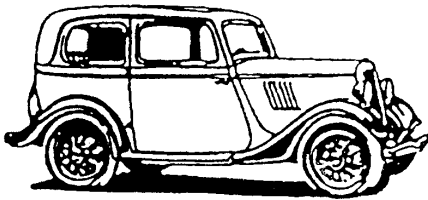
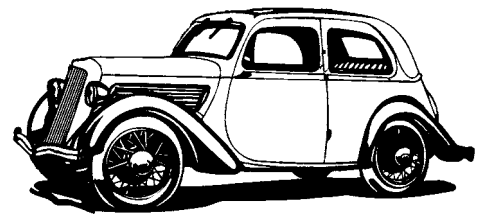


TRANSVERSE TORQUE



**Issue 185
July - August 2010**



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Editorial

Old Ford Rally. The second Old Ford Rally is upon us. It goes without saying that, as with other classic Ford clubs, all members who can are urged to make the effort to get to Gaydon, with their old Fords on Sunday, 25th July. I'm sure that, as last year, the day will be most enjoyable and memorable.

I write this following my return from a couple of days with the band of happy members that toured the West Country under the banner 'Silver Miles'. They were very fortunate to have super weather all week and certainly packed a lot into the programme of visits. Neil Bray will be writing up the tour when his other motor-sport activities allow. Hopefully it will appear in the next issue.

One day in mid-May, I came downstairs as usual at about 9pm, having enjoyed a couple of hours on the computer doing Club work. On the television there was a programme about Essex Social Services and, as I sat down, Peter King from Braintree appeared on the screen in his dressing gown, having recently suffered a stroke and being well looked after by a carer. I telephoned Peter to offer our best wishes for a speedy recovery. Fortunately, the stroke is not too serious and he sounds the same old Peter. He was asking me about a change-over to a 12

(Kimmelberg) where we had lunch and saw the beautiful French Forces memorial. If we had turned left at the main road, we would have come across the huge, majestic Ploegsteert Memorial to the Missing in Ploegsteert village, opposite the Royal Berkshire Regiment's cemetery at Hyde Park Corner. The Memorial was originally supposed to be in Lille, France, commemorating the 11,447 officers and men missing in battles further south than Ypres (similar to the Menin Gate), but the French were 'disquieted by the number and scale of memorials proposed' on their soil (the proposed Lille one was one of six). So land was acquired from the Belgians.



The Ploegsteert Memorial to the Missing sited on the Berkshire Cemetery Extension. The Last Post is sounded here every month. Note the size of the rotunda compared to the Jag parked by one of the lions.

The Enfield Pageant. There was a good turnout at the Enfield Pageant this year. We had no fewer than ten vehicles on the stand on the Sunday and I gather that Neil Bray and Michael Leete brought three cars along on the Saturday. Ex-members, Chris Cheeseman and Steve Fisk were also present on other stands. A write-up on the show by the organ-

volt system on his Model "Y". Whereas Bob Wilkie would have been all for it, my response was simply, "Why?" Our cars are perfectly OK on 6 volts. Peter is an ex-Ford Dagenham tool-maker, having worked there from 1946 to 1966. He tells how all the floors were swept twice a day, cleanliness being a priority. Also, in typical Ford fashion, in his workshop, if you made a mess of a piece of steel, you were told to find another piece and try again. The Ford philosophy was to learn from your mistakes.

Ypres re-visited. Following the Club visit to the Ypres Salient last year, I promised Paula that I would take her this spring in the Jag. It was a most successful three-day trip and Paula found the whole experience as harrowing as we did, but was pleased that she had witnessed it first-hand. One matter I wanted to clear up was to find the Ploegsteert ('Plugstreet') memorial. Those of you who came on the trip will recall the track leading to Plugstreet Wood, where we had to stop and turn round by the New Zealand cemetery at Mud Corner. There were three further cemeteries which we were unable to visit in the wood beyond a barrier across the track. From there we returned to the main road, turned right and drove up to Mount Kimmel

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iser, Jim Miles, appears elsewhere – well done Jim. Jim also brought along a couple of photograph albums that he had found at various ‘booties’ or autojumbles. One of the albums is a bit of a coincidence as in it was a photographic record of a trip in a Model “Y” across Germany to Garmisch Partenkirchen, close to the German border with Austria. Coincidentally, in this issue, is a report on John and Lynne Dalessio’s trip across Europe to Italy in their Model “Y”.

We have two congratulations in this issue. Firstly, the Ford 8 & 10 Car Club Inc. on the North Island of New Zealand is celebrating its 30th anniversary in September. Secondly, our Morris equivalent, The Morris Register, celebrates its golden (50th) anniversary this year. Our best wishes to you both for many more years to come.

Harry Edwards, the Editor & Historian of the Morris Register kindly sent me a copy of an advertisement for Brown Brothers, Ltd., taken from the Motor Commerce magazine of January 1941. Brown Brothers, who had their head office in Great



From the album found by Jim Miles. The Model “Y” being lifted from the ship’s hold to the quayside on its return from southern Germany in 1953 – in the days before ‘roll on-roll off’ ferries.

Eastern Street, London, E.C.2 and branches throughout Great Britain, were wholesale distributors of trade goods. Sensibly, it would seem from the advertisement, they relied on a fleet of Model “Y” 5cwt. vans for urban deliveries.

A 1935 Buckinghamshire registered 5 cwt. van ensuring delivery of essential wartime supplies in 1941.

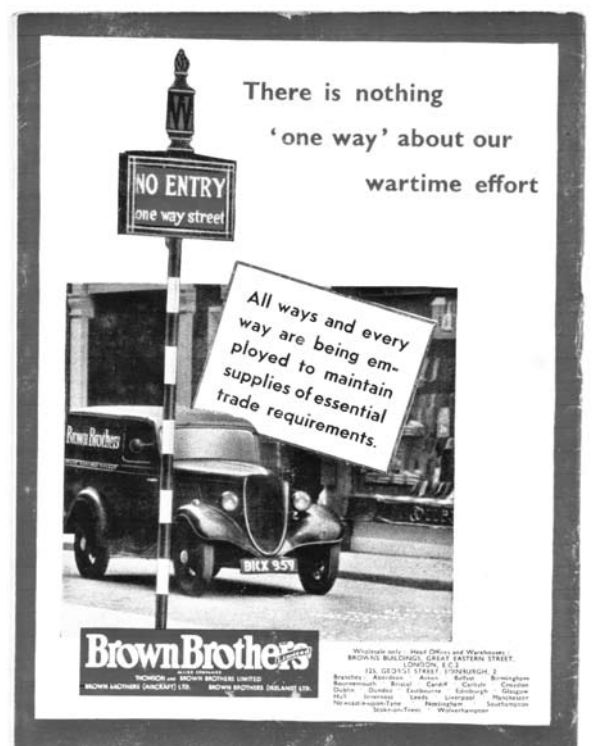
If one of you has a copy of the booklet, published by Henry Ford & Son Ltd., Cork, describing the 12,000 mile trek by a Model “Y” van and a couple of 2-ton Ford trucks in 1934, it would be appreciated if you would either let me have a copy for the library, or send me your copy for me to photocopy and return to you. As can be seen from the illustration, the convoy travelled from Alexandria in Egypt (where the van was probably assembled at the Ford plant) through eastern Europe as far north as Stockholm and down through The Netherlands, France, Germany and Spain to Gibraltar – some trek!

We welcome Nigel Moss into membership in this issue. Nigel is one of a growing band of motor sport enthusiasts amongst us, he being one of the trialling Mosses mentioned in his nephew, Josh’s, report on the

Cotswold Clouds Trial in the last issue. Neil Bray seems to have been the catalyst for the recent spate of members, namely Michael Leete and now Nigel. Hopefully this will spur on the likes of Nick Pinkett and John Griffiths to complete the restorations on their historic trials Model “Y” sports cars.

Classic Car Buyer is a new magazine to me, but they have emailed an offer, which I shall pass on to those of you who may be interested:- “The UK’s leading weekly classic car publication, CLASSIC CAR BUYER, has an amazing subs deal available here: <http://www.great-cars.co.uk/CCBOffer/> . Sign up today and you can enjoy the best classic car weekly newspaper for just £1 per issue instead of the normal £2.40 cover price – that’s a whopping 58% saving! This is a no risk offer. You can cancel at any time. Pay £12.75 (£1 per issue) every 3 months by Direct Debit – UK only. Simply click on the link and fill in the coupon or call 01959 541444.”

We are grateful to our webmaster, Roy Hocking, aided by Adam, for updating the Club website and making it more user-friendly. Please make use of it, particularly the For Sale and Wanted advertisements. You may well be able to help out another member with his restoration. It is pleasing to note that the site has received 2600 hits since 3 March 2010!



Chairman's Chatter.

We are now in the busiest time of the classic vehicle calendar. Every weekend there is another show that I just have to go to. Since I last sat down to put my 'Chatter' onto paper, I have been here there and everywhere with at least one of my Fords.

I was too late to get into the Chatham Dockyard event over the Easter weekend, but I believe that the Register was well represented. The May Bank Holiday found me at a very cold, wet and windy Isle of Sheppey at the Swale Vintage Vehicle Show with members of the Kent area FSOC. After a fortnight of drying out the Model "Y", I ventured out to the Chiltern Hills Rally at Aston Clinton, near Aylesbury, where I met up with Graham Miles and Jim Miles. We had an enjoyable day until the rain swept in in mid-afternoon. Jim picked up a Trophy for the 'most unique' vehicle in the show.

Following a successful MOT on my 1934 "Y", it was off to Enfield on the late-May Bank Holiday Sunday, where the Register had a very impressive turn out of, I believe, 13 vehicles and, believe it or not, it didn't rain. I spent a very enjoyable couple of hours walking around the Autojumble with Sam Roberts, supping lots of cups of tea and chatting to a great number of very interested members of the public, as well as the other members present. I always allow children and adults to sit in my cars while I explain the history of the vehicles and the role of the Y&C Register (they could be our future members).



The 12,000 mile route taken by the Model "Y" van and 2 x 2-ton Ford Trucks in 1934, from Egypt to Gibraltar.

Also, please check out the Events listing in this issue (and on the website). There could well be an interesting event happening in your region; for example, the Treasure Hunt around the New Forest in September for those in the central-south; The Old Ford Rally later this month, for those with their cars on the road, and the John Mould 'Paradise' gathering in Berkshire in late September. Not to mention the fabulous '40s weekend on the North Norfolk Railway, also in September. There's something for everyone!

I hope you enjoy this issue. I look forward to seeing many of you at Gaydon.

Sam Roberts, Editor/Archivist

The deadline for copy for issue 186 is Friday, 27th August 2010

I was due to go to La Ferte Alais, near Paris, for 'La Locomotion en Fete' on 5/6th June, but family commitments prevented this - a great shame, as I have been visiting this show for over 10 years. I wrote a short article about it in Issue 179 of Transverse Torque last year. Next year is definite and it would be nice to have some other Y&C members along.

The 12th June was one of those days when, if it could go wrong, it did. I had arranged with some friends to attend a Fun Day to raise funds for the Eleanor Lions Hospice, for which I am a volunteer driver. I planned to take my Model "Y" and E494A Anglia, whilst other friends brought their classics. On the Friday afternoon, the cars were brought out of the garage and checked over, washed and polished and, as always, when I have them out, I just had to take them 'round the block'. After about 20 miles each (it's a big block) all was fine. They were parked on my drive overnight ready for the morning. Saturday dawned a lovely day and my friends turned up ready for the off. As always, the "Y" started first time and I let it warm up. I reversed it a couple of feet and then tried to go forward - nothing - it was

Cover photographs

Front cover:- The 1935 Benteler AG 'Eifel' limousine, recently fully restored in time for the 75th anniversary of Benteler's association with Ford of Germany. The restoration project manager was member Thortsten Ehrenteit. See 'International Correspondence' for more details of Benteler AG.

Back cover:- A very proud George W. Pierce driving his immaculate short rad Model "Y" in the annual Elks Parade in his home town of Santa Maria in California. George explains, "The Elks Rodeo and Parade is an annual 3 day event, usually held on the first week-end in June. People come from far and wide and the money raised is used for youth activities in the Santa Maria Valley. Millions of dollars have been raised. This was the 67th year of the event.

I attended with the Santa Maria Model A club. As you can see, AMG is back on the road again; thanks to you guys in the Y&C Register. After all the fuel pumps I went through, the problem turned out to be in the petrol tank. It was the suction line inside the tank that had come loose and was swinging around. I could write a book on how I spent my Spring trying to solve this problem."

stuck solidly in reverse gear. So, carpets up, gear stick removed and screwdriver out to realign the selectors, but to no avail. I had to reverse it round in a circle and back onto the drive and reluctantly leave it there and join my friend in the Anglia. The day went well and lots of money was raised. At the end, everyone else went home, leaving me to help clear up and drive the Anglia back on my own. I couldn't believe it, the starter motor failed! This may be hard to believe, but this was the first time since owning Classic Cars that I have ever been stranded due to breakdown. I did manage to get a push start from a couple of reluctant football fans, who were waiting for the England/USA match to start and I got home without further incident.

