who had most to do with the weaving of that fabric in Europe generally, and Britain in particular, Percival Lea Dewhurst, Baron Perry of Stock Harvard, K.B.E., LL.D." Edgar Duffield was the Editor of The Ford Times from 1931 to 1947 and was the founder of The Circle of XIX-Century Motorists, which we described in issue 142 of Transverse Torque following Harry Edwards' article on Motoring Organisations in the Morris Register journal. I found a copy of the book on the Internet and, after reading it, will place it in the Register library.

And whilst on the subject of badges, someone asked me if I knew of the badge shown with FEC in the design. I have just finished reading 'The Cars that Henry Ford Built' by Beverly Rae Kimes. Whilst waxing eloquently about the V8 Fords of the 1930s, the author states, "Little wonder that Edsel Ford, on a trip to England, wistfully told the Scribe that he read 'The Autocar' every week and wished that America had a journal like it. The letters column of the magazine frequently showed correspondence from readers getting "excited about the excellence of these cars" - and the goings on of the chummy Ford Enthusiasts' Club (begun in 1938) were regularly reported." One can only assume that the badge was of what was probably the first Ford club in the UK. Does any



It is assumed that this is the badge of the Ford Enthusiasts' Club. Can any reader throw some light on the Club?

reader know what became of the F.E.C.?

Has anyone seen AMO 860, a 1937 Model 'Y'? The car was spotted by a reader of the Buckinghamshire Free Press, which covers South Buckinghamshire. The editor, Tom Pochciol, explains "A reader has told us that a few days ago he was surprised to see his first

car - a 1937 Model Y Ford - driving down the street." Tom contacted us to see if we were able to trace the car, but it is not on our register of survivors. It should be - especially if it is on the road! If anyone knows of its whereabouts, you are to declare it.

An ebay car we would like to trace is the eminently restorable 1934 black Model 'Y' that appeared on ebay in August. We do not know the buyer. Does anyone recognise the car from the photograph? From the rear there is a large angle-iron frame attached to the rear of the chassis, which appears to be painted red, and there are signs of red primer on the roof.

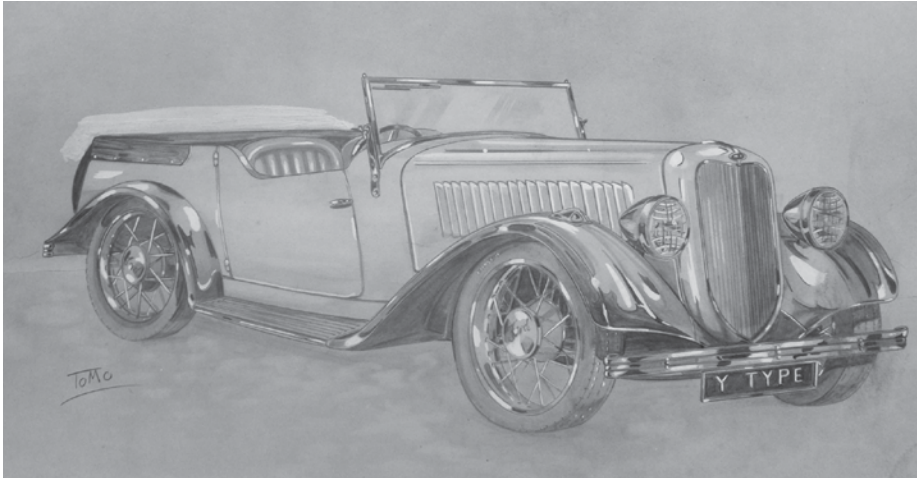


We would like to trace this 1934 Model 'Y' advertised on ebay in August. Does anyone have a clue as to where it is?

Whilst Paula and I were in Ireland, John Fitzgerald showed me a sketch of a Model 'Y' tourer, which was found by Richard Bingham in a picture frame behind a large Ford poster depicting Ford cars over the years. Being a model 'CX' man, Richard gave the sketch to John before re-framing the poster. I suspect the sketch dates from the early 1950s or thereabouts. It is signed by ToMo and seems to represent an Abbey tourer. Can anyone throw any light on the artist or the original car, which is painted in cream and black.

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The sketch of a cream and black Abbey tourer drawn by ToMo, probably in the 1950s. Can anyone identify the artist or the car?

[I am prepared to overlook the writing on the number plate this time - Ed]"

Paula and I attended the Shalbourne Classic Car Show in my 1934 Kerry during the brief summer we experienced at the end of September. What should pull up alongside us was a 1934 Austin 7. Those of you who are interested in these things will remember articles written in Transverse Torque on streamlining and how the Model 'Y' was the first mass-produced streamlined car. As the photograph shows, the rectangular box for the engine and the rectangular box for the body on the Austin 7 totally lacked any streamlining in the design when compared to the Model 'Y' of the same period. OK, mine is not a saloon, but I think the point is made with my open top version.



Compare the streamlining of these two 1934 small cars, the Austin 7 and the Ford 8. No wonder the Model 'Y' was so popular in those heady days as the country came out of the Great Depression.

Our Chairman, Peter Ketchell tied the knot with

Jean on the 27th September at a full-blown marriage ceremony and party in Chester. We wish them a happy hereafter. Coincidentally, I received a photograph of Peter's Model 'CX' tourer taken the Saturday before the wedding on the South Wirral Gordale Run. That's my boy!

I am delighted to see that we have crown wheels and pinions back on the spares list. Credit goes to our spares team for finding a manufacturer of the right quality to make these matching gears at the right price. Jim Sharpe tells me that the manufacturer used to make gear-cutting equipment for Ford.

Peter Ketchell's June 1936 Model 'CX' tourer on the Gordale Run six days before his wedding. I could suggest wedding presents of a horizontal chevron (available from Dave Tebb) and a Y&C Register badge for his grille!



For those of you living in, or close to, the West Country, please make an effort to support Ivor Bryant at the Bristol Classic Car Show at the Shepton Mallett showground in Somerset. The dates are the 7th and 8th February. Hopefully, this time our cars will be represented on the stand, unlike last year when it was left to the Sidevalve club to provide all the exhibits.

As this is the last issue before the Christmas festivities, on behalf of the Committee, may I wish you all an enjoyable break followed by a successful, healthy and happy 2009.

Message from our Treasurer.

Credit Card sales; Regrettably, we are no longer able to accept American Express cards as unfortunately their charges are prohibitive. All other credit and debit cards continue to be acceptable for all transactions with the Register.

Bruce Allan, Treasurer.

The deadline for contributions to the next issue of Transverse Torque is Friday, 2 January 2009. It would be appreciated if they arrived before Christmas!

Front cover

The oldest Model 'C' on the road, John Keenan's beautiful example (C00647) at the Leeds Castle show on 10th August. Photograph courtesy Stephen Bigg of the Ford Sidevalve Owners' Club.

Back cover

The Geelong-bodied 1934 Model 'Y' of Bernie Bridle photographed alongside Western Beach and Corio Bay, just outside Geelong in Victoria, Australia. Bernie had just collected the car from the Ford Discovery Centre, where it had been on display for the previous month. The location is only a few kilometres from the Ford factory where the car was built. Photograph, courtesy Bill Ballard



One week later, Peter's 'CX' tourer is on duty once again, this time carrying the 'best in show' in the passenger seat! Photograph courtesy Jo Hanslip.

Chairman's chat (and joke!)

By the time you read this the NEC show will probably have come and gone, it does not seem a year ago since I said the same thing. This year seems to have flown so quickly as I have been busy arranging our special day in September. Jean and I would like to thank all the Y&C Register members who sent us best wishes for our wedding and the future. The actual day was fabulous with brilliant sunshine, probably one of a few Saturdays this year when it did not rain; once again thanks for your good wishes.

It does not seem that long ago since I was saying that we are still looking for a Club Secretary, an Assistant Editor and now a Membership Officer. Godfrey Dingley-Jones has stepped down from the Membership Officer role that he has done so magnificently over the last three years. Taking over the role will be straightforward as he has improved the number of payments by standing order and the paperwork system is effortless. Our thanks to Godfrey for the work he has done for the Register. Christine Baldock has agreed to do the role until the next AGM in April. We will be looking for a volunteer then.

The Secretary and the Assistant Editor's roles are the two posts that we have been hoping to fill for the last two years; there must be someone with the skills and time to take over these posts. Please contact Bob if you would like more details.

The sharing of marriage.

When we were on honeymoon, we went into a Rock 'n' Roll cafe in Las Vegas. There was an old couple at the counter in front of us. The old man placed an order for one hamburger, French fries and a drink and took them to a table. He unwrapped the plain hamburger and carefully cut it in half, placing one half in front of his wife. He then carefully counted out the French fries, dividing them into two piles and neatly placed one pile in front of his wife. He took a sip of the drink; his wife took a sip and then set the cup down between them.

As he began to eat his few bites of hamburger, the people around them were looking over and whispering. Obviously they were thinking, 'that poor old couple - all they can afford is one meal for the two of them.'

As the man began to eat his fries, I went over to the table and politely offered to buy another meal for the old couple. The old man said, they were just fine - they were used to sharing everything. People closer to the table noticed the little old lady hadn't eaten a bite. She sat there watching her husband eat and occasionally taking turns at sipping the drink.

Again, I went over to the couple and begged them to let me buy another meal for them. This time the old woman said 'No, thank you, we are used to sharing everything.'

Finally, as the old man finished and was wiping his face neatly with the napkin, again I went over to the little old lady who had yet to eat a single bite of food and asked

'What is it you are waiting for?'

She answered, 'THE TEETH!'

Peter Ketchell,
Chairman

Newspaper article.

My ex-husband had this annoying habit of bringing in greasy old carburetors and things into the house to work on. So, last week, when my friend called to tell me this story, my first response was, "Where did this chap live?"

Now reassured that I was never related to him by marriage, this really is too hilarious not to share.

The way my friend told it, this guy pushed his motorcycle from the patio into his living room, where he began to clean the engine with some rags and a bowl of petrol. When he finished, he sat on the motorcycle and decided to start it to make sure everything was still OK. Unfortunately, the bike started in gear and crashed through the glass patio door with him still clinging to the handlebars.

His wife had been working in the kitchen. She came running at the noise and found him crumpled on the patio, badly cut from the shards of broken glass. She called 999 and the paramedics transported him to the local A&E department.

So far the story is humorous - in a "that is what you get for being a big enough lout to bring your motorcycle into the house" kind of way. But here is where I really split my sides.

Later that afternoon, after many stitches had pulled her husband back together, the wife brought him home and put him to bed. She cleaned up the mess in the living room and emptied the bowl of petrol down the toilet.

Shortly thereafter, he husband woke up, lit a cigarette and went into the bathroom. He sat down and tossed the cigarette into the toilet, which promptly exploded because the wife had not flushed the petrol away. The explosion blew the man through the bathroom door.

The wife heard the explosion and her husband's screams. She ran into the hall and found him lying on the floor with his trousers blown away and burns on his buttocks. The wife again ran to the phone and called for an ambulance.

The same two paramedics were dispatched to the scene. They loaded the husband on the stretcher and began carrying him to the ambulance. One of them asked the wife how the injury occurred. When she told them, they began laughing so hard that they dropped the stretcher and broke the man's collarbone.

Moral: don't smoke in the bathroom - Ed

SECRETARY'S RAMBLINGS.

The dark days of winter approach just as some worldwide dark financial news descends upon us. Just the time, on a bright if chilly day, to get out the old Ford and go for a short trip. I did just this the other day and found, despite the black news, that my 'CX' started wellran smoothly.....pulled up the hills.....gave others a few smiles as I passed by.....and showed that much in life was still enjoyable. The simple pleasures are often the best. Why not try this therapy yourself?

The **2009 OLD FORD RALLY in July 2009** has taken up much of my time recently as planning such a large event at such a prestigious venue requires attention to a vast amount of detail. Apart from the business plan, any event has to cover costs, consideration has to be made for public liability insurance, entrant and trade applications, publicity, sponsorship, and importantly liaison with other Ford clubs.....and much more! At the event some help will be required from our Club members in marshalling, etc. Members volunteering to help will naturally have complimentary tickets. Will you be able to help?if so contact me.

The **FBHVC AGM and Conference** in mid October highlighted the future of our hobby against the economic and political background, which often features in UK and European legislation. We have a continuing push to ensure that green legislation does not almost carelessly prejudice our interest and more importantly deny future generations access to motoring heritage over which we are important guardians. Responsible use of our cars will draw the right kind of public attention and keep those anxious to jump on petty green bandwagons at bay.

Your **Committee** is due to meet within days of my writing this article and monitoring of every aspect of Club activity plays an important part of each meeting. How are we performing as a club and how can we improve services to members within our resources....all this stretches the mind wonderfully. I am generally pleased with our club performance, which is the result of much effort on the part of an active Committee. I hear tales of woe from various clubs unable to motivate membership and

even elected committee members into activity. Your club has a core of enthusiastic members who make things happen for our benefit, but perhaps we could encourage more members to step forward and give something back to the Club.

