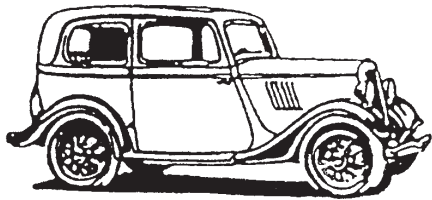
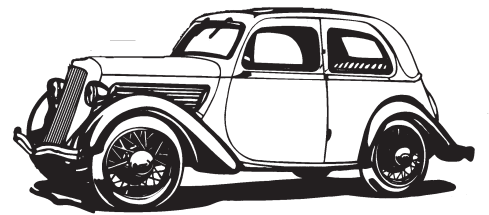


TRANSVERSE TORQUE



**Issue 184
May - June
2010**



Register Officers

Chairman

Rod Janes, 94 Berkeley Crescent, Dartford, Kent DA1 1NH
Tel: 01322 229656 e.mail: rodjanes.94@tiscali.co.uk

Vice-Chairman

Brian Godfrey, 57 Aldershot Road, FLeet, Hants GU51 3NW
Tel: 01252 616296 e.mail: briangodfrey@ntlworld.com

Secretary

Bob Wilkinson, Rose House, 9 Brambleside,
Thrapston, Northants NN14 4PY
Tel: 01832 734463 e.mail: bobwilkinson49@hotmail.co.uk

Assistant Secretary

Peter Murdy, Manor House Farm, Thoroton, Nottingham NG13 9DS
Tel: 01949 851293 e.mail: allpurdys@hotmail.com

Treasurer

Bruce Allan, 37 Meadow Park, Cabus, Garstang,
Lancs PR3 1TA
e.mail: bruce.allan@yahoo.co.uk

Membership Officer

Mike Malyon, 8 Bron Haul, Dyserth, Denbighshire LL18 6LE
Tel: 01745 571423 e.mail: mikemalyon@hotmail.co.uk

Spares Officer

Peter Ketchell, 2 Manor Road, Westminster Park,
Chester CH4 7QW
Tel: 01244 676856 e.mail: peterketchell@yahoo.co.uk

Spares Administrator

Colin Rowe, 4 Croxdale Close, Brampton Park, Northants NN2 8UL
Tel: 07944 825045 e.mail: colinatfordyandc@aol.com

Regalia Officer

John Argent, 35 Brookmans Ave., Brookmans Park,
Hatfield, Herts AL9 7QH
Tel: 01707 662049 e.mail: j_argent@sky.com

Editor & Archivist

Sam Roberts, 16 Croye Close, Andover,
Hants SP10 3AF.
Tel: 01264 365662 e.mail: sam@samroberts.plus.com

Technical Advisor

Geoff Dee, 27 Ladycroft, Cubbington, Leamington Spa,
Warwicks CV32 7NH
Tel: 01926 334780(7-9pm) e.mail: GJDee@hotmail.com

Website Manager

Roy Hocking - see Regional Contact 08 for details

Co-opted member:

Jim Sharpe, Galleywood, Essex. Tel:01245 351546
e.mail: jajm.sharpe@virgin.net

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www.fordyandcmodelregister.co.uk**

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0113 226 7497

Regional Contacts

- | | | | |
|-------|--|---|--|
| 01/02 | Devon/Cornwall
Somerset/Avon/Wilts/Glos
Ivor Bryant
The Cottage, The Street,
Alveston, Bristol BS35 3SX
Tel: 01454 411028
ivor_bryant@msn.com | 14 | N. Wales/Cheshire/Lancs
Merseyside/Manchester
Peter Ketchell
2 Manor Road, Westminster
Park, Chester CH4 7QW
Tel: 01244 676856 |
| 03 | Dorset/Hants/I of W/
Channel Isles
Colin White
49 Grange Road
St. Leonards, Ringwood
Hant BH24 2QE
Tel: 01202 873620 | 15 | Notts/Derby/Lincs/S. Yorks
Ken Sleight
The Forge Cottage
Owston, Askern,
Doncaster DN6 9JF
Tel: 01302 337483
kenneth.sleight@btinternet.com |
| 04 | Surrey/West Sussex
Dave Minnett
20 Princes Ave,
Carshalton Beeches
Surrey SM5 4NZ
Tel: 020 8661 2480
Thev8telegraph@aol.com | 16 | North, West & East Yorks
Barry Diggie
16 Croftlands, Idle
Bradford BD10 8RW
Tel: 01274 614729
barry.diggie@btinternet.com |
| 05 | East Sussex/Kent
John Keenan
41 Ghyllside Ave, Hastings
E.Sussex TN34 2QB
Tel: 01424 424323
elvabeach@btinternet.com | 17 | IoM/Cumbria/Durham/Tyne
& Wear/N'umberlnd/Clvnd
Andrew Black
66 Lindisfarne Lane, Morpeth,
Northumberland NE61 2UL
Tel: 01670 511113
wagtail139@btinternet.com |
| 06 | South Wales/Hereford
Mike Samuel
"The Willows" Stoney Road
Garndiffaith, Pontypool
Gwent NP4 8PY
Tel: 01495 772418 | 18 | Scotland
Drew Barr
30 Weavers Crescent
Kirkcaldy KY2 5LN
Tel: 01592 269266
barr195@btinternet.com |
| 08 | Oxon/Berks/Bucks
Roy Hocking
69 Aylesbury Road
Bierton, Aylesbury,
Bucks HP22 5BT
rhock@btinternet.com
Tel: 01296 427706 | 19 | Ireland
John Fitzgerald
Three Rock, Tara Hill
Gorey, Co.Wexford
00 353 53 948 1414
jfitzgeraldfordyc@eircom.net |
| 09 | Beds/Herts
John Argent
35 Brookmans Avenue
Brookmans Park, Hatfield
Herts AL9 7QH
Tel: 01707 662049 | 20 | London/Middx
Jim Miles
11 Gordon Road,
Wanstead, London E11 2RA
Tel: 07901 561866
(afternoons only) |
| 10 | Essex
Dave Gustard
44 Park Dale
Danbury, Chelmsford
Essex CM3 4EH
Tel: 01245 222921 | Overseas | Australia
Bill Ballard
24 Rowan Ave, Boronia
Victoria 3155, Australia
Tel: 00 61 3 9762 9974
sfbill1@bigpond.com |
| 11 | Worcs/Staffs/W. Mids/Warks
Geoff Salminen
2 North Pathway, Carless
Ave. Harborne,
Birmingham B17 9EJ
Tel: 0121 427 2189
e.mail:gsal_minem@talktalk.net | Denmark
Michael Deichmann
By-Lyngen 4
Blistrup, DK-3230 Graested
Denmark
Tel: 00 45 2227 8651
michael@deichmann.org | |
| 12 | Leics/Northants/Cambs
Vacant - can you help? | U.S.A
Robert P (Bob) Anderson
228 West Russell St,
Barrington,
Illinois 60010, USA
Tel: (001) 847 381 0052
Bander8899@aol.com | |
| 13 | Norfolk/Suffolk
Roger Hanslip
165 Hungate Road,
Emmeth
Nr Wisbech, PE14 8EQ
Tel: 01945 430325
jo.hanslip@btopenworld.com | When telephoning UK from overseas
replace first 0 in UK number with +44 | |

Editorial.

I am pleased to report that the 32nd Annual General Meeting was a success once again with some 40 members and friends present. There are not many clubs with a wide-spread membership that can boast almost a 10% attendance at their A.G.M.

By coincidence, the theme of this issue would seem to be trialling Model "Y"s, which is the subject of 'Members' Cars' and the front cover. Andrew Sarkey, in Co. Meath, Ireland, also came across a copy of The Autocar, dated 20 November 1936, which happens to be 9 days before I was born! He emailed a photograph of a Model "Y" Alpine on a trial and subsequently kindly offered the magazine to the Y&C library. We hold some 320 magazines in the library, covering the period from 1932 to 1938 and made up of copies of The Autocar, The Motor, The Light Car, Practical Motorist and The Ford Times. We are always trying to fill the gaps in the collection, so if you do hold copies of these magazines, they would be very welcome – we are especially short on copies of The Ford Times for the period.

We were made aware of a recently released DVD titled "The Early Years of Ford in Britain". It is made up of five good quality early Ford films and a miscellany of short musical films made to be shown in British cinemas promoting the joys of driving and especially driving Ford cars. The five Ford films are "Cavalcade of Ford", "Precision and Practice", "Ascending Ben Nevis", "1935 American Tour of British and French Ford Factories" and "Dagenham at Work". A number of you have asked for copies of these early films, which we have



J.C. Carver's Model "Y" Alpine ploughs its way up leaf-strewn Begley Farm hill, near Hindhead in Surrey, on the Inter-varsity trial (Oxford and Cambridge) in November 1936 – thanks to Andrew Sharkey's generosity.

only held as poor quality copies on video tape up until now. If you want a copy of this DVD, it is available from Auto Heritage, Suite 87, 792 Wilmslow Road, Manchester, M22 6UG. The product code is BCF12D and it costs £14.94 incl. Postage. You also receive a free Ford poster, which is not very good, is in black and white and only illustrates U.S.A. models. Alternatively you can order on line through www.auto-heritage.co.uk/ford This is a different DVD to the one I mentioned in the last 'Transverse Torque'.

For details of other Ford film footage, see the Ford Heritage article in this issue. We are



A mid-1934, Essex registered Model "Y" van is parked in Billericay High Street in the 1930s with, what appears to be, a Model "Y" saloon with a trailer parked across the road.

grateful to Dave Ball for sending that information. Dave also sent a photocopies of extracts from a booklet entitled "Billericay. An Historical Tour in Pictures." Most of the photographs appear to have been taken in the 1930s so, as to be expected in a town near Dagenham, there are a number of Model "Y"s in view. I illustrate one such. Thanks Dave.

A fascinating U-Tube video film of the Highland Park Model T assembly line is available on <http://www.youtube.com/watch?v=S4KrIMZpwCY>

Jim Sharpe and David Gustard visited the Ford Heritage Centre recently to meet up with the curator, Ivan Bartholomeusz. As Jim reported, "When David and I turned up at the Heritage Centre it was no coincidence that the Tug was parked in an aisle-way inside the building. Ivan had used it to move other vehicles around the workshop. Apparently gearing is so low it is ideal to drag heavy loads at a gentlemanly pace." Jim took the photographs of the Tug on his mobile phone – there's clever!

Trevor Walker is not only a member of the Y&C Register, but also belongs to his local club, the North East Club for Pre War Austins (NECPWA) which, despite its name, caters for 'All Old Motors'. He sent me the Club's April 2010 News magazine, which not only had an erudite article titled 'Ford 8hp Model Y "Arrow Alpine" Tourer' by Friend of the Y&C Register, Nigel Stennett-Cox, as its lead article, but illustrated young Alex Grace's Alpine being driven by his father, Nick, on the front cover. I am grateful to Ray Price, the Editor of 'NECPWA News' for allowing me to reproduce the photograph.

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The ex- Cadbury Schweppes Tug (161/40) in the Ford Heritage Centre."

An unusual view showing the 'business end' of the Tug.



I notice that there is a growing list of Wanted advertisements on the website. It would be appreciated if you would browse this list every now and again. Most of us have bits lying around in the garage or shed that "may come in useful some day", but there could well be someone out there who would be only too pleased to make use of them now – so please keep an eye out on the site. Conversely, there are also quite a number of parts for sale. If you are on the look-out for bits, try the website.



Nick and son Alex Grace arriving at the Newby Hall entrance for last year's rally in Alex's 'Alpine', passed down to him by his grandfather and cherished member, David. Photograph by Chris Berridge.

Would the member who sent in the article about the Model "Y" in the Dorset pond, published in the last issue, please contact me. Michael Ware of 'The Automobile' would like to contact David and Rachel Adams, who dragged it out.

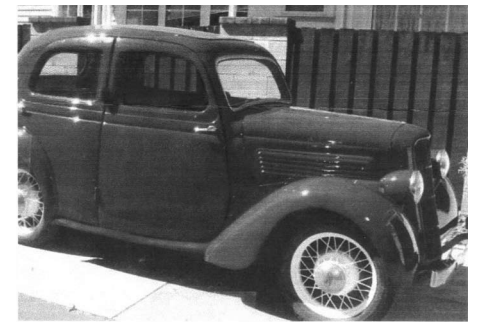
their garages all year! Please help me to cover news, snippets, technical tips and anecdotes on the UK fleet. Afternote:- Since writing this and just to prove me wrong, two Model "C"s appeared at the A.G.M.; Robert Marshall's and Neil Bray's. However, I still

need copy!

The Ford 8&10 Enthusiasts Club of South Island, New Zealand celebrated its 15th anniversary at Geraldine over the Easter weekend. On behalf of us all, I wished them at least another 15 years of success and enjoyment with their little Fords. Geraldine is about 25 miles north of Timaru, which brings back memories of the research we carried out on the provenance of Bob Anderson's Tudor Model "Y", which he bought 'blind' at an auction in Tennessee, U.S.A. Timaru, it transpired, was where it was first registered.