Arriving at home, I found that my son, who lives next door, had reversed the "Y" all the way round to the back of my house to the garage workshop, as he knew that, as soon as I got home, I would want find out what was wrong with the gearbox. On removing the floor and gearbox lid, I found the detent ball had jammed the selector in reverse. I think this was because I had left the car in reverse overnight on my drive, which is on a slope. So the weight of the car was resting on the ball, causing it to stick. Lesson learnt there! Luckily, I had the gearbox from my 2-door on the floor of the garage, so removed the lid and fitted it, bolted everything back and checked it - all OK. I quickly built up another starter from my spares and fitted that to the Anglia and we were ready for the Wrotham Classic the following morning.

Another excellent Wrotham Show was enjoyed, where I met up with many old friends including Owen and Christine Baldock. It was good to see Owen back on his feet and out with his car again, as I know that he has had a spell of ill health. One gentleman came up to me and said, "You don't remember me, do you?". He was right, but I had been chatting to him in the rain at the Sheppey show in May. To my surprise, he then produced a near mint condition Ford mirror clock from his bag and said, "This is for you." He didn't want any money for it, but I persuaded him to accept a nominal payment so he could at least have few pints on me for his trouble. I also met a former member from Maidstone, who is selling his 1933 short rad and, as I write, we are in negotiations for it to join my collection of Fords (I haven't told the wife yet, but how much **do** divorces cost nowadays?)

I am booked into the Friars Rally at the Aylesford Priory near Maidstone on the 20th June. This is a very good show, now in its second year at this venue. Previously, it was held at Bewel Water Reservoir. Although it is organised by the Austin 7 Owners' Club, all other classics and their owners are made very welcome.

Jim Miles picks up the trophy for the 'most unique' vehicle at the Chiltern Hills Rally with his 1937 Eifel roadster



The next big show is of course The Old Ford Rally at Gaydon on the 25th July. The first one last year was a great success and let's hope that this year's is even better. The turn-out by Register members with their vehicles was impressive: let's see if we can do even better this year. Bob Wilkinson puts an awful lot of hard work into its organisation and deserves the support of all members who can make it there on the day. After that, I will have to have a short break as my son is getting married in August, so we have a busy time ahead.

Finally, I would like to make contact with as many members who live in the north Kent area with a view to forming an area group within Region 5. At present, I meet up with the Kent Group of the Ford Sidevalve Owners' Club, which is a very friendly and active bunch of people, but I am the only one with a pre-war car. I think that having a combined club night with the FSOC would be beneficial to both groups. So, if you fancy a monthly get together in friendly company and pleasant surroundings, get in touch with me for dates and times.

Attending shows does seem a good way of making new friends and introducing the general public to joys of classic car ownership. I shall certainly do my best to attend as many as possible this year and meet as many of the membership as possible. So, if you see me, please do come up and make yourself known.

That's all for now. See you all at The Old Ford Rally

Rod Janes
Chairman

Secretary's ramblings.

I write this in late June, well into the rally season and just in advance of the **OLD FORD RALLY** at Gaydon on 25th July. We have a good number of members already booked in, so if you missed last year or intend to come along please contact me as soon as possible. Even if you wish to enter a pre-1983 Ford, other than "Y" or "C" Model, then that is fine. We already have Model Ts, Consuls and Anglias coming along. No car to bring? - then you can still obtain concessionary tickets to visitsave a lot on gate prices on the day.

My activities have been severely restricted in recent weeks through Pat, my wife, badly breaking her wrist (needed wiring together) and in plaster. My cooking skills have improved, plus one or two others of a more private and delicate nature, but getting out in the "CX" tourer or putting in time on the Model A has been severely restricted. The break was caused by falling in the line of duty. Pat was standing on a beer crate (we do not have ordinary boxes in the Wilkinson residence) assisting the fitting of the new hood to the aforementioned Model A Phaeton....slipped. Stoically she has not threatened to set fire to the car and is

looking forward to some trips soon! Health & Safety message to all....most "accidents" are avoidable.

Use it or sell it? There has been an increasing number of members deciding to sell on restoration projects to someone who will complete the work. As we often state, we are merely the temporary guardians of pieces of our motoring and social history. As such, we owe it to future generations to restore, preserve and use these lovely old cars. The club is doing its bit in ensuring that parts are available...so restore it or pass it on ... but make sure you tell us who is the new owner so that we can keep the car in membership.

Encouraging the next generation: now is the time to focus on how YOU can play some part in this vital step to preserve the heritage of the classic car scene. The next generation is, in my book, anyone still young enough to work or be in school. The key is to make whatever 'hands-on' experience you can give, pleasant ...a picnic, a local scenic run, a basic practical maintenance job. Hands-on is vital and less likely to happen if we are too protective of our old car. Please give it a try with your own family or friendslet me know how you get on, be it a success or disaster and we can share our experiences.

FBHVC: The following report from Footman James underlines our need to continue supporting the work of the FBHVC in safeguarding us from careless legislation.

Research shows that classic vehicle owners' worst nightmare is the threat that EU restrictions pose to the future of the industry. According to a recent survey by specialist insurance broker Footman James, over 40 per cent of those surveyed stated that potential EU restrictions were in fact the worst thing about owning their classic, with breakdowns and mechanical problems only seen as a problem by 17 per cent of owners surveyed. Less than 10 per cent of those surveyed found lack of available parts and running costs to be a problem. The survey, of nearly 4,500 classic vehicle owners, was conducted via a database web survey and also at the NEC's Classic Motor Show.

Paul Matthews, Footman James' managing director, said: "The majority of the proposed EU restrictions that would affect the classics market have been based on emissions and the impact of motoring on the environment. Though emissions restrictions have not featured highly in the news recently – and were not a priority issue in the general election, it is clearly a subject of major concern to classics owners."

Getting out and about with your old Ford

increases the profile of our classic car heritage. Hence the recent West Country tour by club members led by Graham Miles and John Argent, will have raised the flag. People love to see the old cars get out and about with yours this summer.

See you at Gaydon.

Bob Wilkinson.

Bob's Joke Corner

Youngsters often give us the funniest moments by uttering words borne out of their innocence and pragmatic view on life. This is one such case:-

How to get to Heaven from Yorkshire ...

I was testing children in a Yorkshire Sunday School class, to see if they understood the concept of getting into heaven. I asked them, "If I sold my house and my car, had a big jumble sale and gave all my money to the church, would that get me into heaven?"

"No!" the children answered.

"If I cleaned the church every day, mowed the garden and kept everything tidy, would that get me into heaven?"

Again, the answer was 'No!' By now I was starting to smile.

"Well, then, if I was kind to animals and gave sweeties to all the children, and loved my husband, would that get me into heaven?"

Again, they all answered 'No!' I was just bursting with pride for them.

I continued, "Then how can I get into heaven?"

A six year old boy shouted, "Tha's got t' be chuffin' dead"

Brings a tear y' eye...

If you have a favourite story, maybe one created by youngsters, please send it to me for us to share.

Bob Wilkinson.

SUBSCRIPTIONS WERE DUE ON 1st JUNE 2010

I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by the 8th of August 2010, this will be your last issue of "Transverse Torque".

I would like to stress that paying by Standing Order is easier for you and me – you don't have to remember to pay – your bank does it for you !!!! If you have a U K or Eire bank account and would like a standing order form, please contact me, my details are on the inside front cover of the magazine.

Thank you for your co-operation.

Mike Malyon, Membership Officer

Pre-war Plymouth

The centre of Plymouth was totally destroyed in the 'Blitz' during the war, the present-day city being rebuilt from the ruins. John Morrish tells us that he "was born in Plymouth and lived in the area for almost thirty years. My father was in the Plymouth City Police for many years and had a four-door Ford Model 'Y' (1936 BWM 316, a Southport registration), which he paid £75 for in 1953. This was a particularly difficult time to buy cars as there were not many cars around. Dad upgraded from a 1932 Morris Minor and the Ford was a big improvement, not the least, the lively performance.

I was an apprentice motor mechanic at Reeds, the Ford main dealer, from 1959 - 1964. When I look back, it was a wonderful grounding and a good career foundation. By then Y&Cs had virtually disappeared (due to the advent of the dreaded M.O.T. in 1960, but there were plenty of 7Y, 7W, Anglias, Prefects and Populars around. In fact, my claim to fame is carrying out pre-delivery checks on new Ford Populars of the 103E (sit up and beg variety)."

John sent in some photographs of our cars in Plymouth pre-war.



1. A Model 'Y' van is parked outside Lipton's tea shop, looking east in what was Bedford Street.

2. Passing the same spot where the Model 'Y' van was parked is a Plymouth registered 1936 Model 'CX', JY 9042, heading west towards the junction of Bedford Street with Frankfort Street and George Street."

3. A 1935 London registered Model 'C', BXV 196, tackling the cobbles in Notte Street, travelling east and passing the St. John Ambulance Association office. Notte Street remains today."

4. "A 1937 Manchester registered Tudor Popular parked outside the offices of Wolferstan, Snell and Turner, Solicitors, located on the east side of Princess Square, off Notte Street. Note the AA man assisting a motorist at the top left of the photograph, his bike parked in front of the Albany tour bus."

Left-hand drive Model "Y"s

In the regular 'A Vendre en France' feature in May's issue of 'The Automobile', David Howard wonders what percentage of left-hand drive versions of the Model "Y" actually left the new factory at Dagenham. Sir Percival Perry's 1928 plan formulated a number of Ford plants around Europe to assemble the new 8hp Ford. To overcome tariff problems, the cars were shipped from the Dagenham jetty in crates in a Knocked Down condition. Again, to help in reducing import duty, on assembly up to 20% of the vehicle was built using locally procured items such as glass, upholstery, door trim, tyres, etc. Assembly plants were built in Asnières (N.W. Paris), Köln, Barcelona, Lisbon, Antwerp, Amsterdam, Copenhagen, Stockholm and Helsinki. Model "Y"s shipped to these plants would have been left-hand drive. To keep production costs down at Dagenham, the dashboard and bulkhead of the pre-April 1935 vehicles had inserted instrument panels which could fit into one or other 'glove compartment' at each end of the dashboard, allowing the steering column to be placed at the other end.



The brass plaque which was screwed to the bulkhead below the battery box on Fords assembled at Asnières, Paris.

The left-hand drive Model "Y" that David saw outside the Osenat building in Moret-sur-Loing was in all probability assembled at the Asnières plant, signified by a brass plaque on the bulkhead below the battery box.

As for the percentage of left-hand drive vehicles to leave Dagenham between 1932 and 1937, a rough calculation gives a figure of 11%. This includes those shipped 'Built Up' to Bologna, Italy (Mussolini would not permit Ford to build an assembly plant), but excludes the Model "Y"-based '4/21 PS Kölns' built at the German plant post-1934 (Adolf Hitler's dictum that only German manufactured cars were to be sold in Germany).

Sam Roberts
Editor/Archivist, Ford Y&C Model Register

The above letter was published in the June issue of 'The Automobile'. I am grateful to Barry Diggle, who picked up the original query from David Howard in May's issue.

The Enfield Pageant of Motoring

The long Whitsun weekend weather was fine for this year's Pageant and brought out extra Oldtimer cars, commercials, military and motor-bikes. The Y&C stand boasted no fewer than thirteen vehicles over the course of the weekend.



Neil Bray's Model "C" and Tudor long rad sit alongside Michael Leete's short rad on the Saturday.



Tightly packed on the Register stand. From left, Tim Brandon's Fordor short rad, Rod Janes Tudor long rad, Tony Eldridges Fordor "CX", John Argent's Tudor long rad, Sam Roberts' Kerry, and Jim Sharpe's Tudor long rad.

It was nice to see our chairman, Rod Janes, with his nicely turned out 1934 long rad. Kevin Brigginsshaw came on site driving his prize-winning 1933 short rad Tudor, finished in gleaming maroon and black. Also with a 1933 short rad was Michael Leete. Flying the flag for the "C" Model was Neil Bray accompanied by his co-driver, Julie, who was driving Neil's Tudor long rad. Tim Brandon drove all the way from Suffolk with his Fordor short rad and attended two days running. One car that is always a head-turner is Tony Eldridge's immaculate 1936 "CX" Fordor. Tony is only the second owner from new and the car has only covered 32,000 miles! Graham Miles brought along his rare short rad van, laden with flags and bunting to brighten up the Register stand. John Argent had his Tudor long rad, as did also Jack Clarke with the immaculate ENO. Jim and Joan Sharpe turned up with their long rad Tudor and Jim sorted out the bad earth on the rear lights of my Eifel roadster – thanks Jim. Last, but not least to visit was Sam Roberts and his Kerry tourer, all the way from Andover in Hampshire.



In the arena on the Sunday, Graham Miles' short rad van sat in the middle of Sam's Kerry, Rod's Tudor, John's Tudor and Jim Miles' Eifel roadster.

