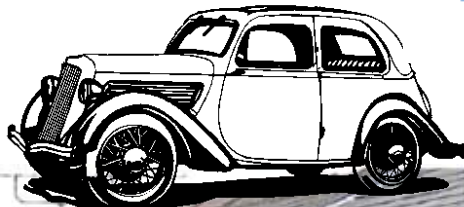
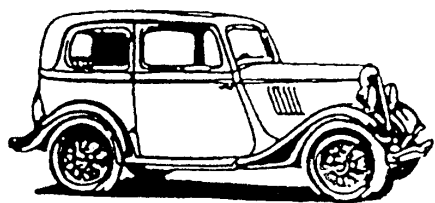


Transverse Torque



Issue 192
September - October



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**When telephoning UK from overseas
replace first 0 in UK number with +44**

Editorial

The Old Ford Rally has been and gone amid cheers and congratulations on a damned good day at Gaydon. Praise and thanks have been heaped on Bob Wilkinson and those members and their wives who helped with the marshalling from the different Clubs that took part. Well done team. Let us hope that, following the meeting of Ford club representatives in October, the workload is spread more widely at next and subsequent years' rallies. A full write-up on this year's event is in this issue.

As previously stated, I was unable to attend due to Paula and I, plus 60 old friends, celebrating our golden wedding anniversary that weekend. I am pleased to say that was also a great success. Many thanks to those of you, and particularly those who took part in the Lakes Tour, for your cards and best wishes – much appreciated

I read in the June issue of Sidevalve News that Yvon Precieux, the Sidevalve Owners' Club Pre-war Registrar and Y&C member, has married his partner of 23 years, Christine. We wish them a long, happy and healthy life together in their mini-castle north of the Border in Weymss Bay.

Whilst on holiday in the UK from Norway, new

al Contact for Norway and Sweden, but in the Norwegian V8 forum magazine, he has reported in full on his visit to Andover, which included a drive in my Model "Y" Kerry, as well as a full description of his role as the Regional contact for Norway and Sweden.

Whilst on Regional Contacts, Laura Fit-

Singers, etc. The art deco lines of the Model "Y"'s wings, door handles, radiator grille, bumpers, etc., OK, which were designed by Eugene Gregory in Dearborn, U.S.A., were a couple of years ahead of the British designs they spawned. The car deserves a mention at least.

There is one article in this issue that I would draw your attention to. It is headed, "Do you want to be a motoring writer?" It is aimed at those of you who have a motoring story to tell or, and this is the crucial bit as far as I am concerned, to quote, "Maybe you think you could be a future Editor of your club magazine." I will



Terje returns from a spin in my Kerry.



Yvon Precieux' Model "C" van, parked outside Cliff Lodge, the 'mini-castle', which we visited during the Y&C Register tour of UK on Convoy 2000.

gerald has decided that, for family reasons, she is unable to do justice to the role of Regional Contact for Ireland. We are therefore looking for a volunteer to take on this task, which involves keeping abreast of the Y&C members in the North and South and helping in the tracking of our cars on the Emerald Isle. Surely, there must be some enthusiasts willing to take this on. Please pass your names to Bob Wilkinson.

be at the Conference at Beaulieu and would be delighted to meet up with other members.

For those who would like a full video experience of the Club's Lakes tour this summer, Michael Leete has created a video record on his blog. Just Google:- classictrials.blogspot.com/2011/06/ford-model-y-c-model-register-lake.html Well done Michael.

member, Terje Sæthre and his wife Ann stayed the night at chez Roberts. The main aim was to collect a mass of spares that he had ordered through the Club for delivery to Andover. It was also a pleasure to meet Terje, who has contributed much to Transverse Torque, and to put a face to the email name! Colin Rowe and the team of Spares Holders are to be thanked and congratulated for turning round Terje's parts order quickly and efficiently. As a token of thanks, Terje has presented to the library a copy of the book "50 år med Ford i Norge" (50 years of Ford in Norway, 1960 – 2010), to which he contributed much information, but which, of course, does not include a mention of our cars as they were not assembled in Norway – even if you could read Norwegian! Thanks Terje.

Another visitor to Andover to collect spares was David and Kathy Atkinson from the north of Queensland, Australia. David is about to start the restoration of the ex-Tim Johnson Model "Y" featured in the New Members article in the last issue. Whilst on the road in the West Country, who should he be following but Phil Wookey in his 1935 Model "Y" Tudor (which he has owned for forty years!) on his way to a local car show. David managed to catch up with him and compare notes and take the odd photograph.



David and Kathy Atkinson collecting spares from Andover.

One disappointing book recently added to the library is "Art Deco and British Car Design. The Airline Cars of the 1930s." by Barrie Down, an ex-pat Brit living in Toronto, Canada. The book ignores totally the Model "Y"; the first 'streamline', massed produced car in Great Britain and the catalyst for the subsequent steamlined Morrisies, Austins,

Not only has Terje volunteered to be our Region-

The Ford Model Y & C Register

In the last issue, under the Ford Centenary Dinner article, I mentioned the brilliant idea of households having two ignition keys; one for the adults and one for the under 25s, who are currently paying exorbitant insurance premiums. The kids' key would have inbuilt software that would program the engine management system to limit power and speed. I emailed the idea to Joe Grenwell, the Chairman of Ford of Britain, suggesting that Ford approach the insurance companies to provide lower premiums for kids driving cars fitted with this system. This would be a great marketing opportunity for Ford. Joe Geenwell replied, "A belated thank you for this Sam. One of our engineers introduced me to this notion too. A useful device! Regards, Joe." I suspect that this will be the last we shall hear of it!!! Incidentally, Joe received a CBE in this year's Queen's birthday honours list. We send our congratulations.