We have been advertising committee roles for some time now (Editor, Secretary, Membership Officer) with only limited success. Is the reluctance from members to offer their services due to some perceived lack of experience/skill/knowledge, or is it that members feel that the Committee is a closed shop? Our club can only go forward with an active Committee if members are prepared to give the club some of their time and effort. It is usually very rewarding too! To paraphrase a famous speech by the late President Kennedy ...**DON'T ASK WHAT YOUR CLUB CAN DO FOR YOUPLEASE THINK WHAT YOU CAN DO FOR YOUR CLUB.**

Don't forget that our old cars do not like to be neglected.....Use your car this winter. See you at NEC between 14th and 16th November..... call in on YOUR club stand.

Bob Wilkinson, Secretary.

URGENT: Membership Officer Required.

Godfrey Dingley-Jones is standing down and Christine Baldock has agreed to take over the Membership Officer role up to the **AGM in April 2009**. Christine was Membership Officer about 10 years ago and we are fortunate to have her stepping into the role temporarily.

Godfrey has done a tremendous job over the past 3 years. He has worked conscientiously to increase membership and the numbers making standing order payments and has, with treasurer Bruce Allan, provided facility for Eire members to pay by standing order too. Well done Godfrey and thanks.

We do need to have a volunteer to take over from Christine **AT THE AGM in APRIL**. This is a job which home based and fully organised on computer. The main functions are enrolling new members and checking renewals. There must be someone ...or maybe a club couple out there prepared to give some input into our club.

Please contact Bob Wilkinson if you would like to find out more about this important club role. WHY NOT YOU?

Unique Eifel Cabrio-limousine



The unusual 2-seater Eifel 'cabrio-limousine' photographed at a rally in Denmark. It would seem that it was originally a limousine that was modified by Næsby Karosserifabri. It has been owned by Jens Damsgaard for the past twenty years.

I received an email photograph of an Eifel cabriolet-limousine, the likes of which I had not seen before in either Eifel sales brochures or in any reference books. It is unusual in that it is a two-seater. All cabrio-limousines advertised were four seaters. Having questioned its provenance, I was then given reference to the website on which it appeared; <http://www.flickr.com/photos/tiller1954/2564366866/>. Viewing this, I had a hunch that the car was actually registered and photographed in Denmark, so I contacted our Danish contact, Michael Deichman, who confirmed that it was Danish. Not only that, but Michael had recorded the car on our Club list of known surviving vehicles, but the fact that it was a 2-seater had not been recorded.

DVLA Registration Issues. (UK).

Our Club application to DVLA to continue to authenticate our old Fords for registration purposes has been accepted. A list of vehicle owners clubs accepted by DVLA is available on the website: www.direct.gov.uk/doitonline



I ought to remind members, or inform new ones, that if you have a Model 'Y' or 'C' without the latest V5C registration documentation, the club can help in two ways.

You may be able to retain an old registration mark so long as you are able to provide sufficient evidence that the number on the car is authentic. You will need to have at least one of the following: the old style RF60 logbook, an old MoT certificate, tax disc, or insurance certificate.

If you have none of the above you may be able to be issued with an Age-Related registration mark by obtaining a club Age Related Certificate.

In either instance the club can assist you through the process and would be involved in inspecting the vehicle and all documentation. Documents are available on line (see DVLA website above). If you need this service please contact me for an information sheet which is also available on our Club website, along with other Club information.

(www.fordyandcmodelregister.co.uk)

Bob Wilkinson.

The car belongs to Dansk Veteranbil Klub member, Jens Damsgaard, who lives in St. Fuglede. Michael has contacted Jens and reports:-

"The 2 seater "Næsby" Eifel has been known for quite some time. I have been a member of the Dansk Veteranbil Klub, on and off, since the mid 1970s and the club regularly sends out a little booklet of all the members and their cars. As I have had my Eifel Cabrio-Limousine since 1971, I always check first what other Ford Y and C's are around and owned by whom. As I recall, that Næsby Eifel has been included since the first time I received the booklet.

I finally called Jens yesterday evening and had a chat with him. He has had the car for at least 20 years and has just recently begun to get interested in finding out the story behind it (maybe because people like us started asking the questions).

The car was not delivered from Ford as a two-seater. It was most likely, according to Jens, originally a regular Limousine (saloon). It has a windscreen frame that can be opened – which does not exist on Cabrio-Limousines. For reasons that we currently do not know, it was then rebuilt by the Næsby Karosserifabrik (Næsby Coachbuilders). A likely reason could be that it had been in an accident where much of the body had been smashed. We know of a (now in Denmark) very famous Ford V8 that was used for racing, where it's legacy was just that – a crashed V8.

Since we have no records of the Næsby Karosserifabrik, we do not know if they made others. Most coachbuilders in Denmark made utility vans and trucks – in particular the coachbuilders in the small towns and villages. Only those in the big cities like Copenhagen, Århus and Odense occasionally built custom bodies and these were mostly commercial bodies for taxis. If a body was for personal use – it was normally on more prestigious chassis than a Ford Model Y or C. So this is most likely a one-off kind of car.

We have no idea what the registered chassis number, 1BN48, could mean. If it is indeed a re-build based on a crashed car, it could be that, if the tax authorities were as keen as they are today, they may have claimed that this was a new car and so tax had to be paid. The tax authorities may then have given it this number.

I told Jens about the possibility of going to the regional archive for Zealand and surrounding islands in Copenhagen. All tax registrations, as well as police records, are stored there now and with a little research it may be possible to find the explanation. Jens told me that he had some names of former employees of Næsby, but time ran out quickly and before he managed to contact them, they were gone. So to get more history of this car you could say that Jens has some research work ahead of him.

The Ford Model Y & C Register

The Cork assembly line.

When researching her book, "Are you still below? The Ford Marina Plant, Cork 1917–1984", Miriam Nyhan interviewed a number of ex-employees, one of which had worked on the main production line of Henry Ford & Son, Ltd., in Cork. From his description, it would seem that he was on one of the two lines (4 cylinder or V8) during the 1930s. The extract from the book reads:-

"The command of the moving assembly line essentially meant that there was no room for diversion from the task in hand as the production method required consistency to operate economically. Henry Ford's tenacity for optimal production is shown, for example, by the chassis assembly line which divides the process among the assemblers so that each operation was performed in seven minutes and 36 seconds – producing 300 complete chassis on each line in eight hours as follows:-

1. Three men fix four mud-guards – two on each side.
2. Six men, on a moving line fix rear spring to chassis frame
3. Two of three men place and fix the rear axle, connecting the rear spring to the rear axle spring shackles – the other man simultaneously places and fixes the front axle assembly under the chassis frame.
4. One of two men completes the fixing of the front axle, places the combined lamp brackets and front mud-guards, and places the nuts on. The other places and fixes the mud-guard and fixes the mud-guard bracket truss rods.
5. Two men place the nuts on the truss rods and fix on the controller lever rocker shaft.
6. One man fixes the front spring, tightens nuts and puts in four split pins.
7. Two men complete the fixing of the combined front fender-irons and lamp brackets.
8. Place one gallon of gasoline in the tank on the gasoline tank bridge.
9. Two men attach gasoline tank and a feed pipe for the tank.

The process continues for another 37 steps when the eventually complete car is driven off the line."

For sale

There are no further cars to add to the For Sale list this time round. Those interested in purchasing Ford Model 'Y's or 'C's are encouraged to visit the website at www.fordyandcmodelregister.co.uk and look at the advertisements there.

Parts for sale

A quantity of inlet and exhaust valves for the early 8 h.p. Model 'Y' engine (1932 - 34).

Mike Capps. Tel: 01945 464892 (Wisbech, Cambridgeshire)

Members' correspondence

A resurrected Model 'C'

Robert Marshall from Hucknall, in Nottinghamshire, reports that he managed to get the ex-Paul Bainbridge Model 'C' back on the road by May of this year. Robert and BAU 946 have driven some 800 miles together so far. Apart from a failed engine mount (new last year), he has encountered no big problems and is enjoying his trips out. Hopefully, we shall see him at some of our gatherings in 2009.



BAU 946 (C12397), Robert Marshall's refurbished May 1935 Tudor Model 'C' stands in the drive ready for another outing.

Brian Mullan - in memorium

Paul Mullan, son of the late Brian Mullan, is ensuring that the memory of his father and his father's achievements are not forgotten. For those of you who knew Brian, a website has been set up by Paul at <http://www.inlovingmemory.ie/sites/Brian-Mullan>. He has also created a car club in his honour; The Brian Mullan Classic Vehicle Club Northern Ireland, which can be found at www.bmccvni.smffor-free3.com. It is mainly a forum for discussing old car matters but the story of Brian is also there. Brian's self-built Model 'Y' based Falcon special is the subject of most of Brian's correspondence and even was a major feature in the Ford 8&10 Sidevalve Club Victoria Inc. of Australia's August newsletter. However, elsewhere can be found the stories of Brian's other mechanical masterpieces, namely a 1972 Lotus Elan, a Range Rover rebuilt by Brian to his own specifications and an elongated and specially adapted campervan. There is also, lurking in the homestead, another Model 'Y' special, called the Byford (Y48666), which is in the process of being enlarged to make it more comfortable.

Not to be outdone by his father, who produced a special transfer to be displayed on the Falcon during the Y&C Register tour of the Isle of Man in 2003, Paul produced a special memorial transfer for the Falcon to commemorate its attendance at the 2008 Powerscourt Rally last August.

Brian was a big man with big ideas and tremendous skills with things metal and mechanical. He is sadly missed by his family and we join them in their grief.

Henry Ford II and the Mistral photograph

Jim Sharpe threw some light on the photograph of Henry Ford II, or 'Hank the Deuce' as he was irreverently known in the States, which appeared on the back cover of the

last issue. Jim says, "I think the picture on the back cover may have been taken at the Swansea Plant. There are several faces I recognise. From the left we have Sam Toy, leaning on the red car. Sam was Ford of Britain Chairman and Managing Director during the 1980s. He died earlier this year at the age of 84. Fifth from left is Len Stuckey. He was the Operations Manager of the Swansea site and retired some years ago. Henry Ford is seventh from left, with his foot on the running board. Plant Resident Engineer, Denis Benniwith is tenth from left. He was the Transmission Engineering representative based at Swansea. Number twelve from left with the red tie and curly hair is Arthur Daniels, the Swansea Plant Manager, reporting to Stuckey. Behind Daniels' left shoulder is Bill Hayden; at the time I think he was Director, Manufacturing Europe. He went on to become Vice President Manufacturing, Europe, in the late 1980s/early 1990s.

The others in the picture are, I assume Managers covering manufacturing, administration, quality control etc. but their names escape me."

That's a good effort Jim - well done. It is probable that the photograph was taken at the Swansea Plant as a number of vehicles were gathered there, on loan, to form a museum of Ford products. Regrettably, they did not look after them once interest in and enthusiasm for the museum waned and many were neglected, much to the annoyance of their owners. I wonder whether Doug Hickson's Model 'Y' Mistral came out of Swansea unscathed?

A poster find by Brian Mace.

Alan Cartwright, Brian Mace's son's father-in-law, emailed, "I am emailing this picture to you on behalf of Brian Mace. Although very ill at the moment he is absolutely delighted with the attached advertisement bought at auction for him a few days ago. As you will see, it is a genuine advert and, although somewhat discoloured, is otherwise in very good condition. I have placed a ruler alongside it which shows its length in centimetres but in good old feet and inches it is 12 x 19 inches approximately."

It is good to hear that Brian continues to search out memorabilia for the Club. Keep up the good work, Brian, and get yourself better. We're all rooting for you.

The Ford Model Y & C Register

The faded, large advertisement for the £100 Model 'Y' (introduced in October 1935) bought for Brian Mace at an auction recently. Note the tailpiece at the bottom "Ford Cars and Trucks - Proved by the Past - Improved for the Future!"

"Coleman's Cars"

John Osley reports from North Wales, "I recently lashed out (money no object) on a copy of "Coleman's Cars by John Coleman" (European Atlantic 2008) as I have fond memories (now completely forgotten) of his earlier book, "Coleman's Drive", about his journey through the Americas in his Austin Seven, which I read as a teenager (?)"

He mentions one or two of our cars on a number of occasions but irritatingly refers to them as "Y-Model" (Grr!) and even more irritatingly doesn't give the registration number(s) so there is no way of knowing whether or not his car(s) survive. He does seem to talk in rather glowing terms about the Model Y (apart from the perennial gripe about the brakes) and he does seem to have done a fair mileage in at least one example (so the Model Y can't have been that bad?). He's also ready to quote Sir Herbert Austin's adage "Good brakes make bad drivers"? Perhaps this should also be adopted as the motto of the Register? If I had the Latin I'd translate it for you. But I don't so I can't!"

John, if you Grr! at 'Y Model', what do you do with my bête noir, 'Y-type'. I just cringe! - Ed.

£100 FORD SALOON

BRITAIN'S BEST MOTOR CAR VALUE

• Popular Ford Saloon, completely equipped, as illustrated, £100

It is typical of Ford policy that this least-costly of saloons should be a proven, tested product, in daily use by over 120,000 people, throughout the world, before the price was reduced to £100. Consistent demand created such value for money. **QUALITY MAINTAINED—PRICE REDUCED!** Design, material and finish are still of the best, judged by any criterion; and until you have examined the Popular Ford in detail, tried it over the most searching route you know, you cannot believe how good a car it is.

The Local Ford Dealer invites you to see what a really wonderful car it is. He will explain Ford Facilities, with fixed, low charges for all replacements or repairs.

LITERATURE ON REQUEST : ALL PRICES AT WORKS : DEALERS EVERYWHERE

Ford Cars and Trucks—Proved by the Past—Improved for the Future!

