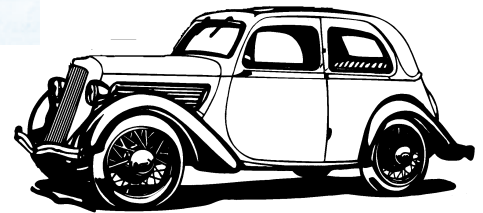
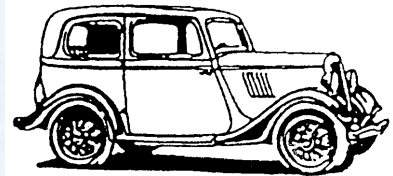


Transverse

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March - April 2009
Issue 177

75th Anniversary of the De Luxe Model 'C': 1934 - 2009



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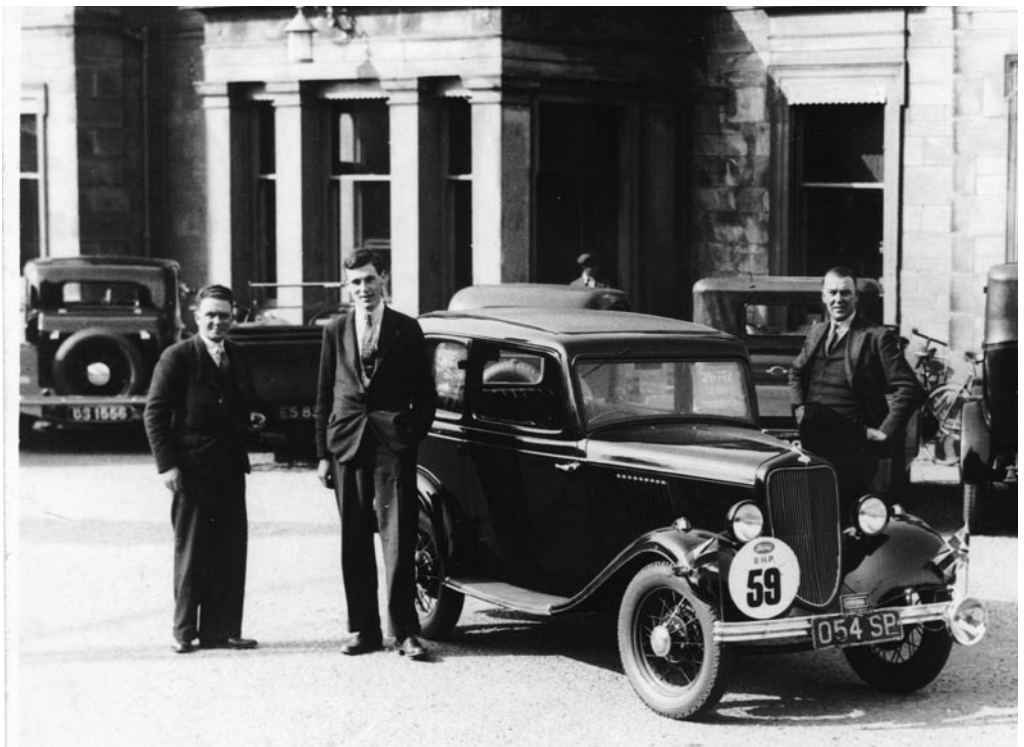
Editorial

2009 is the 75th anniversary of the launch of the Model 'C' at the Ford Dealers' Convention at the Norbreck Hydro in Blackpool on 17th September 1934. Rather in the same way as for the Model 'Y's anniversary two years ago, I shall try to piece together, through successive editions of Transverse Torque, the story of the introduction of the Models 'C' and 'CX' from what little documentation we have in the archive and library

You are hopefully receiving a bumper envelope with this edition, full of goodies. The biennial struggle to prepare the List of Known Surviving Vehicles has taxed both my time and that of Steve Waldenberg, our publisher, who, due to my inexperience with Excel files, struggled to line up the columns in his printing format. Also included in members' envelopes are Useful Contacts lists, prepared for English, Scottish and Welsh members and a separate one for Irish members - prepared by Bob Wilkinson. Roger and Jo Hanslip have prepared a useful laminated fault finding chart for our cars to keep in the tool box for that rainy day! As the dutiful Secretary, Bob has also notified you of the forthcoming A.G.M. on the 26th April, and asked you for nominations for the Officers' posts up for grabs - Chairman, Membership Secretary, Secretary and Editor. Please do give these some serious consideration. (For members coming to the AGM for the first time, the post code for your sat-nav is CV23 8BH).

I am delighted to report that, despite some very close run scares, our Australian Syndicate members (and their cars) appear to have survived the horrendous bushfires which swept through Victoria and New South Wales last month. The closest shave heard so far was that of David Moran and his 'CX' well-type 'ute' restoration (Stuey). Bill Ballard, who lives 5km from his nearest bushfire on Mount Dandenong and was lucky that the wind direction didn't change, reported;- "The little town of Wandong, where our friends David & Sandra Moran live (David is President of F.O.R.D.C.A.) has been devastated and the fire passed within 2ft of their back door - their shrubbery, trees and fencing have been burnt through - but somehow their house and sheds with his old cars in them survived (someone up there was obviously looking after them!). Their electricity has been cut off since Saturday lunchtime - many wooden poles carrying the power lines have simply been burnt through!. But their neighbours weren't so lucky... there are charred remains of houses, sheds and the local pub all around their property." Our thoughts and best wishes are with those who have lost dear ones and those who now have to rebuild their lives.

Another Dependability Demonstration vehicle has come to light. You will recall, on its 75th anniversary last year, I was trying to identify the different short rad Model 'Y's that took part in the Dependability Demonstration of 11th - 14th September 1933 and asked you to visit your libraries to search out your local newspapers for clues. Only a few of you did so and came up with articles and photographs. In December, I was handed some photos by Jim Miles and hey-ho, there was a photograph of car number 59. Regrettably it had a trade plate on, 054 SP, so I don't know which Ford dealer entered it in the Demonstration. The only clue is the photographer's stamp on the back of the photograph, G.M. Cowie, 69 Market Street, St. Andrews. If this is the St. Andrews in Scotland, the nearest Ford dealer would have been Frew & Co. in Princes Street, Perth.



Entry no: 59 in the 1933 Dependability Demonstration. The photographer was from St. Andrews. Does anyone recognise the building behind? Is it perchance the Royal and Ancient Golf Club itself?

Would Scottish members please note the change of email address on the inside front cover of the magazine for your Regional Contact, Drew Barr. He can now be contacted on barr195@btinternet.com

I've been put onto a couple of 'You-Tube' sites recently, which depict Model 'Y's. To reach them, just enter into Google, or whatever search engine you have, You Tube Model Y Ford 1933 and Early 60s Stock Car Racing Arlington Raceway. The first is one of our New Zealand friends showing off his nice Brown

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'Fordor '. Shortly after he put the video on You Tube, he emailed to the Club suggesting that more of us should put our cars on You Tube. The second one contains some spectacular scenes of Model 'Y' stock-car racing. There are also three lurid video clips of Model 'Y' hot-rods. Another super historical You Tube can be found on <http://www.youtube.com/watch?v=S4KrlMZpwCY> which shows the Ford Highland Park plant in operation producing Model Ts. Alternatively you can enter You Tube - Ford Model T - 100 Years Later into your search engine.

We have a celebrity member in Beccles, Near Lowestoft in Suffolk. I returned from a week's skiing to be inundated with newspaper cuttings telling of Graham Rudd's retirement. The stories were along the

lines:-
"It was nearly 50 years ago that Graham Rudd first rolled up to work at the Beccles-based printers in



Graham Rudd photographed outside his house with his beloved February 1936 Model 'Y'

his beloved 1936 Ford Model Y Popular. And today Mr Rudd, who went on to spend his entire working life at Clowes, will mark his retirement when he drives to and from work in the very same car." Each of the newspaper cuttings, from the Daily Mail (5 copies received), the Daily Express and the East Anglian Daily Times, had super photographs of Graham with his Model 'Y', not only on his last day at work on Friday, February 6th, but also when he first owned the car in 1961 and with his wife, Margaret, in 1968. My thanks to John Keenan, Phil Beckett, Tony Etheridge, Pat Jennings, an Isle of Man member (Billie Beattie?) and Peter King for sending in the cuttings. Peter mentioned that the event was also captured on Anglian TV. And of course, thanks to Graham Rudd for raising the profile of the Model 'Y' in the minds of the great unwashed. I have not been able to contact Graham, who, I guess, is on his retirement round-the-world tour! Afternote: Have contacted him - it was Tenerife!

Phil Beckett also sent a copy of the obituary for Peter Cahill, which appeared in Classic Motor Monthly. Peter was one of the classic car movement's best correspondents and wrote the regular feature "Club Call!" in Classic Motor Monthly. He died unexpectedly on 21st October last. Coincidentally, his October contribution to "Club Call!" was on the different Ford clubs and depicted a photograph of an Escort Mk II Popular alongside the Museum of London's Model 'Y' Popular, ANM 895. This is the first time I have heard of this car seeing the light of day outside the museum. Our condolences go to his family.

Finally, 2009 is the 40th anniversary of the Ford Sidevalve Owners' Club, which made its debut in 1969 as the 100E Owners' Club. We wish them another forty years of success in keeping the little sidevalve Fords on the road.

Sam Roberts

Closing date for copy for issue 178 is Friday, 1st May 2009

Chairman's chatter

Well, we are now into 2009. I am writing this at the beginning of February as I am getting away from the cold for a few weeks and although the days are getting longer it is still very cold and not yet "open car" weather. Nor, does it seem, do they provide the correct road conditions for certain new (brand new) Ferrari super cars driven by over paid football players!

Was it black ice or had someone spilt chip fat in that tunnel under Manchester Airport runway? Either way it seems to have defeated the latest computer management systems (controllo di velocita and/or controllo della trazione) in this vehicle. This particular manufacturer boasts that with so many safety features built into this car, "your granny can drive one of our cars safely". That is assuming your granny knows her Freno from her Acceleratore pedal and pushes the correct safety control buttons.

Like many of the people that live near Manchester I have been through that tunnel on many occasions and have noticed certain motorists, with more cubic centimetres under the bonnet than Common Sense between their ears, on entering the tunnel dropping down a gear and revving up their engine. The tunnel's acoustics amplifies their engine's noise and I suppose it is to impress, or may be intimidate, us fellow motorists.

To see if there was any explanation for the accident I looked up the Italian for gear change and it is cambiamento di ingranaggio. Look closely at the last Italian word because it contains the English for your parents' mothers! Coincidence or explanation - I leave it to you and the CCTV cameras in the tunnel, to decide.

Apologies to any of our Italian speaking members if my translations mean something different - as they say "ignoranza" is bliss.

And now a little piece of motoring history:

The three Goldberg brothers, Norman, Hiram and Maxwell, invented and developed the first automobile air conditioning. On 17th July 1946, the temperature in Detroit was 97 degrees F, about 36 degrees C. The three brothers walked into old man Henry Ford's office and sweet talked his secretary into telling him that the three gentlemen were in his reception with the most exciting innovation in the automobile industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he came down into the

Cover Pictures

FRONT: Although this was included in issue 174, it is such an evocative photograph which introduces the major article on the Model 'Y' "bus" in this issue. The mystery is solved and the myth destroyed - read on!

REAR: In Barcelona, José Luis Laguens-Gabas has recently completed the restoration of May 1935 Fordor Model 'C' to a very high standard. He has chosen to add the 'CX' chevrons to the front grille.

car park to their car, which he did. They then persuaded him to get into the car, the interior temperature of which was around 130 degrees F, and proceeded to turn on the air conditioning, which cooled the car almost immediately.

Old Henry got very excited and invited them back to his office, where he offered them three million dollars for the patent. The brothers said "that they would settle for two million dollars, but they wanted recognition for the invention by way of a label – "The Goldberg Air Conditioner" – on the dash board of each car to which it was installed.

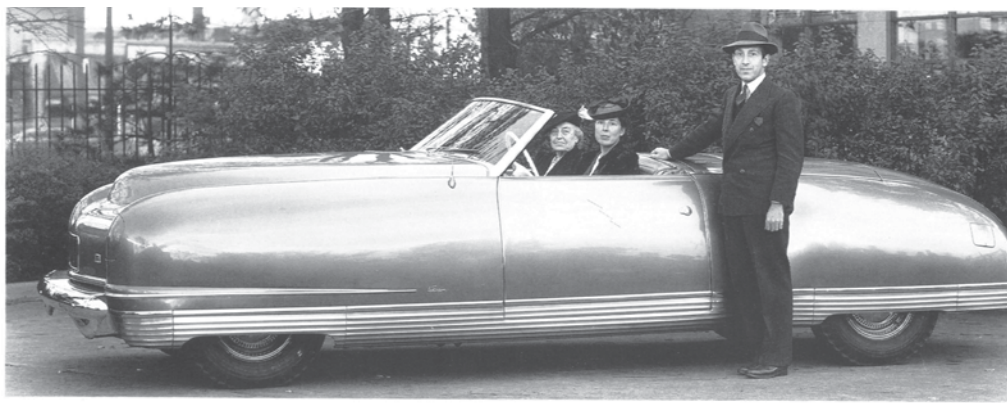
Now old Henry was more than a little anti-Semitic, and there was no way he was going to put the Goldberg name on several million of his cars. So they haggled back and forth for the next two hours and finally agreed four million dollars and just the brothers' first names to be used.