Back to basics:- The front page of the latest issue of 'The Ford Upright', the newsletter of the 8 & 10 Sidevalve Club of Queensland, reminds us of Henry Ford's famous statement:- "I will build a car for the great multitude. It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be low in price that no man making a good salary will be unable to own one - and enjoy with his family the blessing of hours of pleasure in God's open spaces." In addition to the Model T on that side of the Atlantic, his wishes came true with



The Flying Flea home-built light aircraft clearly showing the Model "C" engine power-house.

the Model "Y" on this side.

In 2001 (issues 133 and 135) I included a couple of articles telling the story of the Carden-Ford 'Flying Flea', which was a DIY built aircraft, initially designed by a Frenchman, Henri Mignet, and which was developed to be more reliably powered by a Ford 10 sidevalve engine. The 'Practical Mechanics' magazines of 1935 gave step-by-step building instructions. I mention this because I received an excel-



The dashboard of one of Dave Ball's De Luxe Fordor ex-Brighton taxis showing the location of the trafficator switch.



AS YOU CAN SEE
YOUR COMMITTEE
HAVE BEEN PLAYING
WITH CARS FOR
YEARS.

With thanks to Clive Harrison.

lent photograph of a 'Flying Flea' from Jo Hanslip, illustrated here.

By the time you read this, the North Norfolk Railway 1940s Weekend will be upon us. I know those attending will thoroughly enjoy it. The last major event for the Y&C Register this year is the International Classic Car Show at the NEC in Birmingham over the weekend 11th -13th November. As ever, Geoff Salminen, aided by Geoff Dee, has organised the Club stand and will welcome a chat with any member who cares to drop by or help with the many enquiries the team gets from passing punters. If you are within travelling distance of Reading, the other event well worth a visit is the John Mould open day, when he opens his huge and amazing collection of Fords, Chevrolets, Bedfords, etc. to the public. It is also a vehicle gathering for the many Ford sidevalve clubs so, if you wish to go along and take part, telephone or email Mike Cobell - 01594 834321 or mike.cobell@btinternet.com

Although the closing date for the Competition detailed in the last issue is the end of September, I have yet to receive one attempt. There is still time to enter. Nor has anyone, apparently, recognised the C&P Spark Plugs advertisement found by Barry Diggle. I have received feedback from a couple of points raised under Forum Activity. Firstly, as I knew it would, the gentle charm has stirred Graham Miles, a.k.a. Doctor Ford, to tell us about pistons and brake light switches. His dissertation appears in this issue. Secondly, David Ball, who owns the two 1934 De Luxe Fordor Model "Y" ex-Brighton taxis, sent me a photograph of the semaphore trafficators switch, as fitted in production to his taxis. This answers Roger Corti's query. Thanks to both Graham and Dave for reading the magazine and for coming to our assistance.

**The closing date for copy for issue 193 is
Friday, 4th November 2011.**

Secretary's ramblings

What a wonderful Old Ford Rally! Rarely does one see so many genuinely old Fords by the hundred as we gathered together at Gaydon on a beautifully sunny day in July. After 3 years, we have now established a worthwhile Ford rally of which we can feel proud. Our members have rolled up their sleeves and marshalled the event, so a big thank you to all who helped. Now it is time to involve other Ford clubs in the management to ensure it runs into the future ...in younger hands hopefully. More on this later. Brian Godfrey has written a rally report which appears elsewhere in this issue.

I have had a busy summer with the Old Ford Rally as well as Model A Club events. I was delighted recently, on a joint Models A and T event and to have the opportunity again to drive a Model T, which has very different driving controls from our Y & C Models. A lever on the left, looking remarkably like a handbrake lever, decides which gears are available for the left foot. Gears, only 2 plus reverse incidentally, are then selected by a pedal on the left with a (notional) brake operating rear wheels only on the right. The remarkably torquey 3 litre engine propels one forward with tremendous power. One can imagine how early motorists felt, being previously used only to horses, when taking to the road a century ago. A family tale tells of my great grandfather on his first drive shouting at his new steed to "Whoa !" just before running into a hedge. Doubtless this must have been a regular occurrence until these new rugged beasts became king of the road. One can only marvel at Henry Ford, at the cutting edge of development and manufacture, managing to produce and sell over 17 million of these machines in 20 years production.

Insurance and age: A timely reminder to all of advancing years regarding classic car (or indeed any car) insurance. A very fit & healthy member, now 80 years of age, missed his classic car renewal by days.



"Your Secretary, complete with hat, steps back in time! Actually Pat also drove the Model T later in the afternoonmost of the men had chickened out!"

When he realised his error and tried to renew with the same company, he was denied renewal of insurance cover since he was now regarded as a new clientand since he was now 80 years of age, the company would not offer him insurance cover. This was devastating news to a classic car motorist of many years.....put yourself in his shoes. After some time spent on his behalf trying to remedy the situation, I was able to do just that with Footman James, his original insurer, who managed to locate a different underwriter. Our member is naturally delighted to be able to continue driving, but take heed of this tale as insurers increasingly introduce age restrictions on policy holders.

Safeguarding registrations: Over the past few weeks I have received email enquiries to be put in touch with Model "Y" owners of particular registration marks. Due to issues of confidentiality privacy and data protection, we do not do this except between members

who have given this consent. We do get genuine enquiries from previous owners of Model "Y"s and "C"s to trace the family car. One can spot genuine enquiries easily. My suspicions were aroused when the same registration number was sought twice in 6 weeks. It would appear that the enquirer (the second time his mate trying again for him) had looked up ABC 1 (say) on a DVLA website – which would indicate "Ford" as make – and then trawled clubs awaiting a positive response. No doubt this would have led to an offer for the registration mark. Whilst transferring registrations is within the law, this club will play no part in assisting the process. Meanwhile we await DVLA regulations, which will hopefully allow us to safeguard our historic registrations.

