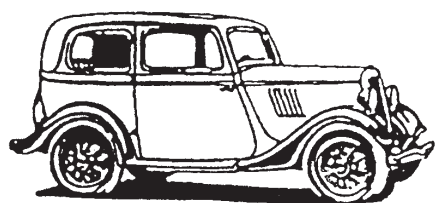
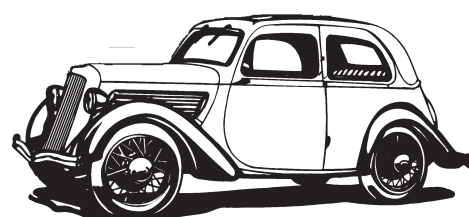


TRANSVERSE TORQUE



**Issue 180
September - October
2009**



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



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Editorial

I am delighted to report that the first Old Ford Rally was a great success and is now set to be a regular feature on the annual classic car calendar. To have some 16 different classic Ford club stands exhibiting some 330 vehicles is quite an achievement for a first event. Congratulations go to Peter Ketchell and Bob Wilkinson for their initiative in dreaming up the idea and to Bob Wilkinson in particular for his hard work in liaising with, and chivvying up, the Gaydon Heritage Centre, the individual clubs and the autojumbles, and for generally promoting and organising the day. The Y&C Register member/volunteers are to be thanked for cheerfully turning their hands to the job of making the day run smoothly. The good news is that feedback from the clubs indicates that the atmosphere at the show was casual, sociable and convivial. On the surface, it ran like clockwork. As the day just broke even financially, we look forward to a bigger and better one next year. Bob's write-up on the day appears elsewhere in this issue.



A happy band of member/marshals at the Old Ford Rally. From left: Bob Wilkinson, Barry Nutley, Jean and Peter Purdy, Geoff Salminen, Pat Wilkinson, Jo Hanslip and Peter Ketchell.

You will find in this issue, Part 1 of a two-part article describing the Ford tool kits that were issued with new Models "Y", "C" and "CX". The article has been laboriously compiled by Bill Ballard, who has been able to photograph most of the tools to accompany the article. We are short of a photograph of the Ford feeler gauges, which were included in the earlier Model "Y" tool kit only. Does anyone have a set of Ford feeler gauges? Either a couple of good photographs, or the gauges sent in for photographing and immediate return would be appreciated. Please contact me, Sam Roberts, if you can help.

One of the most exciting events of the past couple of months was the long-awaited publication of Wolfram Düster's book on the Eifel. Wolfram has been collecting material over 40 years and there was a danger that it would never see the light of day. Now, with help from his son, Klaus, a publisher has been found and the book is available to enthusiasts. A review of the book appears elsewhere in this issue and on the website, with details of how to purchase a copy.

It is always a pleasure to see our cars on the road. Whilst on my way back to Andover from Christchurch, having dropped off my granddaughter, I saw the familiar shape of a Model "Y" approaching from the opposite direction. It was the beige 1935 Tudor of David Bailey returning to Bournemouth from the Breamer Classic Car Rally. It is good to see members supporting their local shows. Well done David (and Colin White, who tells me that he and Julie were also in attendance).

Andrew Sharkey in Co. Meath sent me some photographs of Model "Y"s he had recently found on ebay. We have them all on the register of survivors, less WVS

The Ford Model Y & C Register

839. You will see from the photograph that it would have appeared to have suffered a major fire. Does anyone know its whereabouts?

Apology:- In the last issue, I suffered a memory lapse (as you do) and inadvertently captioned the photograph of the Allan Taylor tractor as belonging to Dave Tebb. As Graham Miles pointed out, "I think however it's time you caught up with the Allan Taylor history. (Page 25) Now more than a year ago it was sold to Enfield Club member Chris Norris, who has made good the deteriorated state it was allowed to get into whilst owned by Dave for about 12 years. It was I who restored it to the present condition prior to its sale, having purchased it as a wreck, as the previous owners children had been allowed to drive around an orchard and crash into trees." I'm sorry Chris, my wrists have been duly slapped.

Attached to this Editorial is a photograph of Deal bus terminus, presumably post-war. Jim Miles, who supplied the photograph, tells me that the bus terminus is exactly the same today, less the road-side petrol pumps and of course the East Kent buses. Parked in the shadow is a London registered 1934 two-door Model "Y". Regular readers of 'Transverse Torque' should be able to tell me what identifies it as a two-door (Tudor).

First correct answer gets a hairy kiss from Bob Wilkinson!

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Does anyone know the whereabouts of this fire-damaged long rad Model "Y"?

I also received from Harry Edwards, the Editor/Historian of The Morris Register, a one page advertisement from The Meccano Magazine, dated December 1936. It was advertising Minic scale clockwork toys as supplied by Lines Bros. Ltd., Tri-ang Works, Morden Road, London S.W.19. One of the 17 model vehicles displayed was the "MINIC Ford £100 Saloon Length 3½ ins. Price 6d." The advertisement boasts that they were "Strongly constructed and fitted with powerful, long-running mechanism, they will run anywhere, EVEN ON CARPET. Each model is beautifully finished in a variety of colours, and packed singly in an attractive box." This is one model that the Y&C Register archive does not possess and I guess we would have to pay much more than 6 old pennies for an example! A full write-up on Minic Model "Y" cars and vans was published in two parts in issues 134 and 135 of 'Transverse Torque'.

I have heard from the Motoring Picture Library, which has teamed up with Canvasinc to enable us to purchase our images as superb canvas prints. Using light-fast inks so that the print will look vibrant for years to come, a matt varnish is applied to protect it, and then it is stretched around a 34mm solid wood frame. Details and 'thousands' of photographs held can be viewed on the website www.motoringpicturecanvas.com



A 1934 London registered Tudor Model "Y" parked in the shade opposite Deal bus terminus.

For those of you who like to curl up with an interesting book of an evening, we have been asked to make you aware of the book by Les Ives, '53 Years of motoring Memories', which is in soft-back with 184 pages and 162 black & white photographs. Copies can be purchased for £7.00 plus £1.00 postage (cheques payable to L. Ives) from 7 Elm close, Bishopsmead, Tavistock, Devon, PL19 9AP. I have not read it so am unable to vouch for its quality.

The regular 'Transverse Torque' feature, "Members' Cars", is in danger of drying up. I'm sure that there are a number of you who would be delighted to see your car featured. An outline known history (if any) and the story of your ownership, plus a couple of photographs is all that is required - please.

I am hoping that this issue will have dropped onto your doormats before the North Norfolk Railway 1940s Weekend, 18/19/20 September. The main day is the Sunday, 20th September when we shall be celebrating, almost to the day, the 75th anniversary of the launch of the Model "C" in September 1934. It promises to be a good event with a 1940s theme. See the write-up after the Events listing for more details.

Sam Roberts

Please send copy for issue 181
before Saturday,
31st October 2009

Photographs on covers:-

Front cover:- A planter photographs his De Luxe Model "CX" Fordor and his wife in Zanzibar in 1938. Zanzibar which, in those days was independent of Tanganyika, was known as the Spice Island. Photograph courtesy Jim Miles.

Back cover:- The restoration of the Rev. Don Borrie's 1935 Fordor Model "Y", 'Primrose', is now complete and she is now on the road in New Zealand, thanks to the meticulous skills of Roger Healy and despite an accident on her maiden voyage (see International Correspondence).



The two styles of Minic Ford Saloon, with and without the Shell Petrol can on the running board. Model "Y" vans were also made, a special issue one being the Ford Royal Mail Van with the GuR cipher and with and without the Shell Petrol can."

Chairman's chatter

I am pleased to say that I have been involved with another 'first' – this time it was the inaugural Old Ford Rally – it took place in July at the Heritage Motor Centre, Gaydon. To say it was one of the best car rallies I have attended is a complete understatement, the atmosphere was amazing, the exhibits were interesting and the weather stayed fine. But, of course all the thirty plus members that attended know about that already. If any of the attendees who did not receive a plaque would like one please send me a stamped addressed envelope.

For me it was a great weekend. The order of the day on Saturday was laying out the club stands for people to show off their vehicles at their best. Sunday was up early doors to make sure the exhibitors knew where to park. There were one or two minor problems which were soon sorted. Everyone who attended commented on how they were made to feel welcome and how they had enjoyed themselves making new friends and renewing old acquaintances.

There were lots of activities happening during the day which you can read about within this issue. I would personally like to thank Bob Wilkinson for the hard work he put into organising the rally he had been working on the concept since May last year, also thank you to the people who helped lay out the club stands, auto jumble and other areas and finally thank you to all the members who attended and I hope to see you all next year.

On the subject of next year, if we are to continue to improve the Old Ford Rally we need many more volunteers to help with the planning, administration, trade stands, camping, arena and other services. I feel that next year

the event will really take off and the few people who organised this year's rally will not be able to cope with all the extra work, if you would like to volunteer please let us know.

I am off on holiday until mid September back just in time for the North Norfolk Weekend which is the event the Register has chosen to celebrate the 75th Anniversary of the Ford Model 'C', I have heard that this is a superb weekend, hope to see many members there and enjoy the atmosphere of this special event.

The final event of the year, for me, is the International Classic Car Show at the NEC, Birmingham, 13th to 15th November. Our Club Stand is organised by Geoff Salminen and Geoff Dee, we usually get visitors from around the world, so why not pay us a visit.

75th Anniversary of the Model "C" - Part 4.

The story so far: Originally planned as a replacement for the Model "Y", the Model "C" was launched at the Ford Dealers' Convention at Blackpool on 17th September 1934 following a year of discussions back and forth across the Atlantic, which resulted in the decision to style the body on a scaled-down version of the proposed 1935 V8 Model 48. The decision to introduce a small V8 engined version of the Model "C" (Model 49) was dropped.

Extracts from the catalogue for the 1934 Ford Exhibition, held in the Royal Albert Hall from 11th - 20th October, detailed the following differences between the De Luxe and the Model "Y" (which was renamed "Popular" on the introduction of the "De Luxe"):- "The focus point of Ford products in the Exhibition is undoubtedly the new De Luxe Ford (£10 tax). It is a new concept of low-cost motoring, for at £135 for the single entrance and £145 for the double entrance saloon, it brings to the field of owners of small cars the power and luxury hitherto denied them because of the price....."

The engine, built on the well-known simple and efficient lines adopted by the Company in the Popular Ford (£8 tax) has a cubic capacity of 1172 ccs. with 2½ in. bore and 3,64 in. stroke....

The gear lever is placed centrally and incorporates a new device for signalling which will be welcomed by many motorists. The knob of the lever when turned, causes one or other of the signal arms, which are concealed in the body centre pillars, to come into action and at the same time a light appears in the top of the knob as a reminder....

The lighting equipment includes concealed lighting for the dash and for the clock which is fitted in the centre of the driving mirror above the windscreen [i.e. the same as for the De Luxe Model "Y", which was not produced after the introduction of the De Luxe Model "C"]....

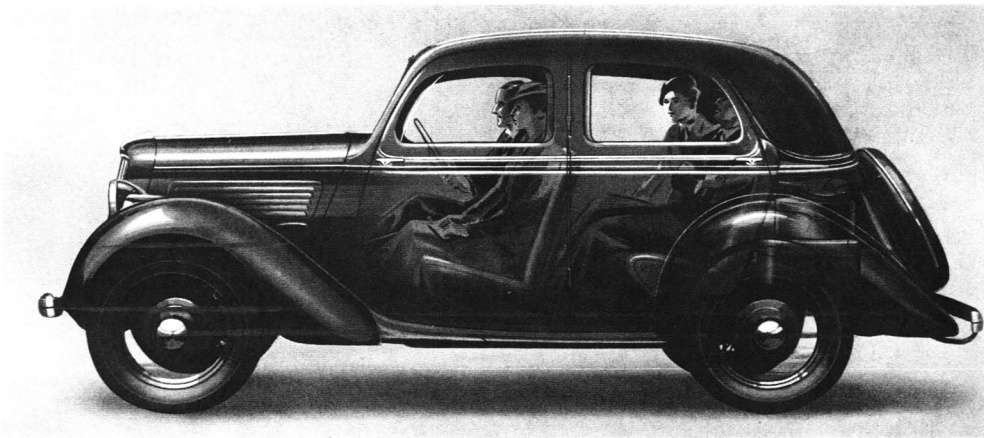
Both front seats, which are of the semi-bucket type, are adjustable, 7 inches for the driver and 3 inches for the passenger, both operated by a simple release lever without rising, on Double Entrance Model, whilst a "throwover" Pass Seat is fitted to facilitate entry to the rear seating on the Single Entrance Model.....

The interior of the body is completely equipped, the upholstery is of durable cloth and the roof is cloth lined. The rear window blind, operated from the driver's seat, disappears into the body, and the window itself is exceptionally wide to facilitate reversing. A wide parcel shelf between the top of the rear seat and the window provides accommodation for parcels and oddments required whilst travelling. The back of the rear seat hinges at the top to obtain easy access to the luggage compartment. This compartment takes a large suitcase, a dressing case,

a hat box, an attaché case, a tennis racket, and two coats with ease.....

