

Transverse

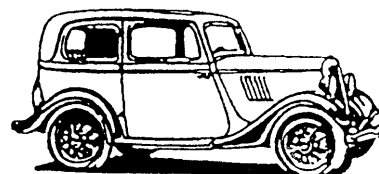
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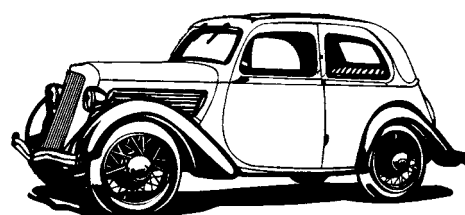
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January - February 2009
Issue 176



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THE FORD Y & C MODEL REGISTER web site is at
www.fordyandcmodelregister.co.uk

Annual Subscriptions:- UK £25.00 (S/order preferred);

TRANSVERSE TORQUE is the official magazine of the Ford Y & C
Model Register Ltd. Registered in England No. 4445646. Reg.d
Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB

DISCLAIMER: The Editor & Club Officers of the Ford Y & C
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advice expressed within this newsletter and cannot accept li-
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Printed by CPS-Airedale 0113 226 7497
Specialist printers for classic car clubs.....
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The Ford Model Y & C Register

Editorial

And so we enter 2009 - already! This year promises to be an eventful one with the introduction of the Old Ford Rally to fill the hole in the classic Ford clubs' diaries caused by the cessation of the All Ford Rally in 2006. 2009 is also the 75th anniversary of the introduction of the De luxe Model 'C'. I will try to trace as much of the history of the car as I am able, but would appreciate any information you may have about the design and development of the car. Hopefully, this year, more of you will join us on the tour of the World War I Ypres salient in Belgium. As the town is only 60 miles from Dunkirk, the mileages won't be excessive.

Unfortunately, one member who won't be with us in 2009 is dear Brian Mace, whose fight against the effects of his brain tumour ended on 11th December. His support and enthusiasm for the Y&C Register was obvious to those who met him and to the many readers of this magazine who benefited from his interesting contributions. He was a true gentleman whose obituary is written up in this issue. Our thoughts are with Yvonne and the family. His funeral, on 30th December, was well attended by ten members of the Register. Due to a broken rail north of Ipswich, my train arrived at Norwich 70 minutes late, causing me to be 20 minutes late to the church. However, fate, in the form of Brian's son Shaun, who was unable to coordinate the choke, clutch and accelerator pedal on a very cold day in Brian's Model 'Y', also arrived late at the church with Yvonne, so I did not miss the start of the service - or was it divine intervention from Brian above? - bless him!

In the last issue, the discovery of the Eifel 2-seater cabriolet in Denmark was reported. In this issue we head to Belgium for the latest exciting discovery in the form of a third known surviving Model 'Y' Cairn coupé. It is amazing how many of our cars are still coming out of the woodwork.

Having at last sourced new crown wheels and pinions, the spares team are now targeting replacement steering columns. They have only about 10 Model 'Y' and 1 Model 'C' steering boxes either being reconditioned or in a fit state, and nothing for left-hand-drive vehicles. This is nothing like enough. We even have a member in Tenerife wanting a left hand drive one. The team is launching an appeal for members to donate their spare (mainly worn out) boxes residing in their garages, garden sheds, or wherever. If only 10% of the members have one, that's 40 or so they presently don't have to meet the increasing demand for these important parts. See Jim's Spares Report and the Wanted advertisements to find out Jim Sharpe's contact details - please help if you can.

Whilst on the Wanted advertisements, please look at them regularly. We all have bits and pieces around the place for which a member may be desperate to help him on his way in a restoration. You could make all the difference.

Yvon Precieux has provided me with a goodly amount of informative material, some of which has been previously published in Sidevalve News. I shall spread this over a few issues, starting with a follow up to the article on Petrol Pumps in the last issue. This follow-up was originally prepared by the late and great Bert Thomas.

Vernon Temple-Smith, a Brit now living in California, has sent in photographs (on next page) of the Model 'Y' he owned in this country in the 1960s. The registration ETW 516 is a March 1937 Essex registration but does not appear on our list of known survivors. He obviously enjoyed the car as witnessed by the photographs,

which show the car outside a casino in Monte Carlo in 1961 and coming to the rescue of a ditched Opel Rekord in the Black Forest in Germany in 1962.

I am still working on the second edition of the Model 'Y' book, 'Ford Model Y Henry's Car for Europe'. My publisher is hoping to use the latest publishing technology - Print On Demand (POD) - which allows for a few copies to be printed at a time, as demand dictates, thus saving the high cost of storage entailed in the larger print runs. We are looking to late spring to get started. In the meantime,



A very smart looking 1937 Model 'Y' which belonged to Vernon Temple-Smith outside a casino in Monte Carlo in 1961. He obviously cleaned it up before entering the Principality.

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required changes to the text are regularly arising. The latest is a rather major one. Yvon Precieux has been researching documentation held in The Mitchel Library in Glasgow and has come up with a comprehensive article describing the workings of Briggs Bodies Ltd. in 1934. It had been assumed, and the Model 'Y' book currently states, that the bodies were built at Briggs and were transported down Kent Road to the Ford factory, sitting solely on the bodies' sub-chassis (onto which the Briggs body number brass tag is screwed in the case of the Model 'Y'). The body was then lowered from the High Line onto the main chassis as it progressed down the production line. Not so! It is now very clear, both descriptively and photographically, that Ford supplied the main chassis to Briggs and Briggs built up the body on the chassis in house and then transported it to the Ford factory. The full article will be published in a couple of future issues of the magazine.



The following year, 1962, Vernon came to the rescue of an Opel Rekord in the Black Forest in Germany. Does anyone know of this Model 'Y'?

I am grateful to David Gustard once again for coming up with an interesting angle. This time it is the story of the Ford Motor Company's major contribution to the success of the Lancaster bomber in World War II. Using Ford's design and manufacturing techniques, some 30,000 Rolls-Royce Merlin engines were produced on the old Trafford Park site under the direction of A.R. Smith, who was to be knighted for his efforts and who, subsequently, was to become the Chairman of the Ford Motor Company. For those of you interested in this aspect of Ford's history, the October 2008 issue of the 'Britain at War Magazine' provides the story, illustrated with Ford archive photographs.

Finally, it only remains for me to wish you all a healthy and happy 2009, with plenty of enjoyable experiences with your old cars. I hope to see many of you at the A.G.M. on Sunday, 26th April.

Sam Roberts,
Editor

Front cover

A new discovery! Recently joined Philip Raemdonck, from Zele in Belgium, owns this beautiful, early, December 1932, short rad, Cairn coupé. This brings the number of known survivors to three. But where has it been over the years?

Back cover.

This fascinating photograph is of Princess Street, Dunedin, on the South Island of New Zealand. Behind the Model 'C' are the Royal Exchange and the Post Office. Although quite a distance from Christchurch, we challenge the Ford 8&10 Enthusiasts' Club on the South Island to recreate this photograph as best they can. Our thanks to Bob Brown for sending in the photograph



Here we see a Model 'C' body being lowered from the 'High Line' onto the production line. It is now clear that the chap guiding the body is holding the front of the chassis. The front chassis cross-member can be seen to the right of his right hand. Also, the front axle can be seen below with its transverse spring clearly free from any chassis.

Winter is here.

I received a fascinating photograph of a left-hand-drive 1935 Ford Model 'C' swathed in a quilt to keep the cold out. The driver looks to be suitably clad as well. The registration number V-267 does not ring a bell with me. Can anyone tell me the country in which the photograph was taken? It could be in Scandinavia, the Baltic States or Poland. Each was on the dependency of the Ford assembly plants in either Copenhagen, Stockholm or Helsinki.

I wouldn't care to take a guess at the temperature!

What is the country of origin of the number plate on this 1935 Ford Model 'C'?"



Chairman's chatter.

A Happy New Year to one and all. Well, as you read this first 2009 issue of Transverse Torque and wait for this quarter's gas and electricity bill to see if you have to take out a mortgage to pay it with, remember those joys of Christmas just gone. You had your usual presents of socks, hankies and even a bottle of spirits, while your other half has had to buy something expensive for herself, because you don't go shopping, but she knows you will like it. The toys you bought for the children or grandchildren marked 'educational' were played with once then quickly abandoned, and the packaging they came in was played with more than the toy! Did you have enough batteries for those electronic toys because the ones that bunny is powered with on the telly don't seem to last as long? Did you think you had gone deaf when the 'little angels' rested or went home? Are you suffering from 'turkey overload'? If so, remember this polite response. "No thank you, I have had sufficient and any more would be superfluency to my normal capacity". However, it could be worse – you could have been enjoying a nice pork joint, but what about those mini sausages, wrapped with bacon that you had with the turkey...! I hope Santa brought you many motoring gifts in your stocking: - tyres, engines, gearboxes, etc. They all fit well in the 'Nora Batty' type stockings. Well, if you experience any or most of the above, you must have had a Great Christmas.

Enough of this Yuletide reminiscing bah humbug! Firstly, looking back, thank you to all members who turned up at the Club events in 2008, it is gratifying for the people who organise them when members show their support.

Secondly, thank you to all the people who organised the Club events. This is not an easy task and we should all be grateful to them.

Thirdly, I would like to remind you of the date of the Old Ford Rally; 26th July, 2009. Get it in your diaries now. I look forward to seeing you there.

Fourthly, I would like to welcome all new members to the Register. We hope to see you during the year. Thank you Christine Baldock for taking on the work associated with the Membership at short notice and on a temporary basis. We need a willing volunteer to take over the reins at the A.G.M.

Finally and sadly, I add my condolences on behalf of all members of the Y&C Register to Yvonne, Shaun and Paul on Brian Mace's death. Brian was a long-standing member of the Register, who, with Yvonne, took part fully in our annual and his local events and was a regular contributor to Transverse Torque. By the time you read this, his funeral will have taken place at which, I know, some Register members attended.

**Peter Ketchell,
Chairman.**

The Ford Model Y & C Register

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?

Secretary's Ramblings.

May I take this opportunity to wish all members and their families a very Happy New Year. If it is happy, then that may make up for the fact that it may not be very prosperous for anyone, given the present economic climate!

Sadly you will see elsewhere in this issue our tribute to Regional Contact, Brian Mace, who died just before Christmas. Those who met Brian over the years will feel his loss. Our thoughts go to Yvonne and family.

Members come and go but our little old Fords go on forever as we are merely guardians of part of our motoring heritage with all the attendant responsibilities. On this note I see that a number of new members have taken over, or are now in a position to put life into, a restoration which has been waiting for some years. New cars appear too in our ranks as more and more are being restored and importantly used. Perhaps this trend is due to the perceived value of classic carsbut maybe not, as in reality, it costs more to fully restore a car than it can command in sale value. So perhaps it is the fact that classic car activities are the attraction....be it "messaging about in the garage" or meeting with other like minded enthusiasts. But lets not ponder ...just enjoy it.