Ethanol: In our last issue, we reported that FBHVC are trialling various products to combat the ill effects of ethanol in petrol. Some manufacturers are releasing products

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Covers

Front cover:- Ken Waller emailed from sunny Boston Spa in Yorkshire. "Here is a picture from the Boston Spa Gala day on the 12th June. My old Model "Y" (Y148756) did an excellent job dragging a float down the High Street with a jazz band marching up front. The march ended at the local playing field where information boards were set up and leaflets distributed to advertise our local Jazz Club. The Club operates every Saturday in the local village Hall and will soon be 24 years old. I have been connected with it since "day one". We have a different band each Saturday and tend to favour "trad" styles. Interested readers could take a peek at www.jazzinthespa.com The "Y" with fitted rear luggage box, is pulling a recently renovated Electricity Board trailer believed to be from the earlier sixties, but proudly fitted with pre-war Ford wheels (which required adaptor plates with studs at the correct positions.) It was a lovely day out for all in a village setting when the sun shone all day!"

Back cover:- Tim Grant, in Tasmania, Australia, is restoring his Model "C" roadster, Geelong body number 20R 30. He managed to get the engine and rolling chassis mobile last December. Here he is seen in his 'yard' on the car's first outing under its own power – well done Tim.

onto the market prior to the announcement of FBHVC test results, with claims regarding protection against ethanol. These claims may well prove to be accurate, but our recommendation is to await FBHVC testing results. We will let you know when this occurs – probably around October this year.

Ford Centenary Celebrations: Ford dealers in various parts of the country have arranged gatherings and displays of local classic Fords this summer. If you have taken part, please tell us and send in your photos. You have been part of history and all this goes into the Club archives.

Thanks are appreciated: Our Club officers are all volunteers giving of their time and expertise freely for the benefit of members. Consequently, it is good to have occasional messages of thanks from members. Colin Rowe has received such messages of late from members who are more than satisfied with the service received from the parts team. Well deserved indeed since, not only do the team store and package items, but spend time sourcing companies to remanufacture items. The spares list in the centre pages shows around 130 items – all newly remanufactured. Not bad for a small club when you look at the provision for some of our contemporaries. Well done team.

We have the colourful North Norfolk Railway weekend soon and no doubt you will have local shows to attend. Get out and about. Enjoy the late summer in your old Ford.

Bob Wilkinson. Secretary.

BOB'S JOKE CORNER.

I cannot recall who sent this but, as a Yorkshireman, I rather like it...

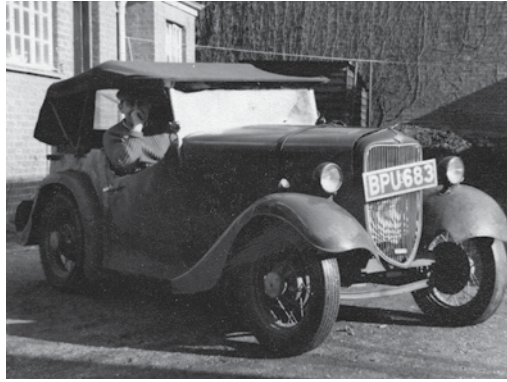
A sheep farmer named Bill was overseeing his flock in a remote hilly pasture in North Yorkshire, when suddenly a brand-new BMW dashed toward him down the valley. The driver, a young man in a Brioni suit, Gucci shoes, RayBan sunglasses and YSL tie, leaned out the window and asked the farmer, "If I tell you exactly how many sheep you have in your herd, will you give me a lamb?" Bill looks at the man, obviously a yuppie, then looks at his peacefully grazing flock, and calmly answers, "Aye lad, Why not?"

The yuppie parks his car, whips out his Dell notebook computer, connects it to his RAZR V3 cell phone, and surfs to a NASA page on the Internet, where he calls up a GPS satellite to get an exact fix on his location, which he then feeds to another NASA satellite, that scans the area in an ultra-high-resolution photo. The young man then opens the digital photo in Adobe Photoshop and exports it to an image processing facility in Hamburg, Germany ...

Within seconds, he receives an email on his Palm Pilot that the image has been processed and the data stored.

He then accesses an MS-SQL database through Page 6

Photographic finds



Mike Goldsmith, a friend of a friend, sent me this photograph of a Model "Y" "Alpine" tourer. I informed him that the body was built by Arrow Coachworks Ltd., based in the Albany Carriage works in Boston Road, Hanwell, London W.7. The cars were marketed by the Ford dealer W.J. Reynolds (Motors) Ltd. of East Ham. He told me that "Gordon Peuter and I lived in Branwoods, on the Southend Road in Great Baddow, Essex. He bought the Ford at much the same time in 1958 as I bought my Morris 8 van (FPC401) having found it in the Baddow Church vicarage grounds. I remember it took us quite a while to get it going!" BPU 682 was registered in Essex in late September 1934.



Yvonne Mace sent in this nostalgic photograph of Great Yarmouth seafront in 1951. There is the rear view of a 1934 London registered (BLP) Model "Y" parked two behind the 7W on the left-hand side of the road.



Bill Ballard sent this photograph, which he found in the August 1966 edition of "Car Mechanics". Bill says, "It is interesting to note how the owner, Mr R C Martin of Basingstoke, fitted the additional grilles in the front wings (from a Hillman or Humber?), either side of the main grille and how he extended the front wings onto the doors!" Mr Martin said that he had also fitted a bench seat in the front. He had carried out all modifications in his back garden using a minimum of tools and riveting.

an ODBC connected Excel spreadsheet with email, on his Blackberry and, after a few minutes, receives his response. Finally, he prints out a full-colour, 150-page report on his hi-tech, miniaturized HP LaserJet printer, turns to the farmer and says, "You have exactly 586 sheep and 58 lambs.."