The front windows are provided with an ingenious mechanism which comes into operation when the windows are fully raised. A further partial half turn of the window control handle causes the glass to slide back, leaving a space about 1 1/8th inch wide, through which the air in the saloon is drawn by the partial vacuum caused by the rush of the outside air past it. This novel ventilation method not only keeps the atmosphere in the saloon fresh but accomplishes it without causing a draught and avoids condensation on the windows. The position of the slit is such that it is protected by the front edge of the door frame so that there is scant likelihood of rain getting into the saloon. It is probably the simplest no-draught ventilation device ever produced.

The other main styling difference between the Model "C" and other contemporary cars was that it had no running boards, allowing the sides of the body to extend to the width of the mudguards, giving the driver and passengers more elbow-room. It was this feature which gave the car the nickname 'Barrel Ford'.



Quote from the Ford exhibition catalogue:- "Notice how the design of the De Luxe Ford differs from that of most other cars and you will understand the reason. The forward mounting of the engine has enabled all seats to be brought forward so that rear passengers sit in front of the back axle instead of immediately above it. This improved weight distribution gives a new and remarkable degree of riding comfort which distinguishes the De Luxe Ford from other cars of less advanced design.

The standard production colours and upholstery available on the De Luxe Model "C" were:- Blue, with cloth or blue leather; Cordoba Grey with cloth or red or blue leather; Maroon with cloth or red leather (discontinued April 1935); Black with cloth or green, red or blue leather, and the special Ivory and Black finish with cloth upholstery or black leather. A letter to Dearborn dated 17 April 1935 stated, "With reference to our letter of November 12th announcing the production of a limited number of DELUXE FORD in special ivory and black finish, in view of the enthusiastic reception of these models, it has been decided to continue this finish as a standard production, at an extra charge of 25/- nett." [See Members' Correspondence for Yvon Precieux' discovery of two paint designs of the ivory and black finish] Note that all Model "C" finishes had black mudguards. Extras available on the Model "C" were the leather upholstery at £4 - 4shillings and/or a sliding roof at £3 - 19s - 10d. In total 17,244 Model "C" saloons were manufactured.

In May 1935, production of the 'New De Luxe Ford Touring Car' commenced. Because of the X-configuration of the Model "C" chassis, it was considered to be sufficiently rigid to carry an open body. The lack of a production open-topped Model "Y" had been regretted by many and had spawned many special coachbuilt versions which were subsequently undercut by the mass produced Morris 8 Tourer in 1934. On 7th March 1934, in a letter to Rowland Smith, then in Dearborn, Sir Percival Perry talks of the new chassis, "Consequently any changes should be of such a nature as to permit of the construction of strong Roadster and Phaeton bodies. We do not need these for the British market, but I am much impressed with Lord Illingworth's report, who has just returned from Ceylon (now Sri Lanka), where he tells me that Austin baby cars are outselling us 20 to 1, and that because of the climate the great popularity is for open body types." Note:- Lord Illingworth was the Chairman of the Board of the Ford Motor Company Limited.

The tourer was announced in the June 1935 The Ford Times thus, "The New De Luxe Ford Touring Car (£7 10s. Tax), £135, at Works: Distinctive in appearance, it is generously proportioned as to seating capacity, accommodating four people in comfort,

with unusual leg-room for rear-seat passengers. The carefully-planned weight-distribution makes for exceptional stability at the high speeds of which the car is capable.... All-weather equipment is standard, the easily erected hood folding completely out of sight when not in use. This model is available in a variety of attractive colour-schemes." The high speed and stability mentioned were to earn the De Luxe Ford many awards in prestigious rallies culminating in a 14th position overall in the 1937 Le Mans 24 hours Race (second in class). Only 1068 Model "C" tourers were produced before the introduction of the Model "CX" at the Ford Motor Exhibition at The Royal Albert Hall from 17th to 26th October 1935.



A Model "C" towards the end of the combined "Y" and "C" production line. I wonder who the guy is in the tribly!

There was little external difference between the Model "C" and the "CX", other than the addition of four chrome strips across the radiator grille and three horizontal chrome strips along the length of the now vertical louvres on each side of the bonnet. This brought the styling of the body into line with that of the De Luxe's big sister, the V8 Model 48. The Model 48 was not introduced in America until February 1935, five months after the launch of the De Luxe Model "C", so it could not be expected that the chrome embellishments, which gave the Model 48 its panache, would be incorporated on the De Luxe on its introduction.

It would have stolen the Model 48's thunder. Unlike the Model "C", the headlamps and mudguards were painted the same colour as the rest of the body. Production of the special edition ivory and black finish ceased. The Model "CX" bumpers now had twin grooves along the centre and the starting handle support was dispensed with in the centre of the front bumper.

Internally, the Model "CX" had incorporated some improvements over the Model "C". The seat squabs were redesigned to allow more leg-room for the driver and passenger in the front and were lowered to allow more head-room front and back. The back-rests on the front seats were made 1½ ins. thinner to increase the leg-room for the rear passengers to 7¼ ins. (still narrow). The rear seat back

The Ford Model Y & C Register

squab was also made thinner. The "signalling device" was moved from the gear-lever knob to the steering column, which enabled the trafficator arm to self-cancel when the steering was straightened after a turn. A clock was incorporated into the centre of the dashboard, doing away with the clock in the rear-view mirror. The finger grips on the tops of the door trim now protruded to enable a better grip.

Only 14,929 Tudor, 9,657 Fordor and 1,795 tourer "CX"s were manufactured to meet customer demand between October 1935 and the end of production in March 1937, which was a disappointingly low figure. The competition from the big Austins and Morris was too great, so an early cessation of the marque was agreed.

Mention has been made of the 'unusual leg-room for rear-seat passengers' in the Ford write-up on the open-topped tourer and the shortage of leg room for the rear passengers in the saloon. This cramped rear seating was one of the poor selling points of the De Luxe "CX" saloons. This was recognised by the Ford management team who, to overcome this problem, designed a stretched chassis, which was shipped to Dearborn for approval. A letter from Rowland Smith to Charles Sorensen, dated 26 July 1936, stated, "The following modifications, as compared with standard Model 'C' have been made:

1. Dropped frame to permit flat floor.
2. Wheelbase increased from 90 ins. to 94 ins by increasing length of torque tube and drive shaft.
3. Rear radius rods extended to front end of torque tube.
4. Rear springs carried on radius rod extension in line with Model '68'.
5. Rear spring made straight in plan view instead of curved.
6. Girling brakes and brake equipment mechanism applied."

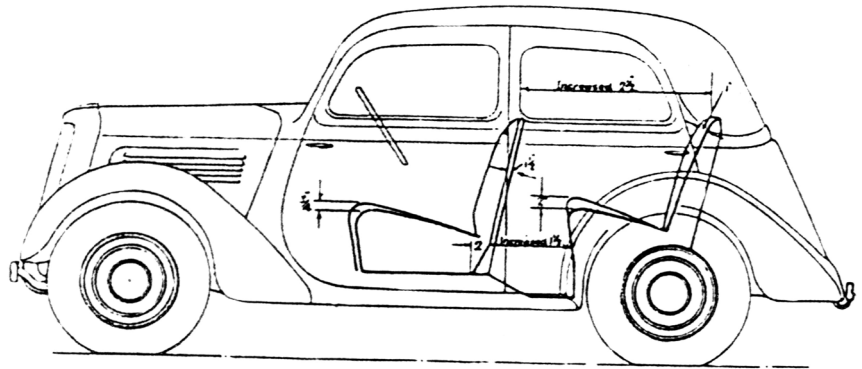
Laurence Sheldrick replied by cable:-

"Smith re 94 inch sample chassis make the following criticism front end of rear radius rod with goose neck very bad has no strength in compression suggest fin welded to underside of torque tube for radius bolt so that bolt may be in line with body of rod etc."

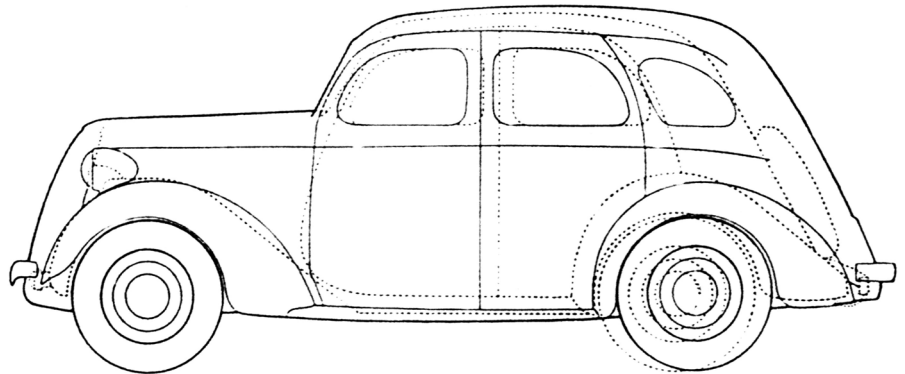
On 14th July Sir Percival Perry added his weight to the support of the new design, finishing his letter to Sorensen, "With regard to what you said concerning the radius rod, will you please call for Smith's cable to Sheldrick dated June 22nd, which makes it clear that the new radius rod design, which you have just released in Detroit, will be incorporated in the CXX chassis. Smith says there was never any intention to use the curved radius rod."

Those of you familiar with the replacements for the Model "Y" and the Model "CX" will recognise the above characteristics as being those of the 7Y and the 7W models. So the stretched "CX", the CXX, never saw the light of day with a Model "C" body.

To be continued.



The changes to the seating on the introduction of the Model "CX", designed to give more comfort and leg-room to the passengers, front and rear.



A comparison in sizes between the Ford 'Ten' and the car it superseded. The dotted lines represent the Model "C" De Luxe Ford, from which the 'Ten' was developed.

Secretary's Ramblings.

Much is being said elsewhere about the very successful **Old Ford Rally** so suffice to add here that your Committee will be discussing whether this should become an annual event. If you were there ...thanks for your support...if you were not there then make sure you do not miss out next year! I cannot recall a classic car rally, before the Old Ford Rally of 2009, at which over 40% of the entrants were pre-1940. This reinforces the long stated notion that we are the temporary guardians of valuable pieces in the jigsaw of **motoring history** in our country. Seeing so many cars over 50 years old (this year the 105E Anglia & Mini both reached 50!) made me aware of how much pleasure we give, apart from our own feelings, to members of the public when we attend not only shows but simply drive our old Fords out and about. A short journey into town or to a local park will soon have people anxious to ask..."what is it?.....how old?..... how fast?.....how much?....", and then regale you with family recollections of a similar one owned by granddad!

Seeing Fords by the hundred at Gaydon, made one aware of how the design of cars and performance has developed in such a short period. Just think of the 20 years development in style which took place between a 1937 Ford Model "Y" and say a Mk.2 Zephyr. Seeing them alongside each other must stimulate the thinking of so many of those admirers.

Those of us with old Fords (or any old vehicle) languishing away in sheds owe it to posterity to get on with the restoration, before we get past the point when we have the energy and inclination. Those with old Fords on the road should ensure that **we keep our heritage as visible as possible**, even if only to ensure long term survival of our hobby. More of our cars are appearing from long hibernation in barns, etc. and many do not have **registration documents**. I would therefore remind UK members that the club can give full supportjust check our Club website and/or contact me for details of the process. Whilst on registration matters...please check your V5C in relation to engine number (often these have not been amended following fitting of a recon. engine years ago. Also check that your engine capacity is **933ccs. (8HP Models) and 1172ccs. (10hp Models)**...if incorrect, have this amended at DVLA, but keep a copy of your V5C pending return of your new document.

Where has the summer gone?... make use of what good weather remains by getting out and about. I will be taking my "CX" Tourer to the 1940s weekend in steam at Holt station on the **North Norfolk Railway in late September** carrying 75 candles for the Model "C" 75th anniversary!

Your Committee has a busy autumn and winter with general meetings, and the Spares Group, under Jim Sharpe, will be pushing on with various projects to make sure that we have parts and services to support our cars.

Our hobby is extremely rewarding so count yourselves amongst the fortunate....I do!

Bob Wilkinson. Secretary.

BOB'S JOKE CORNER.

I am sure we can all relate to these comments below sent in by member George Pierce in California, U.S. of A.

TOOLS EXPLAINED.

DRILL PRESS/BENCH DRILL : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL : Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh xxx !"

PLIERS : Used to round off bolt heads. Sometimes used in the creation of blood- blisters.

BELT SANDER : An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW : One of a family of cutting tools built on the Ouija board principle...it transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VICE-GRIPS/ MOLE GRIPS : Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

HYDRAULIC FLOOR JACK : Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW : A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST : A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER : Normally used to stab the vacuum seals under lids or for opening old- style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER : A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

HAMMER :Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

.....how very true! I guess most of us can relate to these descriptions!. Please send in your jokes or amusing anecdotes.

Tyre reminiscences

by **Tony Etheridge (written in December 1997)**

As you know, I have been in the tyre trade virtually all my life, working initially with my father in the early sixties after doing my stint with the Royal Air Force. At that time, tyres were still in very short supply, but there were many "old bangers" around, so we had an arrangement with a vehicle breaker in Edgware to pay us a nominal sum for these vehicles, and we kept the tyres for re-sale. I know some of these vehicles (mainly Ford 8 & 10) went to Braefield in Northamptonshire for stock car racing - "oh horror of horrors".