And so, even today, all Ford air conditioners show on the controls the names of those three inventive brothers. Norm, Hi and Max!

Peter Ketchell
Chairman

The 75th anniversary of the Model 'C' - Part 1.

Following the successful introduction of mass production and the new vogue for modern design in domestic and commercial goods, the early 1930s also heralded the idea of introducing more modern styling in automobiles every two years. There had been a number of prestigious independent body styling companies from after the first World War and, from about 1927, apart from the Ford Motor Company, all the major car manufacturers had their own bespoke design departments; General Motors and Chrysler in particular. From these independent companies and departments came a group of men whose names are synonymous with airflow, streamlining and beauty. One name we are familiar with is the young Eugene 'Bob' Gregorie, who was dispatched by Henry Cornelius from the Lincoln design



Here is Ralph Roberts with his Chrysler, Thunderbolt design in 1941. Streamlining at its finest! His wife and mother are seated in the car.

office in October 1931 to help Edsel Ford with the design of the new 'baby car' for Europe; that which we now know as the Model 'Y'. Edsel liked the design so much that he had it scaled up to become the famously beautiful 1933/34 V8 Model 40. Gregorie went on to work full time at the Ford Motor Company, in 1935, forming and heading up their own design department.

Prior to Gregorie's full-time employment with them, the Ford Motor Company relied on the Detroit-based Briggs Manufacturing Company for their design requirements and body supply. In 1927, Walter Briggs had bought the famous independent design company, LeBaron, and established it as his in-house custom body design centre and coach builder. The chief designer and manager of LeBaron was Ralph Roberts, who came to Detroit with LeBaron as part of the buy-out package. Briggs soon hired John Tjaarda, who had worked at Locke and, subsequently, the General Motors Art & Colour department. Roberts and Tjaarda were given roughly equal

status and responsibilities. Roberts having more say in design and Tjaarda overseeing experimental body engineering and prototypes.

Briggs was also involved in the dramatic 'Airflow' cars of Chrysler and DeSoto, Briggs main representative being Philip O. Wright. These were a roaring technological success, but a dismal commercial failure due to their flowing 'waterfall' radiator grille and body design being too advanced for the time. Apart from the body shape, the design was advanced in that it was the first car to seat the rear passengers forward of the rear axle, which allowed for a lower silhouette and a better ride.

However, the scene had been set and, when Phil Wright was tasked in 1933 by John Tjaarda to design the next V8 Ford to replace the Model 40, 'airflow' was uppermost in his mind. It had already been decided at Dearborn that the Model 'Y' body was to be restyled for 1935 and Phil Wright's design was to be used. By early November 1933, drawings of the new body were ready and Sir Percival Perry, on one of his rare visits to Dearborn, was able to look them over. On his return to London, on 21st November, he wrote to Edsel Ford in Dearborn:-

My dear Mr Ford:

After I said goodbye to you on Tuesday week I went with Mr Sorensen to Briggs' Mack avenue Plant, where I saw drawings which had been prepared for a new body for the 8 h.p. car. Mr Briggs told me that he was sending these designs, together with full working drawings, to Mr Hodgson at Dagenham so that a proper study could be made of the British costs of tooling up for this body.

So far as I am able to judge from merely looking at a picture, I liked this new body very much indeed. It is much more roomy inside, although the chassis dimensions have not been increased. This is assured by building the body out over the fenders and practically doing away with the running board. Both doors were fastened to a central pillar. I think this is a great improvement, and I think there is a great tendency in this country to prefer four doors, i.e., independent entrance to the rear seat.

I am only thinking in terms of being absolutely ready for September 1934, but in order to do this and make

a proper study I think I should receive at an early date your O.K. of this particular body design. If you approve it, I would suggest that we work out with Briggs at Dagenham exactly what the tooling cost will be and calculate what output could be achieved.

The existing 8 h.p. car will, in my opinion, be by no means dead in September 1934, and as a broad programme I should like to study how to reduce the cost of the existing model and perpetuate it as a cheaper model, and introduce the new design first above mentioned as a De Luxe model, e.g., the Standard Co. have been very successful with the Little Nine and the Big Nine, the chassis in both cases being identical, but the Big Nine being a roomier and more expensive body equipment.

If you would signify your approval of the general lines of this policy, I will give instructions that studies and experiments are immediately made, including the building up of a hand-made sample, etc.

During the course of next year we shall probably find it desirable to introduce mechanical improvements in the chassis, and I am therefore not dealing with this, as such improvements can be introduced from time to time, as we can put them into production, whereas experience has always proved that the bottle neck and greatest cause for delays have been in body production.

Briggs also had at their Mack avenue Plant a new design body on the 112" wheelbase V-8 chassis. I presume you have seen this? I was very much impressed with it, especially the comfort of getting in and out, the good head and leg room, etc.. If you approve, I should like to make a study of this body as the type of body to go on our new V-8 vehicle. Here again a careful study of tool costs will have to be made.

On the subject of tool costs, I am very strongly of the opinion that huge investments of hundreds of thousands of Dollars are not warranted, but that more labour and less mass production method should be put into body building. In other words, I think big and expensive dies should be limited to getting the lines right, and finishing, cutting and other dies probably dispensed with and substituted by manual labour.

I did not understand that Mr Briggs is communicating the particulars of the new 112" wheelbase body to his Dagenham people, but, if you approve the suggestion, I should like him to do so so that we can make a study of this body design to go on a chassis into which is built the new small V-8 engine.

On general principle, I think the track should be 56", because there are still many roads throughout the world where ordinary traffic makes ruts and the standard trolley track of 56" is preferable, and that wheelbase should be 104" to 106".

I should very much appreciate your instructions on these points.

Yours sincerely,

A number of points arise from this letter pertinent to the design and development of the Model 'C'. Perry was shown an improved, replacement body design to fit onto the 8 h.p. (Model 'Y') chassis, which he liked. He wrote, "It is much more roomy inside, although the chassis dimensions have not been increased. This is assured by building the body out over the fenders and practically doing away with the running board. Both doors were fastened to a central pillar."

However, he did not think that the Model 'Y' would have run its commercial course by September 1934 and suggested that, rather than the new bodied car being the successor to the Model 'Y', the two cars be manufactured in parallel (on the same chassis) with a cheaper standard Model 'Y' and a new De Luxe model, in the same way that Standard had introduced the Big Nine on the same



Chrysler's Art & Colour staff were responsible for the design of the Airflow body with the passengers sitting in front of the rear axle and the advanced, but infamous, 'waterfall' grille, shared by the Union Pacific locomotive.

chassis as the Nine. [Morris had also introduced a 4 door Morris Eight on the same chassis as the Morris Minor.]

He also saw, and was very struck by the body-styling of the successor to the V8 Model 40 (which was to become the 1935/36 Model 48). He was asking that Mr Briggs communicate the dimensions of this 112" wheelbased V8 to Dagenham, "so that we can make a study of this body design to go on a chassis into which is built the new small V-8 engine." So here we have a third small car suggested powered by a small V8 engine. We have no documented details of this engine, which one assumes never saw the light of day outside the Ford laboratories; unless he was referring to the smaller bore V8. However 'the new small V8 engine' suggests a miniaturisation of the standard V8.

Having suffered from an initial slow delivery of bodies from Briggs Bodies Ltd. on the launch of the Model 'Y', Perry was very conscious of the time it takes to manufacture the jigs and tool up for a new body. Hence the rather Luddite suggestion that man labour is better employed in body building!

To be continued

Secretary's ramblings

Spring is just around the corner ...it says here! We have had the worst winter for many years with 10 inches of snow in 2 days in early February and it stayed around for weeks in freezing temperatures. However we should save our sympathies for colleagues in Australia who have been devastated by bush fires.

We have a busy year ahead so let's get cracking on those jobs to get the old Ford in fine fettle. I was reminded on how busy the scene is around the country when John Keenan (Region 5 Contact) sent me a copy of his local events list, which he sends to members in his patch. John and many member colleagues will be attending around 25 shows this season! Since our members are thin on the ground throughout the country his plan is to get as many as possible in a Y & C group to join an established show.... it works. Well done John, an example to all regions.

On the subject of Club Regions: Roger Hanslip has agreed to move over as Club Contact from Region 12 to 13 to take over following the recent passing of Brian Mace. A volunteer for 12 is now required.

Events on the horizon : Your **AGM is to be held on Sunday 26th. April** at the Village Hall in Willoughby near Rugby (CV23 8BH for those with sat-navs) and a notice and Committee Nomination sheet is included with this mailing. This is an essential club business meeting and an excellent social gathering too with one or two surprises this year!. Please note the piece elsewhere on the new Assistant Secretary post to be elected at AGM .

The Old Ford Rally: July 26th. At Heritage Motor Centre, Gaydon . A special application form is included with this mailing and must be used by all members who want concessionary tickets in connection with display vehicles. (Do Not obtain tickets from Gaydon. See sheet for full details). Suffice to say that this is a major rally organised by your Club and your support is expected. Your Club Officers have worked long and hard behind the scenes, and are still doing so, to create this rally. I hope, at the end of the season, to be able to look back with pride for our Club.

Your club website (www.fordyandcmd-elregister.co.uk - if you haven't looked at it recently please do) brings many diverse inputs from people around the world who wish to share their experiences with an old Ford. One recently amused me and followed recent comments on Model 'Y' brakes on clapped out cars in the post-war years. It ran as follows:" LV 3628 was a 1933 Model Y and the first car I owned, and drove on public roads. **The Ford Model Y & C Register**

As a teenager, I enjoyed tinkering but in reality, it wanted a lot more repairs than I could ever afford to get it into good order. In the early sixties, it was one step up from two wheels and it was certainly "cooler" with the girls, even if you were unsure what was going to fail next. It was a relief if it started next day, if it was damp overnight, things were tricky.

One thing that caused much amusement was that if you knocked it into neutral, braked with your left foot, opened the door and scraped your right foot along the road, it caused much consternation to pedestrians as you approached them. It appeared that the brakes were non-existent, and if your passenger did the same in unison, that compounded the fear.

One of my friends did the same in a Morris Eight as he neared a policeman on point duty, who didn't see the funny side of it. He was reported and fined".

This did bring many memories of that era flooding back. You are NOT encouraged to adopt this activity!

Have a good season. I am looking forward to mine!

Bob Wilkinson.

Bob's Joke Corner.

Two which made me chuckle!

Saturday morning I got up early, quietly dressed, made my lunch, grabbed the dog and slipped quietly into the garage. I hooked up the boat up to the truck and proceeded to back out into a torrential downpour. The wind was blowing 50mph, so I pulled back into the garage, turned on the radio and discovered that the weather would be bad all day.

I went back into the house, quietly undressed and slipped back into bed. I cuddled up to my wife's back, now with a different anticipation, and whispered, "The weather out there is terrible."

My loving wife of 10 years replied, "Can you believe my stupid husband is out fishing in that?"

FBHVC NEWS.

The Federation of British Historic Vehicle Clubs (FBHVC) works hard on our behalf to ensure the freedom for us to continue to use our cars on the roads.



In Newsletter 5, 2008 a lengthy article " Fuels" points out that our old cars are threatened by the use of ethanol added during manufacture to some modern fuels to increase volatility. Higher octane fuel eg. 98RON is likely to cause more problems than the 95 RON which most of us use. Ethanol can damage fuel components such as cork seals and pump valves in addition to loosening tank deposits, which may then block filters etc. The article summarises various effects ...

".....In conclusion, there are a number of unfortunate or negative aspects to the use in older vehicles, of fuel containing even 5% ethanol. These can be summarised as: an increased tendency to vapour lock, fuel system corrosion and random fuel starvation events from dislodged deposits. These potential problems in general would support the view 'if in doubt avoid'. Unfortunately it seems increasingly clear that it will become harder and harder to do this, so that perhaps inevitably such fuels will become just another part of the picture of using a historic vehicle in today's world."

So we should avoid high octane fuels and also be aware that some additives used to combat the reduced lead in modern fuels may react adversely with ethanol. However we should not rush to diagnose all our running problems as being due to modern fuel. Do our technical boys have any comments or anecdotes?

The full article, and indeed all Newsletters, can be seen on the FBHVC website. www.fbhvc.co.uk

Bob Wilkinson.

And another

My wife and I were sitting at a table at my high school reunion and I kept staring at a drunken lady swigging her drink as she sat alone at a nearby table. My wife asked, "Do you know her?" "Yes," I sighed, "She's my old girlfriend."

"I understand she took to drinking right after we split up those many years ago, and I hear she hasn't been sober since." "My God," says my wife, "Who would think a person could go on celebrating that long?"

I think both these caused a row! Please send me your favourite joke.