"Ay ...That's right. Well, I guess you can take one of my lambs," says Bill.

He watches the young man select one of the animals and looks on with amusement as the young man puts it into his car. Then Bill says to the young man, "Hey, if I can tell you exactly what your business is, will you give me back my lamb?"

The young man thinks about it for a second and then says, "Okay, why not?"

"You're an MP working with the Dept. of Agriculture", says Bill.

"That's correct," says the surprised yuppie, "but how did you guess that?"

"No guessing required," answered Bill. "You showed up here even though nobody called you; you want to get paid for an answer I already knew, to a question I never asked. You used millions of quids worth of equipment trying to show me how much smarter than me you are; and you don't know a b.....y thing about sheep, - or about farming for that matter..

Now give me back my sheepdog."

I love that one. Why not send me your favourite?

For Sale

Complete set of window winding mechanism for a "Y" Tudor comprising inner panels and winding mechanism for front doors and rear windows including glass for the fronts. One glass trough for the front requires simple repair or replacement otherwise in good condition. £30 the lot. Also two good road wheels for Model "Y", one with central and one with off-set valve hole. £15 each. Buyer collects in each case. Located near Settle in N Yorks.

Richard Crabtree. Tel: 01729-840108 or e-mail: richardcrabtree@tiscali.co.uk.

January 1936 Model "CX" 2-door saloon, black. Excellent condition with newly fitted steering box, drag link and track rod ends. Mot'd and has recently attended local classic car shows. Drives well. Age has regrettably caught up with the present owner. A good buy at £4500 o.n.o.

Arthur Redfern. Tel:- 01625 829808 email fourchimeys@hotmail.com (Prestbury, Cheshire)



Reluctant sale of my Ford Model "CX" Tourer which I have owned for 20 years. It is in very good condition; interior still like new, bodywork immaculate, hood still very good, runs fine, always been looked after. Spare complete front and rear axles if wanted. I am selling through lack of use and loss of garage. Needs MOT: on SORN at the moment. Please telephone for more details or photos or, better still, come and have a look. £6000. Frank Croucher. Tel:- Stevenage 01438 368849 or 07766775236 (Stevenage, Hertfordshire)



Model "Y" Fordor. 71000 Miles from new. Manufactured October 1934 and first registered 26/06/1935. Older restoration but still in very good condition; still turns heads! Fitted with an original Pytchley Sun Roof, the car has its original engine (Re-built). Drives beautifully and has been very well maintained by present owner. MoT until 23rd May 2012 and taxed until 31st May 2012. Genuine reason for sale. £6250.00 o.n.o. Rod Janes. Tel: 07790 837856 (Dartford, Kent)

April 1936 Model "CX" 2 door saloon. Grey with green upholstery. Excellent condition throughout. Only 3 owners from new with known history and mileage. Recent new headlining, radiator, dynamo, battery and paintwork. A regular at Club and national events. MoT. Some spares. £4,750. Ring for full details.

Tel:- 01302 337483. Club member South Yorkshire.

The April 1936 Tudor Model "CX" for sale in South Yorkshire



Obituary – Peter King

It is with regret that I report the death of Peter King, aged 81, in Braintree, Essex on the 10th July. Peter was a long-time member of the Y&C Register, much of the time as the Regional Coordinator for Essex (Region 10). His favourite annual gathering was the Saffron Walden Crank-up, which attracted members from across the south of England. In his capacity as a Regional Coordinator, he also often attended and contributed to Committee meetings and was a regular contributor to Transverse Torque.

As with a number of our Essex members, Peter was an ex-Ford Dagenham man, a toolmaker to be precise, having worked there from 1946 to 1966. He told of how 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 being that you learned from your mistakes.

Peter suffered a stroke last year and the last time I saw him was on television; on a programme about Essex Social Services. He was seen in his dressing gown being looked after by a carer. I telephoned him to pass on our best wishes for a speedy recovery. He sounded the same old Peter, asking about converting his June 1937 Tudor "Y" to 12 volts! Regrettably, he never did complete the car's restoration and nor, would it seem, did he recover from his stroke.

I passed our condolences on your behalf to his widow, Grace. Poor old Peter; he was a gentle man.

Sam Roberts

Obituary - Bill Baxman

As this issue of the magazine is finalised, Bob Stay on the Isle of Wight informs us that Bill Baxman passed away suddenly in mid-August aged 71. He was sitting in his motor home on the front at Cowes with his wife, Jackie, watching the regatta, when he had a seizure and died.

In addition to being a keen member of the Isle of Wight Classic Ford Club, until recently Bill was a regular annual visitor to the mainland with his maroon Tudor Model "Y", 666 CDL. The car, originally DL 8666, is the oldest known surviving long rad (Y36250 – October 1933) and was sold by Bill last March to member, Alan Cooper, in Stowmarket.

As a young lad, Bill left technical school on the Island to become an apprentice at Frank Cheverton Ltd., the main Ford dealers on the Island in Newport. He served his five years apprenticeship working on and learning all about Fords of the time i.e. 8 h.p. 10 h.p. 7Y, 7W, E04A, E93A, E83A as well as E26W Pilot and just got some time in on 100E and E0TA Consul and Zephyr. After his apprenticeship he did his National Service in the Royal Engineers. On his return to civilian life he found a job maintaining a fleet of vehicles for Radio Rentals, where he retrained in electronics, and spent the next 20 years or so repairing TVs and videos etc. But he never lost his affections for Old Fords. One day, in 1997 whilst at a car boot sale, he bumped into Bob Stay, with whom he had served his apprenticeship and they started talking of old times. One thing led to another and Bob gave Bill the address of the owner of a Model "Y", who just happened to be Bill's long lost cousin that he hadn't seen for many years. Needless to say, Bill bought the Model "Y" and carried out a thorough full restoration. As Bill said, "Stripping the car down has brought back many memories and all the old tricks of the trade came flooding back."