On a sadder note, Lyndel, the wife of Don Borrie, a member of the South Island Club, is undergoing an extensive course of treatment for cancer. Again, on behalf of us all, I have sent her our best wishes for a successful outcome. Don's recently restored Tudor Model "Y", 'Primrose', has graced the pages of 'Transverse Torque' on more than one occasion recently - see back cover, Issue 180. To make this report sadder still, Kay, the wife of Roger Healy, a fellow Model "Y" owner, who painstakingly restored Don's car, has also now been diagnosed with breast cancer. Life's a bitch.

To reinforce my comments on the Model "C"s, on the cover of the newsletter of the North Island Ford 8&10 Car Club, based in Auckland, was illustrated a green Model "C" belonging to a new member, Peter Corn from Gisborne. Club Editor, Thelma Semadeni, sent me his email address and Peter has provided us with the details of the car, an April 1935 Fordor, C09487, which has spent all its Kiwi life in the Gisborne area. Peter has offered a short history of his



Another Model "C" comes out of the woodwork in New Zealand. C09487 belongs to Peter Corn from Gisborne on the north Island.

love/hate relationship with the car. Warning – from Model "C" owner, John Keenan in Hastings. He writes:- "After ten years Black Beauty has failed her first MOT with a split chassis, no doubt caused by the dreaded pot holes." Be wary - if you are like me, you keep your eyes skinned for potholes, debris, manhole covers and the like as you drive along and avoid them. John's chassis is not a pretty sight, but the king pins also take a hammering if you are not alert.



The oldest known Model "C" on the road has suffered a cracked chassis. John Keenan believes it is due to one of the many potholes following our hard winter.

The deadline for copy for issue 185 is:-
Friday 2nd July 2010

SUBSCRIPTIONS ARE DUE 1 JUNE 2010

This is just a reminder that subscriptions are due on the 1 June 2010. If you do not do so already, please consider paying by standing order as this is the easiest way for you, me and the Club. There is an application form in this issue of "Transverse Torque".

I would like to thank all the members who paid promptly last year. It saved me time and the Club money by not having to send reminders. Thank you for your co operation this year.

Mike Malyon Membership Officer

Cover photographs.

Front cover

Ian and Josh Moss 'mud-plugging' in their trials "Y" on the Cotswold Clouds trial on Sunday, 7th February. Here they are successfully arriving at the top of Nailsworth Ladder. Photograph by John Salter.

Back cover: This illustration of a Tudor Model "Y" "Popular" by John Lawson accompanied Lord Montagu of Beaulieu's third in the series on "the dozen cars that made Britain great", which appeared in successive issues of the Times in 1995.

Chairman's Chatter

At the AGM on the 18th April, for my sins, I agreed to stand for the post of Register Chairman and to my surprise those present voted for me. I must admit to being a bit daunted at the prospect of stepping into Peter Ketchell's shoes as he has done such a great job during his time in office. Gladly we are not losing his expertise and enthusiasm as he is staying involved in the committee in the role of Spares Officer.

I have been asked to give a potted profile of myself for the members who have not had the dubious pleasure of meeting me. My name is Rod Janes and I am of the tender age of 62 and, after 46 years in the Engineering and Pharmaceutical industries, I volunteered for redundancy and "hung me boots up" in February of this year. I have been married to my wife, Janet, for 39 years and have a daughter and son aged 36 and 33 respectively. And of course, my pride and joy, my beautiful 10 year old granddaughter Yasmin.

A 1953 Anglia E494A and 1934 Fordor and 1936 Tudor Model "Y"s are my other family. The first two are in regular use, whilst the Tudor is in the garage being renovated. As soon as I have finished writing this piece, I shall be getting the Fordor out and preparing it for 'Drive it Day' on the 25th April, when I will be joining up with the Kent area group of the Ford Sidevalve Owners Club and driving to Hever Castle for a Picnic.

That's enough about me. What was very obvious from the AGM is that we have a very happy and successful club. This is due in no small part to the dedication and commitment of the committee, some of whom have served for many years. And although this year has seen the addition of new faces to the fore, I know that we will lean heavily on the old hands for guidance and support. Of the new faces I would particularly like to welcome Brian Godfrey to the Vice Chairman's post and Peter Purdy as assistant Secretary: I am sure that Bob and he will make a great team. I am looking forward to working with both of them as well as the rest of the Committee.

I was asked if there were any changes that I would like to make during my tenure as Chairman. In the short term, the old adage of 'if it's not broke don't fix it' is how I will play it. Peter Ketchell has had an outstanding term as Chairman and we have seen the Register go from strength to strength with him, so no immediate changes.

Having said that, if members have any suggestions that they feel would improve the Register
The Ford Model Y & C Register



Rod Janes, our new Chairman, in his Sunday best.

ister in any way, however small, please do not hesitate to contact me either by e-mail or telephone (preferably between 7 pm and 9pm). I am always happy to listen and, if nothing else, talk about our cars. I will endeavour to attend as many shows and gatherings as possible during the summer. If you see me at any of the shows, please do come and introduce yourself to me. It's nice to put faces to names.

Finally, I am not going to try to match Bob's Jokes as the only ones that I ever hear are from my ex-workmates and would probably get the magazine shut down! Have a great summer and let's see our cars out and about on the roads where they belong.

**Rod Janes
Chairman**

Secretary's ramblings

At long last we have summer in sight! This long winter has been unkind to many members, particularly like me, who do not have fully heated workshops in which to tinker. Encouraged by some sunshine, only latterly have I felt like getting hands on to the "CX" or my (nearly completed) 1929 Model A Phaeton. Let us hope that we have good summer in which to get out and about. Thankfully, 'Drive it Day' (25th April) was fine and I did meet up with various old cars out and about. I keep repeating that it does matter, for the sake of preserving our hobby and heritage, to have our old cars out on the road. We must not let them become dry dusty museum pieces.

I am delighted to report that, during the past year, more Model "Y"s and "C"s have emerged from hiding and members have used Club support to obtain "lost" registration marks. Most noteworthy is the emergence of cars with the next generation of a family. Many restorations are started with enthusiasm, which sadly fades when other family/house priorities take over. The old Ford gradually becomes an untidy heap of separate parts as getting started again is dauntingthe garage door is closed again and old car gets leftagain. Perhaps that is the time to pass on the car to someone else who, with support from other members, can complete the work. That is when being in a Club can help.

If you do not have any registration documents for your old Ford - maybe lost over the years, or a restoration project bought without documents, please contact me for help. You may wish to look on our club website www.fordyandcmodelregister.co.uk for background on the "Registering your Car with DVLA" page, which offers the Club's assistance in registering your vehicle. In this regard, an extract from the April 2010 Newsletter from the Federation of British Historic Vehicle Clubs (FBHVC) reads:-

"Many vehicle excise duty categories directly relate to the size of the engine and these have recently been further refined to take account of a vehicle's CO₂ emission levels. It is therefore understandable why DVLA should want the engine size and type to be verified by an independent organisation as this could make a difference to the VED due. At present the Historic Vehicle class of is one of the few taxation classes which is independent of engine size and type, so the potential reduction in excise duty does not apply, although we cannot rule this out for the future of course.

The general principle is that the size and type of the new engine should be verified by an organisation independent of the owner. The standard DVLA 'engine change' letter gives a choice of various options. Understandably, the options are orientated around modern vehicles. For an historic vehicle an independent organisation with sufficient knowledge could be the appropriate vehicle enthusiasts club, so a suitable worded letter from the club should be sufficient.

There will be some vehicles where the actual engine might not have been changed but for some reason the DVLA record is incorrect. Once again, a suitable 'engine identification' letter from the appropriate vehicle enthusiasts club could well be sufficient to correct this."

I was recently advised of a new website in which members may wish to become involved <http://www.classic-car-restoration-stories.co.uk/> It's a new site (which is currently still under some construction) that will bring together all classic car enthusiasts' restoration stories from around the world. Let us see some of our members' stories on there, with a mention of the Club of course.

Our recent AGM (notes elsewhere in this issue) was again well attended and it was good to see members enjoying their day, meeting friends new and old, and giving time to support the Club. New faces are gradually coming forward to take on responsibility – Rod Janes, Brian Godfrey and Peter Purdy, with Roy Hocking taking up the new committee position of Website Manager. Yet, we are able to retain some valued and experienced officers too. Ex-Chairman, Pete Ketchell, is replacing Jim Sharpe as Spares Officer. Fortunately, Jim is continuing within the spares group and stays on the main Committee as a co-opted member. The AGM thanked Jim for his years in office and noted that the number of parts available to members has increased by about 30% during his tenure.

Please renew your subscriptions promptly using the enclosed forms to save Mike Malyon having to chase up late payers. This becomes an irksome task when we are all volunteers with lives to lead and our own cars to maintain. Please note that I no longer look after Friend Member renewals, so FRIEND MEMBER subscriptions are now to be sent to Mike. Incidentally, Club membership is virtually the same as in 2009, at a time when most clubs (and members) are feeling the pinch. We would like to see membership increase, so just check when

you see a Model "Y" or "C" that the owner is a member if not, get a contact number to Mike or me. We can maintain membership and income by retaining members who sell their car as FRIEND MEMBERS at a lower annual subscription. Just ask for details.

Our Events list is growing each issue with something for all to enjoy. Please support your Club. Have a good summer.

Bob Wilkinson. Secretary.

Bob's Joke Corner.

THIS IS A NONPARTISAN JOKE THAT CAN BE ENJOYED BY ALL PARTIES! NOT ONLY THAT. Politically correct? – Make up your own mind!

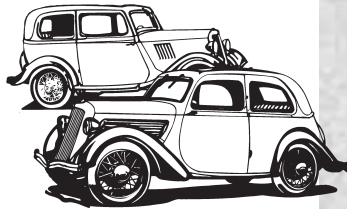
While walking down the street one day, a "Member of Parliament" is tragically hit by a truck and dies. His soul arrives in heaven and is met by St. Peter at the entrance. 'Welcome to heaven,' says St. Peter. 'Before you settle in, it seems there is a problem. We seldom see a high official around these parts, you see, so we're not sure what to do with you.' 'No problem, just let me in,' says the man. 'Well, I'd like to, but I have orders from higher up. What we'll do is have you spend one day in hell and one in heaven. Then you can choose where to spend eternity.' 'Really, I've made up my mind, I want to be in heaven,' says the MP. 'I'm sorry, but we have our rules.' And with that, St. Peter escorts him to the elevator and he goes down, down, down to hell. The doors open and he finds himself in the middle of a green golf course. In the distance is a clubhouse and standing in front of it are all his friends and other politicians who had worked with him.

Everyone is very happy and in evening dress. They run to greet him, shake his hand, and reminisce about the good times they had while getting rich at the expense of the people. They play a friendly game of golf and then dine on lobster, caviar and champagne. Also present is the devil, who really is a very friendly and nice guy who has a good time dancing and telling jokes. They are having such a good time that, before he realizes it, it is time to go. Everyone gives him a hearty farewell and waves while the elevator rises....

The elevator goes up, up, up and the door reopens on heaven where St. Peter is waiting for him. 'Now it's time to visit heaven.' So, 24 hours pass with the MP joining a group of contented souls moving from cloud to cloud, playing the harp and singing. They have a good time and, before he realizes it, the 24 hours have gone by and St. Peter returns. 'Well, then, you've spent a day in hell

Photographic finds

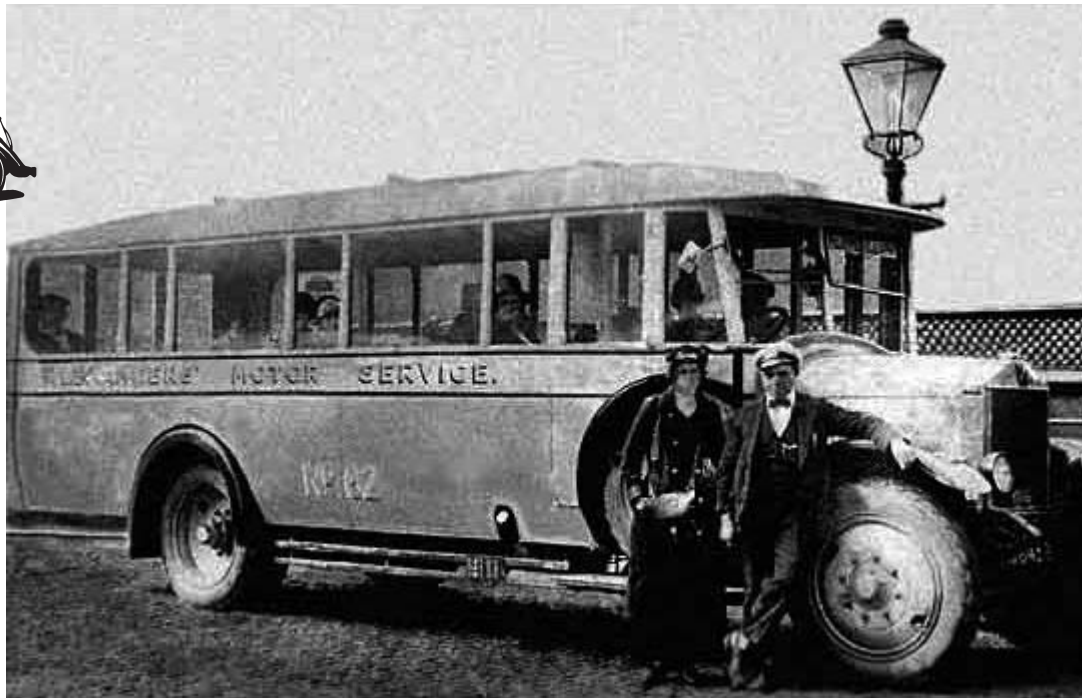
In Yvon Precieux's 'Pre-War Register' news in October's 'Sidevalve News', he illustrated a Model "CX" with chauffeur. Thanks to Tony Russell and Bozi Mohacek ('Vintman'), the Historian of the Surrey Vintage Vehicle Club, we have established that the photograph was submitted by Gordon McFarlane and depicts his uncle, James Pacitti, who was one of the first drivers with Walter Alexander Ltd., a local bus company in the Falkirk area. One of their buses is illustrated. James was promoted to "Inspector", which is shown on his collar and hat in the photograph.



and another in heaven. Now choose your eternity.' The MP reflects for a minute, then he answers: 'Well, I would never have said it before, I mean heaven has been delightful, but I think I would be better off in hell.'