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. LONDON SHOWROOMS: 88 REGENT ST., W.1

20 years ago. Issue 55 - October/November 1988

In the last report, we heard from John Guy, the then Editor, about how keen he was to get the restoration of his Model 'Y' under way. In Issue 55 the first doubts were already creeping in, "The motoring season is over, but it is not quite Christmas. It leaves me with that betwixt and between sort of feeling that this time of year can bring. I can't quite bring myself to start restoration work again but that is probably because it is not quite cold enough in the garage just yet!" Perhaps the 2008 winter will be cold enough for John to make a start!

Unusually, there was a gripe from the committee along the lines that, despite the spares handling becoming more streamlined, the huge amount of time given by the Club's spares officers to procuring, storing, administering and delivering spares "is not respected by some characters who, having contributed little or nothing of their time to the Club and cars at large, confuse us with a profit making commercial organisation. It is a hobby. We are voluntarily and severally trying to preserve all our cars through mutual support! On the whole, this is a rewarding and enjoyable process. If you can look no further than the part you are currently missing, then you are missing something also." I am delighted to report that, 20 years later, the spares handling is now very slick and the membership are fully aware that those involved are volunteers, providing a service to the very best of their ability. God bless them!

John Holdsworth reported, "I have finally got BER 502 on the road and she passed the MoT first time, much to my relief. Taking the car to the testing station was the furthest I had driven her and it certainly felt very different to my modern car. I feel you must really concentrate a lot more, especially in traffic, more because of the brakes than anything else. I have sent you a photograph of the car. The worried look on my face is because my wife took it as I was leaving for the MoT. The two tone effect was my own preference but the maroon looks a lot darker than it is on the photo. The hub caps are fibreglass made from a mould taken from the only 'real' cap I have. I then took them to a local firm who metalised them to give a chrome finish.

Anyway, the car is now used at least every weekend and catches all the local eyes as you don't see many Model 'Y's around Liverpool. Unfortunately, the engine has a slight big-end growl heard

mostly on deceleration, so I am on the lookout for a spare engine that I can have rebuilt and swap before next season. But I will carry on using the car for a little while yet because, as you can imagine, after a 3 year plus slog, I am determined to have some fun before I have to get off the road again."

BER 502 (Y135662) is now owned by Roger Wright of Swadlincote in Derbyshire. Roger, if you have the original or continuation log books for BER, I would very much appreciate photocopies so that BER can be entered in the surviving Model 'Y' archive.

A record number of new members were reported in this issue; 27 in all. Bob Wilkinson, the Membership Secretary put this down to three reasons: 1) Members had passed on the recently introduced introductory cards to prospective members. 2) There had been a good response to the large number of our cars at the many events staged throughout the 1988 season, and 3) the realisation, as a result of our presence at the shows, that many more enthusiasts are recognising the humble Ford as an eminently interesting old car.

Six of the 27 are still in membership: Vinh Bur-

tonsmith, Geoff Dee, John Keenan, David Laws, David Newman and Colin Payton. Geoff Dee and John Keenan, in particular, have given their time to the success of the Club over the past twenty years, for which we are all very grateful.

Graham Miles reported on the death of Maurice Billing. "It is with regret that we have to inform you of the sudden death of Maurice Billing, who joined the Club as long ago as 1980, and was one of our first dozen or so members. It was Maurice who had rescued from a breaker's yard in Northampton some years previous to joining the Club, what he believed to be a very early Y model. In fact, he could not have been more right. It carried the chassis number Y258 and is probably in effect the 158th vehicle manufactured, as it was probable that the Ford Motor Company started at 101. This vehicle would have been manufactured and registered probably as early as August 1932, but no later than September 1932, making it the oldest all British Ford in existence.

We, the members of the Club, wish to extend our condolences to Hilda Billing on the sad loss of her husband.

Maurice's car is now with Dave Tebb, who will restore it."

The car is still with Dave Tebb, who, now he is in retirement mode, might give Y258 some priority on his 'restorations-to-do' list!

Since issue 55, an even older Model 'Y' came out of the woodwork. Y249 is owned by Roger Moore in Wimbledon. This also is waiting restoration - any progress, Roger?

Not only did we feature the oldest known surviving Model 'Y' in issue 55, but new member John Keenan introduced us to the oldest known surviving Model 'C', C00647, which he had bought from a Mr. Smart 12 years earlier and which he was renovating. John and his beautifully restored Model 'C' are now well travelled and appear at many shows in the south-east [see the front cover of this issue - Ed]. Still on the 'oldest' note, the then new member Geoff Dee brought with him the 4th oldest Model 'Y', Y1472, which now belongs to Brian and Roger Gurney in Lincolnshire.



The late Brian Barnes' Model 'Y' Mistral at the Great Dorset Steam Fair. Brian's son, John, now owns the car.



At the Stanford Hall meeting the following year, 1989, Hilda Billing presented to the Club, the Maurice Billing trophy, which has since been presented annually, at the Chairman's discretion, to the member who has contributed significantly to the success of the Club over the previous year. Seen in front of Y258 is Stam Roberts, Hilda Billing, Graham Miles and Dave Tebb.

Twenty years ago we boasted an Events Organiser on the committee, Dave Curtis. That year Dave was particularly active and, in total, we attended 12 different meetings around the country. In this issue, Dave reported on the Club attendance at the Ragley Hall Vintage and Classic Motor Fayre, the Manchester Classic Car Show, the All Ford Rally and the Malvern Motoring Festival. His report concluded with, "I would like to thank all the regulars who turn out whatever the weather to support the Club at various events all over the country. Although it is unfair to pick anyone out by name, particular thanks must go to Dave Tebb, and Carole, with Gordon Batchelor, who have attended every club event I have organised this year and a few others as well."

The one major event that Dave did not organise for the Club was the Great Dorset Steam Fair. That pleasure went to David Lovering, who traditionally has organised the classic car entries at the show. Being the owner of a nice Fordor Model 'Y' (now owned by Melvyn Fox) David set up a Y&C Register stand outside the corral in which the other classics were contained, in full view of Jo Public. As always, it was a fantastic show and fully written up in

Roger Hanslip's van

Jo Hanslip recalls;- "It started one Sunday morning. We were about to go to an Antiques Fair, but I thought I would see if there were any autojumbles locally on the Internet and lo and behold, up came Ford 'Y' van for sale. Well,



Roger loads up the van whilst Paul Beck, the previous owner, and Bob Wilkinson (with the clean, white gloves!) look on.

you know what's coming two weeks later a beaming Roger arrived home with his latest "Project", a 1937 Ford Model 'Y' van!

It just needs a bit of t.l.c., a lot of time, a lot of parts and pray that the woodworm keep holding hands until Roger can get round to restoring it. It's my own fault!

I will hopefully keep you up to speed with the progress when Roger has time. We are going to have to make time. I can't wait to go to Tesco's in her to get my shopping. The world will be my oyster! Perhaps that's why he's holding back."

Having trailed the van home, Bob explains to Jo that it is not quite ready for her first run to Tesco.

Doers!

John Morrish's summer.

In most institutions, societies and clubs, there is a minority of members, who are actively involved in the organisation, running and administration of their association. The majority of the membership relies on these stalwarts for information, publications, events and services. There is nothing unusual in this; it is a fact of life. We will call these stalwarts, the 'Doers'.

Within the Institute of the Motor Industry (IMI), there is one such 'Doer'; namely John Morrish, AAE, I.Eng, FIMI. John, who lives in Harlow, Essex, is also a member of the Ford Y&C Model Register, owning a black January 1937 Tudor Model 'Y', FMC 628. Incidentally, John's is one of only two known surviving 'Y's or 'C's with registration letters FMC - Gary Crosby of Stourbridge owning the other. Readers of 'Transverse Torque' with good memories will recall that, in his biography, Patrick Hennessy, when chairman of the Ford Motor Company was quoted as driving cars with FMC registrations.

John wrote in with details of a couple of events that he has organised this summer on behalf of the IMI. He also contributed to the archive, a supplement to the Plymouth Evening Herald, published in the spring of 1996, in which are pre-war snapshots of the city, every other one of which depicts one or more of our cars! As the supplement states, "Plymouth as it was before the war before the heart of the city was torn out by the blitz." Some of these rare photographs will be fed into future issues of the magazine.

John reports:-

6th Annual Classic Car show **(Institute of the Motor Industry)**

The Institute of the Motor Industry is a professional association for all people that work in the motor trade and is also the leading Awarding Body for Motor Vehicle Qualifications. It also regulates the now established ATA (Automobile Technician Accreditation) which aims to provide trained and updated personnel to work on modern sophisticated vehicles.

I have recently retired from the IMI after ten years service. However, I do still write examination questions for the Awarding Body and serve on various committees and I am a liaison officer for the Engineering Council through the IMI, so I am still involved to a degree.

The IMI is based at Fanshaws, a large mansion in the village of Brickendon, near Hertford. The house was built in the 1880s and is situated in superb country surroundings.



The Ford Model Y & C Register

Through the Essex member association I have been co-ordinating classic car shows at Fanshaws for the past 6 years. We usually have about 120 cars of all types - cars and commercial vehicles of all ages. As you will be aware this takes a lot of organisation, but the rewards are immense and the money generated for charity makes it all worth while. This year we raised approximately £2,000 which we donated to the motor vehicle charity, BEN, and the local air ambulance association.

From the beginning I always wanted one of the awards to go to the best home restored vehicle. As you are aware there are many restored vehicles which look absolutely superb, where the owners have lavished thousands of pounds on them, but very little has been done by themselves in very cramped home conditions. My passion is for thirties and forties cars (needless to say of the Ford variety) and I quite like to see the thirties cars in a condition similar to what they were in the late forties and early fifties (the period when I was growing up) which was the make do and mend era, very little in the way of new parts, tyres, etc. and the cars as you know were not immaculate.

I purchased FMC 628 in 1992. She had been dry stored for twenty years and had not moved during that period. The wings and running boards, etc. were very poor, but mechanically quite sound. After five years (1997) I got the car to a stage where she was in a reasonable tidy condition and she has been on the road ever since. Not immaculate, but a good example of a 1937 Model 'Y'. This year the judges turned the tables on me and presented me with the best home restored vehicle at the show.



John Morrish receives the best home restoration award at the IMI Classic Car Show at Fanshaws, near Brickendon, Hertfordshire. Note, John stands 6 ft 4 ins in his socks and with a minor adjustment to the seat, fits comfortably into his Model 'Y'. Photograph courtesy of the September 2008 MIM (Motor Industry Magazine).

It was great to see Jim Miles and his lovely Model 'Y' at the show for the first time and I would love to see more Y&C members in attendance. I could arrange a specific area for us if numbers were forthcoming and even a special event for our cars. Next year's show is on Sunday, 28 June 2009 [see Events list - Ed.]

The Fanshaws IMI event was fully written up and illustrated in the Out & About feature in Classic Car Weekly, dated July 31 2008.

Capel Manor Show, Enfield **- 7 September**

I usually attend this show as my wife, Enid, enjoys the superb gardens, etc. at the venue. This year, like many events, it was rather damp. However, we went along and there was a good turnout. FMC won first prize in the Veteran Class. The award consisted of a large certificate and twenty-five pounds of Marks and Spencer's vouchers. Is this the most unusual prize ever awarded to a Y&C model member? I felt obliged to hand the vouchers to my wife.

FMC 628 at the Capel Manor show in Enfield, at which the car won first prize in the Veteran Class (a bit of a misnomer there.) Well done John.



Parts Report

Rear axle

We now have a limited number of crown wheel and pinions in stock. These are the standard ratio for the Model 'Y' and 'C'/'CX', i.e. 5.5 : 1. The price for the gear set is £260 plus carriage.

Steering boxes

We only have one serviced steering box left in stock and this is a 'C'/'CX'. All the Model 'Y' boxes have gone. For those members with Model 'C's, now is your chance to grab the last one.

Play in the steering box is one of those items that I think we all dread at MOT time. You can only go on for so long saying "I know it's near the limit for free play, but two inches (knowing full well it's more like 3 or 4 inches) is not that bad" before the tester will say sorry, it's a fail.

We are looking at all the options to provide members with more serviced steering boxes but this is a not something that will happen tomorrow. Progress report to follow.

Parts for Sale List

I guess we are all familiar with the Parts for Sale list in the magazine, but I sometimes wonder how many members think this is the total range of parts the Club carries.

This is only a portion of the parts we have available on offer to members. The Parts for Sale list carries mostly the new old stock/remanufactured items we hold, but there are lots of other parts in the Club's store. Some of these bits are used and may need work to make them serviceable, but at least they will keep our cars on the road. The moral of the story is; if you are looking for parts and you can't see them in the list, ask via the Parts Order Form.

Finally, I wish you and your families a very enjoyable Christmas and a Happy New Year.

Jim Sharpe. Spares Officer

Servicing AC Petrol Pumps **- Location and Cure of** **Faults**

Difficult starting owing to lack of petrol in the carburettor can often be traced back to a faulty petrol pump. Fortunately, the simple construction of the commonly used AC type allows it to be overhauled quite successfully by anyone prepared to take a little care.

Before removing the pump, however, first make sure that the trouble is not caused by an empty tank or a blocked feed pipe. This can be done quite simply as follows: Disconnect the inlet union on the pump, the one on the flexi-pipe leading to the petrol tank, and, using a piece of rubber tubing, blow hard down the pipe.