Our condolences have been sent to Jackie, his widow.

Sam Roberts.



Y&C Register committee meeting February 1997. Back row, from left: Owen Baldock, Bob Wilkinson, Robert Hale, Geoff Dee, Geoff Salminen, Geoff Murrell, Jean Hunt, Reg Hunt. Front rank, from left: Mike Samuel, Liam Tomlinson, Peter King, Peter Brooke, Sam Roberts, Kevin Brigginsshaw.

FBHVC NEWS.

MOT Testing Changes.

Just to make life more complicated for hard pressed vehicle examiners, the FBHVC Newsletter (Aug. 2011) carries more news. The following is an abridged version of the changes.

"Changes to MoT testers' manual EU Directive 2010/48/EU of 5 July 2010 updated directive 2009/40/EC that deals with the roadworthiness testing of motor vehicles.

This revision exercise does not set new standards for vehicle construction and use, but does increase the number of items that have to be tested. To meet the new requirements, the Vehicle and Operator Services Agency (VOSA), is having to revise the wording of the MoT testers' manual.....All the concessions for older vehicles have been carried forward.....

Briefly the additional items are: Inappropriate repairs/modification to brake systems, steering, suspension, tow bars. Security of rear doors, locks and hinges; Oil leaks from steering box etc; Integrity of electrical wiring and battery; Condition of engine mountings; Driver's seat adjustment (if there is any!).

In essence, if items are fitted they must be in good order, which should not raise concerns for responsible owners who maintain vehicles of any age."

The above brief list does include items relevant to our cars and owners should be aware of potential hurdles in getting through the annual test.

Incidentally there is no news yet regarding the results of the consultation process on possible changes to exemptions from MoT testing for older classic vehicles.

Bob Wilkinson.

Forum activity

Please note that opinions expressed on the Forum are not necessarily endorsed by the Ford Y&C Model Register.

Model "Y" door handles.

Richard Flashman, in Australia, warns, "Be sure to check that when buying new exterior rear door handles for a Ford Model "Y", that the shaft length is 3.8". Those available on a popular web site have a length of 2.7" and it is impossible to fit an inside handle. Advice from the seller is 'weld a piece in'."

Paint colours.

Colin Ellis asked what body paint colours were available from production in 1937. The definitive list is reproduced here with possible relatively modern equivalent paints. Owen Baldock then discussed headlinings and cloth trim colours, suggesting that some cars with green upholstery had a pale green cloth and that some black cars with red upholstery had a pale red cloth. Most had the 'standard' neutral beige cloth.

Colin then asked about what paints to use and the health hazards associated with DIY paint jobs. Owen once again came to the rescue, "With respect to the paint, not being a sprayer we had our car sprayed professionally. It was done in two- pack, B&T to prevent it looking TOO shiny, when it was polished, the sprayer showed how he achieved a sympathetic finish. As he polished it, he held a rule at right angles to the body to determine how many "inches" were visible in the reflection. He said that most pre-war cars benefited from a 6" shine: anymore and it looked overdone, and I must say that the result was excellent.

If your friend wishes to spray it, I would seriously suggest that he obtains the correct face mask and filter kits. As you say, some paints are quite nasty health-wise, but with the right masks and filters he should be fine.

Door hanging.

Colin also has a problem with his doors, "Any advice or suggestions on the best way to fit the doors on my Tudor "Y". It seemed that after refitting the body on the chassis, the doors did not fit very well, (the 'A' post bottoms had been replaced as well as door bottoms and skins etc.) Just when I was getting a bit demoralised, I happened to look at some photos I took when I first got the project to find that the gap around the front of one of the doors was always there. So I came to the conclusion that resetting the doors might be a bit of an art? So any suggestions on method would be very much appreciated."

Roger Corti advised, "When I had my doors off to patch weld, etc., I noticed a bent hinge, so hammered it straight, only to find the door did not fit - so I had to bend it back! Used a vice and big hammer! I guess all doors were a bit hit and miss and this was probably the method - apart from the movement obtainable on the door catch." [Roger, I believe, is close to the answer. It was an art, but I gather that a piece of 4 x 2 wedged in the most appropriate place and the door then fully or partially forcibly closed was the way that gaps were taken up in production! The art was knowing where to place the wood and how forcibly to push the door. - Ed.]

Horn push

Ray Scicluna in Malta, has a problem with incompatible components on his horn push, "Is it possible to dismantle the horn push from the nut, because I have a problem in that the thread on the horn push nut is not the same as the one on the steering column. The horn push has a fine thread and the column has a rough thread; or does anybody know what sort of thread the horn push has, so that I could rethread the column. I tried to gauge the thread but it is impossible with the central pin."

Peter Ketchell came to the rescue, "The thread on the steering column and the horn push is 5/8" U.N.F. It sounds like the horn push thread is correct as you state it is a fine thread. I have a 5/8" U.N.F. die nut if you think it is simpler to repair the steering column thread."

MODELS 'Y' & 'C'/'CX' BODY COLOURS AND MODERN EQUIVALENTS

Original body colour

Modern equivalent

Thorn Brown (Early '32 shorttrads only)
Very dark brown with red or Tacoma cream coachline and Tacoma cream wheels.