So St. Peter escorts him to the elevator and he goes down, down, down to hell. Now the doors of the elevator open and he's in the middle of a barren land covered with waste and garbage. He sees all his friends dressed in rags, picking up the trash and putting it in black bags as more trash falls from above. The devil comes over to him and puts his arm around his shoulder. 'I don't understand,' stammers the MP. 'Yesterday I was here and there was a golf course and clubhouse, and we ate lobster and caviar, drank champagne, and danced and had a great time. Now there's just a wasteland full of garbage and my friends look miserable. What happened?' The devil looks at him, smiles and says, 'Yesterday we were campaigning ... Today you voted.'

Me cynical ? Never! Please send in your favourite joke.
Bob Wilkinson.



A lovely assortment of 'mid-30s tinware' on the Promenade in Cheltenham in 1938, including a Model "Y" parked alongside either a "C" or "CX". The outlier parked on the right-hand-side of the photograph looks as though it might be a Model "Y" Abbey.

PROMENADE AND GARDENS, CHELTENHAM.



Andrew Sharkey from Co. Meath sent in this photograph of a long rad Model "Y" in Dublin in the 1930s. It is unusual as there were few in the south of Ireland in the early 1930s who could afford the additional cost of a Fordor 'Baby' Ford. It is assumed that this was assembled in Cork, rather than being an import from Ulster in the North or from mainland UK.

A May 1937 "Popular" disembarks from what could well be one of many Scottish island ferries in the 1950s.



AGM Snippets...

Our AGMs are popular, well attended and noted as being social gatherings for members with family and friends. We do have a formal meeting but this is sandwiched between members, often with their cars, meeting and greeting and swapping parts, etc.

The popularity this year extended to David Atkins, living in nearby Daventry, coming along with his 1936 Model "Y", after hearing about our AGM via the Warwickshire Tractor Club. He came to meet us and joined on the spot! His 2 door "Y" still carries the original green and black paintwork....a delightful new car to the fold.

New member Paul Spray, from Derbyshire, came along, anxious to see the details of other "Y" Models, to enable him to restore the car passed on to him by his dad, ex- member Tim Spray. Hopefully, the car will be in its prime for Paul's wedding later in the year. But what about this for dedication? Member John Hudson drove all the way down from near Edinburgh to attend! OK in his modern carbut John has done the trip twice some 20 years ago in his Model "Y" to attend Stanford Hall shows. Well done John.

The Maurice Billings Trophy, which is awarded annually, at the Chairman's discretion, to the member who has best exemplified the Club, was this year presented to Geoff Salminen for his continuing unstinting support on the Club tours and for organising the Club stand at the prestigious Classic Car Show at the NEC.

And finallyPete Ketchell, away on holiday in Asia, took with him patterns of the Y & C under-bonnet oilcan in the hope of finding a manufacturer!

Puts us all to shame!!

Bob Wilkinson. Secretary.

Afternote:- A letter received from Geoff Salminen:-

"I would like to say thank you to Peter Ketchell for presenting me with the Maurice Billings award for this year. I have been a member and Regional officer for many years and have always enjoyed the Club. It has been a pleasure to take part in the club activities - there is always good company and fun. Considering I have other makes of cars, the Register is the only club I wish to be a member of. Other national clubs haven't got that "something" that the Y&C Register has. I must also give my thanks to Geoff Dee for his support at events we do. Looking at past names engraved on the trophy, it is an honour to receive it - thank you."

Annual Verification of Accounts

I am pleased to report that the annual accounts for the year ended 28th February 2010, which have been approved by our Accountants, Moore & Smalley LLP, were accepted at the AGM. Should any member wish to receive a copy of the full accounts, please send a stamped and addressed envelope to me at the address inside the front cover of this publication. (Envelope to be A4 size stamped at 0.66p)

Bruce Allan. Director/ Treasurer.

"



Geoff Salminen with the Maurice Billings trophy deservedly won for his contribution to Club activities

And now for something different – trialling

Ian Moss and son, Josh, forsook their usual Imp and took their Model "Y" trialling on the Stroud and District Motor Club's (S&DMC) 2010 Cotswold Clouds trial on Sunday, 7th February. This year's event followed its successful format with many traditional and favourite trials hills. Enthusiasts have competed to climb many of the sections for years, with the earliest reference to the Nailsworth Ladder dating back to 1913, when a W.J. Brunel won a cigarette box for being the first competitor to reach the top riding his Douglas motorcycle. Other sections continue to challenge and please, with Crooked Mustard, Merve Swerve, Ham Mill, Wicked Juniper, Highwood and Bull Banks also present. There are eight classes of entry, the Model "Y" being in Class 2 – 'Production cars manufactured before 1941'. Josh Moss reported on the event on member Michael Leete's website www.classictrials.co.uk, "Climbing out of bed and slinging the overalls on, we set off to the start venue near Stonehouse, Gloucestershire. On route we were passing Dad's business, 'Moss Motors', and, doing the usual check, we spotted a white van with blacked out windows. It turned out to be car 78, a red Midget, emerging from a trailer. After passing scrutineering, we went to sign on and receive the route card and competition number (28). After a quick bacon roll and a chit-chat, it was time for the off.

Crawley: The first challenge of the day with its large drainage channels and slightly slippery surface. In the old Model Y we knew we had a challenge on our hands. By letting the tyres down to 10psi, I thought we would fly it. With not a lot of traction off the line, we were unable to back off much for the first drainage channel. Hitting the first corner with as much speed as possible, we scrabbled our way to the top of the section.

Crooked Mustard: With no pressure to climb the hill, we eased the Y off the line and settled for a respectable 8. 'That will do' we said. Very well done Dave Haizelden for doing yet another miracle with that front wheel drive Golf.

Axe: A very long, surprisingly steep muddy lane - 'our challenge' hill as we named it. It was hard and showed just what a challenge pre-war cars are; so yes, we had failed, but it was a fair attempt. Phillip Tucker in his Escort Estate made a very good climb here as he was an early number (21).

Nailsworth Ladder: A very old section that we feared failing because of the pure embarrassment of all the people witnessing your failure, but luckily, we flew up there all 1172cc's singing-'Result'.

Over the valley to-

Ham Mill: Another very old hill that is a full throttle challenge and was great fun. After

quickly putting some air in the tyres, we were back on the road again. Nick Farmer lost the trial here with a tyre spinning in the wheel.

Wicked Juniper: A fairly steep, very slick and generally a 'not to suit the Y' section, but we gave it our full effort. We waited and had a chat to Jim Scott and his gang from Reading, who were doing a very fine job managing the section.

Pheasants Run: A new section which was steep and muddy with a nasty corner and a tree staring you in the face. Here we had a much better climb than we anticipated, bouncing and revving as hard as possible. In fact, bouncing so much that the engine was about to stall. Dad instructed me to stop bouncing and let the engine recover a bit. A slight dip of the clutch and we were soon attacking the deadly corner. Turning in and hoping for the best, we grabbed a 5, stopping just inside the restart box. Nigel Scotford was my climb of the day here in his Skoda.

Merve Swerve: We knew that we had no hope of cleaning this little devil of a section, which also saw many cars fail, including the eventual winner, Mike Workman. Creditable climbs here went to Dick Bolt, Tris White (Tubby) and Nick Farmer, all having disadvantages with either having to stop or being an early number or in Nick's case an early number and having to stop.



Michael Leete's May 1933 short rad and Neil Bray's June 1935 Model "C" grace the lawn of the Willoughby village Hall at the A.G.M.

Highwood Special Test 1: Starting on (A) left of a cone and stopping astride (B), taking it steady we had a mid range time. Highwood Special Test 2: Again starting on (A) going in between two cones, which were very cleverly placed, and stopping astride (B).

With the special tests done we moved onto Highwood 1: With the ever cheerful Bristol team, we had our tyres checked and were ready for the off. Starting down hill we fired off the line and hit the ruts, gaining a 3 'we were happy'. A quick yank from a Bristol Land Rover and we had access to-

Highwood 2: Very steep, very slippery and, this year, proving un-climbable. We managed a (8), maybe we could have gone a little further, but our main concern was coming back down the gradient.

Climperwell: The first restart of the day - a muddy track that winds through the trees. We pulled away looking for the restart and, more importantly, where to stop. It was located on a very rooted patch. We thought we had stopped perfectly but, as we were soon to find out, we did not move an inch. After reversing behind the restart box and having a run at it, we realised some nasty chicanes had been added, which snatched a few class positions off people; one being Bryan Phipps - his Marlin decided it wasn't going to steer into the chicane.

Bull Banks 1: With a restart for classes 3-8 we knew we should be alright. On approaching the restart box, we decided that it was particularly evil this year and would claim a few class positions and so it did - Nigel Moss in his Blue Troll lost second class position here.

Bull Banks 2: we had our second and last restart of the day here - a surprisingly steep section that has a marble like surface, which claimed yet another failure out of the old 'Y', we moved but not quit far enough to get over the dinosaur eggs.

The last section of the day-

Station Lane: As described by somebody as the marmite section 'You either love it or you hate it'. Personally I think it's a good section that suits some cars and not others e.g. Beetles storm up there, Imps ground out, BMW's fly up there, Escorts ground out. Bill Bennett, failing just before the section ends board (about a yard), but what a climb none the less. We stopped just before the 5 marker here, which we were very pleased with. On our way back down, I had hoped for a sight of the rest of the entrants, but soon got back to the pub to sign off, get a drink and listen out for the results.

A Fantastic day that made me realise what a challenge class 2 cars are."

The winner of Class 2 was Bill Bennett in a MG J2.

The other active 'trials' Model "Y", CAE 231 (Y118243), which was owned by the outright winner of the Cotswold Clouds trial, Mike Workman (in a GVS Special), is now owned by Ian Moss's brother, Nigel (Josh's uncle).

Josh is the fourth generation Moss to trial Model "Y"s. His great-grandfather, Ernie, trialed Tudor, BDG 32, in the 1960s; his grandfather, Brian, trialed Tudor, FML 801, and now he and his father are trialling CHY 375.

We have two other trials Model "Y"s in the Club, both of which, regrettably, have bogged down during their



Ian and Josh Moss tackle Crooked Mustard on the Cotswold Clouds Trial in February. "We eased the Y off the line and settled for a respectable 8" Photograph by Dave Cook



Merve's Swerve: "We knew that we had no hope of cleaning this little devil of a section." Photograph by Dave Cook.



Josh's great-grandfather, Ernie Moss, tackles Nailsworth Ladder in the 1960s.

restorations. BPC 796 is the tourer made famous by Jack Bezzant in the 1930s on numerous trials and rallies, now owned by John Griffiths. AJJ 100 is the Abbey tourer trialled in the 1950s by Jack Verdier, now owned by Nick Pinkett. Regrettably it lost its registration number to a number plate dealer and is presently unregistered

The Abbey tourer, AJJ 100, finding a hill too steep on a trial in the 1950s.

Jack Bezzant's special trials/rally tourer on its last public exposure at Stanford Hall in 2007.



Ford heritage.

David Ball sent in the following extract from March's issue of FordNews:-

Additions to the Ford Archive.

With nearly 900 films, the Ford of Britain archive can always find something worth watching. The collection ranges from snippets to feature length documentaries.

Housed in controlled conditions to prevent deterioration, the collection is held at the National Motor Museum at Beaulieu. Footage from the collection has appeared on many programmes including the BBC documentary "Ford's Dagenham Dream" and several films are available as DVDs.

Now, in the run-up to the Ford of Britain centenary in 2011, some of the shorter films are being shown on YouTube. New films will be uploaded each month and so far include Autobotics, from 1939, featuring the V8 Pilots and Prefects undergoing test drives before the Ford Gymkana at Brooklands, and Vinter Test, with rally legends Bjorn Waldegard and Hannu Mikkola driving in tandem on a frozen lake.