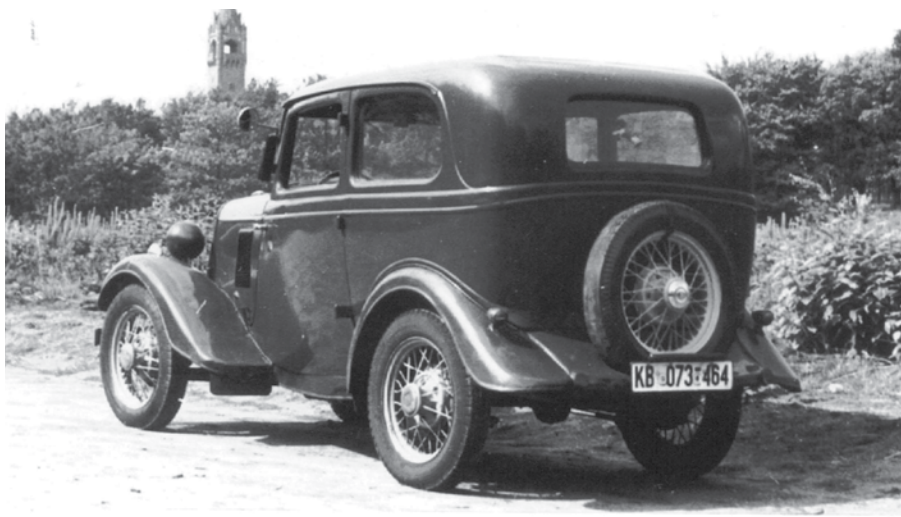
More photographic finds



Jim Miles sent in this photograph of an Eifel Cabriolet at the Berlin International Automobil -Ausstellung (Motor Show) in 1939



Dave Bond sent in this photograph of a 1936 Birmingham registered Tudor 'Popular', COB 849, chasing an Austin Ruby through the floods on Chepstow Road, Newport, then in Monmouthshire in South Wales in the early 1950s



Another from Jim Miles showing a Berlin registered Köln probably taken in the '50s. Note the Köln features of no running boards, mud flap on the front wings and, apparently, no rear bumper. This car seems to be fitted with 50-spoked wheels rather than the normal 30

For Sale

1934 Model 'Y' Fordor (Y49052). Body off and chassis restored. Body now requires work. Seats good, engine good. Has old style green log book. £950 o.n.o.

Alan Flintoff. Tel: 01253 824728 (Blackpool, Lancashire)

Also:- chassis and running gear in excellent condition, believed to be off a 1938/40 Ford 8/10. Slightly wider and longer than the Model 'Y'. Would make a good base for a special. £200 o.n.o.

Alan Flintoff. Tel: 01253 824728 (Blackpool, Lancashire)

Model 'Y' rear axle and Model 'Y' stainless steel exhaust. £150 + p&p

Bryan Hodges. Tel: 01977 661260 (Goole, E. Yorkshire), 07503001656 (mob.)

1936 Model Y Illustrated Parts Book. Original and in used condition. £2.00 + p&p. Tel:- 01283 791531.

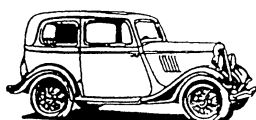
Wanted.

Pair front seats, pair short rad bumpers, short rad front screen with frame to adjust on side slides, also pair of rear wings. For short rad 1933. Seats could be any model. Has a pair of front wings and a spare rear window for swap.

Dougie Tunstead. Tel: 01492 582651 (North Wales)

Models of the Model 'Y' in good condition for two members (1.43 scale - O gauge). Western Models or Milestone Miniatures models preferred.

Sam Roberts. Tel: 01264 365662 (Andover)



Members' correspondence.

Irish Garda

Robin McCullagh of the Irish Veteran and Vintage Car club wrote as follows:- "My friend Matt Coleman came across the enclosed recently. In the early days of what was then known as the Irish Free State, the Garda Síochána (our Police Force) were equipped with Y Models (dig the loudspeaker)."



Captioned 'One of the first Garda patrol cars pictured at Jones Road, Dublin in 1938. The car crew are Gardai Treacy and Flanagan.' Although the caption to this photograph suggests that 1938 was the date of introduction of the Model 'Y' into the Garda, in the February 1998 edition of Sidevalve News, Colm O'Neill produced a Garda Museum photograph of the new fleet of Model 'Y's outside Garda Headquarters in Dublin Castle in 1936.

Anoraks

Non-member and car enthusiast, Trevor Morgan, sent in a photograph of his mother's Model 'Y' (see Members' Correspondence in the last issue) I thanked him and gave him some pointers as to its date of manufacture. He replied, "Thank you so much for your letter. Not knowing about 'Magnaflex bars' has almost removed my will to live. Aren't we a funny lot, we old car people?!" I suppose we are really.

Following the publication of Trevor's story and the picture of his Jensen car, the sharp-eyed Doug Hickson noted:- "With regards to the photo of Trevor Morgan's Jensen Special, it may be an optical illusion, but the car seems to be much more like a Model 'C' than a Model 'Y'!!"

Stupid boy!

Nigel Stennet-Cox quite rightly pointed out an error in my reasoning in the last issue, for which I owe him a beer.

"Thanks again for the magazine. You state on page 20 that the "Eifel" engine had a bigger diameter big-end journal, and that this would account for a difference in stroke compared to the British Model C engine.

Not so, I'm afraid. The stroke of any reciprocating engine is a product of twice the distance between the centres of the main bearings and big-ends. Think about it, or draw yourself a diagram or something. You'll see that the journal diameters have no bearing [pun unintended!] upon this measurement. The main bearings rotate about their centres, and the big-ends form a circle around that centre point with their respective centres as they rotate."

OK, so how do you explain the differences between the advertised capacity of the Dagenham 10 hp engine (1172cc) and the Köln Eifel engine (1165cc)?

Model 'Y' speedometers. Help needed.

Godfrey Elliott responded to my comment on the 30 m.p.h. red line on Raymond Neave's December 1935 Model 'Y' speedometer as follows:-

"I have just been reading another great issue of Transverse Torque from cover to cover and noticed your comment on page 23 regarding the red line denoting 30 mph on the speedometer. The speedometer on DKO 905, my March 1937 registered Model 'Y', also has an identical marking. I have also found that this line is also visible on the speedometer in Figure 1 - "Instrument Panel" on page 12 of the "Popular" Ford Instruction Book dated April 1937. However, a photograph I have of an early 1935 car fitted with the aluminium "engine turned" instrument panel does not have the red line on the speedometer and this is also true of the speedometer image shown in a "Popular" sales booklet that I believe also dates from 1935.

My theory is as follows; in 1930 speed limits in the UK for cars and motorcycles were abolished and, following a rapid increase in road traffic accidents, particularly involving pedestrians in urban areas, the 30mph speed limit for "built up areas" was introduced in 1934. It may be that following the introduction of this speed limit, and at Ford's request, Cooper Stewart applied the red line as an "aide memoire" to help the driver keep to the "new" speed limit when driving in towns, and thus avoid the unwanted attentions of the local Bobby keen to implement the new ruling! Obviously these

speedometers would only have found their way into vehicles once existing stock had been used up and therefore may not have started to appear until late 1935."

This brilliant explanation could hold the answer. It would be appreciated if members with cars ('Y's or 'CX's) with 30 m.p.h. red lines on the speedometer would email or phone me with the registration or chassis number of their car.

Chester Police

Steve Waldenberg, our magazine publisher, came across a couple of photographs of an inspection of the Chester Police during the war, whilst clearing the house of a deceased friend. Pride of place at the left of the line is their oldest car, a Tudor Model 'Y' "Popular", BTU 835, registered in Cheshire in about February 1936.



Seemingly, the Lord Lieutenant of Cheshire inspecting Chester Police force during the war. Note the masked headlamps and whitened bumper bars and running boards so that the cars can be seen during the 'blackouts'.

An Egyptian 'Y'

Jim Miles provides us with this unusual story from a copy of 'La Vie De L'Auto' dated 23 July 1992, a French equivalent to Classic Car Weekly. One regular article in the paper is titled 'In the family album' and in this issue featured the motoring history of Madame Liliane Ciammi, who spent 12 years in her younger days with her father and mother in Egypt. Her father was a professor of French attached to various Egyptian schools, presumably in and around Cairo, between 1932 and 1942.

His first car in Egypt was a very early Model 'Y'. From the photograph, taken in 1933, the car appears not to have guttering above the doors and no 'run-off' above the windscreen, which puts the manufacture at pre-February of that year.



Monsieur et Madame Camille with a young Liliane in the car, en route to Upper Egypt in 1933. The photograph was taken 'in the shadow of the palms' near Sohag, about halfway between Cairo and Aswan on the Nile.

There was a Ford assembly plant in Alexandria on the Mediterranean coast, about 100 miles north of Cairo, which received some 150 Model 'Y's during the car's first year of production. In addition to serving local Mediterranean countries and colonies, the Alexandria Model 'Y' dependency swept up all the middle east and far eastern countries not catered for by Bombay and Singapore. The total dependency contained Abyssinia, Albania, Bahrein, Cyprus, Egypt, Eritrea,

French Somaliland, Hadramut (between Yemen and Oman), Iraq, Kuwait, Malta, Mongolia, Palestine, Persia (Iran), Saudi Arabia, Sudan and Syria.

This is the first photograph I have seen

The Ford Model Y & C Register

of an Alexandria assembled Model 'Y'. Note that it a left-hand-drive model, the French influence in Egypt still existing 60 years after the opening of De Lessep's Suez Canal. The district registration number, 24, indicates that it was one of the comparatively few cars on the Egyptian roads at the start of the 1930s.

P.S. Having said this is the first photograph I have seen of an Egyptian assembled Model 'Y', Jim Miles sends me a photograph of a still taken from a DVD of the film 'Sword of Honour', starring Daniel Craig. It shows the rear end of a vineyard green and black long rad left-hand-drive Model 'Y' taxi, registration TAX C 12653 in Roman and Arabic numerals, filmed in Egypt.

A still taken from the DVD 'Sword of Honour', starring Daniel Craig and filmed in Egypt. The registration plate of the long rad Model 'Y' is that of a taxi and carries the number TAX C 12653.



20 years ago - Issue 57, February/March 1989

This was a fairly thin copy this time round, the issue concentrating on attracting members to the forthcoming A.G.M., advertising the 1989 events and welcoming eleven new members.

Two of the new members are still with us today. Firstly, Richard Maidment from Poole in Dorset, who was featured as recently as issue 173, where I reported on a recent visit I made to his car pound to try to identify the chassis number on his Model 'Y' - without success! And secondly, Rob Bolland from J V Wateringen in Holland, who, with his charming wife, Ans, led to the formation of the 'Dutch Contingent', which has supported so many of the Y&C Register events. The 'contingent' has grown by one more member in today's magazine, thanks to Rob's recruitment of Arie Kraayeveld from the same village as member, Janny Oosterveer. That brings the Dutch membership total to five, with Cees and Kitty Overgaauw and their Model A as welcome additional 'honorary' members at our gatherings.

As always, Bob Wilkinson's 'Membership Chat' identified some interesting cars. One Leslie McDowell had sold DZ 4329 and bought another 1935 'Y', BHU 902. (now apparently owned by W. Harvey and B McClean respectively). We have no trace of Messrs. Harvey or McClean. Perhaps one of you recognises the names or the car registrations. It would be nice to bring them back into the fold.

Bob had had an anxious phone call from Bob Hamilton when his last Newsletter had not arrived when expected. Bob Wilkinson reported, "You see, he always sends his wife to the Post Office to collect the Newsletter (living in the wilds of Scotland) and was wondering whether to send more food and an extra blanket since she was under orders not to return without his Newsletter. When I told him that it would be with him within a week, he decided not to spend more money on soup since he felt she would manage!"

Bob Hamilton did share a spares tip, which might be worth investigation by our Spares Team. He had discovered that Landrover headlamp rims and reflectors fit our headlamps very well and Landrover bonnet catches (ex W.D.) are the same pattern.

Ex-member Brian Ransley from Weston-super-Mare had bought NG 5985 from a friend who was connected to the Country Life Museum in Exmouth. He said, "I was looking for something about my vintage and not too complicated, so the 1934 'Y' fitted the bill. In the 1950s, it was a popular car for chaps in my financial bracket so to me, NG 5985 is not an old car but just an acquaintance I haven't seen for a number of years!" NG 5985 is now owned by ex-member Mark Baigent from Ringwood. This again needs to be reunited with the Club.

One car that has had a rough life is the Model 'C', LSU 166. It recently caught fire under the dashboard but was restored. It was sold on and is now with ex-member John Dolby of Ramsey in Cambridgeshire (why are our members not continu-

ing in membership?). In 1989, the car was undergoing a major restoration by Dave Gatenby, who had found it in a field housing chickens! He reported, "It is now about four and a half years since I started to convert my hen hutch into a Ford 'C', and I think at last it is beginning to take shape.

All the bodywork repairs are completed, so I then made up a wiring loom and fitted that along with the headlamps and sidelamps that I managed to obtain over the past four years. I would like to take this opportunity to thank the various members of the Club for helping to supply me with many difficult to obtain items (I even have a glove box lid now to complete the interior).