1. Fiat (Code 793) - Moroccan chestnut (1966-71)
2. ICI 8050

Orient Blue (1932 - October 1935)
Dark blue with French grey or Tacoma cream coachline and Tacoma cream wheels.

1. Vauxhall (No code) - Orbit blue (1960-68)
2. ICI 3505
3. Glasso 23517
4. Berger 1785
5. P.J.P. 6170X 1910

Vineyard Green (October 1933 - 1937)
Olive green with green coachline and green or black wheels.

1. Datsun (Code 965) - Green (1972)
2. ICI TW 24659
3. Glasso 29588
4. Berger 5719
5. P.J.P. 6170X 2013

Cordoba Grey (October 1934 - October 1935)
Medium tone brown tan with red coachline and red or black wheels.

1. Renault (Code 115)- Havana brown (1960-68)
2. ICI 3857

Maroon (November 1932 - March 1935)
Dark maroon with Tacoma cream or red coachline and Tacoma cream or red wheels.

1. Ford (Code P/CP) - Garnet (1966-71)
2. ICI 7694
3. Glasso 28658
4. Berger 4710
5. P.J.P. 6170Y 5450

Electric Blue (1934 only)
Medium tone turquoise blue with Tacoma cream coachline and wheels.

1. Volkswagen (Code L.360) - Sea blue (1970 +)
2. ICI 3576
3. Glasso 23000
4. Berger 1937
5. P.J.P. 6170Y 1500

Gunmetal Grey (Model 'C'/'CX' only)
Medium to dark grey with French grey coachline and wheels.

1. Rootes (Code 93) - Storm grey (1957-64)
2. ICI 5318
3. Glasso 25237
4. Berger 2170
5. P.J.P. 6170X 6530

Black (1932 -1937)
With red or green coachline matching upholstery and red, green or black wheels (red or green pre-October 1935). Or Tacoma cream coachline and wheels pre- October 1935.

1. International black cellular

Radiator grille, wheels and coachline

French Grey
Medium to light slate green grey (Early option for radiator grille)

1. Rootes (Code 33) - Sage green (1959-67)
2. ICI 3193
3. Glasso 21032
4. Berger 1271
5. P.J.P.6170X 2400

Red
Vermilion (Option pre-October 1935)

1. Ford (Code BS) - Monaco red
2. ICI 3442
3. Glasso 22425
4. Berger 1658
5. P.J.P. 6170X 5200

Green
Medium green (Option pre-1935)

1. Volkswagen (Code 60D) - Elm green
2. ICI 8215
3. Glasso 28425
4. Berger 4675
5. P.J.P. 6170 72880

Tacoma Cream
Top of the milk cream

1. Fiat (Code 276) - Tahiti yellow (1966-71)
2. ICI P030 8689
3. International Paints -Light cream (E1310A)

Wheels were normally black but, as an option on models pre-October 1935, coloured wheels were available. These normally matched the coachline colour.

Paint matching for the Ford Y&C Model Register with thanks to Philip Albers

Old Ford Rally

Sunday, 25th July 2011

The success of the day was the result of brilliant pre-planning and preparation, mainly by Bob Wilkinson, and enthusiastic practical contributions by a number of stalwart members over the weekend. On Friday – Roger Hanslip and Bob marked/set out the trade field whilst wives, Jo and Pat, collated and stapled programmes. The transporters bringing the Ford Motor Company display vehicles arrived and were positioned on site, some being located securely in the Gaydon workshop until Sunday morning. On the Saturday, several Y&C members and their wives arrived and helped to set up the club display areas and the arena. The girls assembled advertising flyers to distribute with the programmes and made club location maps ready for Sunday. Early traders and club representatives arriving to set up their stands were greeted and shown their spots. Bob then briefed our club marshals ready for 7.30am start on Sunday morning.

The preparation and briefings paid off as everything went like clockwork on Sunday. A great team, greatly assisted by Tom Caren, the Gaydon link marshal, who did a splendid job.

On the Monday morning, Bob, Jim Sharpe, Roger Hanslip and wives called in at Gaydon to help check out/load up the Ford Heritage vehicles.

Various comments on the day have been received. Our chairman, Brian Godfrey reports:- "We had spent the Saturday evening in the enjoyable company of Peter and Jean Purdy at a pleasant local hostelry. Having loaded the car on a trailer that morning and travelled to Gaydon, the afternoon had



Bob Wilkinson, aka 'Homepride', marks out the site with Roger Hanslip on the Friday.

been spent making final on-site arrangements and receiving a full briefing from Bob Wilkinson wearing a very large bowler hat. He resembled the man in the old advert for flour, so from then on was nicknamed and addressed as Homepride.

On the Sunday morning, the alarm rang at 6.15 and Di and I immediately sprung into action, arriving on site at 8.00 a.m., well before Peter Purdy! The action had already started and vehicles were arriving. The club members and even Peter, when he eventually arrived, sprang into action. Vehicles were marshalled according to club, model, etc. into their allocated and marked areas. They kept coming, from the earliest 1903 Model A to a massive eight wheeled tractor plus low loaders and trailers containing Ford vehicles of all descriptions. The trade area was buzzing; the Ford heritage vehicles

were on show and the Charity rides in progress. By 11.30, Tom Caren, the museum co-ordinator, who was a constant help over the weekend, advised we had over 400 vehicles on site with just a few spaces left and the public car parks were overflowing.

The weather of course had also been arranged by 'Homepride' and it was a gorgeous day. The main arena sprang into action with our very own member and ever reliable Barry Nutley as MC and announcer offering a full programme of displays, culminating in the presentation of the best in show trophies, etc.