- To view the selection of films go to www.youtube.com/fordheritage
- For more information on ford /heritage vehicles and where they are being displayed, go to www.twitter.com/fordheritage

FOR SALE

Model "Y" parts:- Complete engine (no ancillaries), front axle with stub axles and track rod, track rod and drag link, brake drum, rear axle (in two halves), crown wheel and pinion (pinion 1 tooth broken, planet wheels, needs new bearings), 2xcylinder heads, coil, speedo head, 3xclutch plates, pressure plate, 2xthrust races, 3xclutch units, 3x Zenith carbs, pedal bracket etc., 2xpetrol pumps, rad cap, brake light switch, speedo cable gear and bracket, dynamo bracket (late type), water hose take off elbow, distributor shaft, door handle, 2xcondensers, rotor arm, 2xstarter motors, dynamo (not peg mounted), dynamo end cap with brush gear, distributor caps, 2xpetrol filler caps, 8xbrake shoes, headlamp rim, gearbox, road spring (main leaf broken), 2xhalf shafts, 3xshock absorbers (Armstrong), exhaust pipe clamp, 3xexhaust manifolds (inlet and exhaust), luggage rack, gearbox floor cover panel, 2xside cover panels, 3xroad wheels.

Offers wanted for whole lot or individual items – space needed.

Alan Brierley. Tel: 0151 336 1222 (Neston, Cheshire)

More Model "Y" parts:-Set of 5 wheels for Model Y Longrad (offset valve) require full treatment. Offside running board for short rad requires new rubber and trim but structurally sound for renovation.

Buyer to collect from Fleet, Hampshire or will bring to Gaydon on " Old Ford Rally" day on July 25th.

Offers to Brian Godfrey by email briangodfrey@ntlworld.com or tel: 07787 982 460

Wanted

10 hp cylinder head with post-type dynamo fitting.
Tim Brandon. Tel: 01449 711837 (Stonham Aspal, Suffolk)

National Drive it Day, 25th April 2010

As I had been working all day Friday and Saturday with my son, clearing foliage and cutting down a rather large conifer to make way for a new landscaped rear garden, an early start was required on the Sunday. Firstly, a quick mechanical check over and then a wash and polish on my 1934 long rad Model "Y".

I was planning to meet up with other members of the Kent Area Group of the FSOA for a run through the Kentish countryside and ending up at Hever Castle, near Tonbridge. As the others were starting out from Maidstone, I arranged to join them at the Ightham Mote, near Sevenoaks. For once everything went to plan and we made a very impressive line-up of 8 classic Fords: two 100E's (Anglia and Prefect), two 100E Escort/Squire Estates, three 103 Pop's and my Model "Y".

A very enjoyable coffee break was had at the Mote Restaurant, a quick walk through the grounds and a look at the beautiful 16th Century Mote house and then we were off on a very enjoyable convoy to Hever Castle where, by prior arrangement, we were allowed to park on the grass bank of the lovely stream that runs through the park and only a couple of hundred yards from the Castle (see photographs).

A picnic lunch was enjoyed in the sunshine and we were surrounded with hordes of the general public, who were very interested in our vehicles and why we were there. At 5.0 pm we all departed and went our different ways after a very successful and enjoyable 'Drive it Day'.

Rod Janes

With the changing date of the club A G M I was able to join my local group, the Stourbridge Pre-war Car Club, for their 'Drive it Day' run and to give my "Y" its first decent run of the year. With an early start we met at a pub near Bridgnorth. About fifteen cars took part; cars from the late '20s and early '30s; Austins, Sunbeam, Hillman, Armstrong Siddeley (to name a few). My Ford was among the more recent with an A40 Devon as modern.



At least we tried! Your Editor with a well wrapped up Paula searching for action on Drive it Day.



"Spot the 'Y'". The public were attracted to the cars in the grounds of Hever Castle in Kent. Rod Janes flying the Model "Y" flag on Drive it Day.

After a full English breakfast we continued on towards Ludlow. The return route was over the extreme "up and down" of Clee hill and through the green Shropshire countryside. Our destination was a collection belonging to one of our club members. With afternoon tea provided, we were given a tour of fairground caravans, traction engines, steam lorries, mechanical organs and a car collection of Edwardian and the 1920s to make a museum jealous. Travelling home, I saw other cars belonging to another West Midland car club, they had enjoyed their day too.

Geoff Salminen

My day was less spectacular. Paula and I were busy painting the kitchen and decided to take a break at lunchtime and drive out in my Model "Y" 'Kerry' to look for some action. The obvious places to look were the local pubs where classic cars tend to gather. We started with a 'poser' drive

through the centre of Andover, the object of the day being to show off the cars to the public, and then drove off into the country. The first stop was the Walnut Tree at Ragged Appleshaw, but there were no cars there. Travelling across to Thruxton village we exchanged waves with a TR4 before driving on to the Clatford Arms at Goodworth Clatford. Again, no luck. By this time, Paula's perseverance was wearing a bit thin so, in the interest of harmony for the remainder of the day, we made our way home. Although the lone TR4 was the only evidence of it being 'Drive it Day', at least we received waves, flashes and honks from pedestrians and motorists we passed on our journey.

Sam Roberts

News of one new member

Unusually, since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register only one new member [*It must be the volcanic ash!* – Ed.].

David Adkins A1202 Upper
Boddington, Northamptonshire

David Adkins - we would like to extend a warm welcome to David, who was cajoled by Bob Wilkinson to come along to the recent AGM. It was good to see David with his Model "Y", a 1936, 2door, vineyard green and black (Y144126), Briggs body number 165/4301 and registration TL 5516. The car is in a delightfully original condition. We are pleased that he agreed to join the Club and we hope to see you, David, at many more of our events.

Mike Malyon Membership Officer

David Adkins' very original vineyard green June 1936 "Popular" at the A.G.M.



Members' correspondence.

Commercial vehicles.

Nigel Stennett-Cox adds a bit more flesh to the skeletal answers we have so far on the different regulations for commercial vehicles, the Model "Y" van for instance, and the meanings of those letters after the Ford reconditioned engine numbers:-

"The issue of speed limits for commercial vehicles in this country, as mentioned in Transverse Torque brought back a few memories.

I have a number of magazines from the Thirties through to the Fifties on commercial vehicles and it is evident from them that, by about 1934, a concession had been introduced allowing lorries and vans of under 2.5 tons unladen weight to do 30mph on British roads. The heavier commercials over this weight were restricted to 20mph and had to carry a plate showing "20" on the rear, the better to allow the police to nick the drivers. In practical terms, all light and medium weight commercials of the day, such as the Bedford range, came in at 30mph.

I personally remember the "20" plates, because I don't think that the heavier stuff came into line with the 30mph limit until about 1955, but the amazing thing is that then the overall 30 limit endured until about 1967! That is to say that it was still in force when the Transit came out. The limit for all commercials then became 40mph for a couple of years or so before being increased to 50mph. The only exception was for vehicles on designated Motorways.

I do hope that someone can shed light upon the vexed question of Ford engine number suffix letters; what about Arthur Redfern? In the garage I have a 30hp V8 engine which carries the letters "POCBL" after the engine number, along with the "R" before, denoting its having gone through Ford's factory reconditioning scheme.

I can say that, in the days of the horsepower tax, it was not that certain sizes of rebore were tolerated for commercials, it was simply that they were totally exempt from horsepower tax, so no size of rebore made any fiscal difference. Ford also supplied in-

numerable engines for a great diversity of industrial and marine purposes and I suspect that answers lie in designations around that and maybe, whether any particular engine may have had things done, like bearing housings machined oversize to take thicker walled main bearing shells, say, or even tappet guides likewise bored out to remove wear and enable the fitment of oversized components. All of this would save scrapping otherwise sound blocks and be useful information should the block again return to Fords, or to an authorised dealer.

I await more information."

We are getting closer to the answer to my question. Nigel states, "I can say that, in the days of the horsepower tax, it was not that certain sizes of rebore were tolerated for commercials, it was simply that they were totally exempt from horsepower tax, so no size of rebore made any fiscal difference." My question is, in what Act of Parliament was this exemption stated? I suspect it was a Finance Act (Budget). Arthur Redfern is searching for an answer to the question but, in the meantime, comments, "In the early fifties the reconditioning assembly line was closed down and all the reconditioning was contracted out to a private company and the POCBL may have been peculiar to this company

As far as the V8 engine is concerned the Marine and Industrial aspect is as mentioned by Nigel Stennett -Cox were I remember again farmed out to a separate company for modification for their various uses."

Grandad's Model "Y".

Ian Bailey, from Halifax, is writing up the various and varied motor cars that were owned by his grandfather, Geoffrey Bellamy, who was a travelling salesman selling clothing. His experiences started in 1930 with a 1928 Singer Junior and goes on to a Morris Cowley, Ford Model "Y", Hillman Minx, Jowett 7s, 8s and a Bradford, an Armstrong Siddeley and finished with a Ford Pop and a Ford Anglia in the '50s.

He wrote to the Club for us to check out his write-up on the Model "Y" and the marque's American provenance and subsequent manufacture at Dagenham, which, of course, we were only too pleased to do. Thanks Ian for the super photograph of the car.



"Ian Bailey's grandfather, Geoffrey Bellamy, with his early short rad Tudor Model "Y", which was registered in Leeds in approximately April 1933.

Easy Start

David ('Fred') Cooper, from Newbury, Berkshire, emails:-
"I read with interest the letter about the Easy Start which had been added to a member's car. Whilst I'm sure it is a good addition and only a few minutes work would revert the "Y" back to original, I would point out the current government's view is, "We all need more exercise!!" I shall now jump before I'm pushed off my "keep it original" high horse, because one of the young guys in our yard, referred to the Villias Air Filter, that father fitted to our "Y" in the fifties as "An induction kit"

I was always taught the following cold starting procedure by my mother, who ran our "Y" from 1948 to 1968.

1. Catch hold of the sturdy iron bumper and pull the car out of the open front shed it lives in.
2. Check oil and water levels. The water was drained most nights in the winter.
3. Pull the choke out to its full extent.
4. Crank the engine by hand approximately 10 turns.
5. (This is the most important stage) Walk away. Do some small household chore, normally cut a cabbage for dinner.
6. Turn on the ignition, pull the handle up sharply and you are 99% certain it will go. If not, it's 99.99% she will go second try. To this day we always handle start our "Y" if it has been standing over night. Father always said, "If it didn't start by the second swing, there is something wrong."

Whilst on the subject of starting, my mum was the youngest of three sisters, with 10 years between each of them. The eldest, who we all knew as Goggie, had no mechanical concept at all, despite being a first class seamstress. Her driving was limited to a few very fraught trips on a BSA Winged Wheel, which never replaced her beloved Sunbeam 'sit up and beg' push bike. However, both the younger sisters drove as soon as they were old enough. Surprising, as neither parent drove. When mum married dad in the fifties, he took over maintenance of the "Y". Some time after this, Goggie announced to dad, "There is something wrong with Joan's car. Lilly has a Ford just like Joan's and I have seen her starting it. She can turn the handle round and round really easy!!!!" Goggie did not marry until late in life. Her husband was a mine of information

about running a shop and delivery business through the second world war. With car batteries being in short supply, one trick to start their van was to temporarily put a lantern battery across the coil.

I always try to remember that.

What we treat as a toys, to be used on high days and holidays, was once an essential part of someone's life."

One of those heart-stopping moments

At the A.G.M. Robert Marshall passed an envelope to me from Frank Johnson, who unfortunately and uncharacteristically was not present due to an op on his leg (we're thinking of you Frank). I opened the envelope the following day and out fell a letter and two photographs of what I immediately recognised as a red Model "Y" Jensen 'Mistral' tourer. The heart-stopping moment followed when I saw the registration BUA 902. My thoughts immediately imagined that here were some early photographs of Bob Wilkinson's, Kevin Briggshaw's, Guy Maurin's 'Mistral', now owned by member, Winston McAdoo in Northern Ireland. Disappointment set in when, on checking, the McAdoo 'Mistral' I found it is registered BUA 914 - but close! They were both registered in Leeds at the end of July 1935. I then noticed a further difference in that the McAdoo 'Mistral' has a boot, whereas this one was identical in form to Doug and Bessy Hickson's beautiful blue one.

The accompanying letter was from a Jean Eversfield in Leicestershire and reads:-

"Dear Mr Johnson, In July 2008, at the Rempstone Steam Rally, we chatted to you whilst you were sitting in your veteran Ford car, in a Parade, as it was very similar to one I owned in the 1960s and we had never seen a similar model in all this time.

You remarked that the Y&C Club might like a photograph of my car and believe it or not only last week did I find which of the many photograph albums the photographs were in! It must be called a senior moment!

My car was a red 1935 Ford Sports car BUA 902 with a wooden chassis, affectionately called "Agatha". It had running boards and



Mrs Jean Eversfield's Model "Y" Jensen 'Mistral' tourer that she owned in the 1960s. Her father swapped it for a pint of beer!

20 years ago – Issue 64, May/June 1990.

As now, 20 years later, this issue was taken up with a report on the 12th A.G.M. at which some 30 members attended. As was reported in the Chairman's Newsletter, "Don Malin had found a very pleasant little village hall and did all the groundwork with the Willoughby hierarchy to put it at our disposal for the day." So this year, 2010, is our twentieth A.G.M. at the 'very pleasant little village hall'.