I recently found records for part of this period and list herewith all the relevant details for Y&C models, which may help with Club records.

RC 2504 Ford 10h.p. Black and grey. Chassis:- C03107. Engine:- 66573J. Registered 9-2-35. Purchased from Mr A. Clarkson of Boxmore, Herts. Log book returned to H.C.C. 15-3-61.

AXP 544 Ford 7.96 h.p. Black. Chassis:- Y50191. Engine:- same. Registered 14-3-34. Obtained from Mr Hubbard of Harrow, Middx. Was then registered in Bexhill, East Sussex!! So log book returned to East Sussex C.C. 8-8-61.

DVU 8 Ford 10 h.p. Blue. Chassis:- 98602, Engine RC1030265P. Registered 24-9-37. Obtained from Mr. White of Harrow Weald, Middx. Log book returned also 8-8-61.

AOA 149 Ford 8h.p. Grey, but changed to this colour 19-4-58. Again engine and chassis the same at Y58388. Registered 6-4-34. Obtained from Mr Adams, Hastings, East Sussex. Log book returned 15-9-61.

EKJ 298 Ford 10 h.p. Black. Again engine and chassis the same C72585. Registered 26-5-37. Obtained from a Mr Harding of Abbots Langley. Log book returned 14-3-61.

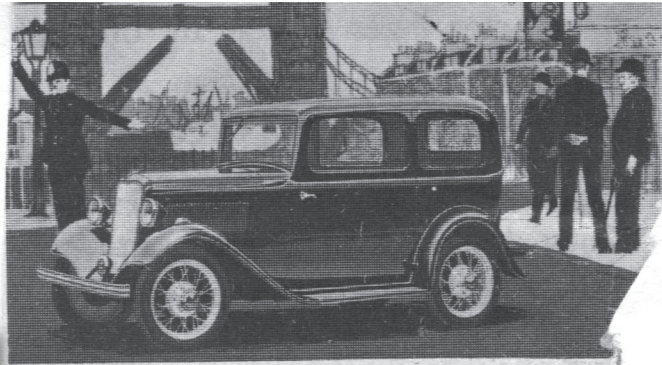
The records mentioned seem to cover roughly a four years period and lists 82 vehicles, of which 23 are Fords, and of those 23, only the above listed five were Ys or Cs. I do have the full names and addresses of the owners from which they were obtained, should you require them. If I come across any other records, I will advise you, but I think that arrangements would have been coming to an end around 1964 as tyres were readily available by then.

Another snippet of information from that period; my father, and then both of us, used to sell, amongst other things, 450x17 casings to "Blue Peter" remoulds in, I think, Basingstoke, for 30/- each. Now it costs me £1.00 per scrap tyre to have them processed for "recycling".

Photographic finds.

We are grateful to member, Fred van Leeuwen, from Breugel in Holland, who sent in a variety of interesting pictures.

This would seem to be a photograph of one of the Model "Y" prototypes on exhibition, probably in Amsterdam in early 1932, with a 'London' back-cloth. The translation reads, "The English Model Y the first Ford for the world market", indicating that this photograph appeared in a much later article after the name Model "Y" had been accepted.



1932 Het Engelse Model Y . . . de eerste Ford voor de gehele wereldmarkt bestemd was.

A May 1936 Derbyshire registered Fordor Model "CX", CRA 672, and a well-worn Fordor Model "Y", without a hub cap or rear bumper, parked in front of the famous leaning and twisted spire of Chesterfield church in Derbyshire in 1938.



A.D. 1037. HEIGHT OF SPIRE 228 FT.
LEANS 7' 6" SOUTH. 7' 10" SOUTH WEST & 3' 2" WEST
CHESTERFIELD CHURCH. 05930.

A new-looking short rad Model "Y", TL 2816 (1933 Kesteven, Lincolnshire registration) in the village of Wakerley in Northamptonshire



The rears of two Model "Y"s (far right) and a tourer (fifth from right) in Raffles Square, Singapore in the 1930s. The famous Raffles Hotel is at the far end of the square. Regrettably, there is no sign of a Model "Y" Yellow-Top taxi!



OLD FORD RALLY.

THE MOTOR HERITAGE CENTRE, GAYDON . (Sunday, 26th July.)

A superb range of Ford vehicles numbering around 350 were exhibited at the first Old Ford Rally at the Motor Heritage Centre at Gaydon in Warwickshire. The show was aimed at pre-1983 Fords and on show there were examples of virtually every UK Ford model produced prior to that date.



Barry Nutley talks to the driver of one of the 1908 Model S runabouts in the arena.



The other Model S runabout, the 1904 Model C and a beautiful late 1920's Model A in the background

their cars.

There were four pre-1910 cars in the line-up; a 1904 Model A, 1904 Model C and two 1908 Model S Runabouts which, in their day, set the scene for the world renowned Model T. Cars dominated the rally, but commercials and tractors were also on display. About half the vehicles at the show were pre-1955 to give a good balance of older and newer Fords.

Ford Y & C Register members put on a magnificent show of around 35 cars. David Perks beautifully restored family Model "Y" won the Bert Thomas Trophy for best Y&C club car on display - very creditable as competition was keen.

Apart from looking over exhibitors' cars, visitors were able to take advantage of the arena parades, outstanding museum facilities, Ford related gallery displays, film shows and an auto-jumble. The marshals from BEN, the motor industry charity, were kept busy with "Ride in an Old Ford" feature. Throughout the day over 20 Fords from Model T's, A's through to Zephyrs and Capris were available for public rides. Apart from raising money for the charity, this very successful activity gave the opportunity for the next generation of classic car owners to get a taste of old style motoring. Rod Janes in his Model "Y" saloon, Sam Roberts in his Model "Y" Kerry sports tourer and Geoff Salminen in his 123E Anglia volunteered

Picking the best on full show display was extremely difficult, but a 1957 Ford E83W pickup, belonging to Patrick Russell of Witney, took the "Car of the Show Award". This had been rescued from a scrap-yard some years ago and beautifully restored by the owner.

Y&C Register members did a magnificent job in marshalling the show alongside the Gaydon staff...thanks to all those who helped. Our member and Model "Y" owner, Barry Nutley, a professional commentator, gave his services free of charge and made the arena parades a central activity through the day. Thanks Barry.

This first Old Ford Rally has been a great success for all concerned and will become a regular feature on the classic car calendar. Those who missed this will doubtless wish to be here in future years.

Bob Wilkinson.

For sale

4x Model "Y" wheels £100. Short rad Model "Y" grille and long rad Model "Y" grille in rough condition. Free to members."

Derek Henderson Tel: 01900 819022 (Maryport, Cumbria)

Model "C" or "CX" full set of 4 doors; need repairs to bottom edge. Also used hubcaps. Spare wheel cover for Model 7Y (1937-38).

Ivor Bryant Tel: 01454 411028 (Alveston, Bristol)

Model "Y" chassis in poor condition. Also a log book, which does not necessarily belong to the chassis (chassis number cannot be read) - £150.



The 60s and 70s were also well represented



Phillip Wilkinson captured this photograph of the front rank of the Y&C Register stand

2009 OLD FORD RALLY DVD OFFER.

If you would like to have an edited copy of the Club DVD of the Old Ford Rally, consisting of a compilation of photos and cine sent in by members, please send a £4.00 cheque to Bob Wilkinson to cover cost and postage (payable to "Ford Y & C Model Register Ltd")

John Light Tel: 01276 473238 (Lightwater, surrey)

Body panels, doors, axles, gear-box and engine, plus lots more from a 1934 4-door Model "Y". You may collect from Beaulieu Autojumble.

Tel:- 01624 801901 (Isle of Man).

1936 Ford Model "Y" Tudor, vineyard green/black (Y128496). Owned for 27 years and fully restored to high standard in 2004/5 (see article in 'Transverse Torque' issues 155/156). £5750.00.

Nigel Stroud Tel: 01608 677478 (Chipping Norton, Oxfordshire)

Wanted

A Somerset registered 'on the road' (or near enough) Model "Y"/"C" wanted by genuine enthusiast. Some work not objected to. Good home guaranteed and cash waiting. I am not, repeat NOT, a Number Plate dealer.

Maurice White Tel: 01925 652647 (Warrington, Cheshire)

Model "Y" saloon or Model "C"/"CX" tourer in 'on road' condition. Contact with details of condition and asking price.

Ian Milburn Tel: 01908 586327 (Bedfordshire)



Peter Ketchell and Patrick Russell alongside his winning E83W: photograph with thanks to Clive Harrison.

Set of Ford feeler gauges for photographing and immediate return. Photographs for use in 'Transverse Torque' article. Contact:-

Sam Roberts Tel: 01264 365662 or email sam@samroberts.plus.com

Front windscreen surround, with or without glass, to suit 1937 Model "Y" Tudor.

Gary Crosby Tel: 01384 351307 (Home - Stourbridge, W. Midlands) or 01527 516060 (Work). Mobile 07742 615493.

Gary, if unsuccessful, Dave Tebb will make a complete one for you - see Useful Contacts. - Ed.



Vineyard green and black Tudor Model "Y" for sale in Oxfordshire.

Book review

'Ford Eifel Personen-Kraftwagen Baujahre 1935 - 1939'

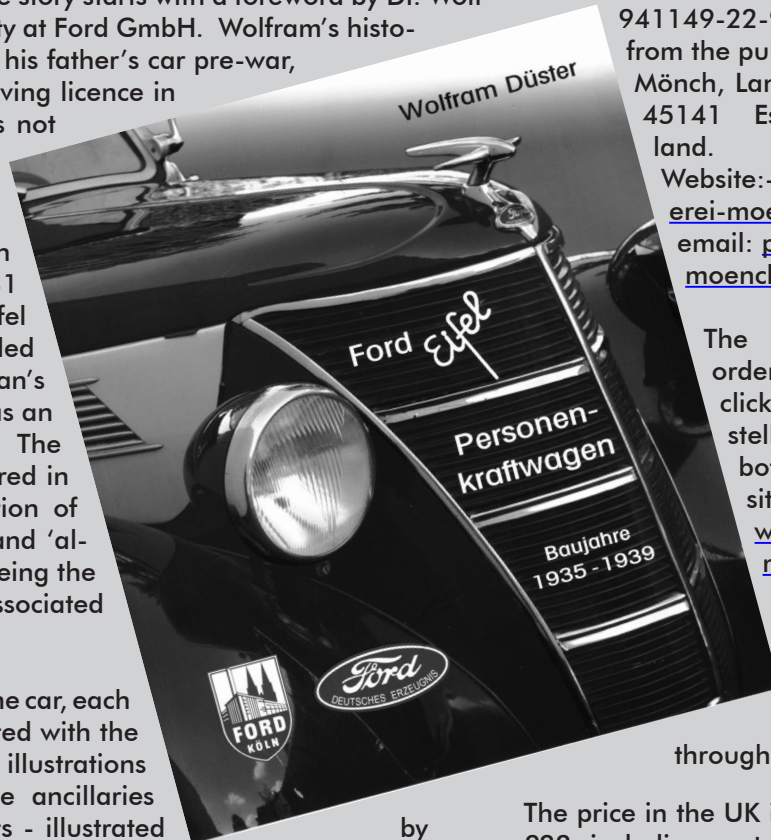
by Wolfram Düster

At last, I am delighted to report the publication of Wolfram Düster's book on the Ford Eifel car and van and their variants. The wait has been well worthwhile. Written in the German tongue, here we have 168 fully illustrated pages, putting on paper the world's leading Eifel expert's knowledge of these Köln products.

Bound in a handsome soft cover, the story starts with a foreword by Dr. Wolfgang Reicke, the Director of Publicity at Ford GmbH. Wolfram's history with Eifels is then traced back to his father's car pre-war, in 1938. Wolfram obtained his driving licence in 1939 but, due to war service, was not able to own an Eifel of his own until after his marriage in 1947.

The building of the Ford plant in Köln and its opening in June 1931 are covered in detail. The first Eifel (imported Model "C") was assembled on 21st May 1935. [John Keenan's Model "C", BKN 319 is illustrated as an example of the Dagenham model]. The different body styles are then covered in chronological order; the introduction of the Lincoln Zephyr radiator grille and 'alligator' bonnet in February 1937 being the most significant design change associated with the Eifel story.

Following a technical run-down of the car, each of the many coachbuilders associated with the Eifel is described in detail with full illustrations of their different body styles. The ancillaries manufacturers [including Migö boots - illustrated Thorsten Ehrenteit's 1937 Eifel] and the 'specials' are covered in detail, before an excellent chapter on the wartime service provided by the Eifel limousines, cabrio-limousines, cabriolets and roadsters.



Also covered are the vans (Kraftwagens), the 'tug' (Zugmaschine) modification to the rear axle (3:1 ratio), 'producer gas' conversions and the trucks powered by the 5/34 PS Eifel engine.

In summary, Wolfram is to be congratulated on a comprehensive, erudite and definitive book on the Eifel marque.

The book (ISBN 978-3-941149-22-9) is available from the publisher; Mönch, Langemarckstr, 53, 45141 Essen, Deutschland.