Clearing the fuel pipe

If the pipe is free and there is petrol in the tank, air will be heard bubbling through the petrol, but if the pipe is blocked it will not be possible to blow through it with the pressure one's lungs can develop. The pipe can probably be cleared by using a tyre pump to blow through it, using the length of rubber tubing to connect the pump to the pipe, but if this does not avail it will be necessary to obtain a length of stout but soft brass or copper wire and pass it through the pipe. In extreme cases it may be necessary to remove the pipe and straighten it, but that is a job which the amateur is advised to leave alone as it involves annealing the pipe to avoid the possibility of fracturing it. If the pipe is clear, reconnect it, and disconnect the delivery pipe from the pump to the carburettor; it will be sufficient merely to release one of the unions a turn or two. If the engine is then

turned over, or if the pump hand-priming lever is operated, a vigorous spurt of petrol should be obtained at the disconnected union.

If very little or no petrol is pumped out it may be assumed that the fault is definitely in the pump. Remove the pump by unscrewing the two hexagonal studs that hold it to the crankcase. The body is in two main parts held together by a series of flat-headed screws around the outer edge, but before removing these make corresponding marks on the two body sections so that they can be reassembled in the correct position. When the screws are withdrawn the two parts of the body can be separated and the diaphragm taken out. This is laminated and its fabric discs are attached with metal washers to a stem by means of a nut or may be riveted. The whole unit in any case should be withdrawn by taking out the link at the other end of the stem. Failure is generally caused by perforation or cutting of the diaphragms by the supporting plates, thereby destroying the vacuum action of the pump.

Valve Trouble.

Correct replacements may be obtained from practically any service station or accessory dealer and it is better to buy a complete "service kit"; the small extra cost for the gaskets and valves included is more than justified. The valves, hexagonal pieces of fibre held in place by coiled brass springs, are located underneath the domed cap on the upper part of the body. There are two and they seat on brass collars, which in the case of old pumps may often be worn on one side, causing bad seating with consequent loss of efficiency. Replacements for these parts are rather difficult to obtain but they can be gently tapped out from underneath and then trued up by rubbing on a fine file or fine emery cloth laid on a sheet of glass, as little metal as possible being removed in the process. After re-fitting the valves replace the domed cap with the new cork gasket provided in the service kit and assemble the pump ready for testing.

It should be pointed out that assembly of the body with the diaphragm calls for special care as this must be done with the lever arm at the top of the stroke. The safer method is first to connect the diaphragm stem and then bolt the bottom of the pump only to the crankcase, turning the engine slowly until the top of the stroke is reached, after which the upper part may be assembled. A quick vacuum test can be carried out by working the rocker arm while holding the ball of the thumb over the inlet. A better method, however, is to drop a pipe from the suc-

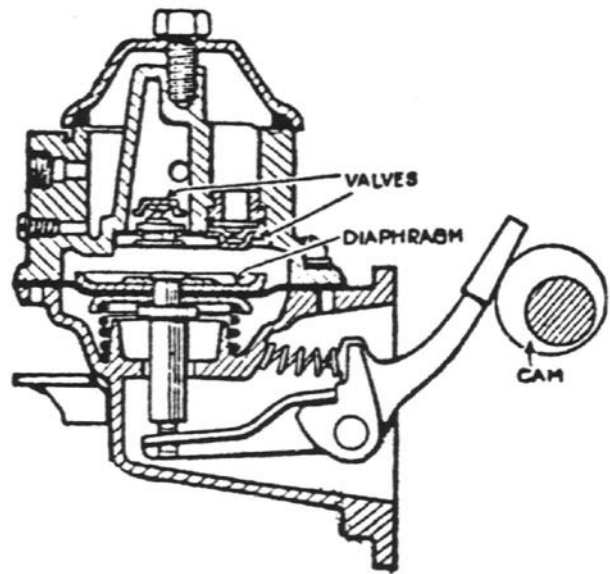
tion end or inlet into a container of clean petrol and then work the rocker arm, observing the force of delivery from the outlet.

Rocker Arm Wear.

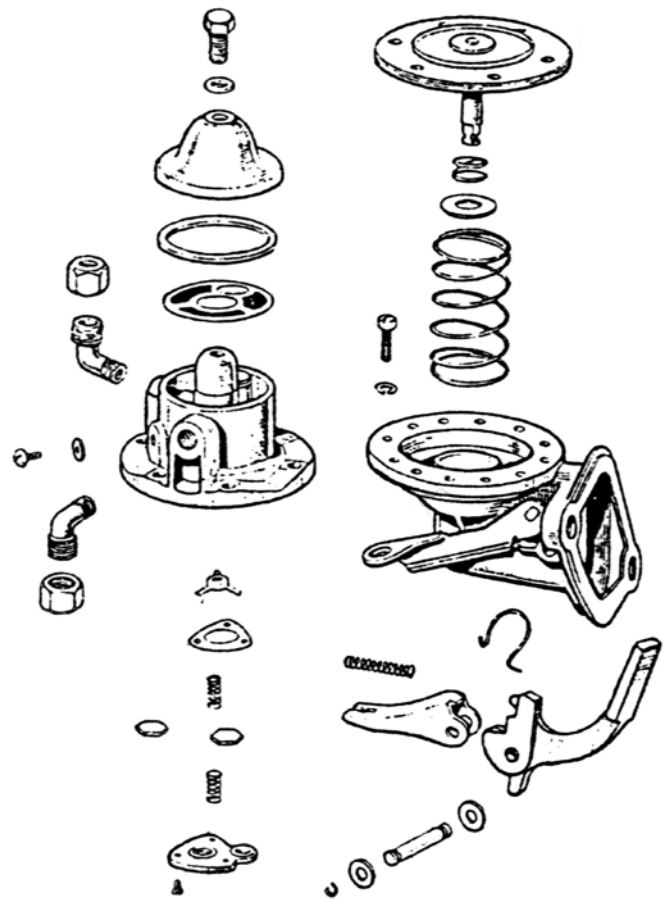
In service an otherwise apparently sound pump may function badly as the result of excessive wear on the rocker arm contact face; the arm is held only by two link pins, one through the pump body and the other through the diaphragm stem. Replacement is not difficult and should be effected if possible. Where spares are unobtainable a thinner gasket is suggested between the pump and crankcase, but if you are fortunate enough to have a welder friend the better method is to get him to build up the face of the rocker arm for preference as the difference can always be taken up by suitable gaskets between the crankcase and pump body flange.

Earlier models of the AC pump operated on the same principle, but were fitted with a glass sediment bowl and the diaphragm was worked by a link system. S.W.

This article was reproduced courtesy Autocar [of indeterminable date - Ed]



The AC pump in section. This view should be compared with the dissected sketch.



This dissected sketch of the AC pump clearly shows the various components which will be encountered on dismantling it.

Events 2008

14/15/16 Nov. Classic Car Show, N.E.C. Geoff Salminen
Birmingham (see below) 0121 427 2189

Events 2009

7 - 8 February 30th Footman James Bristol Classic Ivor Bryant
Car Show - Shepton Mallett 01454 411028

22 February Y&C Committee meeting Bob Wilkinson
Willoughby Village Hall 01832 734463

26 April Annual General Meeting Bob Wilkinson
Willoughby Village Hall 01832 734463

24 - 29 May 12th Ford 8 & 10 hp National Rally Contact Sam Roberts
Queensland, Australia if interested 01264 365662

7 - 13 June Y&C tour of Ypres Salient, Sam Roberts
Belgium 01264 365662

28 June 7th Annual Classic Car Show (IMI) John Morrish
Fanshaws, Essex. 01279 435826

25/26 July (tbc) Old Ford Rally (see below) Bob Wilkinson
Gaydon Heritage Centre 01832 734463

23 August Powerscourt Picnic Run and Rally John Fitzgerald
Co. Dublin, Eire 00 353 1 295 4299



SHARE YOUR PASSION FOR CARS AT UK'S BIGGEST AND BEST CLASSIC MOTOR SHOW

(With luck, this issue of Transverse Torque will be out before the show.)

The place to share your passion for cars, the UK's biggest and best Classic Motor Show returns to Birmingham's NEC from Friday 14th to Sunday 16th November 2008. Over 1,000 vehicles will be on display courtesy of Britain's best motoring clubs. Spanning five halls, around 200 clubs will display unusual and breathtaking marques ranging from European elegance and American muscle cars to Japanese performance and Great British sports cars and many more.

TV motoring expert Mike Brewer will set another motoring challenge for his trusty mechanic Edd China as well as providing a healthy helping of fun on the live stage while in the Restoration Theatre, our team will show you exactly how to tackle all aspects of restoring your cherished classic car. With over 300 trade stands selling a wide range of parts, spares, tools, and motoring services as well as the popular Autojumble, you are sure to find everything you need to get you on the road.

You can also enjoy a 'Dream Ride' courtesy of the Sporting Bears, which offer a ten-mile ride as a passenger in your dream ride in exchange for a donation to charity. The Classic Motor Show is the only major motoring exhibition to offer this amazing opportunity.

New for 2008 is Classic Bikes at the Classic Motor Show, a brand new hall dedicated to bikes and scooters dating from pre-war to 80s modern classics with classic motorcycle clubs from all over the UK displaying rare and unusual bikes. There will also be a seminar stage, motorcycle traders and a 'Bikejumble' for people looking for that elusive part.

The Classic Motor Show is open from 10am until 6.30pm on Friday, 9.30am until 6.30pm on Saturday, and 9.30am until 5.30pm on Sunday. Ticket prices range from £15 when purchased in advance. For the latest updates or to book tickets, visit www.necclassicmotorshow.com or tel: 0870 060 3776.

OLD FORD RALLY 2009. JULY 26th. 2009.

The Heritage Motor Centre, Gaydon, has accepted our club proposals and we can now confirm that the 2009 **OLD FORD RALLY IS ON. Book this date now!**

You will recall the sad demise of the Abingdon All Ford Rally and the gap left in the show scene. The **OLD FORD RALLY** is intended to fill this present gap as a quality show with classic Fords, autojumble, indoor presentations and much more for motoring enthusiasts. Gaydon Heritage Motor Centre is an excellent venue in terms of location, near J12 on M40, and has museum facilities.

The show will be open to all entrants of Ford derived vehicles produced up to 1982. We intend to attract a good balance of Fords from both pre and post war years. **Members of clubs with older Fords should use this show as an opportunity to develop the interest of younger enthusiasts, who will become the guardians of our cherished cars in the future.** Commercial, military and agricultural vehicles will be invited to attend. Autojumble stalls will be available at reasonable cost to provide opportunity to buy those sought after spares. Pre booked club entries will attract better rates and give museum and full site access for members and families attending.

Saturday 25th. July is largely a set up day with opportunities for clubs to arrive following a road run and to enjoy a social function. Overnight caravanning and camping facilities, including toilets and shower block, are available at reasonable cost.

Sunday 26th will be the main display and activity day.

Club participation will be essential for a successful event and planning meetings are being held with Ford clubs. Apart from the hard standing areas for display and autojumble, visitors will have access to the museum, lecture halls and theatre, where clubs will be invited to make short presentations on their cars and clubs. The arena facility, with access to PA system, is also available to clubs. Charity rides in old Fords are being planned.

The event, with accompanying press coverage, will be launched at the NEC Classic Car Show this month. Look for adverts in classic car magazines over the next few months.

Application forms for exhibitors and trade stands are available through Gaydon or direct from our Club via Club Secretary, Bob Wilkinson. More news will be available as planning develops. Your Committee is determined to make this a well attended and very successful Ford event and member support and help will be needed.

BOOK YOUR PLACE NOW. !

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.

The cheapest crossings are probably via Norfolk Ferries Dover to Dunkirk. We would be looking to cross from Dover after lunch on Sunday, 7th June and return during the morning of Saturday 13th June. Dunkirk is only about 60 miles from Ypres (leper 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

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

Regional news

Bristol and West Area - Regions 1 & 2

Ivor Bryant reports to both 'Sidevalve News' and 'Transverse Torque':-

"I have not submitted a report for the last couple of issues of Transverse Torque. Like elsewhere around the country we have been suffering from the effects of the rain and haven't been out and about as much as previous years.

The Westonbirt and Berkeley shows were both rained off. The Great West Road Run organised by Peter Williams for the Horton Historic Vehicle Club did go ahead in early October, but it was certainly wet. Sidevalves in attendance included the E83W of Peter, Paul Hanley's 100e Popular, Geoff Hammond's Anglia, Dave Perry's Anglia and my 7Y, the earliest car being an Austin 7 of about 1936. There was a number of lorries, which tend to be relatively modern and less affected by the wind and rain, and an open topped pink Cadillac, roof down... it must have been faulty as it certainly wasn't roof down weather. I gave it up as a bad job after about 11 miles due to the rain, but some of the others battled on. My decision was partly due to the Severn Bridge being closed on the day, meaning that I either had to retrace the route of about 70 miles or travel on the M40, M4 and M5 motorways to use the Second Severn Crossing.

On a positive note, we have been allocated a stand again at the Bristol Classic Car Show at Shepton Mallett on February 7th and 8th - stand number M7, overall size 6m x 7m. I am looking for cars for the event, up to 5 or 6, which need to be there from Friday afternoon to Sunday afternoon..... We will also need some staff to man the stand on the Saturday..... any volunteers, please phone me (01454 411028).