Of the 12 new members of 20 years ago, one is still with us and has actively helped with the manufacture of parts, Dave Jarman. Another, Derek Henderson from Cumbria, seems to flit in and out of membership. He rejoined the Club in 1990 and slipped out of membership when he sold his 1936 Model "Y", BRM 272, in 1993. He rejoined again in 2005 with his present car, an April 1934 Tudor, DG 9417. In the last issue (183), Mike Malyon reported on new member, Paul Spray, commenting that, "EVX 820 (Y187257), has been in his family since 1975, when it was bought by his great uncle who subsequently passed the car to Paul's father, Tim (an ex member of the Club) who is now helping Paul, with the current restoration. Paul, has an incentive to get his "Y" back on the road as he is hoping to have his "Y" ready in time for his wedding, later this year." Well Paul, you can remind your father, Tim, that it was 20 years ago that he joined the Club.

Current member, Nick Smith from South Wootton, just north of Kings Lynn, who then lived a few miles further north at Ingoldisthorpe, told the story of his car, "I own a 1935 Ford Model Y, in very poor condition, but well worth saving, as it has been in our family since 1936, and had quite an eventful life whilst it was owned by my late uncle and aunt, who used it on their agricultural small-holding for many years. My late father then used it during some of the war years for which I still have reference to petrol coupons used for the car during this time.

I well remember travelling to Hunstanton in the little Ford most weekends during the summer months in the fifties and as far as I can remember it never let us down.

I was surprised to learn just how much room there was in the little car, when it turned up unexpectedly one afternoon together with my uncle, aunt, cousin and a fully grown nanny goat en route to a nearby farm to be mated! – the nanny goat, that is.

Then there was the occasion when it was parked outside our home on the A149 between Kings Lynn and Hunstanton on a beautiful hot summer's afternoon, the sort of day that brings cyclists out in their hundreds. Well, one such cyclist in full swing with his head down (dropped handlebars and all that) merrily rode straight into the back of BXF 352 and ended up by pushing his head through the rear window and coming to an abrupt halt! Fortunately, the poor chap was unhurt

It was finally taken off the road in about 1960 when the crown wheel and pinion finally gave up the ghost. It then sat in an open-ended shed until 1986 when I finally rescued it."

Another interesting story was told by the then newish member, Terry Tuson, who had been researching the history of his 1936 Model "Y", which he brought over from Jersey, "My car is now registered with Swansea as VSCJ 168. Apparently, my "Y" was originally sold by Peaks Garage (Ford Dealer) in Chapel –en-le-Frith, Derbyshire. The original dealer's sticker is still in the rear window, but sadly the company went into liquidation in 1983. The original owner emigrated to Canada, taking the car, in 1939. The car was subsequently sold to a 'collector' in Arizona, U.S.A., who kept it in a museum until his death in 1986. The collection was auctioned with the "Y" being bought by Charles Wickens of Anglo-American Auto Auctions (connected with ADT Auctions of UK) who brought the car to Jersey."

a spare wheel attached at the back and no boot. The roof was canvas, therefore draughty, with an opening for hand signals (no electric indicators) and the windscreen folded flat if necessary and to it was fitted a single windscreen wiper attached to a little motor which gave a small window of rain free vision every few seconds. Although there was a back seat we never took passengers as leg room was almost non-existent. The car was given to my father, a motor mechanic, in exchange for a pint of beer and as I was having driving lessons at the time, it was waiting in our garage for me to pass my test. I think I owned it for eighteen months to two years when we "progressed" to a "sit up and beg" Ford Anglia. I often wonder what became of Agatha and wish we had had the space to keep her, but we have happy memories of her but only two photographs. Yours sincerely ... "

So, a pint of beer in the 1960s bought you a "Mistral" – amazing! I seem to remember not paying more than 11d in the early 1960s for a pint (just under 5p)! Anyway, a lovely letter. I replied to her and gave her a little bit of information on the Mistral and sent photographs of the McAdoo and Hickson "Mistrals".

which was then in regular use. The car is now owned by ex-member, Steve Minns, who lives just north of Diss in Norfolk. He tells me that he may well be selling the car shortly.

Jim Miles wrote of his experiences filming with his Tudor Model "Y"

The New Face of '67

A lot of interest has been expressed lately about old cars in films. Here is how I became involved in a small way in filming.

In June 1967, I attended a rally held by the now defunct 30/40 Motor Club at Pinewood. A lady with glasses and a clipboard approached me and asked if I would like to be in a major new film production. 'The New Face of '67' flashed through my excited brain; fame and fortune loomed; my star was rising, etc., etc. Then I came back down to earth when I heard her asking if the Tudor was in original specification for a thirties street scene. Of course, I assured her that everything was in order and that I would be able to turn up for filming on the set of 'The Prime of Miss Jean Brodie' six weeks later. The wax polish was out as soon as I got home!

At that time, my 1937 long rad Tudor was my sole means of transport. It carried me from my home in Palmers Green in North London, to Kensington High Street and back every day and to rallies at the weekend. Two weeks before the date of the filming, disaster struck. I was returning from deepest South London one Sunday afternoon, followed by my brother-in-law, who was driving a smart black 1953 Prefect E493A. Just as we approached Borough High Street, a Mark 4 Zephyr (we used to call them 'Tanks', ugly things) pulled out of a side street on my right and slammed into the side of my poor car. My driver's door window was wound down at the time and the plate glass came through the door panel and cut me on my side. Then I was flung over and banged my head on the passenger door and saw the proverbial stars! The Y tilted way over to the near side, then bounced back upright. The Zephyr then hit me again, its engine was roaring and its automatic box was stuck in 'drive'. There was a repeat performance of the previously mentioned acrobatics and then, complete silence. All this action took only three or four seconds, but it seemed in slow motion at the time. I got out of the passenger door fearing what state the poor car would be in. I didn't have to look close to see the damage. The front wing was up in the air and flattened; the door was dented with a two foot gash in it and the running board was hanging onto the road. The Police arrived and charged the other driver with driving without due care and attention (he was later found guilty and fined). Then the ambulance arrived and I was carted off to Guys Hospital, where they patched me up. Afterwards, I hurried back to the accident scene, where my brother-in-law was waiting and we continued our journey back to North London. Ah, the joys of motoring.

Terry thanked Graham and Kevin Briggishaw (the club Spares Section) for their help in supplying the necessary parts to complete the restoration of the car

There followed over the next two weeks furious activity. I took photos of the damage and started repairs before the insurance man came to inspect. A chum of mine had a brand new running board, which he let me have. Then a quick trip to Polish Jimmy's breaker's yard in Holloway, where a front wing and driver's door with window glass were purchased for £12! Those were the days. Said parts were put on, along with a new off-side stub axle. Then a quick spray job and the Model "Y" was ready for filming the next day.

The outside film set was a replica of an Edinburgh High Street, complete with an antique shop with real antiques and a grocer's with real fruit and vegetables. All the brickwork was painted wood, as were the pavements and the cobbled street. Amongst the many old vehicles on set were Model A Ford cars and a Model A lorry, a Morris 8, Austin 10 and 16, plus handcarts and bicycles and another long rad Tudor Y, which was a non-runner and was parked up outside a shop. Its driver spent the whole day asleep and only woke up, as if by magic, at tea breaks. A bright yellow Austin Seven van turned up but its colour was not to the liking of the camera man, so the owner was paid his day's money and didn't have to do anything. I was led off to Wardrobe and fitted up with a black suit and a bowler hat! What was required of me was that I should pull up outside a baker's shop, where Maggie Smith and the late Gordon Jackson were talking, and walk across the pavement behind them and enter the baker's, count to twenty, walk back carrying a bag of bread or cakes to the car and drive off into the distance. Inside the shop was a counter piled high with fresh bread and gateaux! The Director wasn't satisfied until six takes later, by which time the back of the Y was full with nice fresh crusty loaves and chocolate gateaux, which were well received that night in Palmers Green.

I thought no more about it all until one day in September 1978. A call came from a photographer in Covent Garden, who needed a small Ford of the thirties for a promotion on behalf of Godfrey Davies, the main Ford dealer. It was to be advertised in the London Evening News. The photo session was to be in Godfrey Davies' car park in Hangar Lane. Two blond models appeared and posed in front of a yellow Escort and my blue Model Y. Whilst all this was going on, a large friendly man came up and introduced himself to me as Graham Miles, who was also a Y and C enthusiast. We had seen each other around at various rallies over the years. Graham discussed with me the idea he had had for some time of starting up a register/club for Y and C Fords. We both agreed that one was long overdue. Soon after our talk, the first meeting of a handful of enthusiasts was arranged by Graham and took place in his front

room in Abbots Langley – and the Ford Y&C Model Register was founded. That front room has since been declared a Grade One Historic Monument.

Over the next few years, four films followed. These were 'Grosvenor Street', which was a wartime drama set in London, '84 Charing Cross Road' with Anthony Hopkins, who had to wash my car in one scene! Then came 'Shanghai Surprise' with Madonna and Shaun Penn. I had cleaned and polished the Model Y, which I had just resprayed back to its original black and the first thing they did was to cover it all in dust as it was too shiny for the scene of a crowded Chinese market! One incident that was rather funny was that every time Madonna opened her mouth to say her line, a cageful of geese started squawking. It looked as though she was squawking. The last film I was involved in was 'Heat and Dust', where we had to be on location site in Mayfair at 7 a.m. There was a lot of hanging around until the Director decided he wanted to shoot at dusk. So a boring day was spent loafing around doing nothing.

The most recent productions I have been a small part of were the Thames TV series of 'Poirot', the Belgian detective. In a couple of episodes I was parked up and also driving by in street scenes. In 'Poirot and the Lost Mine' fellow Register member, Dave Minnett's car and mine were used as police cars and a couple of episodes later, Peter Ketchell's Y was in a police chase. This may sound out of keeping with our cars, but don't forget Ys were used in many areas, such as Ireland as police patrol vehicles.

If any of you are interested in taking part in films or TV productions, write to the studios enclosing a photo of your car and the year of manufacture.

The pitfalls are: you must stay with, or keep in sight of your vehicle, because to the film crew it is just a prop. Also you might get a call one night to be on set the next morning. As regards payment, it is by cheque, which you sometimes have to wait up to two months for. So said, it was a good experience to see how films are put together and to have been a small part of it all.

Jim, David Gustard, Jack Clarke, Owen Baldock and Jim Sharpe and wives were more recently involved in the filming of 'Piccadilly Jim' with their Model "Y"s – not a box-office success!



The two blond models draped over Jim's Tudor "Y" and the Escort. The occasion was actually celebrating Godfrey Davies' 40th anniversary.

Introduction of the Model "CX" into Australia

Extract from the Courier Mail, Brisbane, dated 21st April 1936, with thanks to diligent research by Bill Ballard in the Victoria State Library, Melbourne.

SMART LIGHT CAR 1936 English De Luxe Ford

A product of the mammoth Ford works at Dagenham, England, the 1936 de luxe Ford, now being introduced to Queenslanders, should make a strong appeal to persons who desire a car combining smart appearance with comfort and low running costs.

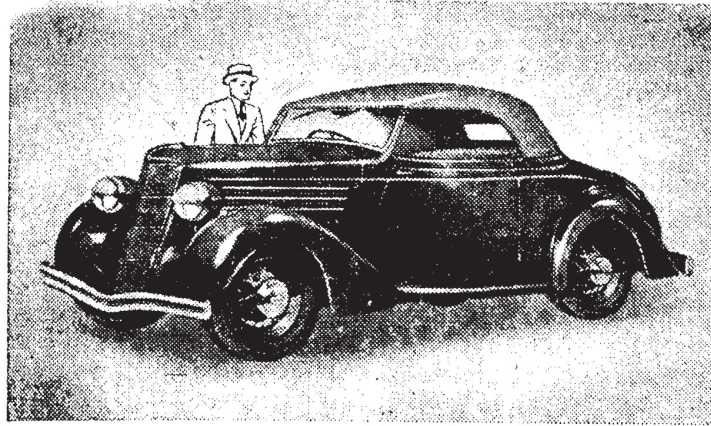
An important new feature of the de luxe Ford and one that should meet with the approval of motorists is the use in sedans of safety glass all round. This is the first time in Australia that safety glass has been fitted all round in a car of this class.

The already well-known Ford centre-poise riding gives a high standard of comfort, with remarkable smoothness and steadiness at high speeds and on rough roads. The comfort obtained from centre-poise riding is still further enhanced by deeply-cushioned, softly-sprung seats.

The engine is the same as in last year's model. Reports of Ford service experts in Great Britain and the Dominions regarding performance and economy have been so consistently satisfactory that it was decided to make no changes in the engine. The most recent outstanding proof of the efficiency of engine performance is provided by the success of an English de luxe Ford in South Africa, where it won, in a field of 11 light cars, the Port Elizabeth reliability trial of 1200 miles under gruelling conditions. The manufacturers claim that the engine gives a top speed of 65 to 70 m.p.h. with a fuel economy of from 35 to 40 m.p.g. It is a four-cylinder L-head type engine, of 1172 c.c. capacity. Other features include down-draught carburettor with oil bath cleaner, balanced crankshaft and positive oil feed to main and connecting rod camshaft bearings.