The theme of this year's Pageant was 'Speed' and so there were many 'fast' machines on display; Mustangs, Cobras, Jaguars and a jet-engined three-wheeler motor-bike to name but a few, but King of the Heap, all the way up from Brooklands, was the 1933 Napier-Railton racing car with its 27 litre aero engine!! This car does 4 miles to the gallon, has rear wheel brakes only and, on one record run, averaged just over 150 m.p.h. for 24 hours [that's 900 gallons of fuel by my calculations. *There must have been many pit stops!* – Ed]

Many useful parts were to be found in the autojumble. Neil Bray bought a new front wing for his Mk.1 Capri. Tim found a short-rad front bumper, Graham unearthed a new 'old stock' dynamo, plus a reconditioned radiator. I searched out a pre-war Triang Minic Model "Y" clockwork car! Among the stall-holders were Register members Dave Tebb and Chris Norris. Chris had a pile of new 8/10 h.p. head gaskets amongst his stock. Please forgive me if I have left out any names, but I met so many 'faces' at this large event.

Each day was rounded off with a 1940's USO wartime dance in the Club marquee with Andrew sisters Acts, a bar and plenty of jiving! All in all, a terrific weekend.

Jim Miles

For sale

Ford Model "Y" Tudor long rad in Orient blue. 1935, (Y92009) Mot until April 2011. New kingpins, stainless exhaust, and rebuilt steering box. History known from 1968. Ultra reliable. Well know within the Model Y&C Register. Previously owned by the late Jeff Cole. Many magazine articles about the car. Regretful sale. £4750. **Alistair Currie. Tel: 01392 255836 (Exeter). Email: aicurrie@btinternet.com**



1936 Model "Y" Tudor. Long rad with original registration. (Y152308). Black with Green Interior. Presently on SORN. V5 and lots of receipts. Stripped and partially restored. Many new parts, including complete

The Ford Model Y & C Register

News of new members.

Prepared by Mike Malyon - 24th June 2010

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

Stephen Dews	D0801	Newport Pagnall, Buckinghamshire
Feike Gercama	O-G101	Soest, The Netherlands
John King	K1202	Peterborough, Cambridgeshire
Nigel Moss	M0202	Stroud, Gloucestershire

Stephen Dews - we would like to extend a warm welcome to Steve, who has joined has bought a black, 2-door Model "Y", BNM 367 (Y190601). The car has been owned by ex-member, Robert Hale. Unfortunately, the car has been stored in a barn for many years and a full restoration is needed. It looks as though you are going to be very busy, Steve. Good luck with the restoration and thanks for joining the Club. I hope we can give you all the help you need.

Feike Gercama, from Holland, has joined the Club having bought a 1936 L.H.D. Fordor, beige Model "CX" (C 36506), registration TD- 39-48 with black trim, which is currently under restoration. We look forward to hearing of your progress with the car and hope the restoration goes well. Please, remember the Club is here to assist in any way we can. Welcome to the Club, Feike and thank you for joining.

John King - had a lucky find on his way home after a day out. He spotted VSJ 797 for sale in a gateway and is now its



Restoration well under way on Feike's L.H.D. Fordor Model "CX" in Holland. The car behind is a 1932 Dodge, which belongs to a friend of his

proud owner. VSJ is a black Model "Y", first registered on 11 April 1936, chassis number Y132475. The car used to belong to the late Joe Tate. It is on the road and in a very good condition. I am sure you will enjoy many happy hours of motoring in your pride and joy. We hope to see you at some of our events. Thanks, for joining and welcome to the Club.

Nigel Moss - we are pleased to welcome Nigel, to the Club. Nigel has the 1935 black and green, 2-door trials Model "Y", CAE 231 (Y118243), which was previously owned by the trials enthusiast, Mike Workman. It is under restoration but, fortunately, Nigel has very little to do. He is going to continue using his Y for trials. Nigel is the brother of Ian Moss and uncle to Josh, who wrote the trials article in the last issue of Transverse Torque (184). They are all members of the Stroud & District Motor Club. Good luck with the trials and thanks for joining the Club.

windscreen assembly, re-upholstered seats and new headlining. Good running engine, excellent g/box. Rear axle bearing kit fitted, new brake shoes fitted. Virtually everything that is needed to put back on the road. Plus lots of spares. Genuine reason for sale. Requires transport by trailer but could deliver at cost. £3000.00 o.n.o.

Rod Janes. Tel: 01322 229656, mob. 07790 837856. Email rodjanes.94@tiscali.co.uk (Darford, Kent)

Model "Y" two-door (Tudor) saloon. (Y170991). January 1937. Black. Been in garage for 30 years being slowly restored. New windscreen, seats and carpets, but still in bits. Original number able to be claimed. Age and new knee has caught up with owner. If interested, telephone:-

Frank Johnson. Tel: 01159 119732 (Nottingham)

8 h.p. and 10 h.p. engines, reconditioned with hardened valve seats to run on unleaded fuel - various prices. New Model "C" windscreen, glass only - £50. Track rod ends (state type required) - £17.50 each. 10 hp starter motor, reconditioned - £85. Clutch disc - £20. Reconditioned fuel pump - £25. Distributor and carburettors - ask for details. 6 volt bulbs 36/36 watt (headlights) - £3.00 each. MRN keys (state MRN number required) - £4.00 each (posted).

Tim Brandon. Tel: 01449 711837 (Stonham Aspal, Suffolk)

C/CX bulkhead £45. C/CX chassis with bulkhead £155. Full set of C/CX wings, inner front wings, bonnet parts, CX dash panel. Set of five wheels, newly powered coated black. Phone for details and prices.

Graham Miles. Tel: 07889 844 949

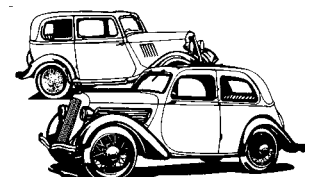
Wanted.

Luggage rack, complete, for Model Y. Contact with details and asking price. Tel: 01785 714895.

The Ford Model Y & C Register

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

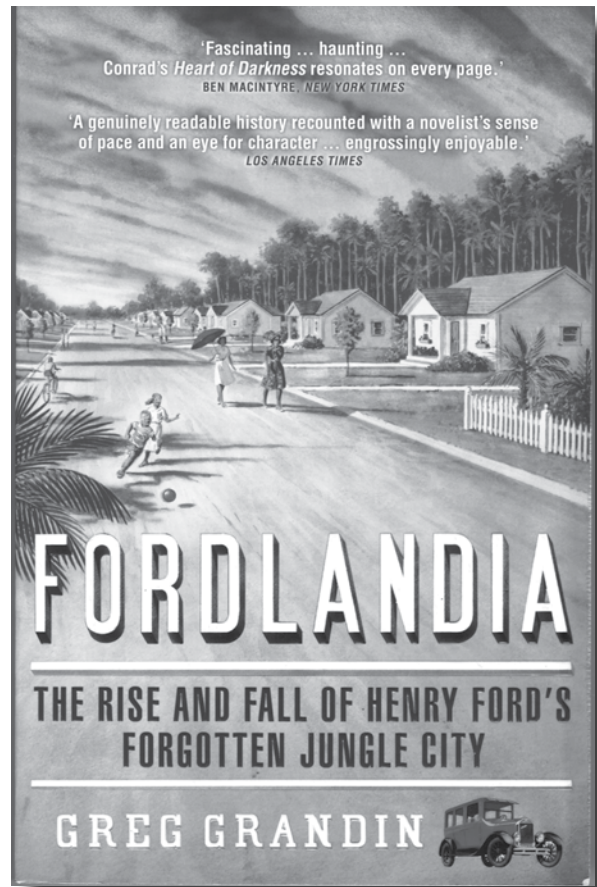
Mike Malyon,
Membership
Officer.



Book review



Nigel Moss's Model "Y" up a muddy incline somewhere in Gloucestershire in 2006, when owned by Mike Workman.



'Fordlandia' by Greg Grandin

This recently published 417 page book covers "The Rise and Fall of Henry Ford's Forgotten Jungle City" and has now been added to the Register library. The summary on the back cover reads:- "In 1927, Henry Ford bought a 5,000 square mile tract of land in the Brazilian Amazon. There he was going to build a rubber plantation.

But Ford wanted more than just rubber. To the unkempt rainforest he would bring order, efficiency and productivity – the principles of mass production. Across the United States, small-town America was giving way to consumerism and a crass, brash new society. In Brazil, Ford wanted to create an America in his own image – Fordlandia, full of neat houses, straight roads and restrained Puritanism.

However, Ford's early success in imposing time clocks and square dances on the jungle soon collapsed, as indigenous workers turned the place into a ribald tropical boomtown. By 1945 it was abandoned in ruins.

Greg Grandin tells the powerful fable of the pride and arrogance of the man who thought he alone could tame the Amazon. It is the battle between industrialised capitalism and the raw power of nature: it is the struggle too within Ford himself, the man who despised the new America that he himself had helped to set in motion, who spent twenty years and several fortunes on his Amazonian dream, yet never set foot inside it.

Superbly researched and grippingly told, 'Fordlandia' portrays a man suffering under the grand delusion that the forces of capitalism, once released, might then be contained."

This is a fair summary, but does not describe the lack of understanding of the problems associated with trying to grow rubber plants in the Amazon jungle or of managing native Brazilian labour. The choice of senior Dearborn staff to run the project also left much to be desired. The whole story is one of disaster! It makes a good read for the Henry Ford enthusiasts.

Members' correspondence

Andrew Sharkey in Co. Meath, to the north-west of Dublin, contributed to a short article on the Model "Y", and his in particular, for the Celtic Old Vehicle Owners' Club magazine, a copy of which was kindly forwarded to me by Friend of the Register, Robin McCullagh. I repeat the article here:-

The Model Y

My first introduction to motor cars was a 1936 Model Y which was the first car my father owned. It was a well worn example, but even then, twenty years on from when it left the showroom, it shared the road with a large number of similar survivors. Car ownership in Ireland increased dramatically during the thirties and Ford employed the same strategy in Europe as it had done in America by producing a car which was accessible to people of modest means. The Y retailed as low as £100 in Ireland and the UK and was an instant success.

Unlike previous large engined Ford models, the Y was powered by a 933cc side valve engine rated at 8hp for taxation purposes. It was known by different names in different parts of the world but in Ireland it acquired the title 'Baby Ford'. Available in two and four door variations and the option of a sliding roof, it carried the industry standard of the time; running boards either side. Semaphore indicators and electric wipers* and spoked steel wheels with a rear mounted spare gave it a level of equipment that was more than adequate given the time and the price. Again, the brakes were never its strong point but it hustled from A to B doubling a s a family car and sometimes carrier of farm animals and fodder and earned its keep in a rapidly changing Europe. I have recollections of an entire schoolboys football team being crammed inside in an era when seatbelts were unheard of; once the doors could be closed it was OK! The three speed gearbox could be coax it to 60 mph on very long straights. Early models came with a short radiator and a straight front bumper but the more common was the 'long rad' with its trademark dipped centre bumper.

The body design, although primarily for the European market, owed much to that of larger American Fords of the time**, many of which feature in the gangster movies of the Capone era. Like the A it has become popular to modify old Ys as hot rods and dragsters.

Andrew Sharkey is a COVOC member and proud owner of a 1936 Tudor (two door) Y. Its history is a bit vague having come to Andrew by way of another club member and carrying then a Cork ZB reg.; but it seems most likely that it was assembled in the Ford plant in Cork. Former Garda Andrew lost part of a limb some years ago and has had his 'baby' converted with hand brake and throttle controls. Even now its 8hp engine purrs delightfully and braking is more than effective. Interior space and comfort is well on a par with other vehicles of the era.



Andrew Sharkey with his 'Baby Ford' the day after the 91 miles Norman Pratt run last year. This is not the photograph of Andrew and the car which accompanied the COVOC magazine article.

Notes from Editor:-

* The "Y" never had electric wipers in production. They were vacuum operated.

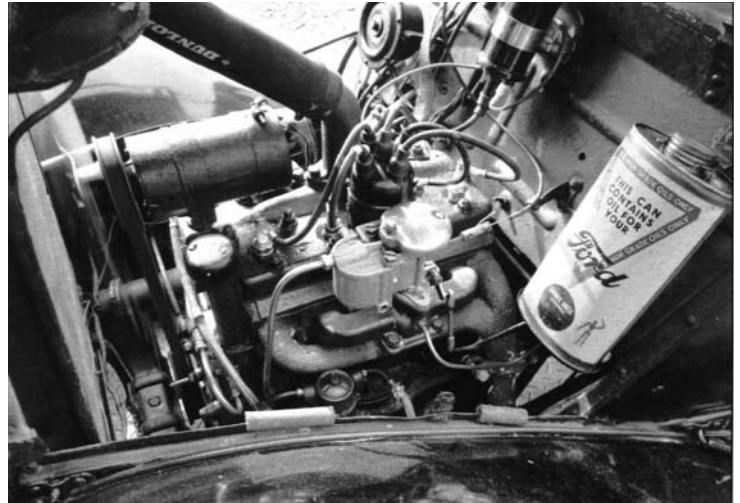
** The larger American Ford, the V8 Model 40, was a scaled up version of the "Y" at Edsel Ford's behest. The Model 40 owed much to the 'Bob' Gregorie's long rad Model "Y" body design and not the other way round.