Thanks are due to Geoff Salminen & Geoff Dee who set up our excellent display at the NEC in November (report in this issue). This is an excellent show and a good showcase for our Club and, equally importantly, to give age balance to the show. We represent a minority of clubs showing pre 1950's cars and this is appreciated by the paying public who otherwise would not see the diversity of our era. February sees Ivor Bryant flying the Club flag at the Bristol Classic Car Show and any help here will be appreciated.(Ivor's telephone number is inside the front cover).

In the next issue of the magazine will be Issue 14 of the List of Known Surviving Vehicles, and some additional Club information. The List of Known Surviving Vehicles is printed every 2 years and the new issue contains details of nearly a hundred new 'Y' and 'C' Models which have surfaced as well as changes of ownership and additional details supplied by members. This is an excellent source of reference for production changes to design features on our cars. We are indebted to the diligence of Sam Roberts in making this available to members.

Pete Ketchell and I are in ongoing discussions with Gaydon regarding the Old Ford Rally in July and indeed had an excellent meeting in November with other Ford clubs to exchange ideas and to incorporate features to ensure a well attended and successful meet. We intend to include more details regarding applications, etc. in the mail-shot. Just note the date, July 26th, at this stage and get your car ready!

With reference to the article on brakes and Herbert Austin's quote "good brakes make bad drivers", I offer the following Latin translation....."Efficus retardus equat duffus pilotus". If one wants a Club motto then I suggest "Retardus in desperandum". However I feel that the ongoing criticism of our brakes somewhat misplaced. Memories of poor brakes expressed by those who once owned a Model 'Y' or 'C' are usually based on experiences gained many years ago when driving cars which were clapped out! The bangers I drove in the 1950s and 1960s had been subjected to years of neglect and abuse, so drove accordingly. In a conversation at the NEC with Philip Albers, Ford expert and restorer, he recalled that a car he restored in late 1960s had NEVER had a grease gun applied to any point from new! Evidence - hard grease from 30 years earlier and grease nipples almost rusted away. Of course our brakes do not compare to the post-war hydraulics, but correctly restored and set up, one stands a good chance of driving safely. I have driven many cars of the same vintage and can recall two models which

would have qualified admirably for the motto "retardus in absentium"!

We have a busy Club year in 2009 with events abroad and nearer home. Why not check with your Regional Contact and support a group attending a local show. The first OLD FORD RALLY will be an important milestone for our Club so please come along and give your support.

Meanwhile, do get out and about in the old Ford this winter whenever you can. See you during 2009.

Bob Wilkinson.

Bob's Joke Corner.

Satan and the Old Man

People were in their pews talking in church. Suddenly, Satan appeared at the front of the church. Everyone started screaming and running for the entrance, trampling each other in a frantic effort to get away from evil incarnate.

Soon everyone had exited the church except for one elderly gentleman who sat calmly in his pew without moving, seeming oblivious to the fact that God's ultimate enemy was in his presence. So Satan walked up to the old man and said, 'Don't you know who I am?' The man replied, 'Yep, sure do.' 'Aren't you afraid of me?' Satan asked. 'Nope, sure ain't' said the man. 'Don't you realise that I can kill with a word?' asked Satan. 'Don't doubt it for a minute,' returned the old man, in an even tone. 'Did you know that I could cause you profound horrifying, AGONY for all eternity?' persisted Satan. 'Yep,' was the calm reply. 'And you're still not afraid?' asked Satan. 'Nope,' said the old man. More than a little perturbed, Satan asked, 'Well, why aren't you afraid of me?' The man calmly replied, 'Been married to your sister for 55 years.'

Send me your favourite story but keep them clean as I am a somewhat sensitive.

Bob Wilkinson.

For sale

All Model 'Y' parts: front and rear axles complete, 3 doors from a 4-door model (all except driver's door) - need new wood, front and rear seat base springs, 5 wheels. £350 for the lot.

Brian Bedford. Tel: 01432 820004. (Hertford)

Exchange 1952 Ford E83W Pick-up largely restored with new body etc., but some work for MoT, in exchange for an "On Road" condition Model 'Y'. Cash adjustment.

Tel: 0121 6864827 (Birmingham).

Model Y rolling chassis, August 1936, complete with fully rebuilt engine, gearbox, brake cluster, Club front shock absorbers, new stainless steel exhaust, re-cored radiator, front axle rebuilt including king pins/bushes and spring shackles plus many other new/refurbished items. With the exception of the sheet metal/doors all the other parts are there, including a set of cream coloured powder coated wheels (short rad centre valve type), running boards, etc.

This was a restoration project over some years but unfortunately the body is no longer available. Would prefer to sell as a complete package but will split any items other than the rolling chassis.

Peter Vickers. Tel: 01268 767703 or 07860 914053 (Basildon, Essex)

Wanted

Spare steering boxes are desperately needed to recondition and to replenish the dwindling Club stock. Please declare all unwanted, used, steering columns/boxes lying around in sheds, garages or attics to:-

Jim Sharpe. Tel: 01245 351546 email: ajm.sharpe@virgin.net

Starter motor, 8 h.p., overall length 11.25 inches - not the usual 10.5 inches or armature only that can be fitted to in an original starter case (This was an early adaptation in order to use an 8 h.p. motor on a 10 h.p. engine)

Stan Bilous. Tel: 0208 764 7068 (Streatham, London, S.W.)

An "On Road" condition Model 'Y' in exchange for a 1952 Ford E83W Pick-up, largely restored with new body etc., but some work required for MoT. Cash adjustment.

Tel: 0121 6864827 (Birmingham).

Window winder and glass channel, any condition, for Front (O/S) driver's door. Sliding mechanism for drivers seat. I have seat channels and lever so require floor section. Both items for 1933 Fordor Model 'Y'.

Brian Godfrey. Tel: 01252 616296 or 0777 982 460 (Fleet, Hampshire). E-mail briangodfrey@ntlworld.com

The Ford Model Y & C Register

Members' correspondence

Precision gauges (a brain teaser)

Brian Godfrey emails from Fleet in Hampshire:-

"Issue 174 provided another great read and I was very interested in the piece on "Precision Measurement - Johansson gauges". It reminded me of my basic training, as an Aircraft Engineer, starting in 1960 at London Heathrow with BOAC (now British Airways). Our training was most comprehensive and our Instructors, not only dedicated and knowledgeable, would set us brain teasers for fun. One I can still remember:

If you were stuck in the desert and required a 15 thou feeler gauge to effect a repair, but only had 5 thou and 20 thou in your toolbox, how would you proceed?

Answer: Sit on the sand with the 5 thou gauge in one hand and the 20 thou gauge in the other. Insert both gauges in the sand and rub up and down at equal speed until the 5 thou gauge disappears and you will be left with 15 thou in the other.

This could be useful when driving a 1930's Ford across the desert!"

Some feedback.

Robert Spinks took some time getting round to reading issue 174, but commented, "How nice to receive Issue 174 of Transverse Torque, complete with a colour cover! Excellent pics - the "dead Model Y" especially had a real atmosphere to it. I wanted to go out and rescue it (either that, or weed it!!). Anyway, great use of colour. Excellent."

Car queries

We receive a number of enquiries from past 'Y' and 'C' owners asking whether their car survives. Needless to say, most have not, such as Walter Curry's from Ulster, who wrote, "Would my former Model Y, EZ 974 be on your register. I bought it for £15 in 1964,

on my 17th birthday and drove it for several years after passing my test."

In the photograph enclosed with his letter, he looks so proud with his new acquisition.



Walter Curry as a teenager with his new acquisition in 1964 - a December 1935 Belfast registered 'Popular'

That Swansea Ford plant photograph

Following my question as to whether Doug Hickson's 'Mistral' was damaged whilst on loan to Swansea, he exposed my poor memory by referring back to issue 119 (July/August 1999). This was when he reported that the occasion was the farewell trip to the European plants by Henry Ford II and that the car was returned to Doug in a very bad condition. The hood and frame and many other parts were damaged and missing. These were eventually put right at Ford's expense, but only after much arguing and a plea to Sam Toy, the Chairman.

On another subject, we recall Bessie and he spending their Golden wedding anniversary with us on the Register tour of the Isle of Man; they in the 'Mistral'. This year they kept up the tradition and spent their Emerald anniversary (55 years) attending the Classic Silverstone, also in the 'Mistral'.

to in colour. I think the photograph may have been taken in June 1983. At this time I was asked by my manager to prepare the Dunton wind-tunnel for a visit by senior management which would include Henry Ford II. This visit took place during the last week in June. I was on vacation that week but, on my return, I

has reached the age of 70 and is still working in the trade. When he started his apprenticeship he worked on Model 'Y' cars, so the photo shows him with a vehicle he first worked on alongside a modern new Fiesta."

Having written about the Jensen Bros. Hurricane and drop-head-coupé in the last issue, it is quite a coincidence that the Ford dealer who commissioned these and the Model 'Y' Mistral tourer was none other than Bristol Street Motors Ltd.

And Jensen again!

Bob Wilkinson received a letter from Trevor Morgan, from Stratford upon Avon, an ex-Jensen owner, a classic car enthusiast and a racing driver to-boot.

"I enclose a rather awful photo. of an old car which I bought in 1957. It was advertised as a Ford Jensen Special and cost £22. The owner was W.G. Price, 6 Farmer Road, Small Heath, Birmingham. Registered no. EA 6636. It had a bus front seat, no weather equipment, and no brakes. We made some brake linings from old lino, which increased retardation somewhat.

I have no idea (after 50 years in the trade) of the difference between a Y tourer, if there was one, and a Jensen Special, but it was certainly registered in the old log book as a Jensen and, as such, thought it may interest you as I have seen them mentioned in 'Club News' in 'Classic and Sports Car' and often thought I would drop you a line. If I had taken the photo, it would have shown the whole car with number plate, instead of me sitting in it with a silly hat Well, I was only 20 and on a long weekend from intensive R.A.F. pilot training.

More Model Ys. In 1937, my mother, bored with staying in looking after her new son (me), clutched her worldly goods and rushed into Hangar Motor Company and bought a brand new Model Y for £100, regd. No. AOC 27. In my diary for 1956, it states "bought Ford Y Type Popular 1937, for £20." Did they make a Popular? The number was FRE 704.

I hope this will be of some interest to you as I know well that clubs like to know any past history of cars, even if they no longer exist. If you should be interested enough, you can borrow the photos for copying. I'm told all sorts of magical things can be done on computers these days, but they frighten me."

Trevor was contacted and put in the picture about the special bodied Model 'Y's and the first Ford 'Popular'; the name given to the Model 'Y' on the introduction of the Model 'C' De Luxe in September 1934.