The only part of the car which I have not restored myself were the seats, which I managed to get re-covered in an appropriate cloth at a very reasonable price. I even managed (with the aid of my long-suffering wife/car widow) to make and sew a headcloth, which we fitted very professionally and the end result was excellent and I am very pleased with the interior.

With Bob Wilkinson's help, I have managed to obtain an age-related registration number, LSU 166. All that now remains is to repaint the bodywork (maroon and black) and to have it M.O.T.'d and I hope to use the car on the road this summer."



Dave Gatenby rallying LSU 166 in 2006, shortly before selling it to Mike Poxon in Blackpool.



John White with his ex-BAC Filton Tug in 1989. Being one of the later ones to be made, this carried the Fordson radiator grille badge. Model 'Y' vans and Tugs changed badges from Ford to Fordson at the end of 1935.

In my Chairman's News, I referred to a couple of visits I had made to members over the winter period. The first was to the late Brian Belcher up in Diss, in Norfolk. He had shown me round his two Model 'Y's; a green Kerry sports tourer similar to the one I was restoring at the time and what was then the second oldest car on the register of surviving vehicles, Y937. The first was eventually sold to Dave Tebb, who had grand plans to restore it when he retired. He has recently sold it on to Phil Denson, who is in the process of restoring it. The second oldest Model 'Y' was sold to Kevin Jackaman in Colchester, who recently sold it on to a Jason Smith in Saffron Walden in Essex. Regrettably Jason did not realise what he had bought and consequently the car suffered the indignity of having its registration number (KJ 9464) sold - it is now TAS 251 - and has been customised!!

Ford/County Commercial Car version did not catch on and was a commercial flop. Although 121 bodies were built, only 111 Ford and Fordson Tugs were sold.

Coincidentally, in this issue, Jan Palmer of Romsey was advertising his fully restored Tug, which had spent its life on a Devon farm. I was fortunate enough to photograph this Tug whilst it was being restored in Jan's garden! This is the Tug now owned by Dave Tebb in Yorkshire.

I also paid a visit to John White just outside Exmouth in Devon. At the time, John owned one of the four known surviving Model 'Y' based Tugs; that which had spent its working life with the British Aircraft Corporation (BAC) at Filton. John would drive it round his orchard every now and then. The Tug is now owned by ex-member (another!) Mark Maybee of Blagdon, near Bristol.

Finally, a warning from the FBHVC on the withdrawal of leaded petrol. In hindsight, as with many of these changes, there was quite a bit of scare-mongering. However, as they say, better safe than sorry. The FBHVC newsletter stated, "It is frequently promised that leaded fuel will be available to the end of the century, but for environmental reasons it could be phased out earlier. Potentially, this has very serious implications for owners of all but the very newest and very oldest petrol engined vehicles. Etc."

For those of you not familiar with the Tug, it was designed and built by the County Commercial Cars Ltd. in Fleet, Hampshire, with appropriate Model 'Y' parts being dispatched to Fleet from Dagenham. It had the stamp of approval from the Ford Motor Company in both Dagenham and Dearborn. They saw it as Ford's answer to the demand in Great Britain for a 'mechanical horse'. With the withdrawal of the horse and cart from railway sidings and for general haulage use in confined spaces, the three-wheeled Tug was seen to be the perfect answer. The most successful tug was the Scammel. Unfortunately the

The article then went on to describe the disastrous effects unleaded fuel has on non-hardened valve heads and seats, but said that there was no point in remonstrating to the Government, rather to find an additive to act as a lubricant for the valves, as did the leaded petrol. History now shows us that additives were developed and trialed by FBHVC and that, in fact, the detrimental effect of unleaded petrol on our cars in normal use is minimal.

Spares report

I must be getting old; it only seems a short time ago that I was putting my thoughts together on what to say at the AGM last year and here we are again only a few weeks away from this year's meeting.

In recent years we have had parts at the AGM that members could buy on the day. This year there will be no Club parts at the AGM but you can, as in previous years, pre-order parts for collection on the day.

The advantage of pre-ordering is that you save **10% on normal Club prices and avoid paying the handling charge.**

Although we will not have Club parts to sell on the day, members are welcome to bring along their own items or equipment for sale. Just let us know in good time and we will set up a table for you.

Those of you that come to the AGM will know how the pre-order system works

On the buses.

Colin Morris sent in this fascinating email, which, in one fell swoop, blows away all the mystique surrounding the provenance and use of the, so-called, Model 'Y' bus:-

"I refer to your article on the Model 'Y' Bus in your Sept-Oct 2008 issue of your Register magazine, which was passed to me by one of your members. From 1954 until 1966, I was employed by Royal Blue in the Control Office in the Square, Bournemouth. You bought your ticket and I provided the driver and the coach to take you to your destination.

I am also a member of the West Country Historic Omnibus and Transport Trust (WHOTT), whose main aim is to provide a museum for Public Service and Goods vehicles in the West country with an emphasis on preserved former Royal Blue vehicles. The archivist for WHOTT, Bob Crawley, has provided the following on the Model 'Y', BUO 809.

The Ford was new to Royal Blue in December 1935 with a body built by W. Mumford of Plymouth. The vehicle was not a small coach but a van, used to cover the whole of the Royal Blue network for the Company's Publicity Department. The vehicle carried publicity materials for display in the Company's agencies and roadside billboards. The regular driver complained about the extremely cramped driving compartment.

In 1942, it was decided to upgrade the vehicle and its replacement, an Austin 10 staff car, was re-bodied using the 'Y' body. The Ford chassis was mothballed in the Central Station yard, Exeter. Over the years there were attempts, by the Company to keep the vehicle as a museum piece. Unfortunately, in March 1955, someone released the handbrake and it rolled down the slope and crashed into the wall, subsequently being carted away for scrap; such a sad ending for a unique little vehicle.

The photographs of the 'Y' alongside its big brother (see front cover - Ed.) were taken at Victoria Coach Station, London. The big brother in the photographs ATT 927 (Fleet No. 177) is a Bristol JJW with an MCW 32 seat coach body, first registered in 1935. The Royal Blue in the background is ATT 921 (Fleet No. 171), also a Bristol JJW with a Beadle 32 seat coach body, again first registered in 1935." - well done Bill Ballard for correctly identifying the big buses in issue 175.

I further queried Colin's statement that the vehicle was a van as there was not a rear access door as one would expect of a van, especially if it was carrying large billboard posters, paste and brushes, etc. He replied:-

but, if you haven't joined us in the past, let me explain.

If you want parts to be taken to the AGM, submit the normal order form to Colin Rowe, this must be annotated **"FOR COLLECTION AT THE AGM"**. Without this comment he'll assume you want the parts sent prior to the meeting and charge you in the normal way. Please note that this year tyres will not be available on pre-order or brought to the AGM.

To ensure the parts are ready for collection at Willoughby, your order must be with Colin no later than **Friday April 17th**. Orders received after this date will be processed in the normal way with parts being sent in the normal way and incur a handling charge. Those of you collecting parts on the day should contact Colin when you arrive at the meeting.

I look forward to seeing you at Willoughby on April 26th.

Jim Sharpe
Spares Officer

The Ford Model Y & C Register

Alpine restoration

(last part)



Terry Mortiboy thought he had better let us have the last part of the Alpine Restoration saga, which has been faithfully and fully recorded in Transverse Torque over six or seven issues, starting with Issue 150 in September/October 2004!

At the end of the last instalment (Issue 171) I'd found I had a crack in the engine block, so a replacement had to be found. After several phone calls I heard that Phil Denson had two 10hp engines. A deal was struck and I went and picked one up.

I then stripped the front of the car and removed the cracked engine, then stripped the two engines, keeping all components separate. The replacement block had been sleeved and bored to standard size, but the crank and big ends were U.S. However, the crank and big ends from the old engine were good, although the main bearings had been white metalled in the block. I purchased new pistons +20 thou., new main bearing shells +40 and a new gasket set.

In the meantime, I had taken the block, crank and head to a local engine workshop to be bored, ground and skimmed. This took five weeks instead of the promised week, due to the owner of the workshop being ill. Eventually I was able to collect them, grind in the valves, rebuild the engine and get it back in the car. It was full steam ahead to try and get it all ready in time for the Yorkshire 'Tykes Tour' trip in June. When the engine was

"The vehicle is definitely a van, although there is no rear door. From my experience of the replacement publicity vehicle (a 1953 Morris van OTA770). The posters were approximately A3 in size, rolled and stored in a rack. Most were displayed within the Agencies premises and were not pasted. The remainder of the contents were blocks of tickets, timetables and small handout literature.

The Ford was not a true 'Forward Control Vehicle', the engine was still in front of the driving position, not at the side. The body has been extended to cover much of the bonnet. Another factor which indicates the Ford was not a Public Service Vehicle is that it does not appear to comply with regulations. Externally, there are no 'Life Guards' between the 1st and 2nd axles, which all PSV's had to have until the 1960s. Also it would have been uneconomical, as a passenger vehicle. It would have only been able to carry 3 people.

In conclusion, the vehicle was a van used solely by the Publicity Department. The body being in the form of a miniature coach to further advertise the Royal Blue company."

in and running I made an exhaust from parts I had been given.

The old front seats that came with the car were not very good and, as there were no rear seats, I had to make these, I thought I would make new front ones as well.

I took the windscreen frame to have a new piece of laminated glass cut – a straight-forward job I thought. Wrong! I had to visit four Windscreen Fitters before I found one who agreed to attempt to cut it, and was warned it would take a week! They did manage it in the end (it took them four attempts before cutting one without breaking it), but it wasn't a good job and I ended up resealing it myself when I got it home.

chine, but Dot was happier using her domestic one. Later, when we came to sew the side screens, the domestic machine couldn't physically cope with the screens' metal frame and so we had to come to grips with the industrial machine – a steep learning curve!) We finished the seats, and I cut out some red carpet, which Dot edged in black (still on the domestic machine).



The finished car from the rear - a beautifully formed body-tub.

Whilst waiting for the windscreen to be done, I fitted the lamp bar, front and rear lights, bumpers and indicators.

Next I assembled the bonnet and fitted it to the car. I was then able to fit the windscreen, along with wiper motor and tandem wipers. After this, I completed the rest of the wiring, connecting all the lights, brake lights and switch, horn, instrument panel and flashing indicators.

The car was ready for the interior trim, so I started by fitting the door locks and handles. Next I made all the inside panels and covered them. After that, Dot and I decided to have a go at the upholstery ourselves. First of all we sent for lots of samples from Woolies. I can't praise them enough – they were extremely helpful and, with all the various orders we placed, everything usually arrived the following day. We eventually settled on red for the seats and side panels, with black piping. After some experimenting, Dot decided on a method to sew the seat backs – and we were away! Her trusty old sewing machine deserves a special mention here – working above and beyond the call of duty. (Last year we had bought a second hand industrial ma-

By this time, we were excited at the prospect of the car, although not finished, being ready to take its MOT. When I acquired the car, it came without its log book. I was able to insure it on the chassis number and book it in for its test (a nerve-wracking morning!). We had visitors staying with us that week and everyone was thrilled when I arrived back safely – complete with MOT certificate. Then began the drawn out process of applying for the original registration (DY 7766).

We were very grateful to Bob Wilkinson for sending a letter of authentication from the Club's records, matching the Alpine's chassis number with the registration DY 7766. We took this, along with photos, to the DVLA Office at Fulwood, Preston, who assured us they didn't foresee any problem when they forwarded them to Swansea.

What a blow it was to hear three weeks later from Swansea that they were turning down our application as 'the documentary evidence ... does not show a direct link between the vehicle and the mark'.



The finished articles in situ. Well done Dot.



Dot on the 'domestic' sewing machine expertly sewing the seat pleats.

We had thought that if DY 7766 was not given back to the car, Swansea would issue us with another age-related plate. However the letter back from Swansea stated that although: 'Information available indicates that the original registration archives for this mark may still be in existence... it may be possible to issue the vehicle with an age-related registration mark' and we would have to re-apply for this via the DVLA at Fulwood. We were told we could appeal – but, as the 'Tykes Tour' was fast approaching, we hadn't time to do this and had to accept the registration given us by Fulwood: 569 XUJ (a sixties number!) and wait until July to take up the cause again. This is still ongoing, but, thanks to a Mr Stephen Banfield, Customer Service Manager at Brighton DVLA, we are still hoping that the Alpine may yet revert to DY 7766. Mr Banfield has been most helpful in advising us how to pursue this – though the final decision is still down to the DVLA Swansea.

Back to the restoration! With new found confidence (or was it just a case of ignorance is bliss?) we thought we'd have a go at making the hood. Again after consultation with Woolies and a lot of careful measuring, we ordered 9½ metres of duck cloth, one sheet of Vyback for the side and back windows and all the fasteners. We were truly committed now! We made the hood, four side screens, a hood bag and a tonneau cover. (An easy sentence to write, but not so straightforward to achieve!)

All this was completed in the early hours of 20th June – the 'Tykes Tour' starting on 22nd June. This was cutting it a bit fine and put paid to my plan to have put a fair number of miles on the clock by then and ironed out any teething problems!