The Ford Model Y & C Register

Andrew adds:-

"The interior and dashboard are still a bit untidy. I have skimmed the cylinder-head and painted the engine in the dark green colour - I'm told by Paul Beck that this is the correct colour - ready to fit in the engine bay.

I did the Norman Pratt run last year, a total of 91 miles, keeping up with much more powerful and faster cars and returning 34 miles per gallon. The following morning, I removed the spark plugs to discover



The tidy engine compartment as illustrated in the COVOC article. Note the windscreen wiper vacuum pipe take-off from the inlet manifold.

that nice grey colour which indicates good carb and ignition settings. I was happy with that. I drive on hand controls and I have about 4" play in the steering. I found that on the very twisty roads, when the steering wheel was turned to take up the slack, it was a great experience to corner on full throttle. When these little cars were new, with no looseness in the steering, they must have been a delight to drive."

Where are you now, ABC 499?

Not a member, but an enthusiast of a particular Model "Y", Dr. Helen Boynton contacted the Club to find out if her father's Model "Y" was still in existence. He died in 1996, aged 92. She writes:-

"My father, Arthur Sadler, who worked at the Bush company in Leicester for 65 years, bought a vineyard green "Popular" Ford, ABC 499, from one of

the two the main Ford dealers in Leicester, Central Motors Co., Ltd. in April 1936 for £100.

We had three years of happy motoring before it was laid up under wraps in the garage during the war. In the pre-war years we went to Hunstanton for our holidays. His parents, sister and family had moved there in about 1931 for my uncle to start building houses on the Clifton Estate. We also went to the Peak District and explored Leicestershire. After the war he ventured to Bournemouth and the Cotswolds.

I, as a very small child, have some very poignant memories of trips in the little car; one especially was ascending Wardley Hill, west of Uppingham. It was quite steep and the car really struggled up it for about 5/8 mile. At the top we always had to stop in the lay-by for the engine to cool down. The lay-by is still there. The A47 was bypassed here in 1972 by a gentler ascent to the south, but the old road can be still walked, which we do with our dog as there is now no traffic of course - although the cats' eyes are still there, together with double white lines covered with moss in places.

The most memorable event, however, was the journey to Hunstanton just before the war. We were going along by the River



About 1938 in the Peak District (note the limestone walls. Grandma is now wearing a short dress and father looks pensive. Mother would have been taking the photographs.

them on the luggage rack securely. I could take you back to that same spot today! On our 1946 journey to Bournemouth, the car was packed with five of us. I sat on my uncle's knee in front. It was a very hot day and he smelled of cigarette smoke and drink; I hated that journey. My mother and auntie, who was rather large, sat in the back. In 1948, my father sold the car and bought a Hillman, which was more spacious and warmer, but this always made me feel 'drugged'. My father was a nervous driver as my mother had what was probably a form of ME so, when he bought the Ford, he joined the AA. We didn't call them very often, only once that I remember just outside Warwick, where we sat for about three hours waiting. I can't remember what the matter was.

Model C visible in the pic of the Model "Y" Fordor in Ireland on page eight?

How heartening and encouraging it is when one sees the dedication and skill which member Brian Godfrey has put into his resultantly beautiful Model "Y" Fordor. It is of course quite common to see this level of skill go into the restoration of more exotic cars, where their monetary value on completion justifies "cheque book" approaches with someone else doing the work, but Brian's result is an inspiration to all of us!"

Bill Ballard in Oz commented on the Pacitti Model "CX" depicted in 'Photographic Finds':-

"I've had a pretty busy time of late but I have still managed to find the time to read Issue 184 - well done on another great read! I wonder if anyone has bothered to point out that James Pacitti's Model "CX" (page 7) bears a Blackpool, Lancashire registration, which begs the question - how did it get up to Falkirk? Well, funnily enough, I know for a fact that the coaches (and sometimes buses) of W. Alexander & Sons Ltd of Falkirk used to visit Blackpool during the summer season (also during The Illuminations), and I wonder if it was on one of those trips that Mr Pacitti could have bought his car? You never know...!!!

I also note that on the same page you used that wonderful picture of Cheltenham, copied from a postcard in my possession, that I sent you a while back!"



Somewhere in Leicestershire shortly after my father bought the car in 1936. I am being carried by my grandmother, who is wearing an Edwardian-type dress and her best hat. It was a hot day as the ventilation flap on the car is raised. My father is studying his map in the background. I still have the 1936 Ordnance Survey map of Leicestershire, which he used so much - it is very tattered!"

Nene, south of Wisbech, when I turned round and saw our cases lying in the middle of the road. My father had not strapped

I was sad to see the Ford "Popular" go and often wondered if anybody had it in their collection. I would love to hear. It was only after finding the sales brochure for the car in my father's papers that this interest was re-awakened. I hope someone can help."

Feedback - issue 184

Nigel Stennett-Cox emailed the following, "Thanks for the usual superb magazine. The shot of Billericay High Street was the first lovely old pic to catch my eye. For what it's worth, I'm sure that the small car to the right, which you think might be a Model "Y", is a Morris Eight series one or pre-series of 1934-7. Fords are still well-represented

though as the lorry coming towards the camera is a c.1934 Fordson Model BB Two-Tonner. I'm a little surprised that you don't comment upon the rear end of the

20 years ago

Issue 65, June/July 1990

This issue started off with the list of no fewer than 14 new members who had joined over the previous two months. Of the 14, only three are still in membership. The one we see most at our events is Frank Johnson, usually accompanied by May, his wife. Unusually, they were not at this year's A.G.M. As he subsequently wrote, "I have had a 'new knee' and cannot drive. It has knocked me back a bit. I realise I am not so young." He has decided to sell his Model "Y" saloon restoration project – see the For Sale advertisement. We wish you a speedy recovery. Frank has owned the only known surviving Standard Arrow Coachwork tourer since well before the Y&C Register was formed. As we always tease, the car is rarely seen with its hood down!

The other two members still with us are shown on the list of surviving vehicles as having their Model "Y"s under restoration. In the case of Mike Jones, this seems unlikely as, in issue 65, it was reported that he had owned it for 20 years. This was his third Model "Y" as he stated, "Jimpy I was my first Y, BAX 561, when I was 19 years old. The car had a hell of a hard life. I used it on my farm for carrying calves to market, milk to the creamery and as a general runabout. An 1172cc engine was fitted to help with the Brdgend Hill climb! After 13 years, Jimpy was written off when a drunken driver rammed the nearside. It had done over 250,000 miles.

Jimpy II, DW 9328, was its replacement and benefited from all the good parts from Jimpy I. After some welding, etc., the car ran for 5 years and then just fell apart. The good parts were saved and the rest went for scarp.

So now I have Jimpy III and with a bit of luck and hard work, I will be back on the road with 40 years experience and fun behind me. I look forward to more enjoyment of my favourite car."

Tell us Mike, have you now enjoyed 60 years of enjoyable driving, or has Jimpy III been off the road for a further 20 years?

Jim Muir, from Rawtenstall in Lancashire, still owns a December 1935 Fordor "Y". In issue 65, it was reported that Jim was "completing the restoration work." Where are we now with the restoration, Jim?

There was an unusually high clutch of letters from members in this issue. Extracts from some are as follows:-

"Having taken the head off the engine and drained the oil (complete with lumps of metal) I can now see what the large bang was some 6 months before I laid it up and why it burnt oil to the extent that would give the Green Movement palpitations. No. 3 piston had partially disintegrated.

One thing I was really amazed at was the Lithanode 6 volt battery. When the car was laid up 20 years ago, the battery was left in its compartment, disconnected, of course. It was at the time fairly new. Some weeks ago I put some tap water in it, thinking it was probably finished and put it on charge just to see! Well, it charged right up and is still holding full charge."

Harry Edwards, the Editor and Historian of the Morris Register wrote:-

"I wonder if the J. McEvoy mentioned in Sam Roberts' article about the 'J.W. Special' (issue 60) is/was related to Col. M.A. McEvoy, or was it a misprint of the initials? Certainly M.A. McEvoy had connections with the Jensen Brothers (Mistral Tourer, etc.) and with competition driving. McEvoy had Jensen bodied Morris cars 'hotted' up and sold as McEvoy Specials."

Harry still reads 'Transverse Torque' avidly. I apologise for my late response, Harry, but it was not a typo. The January 11, 1935 issue of Light Car, on page 250, lists J. McEvoy and J.W. Whalley as winning awards driving Fords in the MCC London- Exeter Trial in December 1934. Unless it was a typo in the Light Car magazine!

Another letter:- *"I must congratulate Graham and all the others who were involved with the production of the Y hub caps. They were a long time coming, given the technical problems which we know were faced in production – but the wait and efforts were certainly worth it! Having just received 5 hub caps – and I must admit I agonised over*

whether to replace my battered originals – the quality and outstanding detail are a delight to see.. In my view these are superb replacements and worth every penny. The efforts of all those involved were not in vain and are appreciated. My thanks also for the efficient and prompt despatch of these and other spares."

This issue also contained write-ups on three successful events; the Enfield Pageant, the Bristol Classic Car Show and the Stanford Hall gathering. I remember the Enfield Pageant of that year well. Having attended all of them over the years, without doubt, this was the best ever. Jim Miles pushed the boat out and the club stand was brilliant. Jim wrote it up thus:- *"The weather for this year's Pageant held over the long Whitsun weekend, surpassed all expectations. A well positioned club stand site was picked out on the Friday by Jeff Cole, Graham Miles and myself. Then the work began of setting up. This year's theme was a nineteen thirties used car lot, complete with old garage enamel signs and a small shed/office, which was kindly donated by Marvin Starbuck. Every Y or C that turned up had sales slogans and period prices painted on their windscreens with white blanco.*

Dave Tebb turned up in his newly acquired ex-Jan Palmer Tug, which was then parked next to Graham Miles' Alan Taylor Tractor and 1933 van, and John Hampton's 1935 van. This quartet showed just how versatile the Y chassis could be. Two cabriolets were present; Graham Tomlinson's pretty French 6CV Kelsch bodied model and my own German Köln.

It was nice to see Richard Wakefield and his smart 1934 Fordor Y. Richard had driven up all the way from Brighton to support the Register. Another Fordor was OY 7006, a 1933 Model Y belonging to Peter Richardson of Horsham and Ron Smith with his 1934 Fordor. Tudors were represented by Owen and Christine Baldock's 1936 Y. Sam Roberts arrived with his car, CNN, still sporting white ribbons from his daughter's wedding on the previous day! Chris Cheeseman's and Jeff Cole's Tudors looked good parked up together. Kevin Briggins' newly restored maroon and black short rad look brilliant. The only Cs on site were the 1936 green CX tourer of Graham Game and a black saloon.

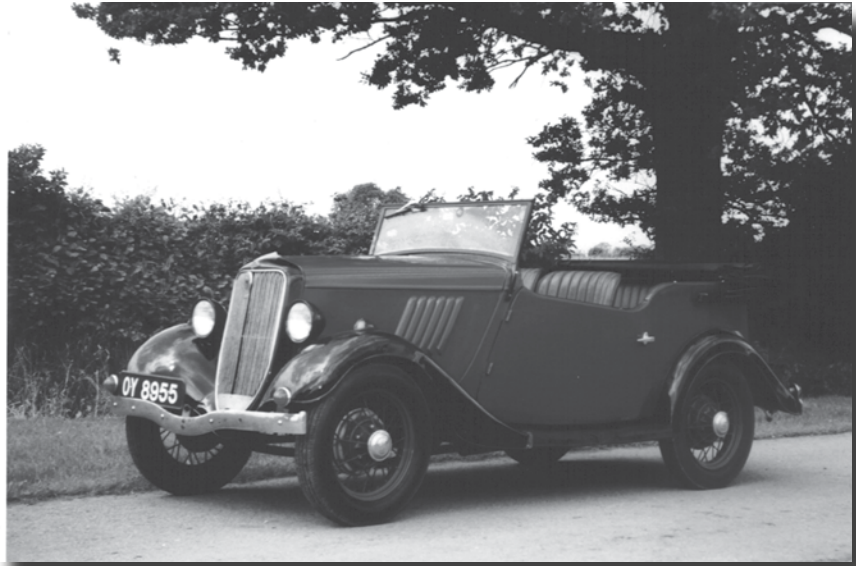
The grand parade around the arena went off very well. The Register was allocated nearly half an hour. I did my commentary over the p/a system, while Dave Ball drove my Cabriolet. Dave had a bad start to the day when the suspension collapsed on his trailer and he had to leave his brace of Model Y taxis at home. Bringing up the rear of the parade was Graham's tractor towing Dave Tebb's Tug passing the

crowds of puzzled onlookers!