Doug and Bessie Hickson celebrated their emerald (55th) wedding anniversary in their Model 'Y' Mistral at Silverstone. Congratulations to you both.

David Gustard adds his penny worth (more valuable than that!):- I agree with Sam that it was a good effort to identify six people in the Transverse Torque, Issue 174, photograph. I remember Dennis Benniworth, he was based at Dunton before moving to Swansea. This is the first time that I have seen this photo

asked our facility engineer, "How was the visit?" "Fine," he said, "Henry Ford left the main party, walked into the workshop and had a chat with me whilst the executives were shown round the wind tunnel." He was quite pleased to have had a chat with the 'boss'. I expect that the visit to the Swansea Plant was at this time.

Bristol Street Motors Ltd.

John Morrish reports:- " I forward the photos of FMC 628 in the showrooms of Bristol Street Motors at Kings Norton on the fringe of Birmingham. The reason for the photo shoot was a celebration of Stanley Copson, the oldest Institute of the Motor Industry's Accredited Technician, who



Stan Copson celebrating his 70th birthday at Bristol Street Motors in Birmingham, where he started life on Model 'Y' Fords, here represented by John Morrish's January 1937 model, and where he is still at work on the moderns, represented by a Ford Fiesta.



Trevor Morgan, an R.A.F. pilot under training in 1957, sitting on board his Model 'Y' Jensen tourer in his 'silly hat'! Note the rounded windscreen surround, which, if like that from new, suggests that a hood was not fitted. This would explain Trevor's statement that there was 'no weather equipment' - although I'm sure it would have had a tonneau cover.

Trevor's mother with her Model 'Y', AOC 27, which is a 1934 Birmingham registration - so mother bought it second-hand! Note the sidelights and the pre-March 1934 pointed and black-rimmed headlamps with the circular Magnaflex bars. Mother also lost the end of the front bumper reversing on a right-hand lock - as you do!

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Armstrong pear-shaped shock absorbers

Long-time member, Tony Eldridge emailed:-

"I am writing to tell you about another source of obscure Ford spares for the original Armstrong "pear" shaped shock absorbers. "The Spares Group" for Morris cars can supply parts for these shock absorbers and overhaul clapped out specimens. I found that I needed new rubbers and pins for the original rear units still fitted to my CX (the originals had shrivelled up and died after only 72 years) and, knowing that Morris 8's had the same items, tracked down the parts via the Internet and The Morris Register!

The Spares Group runs independently of the Morris Register and will sell to anybody. They can be found at www.Spares-Group.co.uk, are located in south London and will do business by Visa cards. The parts I need for my car come to £24 for two kits plus £3 postage. If I can find a pair of old Armstrong units in need of overhaul and for little money I might be interested, as 45 years ago, I fitted to the front end a pair of new lever arm units which were really for a Model Y and would like to put the original types back. Pity I threw the old clapped out ones away! However, in those days they were unrepairable once the glands had gone and the oil dribbled out all the time. Have a look at the website for yourself as you might spot a few other useful bits for Fords."

NOW—the new De Luxe Ford Touring Car
(£7. 10s. Tax)

£135 at Works, Dagenham

The new open Ford car is very smart in appearance. It gives a high-class, economical performance and seats four adults in comfort. All weather equipment is standard. The easily erected hood folds completely out of sight when not in use. The car is available in a variety of attractive colour-schemes. Get into touch with us at once for early delivery.

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Kingsway, Hove. PORTLAND 6231

A rare September 1935 advertisement for the Model 'C' tourer.

Model 'C' tourer

We have only three known surviving Model 'C' tourers in the UK. It was therefore a pleasure to receive the following email from Malcolm Grace in Lindfield, West Sussex:- "I have attached an advert that I have come across in my 14th September 1935 Brighton Speed Trials programme. Hartley and Midgley were the main Ford Dealers at one time in the Hove area."

Obituary - Brian Mace.

It is with great sadness that we inform members of the death, at home, of Brian Mace, aged 73, on 11th December after a lengthy illness. Brian joined the Club in 1986 whilst restoring his beloved 1936 4-door Model 'Y'a local car he had owned since 1980, when it was found for him by his son, Shaun. The Ipswich registration letters, VG, to Brian, stood for Very Good.

Such was his enthusiasm and interest in the Y&C Register, Brian became our Regional Contact for Norfolk and Suffolk. After the restoration was completed some years later, Brian and his wife, Yvonne, became enthusiastic regular attendees at Club and classic car events far and wide. Brian was always prepared to share his restoration pictures proudly with anyone needing encouragement with their own project. Their first big outing was on the Battlefield Tour of northern France in 1998 with the Club. Until the onset of Brian's illness, they were both regulars at the Club AGM.

A big disappointment came in 2000 when injuries following a fall from a roof prevented Brian and Yvonne taking part in the Y&C Register Millennium Convoy 2000, when around 45 cars took part in a tour of mainland Britain starting and finishing at Dagenham, the birthplace of our cars. Although they managed to accompany us as far as Beverley, in Yorkshire, Brian was too weak to carry on. Not to be thwarted, Brian and Yvonne undertook the tour completely on their own some months later in their Model 'Y', but without the everyday support from fellow memberssome achievement!

Other club tours followed with Brian and the ever-supportive Yvonne, travelling to Ireland and Holland with obvious enjoyment. Local events too saw their Model 'Y' leading the way – the Radio Norfolk Police Gala and, in particular, the annual North Norfolk Railway 1940s Weekend; that event being the favourite with the opportunity to dress in period clothes. Keen to share his experiences with the next generations Brian would visit local schools dressing in 1940's gear and take along the Model 'Y' of course. He was also a keen member of The Royal Norfolk's Association, sharing reminiscences of his National Service in The Royal Corps of Signals with those old soldiers.

Many issue of Transverse Torque had input from Brian as he scoured antique shops and autojumbles for old postcards depicting our cars. His captions to the cards gave insights into motoring and local towns' histories. Contributions to recent issues were in respect of research into Bussey and Saberton Ltd. (Busseys), the Norfolk Ford dealers, whose roots go back to before WWI.

Brian was a really enthusiastic supporter of our Club and, most importantly, was a thoroughly good chap. Our sympathies go to Yvonne, Shaun and Paul and his wider family. We shall all miss him.

Bob Wilkinson. Dec. 2008.

*Tim Brandon's
Glynis photographed
Brian and Yvonne
resting in the car
park after visiting
the Gardens of Ap-
peltern on the Y&C
Register tour of Hol-
land in 2006.*



Atherstone - then and now



An early 1932 Warwickshire registered short rad Model 'Y' (WD 4650) sits outside W.A. Hatton hat manufacturers' premises in Long Street, Atherstone, Warwickshire in the early 1930s.



Ron Kendall, who lives in Atherstone, also sent this photograph of Long Street today. Note that the three buildings from the left of Hatton's shop front to the shop this side of the first sun blind have been replaced by an art deco shop front now owned by Atherstone Carpets. Otherwise little has changed as far as the clock.

Vaporisation or, maybe, starvation?

A non-member, who had a sidevalve Bedford van as a lad, put forward a cause of "vaporisation" that I had not heard before. His finding on his van was that, with age, the rubber sleeve inside the flexi-fuel pipe connecting the feed pipe to the fuel pump tends to soften. When the temperature in the engine compartment reaches a critical level, the suction from the petrol pump collapses the now soft rubber tubing, preventing the fuel from getting to the pump.

As he said, after twenty minutes or so, the flexi-pipe cools and the rubber sleeve regains its correct dimensions.

It only remains for those who think they suffer from vaporisation to ask themselves, when did they last fit a new flexi-pipe?

The missing Cairn?

Whilst building up the Y&C Register archive in the early 1990s, I was particularly interested in the 'special-bodied' Model 'Y's, having bought my Kerry in 1987. When trying to trace known surviving Cairn coupés, I was already aware of, and had seen, Bob Stay's beautifully restored Cairn on the Isle of Wight and had met up with John Harrison's yellow Cairn at the Stanford Hall weekend in 1988. John lived in Barnard Castle and the car is now owned by Frank and Pauline Gowing in Sussex. However, another one I was told about in Essex has never materialised. Nothing has been seen or heard about it for at least ten years.

The Cairn coupé is probably the most attractive of the special-bodied Model 'Y's. Built by Salmons & Sons, Ltd. in Newport Pagnell, Buckinghamshire, it incorporated the smart, weatherproof, pram-ironed hood by Tickford.

Last September, we were pleased to welcome into membership Philip Raemdonck, from Zele in Belgium. Philip brought with him the beautiful Cairn which graces the front cover of this issue. This brings to three, the number of known survivors. Philip's is the earliest of the three, the rolling chassis having been built at Dagenham in December 1932 (Y6660). Not only did Philip send in the photographs of the car, but more recently, I came across photographs of the same coupé on the website www.motorbase.com. On the website, it is not carrying a number plate. In Belgium, the registration number belongs to the owner, not the car.



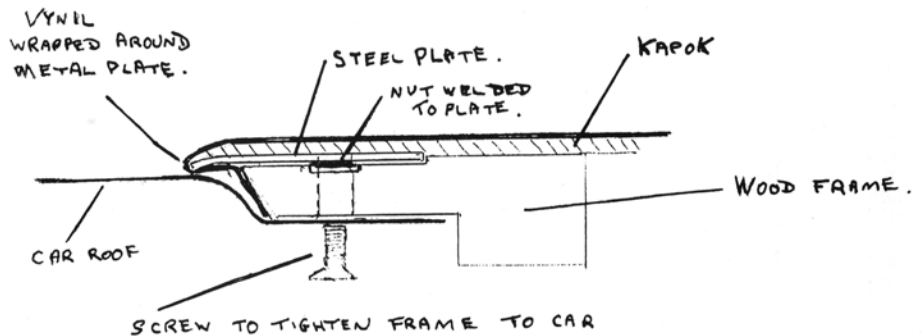
The rear view of Philip Raemdonck's Cairn showing the weather-proof Salmons Tickford hood. Note the non-standard bumper and Philip's personal number plate OCE-138."

20 years ago -

Issue 56 December/January 1988/89

This was rather a short version this time round due to John Guy, the Editor, and Siobahn moving from one district of Sheffield (Totley Rise) to another (Endcliffe). The rise in membership had continued; a further 17 joining since the last issue, of which Ivor Bryant (who was a re-joiner) and Paul Ellis are still in membership. The late and great Bert Hopkins also joined us and he is succeeded in membership to this day by his daughter, Thelma Marsh, who inherited Bert's Model 'Y's. Bert, longer serving members will recall, was an apprentice at the Ford dealer, Sarum Motors, in Salisbury and used to collect new Model 'Y's, 'C's and 'CX's from Dagenham and drive them back to Salisbury on trade plates. We ran a series of 'Tales of Bert Hopkins' in the magazine.