Apart from one or two minor adjustments the car ran well all over the week of the Tykes Tour and we had a great holiday, spent in good company. A big thank you to all those involved in the planning and preparation – you did us proud.

At last the hours spent in the garage over the past three years have come to fruition – but the job was made easier due to the help of various people:

I must thank Wendy and David Grace for allowing me to photograph and measure up their Alpine, when there was so much missing from mine. (It was good to be able to compare them and photograph them together at Wendy and David's at the end of the 'Yorkshire Do'

- see last issue.) Thanks too to Sam Roberts, for archive material on the Alpine and photos of other Alpines, which all helped with the rebuild.

For all the help getting registration documents, and all the letters that went with it, thanks are due to Bob Wilkinson. Thanks also to Jim Sharpe and the Club spares' department for supplying those hard to get parts, and to John Griffiths for various spares.

I'd also like to thank John Keenan (Regional Contact for E. Sussex and Kent) for all his time spent on our behalf trying to find archive material relating to the Alpine's original registration in 1933 in Hastings. Thanks too, to any reader who has stuck with this rambling tale over various editions of 'Transverse Torque'!

We are very pleased with how the Alpine turned out and hope to have many years to enjoy travelling in it. The next trip is to the Classic Car Show at the NEC in November, so we hope to see some of you there.

This has been a wonderful example of dogged determination and skill. With only the front half the body-tub to start with, his evening classes in vehicle restoration at his local college enabled him to replicate the panels on David Grace's Alpine, resulting in a superb copy of the original. His mechanical prowess has taken care of the rest, as can be gauged by the last instalment of the 'saga' above and the fact that, without any road testing, the car completed the Tykes Tour without problems. Well done Terry. You are an inspiration to all restorers and a credit to the Y&C Register. - Ed.



And the proof of the pudding Terry enjoying the Alpine on the Tykes Tour in June.

Events 2009

12/13 April	The Royal Chatham Dockyard annual gathering, Kent	John Keenan 01424 424323
26 April	Annual General Meeting Willoughby Village Hall Also National Drive-it Day	Bob Wilkinson 01832 734463
2 - 4 May	Bristol Classic Show, Shepton Mallet (Re-scheduled)	Ivor Bryant 01454 411028
16 - 24 May	Northumberland Walkabout (see below)	Graham Miles 07889 844949
23 -25 May	Enfield Pageant of Motoring (Club stand - Jim Miles)	Entry form 02083 671898
24 – 29 May Roberts	12 th Ford 8 & 10 hp National Rally	Contact Sam
01264 365662	Queensland, Australia	if interested
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	7 th Annual Classic Car Show (IMI)	John Morrish 01279 435826
Change of date	Fanshaws, Essex.	John Keenan 01424 424323
11/12 July	Ardingly show, Kent (Club stand)	
19 July	Newby Hall, Yorkshire	Barry Diggle 01274 614729
25/26 July (tbc)	Old Ford Rally (see below) Gaydon Heritage Centre	Bob Wilkinson 01832 734463
22 August	Kirkstall Abbey, Yorkshire	Steve Waldenberg 01132 267497
23 August	Powerscourt Picnic Run and Rally	John Fitzgerald 00 353 1 295
4299	Co. Dublin, Eire	
12/13 September	Bolton Abbey Forties Weekend	Barry Diggle 01274 614729
18/19/20 Sept	North Norfolk Railway 1940s Weekend. (Sunday main day) Model 'C' anniversary (see below)	Roger Hanslip 01945 430325
4 October	White Rose rally, Bolton Abbey	Barry Diggle 01274 614729
25 October	Yorkshire	Geoff Dee 01926 334780
1 November	Stoneleigh Restoration Show	Bob Wilkinson 01832 734463
13 - 15 Nov	Warwickshire	Geoff Salminen 0121 427 2189
Events 2010	Y&C Committee meeting	Bob Wilkinson 01832 734463
14 February	Willoughby Village Hall	Bob Wilkinson 01832 734463
18 April	Annual General Meeting Willoughby Village Hall	
25 April	National Drive It Day	

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 above).

Update on Tour to Ypres Salient -June 2009

Since the original booking of 20 rooms in the Novatel Centrum hotel in Ypres, the pound has taken a tumble against the euro. As a result, the hotel has been contacted and they have agreed to reduce the price of a twin room, bed and breakfast, from 45 euros to 41.50 euros per head per night - a saving of approximately 40 pounds per couple over the six nights.

Jim and Yvonne Miles have recently visited the hotel and said that it is superb with its own secure car park and swimming pool. It is located close to the Menin Gate and also the famous Cloth Hall.

Jim has also sent pamphlets describing many attractions, other than the battlefields and cemeteries of Flanders fields and Passendale. These include tours of Ypres and Poperinge (home of TOC H), tram rides along the coast, auto-museums, antique shops (Ostend), theme parks, gardens, etc. A day trip to Brussels or Brugges by train costs only 19 euros return.

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

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

The hotel has asked that I give them firm numbers by the end of March, so I will be contacting those who have provisionally booked before then.

Old Ford Rally. July 26th 2009. Motor Heritage Centre, Gaydon.

Arrangements for this new event in our calendar are well under way. Clubs representing pre-1982 Fords are publicising the rally and entries are coming in. Apart from Ford cars, there is good interest from commercial, agricultural and

military groups showing the diverse nature of Ford production. Be there!

North Norfolk Railway-1940's Weekend

September 18th, 19th, 20th, 2009.

75th Anniversary of the Ford Model 'C'.

The North Norfolk Railway holds the popular 1940's weekend annually and our club has always had a good attendance at this enjoyable event. **Sunday is the main show day and tickets are available for just the one day.**

This event coincides, almost to the day, with the 75th. Anniversary of the launch Ford Model 'C' on 17th September 1934. We aim to mark this event with additional Model 'C'/'CX's ...or as many as possible we can muster.

This year there is an opportunity to make this club gathering a weekend rather than just the Sunday. A 3-night hotel package is available to members and friends – shorter or longer stay may be possible.....just ask. The package includes Friday, Saturday and Sunday nights B&B, with evening meals on Friday and Sunday, at a total of £150.00 per person. This includes free passes for the NNR event on the Sunday. The Country Park Hotel is of good quality and only a short drive from Sheringham and Holt stations on the NNR.

A weekend programme is being compiled to accommodate various interests but basically:- Friday evening – Arrive at hotel. Meet for evening meal: Saturday - local visits etc. (TBA). Sat. evening, 1940's Dance at Holt: Sunday - 1940's experience at North Norfolk Railway. Evening meal at hotel: Monday- depart after breakfast.

Although not compulsory, most visitors to the show wear 1940's gear and over the years our groups have been quite inventive; military, civilian, workplace, formal and casual gear have all been included.

All Models 'C' and 'CX' owners are invited to add to the display. The Model 'C' may exist in smaller numbers but, as the first Ford 10hp. car, it is an important model in Ford development. Let's have a good turnout.

Apart from travelling on the steam trains each station is set out in period style with the popular music of the era adding to a tremendously nostalgic atmosphere.

If you are interested in booking your place or finding out more details, please contact Jo & Roger Hanslip. Tel: 01945 430325 or by email: jo.hanslip@btopenworld.com

Early bookings appreciated to ensure hotel places.

The Ford Model Y & C Register

Why 'Y'?

In my book on the Model 'Y', I hypothesised on the reason for calling the 8 hp Model 19 (Dearborn numbering) the Model 'Y'. After all, we had seen the Model A, followed by the Model B, so why wasn't the next car off the Dearborn drawing board the Model 'C'? I won't repeat my theory on the subject here, but rather, put Yvon Precieux's ideas forward. Yvon did spell out his ideas on the Early Ford vehicle coding in the December 2007 'Sidevalve News', but for brevity's sake, I shall repeat the reasoning he gave in his letter to me:-

"On the reasoning behind the use of the letter "Y" for the 8 hp Ford, I hope you don't mind if I don't concur with the Mathis conclusion [*my theory - Ed*]. With Company survival at stake and in the hectic schedule of getting this vehicle and the Model B 4-cylinder to manufacture at Dagenham, French politics would have proved difficult at any time and, anyway, I doubt if Henry Ford would have allowed Mathis to be given any leverage at this most inopportune of moments. My view is that the baby model's eventual identity "Y" stems from the baby car keeping its project number 19 as its initial identity up to the crucial time of the compilation of its parts list, when its cousins, the Model 18 especially and the Model B were also being completed. One must not forget that the baby Ford was a rush job due to it not being part of Dearborn's original manufacturing strategy. Being asked to be brought into production sooner rather than later meant the Model 19 was required to be available as the V8 with the two sharing parts derived from the new Model B. Despite the V8 Model 18 not being made at Dagenham, it was still being made available to customers and parts catalogues for all three were still required for factory, dealership and garages to become familiar with. This is possibly when the "confused" situation was identified at Dagenham's parts department familiar up to that time only with the earlier alphabetical system from the Model "T" to the Model "A". To be suddenly issued with two consecutive numbers, 18 and 19, for numerical parts listing must have been too close for comfort, especially for two so highly different cars. The parts department at Dagenham may well have foreseen this similar confusion at the dealerships and garages and as a car servicing of the Model 19 was a crucial part of Ford's recovery strategy, any mistakes here on parts identification could have meant delays to customers and profitability of the Dagenham factory. So I am not surprised that Perry's ears were ringing. It is feasible then that the impetus to retain the letter of the alphabet for the baby Ford may initially have come from this area and perhaps they, the spares department, were the first to come up with the letter "Y" as they would certainly have understood the Model identification system better than anyone else. Perry's situation, if we indeed select him as the individual to come up with the solution, would have been the need to avoid interfering with Dearborn's alphabetical model sequence after the models "A" and "B" and the new numerical sequence being applied to the V8 range, coupled with the need to make a quick decision to avoid delays in printing the baby Ford's parts manuals for garages and dealerships. Possibly the fact that the 8 hp was the lowest limit Dearborn would retain for engine manufacture may further have influenced the proceedings. All this can only be guesswork, but having used letters up to the Model "T" previously and being careful not to jeopardise the newer systems with the knowledge of a 10 or 12 horse model in the pipeline, the "safest" letter could only have come from the end of the alphabet with the letter Z. Probably, at the end of the day, the next letter, Y, was simply selected as being more palatable than the "safest" letter Z. This hypothesis does seem to bear fruit with later models using the letters 7Y, 7W, CX and 7Y. the C works into the original scheme after the Model A and Model B, as the 10 horse was the natural progression down after the 30 and 20 hp engined models. Hence, because the larger Ford model range has not come under our scrutiny, I feel we have missed some vital clues on pre-war small Fords that have derived their identities from the V8 numerical system. Only by taking these larger Fords can we fully understand the seemingly now more logical pattern that does emerge, with further models up to 1937. Taking the first digit for the V8 range, i.e., Model 40, 50, 60, etc. one has roughly the year, i.e. 1934, 1935, 1936, etc. The small Fords together with the Ford V8 truck range continues this, but in an alphabetical and combined alpha/numeric sequence starting with Dearborn's "CX" and closing with Dearborn's 7V, and Dagenham's 7W and 7Y, the 7 being used for the year, after which, in 1938, a totally new system evolves."

I am still not convinced! I would make the point also that in July 1932, when the letter 'Y' was suggested to Dearborn by Perry, there was no hint of a 10 hp car on the horizon. - Ed

International correspondence

Australia.

Bill Ballard emails from Australia, "I've got a couple of updates for the Register for you. I have it on good authority that Wayne Brown has now sold:-

(a) his 1934 Model 'Y' Tudor (Y81256) to "someone in New South Wales". As it has left Victoria, it will lose its Victorian Club Permit plates "CH-1239" and presumably be issued with a N.S.W. registration in due course. (This car previously had a New Zealand registration "LG-5564" and a Queensland registration "706-PNS").

(b) his Model 'CX' phaeton-cum-sports tourer (C24536) to "a private collector in Western Australia who is building up a museum collection". It, too, will therefore lose its Victorian Club Permit plates "CH-5875".

Apparently he got what he was asking for both these cars (\$8,000 and \$15,000 respectively), which means the "CX" has, to my knowledge, achieved the highest ever price for a Small English Ford 8hp or 10hp car in Australia - the previous highest was reputed to be \$13,500 paid for a 103E Popular coupe ute which, after fierce competition on eBay, was sold to an Englishman who imported it into the U.K. It subsequently appeared for sale on an autojumbler's stand at the last 'All Ford Rally' held at Abingdon. Both cars have been collected by their new owners. No other information about the new owners is known at this moment in time.

I am gradually getting back to normal after my hernia op and am building up the courage to drive "Bluey" to the centre of Melbourne on Australia Day (26th January) for one of the bigger shows in the classic car calendar in these parts - the annual 'Picnic in the Domain Gardens'. It still has its faulty gearbox (which jumps out of 2nd gear, if you do not hold the gear lever steady), but I've authorised a local firm to overhaul her old gearbox (which broke something in the synchromesh cluster) and, who knows, they might finish this in time for the show (I've got my fingers crossed)! ["Bluey" is Bill's 1936 Model 'CX' roadster - Ed.]