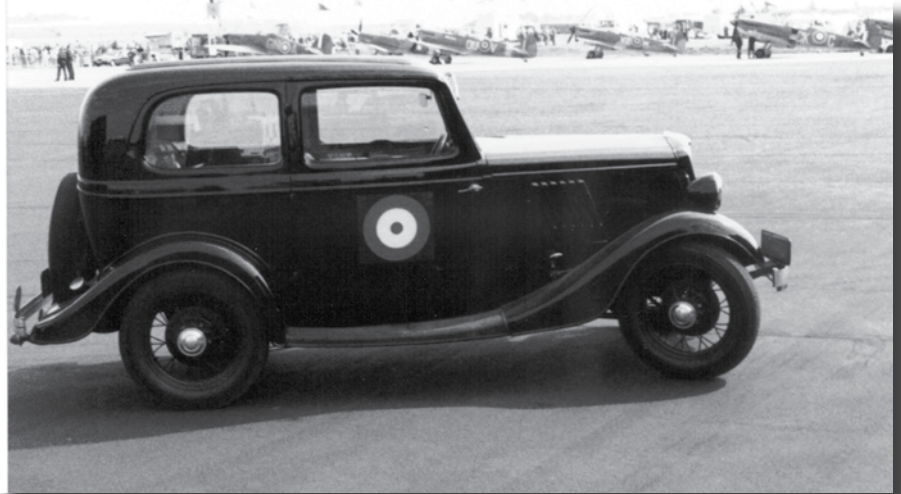
A good weekend was had by all. There was plenty to look at with over 500 stalls, fifty car clubs and over one thousand exhibits. In the 'Best Stand' competition, we managed to get second prize of £150 coming behind the Mini Cooper stand. I think it was a good effort on our part when one considers that the Mini Club had two 1990 G reg. cars amongst its line-up on its stand! So it's no problem for them to get to and from the rally and find spare parts for their vehicles!"

At Stanford Hall, the turn-out was also impressive. As David Grace reported, "They came from as far-a-field as Tonbridge and Leyland, Haverfordwest and Norwich and the New Forest and all places in-between. Altogether twenty four cars and forty eight members joined in the Saturday evening barbecue and Sunday's activities." The Maurice Billing shield was awarded to Bob Wilkinson and the best restoration, Eric Bufton shield, was awarded to Kevin Briginshaw. As David commented, "It was particularly pleasing to see the two trophies presented to two members who devote so much time and effort into the running of the Club."

CNN appeared at Stanford Hall sporting RAF roundels, which were worn at the 50th anniversary of the Battle of Britain display at Boscombe Down the previous week. CNN represented a pilot's car which was given speedy access through the airfield gates when the pilots were 'scrambled'. We sat through the whole show alongside the Hurricanes and Spitfires.



A very rare photograph of Frank Johnson's Standard Arrow tourer with its hood down, posed specifically for inclusion in the Model "Y" book.



Is this the bravest trip of 2010?

We read of lengthy journeys being made by some of our Australian members (often on a trailer), but members Lynne and John Dalessio decided to travel to their house in Italy in their 1937 Fordor Model "Y" from Yorkshire. Lynne takes up the story:-

"On the 20th March 2010, we decided to take our Fordor Ford, made in 1937, to Italy. We had been wanting to make this journey for a considerable time. However, work commitments and the weather had prevented this happening. As we were getting older and maybe a little less brave, we decided that we had to go for it! Our journey began from our home in Rotherham, South Yorkshire on Saturday morning, 20th March, at 10.15 a.m.

John packed a number of spares in the home-made box on the luggage rack, including a dynamo, fuel pump, spark plugs, contact points, distributor cap, spare bulbs and other small sundries – in fact, anything we could get in. Inside the car, we had the minimum of luggage and I found myself having to make tough decisions on clothing as the weather was unpredictable. We had extra lights on the home-made box, plus a huge Union Jack to make sure we were noticed as the car is not large and is blue/black in colour – we were noticed alright; more of which later.

The mileage reading on setting off was 57741. We drove down the M1 and our first stop was the Watford Gap for coffee. The car was much admired and set the tone for the rest of the journey. No one believed we were going to Tuscany. With muttered comments from the sceptics in the crowd along the lines of "You'll be lucky if you get there", we set off, con-

fidence undiminished, for Dover. We arrived at our hotel, with no hitches, at 5.15 p.m. We had a reasonable evening meal and an early night as we were boarding the 8 a.m. ferry for Dunkirk.

On the ferry, people thought we were crackers or foolhardy. The crew directed us to be first off the ferry by the exit ramp, obviously thinking that from there, we could easily be towed off should the little car fail to start! We arrived in Dunkirk at 10.20 a.m. French time. We bought 23 litres of petrol in St. Quentin and continued on to Reims using John's original route from 1968 to guide us to our overnight stop. John was concerned about the ammeter reading 20 amps and stopped to check this out. Nothing was wrong and, after he had tapped it, it went back to normal. We reached Reims at 4.45 p.m., had a quiet night in a very nice hotel and left at 8.40 a.m. on the 22nd.



John and Lynne leaving their home in Yorkshire on their trip to Tuscany, Italy. Note the British bulldog mascot on the front bumper.

We were going very well until the rear left-hand tyre developed a slow puncture. John discovered that he had packed the worst jack he owned and it took an age to lift the wheel up. We had stopped outside a café which sold, arguably, the worst coffee in the world, so I am sure the thought of another cup spurred John on with the repair, but it still took him an hour due mainly to the jack.



No long trip is complete without at least one puncture! John struggles with his less than efficient jack in France.

Eventually we set off again. We started to encounter undulating hills. They were OK if you could get a run at them, but there were lots of lorries – big ones! We were using N roads, so we had to accept we were going to be held up or cause a tail-back sometimes, but people were very patient. We arrived at Chaumont, bought fuel and proceeded on our way. We parked up in a lay-by in the middle of nowhere on the road to Basançon to give the car a rest. Another car, an old Renault, was already parked there with

The Ford Model Y & C Register

village car association. How odd - in the middle of nowhere! We have his address if anyone wants an Anglo-French contact.

We left France behind and arrived in Lausanne, Switzerland, that evening. The hotel was a very basic ibis; the dining room where we ate that evening was full of model cows – not a cuckoo in sight. The meal was mediocre and very expensive, so we decided to skip breakfast and left at about 8 a.m.

I fed the ducks by the lake and we took photographs before passing through Vevey and Montreaux en route to Martigny.

On the way up the Gran St. Bernard, we stopped to give the car a rest, which was a mistake as we had parked the car facing up hill and couldn't get the car started. John tried to pump the fuel through the primer on the pump. This didn't work, so he turned the car so that it was facing down hill and, hey presto, it worked and we went on our way. A short while later, we encountered a very slow lorry and it happened again, but this time we knew what the problem was, so when we spluttered to a stop, we gave the lorry half an hour to get out of our way and reached the border with Italy

a man in a pair of greasy overalls. We started to communicate in our near non-existent French. Neither he nor his wife could speak English, so it was a bit hit and miss, but as all vintage car owners have a common language, i.e. the car, we managed to find out that he was the president of the local

without further incident. At about 12.15 we stopped for lunch and at 12.30 started to make our way towards Milan.

We stopped for a cappuccino just before Ivrea. There were lots of tunnels en route, so John made sure his extra lights were working as this part of the journey was hair-raising with lots of climbing and lorries with trailers. We gave the car a couple of rests, during which a lorry driver said that we would never get to Tuscany –Ha! Ha! By now we weren't listening as we were just determined to get there and prove them wrong.

It was very busy on the Milan ring road as we hit it at rush-hour. We were very concerned at people taking photographs and trying to drive as well, especially one-handed lorry drivers – one hand on the wheel and the other, and both eyes, on the camera! My 'usband, 'e is so clever and has nerves of steel, which were certainly needed. He coped, despite the fact that people were cutting in an inch from his front bumper or riding on the back one.

Dusk was falling as we were leaving Milan. The car has the original 6 volt battery, so when it gets dark, it is prudent to find somewhere to stay. I saw a motel sign at a place called Lodi on the outskirts of Milan. It said on the sign 'Discretion assured!' Being tired and somewhat curious was a spur to seeking out the accommodation. At first we thought it was something out of "Psyco", as the man behind the desk was unfriendly – although he didn't look like Norman Bates. The room was very clean with a bed that was 7 ft wide. It would have accommodated six people easily, but I am not going to excite your imagination further! A huge mirror dominated one wall and I looked for the cameras. The guests at breakfast next morning were all male and appeared to be working in the area. Perhaps my imagination was running away with me! After some entertaining speculation, we got into the car at 7.10 a.m., stopped for coffee at 9 a.m. and were underway at 9.30 a.m.

There are approximately 29 tunnels on the Bologna – Firenze motorway with plenty of long uphill crawls before our home run, causing more fuel starvation. We then took the Pisa – Prato motorway and left it at Pistoia to do some shopping, then home to our house in Marrazzano, arriving at 3.35 p.m. The mileage reading on arrival was 58861 – we had travelled 1120 miles since setting off.

After a couple of days, John collected our elderly Fiat, which is stored at our son's house. John felt he was driving a Rolls Royce and the Fiat is 26 years old!

Part 2. We shall and did return.

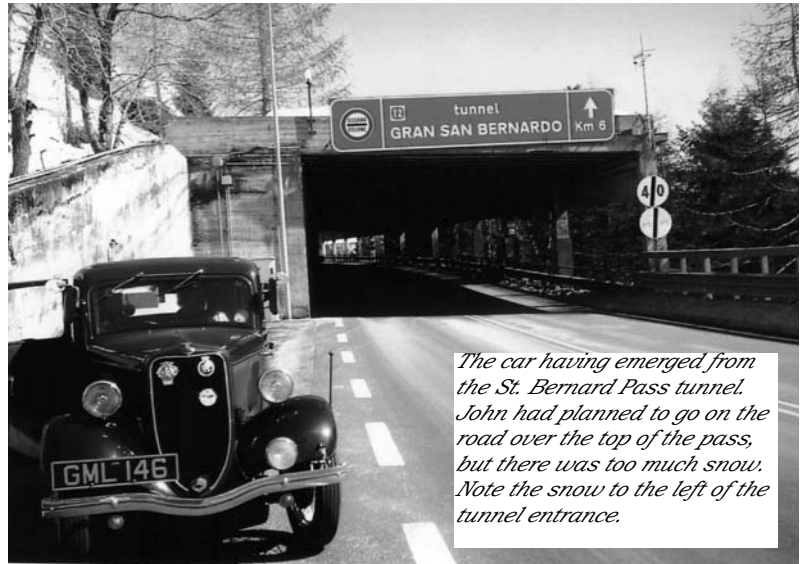
We began the return journey at about 11.30 a.m. on Easter Monday. There was bad

weather the night before, which had prevented us from packing the car. Also, we had lost some vital seeds (including lots of tomato seeds purchased for ourselves and others), so we had to go to the local Monday market to replenish. The car was being photographed when we got back, leading to a further delay as we were kept talking again! Eventually, we set off heading for San Remo. Apart from the usual photos and back bumper riders, the journey was uneventful.

We arrived in San Remo at about 7.10 p.m. and quickly found a hotel. It was quite disappointing: lots of dogs staying; not a very good evening meal and a chorus of woof woofs. We set off for Monaco at 9.15 a.m., stopping for petrol just after Antibes – very posh! We made our way to Monaco and Monte-Carlo, where we went to the casino and decided to ignore the 'Authorised Vehicles Only' sign and took some pictures outside, as we felt the little car deserved it. Monte-Carlo proved a pain to get out of as they were preparing for the Grand Prix and the deviation signs just seemed to disappear. After going round the island near the casino for the third time, we were beginning to look a bit silly but, as you have probably guessed by now, we were used to being regarded as a bit strange – the broomstick Union Jack may have had something to do with it!

Our next stop was Cannes. John wanted to stay the night at a hotel on the seafront where lots of movie-stars stay, but I thought the expense wasn't worthwhile, just to sleep in Sharon Stone's bed. I think John was a bit disappointed though! We made do with an ibis. However, there was an excellent restaurant round the corner which was some compensation. The next morning, at 8.15 a.m., we started the long haul from the south of France up to the port of Dunkirk. We bought petrol at Avignon, but the weather was not good, with intermittent rain, so we had to rely on the vacuum system on the windscreen wipers, which isn't easy. I'm sure most of you know what we mean!

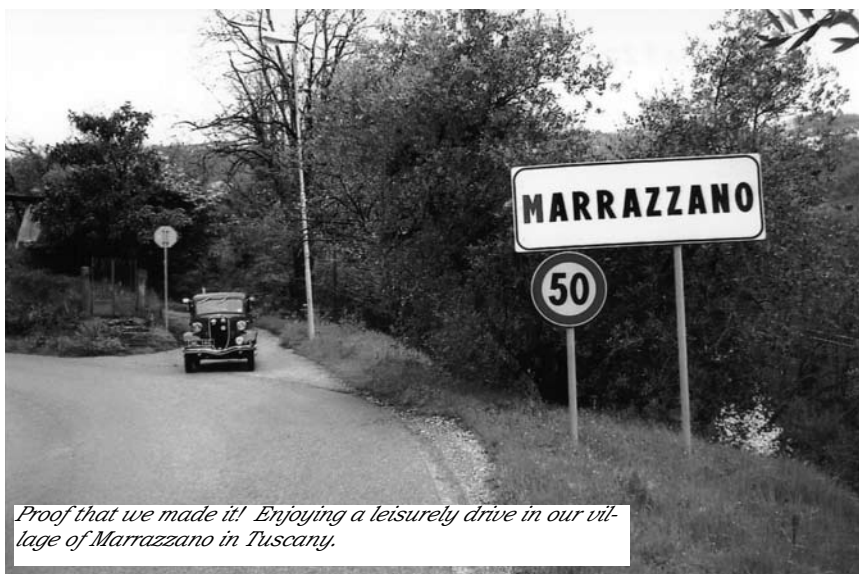
We stayed that night at a French chateau which looked romantic but was just adequate. At least we experienced it, but give me a Premier Inn anytime. We carried on throughout the day to our last stop in France, at Chaumont, where we stayed at a super B&B.