Another refinement which adds to the pleasure of riding is the clear vision ventilation system. A half-turn of the handle slides the window back into the frame,

The brakes are extremely effective, and respond evenly to light pressure. The well-appointed bodies are modern and attractive. In the streamlined tail there is a spacious luggage compartment accessible from the interior. It is opened by pulling forward the hinged back of the rear seat. The wide doors enable bulky luggage to be passed into the car with ease. A parcels shelf is provided behind the rear seat.



Economical for Business

Everyone who uses a car for business will appreciate the many advantages of this smart English De Luxe Ford. It has the performance and comfort usually associated only with larger cars and yet it is exceptionally economical to own and operate. Fuel economy is 35-40 miles per gallon and other costs are proportionately low. The highly efficient engine gives a top speed of 65-70 miles per hour if you require it, and has a proved record of durability and dependability. The roomy interiors are splendidly appointed; ample space is provided for luggage or samples. Centre-poise riding and restful upholstery ensure maximum comfort. The Roadster (illustrated) has Safety Glass windscreen, smart tan hood and clear vision side curtains. A Sedan and a Coupe are also available. Your nearest Ford dealer will be glad to demonstrate. Easy and convenient purchase terms may be arranged.

THE
1936 ENGLISH
DELUXE
FORD
Metropolitan Distributors:
COSSEY MOTORS PTY. LTD.
302 ADELAIDE STREET, BRISBANE

leaving an aperture through which air in the interior is drawn out. The ventilation system has the additional virtue of not impairing the visibility of driver or passengers - an important feature from the point of view of comfort and safety.

The braking system is of the four-wheel mechanical internal expanding type, the foot brake operating on all four wheels and the hand brake on rear wheels.

The sedan has front seats of low slung, semi-bucket type. The handsome instrument panel is of new appearance and carries an enclosed glove box. Starter and choke buttons are within easy reach of the left hand in the centre of the dash, together with ignition and lighting switches.

The new English De Luxe Ford has already proved itself a worthy addition to the Ford range, and in some respects introduces new ideas of comfort and performance in the light car field.

Bill makes the following observation:- "The article was obviously prepared for the newspaper by the Ford Motor Company of Australia (and not written by a correspondent who had actually ridden in a 'CX'), because I'm sure the rider/writer would have had something to say about the horrendous noise made by the engine, etc tearing along at 60 to 75mph!! Notice how the article gives the feeling

that this is a brand new car, rather than an uplifted version of the previous year's model (although it does remark that the engine is the same as in the 1935 "C"). It makes me laugh what outlandish statements they came out with in those days which would no doubt get them prosecuted under the Trades Description Act these days, e.g. the bit about the "spacious luggage compartment" and the sentence which reads "The wide doors....car with ease"!!"

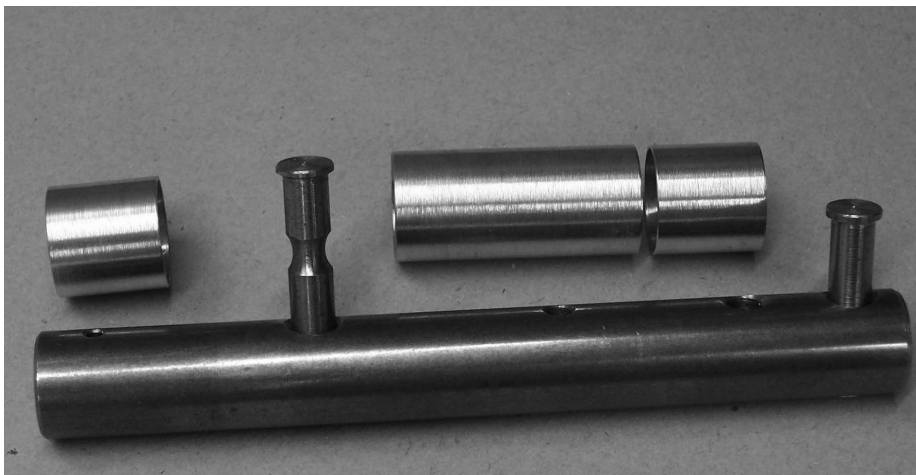
Parts Report -

I am writing what will be my last parts report just days after the AGM held on Sunday, April 18th. Pete Ketchell, our ex Chairman, will be taking over the Spares Officer role and I am sure he will bring fresh thinking and new ideas to the Club - not that he's been short of suggestions in the past.

What's new on the parts side? Well, we now have oil can transfers back in stock and listed on the Parts for Sale list in this Issue. We have Brian Godfrey to thank for finding and negotiating with a new supplier. Oil can brackets are on order, so all we need now are the oil cans to go with them.

Also announced at the AGM was the kit to refurbish the brake and clutch pedal assemblies. This consists of a new pedal shaft, bushes for the carrier and clutch pedal, plus new securing steel pins. The photograph shows the detail. Those of you at Willoughby will have seen a built up assembly of the new parts and know what a difference it makes. The member we should thank for finding the supplier and pushing this project through is Roger Hanslip. Pricing has not been finalised but should be in the region of £65 including postage - confirmation in the next magazine. The kit is not difficult to fit. All you have to remember is to use the "waisted" pin to secure the brake pedal. This allows the grease to flow down the centre of the shaft and lubricate the other parts.

Although not finalised, we may have a new clutch pedal trunnion available to add to the kit soon.



Currently, a refurbish kit for the two types of brake cluster is being developed, similar to the brake and clutch pedal kit. No doubt Pete Ketchell will update you on progress, availability and price in a future Issue.

I have enjoyed being involved with the Spares Group over the past eight years. Fortunately, during that period, I had the support of colleagues such as Graham Miles, Colin Rowe, the parts holders and others too numerous to mention. Lots of "old heads", some with more hair than others, but a team chock-full of experience and enthusiasm.

You'll not go short of ideas Pete, keep up the good work.

Jim Sharpe

[Jim has done a tremendous job on the spares front for which we are all very grateful. Fortunately, he has agreed to stay on as a member of the spares committee and the main committee - Ed.]

Number plate dealers

I am delighted to report that our eloquent Secretary, Bob Wilkinson, has written to 'The Automobile' magazine, expressing the fears of all genuine classic car enthusiasts concerning the sale of number plates from our cars. His letter appears in May's issue:-

Detering Number Plate Traders

Like most old-car enthusiasts, I am disturbed by the increasing number of cars appearing at shows and in magazines displaying SV, SF, etc. registrations.

It was refreshing to read that Vintage car dealer Robert Lawton (Marketplace, April issue) feels strongly that registration marks should not be transferred from prewar cars. As Robin rightly says, this robs a vehicle of its history. For some time our club members have expressed concerns over the increasing numbers of old vehicles being robbed of their original registration marks by those who have little or no concern for the heritage issues involved in our movement.

Perhaps the FBHVC could be persuaded to take up the cudgels on this matter. Whilst we accept that legislation would be needed to allow lifetime retention of an original registration mark on the car, and that this is therefore unlikely in the immediate future, there are ways of reducing the loss of original registrations through advertising policy.

To this end, four years ago, the Ford Y&C Model Register made a decision not to include

registration marks, or reference to registration marks, in classified advertisements of cars for sale in our club magazine and on the club website. Number plates are blanked out on any advertisement pictures and text does not include such phrases as 'has original registration mark'.

The aim is to deny information to those who peruse advertisements, and websites in particular, for valuable registrations for subsequent sale with little or no interest in the cars themselves. Many of these traders are often not genuine enthusiasts but parasites. The reappearance of the same vehicles for sale with newly allocated and easily identifiable age-related registration marks bears testimony to the fact that these vendors are taking away the heritage of the cars involved for simple greed. Genuine old-car enthusiasts will agree that registration marks on our cars have heritage value way beyond short term financial gain.

Feedback from our members suggests that the number of spurious enquiries from such number plate dealers has fallen. Thanks to Robin Lawton, others may adopt the same attitude. Some clubs have now adopted our policy and the Ford Y&C Model Register would like to persuade all old-car clubs, and magazines, to follow suit.

**Bob Wilkinson, Secretary, Ford Y&C Model Register
Thrapston, Northamptonshire.**

Northern Sidelights

First of all may I recommend the electronic version of *Transverse Torque* to those able to receive it in that format. It came through to me very clearly both in text and photograph, and was very easy to navigate.

Many thanks to Pat Jennings who was the only Region 16 member to respond to my appeal in the last issue for information about ongoing projects. He e-mailed to say:

"As you know we both displayed our cars at Otley vintage show last September. Late in the day an elderly couple came to look at my car. The gentleman showed great interest and mentioned he had a Model Y in his garage. It had not been moved for the last thirty years. He had planned to restore it but due to bad health he never got around to it. I went to see the car weeks later. Under thirty years of dust it looked bad. I felt compelled to at least get it out and wash it. I agreed to buy the car. Since then it has been re painted in Black.. The interior floor wood has been replaced and all interior metal cleaned and painted with red oxide. The wheels and the grille have been re painted cream. It did start and run for a while. At present I intend to re fit the interior and then look at finances as I have spent quite an amount on it so far.

The car was first registered in March 1936. I have the original buff log book and it is on the original registration. Briggs body no is 165/32729 . Sam Roberts has all the details.

I must say that I agree with the points raised by Bob Wilkinson in his letter to the *Automobile* magazine regarding the perennial problem of historic cars "losing" their original registration marks and being reissued with those "dead giveaway" SV etc., numbers. They even appear on cars used in films and TV dramas and somehow do not look authentic. Bob urged other clubs to adopt the policy of our Register to deter the number-plate dealers.

Barry Diggie, Region 16



Another Model "Y" (Y125919) comes out of the woodwork, thanks to Pat Jennings in Leeds.

Events 2010

29-31 May	Enfield Pageant of Motoring Enfield, Middlesex	Jim Miles 07901 561866
12 – 19 June	Club tour of West Country 'Take the Silver Mile to the West'	Graham Miles 07889 844949
3 July	Yeadon Carnival West Yorkshire	Barry Diggle 01274 614729
10/11 July	Ardingly Show (Club stand) West Sussex	John Keenan 01424 424323
11 July	Caerwys Classic Car Show Mold, Flintshire, North Wales	Clive Harrison 01745 571185
25 July	Old Ford Rally Heritage Centre, Gaydon	Bob Wilkinson 01832 734463
1 August	Hooe's Old Motor Club East Sussex	John Keenan 01424 424323
14 August	Kirkstall Classic Car Show Leeds, West Yorkshire (see below)	Barry Diggle 01274 614729
22 August	33 rd Powerscourt Estate Picnic Run Powerscourt, Co. Dublin, Eire	John Fitzgerald 00 353 (0) 53 948 1414
12 Sept	13 th Otley Vintage Transport Extravaganza, West Yorkshire.	Barry Diggle 01274 614729
17 – 20 Sept	North Norfolk Railway 1940s Weekend. (Sunday main day) - see details after 2009 report.	Jo Hanslip 01945 430325
26 Sept	"Fords in Paradise". Gathering of Sidevalves at private collection (near Reading) Numbers limited.	Apply Mike Cobell 01594 834321 See advertisement.
7 November	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
12 - 14 Nov	International Classic Car show NEC, Birmingham	Geoff Salminen 0121 427 2189

Events 2011

6 February	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
25 – 27 March	13 th Ford Sidevalve National Rally Castlemaine, Victoria, Australia	Contact Sam Roberts 01264 365662
10 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
17 April	National Drive-it Day	
T.B.A.	North Lancashire/Lake district tour	Bruce Allan

Club tour of West Country, "Take the Silver Mile to the West" 12 – 19 June 2010

The week's tour is to be based round four Travelodge hotel hubs. After meeting up on Saturday or Sunday, 12th/13th June in Ilminster, Somerset, we shall have two days based on Okehampton on the edge of Dartmoor and, staying in Devon, two days in Barnstaple, on the beautiful north coast. We spend the final two days back

in Somerset near Glastonbury in the shadow of the Tor and close to the Somerset Levels. Members can arrive either on the 12th, or as late as the 13th at Ilminster. At Glastonbury you can stay an extra night if you wish, or just do weekends. Let Graham Miles know if you are joining us, email: graham@familymiles.com or tel: 07889 844949. Because of the Travelodge booking procedure, it is better if you book your own accommodation. Booking references for the Travelodge Hotels are: [June 12/13th](#), Ilminster, TA19 9PT, Tel: 0871 984 6229 - [June 14/15th](#), Okehampton, Sourton Cross, EX20 4LY, Tel: 0871 984 6048 - [June 16/17th](#), Barnstaple, EX31 3RZ, Tel: 0871 984 6345 - [June 18/19th](#), Glastonbury, BA6 9XE, Tel: 0871 984 6339. Travelodge rates are between £40 and £60 per night.