Website:- www.druckerei-moench.de
email: print@druckerei-moench.de

The book may be ordered on-line by clicking on "Zum Bestellformular" at the bottom of the website page:- http://www.druckerei-moench.de/mmp_duester_eifel.html

If you are really stuck, orders may be placed

through me.

The price in the UK is approximately £22, including postage. The cost in Europe is €20 plus postage.

Sam Roberts

Members' correspondence

Something different!

In issue 177, it was suggested that the 'Airflow' design of the 'waterfall grille' and the seating of passengers in front of the rear axle in Chrysler's 1930s vehicles influenced the design of the 1935/36 Ford Model 48 and hence the Model "C". The waterfall grille was also obvious on the illustrated streamlined Union Pacific train. Paul Tritton picked up on the theme and sent in an erudite observation on the photograph:-

"Your recent picture of the Union Pacific streamliner would seem appropriate for today's times as it was one of a series of high-speed diesel trains developed in the early 1930s to lift the US railroads out of depression and to combat new internal airlines.

That illustrated is 'The City of Salina', a 3-car integrated and articulated unit built in 1934 at a cost of 200,000 dollars. After an extended visit to 'The Century of Progress' at Chicago's World Fair and coast to coast tours, it entered service between Kansas City and Salina - also in Kansas, on January 31st 1935, and served there for seven years. The second one built, 'The City of Portland' operated between Chicago and the West Coast from 1934, after first being displayed at Los Angeles. This was the first stream-

liner with sleeping cars.

Traditional steam countered with a slightly larger high-speed train, the streamlined 'Hiawatha' type, a 4-4-2 design intended to haul six cars from Chicago to Minneapolis - St.Paul at an average of over 63 m.p.h. (410 miles in 390 minutes). To achieve this, it had to maintain 100 m.p.h. for long periods.

Later, however, improved diesels won the race and the airlines even beat them!"

The thin red line

I've had little feedback on the question of when, why and for how long the 30 m.p.h. red line was introduced on the "Y" and "C" speedometers. It was sug-

gested that Cooper Stewart, the speedometer manufacturers, or even the Ford Motor Company introduced it on the introduction of the 30 m.p.h. speed limit in built-up areas by the government in 1934. One response came from Roger Gurney, who says his early June 1935 Model "C" (C16001) does not have the red line.

The special edition Model "C"s

Yvon Precieux adds to my knowledge of the Model "C" by commenting as follows, "Received the latest mag. Good stuff! Thought you might want to add that



The speedometer on Roger Gurney's June 1935 Model "C" without the red line.

there were two ivory and black schemes. The 1935 Welsh Motor Rally photograph shows the two schemes together; 3rd and 4th cars up."



The two different ivory and black paint finishes on the special issue Model "C"s (costing an extra 25 shillings [25/-] on the basic price).

Fuel starvation.

Louis Keating, in Co. Clare, wrote to Mike Malyon with details of his Model "Y" for the List of Known Surviving Vehicles. He also commented on a problem he was having, to which I replied, "You told Mike that you were investigating an apparent ignition problem because your engine was cutting out after a few minutes. Have a look at your petrol filler cap to check that the little air hole in the centre is clear. If air can't get through to the tank then an increasing vacuum builds up as the pump sucks fuel out. When the pump is unable to overcome the vacuum, the engine is starved of fuel - this normally takes a few minutes of running."

The V8 Model "C"

Nigel Stennett-Cox presents an erudite comment on the V8 Model "C" (Model 49) proposals, "Thanks for yet another excellent read in the current club magazine, undoubtedly one of the best such publications to be around.

I see more references to the "small V8" engine in your Model C article and can only assume this to be the 2227cc [22 rated hp] engine which was to enter production in the U.S.A., Europe, and Dagenham in 1935. You will be aware that, upon its introduction, it went in to the Model 48 over here as an "economy" option to the 3622cc V8, rendering the result to be the Model 60. It was also used from the same time in the Model 61 light forward-control commercial.

If it was that engine it seems curious that Dagenham executives considered that manufacture of this unit would not be cost-effective only a little over a year earlier?

That, or could there have been an even smaller V8 engine proposed for the C? It would be justifiable to say that Ford U.S.A., but especially Henry himself and maybe

Charlie Sorensen, were going "V8-mad" in c.1934-36ish, having got the bugs ironed out of their full-size unit, and it being the only engine of that configuration in the whole low-price market. It had of course presented enormous casting problems in the early stages and the 22hp presented yet more, being physically smaller overall. Some of the latter were made with the water jackets open and with bolt-on closing plates.

One assumes therefore that an even smaller V8 would not have been viable? So, what would the Model 49 have looked like, e.g. would it have been a different and bigger car, or was the 22hp [60bhp!] engine seriously considered for a car as small as the C?

Later in the article you refer to the Model 18 being an "upgrade" of the Model B, but that was not so. The 1932 Fords are very well-documented, for instance in De Angelis' "The Early Ford V8", and both cars were announced in March 1932 with the V8 Model 18 being the big news, and the B providing a four-cylinder option in the same body at 50 bucks less."

As the whole idea of introducing the 'Baby Fords' was to compete with the European small cars in the market, I don't believe that a 22 fiscal h.p. Model "C" would have even been a starter with its high Road Tax. I suspect that Sorensen et al were considering an even smaller V8 which, as Nigel states, would have been a very difficult block to cast.

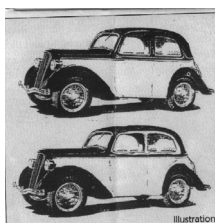
I am just reading " '32 Ford The Deuce' by Tony Thacker, which describes the history of the Model B and the Model 18 (V8). It quite clearly states that the launch of the 4-cylinder Model B was held back until the V8 engine was ready, such that both the B and the 18 could be launched at the same time in March 1932.

Battlesbridge Show, 16th August

Dave Ball, the owner of the two surviving Batax Ltd., Brighton taxis, reports;- " The weekend started well for the Battlesbridge show. On the Thursday, Jim Sharpe delivered his trailer to me and on Sunday morning I delivered both cars to the show (one at a time). At about 10.a.m. Jim Miles turned up in his Eifel roadster. There was also a 1927 Ford Model B next to us that was apparently once owned by the chairman of Ford in Manchester [Sir Percival Perry? - Ed.] A good day was had by all and DCD 701 went home with best in class trophy. WE HAVE MADE OUR MARK AT BATTLESBRIDGE!."

This and that.

I just thought I would pen a line to the





Dave Ball's pair of Brighton taxis at the Battlesbridge Show. Alongside is Jim Miles' Eifel roadster.

Irish memories.

Andrew Sharkey, from Co. Meath, came across this photograph in a book called 'Romantic Donegal' published 1964. He traced the owner of the postcard and reports, "I have now obtained permission to send to you a scan of the Model "Y" at Keadue Strand, Kincasslagh, Donegal, taken in 1939. I obtained permission from the owner of the postcard, the kindly Mrs Breda Smith. I'm delighted to have discovered this photo and to be in the fortunate position that I have known Breda's family since childhood and that in her generosity she is more than willing to submit this old photo of other times, nostalgic times of a simple life, long gone in rural Ireland, for the benefit of the "Y" members.



Dave Ball proudly shows the winning rosette for the 'best in class' won by DCD 701 (Y159827).

Bred's old home is just above the donkey's nose, a shade to the left. She now lives with her husband and two boys in a new modern bungalow just before the old home. As you can see, the tide comes right up to the other side of the roadway... an incredibly beautiful place in Summer. The road winds upwards around behind the old house to the top of the plateau where my kin originated.

The man on the extreme right is her father and the man sitting down with the hat is the roads supervisor. The car may belong to him or to the photographer. Under magnification the registration appears to be IH [Donegal] and the digits *178 The registration IH was first allocated from 1903 - 1953, after which ZP.... was allocated."

Y&C magazine to say what a good job the Y&C club did at Gaydon. From little acorns do mighty oak trees grow. I look forward to going there next year if room can be found.

Now to serious business. Bob Wilkinson is taking secret driving lessons in a Model A with co-conspirator, Roger Hanslip. Is Bob getting too big for the Model "C" or does he need to go on a diet? Even the gutter press sees a good story and photographed him at the Wisbech and District 80 miles road run, on which I won the oldest car category with my Standard Big 9 (1930).

I enjoyed a good holiday in Belgium with Sam, the Editor, especially driving along footpaths and muddy tracks whilst touring the battlefields. It is a pity more people did not join us, but money is in short supply.

I look forward to going to the North Norfolk Railway war weekend at Sheringham towards the end of September, where, I am told, there will be a good turnout of "Y"s and "C"s to celebrate 75 years of the Model "C".

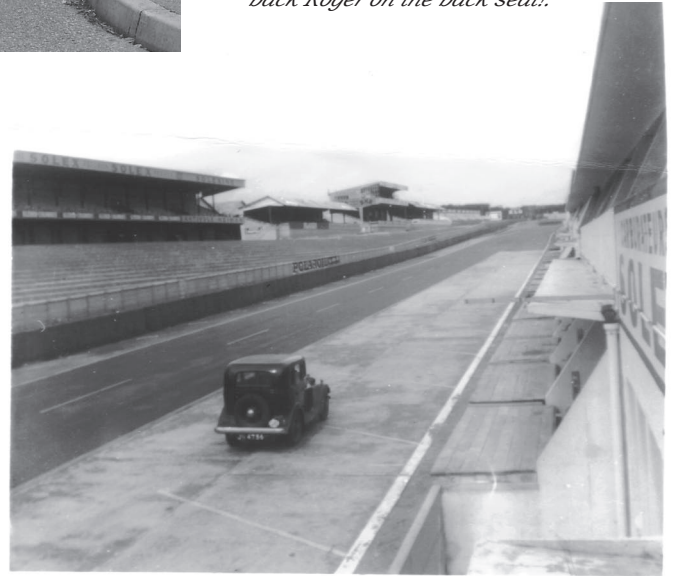
Yours, Mike Capps.

The text accompanying the photograph in the book states, "The Keague (Keadue) Strand in 1939. Until 1938, there was no road along Keadue strand, the road from Burtonport to Meenbanad, Kineslough and elsewhere was via Lower Keadue, past where the tree nursery is today. Donegal County Council built the road in 1938, the wall seen here in construction was built in 1939 (a new wall was built in 2004 to prevent flooding)."

Mrs Breda Smith was warmly thanked for sending the postcard to Andrew.



Noel Page in his maroon and black long rad leads Bob Wilkinson, driving Roger Hanslip's Model A, and Jim Sharpe in his Tudor Model "Y" on the Wisbech and District Historic Vehicle Club Road Run on Sunday, 9th August. Jo Hanslip is Bob's passenger-cum-navigator with a laid back Roger on the back seat! "



"Paul Tritton's Late 1934 Model "Y" in the deserted pit-lane at Le Mans in 1957.

The Donegal registered 'Baby Ford' on Keadue Strand in 1939. With thanks to Mrs Breda Smith.



20 years ago.

Issue 59, June/July 1989

This issue was the first to appear out of John Guy and Siobahn's new 'super-shed', which John had recently built alongside the dilapidated Garth Barn and their caravan in Gillamoor on the North Yorkshire Moors. Siobahn was the typist accompanying John's editorial role. It was pleasure to visit a totally restored Garth Barn on the Yorkshire trip last year (2008).



"The Editor's new office in Gillamore, 1989, with , from left; your present Editor, Siobahn and John Guy with shy accomplice!"

This issue reported on two exceptionally well attended events of 1989; the Enfield Pageant and the national gathering at Stanford Hall. Jim Miles masterminded a superb stand at Enfield. Everyone pulled their weight. Stars of the show were Jim's German 'Köln' cabriolet, back to back with Graham Tomlinson's French 'Kelsh' cabriolet as the centrepiece; Dave Ball's two Model "Y" Brighton taxis; Graham Miles' Model "Y"-based Allan Taylor tractor and Dave Tebb's cut-away Model "Y" display chassis. Add to that, half a dozen Model "Y" saloons, Graham Miles' and John Hampton's vans and the line-up was spectacular. So much so that the organisers

asked for a special parade of our Club's vehicles around the arena. The Allan Taylor tractor towed the two taxis, much to the delight and applause of the spectators. The applause I'm sure was for Jim's commentary on each vehicle - 'trif-fic'. That year, the stand was awarded second prize and we received a cheque for £150.

As for the Stanford Hall gathering, I shall quote from my 'Chairman's Newsletter':- "Stanford Hall was the friendly, relaxed occasion it always is. The barbecue on the Saturday night was enjoyed by 50 or so members and families with 21 cars in attendance. A further dozen arrived on the Sunday and members and families enjoyed the sun, the chat, the company and the driving tests. Our thanks to Don Malin, who richly deserved being the first recipient of the Maurice Billing Award for his efforts over the years as Events Co-ordinator and AGM and Stanford Hall organiser. I would also like to thank Andy and Lorraine Stanley and their two girls for helping out on the barbecue and for running the raffle. Having been a member for only three days, Andy and his family helped the weekend to go with a swing. It was also a great pleasure to see Hilde Billing at the award ceremony to present the Maurice Billing shield for the first time. I'm sure she was very impressed with the work Dave Tebb has put into restoring Maurice's old car." Dave, please note, that was twenty years ago!!