We have a new member in the area, Brian Bedford, who has become the proud owner of Donald Ogg's 4 door Model 'Y'. Brian already has an E93A Prefect and tends to be seen out and about the Gloucester area.

Having read Bob Wilkinson's comment about passing on cars that we have no time to complete, I have considered selling my 'CX', which is almost complete and my upright Anglia, which is on the road. Repeat, have considered, not decided!"

Cambridgeshire - Region 12

A belated report (Editor's fault) from Mike Capps on his year so far and the Wisbech Road Run in August. Notes from Mike's diary include:- "The year began with a trip in the snow to Chatham Docks where the usual crowd were assembled; Tim Brandon, Jim Miles and Stan Bilous. There were so many things to see and do; submarine, warship, sailing boat, RNLI museum, police museum and Dickens' World. A good day out and only 3½ hours from Wisbech in a sidevalve.

The next outing was to the Vauxhall Museum at Luton. It opens twice a year and is well worth a visit. Then a little run to the Isle of Wight to meet up with all those North Londoners.

and appeared on the front cover of the October issue. Regrettably the caption referred to Alan Summons' Y-type - it makes me cringe every time I read it!

Incidentally, in the same issue was a photograph of Peter Baggott's Model 'CX' tourer at the Jersey 'Battle of Flowers'. He and Janice had trailed the car over from Kent.

Standing in for Brian Mace, Tim Brandon sent in a brief report (electronically no less!) on the North Norfolk Railway 1940s Weekend over the weekend 20/21 September. I was concerned that it might have turned out to be a damp squib as the magazine appeared on the doorsteps only on the Saturday, but the regulars had already entered the dates in their diary.

Nine Model 'Y's were on parade; Brian Mace's, driven by son Shaun, Dennis Warner's, Tim Brandon's, Roger Hanslip's, Noel Page's, Nick Smith's, Mike Malyon's (from North Wales!), David Kent's and Jim Sharpe's. They were accompanied by some 25 + members and friends. A frail Brian Mace and Yvonne came along in a 'modern', which was able to take Brian's wheelchair. The weather was superb and, as usual, it was a most enjoyable experience, with hundreds of visitors - most in period dress. As a Spitfire flew over, Geoff Salminen was in fine vocal form plucking away at his ukulele and rendering his George Formby repertoire - always a winner.

Yorkshire - Region 16

'Northern Sidelights' by Barry Diggle.

The much-anticipated Otley Vintage Vehicle Extravaganza, due to have taken place on the first weekend of September, fell foul of the weather and was cancelled due to a "water-logged pitch", it being held in a riverside location. Ironically, the day set aside for the event proved to be a nice one, but alas the field was considered unsafe for the gathering.

The Bolton Abbey event a few weeks later was more fortunate and two members were present with entries alternative to their Models 'Y' & 'CX', (Ken and Ruth Sleight - Singer Chamois; Barry Diggle - Austin Big Seven).

Probably the last official outing, on 19th October, was to the Aire Valley Vintage Machinery Club's "Crank Up" at the Vintage Carriage Trust Museum at Ingrow on the Worth Valley Railway. A small, but very friendly, event with a few cars, but mainly stationary engines and tractors. The museum itself is well worth the visit.

The October edition of **The Automobile** magazine carried a very interesting article on fuel-saving devices. Kim Henson described a number of gadgets produced at various times to help overcome the perennial problem of high fuel prices. One such was the Vokes Distribution Rectifier. This comprised a flange with a honeycomb brass gauze filter, fitted between the carburettor and the inlet manifold. Patented in 1932, the theory was that it would, "correct the eddying of the incoming gas mixture

The Ford Model Y & C Register



It was a bitterly cold day at Chatham docks. Lined up were a goodly selection of the Club's cars. Tim Brandon's Ford short rad Model 'Y', Stan Bilous' Fordor Model 'C' and Jim Miles' Eifel roadster - all three recently restored and looking good. Tim's number plate is obscured by snow, which he and Glynis collected in a blizzard whilst driving down from Ipswich on the A12.

Then on to the Yorkshire Tykes holiday. Grassington Festival stands out as a good day out. It was nice to see David and Wendy Grace. We had lovely weather until about 3p.m. on the Thursday. We had had a nice day in York until the rain came. What a fantastic holiday; a nice clean hotel with good food, reasonably priced. Well done, Bob.

The Wisbech Run went well. Noel Page from Watlington looked good in his new Model 'Y'. There was also a nice Model 'C' on display from Ramsey, which was for sale, but the owner does not know how much he wants for it."



Noel Page's recently acquired January 1936 Tudor Model 'Y' and an early 1930s Morris Minor mix it with the heavies on the Wisbech road run.

Michael also included a newspaper cutting from the Cambridgeshire Times, dated 15 August, which devoted one and a half pages to the Wisbech and District Historic Vehicle Club road run (to give it its full title). There were 180 vehicles taking part and I note that Mike Capps won the Morton Cup for the oldest car on the run in his 1930 standard Big Nine - well done Michael.

Norfolk/Suffolk - Region 13

Mike Capps failed to mention the Classic Ford Day, held at the Mid-Suffolk Light Railway Museum near Stowmarket on 17th August. Mike's 'Popular' and Alan Summons Model 'Y' were caught on camera at the show by a Sidevalve News member



it reduces petrol consumption by 17 per cent to 30 per cent. In aircraft the eddying takes place at the intake before the carburettor, hence the slight difference in design between Vokes Air Straightener as used on aircraft and Vokes Rectifier as used on land engines.

Correct air eddying in the intake with VOKES DISTRIBUTION RECTIFIER

Prices: Up to and including 10 h.p., 5s., 15 h.p., 7s. 6d., 20 h.p. 10s. 6d., 25 h.p., 12s. 6d., 30 h.p., 15s., over 39 h.p., 17s. 6d. Postage and packing 3d.

VOKES LTD., Dept. P.M., 95-105, LOWER RICHMOND RD., PUTNEY, S.W.15

Most of the gathering at Holt station on the North Norfolk Railway 1940s Weekend. From the right; Geoff Salminen, Roger Hanslip, Nick and Monique Smith, Jo Hanslip, Freda and David Kent, Joan and Jim Sharpe, a group of Hanslip friends with, in the centre, Noel and Terri Page

and the resulting poor distribution to the cylinders". It was said that this would produce an improvement in fuel consumption of between 17 and 30%. It retailed at about five bob.

Now this sent me at once into the garage, spanner in hand, to remove CNN's carburettor. Sure enough she is fitted with a Vokes device! Clearly, I had known of this object's presence before, but was too afraid to ask what it was! The mystery is solved and, to prove it, a picture is attached. Although I have no real evidence upon which to support or refute the manufacturer's claims, CNN has never been particularly thirsty, nor has engine performance ever really been in doubt and the device will remain. As Kim Henson points out the real answer to good fuel consumption is in having everything working in good tune!



Geoff Salminen, with his gas mask and ukulele, entertains the troops and some locals on the platform at Holt. Photographs courtesy Tim Brandon (or, maybe, Glynis!)

I wonder who fitted the Vokes Distribution Rectifier to CNN, and when. [Barry, I can only suggest that Raymond Whitaker from Keighley, to whom I sold CNN, fitted the device - Sam]

The Vokes Distribution Rectifier fitted to CNN, my old 1936 Tudor Model 'Y' now owned by Barry Diggle. The car was owned by Raymond Whitaker after me and it must have been he who fitted it.

"The Automobile" article reproduced the Vokes advertisement as follows:-

BLAME THE THROTTLE

The throttle plate, when not fully open, is at an angle to the inlet manifold and produces eddies in the incoming gas mixture which results in uneven distribution to the cylinders and consequent loss of power. A Government Research Department investigated this problem and solved it with a honeycomb of metal strip on edge to fit between the carburettor and the intake manifold. The principle was made a commercial proposition for automobiles and aircraft by Vokes and patented in 1932, and testimonials show that it not only gives more power and faster acceleration due to the torque being rendered even, but



International correspondence.

Argentina.

We don't hear much from Argentina, but quite a number of our cars were exported from Dagenham to the Ford assembly plant in Buenos Aires. As Argentina was not a member of the British Empire, the orders for the cars came through Ford headquarters in Dearborn, rather than through Ford of Canada in Windsor, Ontario.

We have been contacted by Augusto Marsili in Argentina, who is restoring a Model 'C' tourer (C12302). Unfortunately, he does not want to join the Club, but has sent details and photographs of his car, which is dark yellow with brown wings! Although a Model 'C', it sports a 'CX' grille with chevrons. He also sent an Argentinean advertisement for the 'C' tourer.

An unusual advertisement for the Model 'C' tourer specifically for Argentina with polo ponies and players as a backdrop."

New Zealand.

Thelma Semadeni sent me a lovely photograph of three Model 'Y's in an Auckland suburb belonging to members of the Ford 8&10 Car Club on the North Island. Thelma, the editor of the Club magazine, has recently visited Edinburgh with her daughter and we managed to kick tyres telephonically. Unfortunately, the weather wasn't kind to them during their stay.



Three long rad Model 'Y's; Harvey Brewer's 1937 cream and black Fordor leads Martin Healey's 1936 maroon and black Tudor and Chris Kite's 1937 green Fordor on the North Island's Easter Run last year. The photograph was taken at the Motor Camp at Cambridge, which is south of Hamilton. Many motor camps have cabins for hire as well as tent and motor home spaces. These ones just had beds, bunks, a table and chairs. The other facilities were at the amenities block, which has cooking, laundry, toilet and shower facilities

★
Este modelo fascina...
★

VIAJAR EN UN AUTO COMO ESTE, ES NO SOLO UN PLACER, SINO UNA DISTINCION...

ATRAE, seduce, cautiva por la esplendidez de su estilo - línea ondulante y alargada - que conduce con su interior elegante y sobrio. Todas las prerrogativas de un coche grande y potente, dentro de una carrocería reducida, de líneas esbeltas. Interior lujosamente tapizado - asientos cómodos - frenos suaves y seguros - cambio de velocidades sincronizado y más que todo su gran economía, son el secreto de su general aceptación. La estación invita a recrearse. Visite los balnearios de la costa, las regiones de las sierras y los lugares más pintorescos del país en un Ford 10 HP. y surgirá a su vista el panorama con todos sus encantos naturales... Realice sus paseos favoritos en uno de estos pequeños coches Ford fabricados en Inglaterra y quedará prendado de su comodidad, rapidez potencia suavidad, economía y funcionamiento.

FORD MOTOR COMPANY

★ Estos modernos coches se exhiben en nuestro Salón de Exposición: Avenida Alvear 3470, o en los salones de los Concesionarios Ford.

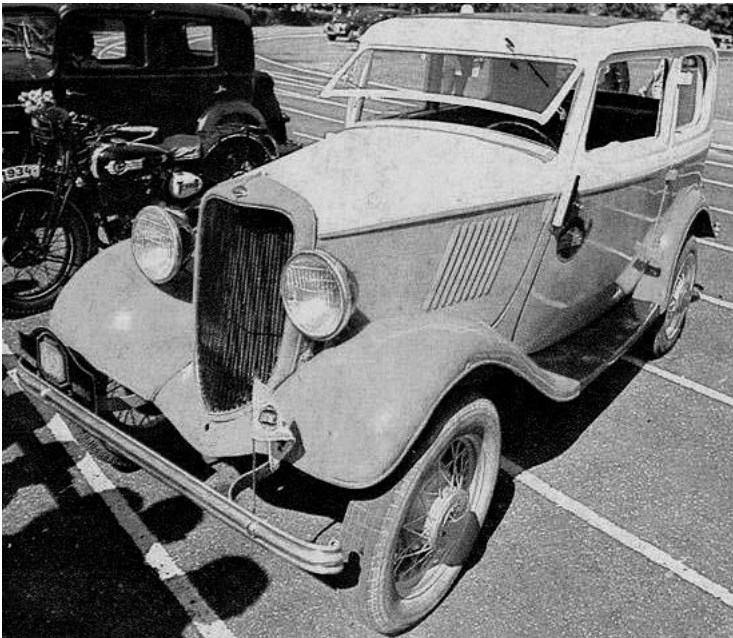
Somewhere!

I illustrate a photograph (on next page) in the Y&C Register archive of a car which I cannot trace. The car is a left-hand-drive cream above pink short rad two-door (Tudor) Model 'Y' with exceptionally large headlamps and trafficators. Does anybody recognise it, please?

Feedback from Spain

Luis Cascante reports in:- "I received the last magazine with its fantastic colour pictures on both covers. They give an outstanding quality to Transverse Torque. Well done! I hope that they do not damage the Club's accounts too much.

About the photograph on the cover; that of a short rad Model 'Y' lying in a Norwegian forest. Coincidentally, **The Ford Model Y & C Register**



Does anyone recognise this left-hand-drive cream and pink short rad.?"

I found the rusted remains of a 1924 4 cylinder Buick in Sorvagen (Lofoten Islands) in our trip to Norway last August. It's surprising to find two old cars 'rusting in peace' in Norway. Old cars are scarce there, as were roads in the twenties and thirties, due to the harsh climate and topography of that country.

I found your article on the 'Johansson' Gauges very interesting. Is the first time I have read an article about that accurate tool."