I also received the January 2009 issue of 'Wire Wheels', the excellent newsletter that Bill produces on a regular basis for the members of the Ford Y&C Register Australian Syndicate (some 25 members strong). I noticed once again that the preference amongst sidevalve owners 'down under' is to fit a two-brush generator with a regulator, rather than a three-brush dynamo with a cut-out. It was mentioned in the write-up on the continuing restoration of David Moran's Model 'CX' well-type roadster 'ute', 'Stuey'. My question is, were two-brush generators and regulators fitted by Ford of Australia in the 1930s, or are the change-overs a more modern innovation?

Spain.

Luis Cascante has come up with another treasure for the archive. He and Tatat, his wife, spent the Christmas with his mother in Barcelona. He recounts, "For Christmas, brother in law Alfonso, bless him, who is also an old-car enthusiast, made me the present of one original page from Barcelona's newspaper 'La Vanguardia', dated 28 January 1934. It displayed the Ford Motor Ibérica advert introducing the 'Long Rad' Model Y. It therefore dates the introduction of the Long Rad into Spain as February 1934."

This is not surprising as Dagenham needed to out-stock all its surplus short rad bodies and bits after the introduction of the long rad in October 1933.

Many assembly plants continued to receive short rad paraphernalia well into 1934.

Luis has also spoken with José Luis Laguens-Gabas, who lives in Barcelona. José Luis says that after nearly 5 years of work, he has completed the restoration of his 1935 Four-Door Model 'C', chassis number C13066. He used parts of another Model 'C', this one a Tudor. He is now doing a few runs to make the final adjustments. He is very grateful to the Club for all the help he has received, and wishes to thank all the members concerned for their cooperation. He explained that some parts of his car are not original as they are extremely difficult to obtain. The gear lever knob with

direction indicator switch and the radio are two of them. In a postscript, José Luis says that he still keeps many parts of the spare Tudor, if somebody is interested in them.

Luis finishes by saying, "We have had a very cold winter this year with lots of snow

Planta 6 - Domingo 28 de enero de 1934

LA VANGUARDIA

Ford Motor Ibérica BARCELONA

FORD MOTOR IBÉRICA PRESENTA

EL NUEVO FORD 8HP. 1934

...y puede Vd. adquirirlo a plazos

Sin alteración de precio... Ptas. 7350 franco fábrica Barcelona

...técnica y prácticamente perfecto con las nuevas características

Nuevo radiador. Nuevo capó. Guardabarras de nueva construcción. Volante de dirección y conexiones de nuevo diseño. Nuevos faros, con interruptor especial para luz opaca de carretera. Tapicería de más alta calidad. Nuevo tablero de instrumentos, tipo lujo. Interior más espacioso. Elevador central de parabrisa. Visera interior para el sol. Ruedas de color. Nuevos colores de carrocería. Etc., etc.

Además de motor de suspensión elástica, carburador de tiro hacia abajo, pistones de aleación de aluminio, cambio de marchas sincronizado, con segunda silenciosa, amortiguadores hidráulicos, de ajuste automático, parabrisa de cristal de seguridad, etc., etc.

Y en los tipos de lujo: porta-equipaje, funda metálica para la rueda de repuesto, doble limpiaparabrisa, reloj en el espejo retrovisor.

ES UN 8 HP. Y ES UN FORD

...pero un nuevo 8 HP, y UN NUEVO FORD. Mejor, quizá, UNA NUEVA MODALIDAD DEL COCHE UTILITARIO. La más grande para que también usted, pueda poseer «su» automóvil un coche que tributa sólo Ptas. 24 al semestre por patente; que hace un consumo insignificante; más que nunca, un automóvil del que «no dirá Vd. que es un coche pequeño, ligero, seguro, que cubre los 90 kilómetros por hora en directa y los 60 en segunda—un coche técnico y prácticamente perfecto en 1934.

VEA EL NUEVO FORD 8 HP. 1934 en los salones del Concesionario más próximo. Pídeselo pronto, para entrar en el turno de primeras entregas.

UN PRODUCTO PROTEGIDO POR EL SERVICIO FORD

The 'La Vanguardia' newspaper advertisement, dated 28 January 1934, introducing the long rad Model 'Y' to Spain.



José Luis Laguens-Gabas' May 1935 Fordor Model 'C' viewed from the rear. The side view is on the back cover of this issue. Both exterior and interior have been restored to a very high standard.



The beautifully finished dashboard. There is a later Ford radio in the glove compartment.

on the mountains. Yesterday, going out at 7 o'clock with my TR4, the temperature was -7°C. Obviously (I am Spaniard, not Brit) with the hood raised!"

Denmark/Estonia

Michael Deichmann has solved the riddle of the Model 'C' number plate, V-265. He emails, "On page 5 of Issue 176 you showed a picture of a Model 'C' in pretty cold

conditions and asked for suggestions of where it could be. Here in Denmark we have some boys who never grew up from writing down license plates they saw in traffic. One of them has even made an amazing website, where you (albeit in Danish) can read all there is to know about Danish license plates (<http://nrpl.dk>). He also has a forum on that website where you can ask all sorts of questions and where license plate issues are discussed.

As you had already sent me the pho-

tograph, I posted in on the section for foreign license plates and asked the same questions as you did in the magazine. The owner of the site, Thomas Thorsen, gave me this answer, translated by me into English:

'Initially Finland comes to my mind with the year (35) and the stamp to the left of the plate. "V" should then stand for the old "Viborg" county which, after the Winterwar/WW II, went to Russia. However, the colour is wrong since they had a black background in even years and white in odd. The Finnish typography is also nicer, as it was common for license plates at that time to be handpainted and the digit "2" had the upper part closed.

On further investigation, it seems it is an Estonian license plate, as they had the reverse colour schemes: black in odd and white in even years - and the year over a county government stamp to left. "V" stands for Viljandi County (Viljandimaa) in southern Estonia. The typography is also the one used in Estonia at that time. See <http://www.platepie.com/eesti/eesti.htm>". In my opinion, Estonia may already have had some Russians going around before WW II, so the driver may very well still be a Russian.' "

Thanks Michael, the Balkan States were on my possible list. Estonia was on the dependency of the Ford assembly plant in Helsingfors (Helsinki), Finland.

Hydrostatic gauges

Michael Deichmann also sent Graham Miles some interesting tit-bits following Graham's offer of a hydrostatic fuel gauge in response to Michael's plea in the Wanted advertisements on the website. Graham assumed that Michael had an early (pre-June 1935) Model 'Y', June being the month when the electric fuel gauge superseded the hydrostatic type. Michael is actually restoring a February 1937 Copenhagen assembled Eifel cabrio-limousine. Michael commented,

"My Ford is a Model 'C' with German roots. It is part of a pilot delivery from Cologne of a number of Eifel Cabrio-Limousines which where surplus after Ford in Cologne began assembling what I call Ford Eifel Mk. II - the one with the alligator hood - in October 1936. They were all assembled in the Ford plant in Copenhagen in February 1937.

The German Fords - even the V8's - had mostly hydrostatic fuel gauges and mine too. In the attached picture you can see my rusty gauge. It is not silver but white, but that is no problem. I need all the mechanics so I can reconstruct the frontplate.

Of course it would have been easier if I could find a German gauge, but most of them that were in Germany were smashed. Most of the Model 'C' and 'Y's assembled in Scandinavia before 1937 came from Dagenham (= electric gauge) and it was only a fraction of those assembled after February 1937 that came from Germany, probably with hydrostatic gauges.

So the instruments are very rare."

Graham is to provide Michael with a gauge at the A.G.M. Michael is driving to the A.G.M. from Denmark in his Model T! (If he can do it, you can do it - it is after all National Drive-it Day - Sunday 26th April)

South Africa

Our recently-joined member, Willem Pretorius, from Mpumalanga Province (the old Eastern Transvaal) has explained to me quite bluntly the idiosyncrasies of the South African vehicle registration system. His September 1936 Model 'CX', which would have been shipped out in crates from Dagenham to the Ford assembly plant in Port Elizabeth, has had only three owners from new, Willem being the third. It has, however, had four different registration numbers. Willem explains, "These are all the previous numbers allocated as the car changed hands or the system changed. The 'O' in OH 7636, the original registration, stood for Orange Free State and the 'H' for the Frankfort office. The "T" in licence number HBP 744T represents the old Transvaal. The system then changed and became Gauteng Province, hence the "GP", or as we know it 'gangster paradise', in LBB 074GP. The newest registration number is on the licence certificate DXB 835MP. The MP stands for Mpumalanga Province (the old Eastern Transvaal).

Willem was also of the opinion that his 'CX' was a 1935 model, the registration document showing it as being first registered on 01.01.35. Y&C pundits will realise that this cannot be as the 'CX' was not introduced until September 1935. I also made the point to Willem that I doubt that the registration office would have been open on New Year's Day, to which he commented, "Registering the car on new years day, is absolutely impossible. The new work force in this country hardly ever works, let alone on new years day."

Willem certainly works as you can see from his report, "the restoration of my car took 4.5 months. I have to add that I am retired for 2 years now (retired at age 35) and that I do the restorations on a full time basis." Keep up the good work Willem.



Willem's September 1936 Model 'CX' as he received it in August 2008.



Four and a half months later, the butterfly emerges from the chrysalis!

New Zealand

Heather Trumper, the Editor of the newsletter of the Ford 8&10 Enthusiasts' Club on the South Island, sent the following good news, "After receiving your January/February "Transverse Torque" and reading the information regarding the photo on the back cover, I mentioned it during our Committee meeting held on Sunday.

The Committee Members have asked me to convey to you that we have decided to accept your challenge of recreating this photo as best we can. It may take nine months or so but your challenge is one we can't pass up. Are you able to tell me exactly what year the Dunedin photograph was taken?" The best guess at the date is 1937/38, based on the most modern vehicle in the photograph, i.e., the American saloon in front of the Model 'CX'.

We look forward to seeing the re-creation and comparing it with the period photograph.

News of new members

Prepared by Christine Baldock, 26 February 2009

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Ford Y&C Model Register the following 6 new members:-

Jim Clarke	C1132	Erdington, Birmingham
Dan Duloherly	D1930	Mallow, Co. Cork
Stuart Green	G1620	Northowram Halifax
Arie Kraayeveld	O-K103	Honselersdyk, Holland
Willem Pretorius	O-P104	Sundra, South Africa
Rod Viveash	V1294	Daventry, Northants

We are delighted to welcome them and give below brief details of their vehicles:-

Jim Clarke from Erdington Birmingham has joined the Register and is looking for a Model 'Y'. Hopefully he will acquire one of "our cars" soon and share the thrill (?) of his first drive! Don't forget to keep checking the website Jim, where there are cars for sale together with those advertised the magazine.

Dan Duloherly from Mallow Co. Cork is now the proud owner of ZA 7890, a 1936 2-door 'Y' saloon previously owned by ex-member Jim Twohig. Dan's car is in an "on the road" condition, so hopefully he will be driving around the roads of Co. Cork this summer.

Stuart Green is embarking on a complete re-build of his long rad Model "Y" pick-up. I imagine he will be ordering some spare parts soon from Colin Rowe and his team of stock holders. No doubt our archivist, Sam Roberts, will be catching up with Stuart to obtain some more details of his pick-up. Best of luck with restoration Stuart!

Arie Kraayeveld from Honselersdyk, Holland is the owner of a two-tone green, 1934 2-door 'Y' with chassis number Y61017.



Rob Bolland gives assistance unloading Arie Kraayeveld's two-tone green May 1934 long rad. Arie joins the ever-growing 'Dutch contingent' in the Club.

Arie's 'Y' was restored over 30 years ago but now needs a little TLC. (Don't we all?). Thanks for joining the Register Arie.

Willem Pretorius from Sundra in South Africa, is the only new member with a 'CX' this issue. It has chassis number C51927 is painted grey and black and was registered in 1936. Willem spent 9 months last year restoring his 'CX' to a high standard. Willem will now be able to enjoy the fruits of his labours. Willem's story and photographs of his car appear under 'International Correspondence' in this issue.

Rod Viveash is the owner of the second Model 'Y' pick-up this issue. Rod from Daventry, is fortunate that his pick-up is "on the road" condition, with particular thanks to its previous owner, Tim Brandon. It is green, has chassis number Y100473 and bears the registration JB 6522. It was registered on 31/5/35.

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

Christine Baldock
Membership Officer (Temporary)

A Racing Pedigree

Once again, we are grateful to Tom Heavey, the Editor of "Irish Vintage Scene" and Andrew Pollock, the motoring journalist, for allowing us to reproduce this article which appeared in their July 2008 issue.

Built in Dublin by Booth Poole's in the 1940s, this Ford Y-based special has a long and varied competition career under its belt. We catch up with owner Denis Walsh to find out more about this unique racer.