The only comments we heard were positive as the whole event went like clockwork. Di and I eventually left Gaydon having re-loaded the car, I must say, exhausted.

Whilst driving home it was time to reflect and I felt so proud to be part of a club that had succeeded in providing such a great event and it was down to so many factors and so much effort by those involved. Our thanks must go to the Heritage Museum and in particular to Tom Caren, to the Clubs and individuals who brought their Old Fords, to the Public for attending, to the Y & C members, they know who they are, who worked selflessly all day, and, of course, 'Homepride'. Bob once again covered every area, dotted every i and crossed every t, an amazing job.

Bob, well done and a big thank you from all of us, but remember, now is the time to delegate and pass at least some of the work onto a new OFR organisation.

Brian Godfrey"



Members and wives gather for the marshals' briefing on the Saturday.

Chris Sanders, the President of the Early Ford V8 club, wrote in the 'V8 Telegraph' magazine, "It was the first time for me at the Gaydon Old Ford Rally. A great day though, and I am glad I did not miss it. Bob Wilkinson organised the rally in conjunction with the Ford Model 'Y' & 'C' Register. A splendid job done by all concerned. There was a representative car or commercial of most Ford models from the very first 1903 Model 'A' through Model 'T's, both brass era and metal grille shell types; on through 1927-31 type Model 'A's,



An assortment of Ford s arrives at the gate from 8 a.m. on the Sunday.

Model `B`s, our own V8s and then a massive turn out of English Fords. Obviously a big turn-out of Y & Cs but also Anglias, Prefects, Consuls Zephyrs and Zodiacs of all derivations. Also more modern Anglia, Consul Capri, Consul Classic; then later Capris and Lotus Cortinas. Granadas were also to be seen and Escorts. I was impressed with the turn-out of early cars and I felt the balance of old and newer classic Fords was spot on. A big display of commercial Fords was to be seen and our own member, Jeff Simpson, pulled all the stops out to display his collection of D series Fords.”

Other comments:- Roger Corti, “Exceptionally great day - most enjoyable.”, Patrick Fitzgerald. “The Ford show was fabulous. We travelled 130 miles from Wolverhampton and back on the M6 and M4; the Model “Y” never missed a beat. What a fab collection of Fords. We had a huge interest all day in our car with a lot of visitors from Ireland who recognised Jim’s “Y”. All in all, a fantastic day. Well done to the Y and C Club.”

The AVO Club, “Can I commend you on another cracking show. The small number of avo club members that attended all had a great day; such a varied range of cars on display was first class along with the weather to match “.

The Banbury Rotary Club, who ran the charity rides commented, “First, congratulations on another great show. All the punters I spoke to thought it was the best yet. For our part, we had a most enjoy-

able day. We were made to feel really welcome and part of your team by all your stewards and the drivers. If you have the opportunity, would you please thank them for their kindness and particularly to Geoff Salminen, who acted as our marshal. Banbury Rotary.”

Ford & Fordson Association - Tractors “Thank you Bob for such a wonderful day; everything went very well. All exhibitors and I had a particularly enjoyable day. Congratulations on a wonderful display. “

Model T Register “It was an excellent event and the organisation was very tight. There were stewards on hand just about everywhere and they did a fine job. Clearly, they were well briefed and organised. Brilliant. I was pleased to be able to do some driving and to meet members of other clubs. Most of the people I took on the charity rides were members of the public, not participants with cars themselves. “.

Letter to The Editor, V8 Telegraph:- “Dear Andy, After a great day out at the Old Ford Rally at Gaydon in July, I set off home in my Deuce Cabriolet and about 20 miles down the Fosseway there was a clunk and a bang, the sort of “its fallen off your car” type of noise, or “Have I driven over something in the road?”. A quick glance in the mirror showed nothing untoward and so I had a “shall I stop or keep going” moment. However, a lay-by appeared in about 300 yards and I pulled over to find the pick-up following me also pulled in behind.

The driver of the pick-up, Andy (Model A club of GB) from Witney, said that something had fallen from under my car and he quickly diagnosed a missing bolt/nut that holds the two rear wishbone arms to the underside of the torque tube. Luckily, we retrieved the bolt, but the nut was probably 50 miles away.

Whilst wondering how to hold the bolt in position without a nut, another car pulled in, this time towing a Ford Popular rolling chassis. Ivor Bryant (Y&C Register) from Thornbury offered a nut from his rolling chassis and of course the nut from his Popular torque tube fitted exactly. Andy donated a ratchet strap to wrap around the Popular torque tube to restrain the bolt from falling out of the rolling chassis, and everyone went on their way.

Between the three of us, we found common associations with Early Ford V8/Model AY & C Clubs and I would like to thank these kind Ford enthusiasts, Andy and Ivor, for their friendly assistance. Andy and Ivor, who had also attended Gaydon that day, demonstrated the helpfulness and camaraderie that exists in the old car movement. As for my torque tube nut and bolt, they are now drilled and fitted with an appropriate cotter pin, just like Henry intended. - Richard Delahay.”



The earliest Fords present (less the replica Quadricycle), the 1903 Model A in the foreground.



"Hundreds of old and not so old Fords."

Richard Bingham, from Northern Ireland. "Just a note to thank you and the Y&C Club for an enjoyable day at Gaydon. To me this show was well organised with plenty of helpful marshals to get one to their right stand. The icing on the cake was the winning of the 'Best Car of the Show' award. The beautiful trophy was obviously meant for an Anglia as the crystal was shaped into a 5 point star at top of the stem - just the same as the 5 star pillar badges on the rear of the Anglia. Once again, many thanks and hope to see you all next year. Please pass on my thanks to all involved on the day."