Fleetingly, Luis Cascante considers the restoration of a Buick chassis he found in Norway.

Regrettably, having raised the hopes of member Mark Duffy in Norway, who was planning to search for the abandoned car, I have since been told that the car is actually in a forest in Dalecarlia, Sweden - sorry Mark!

The Ford Model Y & C Register



Early Köln-built Eifel cabrio-limousine for sale in a Heidelberg car park in 1961. Has it survived I wonder?

Germany

Jim Miles, who adopts foreign guises at the drop of a hat, sent in a photograph taken in 1961 in a car park in Heidelberg, Germany. It shows one of the first Köln-built Eifel cabrio-limousines. This one probably dates from late 1935. As Jim comments, the canvas roof is folded back; the dipped front bumper has been replaced with a straight one; the mud flaps are still in place and it has its original headlamp glasses. Note the Eifel bonnet sides and the wheels with 40 spokes compared to the 30 on the Dagenham Model 'C's and

Australia.

Bill Ballard reports;- "Last Sunday (5th October), **The Australian Y & C Syndicate (in conjunction with The F.O.R.D. Club of Australia)** attended a show called "The Last of the Chrome Bumpers" at the Cora Lynn sports ground, near Koo Wee Rup (about 70kms south east of Melbourne). It has been reported that there were 1,200 cars of all types (vintage, classic, custom, hot- and street-rod) there. We managed to equal the record set at the National Rally in Tasmania in 2005 of four 1936 Model 'CX's of three different types on the same rally field - David Moran's roadster, well-sided utility "Stuey" (unfinished, and trailered to the show); John Rimon's sedan "Percy" from Tasmania; Jim St John's sedan "Ruby" (making its first public appearance at a show after restoration) and my roadster "Bluey", which was deemed good enough to win an award for the "Top 4 Vintage Cars" (a bit of a misnomer that)! The irony is that the owner of the cream Prefect sedan next to "Stuey" in my picture is Garry Yule, who couldn't finish the mini restoration of his Model 'CX' sedan in time to bring it to the show - so we could have had five there!!

France.

Bill Ballard also attached a photograph of a rare Kelsh bodied coupé - the first survivor I have come across. He wrote: "A friend has lent me a copy of the October 1990 edition of **'The Automobile'** (Vol.8, No.8), and on page 57 there is a picture of what appears to be a Kelsbodied Model 'Y' coupe that participated on the 1990 La Coupe des Pyrenees rally in France. The registration mark appears to be "8198 FG 69", which does not appear in our List of Known Surviving Vehicles. The caption to the picture is simply "A most unusual version of the Ford Y-type" (ugh!!), and rather frustratingly, the author of the rally report, Malcom Elder, makes no mention of this car in the text. Are you aware of this car?"

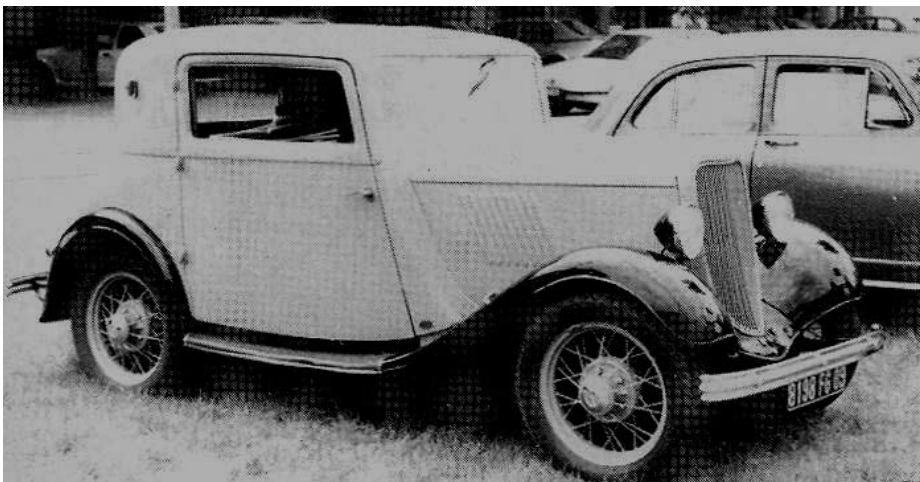
'CX's. The sign on the windscreen states that the car is for sale. I wonder whether it still survives?



The four 'CX's at the Cora Lynn show near Melbourne in October. From left, David Moran's well-type 'ute', John Rimon's Fordor sedan, Jim St. John's Fordor sedan and Bill Ballard's award-winning roadster.

The rear view of David Moran's roadster utility well-type under restoration. Note the wooden seats along the sides of the back, which differentiate this design from the more simple roadster

The Kelsch-bodied Model 'Y' coupé which appeared in the October 1990 issue of 'The Automobile'. Where is it now, I wonder?



Although the photograph is not very clear, it is so unusual that I had to let you see it.

Calling New Zealand enthusiasts!

Help required, please

Following the Budget of 1910, Vehicle Excise Duty (VED - 'Road Tax') was raised annually in Britain using the formula devised by the Royal Automobile Club (RAC). The formula defined the 'Fiscal Horse Power' of a vehicle against which the tax was raised - as opposed to the 'Brake Horse Power', which was the actual power. The formula stated that the Fiscal Horse Power (f.h.p.) = the bore of a cylinder in inches, squared, times the number of cylinders, the whole being divided by 2.5. Thus for the Ford Model 'C' and 'CX', with a bore of 2.5 inches, the f.h.p. was $2.5 \times 2.5 \times 4$ divided by $2.5 = 10$ hp. The Model 'Y', with a bore of 2.3 inches, had a f.h.p. of 7.956, i.e. 8 hp. (Note that the Brake Horse Power (b.h.p.) of each was 30 hp at 4,000 r.p.m. and 22 hp at 3,500 r.p.m. respectively)

In New Zealand, once the new Ford plant in Lower Hutt took over the assembly of imported Ford vehicles from The Colonial Motor Company Ltd. in November 1936, completed Model 'Y's and Model 'CX's had a serial number hand-stamped on the front of the battery box. Reports from owners of surviving cars indicate that the Model 'Y's numbers were prefixed with 8 NZ e.g. Ray King's May 1937 Tudor 'Y' is 8NZ 303 and Jill Walker's August 1937 'Y' is 8NZ 418. However, and this poses the query, the Model 'CX's had numbers prefixed with 9NZ e.g. Bob Single's November 1936 Fordor is 9NZ 326 and the ex-Arthur Milne's January 1937 Fordor is 9NZ 720. (Note, the months given are the dates of manufacture in Dagenham, England.) Can anyone tell me, please, why the Model 'CX's are not prefixed with 10NZ?

It could be assumed that, by choosing the prefix 9, it saved an extra hand stamp! However, to counter that, I understand that Ron Day's Model 'CX' tourer is prefixed by 12 i.e. 12NZ 10, suggesting that different variants might have had different prefixes.

As well as searching for an answer to that question, I would also appreciate owners of Model 'Y's and 'CX's assembled at the Ford plant at Lower Hutt, to let me have the battery box number on their car, so that we can see the big picture. Please email numbers to sam@samroberts.plus.com

Denmark

Michael Deichmann reports:-

Automobilia - License plates

By reading Transverse Torque, I understand that you in UK are able to get license plates that looks like they did when our cars were licensed as new.

You may know that the ordinary Danish license plates are rectangular aluminium plates covered with a white reflective coating, a red edge line and black letters and digits. That is for cars for private use, while the commercial vehicles have a yellow coating and black edge. They have been so since 1976. Before that, Danish license plates where enamel-coated steel plates from at least 1919. As in the UK, the look, size and typography have changed over the years.

The Technical Museum of Denmark in Elsinore has just opened a new special exhibition called "Fordern times" to celebrate the centenary of the Ford Model T (so it was not a typo). At the exhibition I found this display of Danish license plates from the earliest until the series before the current one- which means up to 1958.

The Ford Model Y & C Register



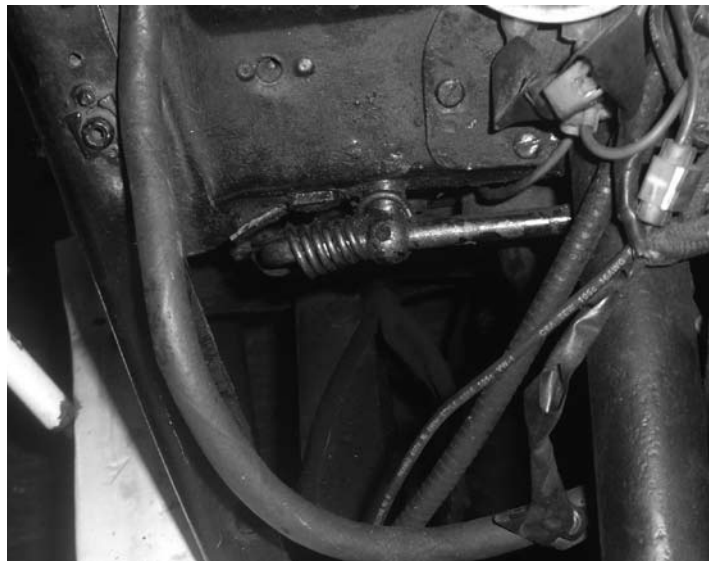
The display of Danish number plates over the years to 1959 at the Technical Museum of Denmark's "Fordern times" exhibition.

U.S.A.

Mark Turner, the proud owner of 'Henry', the other road-worthy Model 'Y' 'Kerry' sports tourer, emails, "I have now installed all necessary parts except for the accelerator spring. My car was never set up for the actual spring. Please send me a picture of how it is installed.

Also please thank the club for me for the extraordinary effort they went through on my behalf to repair my fuel pump, replace my carb and send me the spring and the spark plugs. Thanks again. Henry should once again be roadworthy shortly.

Not the most obvious part to fit when an odd spring is received. This is the photograph I emailed to Mark, showing the spring fitted to the accelerator rod on my Kerry.



NEWS OF NEW MEMBERS

Prepared by Godfrey Dingley-Jones
31 October 2008

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register Ltd., the following 8 new Members and 5 re-joining Members. A number of Members have re-joined following my initiative to contact former Members in Eire.

- | | | |
|---------------------------|--------|-------------------------------|
| S. Brian Bedford | B0609 | Ullingswick, Hereford |
| Jerry Harrington | H1949 | Enniskeane, Co. Cork |
| Gavin Lough | L1707 | Morpeth, Northumberland |
| Gerard McSweeney | M1917 | Macroom, Co. Cork |
| William G Meaden | M0303 | Poole, Dorset |
| William Mee | M1403 | Rhyl, Denbighshire |
| Peter and Wendy Ohlendorf | O-O102 | Tenerife, Spain |
| Philip Raemdonck | O-R102 | Zele, Belgium |
| Oliver Rogers | R1907 | Kingscourt, Co. Cavan |
| Graham Rudd | R1301 | Beccles, Suffolk |
| Bernt Solheim | O-S103 | Berg, Norway |
| Russell Storey | S1705 | Chester-Le-Street, Co. Durham |
| Charles Vining | V0304 | Vale, Guernsey |

Brian Bedford We would like to welcome Brian from Ullingswick, Hereford to the Club. Brian is the proud owner a 1937 Model 'Y' Fordor in green over black. It has the chassis number Y182998 and the Briggs body number 164/7010. The registration number is CDD 839 and the car is on the road. Thank you for joining the Club, Brian and we hope all goes well with your car.

Jerry Harrington from Enniskeane, Co. Cork has re-joined the Club. Jerry has a 1936 Model 'Y' Tudor in black with a red coach line. The car was registered on 23 July 1936 with the registration number ZB 207 and is in on the road condition.. The chassis number is Y144951 which matches the engine number. We do not at this stage have the Briggs body number. Welcome back to the Club Jerry.

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

Gavin Lough We would like to extend a welcome to Gavin from Morpeth, Northumberland who has joined the Club. Gavin has a Model 'C' Saloon which was first registered on 6 August 1936. The chassis number is C48620 and the registration number is 920 XUM (formerly CYN 423). The car, whilst in on the road condition, is subject to an on-going restoration. Thanks for joining the Club, Gavin and we hope all goes well with the restoration.

Gerard McSweeney of Macroom Co. Cork has re-joined the Club. Gerard has a 1937 Model 'Y' Tudor in green which was first registered on 17 July 1937. The registration number is GMH 900. The chassis number is Y195809 which matches the engine number and the Briggs body number is 165/72352. The car is in on the road condition but is in need of attention to the manifold. Welcome back to the Club.

William (Bill) G Meaden from Poole in Dorset has re-joined the Club. Bill has a 1936 Model 'Y' Tudor in on the road condition. The registration number is AAJ 132, a chassis number of Y119069 and a Briggs body number 165/29183. Welcome back to the Club.

William Mee from Rhyl in Denbighshire has joined the Club. William recently purchased KV 6606 from former Member Peter Udall. KV 6606 is a 1933 Model 'Y' Fordor in maroon over black and has a chassis number Y40484 and a Briggs body number 166/146. We would like to welcome William to the Club and hope that all goes well with the car which is in on the road condition.

Peter and Wendy Ohlendorf. We would like to welcome Peter and Wendy of Tenerife to the Club. They have a left hand drive 1935 Fordor with a chassis number of Y15650. The car is in blue over black and is in good condition and on the road. The Tenerife registration number is TF 4893. The model is uncertain at the moment and we await photographs of the car. Thank you both for joining the Club.