Andrew Pollock
(andrew@irishvintagescene.ie)

The Ford Model-Y was a well-known and much loved car in the early days of popular motoring in this country. Its economy, affordability, reliability and ease of maintenance were a boon to the Irish driver, and its fully-enclosed cabin made it more practical and comfortable to use in our frequently inclement climate. However, simple and frugal as the little 8hp sidevalve car was, fast and powerful it was not. The top speed was quoted as being almost 60mph, but reaching and maintaining such a velocity in a Model-Y would surely call for a highly-skilled driver with a masochistic streak. Even so, the car's simple structure, sturdy mechanicals and small size made it an attractive proposition to the spanner-wielding motorsport fan, who recognised the performance to be gained by lightening the vehicle and utilising parts from other Ford vehicles.

The Ford Model Y & C Register

Thanks to the Model-Y's separate body and chassis (common practice for cars of the time) the steel bodyshell could easily be removed, leaving all of the mechanical components attached to the chassis. To this a simple, lightweight body could be fixed, usually a two-seater design with aluminium panels supported by a minimalist steel frame. Add some bigger tyres, a different rear axle ratio and some spotlights and hey presto; you had a very capable competition car suitable for a variety of motorsport disciplines such as trials, autotests and hillclimbing. While

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some of these home-brewed machines weren't very attractive or particularly well-built, others of course were, and both were effective for the job at hand and proved quite popular up until the advent of specialist manufacturers in the early fifties such as HRG and Dellow. These featured Ford running gear fitted into well-finished aluminium bodywork, tubular frames and modified suspension, and were available with options like twin carbs and even a supercharger. Dellos won many high-profile events in their day, including the Circuit of Ireland, and became the car to beat in motor trials. This put many of the home-built specials in a less-competitive position, and their numbers dwindled from then on.

One particularly well-known Irish driver in the heyday of the specials was Jimmy Millard. Like many racers of the time Jimmy's skills were multifaceted, and he competed with great success in trials, rallying, hillclimbing and autotests with cars and motorbikes; indeed, he is thought to be the only man to win Irish national titles on both two wheels and four. While he passed away in 1982, he is remembered to this day thanks to the RIAC's Jimmy Millard Trophy, which is awarded to the best up-and-coming young racing driver each year. In 1949 Jimmy won the Hewison Trophy, the national trophy for reliability trials, at the wheel of a rather special car. While he had been competing in an MG for many years, around 1947 he felt that he would need something more specialised to take on the aforementioned Dellos and HRGs. Instead of building something himself he turned to his acquaintances at Booth Poole's in Islandbridge, the owners of which were keen motorsport fans themselves. Booth Poole's were the assemblers for Morris cars and vans at the time, and were obviously well-fitted out for building a special thanks to their construction of aluminium bodies for commercial vehicles, and just needed a suitable basis for the new car.

This came in the guise of a 1936 Ford Model Y, which would have only been on the road for about four years before being laid up due to the wartime fuel shortages. Jimmy Millard bought the car around 1946 at which point it would have been fairly cheap, and the standard body was dispatched with before the chassis was taken on by Char-



Jimmy Millard and young co-pilot at speed at the Powerscourt Gymkhana in 1952.

lie Ryan of Booth Poole's. Charlie was an experienced coachbuilder, and so the angle-iron frame and aluminium panels of the 'Mill-Poole' special, as it was named, were finished to a high standard, with a proper, curved cowl panel as opposed to the overtly square cowls of many home-built examples. The chassis was also shortened by around 15 inches to both reduce weight and to improve manoeuvrability. What gave the car a very non-Ford appearance, of course, was that cut-down Morris Commercial radiator, which was deemed suitable due to its large-capacity header tank and the fact that Booth-Poole's would have had it on the shelf! Incidentally you won't see many of these radiators about nowadays as they were a short-lived affair and were only fitted to taxis and vans built by Morris Commercials at that time.

Once its construction was completed in 1947 Jimmy Millard pressed the car into competition, with notable success. With its 16-inch Model-C rear wheels, two spares mounted on the back and externally-mounted fly-off handbrake the lightweight machine proved highly-capable in trials and autotests, and served Jimmy well until he sold it off in the fifties. It was then bought by a Mr. Walsh, who was involved in the building trade, and he removed the engine to fit something more powerful but never got around to completing the job. In the early sixties Mr. Walsh was working on the church in Monasterevin, Co. Kildare, and was clearing the site of scrap metal; the disassembled special became part of that scrap, and was spotted at the blacksmith's yard by local lad Denis Walsh. "I was only sixteen at the time, but I was driving around in my Baby Ford", Denis remembers; "I needed a few bits and pieces for it, so I went for a look at this. The engine was gone, the front axle had been removed to make a trailer, the aluminium mudguards and bonnet sides were gone and it had only one rear wheel." Despite not knowing anything of the car's past

(it didn't even have a registration number) and even though it was a very sorry sight Denis resolved to buy the car for six pounds; if that sounds cheap, bear in mind that was three weeks of hard-earned wages for young Denis! "There was enough there to rebuild it eventually," he explains, "it was too good to throw away, it was done in aluminium and it was carefully built, the cowl was curved and there were no sharp edges on it."

The remains of the car lay behind Denis' house for a number of years, at which point he had become involved in auto-cross and rallying in an Anglia, and so he decided to reinstate the special, but with a 'slight' modification; a 3.8-litre Chrysler straight-six under the bonnet! "It fitted, and I ran it like that for a while," Denis recalls, "but it was never very good really and it was laid up again". The car was little-used until 1982, when he spotted a photo of the car beside Jimmy Millard's obituary in the Irish Motorsport Yearbook. Recognising the car, Denis contacted the Millard family and they were able to provide him with a wealth of photos and history. The photos also revealed the car's 1936 Dublin registration, which Denis had been unable to trace up to then. All of this fresh information gave Denis renewed enthusiasm for the project, so he dug it out to give it the rebuild it deserved.

The original plywood floorboards had unsurprisingly rotted away, and these were replaced. "It's even got a plywood firewall" Denis laughs, "but it has always passed scrutiny." New registration plates were made up in the same style as those in the period photos, right down to the crooked '5', and new mudguards were adapted to fit, although in steel as opposed to the original (and flimsy) aluminium originals. The Ford 8 engine has been replaced by a Ford 10 unit, which is fitted with an 8 head for a higher compression ratio, and the twin SU carbs that were fitted previously have been switched for an original manifold with a 105E carb (which have an integral fuel pump). Denis tells us the car runs much smoother now, with none of the flat spots of the twin-carb setup. The bodywork is mostly original, and has never been painted; Denis simply gives it a rub with a Scotchbrite pad every now and then to keep it shiny. It might bear a few scars from decades of competition, but these are worn with pride and Denis has no intention of getting rid of these any time soon.

Over the years the car has seen its fair share of action with Denis at the wheel, competing at Mondello, on hillclimbs, autotests and trials, and has suffered the odd mishap along the way (bent axles, thrown conrods et al). He admits to taking it to the shop on occasion, even though luggage space could be described as tight, and all of his kids learned to drive in it due to its excellent visibility and three-speed gearbox! Denis describes the car as 'nippy', thanks mainly to its short chassis and low kerb weight, a mere 540kg with a half-tank of petrol on board. "It's a very crisp little engine" he explains, "it will do about fifty-five with the hillclimb gearing in it, but you really need to be strapped in because it's very twitchy. It's very short, so it's easy to spin it." Now living in Blackrock in Cork City, Denis was kind enough to give me a spin around the neighbourhood on the day of our shoot and I have to say it was a blast, even from the passenger seat. With a rear wheel threatening to graze my left elbow, the side-exit exhaust blaring just below my seat and a total lack of modern safety equipment it was an entertaining and memorable ride, and Denis is right when he says that it is impressively quick considering the power of the engine.



The Morris Commercial grille belies the car's Ford underpinnings, but was originally fitted by Booth-Poole and is a pretty rare item nowadays.

Future mods include a change to the rear axle ratio for more relaxed cruising, as

Denis doesn't do a whole lot of racing anymore, but that's about it. He enjoys driving it about as often as possible, and reckons that driving it at night is a memorable experience as you are totally open to the elements. "It's been going for most of its life" Denis states proudly, "it has seen a lot of competition since 1947." While the Millpoole's racing days might now be few and far between, it certainly has plenty of miles left under its wheels, and thanks to the legendary 'swap-ability' of

Ford parts it shouldn't take much to keep it on the road, as Denis explains "Ford have always been good at interchangeable parts, that's why I've had Fords all my life. When I needed a new trackrod end for the special I brought it down to my local Ford dealer, and they brought me out one from a Fiesta which had the same taper and thread in a slightly bulkier body. I bought a pair and fitted them to the special, and they are perfect! If it works, why change it? That's one good thing about Ford; they don't change for change's sake." A good thing too in our opinion, especially if it will help to keep this unique piece of Irish motorsport history rolling for many years to come.



Denis in action at the Corkscrew Hillclimb in the nineties. Note the roll-cage, which quickly bolts on for competition use and cleverly incorporates mounts for the timing transponder, harnesses and rear fog lamp."

Irish Vintage Scene would like to thank Blackrock Castle Observatory, Cork for providing a beautiful location for our photoshoot. For more information on their fascinating astronomy exhibitions call 021 435 7917, visit www.bco.ie or email at info@bco.ie.

The Morgan connection.

Whilst visiting a local model railway exhibition I came across one Dave Walker, who was exhibiting. I was wearing my Y&C Register fleece and the subject got round to sidevalve engines in Morgan cars and how he and Doug Hickson sold engines at 35 shillings. Sensing a story here for the magazine, I wrote to Doug (of Model 'Y' Jensen Mistral fame) and asked him what it was all about. He replied:-

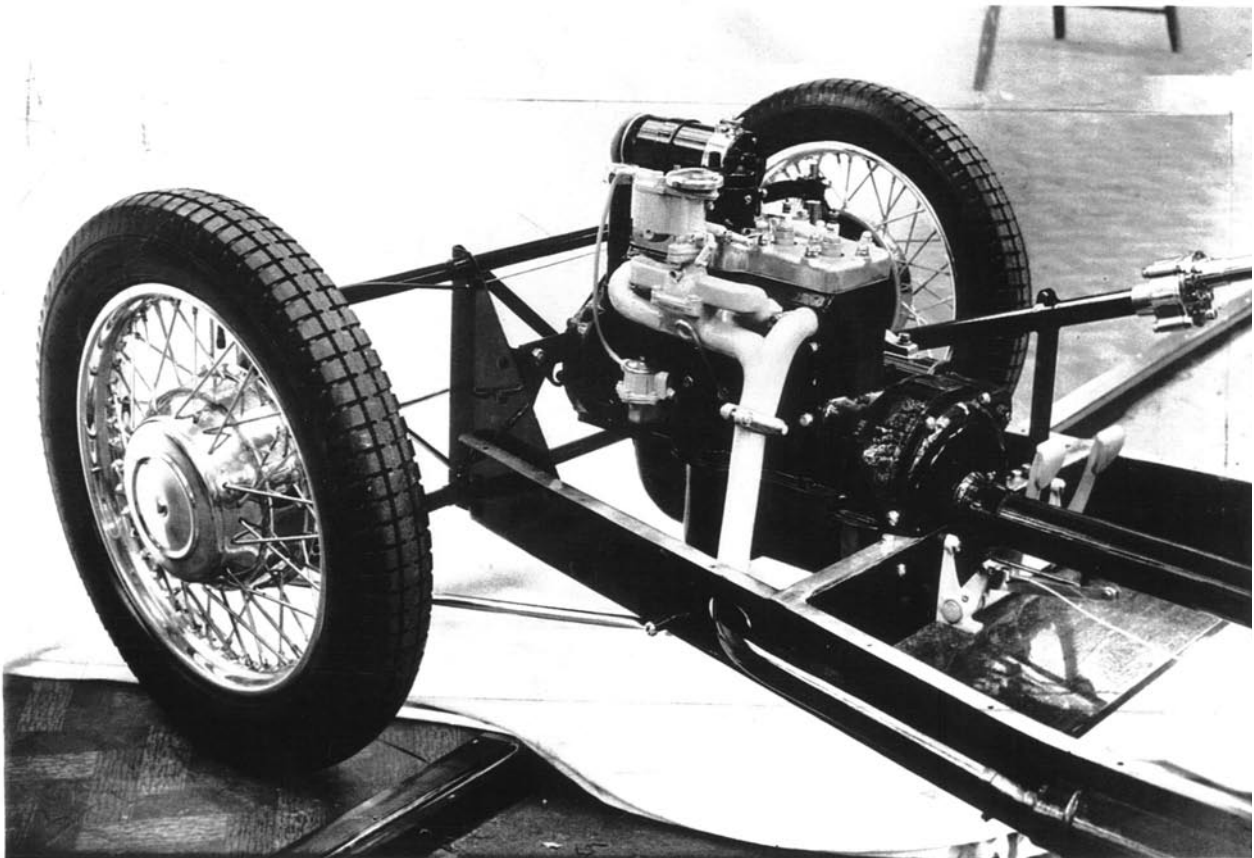
"I have seen Dave Walker since he said that he had mentioned how Rugby Autocars had come to get the Morgan business.