One interesting article told us how to renew the fixed roof on the Model 'Y'. It was written by Stuart Spencer (still a member) after he had stripped down his roof during restoration. He wrote:- "Briefly construction is as follows. There were no rubber strips or sealing compound used. Construction starts with screwing the metal frame onto the wooden frame with counter-sunk screws. After cutting the roof vinyl and kapok to size and placing the kapok over the frame, the vinyl is stretched over the frame, round the edge of the metal, which overlaps the wooden frame. And is then tacked to the bevelled edge of the wooden frame. The whole roof is then placed in the car and tightened down from the inside before the roof lining is fitted. The bolts are screwed into very small nuts welded onto the underside of the metal frame. The bolts have



One of the illustrations accompanying Stuart Spencer's article. Although this shows the nut being welded to the underside of the metal frame. A bolt-head is another option so that tightening the nut on the bolt will clamp down the wooden frame and cause a weather-proof seal with the vinyl-covered curved metal sides



Needless to say, my question is, "Is this the Cairn that I was told about in Essex in the 1980s?" I have asked Philip to ask the previous owner (OBO-103) if he knows when the car was imported from England (it is right-hand-drive) and from where, but, so far, Philip has not been able to tell me.

The newly discovered Cairn as it appears on the Motorbase website. When was this and who owned it then?

to be exactly the right length, as too long means they protrude through the metal frame and rub the kapok and vinyl; too short results in stripped thread."

I would comment that the 'metal frame' mentioned by Stuart need not be a frame but rather steel strips along each side of the frame with 90 degree curved sections at each corner.

Bob Wilkinson, as Membership Secretary, reported on a number of members' cars. Dave Tebb had transported the late Maurice Billings early Model 'Y' (Y252) to his home, had taken the body off the chassis, blasted it and welded various panels. The chassis was in pretty poor condition and needed extensive welding "to stop the daylight shining through the side-members"!

Dave Ball had bought his second Fordor Model 'Y' ex-Brighton taxi (DCD 700) to mate with his first one (DCD 701) and Ivor Bryant was threatening to restore his 1936 'CX' Fordor - not to mention a brace of Model 'Y's he also had.

Michael McShane in Dublin wrote:- "It is really difficult in Ireland to rebuild an old car because we do not have the supply of parts which you have. Consequently, it takes much longer to obtain the correct parts from the UK. Parts are frequently held up in Customs until all duties are paid." Fortunately, now we are all part of the European Union, there are now no trade barriers between the UK and Ireland.

Michael Chivers was tackling a complete restoration of DG 9147, a 1934 Tudor Model 'Y'. The car is now on the road

and owned by member, Derek Henderson in Maryport, Cumbria.

Paul Ellis's Tudor, BYC 252, which he still possesses, was on the road and credited with only one owner from 1936 to 1972, having been supplied by the Bridgewater Ford dealer, Anderson & Wall Ltd. [This is at odds with my list of dealers, which gives the Bridgewater Motor Company, Ltd. of 52 Eastover, as the Bridgewater Ford dealer in the early 1930s]. Apparently, the car has a full history, so Paul, please can you photocopy all you have and send it to me for the archive.

Paul Milne had saved his 'Y', BVP 488, from the graveyard:- "I had always promised myself that I would one day own my favourite Ford car. Following up an advert in my local car mart, I was disappointed to find myself in a queue of prospective buyers when I went to look at the tarpaulin covered car. However, since I had 'phoned first, I was lucky to have my offer considered first. The rest of the queue disappeared to my great relief! Even paying £69 to have BVP 488 transported home did not dent my enthusiasm!" BVP is now owned and listed as still being under restoration by ex-member Kieron Whiting of Banbury in Oxfordshire.

Just to show how the Club has progressed over twenty years, Brian Ramsley's 1934 Model 'Y' (Y49483) was stated to be the 10th oldest long rad known to the club. That many cars have come out of the woodwork that it is now the 57th oldest known long rad! It now belongs to ex-member Mark Baigent in Ringwood, Hampshire.

Apart from a short write-up on the club

stand at the Stoneleigh Restoration Show by Bob Wilkinson and my Chairman's Newsletter, there was the following article on the Model 'Y' 'racing car', which I have amended and up dated to reflect the results of more recent research:-

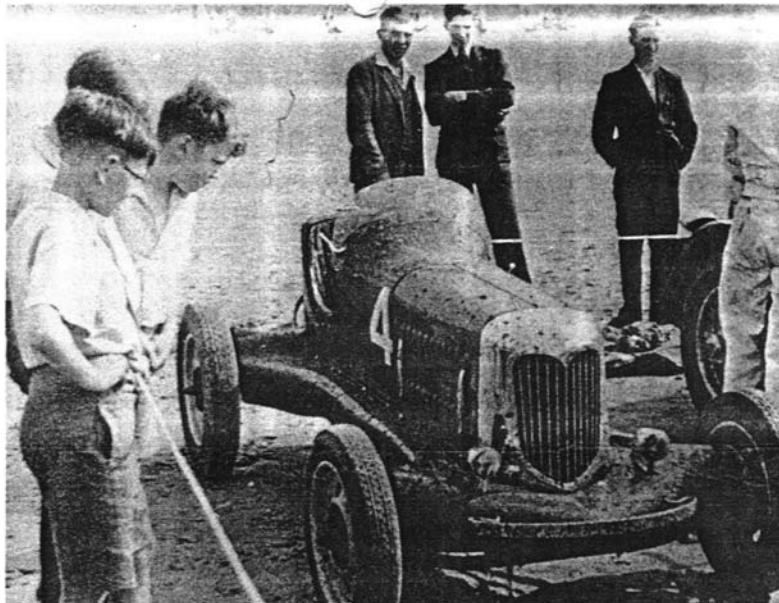
The "Model 'Y' racing cars"

Henry Armenius Miller, the designer of the Ford V8 Indianapolis cars of 1935, was also that year asked by Henry Ford to design a prototype midget racing car based on the small Ford cars (the 'Y's and 'C's) that had recently been introduced into Europe. The resultant two racing cars, which some say are a re-instatement of Harry Miller's beautiful 122 car of 1922, are thought to be the first attempt at producing a Formula Ford racing car within easy reach of the average driver's pocket. Whether any attempt to promote the cars as such was made is not recorded. Suffice it to say that in 1939 the idea was abandoned and Henry Ford presented the two "Y-type" midgets; one to his grandson, William Clay Ford, the son of Edsel, and the other to John Coté Dahlinger, the son of his secretary, Evangeline. (It was rumoured, but never substantiated, that John was the offspring of an illicit affair between Henry and Evangeline. John is certain of this, as his book 'The Secret Life of Henry Ford' proclaims). The boys were 15 years of age at the time and contemporary photographs show the boys in the cars, each with his own 'vanity' number plate; WCF 15 and JCD 15. It has been assumed that, as the cars were manufactured at Dearborn, they were partly constructed from the left-over bits from the Model 'Y' pre-production development trials vehicles.

They were certainly attractive looking cars. William Clay's was black in colour and John Coté's was a bright red, with large chromium-plated radiator grilles and tyre-hugging black cycle-type wings. Regrettably only one car remains; that which was given to John Coté Dahlinger and which now resides in the late Paul Foulkes-Halbard motor museum in Filching Manor near Polegate in Sussex. Paul died of a stroke in October 2003. The museum is now a private museum, run by his son, Carl. The story of how it got there is equally as fascinating as the museum and Paul Foulkes-Halbard himself, who had a fund of equally fascinating stories and supporting material about his amazing collection of cars. He also has on display to private parties, Sir Malcolm Campbell's speedboat 'Bluebird' in which he broke the world speed record, and the beautiful Foulkes-Halbard fifteenth century house, which is well stocked with antiques and bygonas. The house and the collection of cars and automobilia are fully written up in the January issue of the new magazine 'Old Car'. On one of the shelves in the house are the personal scrapbooks of Sir Malcolm Campbell, which were presented to Paul Foulkes-Halbard by Paul's friend Leo Villa, the chief mechanic to both Sir Malcolm and Donald Campbell in their world record breaking attempts. I was privileged to look at the relevant scrapbook for 1939, which has newspaper cuttings relating to the 'Model 'Y' racing car'.

It transpires that Sir Malcolm visited the USA in early 1939 as a Director of the Ford Motor Company (Ltd.) to accompany Bluebird, which was on display there; (presumably at the invitation of Henry Ford). In gratitude, Henry presented John Coté Dahlinger's racing car to Sir Malcolm. It would seem that William Clay, who looked like his grandfather and had inherited his zest for tinkering with engines, would roar round the Ford test track at breakneck speed, despite Edsel's attempt at governing it at 40 mph. As the photograph shows, William Clay's car had been stripped down and was in no state to be presented. Henry therefore presented John Coté's car for use by Sir Malcolm's son, Donald, who was then 17 years old. The presentation is recorded in an extract from the Belfast

Telegraph of the 13th June of that year. It was shipped to England and was displayed at Brooklands at the large Ford Gymkhana gathering on Saturday, 17th January 1939, which is fully written up in the Autocar of the 23rd June. The article refers to the 'pocket racing car'.



The little car sand racing at Ainsdale-on-Sea in Lancashire, whilst owned by Geoffrey Ginsberg

Despite its size, it could manage 90 mph with its 10 hp Model 'C' engine and 8 hp cylinder head, lightened flywheel and an all-up weight of only 1000 lbs. I am told that the torque tube and rear axle are standard Model 'Y' with a model 'C' gearbox. I notice that it is presently fitted with a re-conditioned 10 hp engine no. RC 23465P - obviously from Dagenham. The inlet manifold has 20 - 9425 stamped on it, which is the part number for the later Model 7Y of 1938. Hence the engine compartment would appear to have been

significantly modified and modernised during the car's history. Additionally, the front axle, which is original, would appear to be that of a Model B Ford. Hence the car should not really be classified as a Model 'Y' derivative.

Shortly after its arrival in UK, Sir Malcolm obtained the present registration number, LMG 613. There seems to be little evidence of Donald Campbell driving the car in earnest, probably due to the intervention of the Second World War. It was sold after the war, in 1945, to a dealer by the name of Arnold S. King in the Edgware Road and then to a Mr. Ginsberg in 1947. Ginsberg gave it to his son, Geoffrey, who obviously had a lot of enjoyment with it. The photograph shows the car, with its original skirting and front bumper, but alas not its mudwings, at a standing quarter of a mile race meeting in 1948 on the beach at Ainsdale, near Formby in Lancashire. Apart from concealing the front and rear axle A-frames, which protruded from the narrow parallel-sided chassis, the skirting also covered the steering drop arm and link rod, which ran along the UK nearside from the bulkhead to the front axle assembly (this can be seen in the photograph).