Philip Raemdonck from Zele, Belgium has joined the Club. Philip is the proud owner of a 1932 Model 'Y' Cairn coupé, Tickford style, with a chassis number Y6660, which is new to the Club. The car is on the road and we wish Philip all the very best for the future with the car.

Oliver Rogers from Kingscourt, Co. Cavan, Eire has re-joined the Club. Oliver has a 1935 Model 'Y' Tudor in black which was first registered on 30 December 1935. The chassis number is Y115513 and the Briggs body number is 165/56077. Whilst the car is on the road, Oliver advises that it could do with a re-spray. Welcome back to the Club.

Graham Rudd from Beccles in Suffolk has re-joined the Club. Graham has a 1936 Model 'Y' Tudor in black with the registration number CUW 421. The Chassis Number is Y125106 and the Briggs body number is 165/32430. The car is on the road. Welcome back to the Club.

Bernt Solheim from Berg in Norway has joined the Club. Bernt is the proud owner of a two-door 1934 Model 'Y' (known as a Ford Junior in Scandinavia), first registered on 1 June 1934. The car, which is in black and left hand drive is currently undergoing a restoration. Good luck with the restoration Bernt and thanks for joining the Club.

Russell Storey We would like to welcome Russell from Chester-Le-Street to the Club.

Russell has three cars, one on the road and two under restoration. The details are as follows: 1937 Model 'Y' Tudor, registration number NV 9350 chassis number Y188491, which is on the road; 1936 Model 'Y' Tudor registration number 541 XUH (previously KG 8255) chassis

has recently purchased CAE 101 from Birmingham. CAE 101 is a green over black 1935 Model 'Y' Tudor, first registered on 5 December 1935. The car is on the road and has a chassis number Y116708. We hope that Charles enjoys many a happy hour driving his new acquisition.

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.

This will be my last contribution to 'Transverse Torque' as Membership Officer having been in post for over three years. I have enjoyed my time in the role but feel it is now right to move to pastures new having sold my Model 'Y' some months ago.

I am uncertain whether Members, who do not make use of the Standing Order facility to pay their subscriptions, realise how much extra work is involved when they



The one car of Russell's three Model 'Y's that is on the road - his 1937 Tudor, (Y188491) with its Northamptonshire registration, NV 9350.

number Y131190 (under restoration), and a 24 March 1934 Model 'Y' Fordor, Briggs body number 166/1479 (under restoration) formerly belonging to fellow Member Dave Bond. Russell certainly has his work cut out with the restorations but having bought all my Model 'Y' spares, the task should hopefully be somewhat easier.

Charles Vining We would like to welcome Charles from Les Prins, Vale, Guernsey in the Channel Isles to the Club. Charles

do not pay or pay later than they should. Perhaps now is the time to consider the benefits both to yourselves, to successive Membership Officers and the Club. Bite the bullet and ask for a Standing Order form NOW. After all, what have you got to lose?

Godfrey Dingley-Jones
Membership Officer

Jensen 'Hurricane'

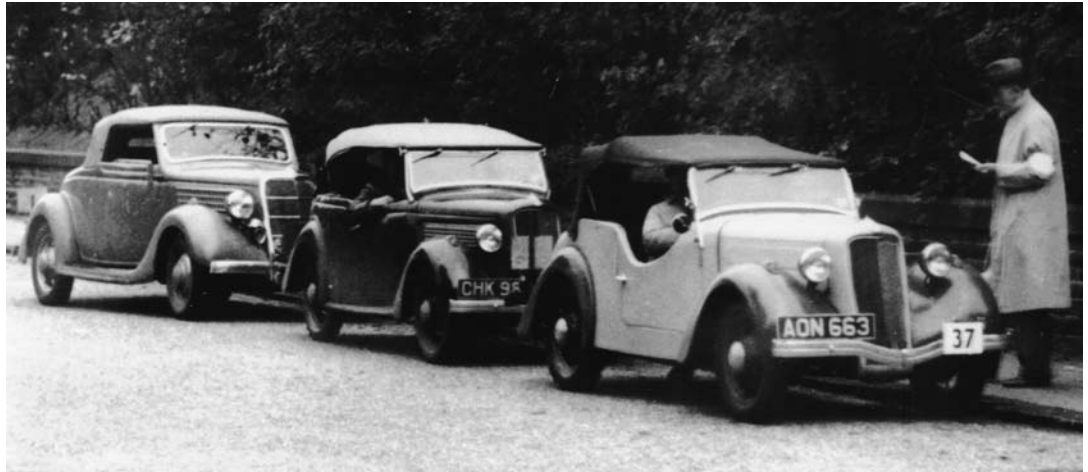
As most of you are aware, Bristol Street Motors, Ltd., the main Ford dealer in Birmingham, commissioned Jensen Motors, of West Bromwich, to build an attractive 4-seater body on the Model 'Y' chassis. The aim, initially, was to attract punters into their showroom, where they would be pressed into buying the Model 'Y' saloons – this being in the depths of the Great Depression, when money was scarce. The public actually liked the Jensen body design and a little side-line started up selling these handsome little sports cars. Bristol Street Motors had given them the name 'Mistral', by which they have since been known.

The Bristol Street Motors sales literature advertises the 'Hurricane' for sale at £185, which is a full £50 above the cost price of a standard Ford Model 'C' tourer. Only the wealthy would pay that much extra.

With the launch of the Model 'C' in September 1934, there was no real need to commission coachbuilders to provide tourer bodies as, firstly, the end of the Great Depression was in sight and, secondly, Ford produced a beautiful looking tourer on the Model 'C' chassis anyway.

Notwithstanding, Bristol Street Motors Ltd. and Jensen Motors did produce a tourer body on the Model 'C' and, later, the Model 'CX' chassis. Bristol Street Motors, Ltd. advertised these as the 'Hurricane' in their sales literature.

The first photograph shows the unofficial Ford rallying team in the 1930s, with a Jensen 'Hurricane' Model 'C' in the front and a standard Dagenham Model 'C' tourer behind. Bringing up the rear is a 1935, 2227cc, V8, Model 60 Cabriolet, also produced at Dagenham.



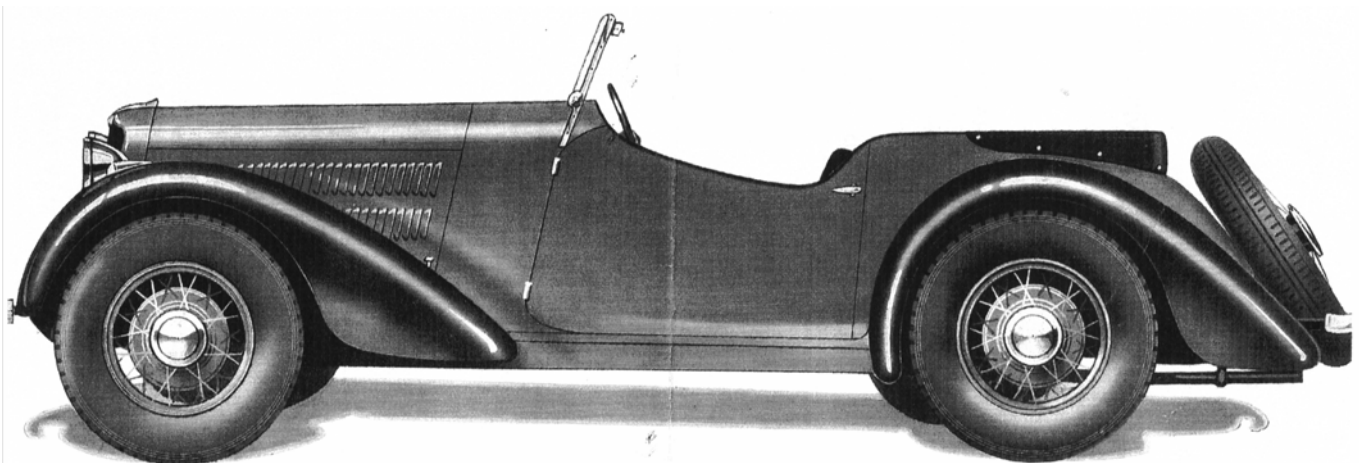
The unofficial Ford rallying team in the 1930s with a Model 'C' Jensen 'Hurricane' at the front

It was this Jensen 'Hurricane' (AON 683), which was the first De Luxe Ford to win a Premier Award in a reliability event, whilst being driven by J. Harrison in the 1935 Lands End Trial.

The second photograph, for which I am indebted to Roger Corti, who bought it off ebay, shows a lucky young man in a Model 'CX' Hurricane. Comparing the two photographs, there appears to be little difference in the body styling on the upgrade from 'C' to 'CX', other than the change from two-coloured bodywork to single colour, which occurred in the saloons.



The same 'Hurricane' body on a 'CX' chassis. Note the same colour wings as the body.



10 H.P. DE LUXE FORD CHASSIS FITTED WITH FOUR SEATER SPORTS BODY.

Price complete £185 'ex works

A little artist's licence in this Bristol Street Motors advertisement, making the car look much lower and longer than it really was.

But there's more

Jensen Drop-head coupé

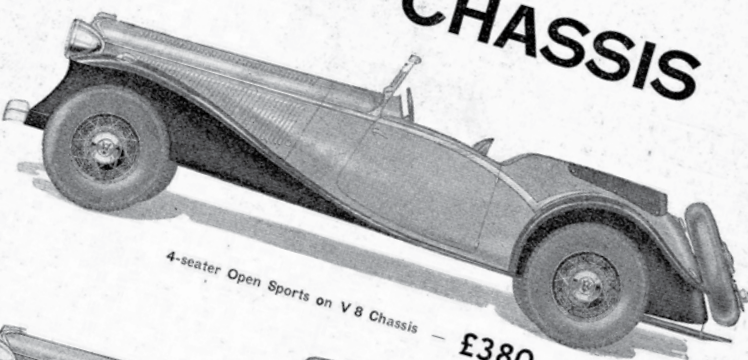
For the real connoisseur, Jensen motors also built a 'close coupled drop-head coupé' body on both the 10 hp 'CX' chassis and the V8 chassis. The 10 hp version looks to be a beautiful car from the one photograph I have. The Bristol Street Motors advertisement which appeared in The Automobile in October 1935, a copy of which has been sent in by Bill Ballard, lists the 10 hp DHC at £215 and the V8 at £420. Regrettably, so far, no Jensen bodied Model 'C's or 'CX's have appeared out of the woodwork, although, in the early 1990s, I did hear rumours of one in Dorset.

The beautiful looking Jensen bodied drop-head coupé on the Model 'CX' chassis. Note the front hinged, straight topped doors and the Tickford pram-style hood irons. Can anybody tell me the names of anyone present. I suspect one might be a Jensen brother.

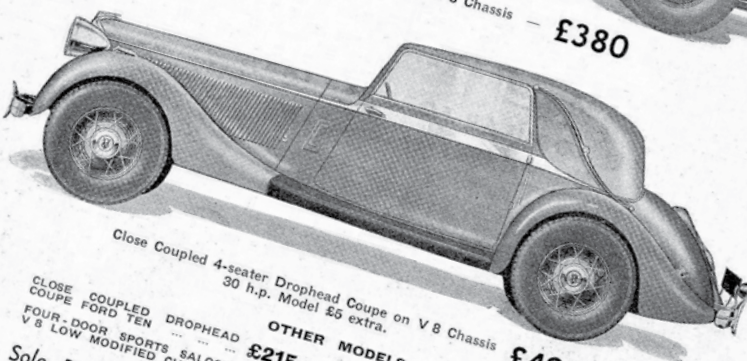


The Bristol Street Motors' advertisement which appeared in The Automobile 18 October 1935.

Coachwork by
for **Jensen**
FORD CHASSIS



4-seater Open Sports on V 8 Chassis - £380



Close Coupled 4-seater Drophead Coupe on V 8 Chassis £420

<p>CLOSE COUPLED DROPHHEAD... £215 FOUR-DOOR SPORTS SALOON... £425 V 8 LOW MODIFIED CHASSIS... £425</p>	<p>OTHER MODELS</p> <p>THE "HURRICANE" 4-SEATER SPORTS FORD TEN ... £185 THE "MISTRAL" 4-SEATER SPORTS FORD EIGHT ... £169.10</p>
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Sole Distributors:
BRISTOL STREET MOTORS LTD.
 MAIN FORD DEALERS
 164-172, BRISTOL STREET, BIRMINGHAM
 Telephone: MID 1747 (4 lines) Telegrams: Bristmo, Phone, B'ham

The Advertisement Index is on the page facing inside back cover.

c38

Ford Scholarship Plan

Included in a booklet, entitled 'Ford Social Service', dated April 1937, recently donated to the archive by Jim Miles, is a description of the Ford Scholarship Plan as follows:-

"Another branch of training carried out by the Company is known as the Ford Scholarship Plan.

Every year fifty youths commence a three-year course of training at Dagenham with a view to becoming skilled repair-mechanics to be employed by Ford Dealers throughout the country. Scholars are chosen from schools all over the British Isles, with the assistance of Local Education Authorities, chiefly on a basis of regular school work, but also partly on the results of a special competitive examination. Candidates must be between the ages of seventeen and a half and nineteen at the end of June prior to the commencement of the course.