It all goes back to 1959 when I had just joined the Industrial Units department of the Ford Motor Company. One of my first visits was to Morgan, who at the time were using the 3PU (3=10hp Power Unit). The 105E 1000cc engine had recently been introduced in the new Anglia but Morgan decided to wait for the larger 1340cc engine which was to be fitted into the Classic. Peter Morgan had recently taken over from his father who had recently died.

At the time any Ford dealer could supply an industrial (so called) customer if they could give the service. This could have been quite a lucrative business for the Motor House Malvern who was the local Ford dealer, but it appears they were not interested. Morgan had therefore to contact Ford direct over any warranty problems. Peter was not too pleased with this procedure. I happened to mention this to John Varney of Rugby Autocars of Coventry, who were trying very hard to get into the industrial engine business. John said he would handle his claims though he was 40 miles away and was not involved in the supply of engines at the time. The first one was for something like 35/-. Not being sure how to handle this claim he sent the money from petty cash as a good will gesture.

It later became apparent to Peter Morgan that it would be better for Rugby Autocars to supply the engines direct, at no cost penalty, with the advantage of delivering from stock and more close personal contact.

The relationship has lasted to the present day, over 50 years, with Power Torque engineering still supplying Ford four and six cylinder engines for the majority of their cars."



Although 25 years before the start of Rugby Autocars involvement with Morgan, here we see an early 8hp engine in a 1935 F2 Morgan. Ford had a surplus of engines from the production lines, which were available as 'industrial' engines for a variety of businesses and uses.

Ford of Malaya and the yellow-topped taxis.

It all started with a newspaper cutting from a Brisbane, Australia newspaper, "The Courier-Mail" dated Tuesday, 17th July 1934. Bill Ballard happened upon it whilst looking through micro-fiche copies of Australian newspapers in his local Melbourne library last year in his quest to trace the introduction of the Model 'Y' into Australia. The cutting read:-

FORDS REPLACE RICKSHAWS

The problems of travelling short distances in Singapore was, until last year, distressing to all persons who were not car owners. Although the disappearance of the rickshaw may be regretted by sight-seeing visitors, its obvious disadvantages, particularly as regards speed and lack of protection against rain, have rendered it unable to compete with a newer form of public passenger transport first introduced into Singapore during May, 1933. This consists of a fleet of over 60 8 h.p. Ford saloons which may be hired in much the same way as London taxi-cabs. The standard rate is approximately 6d for the first mile, and 3d for each subsequent half-mile or part thereof. These charges are a good indication of the low running costs of the 8 h.p. Ford, for not only do they allow a reasonable margin of profit, but they permit Universal Cars Ltd., Ford dealers of Singapore, who are responsible for this organisation, to insure their patrons to the extent of nearly £600 per passenger. The fleet covers a total of some 170,000 miles per month. Each vehicle is given a thorough inspection at the end of each 1000 miles' running, and is washed and serviced every day.

Now it just so happened that Paula and I were going to Singapore for 10 days to celebrate Christmas with daughter and grandchildren, so I set about contacting the Singapore National Archive and the National Library on the Internet to find some research material for me to look over when I arrived. I must say that I was very relieved as Singapore is not a place I enjoy. Bearing in mind it is the same shape but smaller than the Isle of Wight and has the City of London and the West End on it, once you have visited the zoo, the botanical gardens and the crocodile farm, all there is left to do is shop in very expensive shops and eat! It's all right for a couple of days stay-over en route to Australia or New Zealand, but 10 days on your fourth visit is boring! So I was delighted to have a project to get my teeth into whilst the girls spent endless hours in the shopping centres.

Both the National Archive and the National Library were very helpful and provided me with sufficient background on Ford of Malaya and the taxis to recreate the story. Unfortunately, the only photograph of the taxis was in a micro-fiche

copy of the Straits Settlements 'Sunday Times' of March 25th, 1934. I reproduce it here, but its quality is very poor. It was this paper that gave some details of the taxis:-

HOW THE LOCAL TAXI SERVICE IS RUN. Further Developments Planned.

There is considerable satisfaction in knowing that at last Singapore can boast a taxi-cab service which is beyond reproach.

Since the introduction of the Yellow Taxis, many of our transport difficulties have disappeared. For those who did not possess cars, short distance travelling in the town used to be a problem. The ricksha (sic.) seemed the only solution, but it was far from being a satisfactory one, especially during the wet season. Now we have the Yellow Taxi which fulfils all demands in this direction.

An idea of the use that they are to the public can be gathered from the fact that the fleet which numbers some 60 cars, covers an average of 150,000 miles each month.

Penang and Ipoh are now sharing Singapore's facilities for cheap comfortable and speedy transport, for the organisation has extended its activities to those towns and it may not be long before Malacca and Kuala Lumpur are also included.

It is perhaps not generally known that the company's liability to passengers who

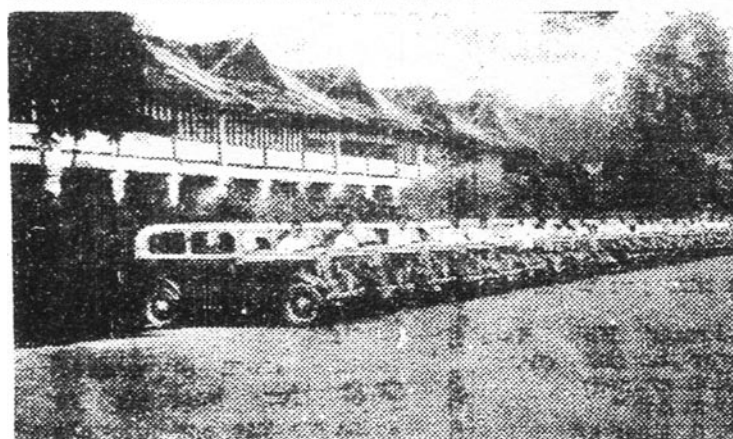
travel in Yellow Taxis is covered by insurance up to \$5,000 per passenger. This is in contrast to the fact that many of the individually owned taxis are not covered by insurance at all and the owners are not in a financial position to meet claims.

Universal Cars, Ltd., who are responsible for this organisation, did not embark on the service without first carefully studying the needs of the city. It was felt that the four-passenger taxi was not popular because, unless the fare was shared by four passengers travelling, it was expensive.

It was decided to put into service the 8 horse-power Ford, which, incidentally is manufactured in England. One of the front seats was removed to provide easy exit and entrance and room inside for baggage.

The first batch of Yellow Taxis made their appearance on May 17, 1933. The public soon realised that here at last was just what was needed. After a while special stands were provided to accommodate these light taxis as distinct from the large, privately-owned taxis.

Experiments are now being made with meters and it is probable that in a short time all Yellow Taxis will be equipped with them. They will obviate the necessity of working out the fare and will ensure that the exact charge is being paid. But the scale will be the same, that is to say, 20 cts. for the first mile and 10 cts. for each subsequent half-mile or part thereof.



A poor quality photograph of some 30 of the Yellow Taxis and their Malay drivers, taken from a microfiche of the 1934 newspaper in the Singapore National Library. This is the only photograph of the taxis that I was able to find and was captioned: 'Some of Singapore's yellow "taxi-ettes."'. It is apparent that the taxis were black up to the coach-line and yellow above that.

Only Malay drivers are employed and they are provided with smart uniforms. One of the main features of the service is that the practice of tipping has been done away with. But the drivers are compensated for the loss of tips in that they are given ten per cent. of their takings over and above their regular pay.

It is not necessary to go out in search of a Yellow Taxi. They may be engaged by telephone. A call on No.5484 is all that is necessary and the fare is reckoned from the time the taxi is actually occupied.

After every 1,000 miles running the cars are checked up for mechanical defects, and they are washed and serviced each day. For the further convenience of the public the question of installing telephones at all Yellow Taxi stands, connected up to a central call office, is being considered.

Universal Cars, Limited.

In 1910, Dodge & Seymour, an American trading intermediary, was contracted by Ford of Canada to handle the sales of Canadian Ford Models in India, Ceylon, Thailand, Burma, Dutch East Indies, Borneo, Malaya and Aden. In mid-1911, two representatives V.A. and Henry T. Dodge arrived in Malaya with a sample of the Model T. The Dodge brothers (not the same Dodge brothers of automobile manufacturing fame!) approached Wearne & Co., an Australian merchant firm, for a contract to sell 12 Ford cars in the state of Perak. Other agents were contracted to sell cars in other Malay states. Wearne readily accepted the contract and had sold all 12 cars in a matter of days. Later, at Wearne's request, the Dodge brothers offered Wearne the sole agency for Singapore and Malaya with a contract for 60 cars per year. Wearne's success as a Ford distributor continued and, in 1926, a restructuring exercise within the Wearne group established a separate company to market Ford products (including tractors). The company was called Universal Cars, Ltd. and its aim was to further promote the sale of Fords as an entirely automotive financial concern, providing hire purchase and lending facilities with reasonable rates of

SINGAPORE'S SUPREME TAXI SERVICE

GET THE HABIT

"YELLOW TOP CAB IT"

Phone 5484.

DAY OR NIGHT

UNIVERSAL CARS LTD.

ORCHARD ROAD, SINGAPORE.

The local advertisement for the taxi service.

interest. The Wearn family business continued as Singapore's main Ford agency up until its sale to Sime Darby Ltd. in 1980

The Ford Motor Company of Malaya, Limited. (Ford of Malaya)

In March 1924, Dodge & Seymour established a Singapore office with the intention of serving the whole of south-east Asia, British and otherwise. Singapore was chosen as it commanded some 20% of sales

in the region, only exceeded by Malaya during World War I, when the demand for tin and rubber raised the prices such that the miners and planters were able to afford cars.

In 1926, Wallace R. Campbell, the head of Ford of Canada, decided to take direct control of activities in India and Malaya and took over the Dodge & Seymour employees and some 250 Ford dealers and service stations throughout Singapore and the Malay States. The Ford Motor Company of Malaya Limited was incorporated as a private limited company on 19th November 1926. Ford of India had been incorporated on 31st July. H.A. Denne, the head of a subsidiary of the Russa Engineering Company, which had been handling Ford vehicles in India on behalf of Dodge & Seymour, was appointed the head of Ford of Malaya and stayed in that post until 1933 when he took up a post at Dagenham. His successor in Malaya was C.J.R. Michels.

Initially, Ford of Malay had its main office in Dunlop house in Robinson Road, Singapore. It carried out its business from two adjacent shop-houses in Enggor Street, where, by the end of 1927, there were 16 employees engaged in wheel-fitting and touching-up built-up units imported from Windsor, Canada, and from Dagenham, England, and brought in from the docks some quarter of a mile away. The roadway in front of the building provided storage and sometimes workshop space.

Two years later, in 1929, the shop-house plant in Enggor Street was given up and premises in Prince Edward Road were occupied, over the other side of Anson Road and alongside the docks. Units were now imported in a semi-knocked down state. In 1933, the office in Dunlop House also

moved to these premises. It is from here that all Model 'Y's and latterly, Model 'C's and 'CX's were assembled and distributed to the Ford dealers.

The Ford assembly plant remained here, by the docks, until 1941.

The Ford Singapore factory

The Ford Motor Factory began its illustrious history in October 1941 as the first Ford vehicle assembly plant in Southeast Asia to assemble Completely Knocked Down (CKD) units. Situated in a location close to the Malayan railway line, it allowed for transportation of goods to and from the docks at Tanjong Pagar on the Singapore waterfront. Its close proximity to the Bukit Timah Road, the main road linking Singapore to Malaya and ultimately to the rest of mainland Southeast Asia, also provided an alternate transport route.

During the Malayan Campaign in World War II, the Factory's modern assembly equipment was used by the Royal Air Force to assemble fighter planes. The planes came in parts that were shipped to Singapore in crates. However, most of these aircraft never fulfilled their destiny of defending Malaya. They were flown out of Singapore towards the end of January 1942, when prospects for Singapore looked bleak.

The Ford Motor Factory most notably served as the venue for the formal surrender of Malaya by the British General Officer Commanding Malaya, Lt.-General Arthur Ernest Percival, to the Japanese Commander of the 25th Army, General Yamashita Tomoyuki. In the final tense hours before the surrender on 15 February 1942, Yamashita waited at the Factory while General Percival and his aides discussed their options at the Battlebox, a bunker at Fort Canning in the centre of the city. Percival and his troops then set off on their journey from Fort Canning Hill to the Ford Motor Factory. The British surrender marked the decline of the British Empire in Asia and the beginning of the Japanese Occupation, the darkest period in Singapore's modern history.

During the Japanese Occupation, the Factory was designated as a butai or Japanese facility. Nissan, which was then a prominent zaibatsu or Japanese multinational company, took over the plant to assemble military trucks and other vehicles for the Japanese occupying forces.

The Ford Motor Factory resumed operations after the war in 1947 and was finally shut down in June 1980. Remains of the Factory were gazetted as a national monument on 15 February 2006.



The Ford plant in Singapore as it was in the early 1940s, before it became the venue for the surrender of the British forces to the Japanese Imperial Army. Photograph taken from the Bukit Timah Road

All that remains of the factory today is the art deco façards of the office building and the assembly shops. The building is now an extension of the Singapore National Archives and houses documentation and displays pertaining to the Japanese occupation.