Paul Foulkes-Halbard at the wheel of the 'Model 'Y' Racer' in the 1970s. He raced it at such famous venues as the Nürburgring, Boreham and Brands Hatch

The car passed through the ownership of a speedway driver before it came into Paul Foulkes-Halbard's possession in 1973. Because of his close association with the Campbells and Leo Villa, you can imagine his delight and pride at owning this pretty little car. He has had great fun with it, cocking a snoot at those who looked down their noses at this Ford on the starting grid but later, who had to eat their words as it

beat the pants off them! He has a wonderful photograph of him driving it at Brands Hatch in a handicap race, where he is way, way out in front, zipping along.

Regrettably when he took possession of it, in addition to its cycle-type wings, the car had lost its skirting and front bumper and its radiator grille had been painted. It can be seen in its present day red livery in two of the photographs in the aforementioned 'Old Car' article on the Filching Manor Museum, where it proudly sits between a 1923 Brescia Bugatti and a 1907 Corbin I am grateful to Paul for showing me around the car and for providing us with an unusual and fascinating story for the Newsletter.



John Coté Dahlinger in his red racing car. He was known to drive it around Dearborn and drive it to school.

Sam Roberts



William Clay Ford with his stripped down and tuned black racer on the test track at Dearborn.

Parts Report

I know many of you use your cars throughout the year, even in the dark days of winter. For us softer souls, it's not easy to drag ourselves away from a nice warm fire for the delights of a cold garage.

That said, things do need doing if our cars are to be ready for the coming season, which is only weeks away. The good news is that most of our fast moving service parts are readily available and, for the time being, at last year's prices.

There are just a couple of changes to the Parts for Sale list in this issue; we have had to restock with moulded radiator hoses and increase the price to members. The significant bounce (no pun intended) in rubber prices means we have to pay more for the parts. Hopefully, we should be able to maintain the new price for the foreseeable future. You will also notice that some body lighting parts are out of stock, but we are working on this.

Steering boxes

In the last Issue of the magazine I said we were looking at options for our next phase of steering box refurbishment. For this we need your help.

Before we can decide how we provide you with the next batch of steering boxes we need to have a stock of old steering boxes. There are three reasons for this; firstly, we can assess the wear characteristics on individual parts; secondly, to recover any casings or parts that may be fit for further service and, thirdly, to have patterns should we need to manufacture new parts.

The Ford Model Y & C Register

If you have any old 'Y' or 'C'/'CX' steering boxes gathering dust in the back of your garage or shed, we would dearly like to have them. We are prepared to pay for any boxes we receive, depending on the state of the parts offered.

As with all our projects, we are seeking to provide good quality service parts for the benefit of members, so it's in your interest to have a good look round and see what you can find.

Please contact me, or Colin Rowe, if you think you have a suitable box; our telephone numbers are in the front of the magazine.

Finally, I wish you a Happy New Year and I hope to see you with your cars in 2009.

**Jim Sharpe,
Spares Officer**

The NEC Classic Car Show - 2008

Once again Geoff Salminen, aided by Geoff Dee, organised and ran a superb Y&C Register stand at the NEC. The three-day show this year was extended to 6.30 pm daily, which put an added strain on the exhibitors, but was obviously warranted by the crowds of visitors attending. It is a huge show and to take it all in, in one day, is almost impossible.

Geoff Salminen had organised a simple, attractive stand with three very representative cars; Neil Bray's black Model 'C', Graham Styche's green Fordor Model 'Y' and Terry Mortiboy's red Model 'Y' Arrow Alpine sports tourer. Geoff's hallmark range of memorabilia was watched over by his period-dressed mannequin, called Eileen (because she does!), who appeared to be about to get into the Model 'C'.

In attendance throughout, and only too keen to answer the punters' questions, were the two Geoffs and Terry Mortiboy. Attending on a daily basis was Bob Wilkinson, who also was busy spreading the gospel on next year's All Ford Rally around the Ford stands, ably assisted by the good Pat. Bob and Pat managed two days. Peter Ketchell and Jean, Mike Samuel and Kath and I managed one-day stints.

It was a pleasure to see members visiting the stand fleetingly, as they tried to take in the show; in particular, our Irish members who, with their fellow countrymen, flocked to the NEC in their droves on remarkably cheap flights across the Irish Sea. From over a larger sea we were delighted to see Bob Anderson, who put himself up in the Arden Hotel next door to the NEC and spent all three days at the show, much of it on our stand. Bob, from Illinois, having restored his fabulous Ferrari and his right-hand-drive Woody V8 Ford Model 68 promises now to crack on with the restoration of his Model 'Y', which was imported from New Zealand. Other members who signed the attendance sheet on the stand were, John Griffiths, Doug and Bessie Hickson, Brian Bedford. Paul Jennings, Ken Wilding, Roger Corti, Dominic Treacy, Tony Brasher, Richard Bingham, Tom Brett, Alan Summons and Noel Page.

Four visitors were sufficiently impressed to take up membership and we warmly welcome them on board; Jerry Bailey and Peter Duffy from Eire, Keith Mason from Doncaster and Neal Purseglove from York. They bring with them three Model 'Y's which were not known to the Register.

And so another NEC comes and goes. The show goes from strength to strength and thanks to the two Geoffs in particular, our stand does attract - possibly because it is one of the few pre-war exhibits. The dates for the 2009 show are already listed under 'Events' in this issue. With the airport and the train station next door to the exhibition halls, it is so easy to get there. I think I shall let the train take the strain next year.

Sam Roberts

Eileen watches over Geoff Salminen's 1930's memorabilia by Neil Bray's Model 'C' at the NEC.



Petrol pumps

by the late Bert Thomas, with thanks to Yvon Precieux

Any problem encountered in obtaining parts for the AC petrol pump for any of the pre-war sidevalves can be overcome by using parts from later Ford models and, as luck would have it, parts from other models from the '30s to the '60s. Component parts, particularly those in the upper chamber, are interchangeable. Some early Model 'Y' owners have no option but to follow the list below and other pre-war owners may have to forsake the type with the housing for the sediment plug. If not technical, I would stick to any of the Ford models where the only main differences are the rocker arms and the fact that post-1948 pumps have different diaphragms. The E93A-9350-E is a V8 export pump fitted with the E93A-9399 rocker arm and the 78E-9381-B link. See list. These pumps are still around. (if you can locate the two E93A referenced parts you can adapt the V8 pump)

The original pump Y-9350 was made obsolete in May 1933 and replaced by YE-9350. (see list) The latter pump's upper body has the petrol outlet union repositioned so that it is facing outwards*. This keeps the pump to carburettor copper pipe away from the exhaust manifold and helps prevent vaporisation.

Petrol pumps - all 8hp and 10hp engines pre-100E

YE 9350 Pump 1932 - 1937

YE-9376-A	Rocker arm	AC No: 856815
YE-9390	Diaphragm, detachable type	
Y-9374	Gasket pump to cylinder (0.0312" thick)	
88717	Stud, pump to cylinder (0.3125-24 x 0.3125-18 x 1.1875" long)	
Kits: E37-Z-1; AC-1524097; ES-2905		

CE-9350 Pump 1934 - 1939

YE-9376-A	Rocker Arm	AC No: 856815
YE-9390	Diaphragm, detachable type	
Y-9374	Gasket pump to cylinder (as above)	
88717	Stud, pump to cylinder (as above)	
Kits: E37-Z-1; AC-1524097; ES-2905		

ARP-9350 Pump, hand priming 1939 - 1945

YE-9376-A	Rocker Arm	AC No: 856815
YE-9390	Diaphragm, detachable type	
Y-9374	Gasket, pump to cylinder (as above)	
88717	Stud, pump to cylinder (as above)	
Kits: E37-Z-1; AC-1524097; ES-2905		

E04A-9350 Pump, hand priming 1941 to end

YE-9376-A	Rocker Arm	AC No: 856815
YE-9390	Diaphragm, detachable type (1937 - 1948)	
E04A-9398-B	Diaphragm & pullrod assembly, fixed type (1948 to end)	
Y-9374	Gasket, pump to cylinder (as above)	
88717	Stud, pump to cylinder (as above)	
Kits: E37-z-1; AC-15246327; BD3; ES-2903		

E93A-9350-E Pump, hand priming 1939 to end

(Export pump fitted when requested)

E93A-9399	Rocker Arm	
E93A-9398	Diaphragm & pullrod assembly, fixed type (1945 to end)	
E93A-9374	Gasket	
88717	Stud, pump to cylinder (as above)	
Kits: E36-Z-1; AC-1524507; BD2: ES-2902		

100E Engine

100E-9350-A Pump, 1953 to 1955

This first 100E pump was virtually the same as the previous 8 & 10 pumps and could be fitted to the 8s and 10s. Its Ford kit was the same,

i.e. E37-Z-1.

YE-9376-A	Rocker Arm, contact face 0.750" long
E04A-9398-B	Diaphragm & pullrod assembly, fixed type
Y-9374	Gasket, pump to cylinder (as above)
88717	Stud, pump to cylinder (as above)

Kits: E-37-1; AC-7952098; BD4; ES-2906

100E-9350-B Pump Oct 1955 to end

This second 100E pump is similar to 100E-9350-A, except that it has a longer rocker arm, with a longer contact face (1.375") and a thicker gasket to cylinder, 100E-9374, approximately 1/4" thick.

Note: the lower pump body has no holes drilled either side to hold the pin for the longer rocker arm. Instead, the pin is inserted inside to mount on side lugs cast on either side of the lower pump body, held in place by two metal retainers instead of clips.

As the 100E-6250 camshaft replaced the E93A-6250 camshaft, which in turn replaced the earlier geared camshaft, this second 100E pump can be used on earlier engines with the thicker gasket. This may also help to cool the pump and reduce vaporisation, which is why it was altered on the 100E. the longer studs from the pump to cylinder will have to be used.

100E-9350-B

100E-9376	Rocker Arm, Contact face 1.375" long	AC No: 1524165
E04A-9398-B	Diaphragm & pullrod assembly fixed type	
100E-9374	Gasket, pump to cylinder (1/4" thick)	
88386	Stud, pump to cylinder (0.3125-24 x 0.3125-18 x 1.4375" long)	

Note: The E93A-9350D/E pump, fitted as an export pump, is the 1937-52 V8 pump, part no: 78E-9350B, fitted with a different rocker arm, part no: E93A-9399.

* Editor observation:- The Ford Model "Y" Bulletin, Vol.2, No.4 of May 1933 illustrates the two body types on page 28. However, please note that in the diagram (Fig.29.) the Original Type and YE-9354 are the wrong way round.

Ford Works Visits

– Guides' Talks

Amongst a heap of documents given to the archive by Jim Miles, I found two pages only (79 and 81) of the small booklet, **Guides' Talk - Ford Works Visits**. As he shows his visitors round the Dagenham plant, the guide is prompted by the booklet as follows:-

In the 1930s, over 60,000 visitors a year toured the plant. Here, Rowland Smith, the Production Manager (centre), accompanies a VIP tour conducted by a factory guide in peaked cap and white dustcoat."