The car having emerged from the St. Bernard Pass tunnel. John had planned to go on the road over the top of the pass, but there was too much snow. Note the snow to the left of the tunnel entrance.



Lynn enjoying the prospect of a comfortable night in the 7-foot bed in the 'Psyco' motel.



Proof that we made it! Enjoying a leisurely drive in our village of Marrazzano in Tuscany.

The handsome owner had a luxurious moustache and a twinkle in his eye. He was quite happy to drink away his profits with his clientele in the small bar. After what seemed to us to be numerous glasses of pastis the night before, he was rattling about at 5.30 a.m. Did this man not sleep? After an excellent continental breakfast had set us up for the day, we left for Dunkirk at 8 a.m. John stopped to change two of the dynamo brushes at a place called Marle, just before St. Quentin.

We arrived at Dunkirk at about 10.15 p.m. having broken our rule about not proceeding in the dark. I wouldn't recommend it on a 6 volt battery. Our ferry was not until noon the next day, so it was utter folly really. However, we did manage to get booked on the midnight ferry, arriving at Dover at 1.45 a.m. UK time. I'd phoned ahead and tried to book the hotel we had stayed in on the outward journey, but it was full. As I said to John, "Never mind, we are bound to get into the Churchill Hotel on Marine Parade." We drew up outside and went in the door, only to be told that it had gone into liquidation 6 weeks before with no prior warning. Just as we had nowhere to stay, the little car went on strike (who could blame it). The one dynamo brush that had not been changed the previous day caused the charge to drop, so John made a temporary cut-out bypass with wires leading into the cab and made a switch with the aid of a crocodile clip to control the charge. However, we were still in need of accommodation; there was nowhere in Dover and we were warned by a passer-by to avoid certain places, so we ended the night in a lay-by on a road leading to the M20. We thought we had grown out of this as we like

Parts Report



Our return via the French Riviera. Arriving in Monaco the week before the Grand Prix.

our comfort now, but to continue with a six volt battery in the dark was suicidal. As soon as it was light, we set off – it was about 6 a.m. We broke for a bacon sandwich and coffee and arrived home at about 2.15 p.m. on Sunday, 10th April, tired but triumphant.

The total mileage for the round trip was 2,589 – not bad for a 1937 old lady.

Lynne Dalessio

Events 2010

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
4 September	Treasure hunt in the New Forest (See below)	Colin White 01202 873620
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
19 September	Turweston Show – Wings & Wheels Turweston Aerodrome, Nr.Silverstone.	Bob Brown 01327 857514
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

I would like to thank the membership for voting me as Spares Officer at the AGM in April. Taking over from Jim Sharpe will be a little disconcerting as he has done such a great job during his time as Spares Officer; he is certainly a hard act to follow.

As I have said on numerous occasions, the Register belongs to the members and as far as I am concerned this applies to the spares section. If you have any suggestion on which parts we should be concentrating on, please let me know. Likewise if you have had some good quality work done on your vehicle and would like to recommend anyone who has carried out work or provided parts, please contact me.

In the past we have provided parts based on feedback from members, parts not available from other sources and items related to the MOT. I do not envisage this changing. One item on our next spares meeting agenda will be steering boxes. We have had two batches made in the past and this has consumed all our usable spares, so, these spares will have to be remanufactured: consequently they are going to be expensive. One way of reducing costs is by joint ventures with other similar clubs. We will investigate this.

My quest to get oil cans manufactured in Bangkok was thwarted by Songkran, the Thai New Year. Everything was closed for a week, which coincided with our visit, but we are looking at another supplier. We have restocked two items; oil can brackets and luggage racks. The prices will appear in the next issue. On the issue of pricing, I have just returned from the chromers and he apologised for the increased prices, but as you probably know if you have recently bought any metal, the prices have gone through the roof. As copper, nickel and chrome are used in the chroming process, we have no choice but to pay up. I also had a batch of rubber supplied, which comes from the United States. Because of the exchange rates and inflation, this had increased by 22%. So maybe it is not a good time to be taking over as Spares Officer!

By the time you read this issue, I will have chaired my first spares meeting at which we will set out our budget and objectives for the near future. As with most predictions, these will not be set in stone, so, let us know what you want and we will do our best to oblige.

Peter Ketchell
Spares Officer.

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

Kirkstall Classic Car Show, nr. 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 £1050 for St. Gemma 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 steve@cpsairedale.co.uk - for an 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

Treasure Hunt in the New Forest, Saturday, 4th September

Region 3 is organising a Treasure Hunt around the glorious Hampshire and Dorset countryside, approximately 30 miles long, with a lunch stage. Starting in the Bourne-mouth area and ending at the UK Youth fête in the grounds of Avon Tyrrell in the New Forest. Come and enjoy a bit of sightseeing and site-spotting!

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
DISAPPOINTMENT.
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

Regional News Region 2, South-West

We welcome the trialling Moss family to the Register. I have photographed their cars in the past, both locally and at the Dorset Steam Fair. If you would like to see some of the trialling in action search Nailsworth Ladder on 'You Tube'.

We had a stand at the Bristol Classic Car Show at Shepton Mallet early in May. Phil and Martin Wookey brought Phil's 2-door Model "Y" along. Thanks go to Phil and Martyn for their support and to Geoff Dee for helping on the stand. Colin White's tourer was two stands away with another Model "Y" on the classic stock car stand.

At the other end of May, Brian and Chris Bedford were showing their 4-door Model "Y".

Let's look forward to some dry and sunny weekends over the summer and the Old Ford Rally in July.

Ivor Bryant, Regions 1 & 2

Northern sidelights

Region 16. North, West and East Ridings of Yorkshire

Not a great deal to report this time, mostly in anticipation of events taking place over

International

Australia

Brian Shields, in Queensland, has passed the information on a new discovery to Bill Ballard, who emailed Allan and Jan Waite, "My friend, Brian Shields, informs me that you have recently acquired a 1935/36 Model "C" sedan, body number 20-S525. I wish to congratulate you on rescuing this very rare machine and to wish you well with its restoration. It becomes only the 15th example of a Model "C" known to exist in Australia, and is one of 10 sedans (or "Fordors" to Poms), 4 in Queensland, 3 in Victoria, 2 in South Australia and 1 in Western Australia. However, only three have been on the road in the past 10 years"

Also in Queensland, Bill reports, "Would you believe that another Model "Y" sedan has come out of the woodwork here in Oz? Cyril Johnston told Ron T. Smith about us and he rang me and we talked at great length tonight! Ron owns a 1933 sedan in totally original condition which is painted dark

the next few weeks, and which are mentioned in the events column.

One point in praise of the Ford braking system. The MoT ritual at the local garage went fairly routinely, with a promise that I would do something about the past-its-best off-side running board, now that the Register is re-manufacturing same. Nick, the mechanic, then produced the Tapley decelerometer, (originally purchased by the garage in 1958), which I told him would have been acquired in anticipation of the introduction of the MoT the following year. He then took CNN on the test around the block, and what a fine sound she made. Returning a few minutes later, he declared a 65% footbrake efficiency!! It got better, the Jowett Javelin he had tested the day before only managed 45%! *[Eat your heart out Steve! – Ed.]*

I spent a couple of hours replacing the inner-tube in one of the back wheels. Fortunately, I have a collection of antique tyre levers. The most important thing, of course, is not to trap the inner-tube, which I managed not to do. However, I was reminded of a tale my father used to tell of a trip to the seaside, just post-war, when new tyres were virtually unobtainable, and he encountered five punctures in his pre-war Jowett on the trip there and back!!

Full marks to Longstone tyres, who had the inner tube on my doorstep two days after ordering on-line.

Again a plea for any information from regional members on any aspect of their Y&C endeavours.

Barry Diggle, Region 16.



Colin White displayed his Knibbs Parkin bodied Model "Y" tourer at the Bristol Classic Car Show in May.



"The Model "Y" stock car at the Bristol Classic Car Show.

Correspondence

green with black wings and dark red leather upholstery, which has been in storage for 40 years! He tells me he cannot read the second digit of its engine number, which is either Y23227 or Y28227 and is stamped on the side of the block, behind the oil filler cap. Apparently he has still got the original documentation given to him when he bought the car all those years ago, so he's going to confirm this number, also its original registration mark and its body number for me. I'm putting my money on it being Y28227, because if it was Y23227, the engine number would have been stamped on a small rectangular plate welded to the off-side of the engine, above the double water outlet manifold.

Ron lives in a tiny place called Morinish, which recently became part of the enlarged city of Rockhampton, Queensland, which in turn is a long way from Brisbane!



Allan and Jan Waite's new project in Queensland. An eminently restorable Geelong bodied and assembled Fordor Model "C" sedan, body number 20 S525.

Germany

On 28th May 2010, the Automobile Division of Benteler AG celebrated 75 years providing parts for Ford of Germany. Thortsen Ehrenteit, who has been actively restoring the company's own 1935 Eifel limousine, with the help of the Y&C Register (see front cover), recounts the company's history:-

"The Benteler Group is internationally active. Its three legally autonomous divisions - Automotive, Steel/Tube and Distribution - operate under the parent company Benteler AG as the Management Holding Company. The Group can look back on more than 130 years of success, and is now owned by the fourth generation of its founding family. Profitable growth and progress, drawing on a long tradition, are essential so that Benteler can safeguard its entrepreneurial autonomy in the future. Benteler employs a total workforce of 23,150 employees at 150 locations in 38 countries.

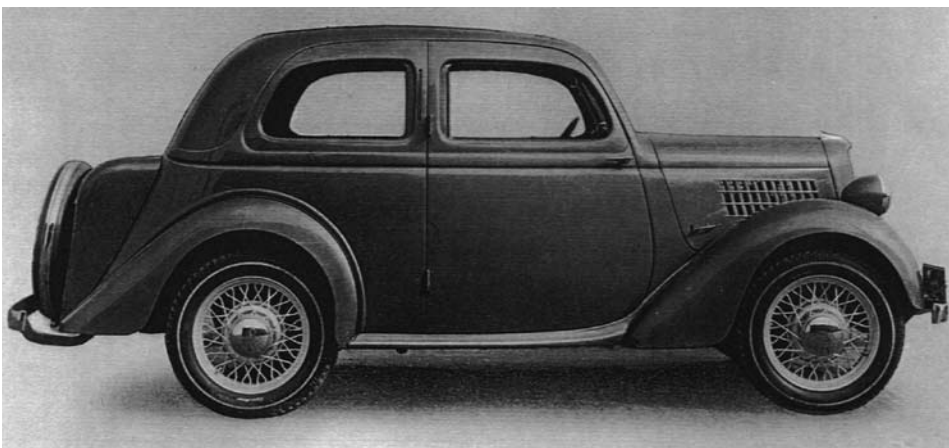


The Benteler Group premises in Paderborn, Germany. To celebrate 75 years association with Ford the Eifel was on display inside the building (see front cover and here) and outside were parked, from left, a Ford Taunus (17M), a Ford Taunus (12M), a Ford Anglia (100E) and their own manufactured car, the 'Champion' (1950-52).

Benteler Automotive produces ready-to-install modules, components and parts for bodies, chassis and engines at 20 engineering and sales offices and 69 plants in 27 countries. It remains the largest Business division with 77 % of Group sales. Benteler Automotive started in 1935 following its first order of exhaust pipes for the Ford Eifel. The exhaust pipe was the only product we produced for the Eifel. In one of our old documents I read something about exhaust flanges but I don't know if Benteler produced these."



I asked Thorsten to take a photograph of the Benteler Eifel side on to compare it with the original Ford Köln advertisement photograph.



The original Ford advertisement of the 'Eifel limousine mit koffer' (boot). Benteler have carried out an excellent restoration.

Ex-New Zealand – now Northern Ireland

In 2001, Jim Aiken, in Coleraine, Co. Londonderry, bought KZ 1590 from ex-member, John Mawhinney's widow, Gloria. Whilst documenting the history of the car for the archive, I noted that John had bought it from a New Zealander, who had settled in Ulster in 1990, bringing his Model "Y" with him. Noting also the chassis number of the car, Y162145, which was manufactured at Dagenham in November 1936, I guessed that it had been assembled at the new Ford plant at Lower Hutt and should, hence, carry the Lower Hutt assembly number on the front of its battery box. I am delighted to say that Jim was able to confirm that the assembly number was 8NZ 170 (the pre-fix 8NZ identifying the car as a Tudor Model "Y").