Kirkstall Classic Car Show, Leeds Saturday 14th August 2010

Almost 100 classic and vintage car enthusiasts came along in 2009 and enjoyed a good day out amongst fellow owners in the grounds of Kirkstall Abbey, on the A65 just a couple of miles from Leeds city centre. We raised £960 for St. Gemma's Hospice in Leeds. You will enjoy your time in these historic grounds, where you will find the large abbey, an interesting museum, visitors centre and coffee shop, etc. We hope to have catering on-site this year to save crossing the busy main road for refreshments. Although there is no entry fee, please send whatever you feel you can afford with your details (name and address) and the details of your car (make, model, year, registration) and a s.a.e. to Steve Waldenberg, 39 Winding Way, Leeds, LS17 7RG. Please make cheques payable to "Kirkstall Classic Rally". Steve will send you an entry card to gain entry to the grounds. (or e.mail:steve@cpsairedale.co.uk for entry form)

NORTH NORFOLK RAILWAY 1940'S WEEKEND.

September 17 - 19, 2010.

The Links Country Park Hotel and Golf Club, West Runton, Cromer, Norfolk. NR27 9QH. Website: www.links-hotel.co.uk Tel: 01263 838383.

There's still time to book - just contact the Hotel and make your own booking and pay your deposit by credit card, etc. **To obtain special rates INFORM THE HOTEL THAT YOU ARE PART OF THE FORD Y & C GROUP** or Mr and Mrs Hanslip's Party)

This weekend was enjoyed by many Members and friends last year. If you missed the reports in 'Transverse Torque', then just email us at (jo.hanslip@btopenworld.com) or telephone 01945 430325 - 07876 472604 and Roger or I will let you know the details. We do hope that you will be able to come along, with your Ford if possible. If not, we would love to see you anyway. It would be great if we could have a photo shoot and give Tim Brandon a challenge to get us all in!

(Don't forget that you can have free travel on the North Norfolk Railway over the weekend providing you either bring a classic car and/or dress in 40's gear)

Can I just ask everyone who has booked, to let me know so that I can order the correct number of travel permits

IN ASSOCIATION WITH THE FORD MODEL A CLUB OF GREAT
BRITAIN AND BY KIND PERMISSION OF JOHN MOULD
YOU AND YOUR VINTAGE VEHICLE
ARE INVITED TO THE



PARADISE

COLLECTION
THE PRIVATE MUSEUM OF
J Mould

ON SUNDAY SEPTEMBER 26TH 2010

On the outskirts of Reading, Berkshire

**ENTRY IS STRICTLY BY
TICKET & NUMBERS ARE
LIMITED SO PLEASE BOOK
EARLY TO AVOID
DISSAPPOINTMENT.**
We are looking to have an
eclectic mix of genuine
vintage vehicles from
various Ford sidevalve clubs.

If you are interested in
attending with your vehicle
can you please e mail
mike.cobell@btinternet.com

Or send a sae to
Mike Cobell,
10-14 Newland St,
Coleford,
Gloucestershire. GL16 8AN



INTERNATIONAL NEWS

New Zealand

Jill Walker, from Christchurch, and her hats have been on parade again. She emailed:-
"Enjoyed a pleasant sunny Sunday at Leithfield (small inland town) with the Ford 8 and 10 club. Have procured your latest 'Transverse Torque' magazine, which made me smile with a Ford 'Y' on the cover. I attach a couple of photos of 'Fordy' as a wedding car, taking three of the males to the wedding of Russ' daughter on the weekend."



Jill Walker (and hat) with her August 1937 Model "Y", 'Fordy', en route to a wedding - where are the wedding tapes, Jill? 'Fordy' (Y:198872) is one of the last Model "Y"s to come off the production line.

been mulling over a clapped out Eifel cabrio-limousine, which recently appeared on ebay in Germany, but which has featured in quite a number of unsuccessful advertisements over the past year or so.

The car is located in Hamburg and Jakub has recently obtained from the seller, photographs of the Ford Köln AG identification plates under the bonnet. These tell us that the car was manufactured in 1939 with engine number C215194 and was bodied by Gustav Hornig & Co. from Meerane/Sachsen - see page 88 of the late Wolfram Düster's recently published book on the Eifel.

I feel for Wolfram's son, Klaus, who has inherited his father's interest in the Eifel marque is now the keeper of the Eifel register. As Klaus remarks, *"The Eifel car with engine number: 215194 is not in my father's register - it shows only 3 cars with numbers up to 215000"*

The Eifel 'mafia'

The Eifel 'mafia' is made up of Michael Deichmann in Copenhagen, in Germany we have Thilo Moerke in Cologne, Klaus Düster in Krefeld, Thorsten Ehrenteit in Paderborn and, in Poland, Jakub Hunia in Cracow. Over the past few weeks they have

at the very end of the Eifel production in 1939-40. In my father's book, page 88, you will find pictures of Eifels made by coachbuilder "Hornig in Sachsen". Hornig made high quality bodies for 2 and 4 seats cabriolets." As I discovered with the Model "Y" book, it is inevitable that, as soon as the book is published, new information comes to light. In this instance, we have a car that was produced later than the youngest car on Wolfram's register of surviving Eifels and it is a new-found product from Hornig, who were thought to have manufactured only cabriolet bodies.



The rather tired looking 1939 Eifel cabrio-limousine for sale in Hamburg



The Ford Köln A.G. identification plate and the Hornig body number plate (No. 8390)

Australia

In his thanks to John Argent for a speedy dispatch of regalia items, Bill Ballard attached a snapshot of life Down Under, taken at the end of January this year at Millicent, 50kms west of Mount Gambier in South Australia. The three "CX"s came from Mel-

bourne, Victoria (the roadster with Sandra Ballard), Hobart, Tasmania (the sedan with John Rimon) and Bairnsdale, Victoria (Jim St. John's sedan) respectively. As Bill says, "Have a look on a map to see how far they travelled to be there!!"



Three Geelong assembled Model "CX"s at Millicent Fish Farm in South Australia in February.

Jim's riddle solved

Since Jim Miles bought his Eifel roadster following our Club tour of Holland, he has pondered over the dealer's emblem on the rear of the car. He writes:- "I was most interested in Michael Deichmann's letter concerning the oval plaque of A/S Fehr & Co of Odense, on the island of Fyn, in Denmark, on the bulkhead of Bernard Wier's Copenhagen assembled Model "CX" tourer. [last issue, page 19]. The photograph of said plaque has solved a puzzle concerning a chrome dealer's symbol on the rear of my Köln assembled Eifel roadster. I purchased the car in Holland four years ago and its prior history was unknown. This new knowledge is most welcome."

This raises a question for Michael Deichmann to look into. We know that the Danish Ford assembly plant in Copenhagen assembled left-over early Eifel cabrio-limousines from the German plant in Köln on the introduction of the 'alligator' Lincoln-style bonnet on the Eifel in 1936. We also know that Model "CX" tourers were imported from Dagenham and assembled in Copenhagen. However, although Jim's 1937



The dealer's badge on the rear of Jim Miles' Eifel roadster, which matches the A/S Fehr & Co dealer's plaque on the bulkhead of Bernard Wier's Model "CX" tourer.

Eifel roadster with 'alligator' bonnet was sold through a Danish Ford dealer, A/S Fehr & Co, it was built at the German Köln factory. The question is:- What 10 h.p./34 PS models were assembled at the Copenhagen plant?

More from Australia

Jenny Bone, who emigrated to New south Wales with husband Derek and 'Blue', the youngest known surviving short rad, sent this report:- "I'm sorry we haven't been in touch for such a long time. As usual we have been very busy and our 'to do' list is getting longer. In February we went to the Oberon Steam Fair (2 days) and had a brilliant time. We took Blue on the trailer as it's a bit of a run and we hadn't booked to stay overnight. We were very lucky in that a local chap, who was running the tractor-pull, offered Blue a secure yard for the night, so that made things a lot easier. On the Friday we went on a car run to a small village called Torana. We thought it was going to be a short trip out, but it was in fact 61km outward bound and 25km return. We were number 3 on the run, two older cars in front and a fleet of Holdens following on behind, plus a few others. The two cars in front both missed the left turn on the directions given, which made us the leader, but when I looked in the mirror the Holdens had pulled up and were fading into the distance. Derek checked the instructions just to make sure we were on the right road. We were and so continued on our way, but after a while, with only two other cars following on, the road became very rough and narrow and we were now way out on the Central Tablelands with nothing but wide open spaces. The potholes increased and it was a difficult job trying to avoid them, but then we came upon a gang of roadmen, with graders, lorries, rollers and even traffic lights. We finally arrived in Torana, meeting up with all the tractors, which had travelled via a more rugged route, and we enjoyed a lovely lunch provided by the Red Cross ladies with a glass of local wine. It was a great day and we really enjoyed it. On the Saturday there was a big parade of all the exhibiting vehicles through the town of Oberon. All the cars, utes and small vehicles went up the main street and all the Steam engines, tractors and commercial vehicles came down the main street, which made a wonderful display for the townsfolk.

Three weeks ago we went on a Gourmet lunch with our local car club to Wiseman's Ferry and Saint Albans. The weather was perfect and we travelled on two small ferries outward bound, Sackville ferry and then Webbs Creek ferry. Wiseman's Ferry is on the Hawkesbury river and is a very isolated village, but the scenery is amazing and the lunch was quite good as well. Last Sunday we went inland to Portland, which is a small town between Lithgow and Bathurst and was where all the cement for the Warragamba dam came from. All cement production ceased some time ago and now the town is very quiet, but the local pub does a good lunch and again the weather was good. The journey to Lithgow takes us from Bilpin along the Bells Line of Road through the mountains and it's a very popular road for the motor bikes as there are many, many hills and bends, not good for little cars like Blue, but she keeps up with the traffic. Again there are lots of bumps and potholes on this road and last Sunday it was very windy, especially on the high ridges, which gave an added challenge keeping the car on the road.



Jenny Bone driving 'Blue' as it travelled to Torana, taken by a local photographer who jumped out of a hedgerow as they were passing.

Last week a friend from our car club asked if we would allow Blue to be used on a film set. Of course we agreed and last Wednesday we took her along to Wilberforce, (just outside Richmond) to a Pioneer village, set in parklands. All the buildings had been donated by different people and set up as an historic village and it was ideal for this particular film. The film is called 'The Telegram Man' and tells how World War II affected a small remote country town. The star of the film is Jack Thompson. The filming was in the evening and Blue had her English number plates. All the other vehicles used had their

number plates removed, but before we left home, Derek very quickly swapped Blue's over, which was fine. It was a very interesting evening and it is true that so many shots are taken, over and over again, before they get the right one.

Well, that's about it for now but we do have some more trips in the pipeline so will be in touch again."

Members' cars

Brian Godfrey's Fordor short rad, JV 1972



Issue 172 of Transverse Torque introduced Brian Godfrey as a new member following his purchase in April 2008 of a 1933 short rad Fordor Model "Y" for restoration.

Brian has spent the last, very happy two years initially completely stripping, then renovating and re-building his project.

The first stage was the replacement of wood items such as floors, inner door panels and static rear window surrounds, which were full of woodworm and required urgent disposal. Next, the rear inner wings, rear body and tails of wings were repaired and welded, a process Brian had not used for over 45 years. The body was then removed from the chassis, which also required some attention prior to hand painting with POR 15, which was used for most components.

A period of component dismantling, cleaning, servicing and replacement of necessary parts followed on all items removed, starting with axles and brakes, the engine, which although initially seized, was free to turn following 3 months of soaking with penetrating oil poured into the plug holes on a regular basis. All other components including instruments were stripped and re-built.

The bad weather of Jan 2009 was the time to approach the upholstery. Using an old sewing machine borrowed from his wife, Diane, who, being a seamstress was able to advise, Brian re-upholstered the seats, internal panelling and made wing piping and door seals.

Next, the doors, bonnet, wings, valances, wheels and eventually the body were subject to stripping to bare metal. Learning another new technique, Brian filled, sprayed with etch and high build primer and applied stopper before, finally, a cellulose finish.

The assembly started in Sept 2009 and was completed for an MoT in Feb 2010. Sam Roberts inspected and Bob Wilkinson arranged the paperwork, enabling the retention of the original registration to be obtained from the DVLA without their inspection.

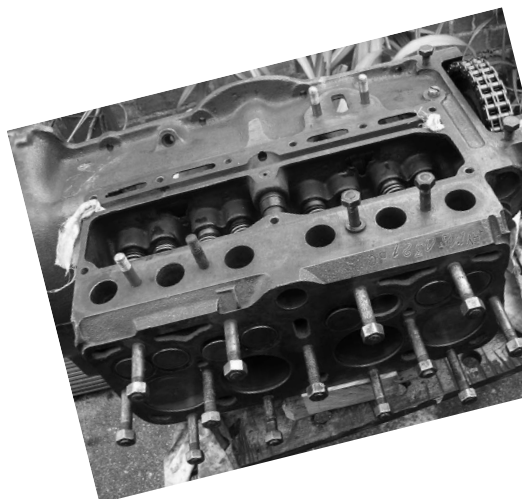
Two weeks of shakedown runs highlighted a loose rear wheel, a failed new fuel pump and inaccurate ignition timing. 150 miles and some attention sorted it all out.

Brian has spent a total of 1817 enjoyable hours to achieve his goal, including help from two close friends, Dave and Mick, who contributed nearly 200 hours each

On March 20th 2010, JV 1972 was used to take the great-granddaughter of the original owner to church in Petersfield, Hampshire, for her wedding and then onward to the reception; a total trip of 65 miles without a problem and a fitting finale to a great project.