A scholarship is for three years, and the time at Dagenham is spent mainly at the Ford Works. With classes also at the South East Essex Technical College.

The course aims at giving students a complete knowledge of carrying out all repair work quickly and skilfully, and providing a thorough understanding of the mechanical principles involved.

Wages are paid during the course, sufficient to make the students self-supporting. The rate during the first year is 10d. per hour, during the second year 1s. 1d., and during the last 1s. 4d.

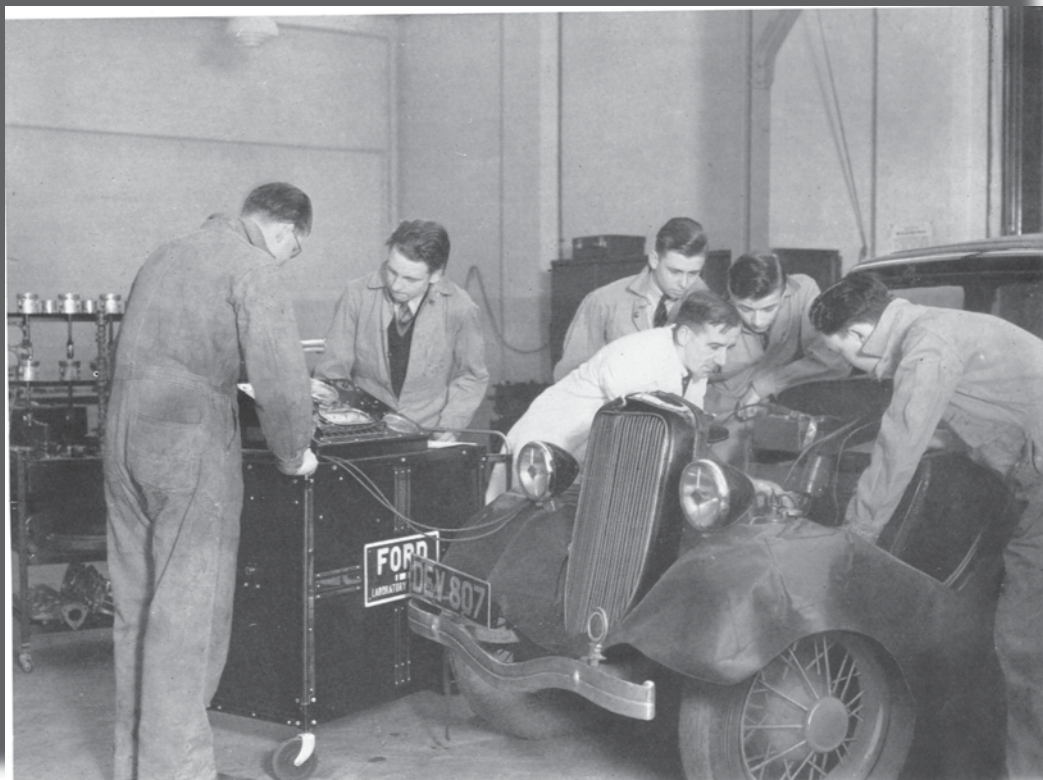
A five-day week of eight hours a day is worked; but the students are also required to attend evening classes at the Technical College.

Special arrangements are made for the billeting of the youths, and their welfare is carefully watched by special officers of the Company.

Training at the Ford Works opens up wide prospects of future advancement to those lucky enough to win scholarships. When they have completed the course, scholarship students are permitted membership in the guild of Ford Craftsmen, which is reserved strictly for the highest grade of Ford mechanic. With this qualification employment is always available at good rates of pay, with Ford dealers throughout Great Britain."

A further recent addition to the archive is a later booklet entitled 'Ford Scholarship Course (Engineering & Production)', dated September 1948.

Scholarship students at South East Technical College working on a well-used February 1936 Essex registered Model 'Y'.



Members' cars

1935 Tudor Model 'Y' now owned by Alistair Currie

In the July 1993 issue of the magazine 'Popular Classics' appeared an article written by Brian Palmer titled 'Putting on the Style'. It compared three 1930s' cars; a 1935 Ford Eight Model Y, a 1934 Riley Kestrel 12/6 and a 1937 Lagonda LG45.

By way of introduction, Brian explains, "The thirties were the golden age of style. Cars were better designed, faster and easier to drive but also developed a sense of flair. Cars had proved their general reliability; people now wanted to flaunt them as examples of personal taste and wealth.

The streamlined style came about not so much as a result of serious aerodynamic study but simple fashion. If a car's lines were smooth and flowing it looked faster, even if it wasn't. And speed on land, sea and air was the second great preoccupation of the thirties. Take a look at our test trio, carefully chosen to show this trend in three different price brackets.

..... An upright Ford streamlined? Well, yes. Against the boxily basic Austin and Morris of the period, the sparkling new Ford Y was a riot of compound curves. The tilted-back slatted radiator, the rakish sweep of the wings, the lazy 20-degree lean of the windscreen with its rounded 'eddy-free' join at the roof, and the partially rounded rump were all daringly modern features in 1932.

So it is with these three individualistic cars that we head back to the hectic heyday of the motor car, when Fred and Ginger strutted their stuff on the silken screen and before that less attractive couple Adolph and Hermann, started strutting all over Europe.



1935 Ford Eight Model Y

The Ford Eight was a highly significant car. It was the first European car the company had made, and it was certainly the smallest since the original Model A of 1903. Priced at just £120 for the two-door (Tudor) saloon - the four door version was Fordor in Fordspeak - the baby car established 22 per cent of the eight horsepower market within three years.

Then, with a spectacular display of entrepreneurial genius, Sir Percival Perry

the company's chief, slashed the price to just £100 for the basic model and saw the wunderkind's sales double overnight. This established Dagenham as the Ford company's hub in Europe.

It's curious how politics today are dominated by topics such as whether government should be involved in industry, the merits of partnership between the public and private sectors, providing a proper infrastructure before embarking on major commercial development and so on. Like sex, I suspect it was all talked about less in the pre-war period and acted upon rather more.

So when the American industrial giant chose a marshy swamp on the banks of the Thames for its new European super-factory, complete with its own power station and docking facilities, just like the Rouge River plant in Detroit, it seemed

perfectly natural for the London County Council to build housing for 250,000 families who might be expected to benefit from working there.

DRIVING

The Model Y's overnight success rippled back to the States, too. Edsel Ford was so bowled over by the British car's modern curves that the Dearborn designer E T Gregorie was charged with scaling up the look for the entire American model range*.

Beneath the skin the midget Ford was conventional enough. Transverse leaf

springs, a 933cc, sidevalve, four-pot engine, three-speed gearbox, wire and bobbin brakes** and mechanical fuel feed wouldn't win prizes for originality. And the windscreen wiper - yes, singular - powered by manifold pressure was a cheapskate curiosity that plagued motorists until the sixties.

Yet the whole is much better than merely the sum of the parts. The little Y has all the engaging personality that its cutesy looks suggest. Charming to gaze upon and just delightful to drive, the Ford wins you over with a wave of its wispy gear-lever.

Now that it's fashionable again for cars to have headroom - as though drivers could, somehow, remove their cranial extremities - you could almost place Nelson's Column inside Jeff Cole's Model Y and still have room to spare for the pigeons to wheel and circle.

And rear passengers don't have to sit with their knees around their chins, either. Luggage in those days sat outside on a foldaway grid at the back. Why devote expensive sheet metal and valuable space for something that remained empty for most of the year?

Given the Ford skyscraper loftiness it comes as a surprise that the driver's seat is low-slung and raked back like a sports car's, so you peer over the high-waisted sides and along the bonnet. Small females must have needed a box to sit on.

A large three-spoked tin steering wheel, of the sort Lines Brothers made for junior drivers, guides the car. And I use that word advisedly, for directional stability is not a strong suit. Combined with the transverse cart springs, the Model Y weaves and reels along an uneven road like a drunken sailor.

Apparently the tiny pride of Dagenham was capable of nearly a mile a minute - but not with me aboard! Its gruff miniature engine sounds like a sheep with digestive disorders, while the foolproof bent-wire gearlever allows but three speeds: dead slow, slow and too bloody fast.

Its brakes may be cable operated** but they're Citroën-sharp and lock the skinny tyres with a resounding yelp as if you've

The Ford Model Y & C Register

just trodden on the pet dog's tail. Which is a cue for some pretty lightning reflexes as, not being balanced, the Y can deviate like its namesake either to the left or the right.

All of which must have been highly amusing in traffic or in the wet. Better to caress the pedal like a gnat's kiss than execute an emergency stop followed by a swift exit into the bushes, methinks.

The Y's other engaging characteristic is cornering. Enter a bend too fast and the Ford leans like the Tower of Pisa - though the impression is less alarming outside than from within. This was probably a Ford in-built safety feature to warn unwary drivers. In extremis the back axle will hop smartly out and a little opposite lock on the quick steering will sort things out long before the Y converts to an h.

I've made the eight-horse Ford sound crude, that's not the intention. Basic, yes. Simple, trustworthy, yes. Dull, no.

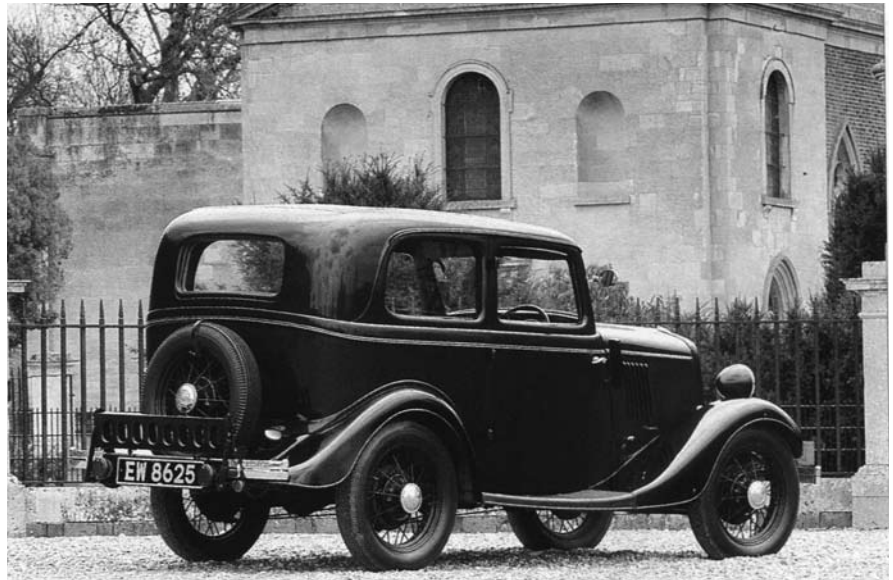
Full of character, old Y-fronts may not have been first to the beach in the thirties but it got you there eventually - for a tenth of the price of a Lagonda too. And even that car couldn't boast an internal rear-view mirror with an integral clock which lit up at night. ***

Editor's notes:-

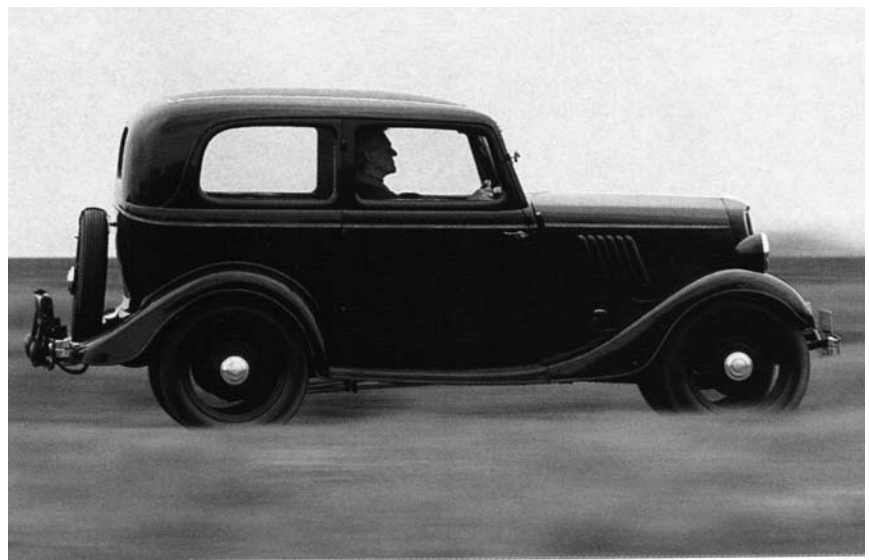
* E.T. 'Bob' Gregorie was the designer responsible for the streamlined styling of the Model 'Y'. Having seen the design, Edsel Ford tasked Clare Kramer to scale up the 90 inch wheelbased Model 'Y' to 112 inches to become the 1933/34 V8 Model 40.

** The Model 'Y' has rod brakes, not 'wire and bobbin'.

*** Only the De Luxe versions of the Model 'Y' (and the Model 'C') had the clock in the rear view mirror.



Alister Currie's January 1935 Tudor Model 'Y' (Y92009) in a pleasant setting.



The unmistakable profile of the late Jeff Cole travelling at speed in the Model 'Y' in 1933. Brian Palmer didn't fancy a fast drive !!



The tidy interior of the 'intermediate' Model 'Y' with its inserted instrument panel. Unfortunately, not the original pattern carpets.