Australian Models "C" and "CX" double-rod rear brake systems.

by Bill Ballard

When I restored the braking system on my 1936 Model "CX" De Luxe roadster "Bluey", I simply had the original parts repaired or, in a few instances (like the rods), replaced "like for like" and never gave it another thought – until recently, when I received an s.o.s. from Tim Grant in Spreyton, near Devonport in Tasmania, who is restoring a similar 1935 Model "C" De Luxe roadster.

"Both my roadster and the 1936 Model "CX" De Luxe coupe that I'm using as a donor car had double-rod rear brake systems, and neither of them is complete", wrote Tim. "I recall you saying that 'Bluey' had double rod brakes, but the roadster ute has single rods? As I didn't have a hand brake, I rebuilt the brake cluster as it was, I thought. When I came to fit it to the chassis, the front shaft containing the braking for both front and rear (front off the bottom and rear off the top) will work fine. The second shaft has levers for the hand-brake. The only diagram I can find for double rod braking is for a Model "Y", which shows the brake levers coming off the bottom and the handbrake operating lever on the left hand side bottom of the cluster. Easy - swap it around to the right hand side, I thought.. No, that doesn't work! To get the handbrake operating lever in the right location to accept the rod through the hole in the chassis member, the brake levers also have to be at the top of the brake cluster. I do not consider that this can be correct as both rods would be in very close proximity. Can you send me a photo of a "C" or "CX" double-rod brake cluster, or a diagram to assist me," he asked. "Does the handbrake rod go below the front cross member on a double-rod system?" he enquired. "I cannot see how it can work with the collection of levers I have. This may have been one reason that the roadster didn't have a handbrake fitted?"



Milan Sterba's recently restored 1939 Eifel Cabriolet in the Czech Republic.



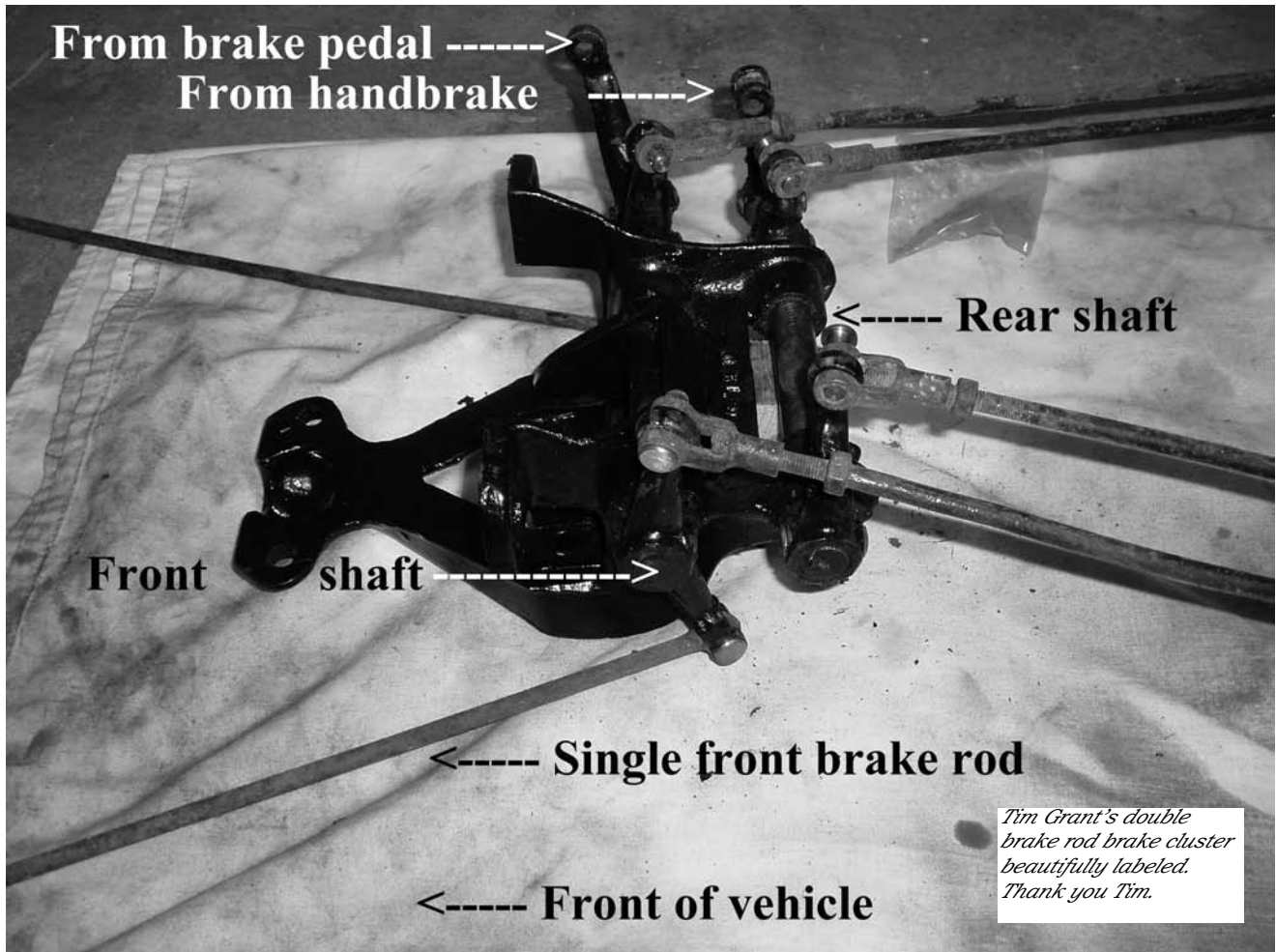
The tell-tale photograph of the engine compartment on the Cabriolet showing the two plates screwed to the green tool box lid."

The Eifel 'mafia' – progress.

In the last issue we illustrated 'a rather tired looking 1939 Eifel cabrio-limousine for sale in Hamburg' and its manufacturer's and body builder's plates on the bulkhead under the bonnet. (Motor no: C215194 and Hornig & Co. body number 8390). This was much to Klaus Düster's surprise as, according to his late father's book on the Eifel, Hornig only built cabriolet bodies.

The cover has been blown and Klaus can breath again. The under-bonnet photographs of the plates were not from the Hamburg cabrio-limousine at all, but from a recently restored cabriolet in the Czech Republic, owned by Milan Sterba. The detective work was carried out by Jakub Hunia in Cracow, Poland, who was able to email Milan and obtain photographs of his car. Although the cabriolet is painted red, the bulkhead and tool box are still painted green, which, one presumes, was the original colour. This is the background colour of the plates which, from the earlier photographs, were thought to belong to the Hamburg cabrio-limousine. Another unusual aspect is that the plates are screwed onto the lid of the tool box, rather than onto the bulkhead. Whether this was the original location of the plates is not known.

The question of the engine/chassis number of the Hamburg cabrio-limousine still remains unanswered. We are hoping that our north-Europe coordinator, Michael Deichmann in Copenhagen, is following that up



Tim's request couldn't have come at a more awkward moment for me, as I had just come out of hospital after a major operation and had been told by the surgeon to "take it easy and not do any heavy lifting, etc.", so playing with old cars was the last thing on my mind and I wasn't able to take the photos he required straight away. I spent several hours searching through my extensive library for more information about the double-rod braking system fitted to our cars, but came up with precisely nothing – well, not quite. I did find something, which I will reveal in a minute. Suffice to say it has now dawned on me that, "Down Under" our Model "Cs" and "CXs" are just that little bit different to yours in the U.K. For example, our Geelong-bodied "CXs" do not have a clock in the middle of the dashboard (but those bodies built by Briggs at Dagenham and supplied to New Zealand had one). It would now appear that, contrary to what Graham Miles said on page 17 in Issue 88 (Apr/May 1994) of 'Transverse Torque', all Model "C"s and many of the Model "CX"s assembled in Australia had double-rod rear brake systems. Well, we just had to be different, didn't we?!!! Why this difference, we have yet

to discover. One can only assume that it was a legal requirement at the time of introduction of these cars. Or perhaps the Ford Motor Company of Australia Pty Ltd ("Ford of Australia") were using up surplus Model "Y" parts? Otherwise, why else would Ford of Australia go to the extra expense of fitting the more-complicated system?

Our esteemed Editor, Sam Roberts, asked similar questions in his article on single- and double-rod braking systems on pages 14 and 15 of Issue 87 of 'Transverse Torque' (Feb/Mar 1994). Having re-read Sam's article, something "hits me in the face" and could be the answer to this mystery. With the single-rod system, action from either the foot brake or the hand brake is transmitted to the brake drums by the single rods and, correct me if I'm wrong, but the handbrake only works on the rear brake drums. So, on a single-rod system, you only needed to have one of the rear brake rods break and you virtually had no brakes whatsoever! Coming down a very steep hill, that could be pretty scary! At least, with the double-rod system, the handbrake was independent of the foot brake and, as I

found to my relief earlier this year, when I was descending a 25% grade during the National Rally in Queensland, and the foot brake on "Bluey" wasn't being as effective as I would like (N.B. I was already in 1st gear), at least I had my hand brake to use to stop me from "running away"! So I believe that Ford may only have reverted to single-rod brakes after finding a stronger, better quality steel for making the rods – what do you think?

Unfortunately, I have yet to find a Ford Australia publication illustrating the double-rod braking system as fitted to the "C" and "CX", but I do possess a 20-page supplement produced by them, effective from 1st June 1937 and headed "Model C-CX Parts Catalogue", which clearly shows that the double-rod system was applicable between 1934-36. Infuriatingly, it does not state when the change-over to single-rod rear brakes took place! After speaking to several members of The Australian Y & C Syndicate, and asking them to confirm what braking system their "C" or "CX" has, I have yet to find a "C" with single-rod brakes "all round", and it would appear that, on the "CX", the

change over from double- to single-rod rear brakes took place somewhere between chassis numbers C55152 (Jim St John's "CX" sedan, with Geelong body number 20B-S1739) and C55396 (John Rimon's "CX" sedan, 20B-S1813). John's car has single-rod brakes "all-round", as did the early 1937 sedan (C62414, 20B-S2068) that I am using as the donor car for my roadster ute project. So on that evidence, it would appear the change to single-rod brakes was made to "ckd" kits supplied by Dagenham from November 1936 onwards.

Going back to Tim's problem, we were able to find the answers a couple of weeks later, when he broke his return journey home from a business trip to Adelaide and called on me to inspect the braking system on "Bluey" (and collect the newly refurbished handbrake assembly I had obtained for him). Thankfully, he spotted what was wrong immediately - one of the parts on his brake cluster had been installed the wrong way round! On his return to Tasmania, Tim very kindly assembled his brake system "on the bench" and took some photos of it for us, one of which I have used as the basis for my diagram. He also described the system for us.

"The front shaft operates the foot brakes, bottom to front brakes and top to rear", he wrote. "The rear shaft operates the hand brake and the operating rod from the handbrake base goes through the chassis cross member and attaches to the right hand side lever on the rear shaft. Therefore the outer rear rods are for the foot brake and the inner two rear rods operate the hand brake".

Part No.	Name of Part	Year	No. Req. Per Car
BRAKES—Continued			
C-E-2225	Bracket (rear brake operating shaft) assy.	1935-36	2
34028-S	Nut (rear brake operating shaft-bracket to housing)	1935-36	4
72008-S	Cotter	1935-36	4
353027-S7	Lubricator (brake operating shaft bracket)	1935-36	2
48-2230-D	Cam (rear brake)	1934-35	4
C-E-2231	Shaft (rear brake cam)—R.H.	1934-36	1
C-E-2232	Shaft (rear brake cam)—L.H.	1934-36	1
C-2235	Lever (rear brake cam shaft)	1934-36	2
With single rod brakes.....			

BRAKE CONTROL

C-E-2455-A	Pedal (brake)—R.H.D.	1934-36	1
C-E-2455-A	Rod (pedal shaft lever to cross shaft)—R.H.D.	1934-36	1
C-E-2473	Bushing (pedal shaft bracket)	1934-36	2
C-E-2481	Shaft (brake cross)—front	1934-36	2
Double rod braking			
Single rod braking			
C-E-2482	Shaft (brake cross)—rear	1934-36	1
C-E-2488	Shaft (brake pedal)—R.H.D.	1934-36	1
Y-7533	Pin (brake pedal shaft)	1934-36	1
C-E-2495-A	Rod (front brake)	1934-36	2
C-E-2499	Rod (rear brake)	1934-36	2
C-E-2500-A	Rod (service and emergency brake)—welded assy.	1935-36	2
C-E-2503-C	Support (rear brake rod)—rear	1934-36	2
C-110346-C	Support (rear brake rod) assy.	1934-36	1
C-2530	Lever (front brake to cross shaft)—R.H.	1935-36	1
C-2531	Lever (front brake to cross shaft)—L.H.	1935-36	1
C-E-2546-A	Lever (rear brake cross shaft)—(R.H.)	1934-36	1
C-E-2547-A	Lever (rear brake cross shaft)—(L.H.)	1934-36	1
With double rod braking.....			
Single rod braking.....			
Was C-110346-A			
With single rod braking			
With single rod braking			

Part No.	Name of Part	Year	No. Req. Per Car
HAND BRAKE			
C-E-2780	Lever (hand brake) assy.	1934-36	1
Y-E-2785-B	Rod (hand brake lever pawl)	1934-36	1
C-E-2795	Sector (hand brake lever)	1934-36	1
22229-S	Bolt (hand brake lever to sector)	1934-36	1
33965-S	Nut (hand brake lever to sector bolt)	1934-36	1
72016-S	Cotter (hand brake lever to sector bolt nut)	1934-36	1
B-110309	Washer (hand brake lever to sector bolt spring)	1934-36	2
C-E-2853	Rod (hand brake lever to cross shaft)	1934-36	1
50-810384	Pad (hand brake weather)	1935-36	1
Except with double rod brakes			

Thanks, Tim, for your help in adding a bit more to our already-extensive knowledge about these cars!