April 2008. JV 1972 as bought. The daunting prospect of restoration begins



After 3 months soaked in penetrating oil, the engine is stripped, cleaned and rebuilt. Note the later timing chain cam-shaft drive.



The winter's task of replicating the upholstery (in the sitting room!)



All the painting was carried out in a gazebo tent at the bottom of the garden. Here the orient blue body gleams



With the help of Dave and Mick, Brian guides the body onto the chassis (which has been rebuilt on top of a home-made trolley).



Even the gauges were stripped right down and rebuilt. Here is the hydrostatic fuel gauge in bits

[The quality of workmanship and the intensive work-rate over two years was evident when I inspected the finished car in March. Well done, Brian. – Ed.]



The finished job. The view inside of the refurbished seats and trim



The finished job. After 22 months of intensive work the job satisfaction must have been fantastic. Well done Brian.

The icing on the cake. The smile says it all. Brian drives the daughter of the original owner of JV1972 to church for her wedding a month after completion.



Wheels and Spokes

In 2003 (issue 142) the variation in the number of spokes found in Model "Y" and "C" wheels was the subject of a full article titled 'Kelsey-Hayes Wheel Company Ltd.'. In summary, the standard 450/17 inch Model "Y" wheel had 30 spokes (ten single spokes attached to the outer hub and ten pairs of crossed spokes connected to the inner hub) and the Models "C" and "CX" had 32 spokes (eight pairs of crossed spokes attached to both the outer and inner hubs).

However, other Model "Y" wheels were 'in service'. At one stage, I had a 450/17 inch wheel with 50 adjustable spokes (10 crossed pairs on the outer hub and 15 crossed pairs on the inner hub). Kevin Brigginslaw bought two more such wheels at the Beau-lieu Autojumble.

The Graces' Model "Y" Alpine wears 16 inch (550/16) wheels with 60 adjustable spokes, as does, now, Gavin Welsh's Model "Y" sports roadster in Australia (20 on the outer hub and 40 on the inner). The roadster, with its recently acquired multi-spoked wheels, appeared on the cover of September's 'Ford Uprwrite', the magazine of the Ford 8&10 h.p. Sidevalve Club of Queensland. Gavin recently emailed me to say, "I found some 17" wheels with the nipple type spokes at a swapmeet in New Zealand and thought they would look good on the Ford Y that I owned then. This was probably 15 years ago. In my search for more wheels, I came across a couple of 16" wheels which are wider in the rim to take a 5.25 tyre. In the next eight to ten years, I found eighteen of the 17" wheels - two brand new with tags on them from a Ford dealer that had closed down. I also found six of the 16" wheels, so I now have five on my car and one spare in case of accidents. All of the wheels have Ford stamped in the back hub part and KH in a circle which would be Kelsey Hayes."



The spare wheel on Jim Miles' early Eifel roadster displaying the standard 40 spokes per wheel found on early Eifels.



A 40-spoke wheel on a German Köln. The standard Köln wheel was the same as the Model "Y" with only 30 spokes.

Further to the 2003 article, Ford in Germany also produced cars with differing numbers of spokes. Whereas the standard Ford Köln had the same 30 as the Model "Y", the early 1935-36 Eifel had 40 non-adjustable spokes (ten pairs of crossed spokes to each of the outer and inner hub). The only known variation appears in the attached 1950's photograph of a Köln with 40 spokes. It is presumed that the German wheels were made on the special wheel making and welding jigs of Kelsey-Hayes, co-located with the Ford plant at Dagenham, and exported to Cologne. It would be appreciated if Eifel or Ford Junior owners would confirm that the Ford and Kelsey-Hayes logos appear on the inside of their hubs.

By the time of the Hitler dictum that cars sold in Germany should be manufactured in Germany, Ford of Germany had gone over to the pressed steel, 'easiclean' wheels made by Ambi-Budd in Berlin.

In Australia, the spoke count was the same as for Dagenham, the wheels being exported in the 'Knocked Down' crates with the rest of the rolling chassis for assembly at the Ford plants in Geelong, Sydney, Brisbane, Fremantle or Adelaide.

One question that baffles me is, if the Kelsey-Hayes specialist welding jigs were so accurate and efficient, why would you need adjustable spokes?



The 60 adjustable spoked wheels on Gavin and Angelina Welsh's Model "Y" roadster in Queensland, Australia.



The Ford and Kelsey-Hayes logos on the inside of the hub (chalked up to make them legible)

THREE LENGTHS OF ENGINE VALVES!

CONFUSED?

YOU'VE EVERY RIGHT TO BE! Dr. FORD EXPLAINS.

Part 1. The initial engines 1932 – 1939 (with the medium valve length).

Sam had one of his ideas (always a bad starting point), which was to reissue a couple of articles from twenty or more years ago. However, that time lapse leaves them rather dated, so I'll start again. In doing so I'll try to allay the confusion many have by the whisper of three valve lengths and perhaps other changes that have happened to the engines over the years.

I'll set out a general review of the design/production changes that the Ford Motor Company made to these 8/10 h.p. engines, the majority of which, not too surprisingly, occurred with the first engine and then over the period 1938/40. Hopefully, I'll list the principal changes in the correct sequence, but if you disagree, by all means write into Sam, since very little was accurately recorded as to what happened and when. For that matter, if you feel I've missed something, also contact Sam.

August 1932 saw the start of production of the Ford 8h.p. engine with the new Model "Y" at Dagenham. A distinctive feature of this engine was the use of 'Champion 7', 18mm spark plugs and a sump cast in aluminium (being distinguished by the drain plug sited below the oil pump). This sump was changed to a pressed steel design after approximately two months of production. In January 1933, a longer and more accessible oil dipstick was fitted.

The initial method of setting of the ignition timing was by screwing a clock gauge into no.1 spark plug hole. As the combustion chamber on the early engine was heart shaped, this allowed the gauge to make direct contact with the piston crown on top-dead-centre, since the plug was sited directly over it. An early change was to add the ignition timing pin to the front cover making for a simple job.

Another change was to redesign the crankshaft pulley, originally iron cast, and distinguished by its three spoke appearance. It was changed to the pressed steel type, of which there were to be two designs. February 1934 saw the introduction of an improved counterbalanced crankshaft to the 8 h.p. engine.

Modest on-going changes occurred in the oil relief valve area. April 1934 saw the re-positioning of the oil relief valve drilling in the block and consequent changes to the block chamber and cover. In May 1934 the actual plunger was redesigned and became a press fit item into the spring, improving the reliability of assembly.

In September 1934, the Model "C" was announced, which was fitted with a new and more powerful 10 h.p. engine. (Standard piston 2.5" bore whereas the 8 h.p. bore being 2.23"). Amazingly, the 10 h.p. engine needed a wider block, approximately 1/8th (3mm.) greater than the 8 h.p. engine, which was needed to accommodate the larger pistons. At the same time the now familiar 'figure 8' combustion chamber design was introduced with this engine.

The September 1934 10 h.p. block physically resembled that of the 8 h.p., even down to the use of the smaller 8 h.p. starter motor, which proved to be completely inadequate to crank this engine.

In October 1934, a new engine casting with a slight curvature to the crankcase side to accommodate a triangular adapter plate was introduced, which provided 4 inner mounting holes and 3 set in a triangular form to mount the new 10 h.p. starter motor. Initially, in November 1934, the block flange was threaded to take 1/4" bolts and then, in March 1935, it was threaded to take 5/16" bolts.

In December 1935, a redesigned block casting was introduced, featuring a curvature to the water jacket front and rear. An indented curvature was introduced to accommodate a new



wider and longer 10 h.p. starter motor, now recognisable by a larger two hole/bolt fixing flange. April 1936 saw the introduction of a new slightly modified adaptor plate, which now had two interior holes to fit directly onto the two hole engine flange, so that the earlier three bolt triangular starter motor could be used.

A slightly lower compression head was introduced in May 1936, identified by 20B and the fig 50 on the casting. In general the 10 h.p. head can be identified by a 'V' shape cast into the surface adjacent to the distributor drive.

(At this point may I express my thanks to Yvon Precieux for his detailed knowledge of the early 10 h.p. engine.)

Now, back to January 1935 and the redesigned 8 h.p. cylinder head, now fitted with 14mm 'Champion L10' plugs, and with the revised 'figure 8' combustion chamber, as used on the 10 h.p. engine.

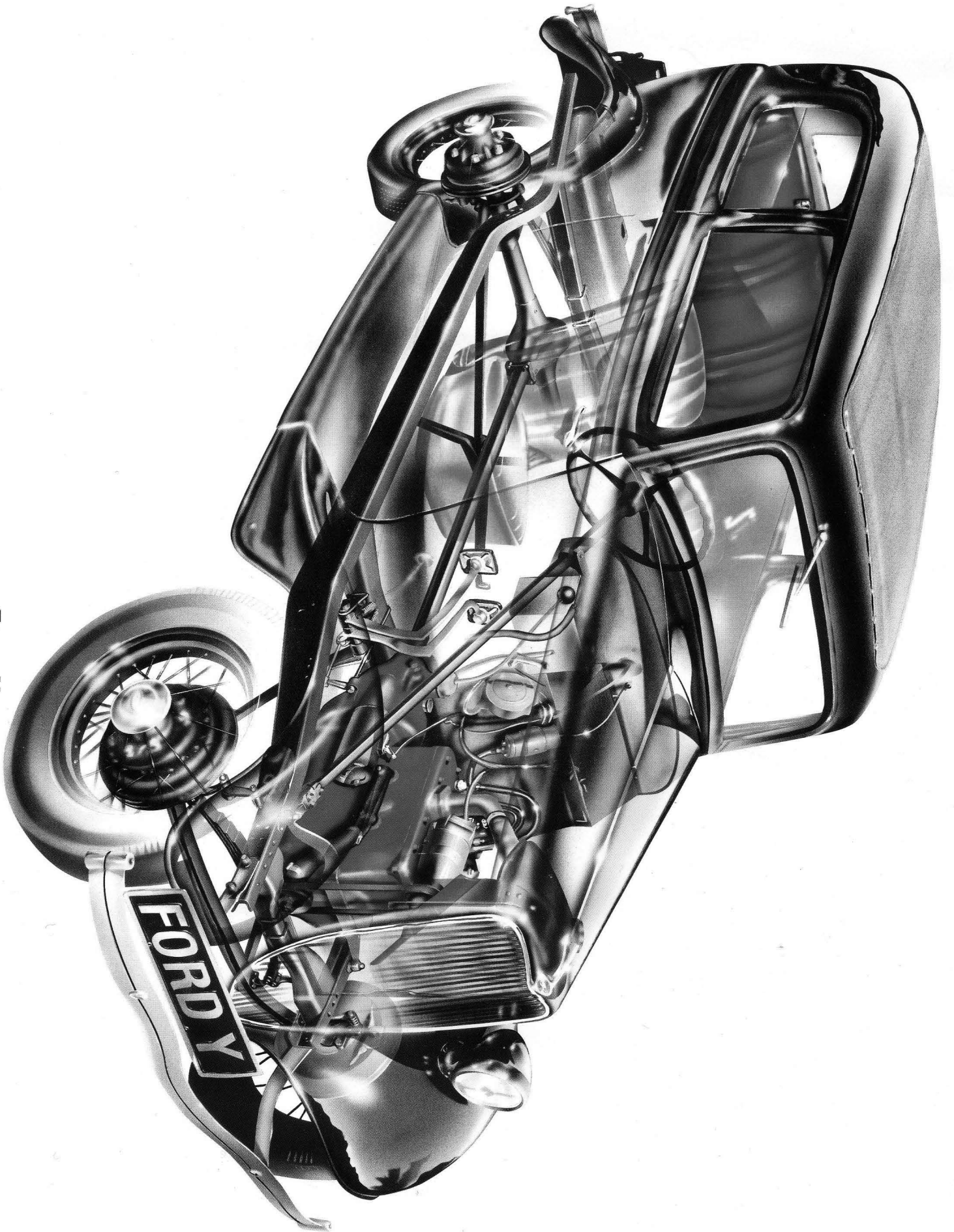
April 1935 saw the replacement of the original fibre timing gear, which had 56 teeth. Due to a high failure rate, the number of teeth was reduced to 40, which had to be matched by a reduction in the number of teeth on the crankshaft gear down from 28 to 20. The 10 h.p. larger gudgeon pin (13/16" rather than 9/16") was now used in the 8 h.p. engine. The smaller pin had led to a high failure rate of the 'small end' bush.

At the same time came the rationalisation in the manufacture of the two engine blocks. From April 1935 just the one wider block was produced and machined to accept either the 8 h.p. or 10 h.p. pistons. Accordingly, the 8 h.p. narrow block was the first engine to be confined to history.

The 8 h.p. wide block head was distinguished by the number 19E being cast into it, adjacent to no.3 spark plug (this being the 19th engine designed in/for Europe.) All heads have a peg mounted dynamo and a bolt on water outlet.

These three "Y"/"C" engine blocks can be distinguished by the visual appearance of external main bearing bolt heads/nuts.

To be continued ...



1932 FORD Y