There was good news on the parts front. Peter Ketchell and Graham Miles had procured the Model "Y" hubcaps after a lot of anguish. As we know, the hub caps are of very high quality and are better than the originals.

Of the 22 new members joining the Register during this period 5 are still with us. Fred Barber was busy restoring his Model "Y", DWE 147, which had been sitting in his garage since 1970. I note that we are still listing the car as 'under restoration', Fred. Also, I do not have its Briggs body number. Graeme Duncan had a white "CX" tourer in Angus, Scotland. It had been purchased by his father and was under restoration. Again, Graeme, what is the state of play with AFS and what is its Briggs body number?

Robin Del Mar is better known to us as the owner of the smart yellow ex-van, Model "Y" tourer, which used to regularly complete the annual London to Brighton Classic Car run. As Robin



The white French 'Kelsh' and red German 'Köln' cabriolets form the centre-piece of the Register stand at the 1989 Enfield Pageant.



Graham Miles' Allan Taylor Tractor tows Dave Ball's two Brighton taxis round the Enfield arena.

stated in 1989, "It must have suffered a bad accident as it was rebuilt as a two-seater tourer by Mr. Dennis, a dealer in Warminster. It was bought for my late mother-in-law's 21st birthday in 1937 and has been in the family ever since."

Dave Durrant had bought AUE 234, which needed only a little attention to get it on the road. I see now that, as a result of a traffic accident, the chassis went to Kevin Brigginsshaw, who sold it on to another Club member eighteen months ago. He cannot remember who. Would that member please come forward. Dave Durrant, in the meantime, now has a short rad under restoration. What is the state of play with this one, Dave?

Finally, 20 years ago this month, our late and much missed colleague, Geoff Murrell, joined our ranks with a Model "Y" he bought from a Mr. Steptoe! He soon had it on the road and enjoyed many excursions in it with Eileen,



Hildie Billing presents the Maurice Billing shield to the Y&C Register at Stanford Hall in 1989. Maurice's very early short rad, Y258, is behind, partially restored by Dave Tebb. Dave still has the car on his 'to do' list today!



Robin Del Mar's yellow and black tourer. An ex-van, expertly converted in 1937 in Warminster. Note the snazzy dicky seat.

start the Club in the first place. So I am pleased to be getting on with ALT 354 at long last and hopefully will have her at Stanford Hall next year, if not complete at least in her many splendoured parts. As I am doing up the chassis, and this is an early chassis, the braking system is different. There are quite a few of the short rad chassis and for that matter the early 1934's, which have the same braking system and so it is well perhaps to alert members to possible pitfalls they may encounter.

The Ford Model Y & C Register

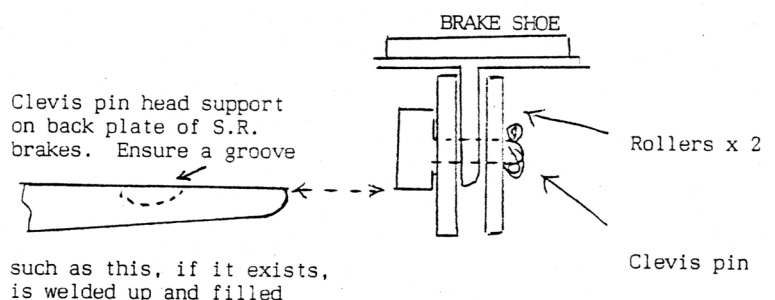
Below is a sketch of the brakes of a short rad braking system." before joining the Model "CX" tourer clan in 2000.

Under his nom de plume, Dr. Ford, Graham Miles reported, "I have started to renovate my ALT 354, the four door 1933 saloon that I have and which is the foundation of the Club. It was having this car in the family all my life, my parents owned it, which inspired me to

ter. Below is a sketch of the brakes of a short rad braking system."

The main article in issue 59 was Part I of the story of the Tug. I will not repeat it here as, since then, I have found out much more about the Tug's origins, which I have spelt out in my Model "Y" book.

Finally, there was also a full page diagram, with instructions, on how to change your king pins using the Club parts kit. Thoughts on this exercise have changed as it is no longer considered necessary to replace the pins under normal circumstances as they do not wear - only the bushes, the thrust washer and the mating surfaces on the axle and spindle assembly suffer wear. The Club kits (AF2 on spares list) now consist of replace-



ment bushes (items 3110 on the diagram) and a range of thrust washers (item 3123). A few shims are also included to place on the top axle surface as necessary to reduce vertical play to a minimum. The washers and shims that you do not use are returned to Club stock and your deposit of £25 returned. There is a need to fabricate a new felt washer that is located at the base of the king pin to prevent grease from running onto the backplate. Unless you are tackling a rusted barn find, there should be no need to remove or replace the brake actuating mechanism (2084 et al) on the top of the king pin (3112).

The frontaxle/spindle/king pin assembly. Note the pin, 3115, is that from the later 7Y and 7W models. Item 3112 is the pin on our cars.

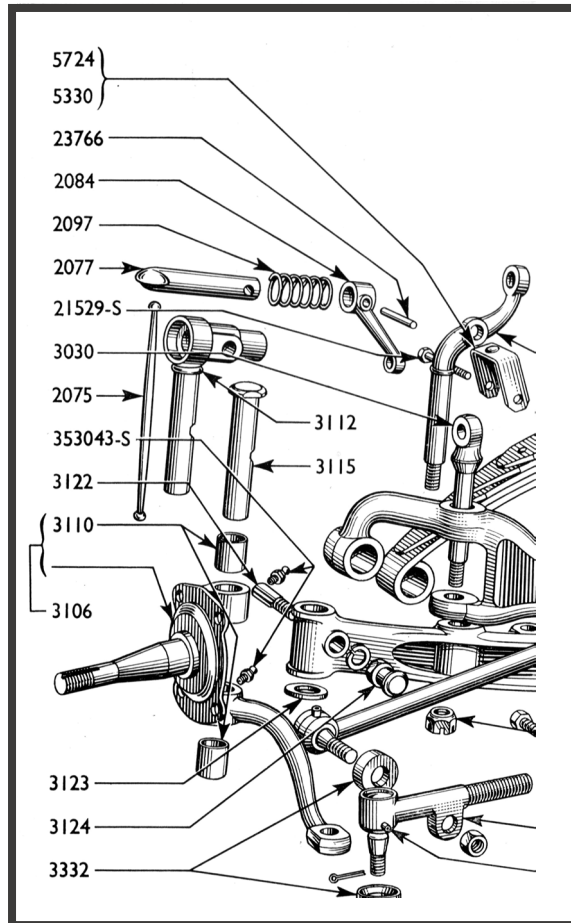
20 Years ago

Issue 60 - August/September 1989

In his Editorial to issue 60, John Guy expressed a heart-felt plea, which is as relevant today as it was then. He said, "Many members, dare I say, are of an age which automatically encompassed these vehicles as part of their working lives and thus a lot of knowledge and skill is assumed and possibly undervalued. It is invaluable and I for one am extremely grateful for every useful word, hint and wrinkle. Please, those who are able, keep up the good work, and those of you who have not put pen to paper yet, why not have a go?" Substituting the age comment with 'experience', the same sentiment applies today. Those who have the knowledge, please spread it around through the medium of the magazine.

There were reports on a couple of shows in this issue; the Second Yorkshire Area Meeting, which was hosted by Dave and Carole Tebb (Carole, it is reported, did most of the work, feeding the 50 members and friends in attendance with a huge barbecue.) The report on this gathering was written in a strange Yorkshire tongue by Bob Wilkinson, who started his tribute thus, "It wa' another reet good do ... " I won't carry on as it reads gobbledegook to those not familiar with the brogue. The second show was the one I ran near Andover for those in Region 3 and environs, at which a few names from the past were present. One was the late Arthur Fletcher, who had owned from new what is still believed to be the oldest Model "Y" on the road, Y982, a beautiful orient blue Tudor. Where is that car now? Last seen, it belonged to Reg Hunt in Crewe, Cheshire, who somehow lost its original registration! It is now registered 660 UXE. Any help in tracing this car will be appreciated.

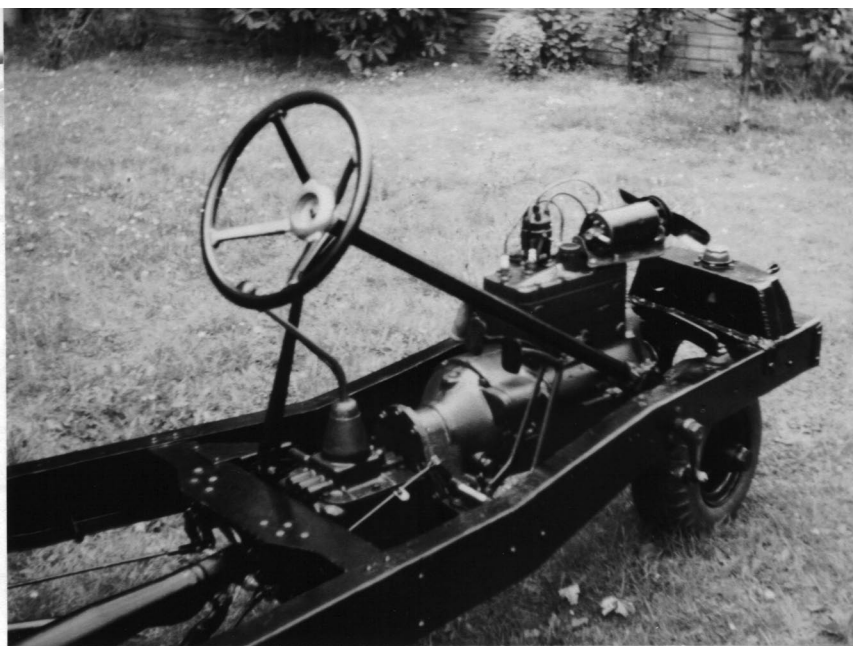
Unusually in a single issue, there were write-ups on three different variants of the Model "Y". The first was Part 2 of the article on the history of the Tug, which I mentioned last time round; secondly, the story of the J.W. Spe-



cial, which was the brain-child of John Whalley, a member of the unofficial Ford rally team, and thirdly, Bob Wilkinson's report on the five known surviving Kerry/Terriers, titled 'A Pack of Terriers!' Now here is a good example of history being rewritten, as the known history of our cars has been on many occasions as more evidence comes to light. As was believed in 1989, Bob stated in his article that 'the basic difference between the Kerry and the Terrier was the performance level of the engine, the Terrier being more highly tuned.' Much later, with the discovery of the article in the 1st July 1933 edition of 'The Garage and Motor Agent', this was shown to be quite spurious. The article read, "W. Harold Perry, Ltd., state their Ford 8 h.p. open four-seater bodies previously sold under the name of "Terrier" will in future be called "Kerry" in view of the representations by Leyland Motors, Ltd., who point out that "Terrier" is the registered name for their six-wheeler chassis."

Coincidentally, in issue 60, the Tug of Jan Palmer and the "Terrier" of Ray Smith were both advertised under the 'For Sale' heading. The Tug is now owned by Dave Tebb and the "Terrier" (Kerry) resides in Wixom, Michigan, U.S.A. in the ownership of member Mark Turner. Again, coincidentally, the same issue reported the tragic death of Ken Ley whose Kerry had given him enjoyable occupational therapy during his fight against cancer.

Another sad announcement in this issue was the report of Bert Thomas' heart attack, which was the start of his final decline. His Aladdin's cave of old Ford spares and literature, coupled with his in-depth knowledge of pre-war Fords, drew so many enthusiasts to his bungalow in



The rolling chassis of the Tug 161/38 under restoration in the late '80s in Jan Palmer's garden in Romsey, Hampshire.



The ex-Ian Smith Kerry, now affectionately known as 'Henry' in the ownership of Mark Turner in Wixom, Michigan. Here we see it proudly displayed, the only Model "Y" at the Ford Centenary celebrations outside the Ford Headquarters building in Dearborn.

Mytchett. He moved to live his final months with his estranged wife in Crewe, where Graham Miles, the late Jeff Cole and I paid him a visit. The Y&C Register created an annual award of a platter in his memory for the 'Best in Show' at our annual major gathering. Curiously, this issue announced that membership had passed the 400 mark. Bearing in mind that we are talking 20 years ago and that many more cars have come out of the woodwork since then, why are we still only 450 membership (including Friends of the Register)? Although we have had a number of formal recruiting drives over the past couple of years, perhaps we need to call upon members, who know of non-members in their area, to apply a bit of pressure.