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At the beginning of the Final Assembly Line:

We are now at the point on which every activity in the factory converges – the final assembly line.

At the other end of this conveyor you will see Ford vehicles being driven off under their own power. The frames are placed on the conveyor here, and sub-assemblies, such as the

engine, rear axles, etc., with parts such as wings and wheels, join the line at various points and are fitted into position.

You will see further down the line that we have two main assembly conveyors in use. This line as you see disappears into the distance (points). It deals with the Ford V-8, is 850 feet in length, and one of the longest, if not actually the longest, in this country. The De Luxe and Popular Ford assembly line is 840 feet long, and runs parallel but starts further up.

(Elaborate as you go.)

When "Y" Assembly Line is reached:

Here you see both assembly lines in operation.

This conveyor is moving at 11 feet per minute. The other, the De Luxe and Popular Ford assembly line, has a speed of 10 feet per minute.

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As you are no doubt aware, this method of assembly on moving conveyors is now in use in practically every industry. It has done more than almost any thing else to reduce the costs of production, by eliminating waste of time and effort, and was, of course, first put into operation in Ford factories.

(Elaborate as you go.)

At the end of Main Assembly Line:

After being filled with oil and water, and with petrol put into the tank, the engine is



started, and, thanks again to tests already carried out, is rarely found to need more than detail adjustments.

All cars, however, have to pass a further close scrutiny before they are finally passed OK.

At the entrance are the representatives of Ford Dealers, waiting to collect the cars for delivery to purchasers, while those intended for shipment overseas are lined up here (indicates) to await transfer to the jetty.

This ends the actual tour, but I shall conduct you back to the Reception Hall where tea awaits you (do not add this if tea is not supplied as in the case of school-boys). **On the way back I shall be glad to answer any questions.**

It is a great pity that we do not have page 80, at least, which takes the visitors down the Model 'Y' and 'C' production line. Ideally, a copy of the complete booklet would give us an excellent insight into the works as a whole. Does anyone have a copy?

Events 2009

7 - 8 February	30 th Footman James Bristol Classic Car Show - Shepton Mallett (see below)	Ivor Bryant 01454 411028
22 February	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
26 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
	Also National Drive-it Day	
16 - 24 May	Northumberland Walkabout (see below)	Graham Miles 07889 844949
24 - 29 May	12 th Ford 8 & 10 hp National Rally Queensland, Australia	Contact Sam Roberts if interested 01264 365662
7 June	Lancashire Rotary Clubs' sponsored 'Two Towns Rally'	Bruce Allan 01995 601041
7 - 13 June	Y&C tour of Ypres Salient, Belgium (see below)	Sam Roberts 01264 365662
5 July Change of date	7 th Annual Classic Car Show (IMI) Fanshaws, Essex.	John Morrish 01279 435826
25/26 July	Old Ford Rally (<u>see below</u>) Gaydon Heritage Centre	Bob Wilkinson 01832 734463
23 August	Powerscourt Picnic Run and Rally Co. Dublin, Eire	John Fitzgerald 00 353 1 295 4299
1 November	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
13 - 15 Nov	International Classic Car show NEC, Birmingham	Geoff Salminen 0121 427 2189

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.

The Ford Model Y & C Register

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 (Ieper in Flemish).

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

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

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

Footman James 30th Bristol Classic Car Show 7th/ 8th February 2009

The Royal Bath and West Showground

Pride of place will be the first unveiling of the original Volvo P1800, the actual car driven by Roger Moore in hit series 'The Saint'. Many major marques will be celebrating landmarks. In its 100th year, Morgan will display a car from each of the last 10 decades. Marcos and Daimler Dart will celebrate their 50th anniversaries with special displays, along with the Ford Capri, which enjoys its 40th anniversary. The Imp Club is also planning a special feature.

In total, the event will feature around 200 vehicles from 70 clubs, while the trade and autojumble section features 250 stalls selling new and second-hand parts, tools, books and memorabilia and will also feature a wealth of demonstrations, covering everything from basic maintenance to technical restoration methods.

Organisers say that, for the first time, they will also offer classic car owners preferential parking. Tickets are priced at £9 on the day, but there is a £3 discount on tickets for our members. Use the promotional code 'CLUB9' when purchasing tickets online at www.bccsl.co.uk or by phone, on 0117 907 1000.

The Northumberland Walkabout - 16th to 23rd May 2009

On May 16th, Graham and Margaret Miles and John and Carol Argent are heading north to Northumberland in their Model 'Y's for an 8 day trip and are inviting members to join them, either for the whole trip or for parts of it. Hopefully our northern and Scottish members will be particularly interested.

The outline programme sees them leaving the South Mimms Service Station on the M25 (Junc.23) on Saturday, 16th May and heading for an afternoon tour and a night stop in Lincoln. Day 2 sees them in Beverley, via the Humber Bridge, then via the North Yorkshire Moors to Scotch Corner for a second night's stop.

On day 3 they will travel via Barnard Castle to Alston, where they will spend two nights, allowing visits to the 'The Northern Pennines National Park'. Then on to Bellingham, via Hadrian's Wall, for another two nights stop-over to visit 'The Northumberland National Park'.

On Friday, 22nd May, they will head for Holy Island, via Bamburgh Castle, for the final night's stay before returning home.

For information on hotels and specific planned timings, please contact either John Argent (see Regalia Officer details) or Graham Miles (see contact details in events listing).

International correspondence

The Model 'C' v. the Eifel engine

Michael Diechmann, in Denmark, who owns a Copenhagen-assembled Eifel cabrio-limousine, questioned the reasoning behind the smaller stated cubic capacity of the Cologne manufactured Eifel at 1165cc, compared to the 1172cc of the Dagenham engine (although some European literature quotes 1157cc for the Eifel). Both have the same bore at 2.5 inches = 6.35cm. However, the German engine, which was re-engineered by the Danish born, but American naturalised engineer, V.J. Tallberg, had a heavier crankshaft and hence a greater diameter big end. The stroke on the German engine was 9.2 cm compared to 9.25cm on the English engine. Mathematicians amongst you will see that the extra 0.05cm accounts for the difference.

Spain

Luis Cascante reports:- "This afternoon Mr. Dionisio Vallejo has phoned me. He is a member of the family who owns Cobo SA, the former Ford agency in Barcelona. They are still in the trade, although selling Hyundai cars. If you remember, issues 138 and 160 of the magazine showed a picture of a Spanish hybrid Modelo 10 1936 cabrio-limousine in front of that agency. The car was owned by Mr. Cobo.

Dionisio says that the man at the wheel was Dionisio's father, perhaps a son-in-law of Mr. Cobo. He is interested in the photograph, which appeared in an article I wrote for **Infoclassic the Classic Motor Club del Bages** quarterly magazine. Dionisio has promised to let me see many old pictures and documents they still have in the agency. After I meet him, I will report to you about that archive, especially the Model 'Y' and 'C' cars. Obviously I immediately sent him the picture by e-mail."

U.S.A.

George W. Pearce sent in a photograph of his July 1933 short rad at the last big show of the season at Los Alamos in California on 26 September. George's car is always a show-stopper.



George Pearce's granddaughter keeps tabs on his lovely 1933 short rad at the Los Alamos car show in September. Note the V8 and Model 'Y' pistons laid out side-by-side in front of the car.



The differences between the Eifel Gläser roadster and the Dagenham-built Model 'C' tourer are particularly obvious in this photograph.

Germany

Gläser bodied Eifel roadster

The photographs show a 1936 Eifel roadster which, it states, was bodied by Gläser, the coachbuilder based in Dresden. The differences between this and the Dagenham-bodied Model 'C' tourer are quite pronounced. The Gläser variant is only a two-seater, which allows for an attractive beetle-back with the spare wheel carried on top of it. The doors are straight-topped and have door handles. There are only four horizontal louvres on the bonnet sides, compared with five on the Model 'C'. An attractive chrome strip runs from the front of the bonnet to the top of the rear wheel-arch. There appears to be built-in traffic indicators in front of the doors and it has the standard smooth front bumper found on Ford of Germany 'Y's and 'C's. All in all, a very attractive car. Looking at the driver and the passenger, the car would seem to be much lower than the Dagenham equivalent, but perhaps Bob Wilkie, as a proud 'CX' tourer owner, can give his opinion on that.

I asked my Germany-based daughter to translate the caption under the Internet photographs:- "It was a long time before the Ford Motor Company recognised the need for a small cubic capacity car. It was not until 1932 that the small car 'Ford Y' was brought onto the British market. The Cologne Ford manufacturer introduced the 'Ford Köln' in 1933. At the end of 1933 the 'Ford Eifel', with a 1.2 litre engine, arrived on the market. The photographs show the 'Ford Eifel Gläser-Cabrio' with an excellent special bodywork produced by the Dresden company."



A frontal view of the Eifel Gläser roadster. Although the German caption to the original photograph states that it is a 'Gläser-cabrio', the doors do not seem to have sliding windows incorporated.

Australia

Member, Jenny Bone, reports, "We have been out and about with my Model 'Y', 'Blue'. She has been running much better recently and I have attached some photos for you. In August we took her to Parramatta to the 'All British Day' at Kings School. It was a great day out and she managed the journey very well (no hills until the run from Richmond to the mountains on the way home). There were over a thousand British cars on show, but we were the only ones from the Blue Mountains club, so we joined up with the Anglia-Prefect group. The following week we went down to Eastern Creek Raceway to the Shannons Historical Car show and this was very well attended. Must have been over 1500 cars. This year I drove 'Blue' around the track

Last week we took a run out to a little town called Portland which is between Lithgow and Bathurst. The Blue Mountains club joined up with the Lithgow club and this made it a good day out. The local Hotel opened up especially for us and laid on a really good lunch. Apparently Portland supplied all the cement to build the Warragamba dam (Sydney's main water supply) and it was all delivered in 1cwt sacks loaded by hand on Foden lorries. Of course the cement works closed long ago and Portland is a very quiet little town now. One car from each club was selected for the group photo and 'Blue' was one of them.

We're off out tomorrow with the Derek's Marmon to Baulkham Hills to a classic car show which was cancelled back in September due to rain, but to be honest, I think it may happen again. It rained early this morning and we have just had a nasty hail storm and it's only 10 degrees at the moment. Last week it was up to 38degrees, funny old country eh!!"

The group photograph at Portland. Jenny Bone is second in from 'Blue'; her Model 'Y', which was selected as the representative from the Blue Mountains club. The 1936 Chevrolet Master, presumably represented the Lithgow club.