THREE LENGTHS OF ENGINE VALVES! CONFUSED?

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

Part 2.

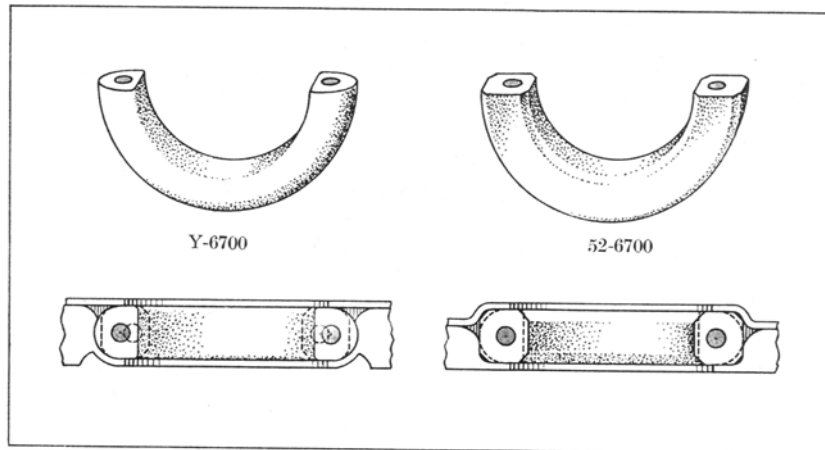
With the introduction to the 7W and 7Y models in 1938, the main bearing bolts became internal studs in the conventional manner, so their head/nuts disappeared from view. The small double entry water inlet manifold was retained to the block side. Although now unused, the block still retained the indentation between the ports. The front sump packing was redesigned along with the steel support channels.

The change from round to square cross-sectioned sump packing and channels in 1938 – extracted from Bulletin Vol. 7 No.1, which also explains the correct way to insert the packing.

The fibre gear driven camshaft was replaced in 1939 by a chain driven camshaft. This necessitated a new cam shaft and distributor drive gears, due to the reverse direction of rotation that the chain drive introduced. A longer 1 9/16" (4cm) long overall front cover timing pin was also needed, the original being 1 7/16" (3.6cm) long.

As the diameter of the chain sprocket was greater than the fibre gear, the camshaft had to be set higher in the block. Thus the second valve length, the shortest was introduced. Production of this engine type was probably less than 18 months. With the introduction of the chain, the timing cover now needed to be deeper to accommodate the wider chain and sprockets. It was also necessary to redesign the front of the sump pan in this area to match the new front cover. Thus the fourth sump design was introduced.

Further design changes rapidly followed in 1940. Following the introduction of the timing chain, came the increase to the block



height, by approximately 3/16". (Generally on this new 8 h.p. block, cast into the front of the shoulder, above the manifold can be found a large letter 'L', which indicates the higher block.)

As a consequence, there was a need to increase the piston height, although the connecting rods remaining unchanged. This increase in height meant the need for the third and final valve length, the longest yet. (At an unrecorded time in production the valve guide length had been increased, it was probable that this too came with the longest valve.) The distributor coupling shaft was increased in length to match this increased height, now 1 & 11/16" (6.8cm) long, previous length 1 & 7/16" (6.4cm) (part no.12249). It is essential that the correct connecting shaft is used in the appropriate engine.

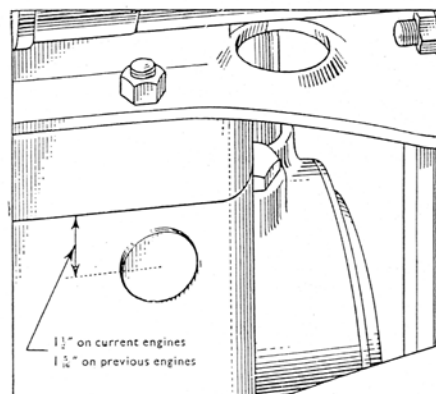
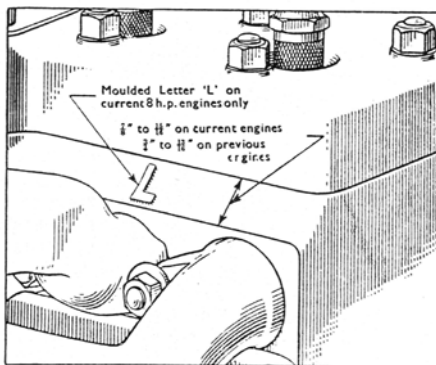
Initially these engines were still fitted with the twin water inlet ports, which retained the use the small 'bolt on' water inlet manifold, although by now the side indentation had gone. The next change was to introduce the single water inlet in the block side. About this time a large and more powerful starter motor was used on the 10 h.p. engine. It

was so large in fact that it needed the block side to be scalloped out to give it clearance and an end support bracket, located using two of the sump retaining bolts. A special offset single water inlet adaptor manifold was needed to allow clearance; forcing a return to the straight hose. All this just to give clearance for this very long motor, however with improvements to a short motor all this was short lived and engine quickly returned to the single return connection and a moulded hose.

About this time the 'Platform Head' was introduced with improved dynamo mounting which also incorporated a cast short water outlet. From now on moulded, curved hoses would be needed with all engines. Replaceable shell main bearings were also introduced.

World War II had shown the need for a cheap and dependable ancillary power unit, production of which would mainly be confined to the 10 h.p. unit. Along with the imported industrial version of the Model B engine, these units were put to a variety of war time use; for example driving fire-fighting water pumps, small DC generators, barrage-balloon winches, aircraft refuelling pumps ('Health and Safety!' What's that?). Ignition and distribution was by Scintilla magneto.

With the resumption of post-war production, vehicles once again used both 8 and 10 h.p. engines. Due to shortages in the supply of Reynolds timing chain there was a very short period of time when the engine reverted back to gear driven camshafts. These engines, with their high mounted camshaft,



Left: An illustration of the letter L location. The measurements of the chamfer width read, "7/8" to 15/16" on current engines (post 1940) 3/4" to 13/16" on previous engines"
Right: The difference in block height measured by distance from top of block to centre of core plug. Measurements read, "1 1/2" on current (post 1940) engines 1 5/16" on previous engines."

needed a greater diameter timing fibre gear wheel than their pre-war counterpart.

Now to the main purpose of this article: to consider the three valve types. As these were also manufactured by other companies, I'll list the principal makers, which unlike Ford valves, can be used in either inlet or exhaust positions. Details are as follows:-

Gear driven camshaft, used in the first three 8 h.p. and two 10 h.p. block designs, short piston engines.

Medium valve length, 4.219" to 4.224", used 1932/39
 Ford inlet, FORD 20E-A
 Tappet setting, see following text.
 Ford exhaust, FORD EX-20E-B.
 Tappet setting, see following text.
 Other principal manufacturers: -
 Tranco 425
 James 768 B

Chain driven camshaft, used in the short/low blocks, short piston engines - both the 8 and 10 h.p..

Short valve length, 4.143" to 4.148", used 1939
 Ford inlet, FORD E93A-6505-B.
 Tappet setting, see following text.
 Ford exhaust, FORD-E93A-6505-E.
 Tappet setting, see following text.
 Other principal manufacturers:-
 Tranco 2126
 James 1383

Chain driven camshaft, used in the high block, long piston engines, both 8 and 10 h.p..

Long valve length, 4.333" to 4.338" used 1940/59
 Ford inlet, FORD-E93A-6505-D.
 Tappet setting, see text.
 Ford exhaust, FORD-E93A-6505-F.
 Tappet setting, see text.
 Other principal manufacturers:-
 Tranco 1936

James 1382

However these ageing engine blocks have a new enemy - modern fuel! When used in small modern engines it may well allow the vehicle to record seventy miles or more. For us it will only brings unusable heat to our ageing cast iron blocks, as flat head side valve combustion chambers cannot, and do not, combust this fuel efficiently to realise its full potential. Over recent years, we have noted a somewhat alarming development for those who wish to use pre-war engines, in that, increasingly, there is evidence that these aging cast iron blocks are developing cracks! This is a situation largely beyond our control, although improved water circulation may help to lower temperatures.

The Ford Model Y & C Register

Perhaps it's time to think about fitting the Export Water Pump that Ford offered back in the 1930s!

Tappet clearances.

Ford Motor Company issued revised tappet settings in 1953. The original 1932 Ford publications listed 0.0115"/0.0135", for both exhaust and the inlet valves. However in 1935 Harold Jelly writing for Sir Isaac Pitman Publications had considered the wisdom of setting both the inlet and exhaust tappets the same. Logically he suggested that the exhaust be increased to 0.013"/0.015". Although this was an increase of only 1.5" thou, his thinking was sound. Despite fuel refining improvements since the 1930s, it had take until 1953 before Ford Motor Company issued revised settings, but then only for the exhaust, then increased to between 0.015"/0.017".

That is now more than fifty years ago and the refiners haven't stood still in that time. Modern fuel combusts at a much higher temperature than it did in the 1950s, let alone the 1930s. I would now consider the minimum for the inlet to be the higher end of the range, i.e. 0.0135", perhaps even 0.014", and never less than 0.017" for the exhaust. Some would even argue that these settings are too tight. To some extent, it will depend on the personal use to which you put your car. If in the habit of only making short journeys, say up to 30 miles, then a smaller setting will suffice, but if you're a true 'nutter' and accept long journeys as the norm, you need a far greater gap, anything up to 0.018" for the exhaust. Surprisingly little if any tappet noise results with these larger gaps.

If you don't use these high gap settings, you risk damaging the valves on a single long journey! It is possible that these larger gaps may initially result in a noisy start up, but when hot will soon settle down. In the eighties and nineties manufacturers increasingly turned to the use of the self adjusting Hydraulic Tappet to avoid tappet noise, but high production costs are causing some to revert to the shim type of tappet, which although noisier on start up has a high contact face, and thus low wear levels. Unfortunately however we may be faced with some initial noise when cold and higher wear, the solution is simple! Find a source of 1930's fuel!

As for 'Autojumbles' the possibility of finding any length valve has just about gone since the original article. Over time, I have purchased on behalf of the Register and myself many of the two early valve types, we now hold a stock of several hundred. In all probability, worldwide use of the 1939/40 engine is fewer than 20 to 30 units (remember these alone use the shortest valve.) and not that many more are using the medium as fitted to the early engines. As for the late longest valve, which the vast majority of us now use in our post war replacement engines, the club has had manufactured a considerable stock. As for the future of the two shorter lengths, an adjustable cam follower may well use them up.

On a personal note, I can't help wondering if I'll be around to rewrite this article in another 20 years? That of course assumes there will be petrol of any type! Only time will tell!

Yours, Doctor Ford.
 (a.k.a. Graham Miles - Ed.)

GEAR DRIVEN CAMSHAFT	
INLET VALVE	EXHAUST VALVE
 <p>CE-6505-A LENGTH 4.219"-4.224" VALVE CLEARANCE .0115"-.0135"</p>	 <p>CE-6505-B LENGTH 4.219"-4.224" VALVE CLEARANCE .015"-.017" (If this type valve is not available use CE-6505-A in the exhaust position with valve clearance as above)</p>
CHAIN DRIVEN CAMSHAFT - SHORT PISTONS	
INLET VALVE	EXHAUST VALVE
 <p>E93A-6505-B LENGTH 4.143"-4.148" VALVE CLEARANCE .0115"-.0135"</p>	 <p>E93A-6505-E LENGTH 4.143"-4.148" VALVE CLEARANCE .015"-.017" (If this type valve is not available use E93A-6505-B in the exhaust position with valve clearance as above)</p>
CHAIN DRIVEN CAMSHAFT - LONG PISTONS	
INLET VALVE	EXHAUST VALVE
 <p>E93A-6505-D LENGTH 4.333"-4.338" VALVE CLEARANCE .0115"-.0135"</p>	 <p>E93A-6505-F LENGTH 4.333"-4.338" VALVE CLEARANCE .015"-.017" (If this type valve is not available use E93A-6505-D in the exhaust position with valve clearance as above)</p>

The official 1940's Ford table of valve types. Note that we now realise that the lower end pre-war valve clearances stated can now no longer be used; see 'Tappet clearance' paragraph in text for the revised settings.