Dr. Ford, alias Graham Miles, included the following technical advice:

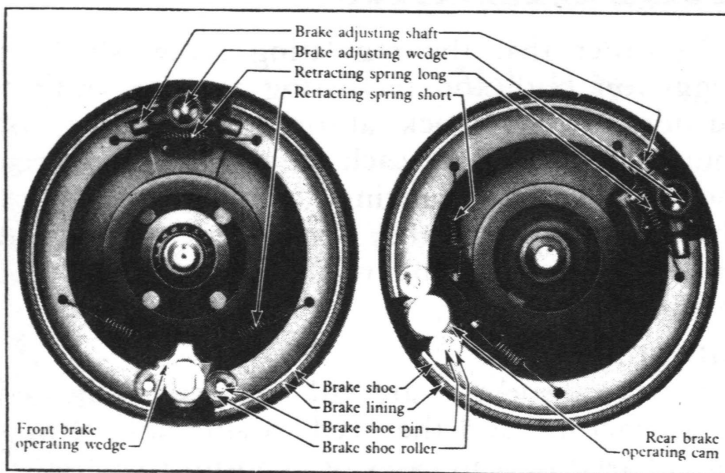
"The good doctor is continuing his study of the short rad braking systems. The 'C' and the long rad braking will be the subject of a further consultation. So for the moment, let us return to the early double roller braking system, which also found its way onto some of the early long rad models.

The sketch shows a pair of shoes mounted on a front back plate. The shoes front and rear are the same, although the front is expanded by the action of a double faced wedge, each face operating one of the two rollers. The rear shoes are expanded by a twisting

action of the shaft which carries a double faced cam. To ensure effective operation of the rear cam, it is essential to make sure that this cam is free to move in the mounting shaft, and that this shaft is free of wear and fitted in tight

bushes. The surface face of both this cam and the front wedge must be free of worn grooves, as for that matter should be the rollers on the shoes. These rollers must be free to rotate and if necessary, shimmed to prevent spread when in contact with the wedge or cam.

The illustration shows that the measurement of the shoes to the stub axle or axle casing is equal in all directions. If the shoes are found to be low, adjust up by bending



up the clevis pin support. Equal contact of lining to drum is essential.

This time round there were 15 new members, of which I am pleased to say, 3 are still with us; namely Bob Barnard from Dagenham with his unrestored 1936 "Y", Ian Buckler with his pretty pick-up, converted from a van in 1939, and Gary Hall from Hertfordshire with his road-worthy October, 1936 "Y" EMX 570.

We are still showing Bob Barnard's Model "Y" as being under restoration on the register of survivors. Are we in a position to change this to 'On the Road', Bob? We used to see Ian Buckler's pick-up parked up each year in amongst the 'Commercials' at Enfield, but it has been absent for the past few years. I hope all is well Ian.

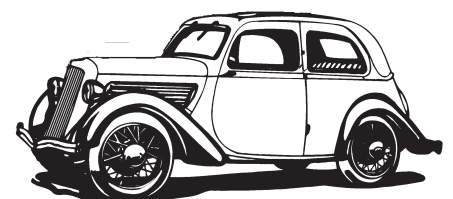
Incidentally, I do not have the log book histories of Bob's CXX 96, or Gary's EMX. Copies of your log books would be



Ian Buckler's very smart and rare pick-up at the Enfield Pageant in 2001. It was converted from an early, mid-October 1933, long rad van in 1939.

appreciated for the archive.

As a footnote to this look-back, one of the new members said that his "Y" would only run with one bolt on the carburettor! A case of a float chamber being oversized I guess!



Parts Report

Parts for Sale List

Some members, three to be precise, have commented on the revised Parts for Sale list layout in the last magazine. Some of the suggestions have been included in this Issue and no doubt many others will come up in the future. This is an ever changing process so please keep the comments coming.

Apart from the general layout there are some detail changes to both descriptions and prices. We have restocked two items, spark plugs and cylinder head studs, with the inevitable increase in price. I guess we should be thankful that this is first increase we have seen on these parts for at least 8 years. Back on the list now you'll see the original type lens for our rear lamps and sidelight lenses for "C"/"CX".

I have it on good authority that we have unearthed some other parts that are currently not on our Parts for Sale list. These are being sorted and priced as we speak and should be on the listing for the next Issue.

General news

Early days but I have been given a prototype oil can bracket to test fit. If successful, and it looks good so far, we will have another push with oilcans to go with them.

In the last Issue I reported the availability of running boards and I hear some members have already placed orders and received parts from our supplier, his contact details are listed on the "Useful Contacts" page.

You may have noticed, as our eagle eyed Founder did, that we do not have anyone listed on our "Useful Contacts" page for starters and dynamos, hence the new note "source of supply to be advised". When we have a trusted repairer they will be included in "Useful Contacts". Meanwhile we have some used and untested starters and dynamos should you want to find a local repairer in your area. Please call Colin Rowe or me on this one.

This raises the question of "please call" or "call" notes in the Parts for Sale list. Where you see this all enquiries should be directed to either Colin Rowe or myself.

Jim Sharpe
Spares Officer

Another anniversary

Centenary of the Robert Guggenheim Transcontinental Trophy race.

Michael Deichmann, who drove to the Y&C A.G.M. in April from Denmark in his Model T, reminded me that June 2009 saw the centenary of the Coast to Coast race from New York to Seattle. Henry Ford was keen to promote his early cars. In 1901, with Henry driving, and in 1902, with Barney Oldfield at the tiller, he raced against the favourite, Alexander Winton, and won on both occasions gaining the name Ford much publicity. In 1904, he set a new American speed record of 91.4 m.p.h. in a specially prepared Model B engined car to gain yet more publicity for his company. With the launch of the Model T in 1908, Henry was determined to show America that his simple, rugged and relatively cheap car was more than a match for the larger, more exotic and expensive ones. When Robert Guggenheim put up a trophy for the transcontinental race from New York, on the Atlantic to Seattle on the Pacific, to advertise the 1909 Alaska-Yukon-Pacific Exposition in Seattle, Henry threw down the gauntlet to other manufacturers to match his Model T over the distance.

Only four cars, other than two Model Ts, showed up at the start on 1st June, a Sterns Model 30 - 60, an Acme 6-cylinder, a 4-cylinder Shawmut and a 4-cylinder

This then gives the capacity equation, $0.78 \times 6.35 \times 6.35 \times 9.2 \times 4 = 1157.4$ c.c."

Note that this calculation also rounds down the stroke of 9.25 cm to 9.2 cm. To add to the confusion, technical literature actually shows differing strokes of 92.0, 92.45 or 92.5 mm for the Eifel engine.

Thus we have a capacity of 1172 c.c for the Dagenham-produced Model "C" engine and a stated 1157 c.c. for the Köln-produced Eifel engine with the same dimensions!

Various items of German technical literature show strokes of 92.0, 92.45 or 92.5mm for the Eifel engine. Interestingly, when the Ford Taunus was launched in 1939 as the successor to the Eifel (with the same engine), it was advertised as being 1172 c.c. capacity!

Sam Roberts

Eifel engine capacity(ies)

For some time now, we anoraks have been puzzling over the discrepancy between the stated Model "C" engine capacity of 1172 c.c. and the stated engine capacity of the Eifel of 1157 c.c., both having basically the same engine with the same bore (2.5 inches = 6.35 cm) and stroke (3.64 inches = 9.25 cm).

Simple schoolboy maths tells us that the capacity is $\pi r^2 \times l \times \text{no. of cylinders}$, where r is half the bore and l is the stroke. Accepting $\pi = 3.14159$, then the capacity becomes $3.14159 \times 3.175 \times 3.175 \times 9.25 \times 4 = 1171.76$, i.e. rounded up to 1172 c.c.

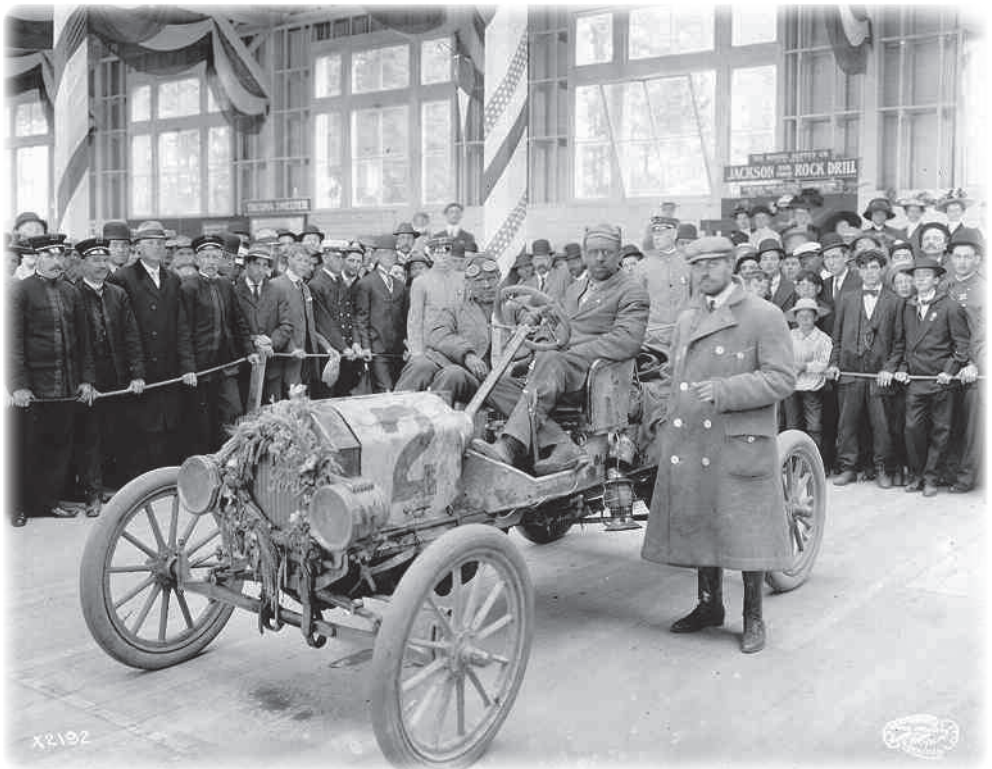
However, for some reason best known to them, the Germans, rather than doing πr^2 , decided to change it to $\pi/4 \times d^2$, where d is the bore. So far, so good.

Thilo Moerke, of the Ford Oldtimer und Motorsport Club Cologne e.V., then explains:-

"In Germany the vehicle taxation for passenger cars with piston engines was based on the displacement. The tax displacement is NOT identical to the real geometric displacement as $\pi/4$ (3.14159 divided by 4 = 0.7854) is rounded down to 0.78 according to the old StVZO (Strassenverkehrs-Zulassungs-Verordnung - Road Traffic Registration Directive) formula.

der Itala. Each weighed between 3500 and 4600 lbs and produced 45 - 50 h.p., compared to the 1200 lbs and 20 h.p. specifications of the Model Ts. The roads across the mid-west were non-existent in places, dirt tracks at best, and torrential rain made the journey horrendous and hazardous. Only the two Model Ts and the Shawmut finished the course. Ford No. 2 won the day with the Sawmut coming in second. The Sawmut had the advantage over the stripped down Fords in that, because of its large size, one man could sleep while his companion did the driving.

The No. 2 Model T crossed the finishing line just before 1 o'clock on 22nd of June, having covered 4106 miles. The drivers were given a tremendous reception in the city, where 200,000 people welcomed them. The Shawmut arrived at 5.30 a.m. on June 23rd, 17 hours behind. Ford No.2 was placed on exhibition at the Exposition.



Ford No. 2 with Bert Scott driving and C.J. Smith as his mechanic at the Alaska - Yukon - Pacific Exposition in Seattle at the end of the Transcontinental race on 22 June 1909.

Although not directly relevant to our cars, the success of the Model T following these initial marketing coups was instrumental in trying to recreate the Model T concept in Europe with the Model "Y". Regrettably, the political and fiscal situations in the major countries of Europe in the early 1930s did not lend itself to a marketing coup.

Events 2009

- | | | |
|-----------------|---|---------------------------------------|
| 12/13 September | Bolton Abbey Forties Weekend
Yorkshire | 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
Yorkshire | Barry Diggle
01274 614729 |
| 25 October | Stoneleigh Restoration Show
Warwickshire | Geoff Dee
01926 334780 |
| 1 November | Y&C Committee meeting
Willoughby Village Hall | Bob Wilkinson
01832 734463 |
| 13 - 15 Nov | International Classic Car show
NEC, Birmingham | Geoff Salminen
0121 427 2189 |

Events 2010

- | | | |
|-------------|---|---------------------------------------|
| 14 February | Y&C Committee meeting | Bob Wilkinson
01832 734463 |
| 18 April | Annual General Meeting
Willoughby Village Hall | Bob Wilkinson
01832 734463 |
| 25 April | National Drive It Day | |

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. **Sun-**

day is the main day for our club but the travel permit allows you to travel on both Saturday and Sunday.

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 has been

Book online or call the Ticket Hotline

www.necclassicmotorshow.com



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Quote code CLUBF09

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Offer applies to Sat14th/Sun15th November 2009 only. Adult ticket offer limited to 2 tickets per member. Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket per member. Single tickets save £5.00 off the Sat/Sun door price. Family tickets save up to £13.00 off the Sat/ Sun door price. Offer applies to advance bookings only. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! Classic Motor Show tickets allow FREE entry into the MPH Show (excludes Top Gear Live Theatre). See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

compiled to accommodate various interests but basically:- Friday evening - arrive at hotel. Meet for evening meal: Saturday - local visits etc. Saturday evening - 1940's jitterbugging, song and hog roast on SHERINGHAM STATION, not Holt as previously advised. Sunday - 1940's experience at North Norfolk Railway with display of cars at HOLT station. 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 10h.p. 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@bopenworld.com

Early bookings appreciated to ensure hotel places.