NEWS OF NEW MEMBERS

Prepared by Christine Baldock - 28 December 2008

As you will no doubt have read in the previous issue, I have stepped back into the Membership Officer "driving seat" on a temporary basis, taking over from Godfrey Dingley-Jones until a new person is appointed at the AG M in April 2009. My thanks to Godfrey for his hand-over!

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register the following 10 new members and 3 re-joining members. Four of the new members joined at the NEC in Birmingham back in November.

Jerry Bailey	B1937	Suncroft, Co. Kildare
John Brady	B1901	Enfield, Co. Meath
Cathal Costello	C1905	Ashbourne, Co. Meath
Alan Davey	D0229	Bristol, Somerset
Peter Duffy	D1918	Naas, Co. Kildare
Rafael Duque	O-D102	Canary Islands, Spain
Patrick Killeen	K1912	Tubbercurry, Co. Sligo
Paul Knight	K0221	Plymouth, Devon
Keith Mason	M1534	Warmsworth, Doncaster
John Metcalf	M1523	Killamarsh, Sheffield
Raymond Neave	N1304	Norwich, Norfolk
Neal Purseglove	P1627	Harome, York
Roger Widmer	O-W102	Luzern, Switzerland

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

Jerry Bailey from Suncroft, Co. Kildare joined at the NEC. He has a 1936 "Y" 2 door with the registration IO 4250. Jerry is still restoring his "Y" and hopes to complete it in 2009. We hope all goes well and that the club can be of assistance to him.

John Brady from Enfield, Co. Meath is one of our re-joining members. His car is a 1936 "Y" 2 door with the registration number ZA 7714. Jerry

has not yet managed to identify the chassis and Briggs' body numbers and hopes to embark on a full restoration. Welcome back.

Cathal Costello another new member who lives in Ashbourne, Co. Meath has also started restoring his "Y". We are still confirming Cathal's car's other details.

Alan Davey joins us from Bristol with his long rad "Y" saloon, CBY 920, which has chassis number Y171399. Alan is busy restoring his "Y" which was registered on 27 February 1937.

Peter Duffy from Naas, Co. Kildare, was another new member who visited the club stand at the NEC and decided to join. Please let us know your car's details Peter and we will add them to the register of known surviving vehicles.

Rafael Duque from the Canary islands has decided to re-join the club. His "Y" has chassis number Y6063, is left hand drive and under restoration. Welcome back and the best of luck with the registration.

Patrick Killeen was as member some time ago and is still restoring ZA 3799, a red long rad "Y" with chassis number Y101126. He sounds as though he will be pretty busy where he lives in Tubbercurry,

The Ford Model Y & C Register

Co. Sligo as he tells me that the car needs its engine, all mechanics, bodywork and interior attending to.

Paul Knight from Plymouth, has possibly saved his car, a 1937 "Y" red 2 door saloon registration number DTT 137, from becoming a heritage stock car. Its chassis number is Y192884 and Briggs body number 165/70847. He too will be embarking on a full restoration.

Keith Mason from Warmsworth, near Doncaster, is progressing with the restoration of his 1934 4 door "Y". It is blue with black wings and has registration AWE 120 with chassis number Y86345. Keith was another new member who visited the Club's NEC stand.

John Metcalf up in Killamarsh, Sheffield has "everything" to restore on his 1936 "Y" saloon which now bears the registration 113 UXJ. The chassis number is Y140748 and it has Briggs body number 165/40977. Thank you for joining the Club and the best of luck with the registration John.

Raymond Neave has a pigeon pair of a "Y" and a "CX" saloon. His "CX" saloon, EMK 803, used to belong to ex-member Robert Donovan down in my stamping ground of Kent. It is grey, with chassis number C51913 and on the road. Raymond's black 1936 "Y" is also on the road. The registration is PV 3115 and chassis number Y118856. We hope you enjoy driving around the roads up in Norfolk Raymond!

Neal Purseglove is now the proud owner of Y112499, a 1935 "Y" which he plans to fully restore. Neal from Harome in York was another of our NEC joiners. Our people manning the Club stand must have had a busy time!

Roger Widmer from Luzern, Switzerland is a new member with a left hand drive 1935 "C" model, chassis number C8924. It is red with 2 doors and he hopes to put it on the road in 2009.

Hopefully 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.

Christine Baldock,
Membership Officer (Temporary)

The Ford Model Y & C Register

Northern Sidelights

Bearing in mind Bob Wilkinson's oft-made exhortations to use our old cars during winter, it was decided to give CNN a run out on the day after Boxing Day. The opportunity arose when the Aire Valley Vintage Machinery Club hastily organised a "crank up" at Ingrow Station on the famous Keighley-Worth Valley Railway, as compensation for another meeting, elsewhere, which had been cancelled.

CNN willingly came out of her hibernation, started first time and, despite needing a lot of choke, gave good account of herself on the run there. Scarves and gloves were very much the order of the day - it gets mighty cold "oop north" this time of the year!! One forgets the delights of non-heated motor-ing!

Several intrepids had brought their stationary engines, there was a Maudslay Mogul lorry and a handful of motor cycles and, of course, steam trains. A free tour of the excellent Museum of Rail Travel, including special admittance to the workshop area to observe the on-going restoration of a couple of



"The neat instruments of Raymond Neave's December 1935 Model Y. Note the red line denoting the 30 m.p.h. point on the speedometer. I don't think this was normal on Model Y's, but am open to correction."

railway carriages, was an added bonus. Most of the work is done by volunteers and your scribe almost put his name down for a "working weekend" as if he hadn't enough on with two old cars!

A superb run home made this a very enjoyable and quite unique mid-winter rally. My best wishes for 2009.

Barry Diggle
Region 16

Barry Diggle's CNN train-spotting over Christmas.



Paul Mullan from Ballymoney's, 1937 Ford Model 'Y' Special 'Falcon'.

There won't be many of us vacating this life, and leaving behind something which we created with our own hands, that will give pleasure to those generations who follow us, but, that is exactly what my late father, Brian Mullan, of Vow Road in the small County Antrim town of Ballymoney, Northern Ireland, has achieved...

My father Brian, sadly passed away suddenly on 4th September 2007, aged 67, but not without leaving his legacy for classic car enthusiasts, and those who appreciate the dying specialist car building trades, to have as a reminder of what a talented, skilful and dedicated man he was...

A mechanic and engineer all his life, my father loved nothing more, than to be in his garage, working at, or designing something to do with motor vehicles. In his lifetime, he restored quite a few classics to their former glory... the most extensive of which were a Mk II Jaguar 3.2, which was completely stripped and refurbished, and a Mk I Cooper S, which he had rebuilt completely from a new mini shell, which he had converted back to Mk I spec (a real task...)

The car which I am showcasing today however, is his beautifully created **1937 Ford Model 'Y' Special, 'Falcon'**. Those of you who know your onions, will of course see, that the car is not what is commonly known as the Ford Falcon, as that was a fibreglass hardtop... however, that was what my father originally started with; although very dilapidated.

The chassis of the Model 'Y', was in excellent condition. However, since my dad intended to build the coachwork himself, he decided to lengthen and widen the chassis, using sections from a similar one he had acquired. He also used these to strengthen the chassis, as the vehicle was going to be an open top.

The engine was complete with Aquaplane head, and 1 1/4" SU carbs. This was completely stripped, rebuilt, painted, and carbs, etc. polished up. The gearbox was stripped, checked over and rebuilt. The driveshaft and housing had to be lengthened due to the chassis alteration, and all axles, suspension, etc., were stripped, rebuilt, and of course, all the components were shot blasted and painted.

When the rolling chassis was completed, my dad set about designing the body for the car. Years ago, he and his brother Charlie, owned a Riley MPH, which he always talked about, and the design was loosely based on it. The framework for the body was made from steel, but all the panels, including floor panels, are aluminium, which he hand-shaped and made himself. Even the air vents on the side engine panels were cut and shaped by hand, not pressed out like most are today. The doors were 'suicide doors', opening from the front, and both sides of the bonnet hood are hinged from the centre of the car - brass hinges used.

The bulkhead too is heavy aluminium sheeting, bent to form the necessary shape, and the floor is designed to flow any rain water which enters the car, out the centre where the drive-shaft housing exit's the interior. The car was intended to be usable in all weathers. Mud-guards were formed, by purchasing steel trailer guards, splitting and narrowing them, making them the correct length, and then miggging a steel formed rod, down the centre of each, to form the rib (for cosmetic and strengthening reasons). The front guards are mounted to the wheel hubs and thus turn with the wheels.

The compartment behind the seating area, houses the fuel tank, and allows for dry storage of any tools, etc. Originally my father had a side exiting exhaust fitted, but it was too fumey on slow journeys, so he made on to exit at the rear.

He had a few modifications done to suit himself, as he had a very bad back, and hip. The suicide doors made for awkward entering and exiting the car, so he came up with the idea of a removable steering wheel. After acquiring a suitable boss, that was that problem solved. Another problem was due to the car being too narrow, such that when he was carrying a

passenger, the gear stick was difficult to manoeuvre. So he designed his own column change, which takes a bit of getting used to. Also, since the car was taken on substantial journeys, he fitted a 'hand throttle', so as he could rest his hip. And so, in his '37 open top, he had cruise control (hand throttle), column change, and one of the best immobilisers - a removable steering wheel.

I think, from memory, he acquired the car around the year 2000 and finished it in 2002, two days before the 'around Ireland Run', planned by the Ford Y&C Model Register (Convoy 2002). The car completed over 1100 miles in ten days, and never missed a beat - such was the intensity of my dad's preparation. He has attended quite a lot of runs with

the Y&C Register in Wales and on the Isle of Man, helping raise funds for Cancer, Leukaemia Research and countless other charities.

His last run out in the 'Falcon' was August 2007, three weeks before his passing, when I drove him, in the car, to the Powerscourt Picnic Run 2007, in Dublin. It took us four hours to drive down in the pouring rain, but I'm so thankful that I had the opportunity to have that special time with him. (I miss him so much). We had a great time that weekend,

and he was so pleased to meet up with his friends from the Y&C Register, John Fitzgerald and Sam Roberts. I was invited back to Powerscourt this year, 2008, where I was delighted to be presented with John Fitzgerald's father's perpetual trophy, in memory of my dad... it was an emotional time for me. I have acquired a few trophies so far this season, but I cannot take the credit for them, as all I'm doing is taking the car there. All credit should be going to my dad, Brian, god bless him.

The car will never leave my family in my day and hopefully for a long time after that. I intend to show it as much as possible and get my dad the recognition he rightfully deserves for having the skill and ability to build this unique wee treasure and put a smile on peoples faces, even when he's gone.

I really appreciate the opportunity to tell you all about 'The Falcon' and hope you found it interesting. You can read more about my dad Brian Mullan, at a website I set up in his memory... www.bmccvni.com The Brian Mullan Classic Vehicle Club (N.I)



Paul Mullan's Model 'Y' based Ford Falcon at the Powerscourt rally in 2008. This photograph shows only some of the expertise put into its creation by Paul's father, the late Brian Mullan, who many of us remember with fondness.