International News

Germany

Ford Köln engine numbers.

Michael Deichmann has been browsing the German Ford clubs' websites and has come up with some spurious engine numbers, apparently allocated to the Model "Y" and Model "C" equivalents (Köln and Eifel respectively). Since then, Wolfram Düster's long-awaited book on the Eifel has been published, in which he lists the engine numbers allocated to the Eifel production, presumably by Ford of England. These are:-

From May 1935 10001 - 12000
 1936 32001 - 34000
 63001 - 70000
 80001 - 80289
 80290 - 109738
 1937
 1938 etc.

Interestingly, we have no surviving Dagenham-built Model "C"s or "CX"s with engine/chassis numbers in the first three batches of these numbers, which bears out the accuracy of Wolfram's list. And, only this last month, we heard of a Köln-built Eifel, engine/chassis number C11911 appearing in Poland, further bearing out Wolfram's claim. However, we do have some Dagenham-built "CX"s mixed in with the Eifels in the 63001 - 70000 range, hinting at smaller batches of numbers in that range being allocated by Dagenham to Cologne.

As far as the engine numbers allocated to the Model "Y" Köln production Michael Deichmann came up with a wide range, which agrees with those listed in Hanns-Peter Rosellen's book, "Und Trotzdem Vorwärts." These are:-

1932 - 33 (short rad) 23 - 37290
 1933 - 34 (long rad) 37291 - 127358

Obviously these engine/chassis numbers are mixed in with the Dagenham-built "Y"s as only 10,050 were manufactured in the Cologne factory (in addition to 276 imported and assembled in Cologne initially). One must assume that Ford of Germany cabled Ford of England for batches of numbers as required to match their production schedule.

Still in Germany

Mutte and Oma were in the east.

Thilo Merke, the Chairman of the Ford Oldtimer und Motorsport Club Cologne e.V. comments on Jim Miles' photograph of Mutte taking Oma to the cemetery in the modified Ford Köln in the last issue, "Thanks for sending the latest edition of "Transverse Torque". The Ford Köln photo shown with the IB license plate appears to be taken in Eastern Germany after 1952, as it is not a pre-war registration plate. The registration IB stands for East Berlin not Braunschweig."

Thanks for that Thilo.

Spain

Luis Cascante comments:- "Under the heading '**Denmark-part numbers**', Yvon Precieux says in the last issue of 'Transverse Torque' that both the Model "Y" and the "C", were differently recognised in the several countries they were manufactured or assembled. As far as Spain is concerned, the Model "Y" was officially christened '8HP', as its fiscal rating. 'Model Y' as a name, was never commercially used in our country, it only appeared in Ford's own communications.

The Model "C" was officially named 'Modelo 10' (not 10 HP, as it wasn't a 10 h.p. car) by Ford Motor Ibérica. From the Spanish formula for the fiscal power, the result was 9.6 h.p., hence a fiscal rating of 9 h.p. (fractions were not used). A similar question to "Why Y?" arises here: Why 'Modelo 10'? I don't really know. I'm inclined to think that the idea was to follow the original name in the United Kingdom, as Ford Motor Ibérica did with the 8 HP, inducing the public, at the same time, to think that it was a bigger 10 h.p. vehicle. Neither 'De Luxe', or its Spanish translation 'De Lujo', nor 'Modelo C' were used in Spain. Launched in March 1936, the CX was named 'Modelo 10, 1936'.

A typical nickname of the 'Modelo 10' was 'Ford cuba', curiously the same as in England, cuba being the translation of 'barrel' into Spanish. In the trade and garage parlance, it was known as the 9HP Ford, following the habitual use of the fiscal power to identify the various Ford cars: i.e. 8 HP the Model "Y", 17 HP the Model A, 13 HP the AF and 25 HP the V8.

Spanish and Portuguese parts were coded exactly in accordance to Dagenham's parts lists. For easier identification, Spanish official parts list booklets showed both names: Modelo "Y" (8 H.P.) and Modelo "10". The Portuguese one, however, indicates Modelo "Y" (8 HP) and Modelo "C" (10 HP).

Whilst on our 15 day holiday on the Costa Brava, I've started a laborious reading (my knowledge of German is minimal) of some parts of Wolfram Düster's splendid book on the Eifel. I'm particularly interested in searching resemblances between the Eifel and the Spanish 'hybrid' Modelo 10, 1936. Some details



The Ford Ibérica advertisement that launched the Modelo 10, 1936. Note the 'easiclean' wheels.

are beginning to come clear to me:-

First, the 'easiclean' wheels of the 'hybrid' are not of German origin, as only the second series of Eifel cars (launched in 1937) was equipped with such wheels. I suspect that Modelo 10's wheels were locally purchased from Pirelli. In 1935 the Pirelli branch in Spain manufactured 16" steel disc wheels as a replacement for Ford's. Drawings in the Pirelli's sales literature show a 'Baby' Ford with these wheels. Second series Eifel's wheels were also 16", fitted with 5.00x16 tyres, instead of the previous 4.50x17". Could the Modelo 10, 1936 be the first small Ford to wear 'easiclean' wheels? In any event, the 'hybrid' speedometer gears would have had to be of a different tooth number, as the speedometer dial was not modified.

Second, Modelo 10, 1936 bonnets are undoubtedly from Dagenham. Eifel's side ventilation grille is shorter and has fewer louvres. And a question: it is known that bodies of Modelo

10, 1936 cabrio-limousines were those of the Eifel. Were the Tudor limousine bodies also imported from Germany? Certainly the four-door wasn't, as I couldn't trace Fordor Eifels in the book."

[Note:- Only two-door limousine Eifels were manufactured at Köln (bodies by Ambi-Budd). Luis can stop searching Wolfram's book as there were no Fordor Eifel limousines. It is more than likely that Germany supplied the Tudor bodies as Ford Ibérica was encouraged by Sir Percival Perry to buy from Köln to help Ford of Germany with its exports to keep in the good books of the Third Reich. - Ed.]

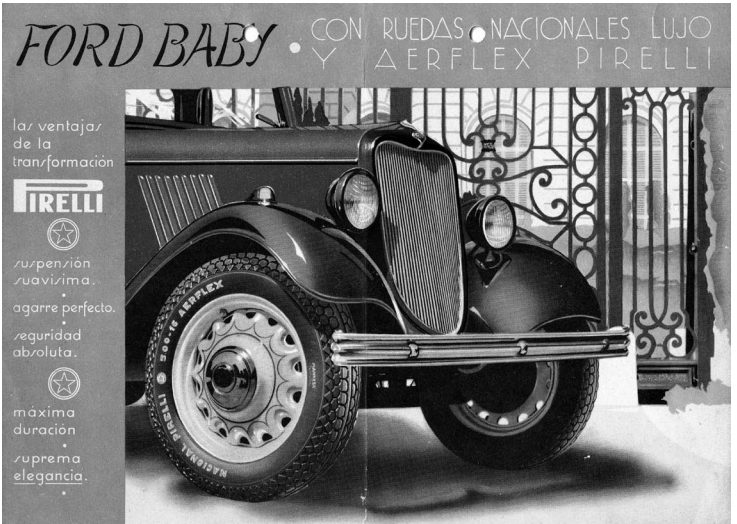
New Zealand.

Primrose disaster.

Roger Healy has carried out a meticulous restoration of Don Borrie's Tudor Model "Y", Primrose (see back cover for photograph of Primrose towards the end of her restoration).

Unfortunately, disaster then struck as described by Roger, "We were able to finish Primrose over the first couple of weeks during April, and finally get the MOT on the 17th of April. We took her on her first official outing on Saturday the 18th and we were involved in a crash in her. She was going well and felt like a new car to drive; she had just shown 50 miles. We are all pretty upset here and there is a considerable amount of damage to the driver's side. There were 3 of us in the car and we all walked away with cuts and bruises. I was knocked unconscious as were my passengers. We have just started the task to repair her and so far have all the parts to complete the repair except a right hand running board. All of our local club members through out the country have been very supportive and helped with many of the parts needed to repair her.

Roger has since reported that Primrose is back on the road.



The Pirelli advertisement showing their 16 "easiclean" wheels on a short rad Modelo 8HP 'Baby' Ford.

Australia.

It is with great sadness that I read in 'Second Gear Chatter', the newsletter of the South Australia 8 & 10 Sidevalve Club, that Philip Handel passed away on 29th June 2009 after a long illness. Philip was a founder member and Secretary of the New South Wales-based Anglia-Prefect Car Club, which looked after Y&C matters in that State. We send our condolences to his family.



The finished article. 'Primrose' in Arrowtown, on the South Island, taken on Saturday 18th April 2009, the day of the crash, with Don's brother in law, Grant Keeley, standing with her."

Ford tool kits

- Part 1

An in-depth research by Bill Ballard

For a company that had a reputation for skimping on luxuries in order to keep the price of their cars down, it is surprising to learn, in this day and age, that the Ford Motor Company used to supply all new cars with a tool kit, and a very good kit it was too! Lists of the tools that could be found in the tool kit supplied with each car can usually be found in the official *Ford Parts List* (or *Parts Catalogue*) for that particular model.

None of the 'Sidevalves' I've ever owned was acquired with its original tool kit. Over the past 30 years, I've made several half-hearted attempts to build up a tool kit but, until recently, have always failed to complete the job, simply because I did not know what I was meant to be looking for on autojumble stalls! You see, a list of tools is one thing, but an illustrated list of tools is simply unheard of!

Very little has been written about these tool kits. In our own *Transverse Torque* there have only been articles on tools in Issues 13, 14, 112 and 128. With the exception of the feature in Issue 112 (which included a picture of the tool kit Tony Eldridge acquired with his Model "CX" Fordor), all these 'articles' were simply lists of the tools in each kit supplied with either or both the 'Popular' (Model "Y" - E717) or the 'De Luxe' (Model "C" or "CX" - E717e). There were no comments on, or pictures of, the individual tools.

My interest in Ford tool kits was rekindled a year or two back and I've since done a bit of research and come up with some pictures and information which I would now like to pass on to you. I'm not saying that these articles are the definitive guide to Ford tool kits as supplied with early 8hp and 10hp cars, just a benchmark from which we can start and tap into shape as and when new information comes to light. As Tony's Model "CX" tool kit is the most 'original' (but not necessarily 100% correct) that I know of, I shall be referring to it from time to time in these articles.

I have noted that, generally speaking, the 'Part No.' (referred to as the 'Symbol No.' in some *Parts Lists*) for each type of tool consists of a prefix, which can be formed entirely of letters or a mixture of digits and letters (in that order); a numerical serial number and, sometimes a suffix of a single letter or a letter and a digit (in that order). In 99% of the cases, the serial number seems to be constant for that type of tool throughout the period

covered by our cars. However, the prefix and suffix may vary according to the publication date of the list or the type of vehicle covered by the *Parts List* but, in many instances, they were the same tool. For some reason that I have yet to fathom out, Ford decided to give them different part numbers!

However, I do find *Ford Parts Lists* contradict one another! For example, my 1937 Model "Y" *Parts List* shows the smallest of the wrenches (which I would call a 'spanner') as 'B-17015' available from 1932 to 1936 inclusive, whereas the 1952 listing simply shows it as '01A-17015' for the whole of the period 1932 to 1952 inclusive, and makes no mention of the existence of 'B-17015'! Just to confuse matters further, a 1958 edition of the **SPARE PARTS LIST WITH ILLUSTRATIONS** shows that there was an even smaller spanner '204E-17014 Wrench - 3/8" x 1/2" Hex. Open end' supplied with the tool kit '204E-17018', which appears to have been available between 1932 and 1958 (but is not mentioned in my 1952 list)! Also in that tool kit, the spanner '01A-17015' has been replaced by '204E-17015' which is for 9/16" x 1/2" nuts!! The 1937 list also implies that YE-110355 and YE110361 were supplied in tool kits from 1933, but the 1952 list does not include these parts at all! I suspect that YE-110361 was replaced by 7W-17049 which, by its prefix, one would have expected to have been introduced no earlier than 1937 (when the 7W "Ten" was introduced), but which my 1952 list implies was available from 1933! Generally speaking, all the tools prefixed 'B' on my list (Fig.1) are prefixed 'AB' on Forms E717 and E717E, with the exception of the tool bag, which had changed from 'B-17005' to '20E-17005'. Also, 'YE-17017' had been replaced by '20E-17017-B'; 'Y-17036' with '20E-17036' and 'BE-17125' by either 'ABE-17125' on Form E717 or '40-17125' on Form E717E. However, both Form E717 and E717E list part number YE-17052 (the tyre pump), but not part YE-17061 or YE-17061-B (the tyre pump hose), which I would have thought was an essential part to the pump! I can find only one other tool that was listed on Form E717 that does not appear in my lists - 'Y110372 - Gauge (Feeler)', and

one listed on Form E717E, '20E-17035 - Brace (Wheel nut)'. From the foregoing, the sharp-witted amongst you may have noticed that the Model "Y" owner was supplied with everything to change a wheel or a tyre, but apparently nothing to remove the wheel nuts with! I also find it peculiar that, according to Form E717, the Model "Y" owner was given a feeler gauge, but the Model "C" or "CX" owner wasn't, and just to make matters worse, this tool isn't listed in any of my lists! Now you can see why I find *Ford Parts Lists* so hard to comprehend!!

Enough of the gobbledegook - let's get on with the real object of this series and start at the top of the list - with the first item being the all-important tool bag in which to stow the tools! This started off in 1933 as Part No. 'B-17005' and changed to 'CE-17005' by 1937, continuing until 1952, according to my 1952 *Parts List*. However, it changed to 'CE-17005-B' at some stage and, according to my 1958

Sept. 1933 Part No.	June 1937 Part No.	Jan. 1952 Part No.	Description
B-17005	CE-17005	CE-17005	Tool bag assembly
B-17015	B-17015	01A-17015	7/16" x 1/2" hex. open end wrench
B-17016	B-17016	01A-17016	9/16" x 5/8" hex. open end wrench
YE-17017	CE-17017-B	CE-17017-B	Spark plug & cylinder head nut wrench
B-17019	B-17019	BE-17019	Tyre iron
B-17020	B-17020	B-17020	Screw driver
B-17021	CE-17021	E01A-17021-A	Monkey wrench
B-17025	B-17025	B-17025-A	Pliers
Y-17036	YE-17036	YE-17036	Starting and wheel crank wrench
(Not listed)	(Not listed)	7W-17049	Bar (tommy) and brake adjuster
YE-17052	YE-17052-B	BE-17052-A	Tyre pump assy.
B-17061	YE-17061	YE-17061	Tyre pump hose assy. (1/8"-28 B.S.P. thread)
YE-17080	YE-17080-A2	YE-17080A	Jack assy.
YE-17081	YE-17081-A2	YE-17081-A	Jack handle
BE-17125	BE-17125	E93A-17125-A	Grease gun
(Not listed)	YE-110355	(Not listed)	Spanner (box)
(Not listed)	YE-110361	(Not listed)	Bar (tommy)

Fig. 1



Fig. 2. Tony Eldridge's tool kit as supplied with his Model "CX", C56646.

After the tool bag, the first tools on the Parts List at Fig. 1 are the small spanners, Part Nos. 'B-17015' and 'B-17016' (see Fig. 4). These are amongst the easiest and cheapest items to find at autojumbles, as they are clearly embossed with "Ford" or "EnFo" in script form on one side. I do not have an example of the spanner 'B-17015', but I suspect it is very similar to '01A-17015', its later replacement, of which I have four different examples! It is the smallest spanner (see top left of Fig. 4), and is described in the Parts List as "Wrench (7/16" x 1/2" Hex. Open end)". Three are embossed "Ford" and one "EnFo", and as can be seen from the illustration, none is exactly the same, some having fatter jaws or longer jaws than others. Two were made by "T.W." (Thomas Williams, of England) with their initials encircled and separated by a line on one of them (the extreme right-hand one of the four in my illustration); the

other two were made by "V G-H P" (whoever they may be!) with their initials enclosed in brackets, viz. "<V G-H P>", on one of them. Note also that the embossing is not necessarily the same way round! The two "T.W." spanners have the Part No. embossed on them, whereas the two made by "V G-H P" don't, and are blank on the obverse. I am fortunate to have an example of the larger spanner, 'B-17016' (see bottom right of Fig. 4), as well as an example of its later replacement, '01A-17016' and another which, unusually, does not have the Part No. embossed on it. All are described in the Parts List as "Wrench (9/16" x 5/8" Hex. Open end)". The older spanner is made by "V W E" (whoever they may be!), whose initials are encompassed in the three segments of something which resembles the Staffordshire knot, and are embossed on one side along with "Ford", and embossed "B-17016" on the obverse. The example of '01A-17016" was made by Thomas Williams, whose initials are encircled and separated by a line, and embossed on one side. Also embossed on the same side is "01A17016" and "EnFo", but the obverse is blank. The third sample, made by Thomas Smith & Sons Ltd, of England, has their initials "T.S.&S." embossed along with "Ford" and "DAGENHAM." on one side, and nothing on the obverse. At 141mm maximum length, the "V W E" example is slighter longer than the other two (135mm), and has shorter, fatter jaws. It also has the Part No. embossed on the opposite side to the others.

The third item on the Parts List is 'YE-17017', which was replaced by

The Ford Model Y & C Register

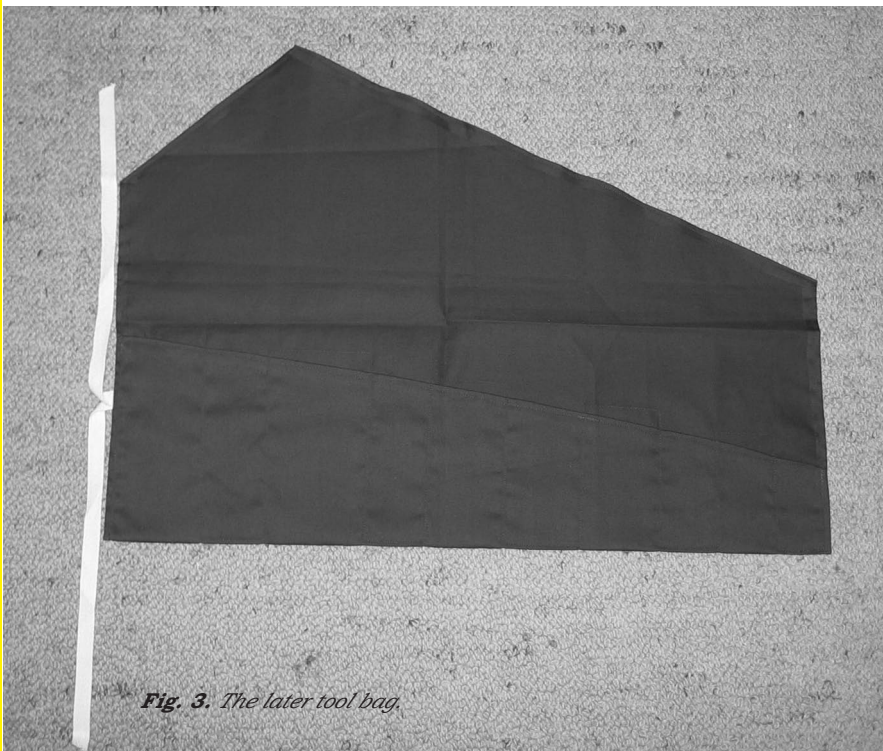


Fig. 3. The later tool bag.

Parts List, was available throughout from 1932!! Tony Eldridge's original tool bag (Fig. 2) would appear to be made of hessian and virtually symmetrical, and is presumably of type '20E-17005', whereas later tool bags were trapezoidal and made of a reddish-brown cotton material (Fig. 3). It measures 575mm along the bottom edge. The vertical edges on the left and the right measure 290mm and 225mm respectively, and the sloping edges at the top left and top right measure 200mm and 480mm respectively. A flap along the bottom edge, 575mm wide and 160mm deep on the left and 60mm deep on the right is folded up and stitched down the outer edges to form the actual "bag". The "bag" is then compartmentalised to take the tools by a series of vertical stitches at approximately 70mm, 120mm, 205mm, 255mm, 320mm, 380mm, 445mm, 490mm and 540mm from the left-hand side. It will be seen that the "compartments" vary in size, with the third compartment being the widest and the tenth one (on the extreme right) the narrowest, the latter presumably to take the smallest tool, the 7/16" x 1/2" spanner (B-17015).

'20E-17017-B' around 1934 and by 'CE-17017-B' by 1937. They are described as a "Spark plug and cylinder head nut wrench" on my lists, but as a "Spark Plug, Cyl. Head & Spring Clip Nut Spanner" on the E717 forms (see Fig. 5). The spring clip nuts are the U-bolt nuts clamping the transverse springs to the front and rear cross-members. They are the same size as the cylinder head nuts (9/16" AF). It is basically a box spanner which fits these nuts and the 14mm, Champion L10-type spark plug (as fitted to the later Model "Y"s and the "C" and "CX"). There doesn't seem to be a tool to fit the extra-big 18mm spark plugs fitted to the very early Model "Y"s (Issue 117, March/April 1999, page 10 refers) - unless someone knows different? Interestingly, a Tommy Bar to turn the box spanner was not provided in the early Model "Y" tool kits. Perhaps you were expected to use the shaft of the screwdriver?



Fig. 4.

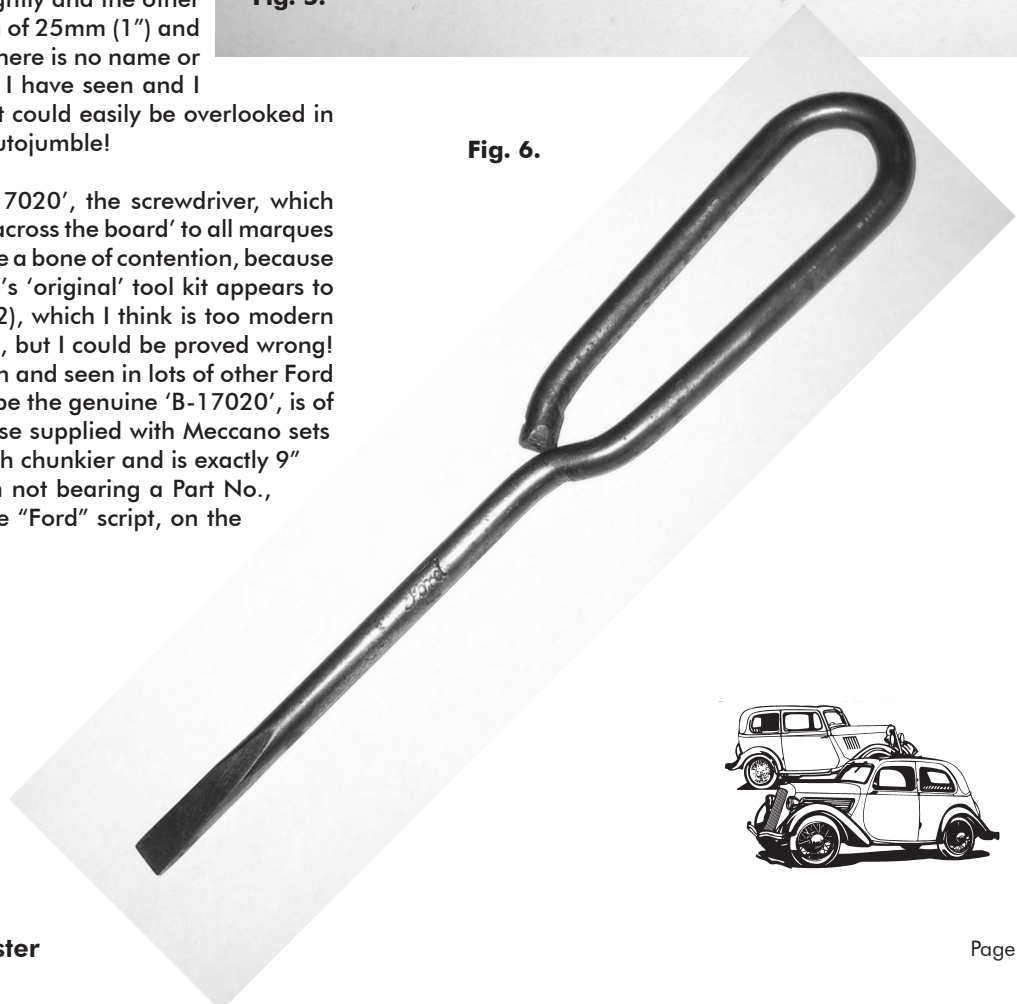
We now turn our attention to the tyre iron (more commonly called a "tyre lever"), Part No. 'B-17019'. This was replaced by 'AB-17019' by 1934; 'BE-17019' by 1937 (although my 1952 Parts List says it was available from 1932!) and by '68E-17019' around 1937 (and there were others!). Quite what the differences were between all these has yet to be established, but if the one that can be seen in the middle of Tony's tool kit (Fig. 2) and the one in a friend's 1953 tool kit are anything to go by, there is very little difference! They all seem to be a simple steel bar, 23mm (7/8") wide and 278mm (11") long with one end turned up slightly and the other end splayed outwards to a width of 25mm (1") and tapering to a point at the end. There is no name or Part No. stamped on the levers I have seen and I suppose, by its very plainness, it could easily be overlooked in a box of odds and ends at an autojumble!



Fig. 5.

The sixth tool in our list is 'B-17020', the screwdriver, which appears to have been supplied 'across the board' to all marques from 1932-56. This item could be a bone of contention, because the screwdriver in Tony Eldridge's 'original' tool kit appears to have a plastic handle (see Fig. 2), which I think is too modern to be around in the early 1930s, but I could be proved wrong! The screwdriver in my possession and seen in lots of other Ford tool kits, and which I believe to be the genuine 'B-17020', is of a shape that reminds me of those supplied with Meccano sets (Fig. 6), but the Ford tool is much chunkier and is exactly 9" long from top to toe. Although not bearing a Part No., my example is stamped with the "Ford" script, on the shaft.

Fig. 6.



To be continued