Keeping track of 'CX's Down Under

by Bill Ballard

When I signed off in Issue 162 two years ago, three of the 44 Model 'CX's that we were aware of in Australia were on the market – the sedans (Fordors) belonging to Wally Martin; Greg Rice and Garry Yule. In the meantime, Garry has withdrawn his car and has decided to keep it and give it a make-over (more about this later). The remaining pair are still on the market and were temporarily joined by three more sedans – those belonging to Jim Oliver (20B-S1739), Keith Pratt (20B-S528) and Steve Hardy (20B-S2077) - which have been sold to Jim St. John; Dennis Brooks and someone in the Western Suburbs of Melbourne respectively. Dennis's car is in need of a full restoration. The green car that belonged to Steve was recently spotted on a car club run in the west of Melbourne so is obviously roadworthy. Jim St John's car was obtained as an abandoned restoration project and he has striven to finish it off (more about this later). As I write this, Wayne Brown has just put his unique, Australian-assembled "tourer-cum-phaeton" on the market (I call it this, because some people, who will remain nameless, insist on calling it a "phaeton", because it has a body number "20B-P2", the "P" standing for "Phaeton", but I believe it is a normal "sports tourer" with a few minor modifications, like exterior door handles and a "C"-style dashboard!).

Whilst no more 'CX's have come on to the scene in the past two years, we have, unfortunately, lost two of them – both sedans. One of these (20B-S1221) was owned by Giulio Tagliaferri in Western Australia (who still owns a very nice, roadworthy, dark blue and black sedan, 20B-S1287) and was basically a "parts car". Giulio, sadly, has been affected by heart problems and was undergoing surgery in 2005 when he caught the dreaded hospital bug, known here as "golden staff". He was given only a matter of days to live, and thus instructed his son to dispose of his property in Casuarina, near Perth, which included this "wreck". There were no takers for it, and it is believed to have

gone to the crusher (along with a pair of Model 'C' "parts cars"). In the meantime, I'm pleased to say that Giulio has made a miraculous recovery and, from all accounts, is getting back into circulation again. He has recently taken his blue and black 'CX' sedan on club runs in the Perth area. The second sedan to have been lost, a dark blue example owned by Barry Cooper in Western Australia, disappeared for a while and then, sadly, re-appeared more recently painted cream and hot-rodged, with a much more powerful engine under the bonnet.

So if we exclude the four that have been hot-rodged, I am now aware of 42 'CX's in Australia (25 sedans; 7 coupes; 6 roadsters; 2 roadster, straight-sided utilities; 1

Queensland and Western Australia.

And mention of John Rimon; he is a very patient man. Most people would have thrown the towel in with "Percy", his dark blue 1936 sedan, which has had persistent engine, gearbox and back axle problems, and sold the car by now, but not John! He has been determined to cure all "his" ills, and recent months has had the engine out again (that must be the third time since he bought the car!) and tightened everything up and quietened it down; and resolved the problems with the gearbox and back axle. He now considers "him" good enough to take on a marathon trip of over 2,000kms from Hobart to Adelaide (via Melbourne) to participate in the 'Bay to Birdwood Run' in September 2008. Well done and good luck with the run, John!

Of the 35 currently off the road, only four are known to be actively under restoration, with three of them likely to be back on the road by the end of 2008. There is Garry Yule's black 1936 'CX' sedan, mentioned earlier. Perhaps it was his brother Alan's desire to buy it that persuaded him to keep it! Whatever the reason, Garry has decided to "bite the bullet" and give it a "make-over". This was intended to rectify all the things he was not happy with. He began by treating all the areas that were bubbling

up on the exterior paintwork and giving it a partial respray. This was completed around Easter 2008, before the cold weather set in. He is now contemplating having the front seats re-upholstered to make them more comfortable, and is debating whether to respray the dashboard and window surrounds in body colour (black) or have them professionally wood-grained again (the present wood-graining looks very amateurish). He has recently bought some new headlamp rims from the Y&C Register. Another job he has yet to resolve is the braking system. He is hoping to have it back on the road soon.

Then we have "Ruby", Jim St John's 1936



The very patient John Rimon works on Percy's engine in Bridgewater, Tasmania.

roadster, well-sided utility and one phaeton-cum-tourer), but only 7 have been seen on the road since my last update. Three of those (the coupes belonging to Rick Bushell and Keith Pratt, and my roadster) appeared at the National Sidevalve Rally at Cootamundra, New South Wales in April 2007. A full report of this event and pictures of these cars appeared in Issue 167. Apart from the former Steve Hardy sedan in Victoria (mentioned earlier), the other three (John Rimon's sedan, "Percy"; Barry Seng's white coupe, which he refers to reverently as "The Old Girl", and Denis Johnson's red and black coupe) have been beating a lonely trail in their respective states of Tasmania,

sedan (so-called because "she" is a lovely shade of port wine red), also mentioned earlier. Jim bought his car as a partially-completed restoration project – all he had to do was finish it! Sounds easy, doesn't it? I think Jim might disagree with you, as it has taken him over a year to accomplish. He has had to have it rewired; reglazed (obtaining and installing the correct-type mechanism for the front side windows, enabling them to function correctly, was a real test of his patience!) and the seats reupholstered – all work that required help from third parties, and you know how they can delay things! He is currently waiting for an upholsterer to finish installing the headlining, and when that is done, he can reinstate the rear window. The car will then be ready to hit the road for the first time in over 20 years.



Garry Yule's Sedan having had a partial respray earlier in the year.

The third vehicle likely to be finished soon is "Stuey", David Moran's 1936 roadster, well-sided utility (20B-28LD). David has been throwing heaps of cash at his 'ute' project, with the intention of finishing it this year so that he can have it tried and tested before taking it to the National Rally in Queensland in May 2009. Over the past two years, the steel bodywork has been finished and resprayed in British racing green with the mudguards done in black; a new windscreen has been made and fitted; the rear tray has been made in jarrah (hardwood); the dashboard has been wood-grained; the front bumper has been acquired, repaired and re-chromed; the bench-type front seat has been reupholstered in a dark green material to match the exterior paintwork; the headlamp reflectors have been re-silvered and new lenses, Magniflex bars and headlamp rims purchased from the Y&C Register and a new wiring loom has been installed. He has also had two new sets of hood bows made (one of them destined for my 'ute') and powder-coated black. Unfortunately, his restoration programme went a bit haywire and some of the things he should have had done earlier – like having the dashboard instruments refurbished and various bits of trim repaired and rechromed – have held the job up. Two things were to be particularly tricky and expensive to resolve – new side light bases and new choke



Jim St. John's 'CX' Fordor sedan coming together in Bairnsdale, Victoria

and starter cables. The former cost over \$100 (£50) each to have remanufactured and for the latter, we had to use the knobs from a "1932 Ford Model B 4-cylinder car" (part numbers B-9703 and B-11500), which were obtained from the U.S.A. via a local supplier, and have them mounted onto the ends of the bits retrieved from the old cables, onto which a specialist supplier grafted new inner cables and outer sheathes. At the time of writing, the electrical system had to be finished before "Stuey" was taken to the trimmers to have the new side panels trimmed, and a new carpet and hood made. "He" will then be ready to hit the road for the first time in probably over thirty years.

The fourth vehicle actively under restoration (or should it be "under construction"?) is my replica 1937 roadster, straight-sided utility, upon which I've made slow but steady progress. I took delivery of the donor car (20B-S2068, the acquisition of which started the whole project back in early 2005) from David Moran in March 2007 and passed it on to my panel beater, Wayne Robertson, another 'Australian Y & C Syndicate' member, who lives some 50kms away from my home in Boronia. Since then it has been a case of "two halves", with Wayne working on the chassis and bodywork and me working on everything else!

Wayne wasted no time in cutting the donor car down to a chassis/scuttle. Since then he has had the chassis and bulkhead shotblasted; then he has repaired, boxed-in and sprayed it in primer. He has modified the scuttle (to accept the original, cast bronze, windscreen stanchions), repaired it and primed it; repaired the front mudguards, deflector plate and bonnet; cut the former front doors down to size, separated the inner and outer skins, de-rusted and repaired them and, probably by the time you read this, welded them back together again, hung them and checked the gaps round them. His next job was to assemble the front panels and check the gaps before proceeding to make the rear tray, which will be the only part of the bodywork that we have had to make from scratch, with only photographs of the prototype to go from. I recently acquired a pair of rear mudguards from an A493A Prefect coupe utility, which Wayne is going to modify to fit my ute.

In the meantime, things have not been idle in my shed over the past two years! I have acquired a suitable bench-type front seat (which was found near Brisbane, Queensland and had to be transported some 1,700 kms to reach me!) and had it reupholstered in red vinyl (with sufficient material left over to do the rest of the interior of the cabin). I've had the steering column overhauled; a gearbox and a radiator of the correct type sourced and refurbished; the dashboard powder-coated and its instruments sourced, refurbished and fitted. I acquired a spare rear axle from Syndicate member Richard Flashman and with tremendous help from another member, John Rimon, have stripped it down and had the bare axle

The Ford Model Y & C Register

shell sandblasted and primed. The next stage is to examine the differential gears, etc. The rear spring had two broken leaves, and John arranged for someone he knew back home in Tasmania to make me some new ones, which have "double curvature" (not many spring makers these days can replicate such leaves, hence the reason I had to send the broken leaves to Tasmania to have them replicated!). At the time of writing the refurbished/remanufactured leaves are waiting to be reinstated with new shackle pins and bushes on the axle (after the latter has been refurbished, where necessary). A lot of the hard-to-find, smaller parts have also been acquired and refurbished. And finally, there have been the parts that I've had made in conjunction with other Syndicate members' projects, like the side (park) light bases (also made for David's ute and Tim Grant's Model 'C' roadster); the steel hood bows (identical to those on David's ute) and the starter and choke knobs and cables. This project is a lot further advanced than it looks in my picture – as the pile of bits strewn around my shed (and house!) and Wayne's shed will testify! However, it will not be finished for another couple of years yet, I estimate.



David Moran's well-type roadster 'ute', 'Stuey', well on the way to completion.

In conclusion, I have to say how glad I am that so many Model "CX's" have survived "Down Under" and are being cared for, for future generations to enjoy, because they undoubtedly draw a lot of attention at any shows we attend with them. Australian car enthusiasts tend to refer to them as "Baby 1935s" (comparing them with the "CX"'s big brother, the 1935 Ford V8).



The donor car for Bill Ballard's straight-sided roadster 'ute' project, as bought in March 2007.



*Fourteen months later Bill's straight-sided 'ute' begins to take shape in Wayne Robertson's shed. **[Cars, apparently, are kept in 'sheds' in Australia! - Ed.]***