Finally, extracts from member Jack Clarke's tribute, "Us old Ford lovers had a wonderful day at Gaydon. Everything went swell; lovely weather and a very good turnout; very enjoyable. I expect the ice-cream man is spending the remainder fo this year laying an a beach in the Bahamas out of his sales proceeds. Do I have any criticism? Only this; that at the end of an enjoyable day, I would have liked to see someone grab the mike from Bob's hand after he was expressing his thanks for the grand attendance and to have called for three hearty cheers for Bob and the excellent job he did in organising such an event. Yes, I guess you're thinking "Jack, why did you not grab the mike and call for three cheers". Good point! I'll remember to do so next year."



One half of the Y&C Register stand, which took up two sides of the arena; Pat Fitzgerald with the Fitzgerald "Y" in the foreground.



In addition to the commercial Fords there were Fordson tractors a-plenty. I'm no expert, but this is the first Fordson tractor I have seen with a V8 engine



Richard Bingham being interviewed in the arena by the tireless Barry Nutley, and assistant. Richard's Anglia, the winner of the Best in Show award, sits alongside one of John Mould's Model AA trucks. - Photographs courtesy Jo Hanslip.

News of new members

Prepared by Mike Malyon, 26th August 2011

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 5 new members & 1 rejoining member.

- Richard Coleman C1101 Osbaston, Warwickshire
- David Crawley C1304 Scratby, Norfolk
- Patrick Goulding G1916 Kilcullen, Co. Kildare
- Robert Jarvis J0801 Bodicote, Oxfordshire
- Jim Jebb J1501 North Somercotes, Lincolnshire
- David Kitchen K1401 Hesketh Bank, Lancashire

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

Richard Coleman - we extend a warm welcome to Richard, who is the new owner of NSL 136, a black/green/black March 1936 Tudor Model "Y". The chassis number is Y128400 and Briggs body number 165/33564. It was first registered two months later on 30th June 1936. The car distinguishable by the boot that has been added to the rear. It was on show at a recent A.G.M. and is on the road. We hope you continue to enjoy your motoring in and around Warwickshire, Richard.

Richard Coleman's recently acquired Tudor model "Y" showing the added boot and the pressed steel spare wheel which is replicated on each of the axles.



David Crawley - is the owner of a black, June 1937 Fordor Model "Y". The registration is BNM 367, the chassis number Y190601 and the Briggs body number 165/6971?. It was first registered 03/07/1937. The car needs a full restoration. It looks like you are going to be very busy with your project, David. If you fancy a break from the restoration, maybe you would like to come along to Holt station on Sunday 18th September, where some members are attending the annual North Norfolk Railway 40's weekend. It would give you the opportunity of meeting other members and their cars (even me if you are really unlucky!!)

The car used to belong to member, Trevor Walker. We wish you many hours of enjoyment driving your new acquisition around Lancashire.

Patrick Goulding has rejoined the Club. He has a 1937, green/black "Y" Tudor, which he bought in Bray, Co Wicklow in September 1986. The registration is HI 3365, chassis number Y184399. The car is currently under restoration. We wish you well with the restoration, Pat. We welcome you back to the fold and thanks for rejoining.

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

Robert Jarvis - we welcome Robert to the Club. His car is a barn find in North Oxfordshire. There aren't any documents with the car, however there is a number plate with the registration JJ 6904 , Briggs body number 135/14211, the chassis number is not visible due to the rust. The car requires a total restoration. We wish you well with the project, Robert. I enjoyed our chat at Gaydon. I don't usually get the opportunity to meet our new members.

Mike Malyon, Membership Officer.

Jim Jebb - we extend a warm welcome to Jim. He has purchased a black Tudor from a dealer in Poole. The registration number is FMV 183, Y174531, which was first registered 21/04/1937. The car is on the road with a few minor jobs to be done. The Club wishes you many happy days of motoring in your old Ford.

Jim Jebb's nice looking 1937 Tudor "Y", complete with luggage rack, when with its previous owner.



David Kitchen - we are pleased to welcome David to the Club. David has a maroon/black, "Y" Tudor, the registration is US 2090 (Y29708), which is on the road.

Do you want to be a motoring writer?

This is the title of a conference being organised by the Trustees of the Michael Sedgwick Memorial Trust (MSMT), to be held at the National Motor Museum, Beaulieu on Saturday 19th November 2011.

Back in 1990 the National Motor Museum held a conference with a similar title and in 1996 followed it up with one that concentrated on writing and publishing books. Both seem to have been well received and over 100 people attended each one. The Trustees of the MSMT believe that with so many changes having taken place more recently in the magazine and book publishing world with the addition of the electronic media, another conference is needed.

The conference is aimed at the enthusiastic motor club member interested in particular in veteran, vintage or classic cars (though speakers will be in the main talking about cars, the same advice applies to writers on motor cycles or commercial vehicles). Perhaps you are interested in writing for your club magazine but do not quite know how to go about it. Maybe you think you could be a future Editor of your club magazine. You may have thoughts on wanting to write for a bookstall magazine and earn a little cash from that, or perhaps a change of career to join the staff of a motoring magazine or go freelance. Have you been researching for years on a particular topic and feel you could write a book about it? If it is too specialist for a main stream publisher to take on, have you considered publishing it yourself? Have you wondered what the openings are in the electronic media? All of these points and many more will be discussed during the day. There will be question sessions at intervals so that you can join in, ask questions or express opinions.

We hope you will agree that we have brought together an excellent group of speakers for this day long conference. Full details of the work of the Michael Sedgwick Memorial Trust, and conference details and application form can be found on

www.michaelsedgwicktrust.co.uk

Members' correspondence

Our learned Spares Administrator, Colin Rowe, has added more information on the RAC Fiscal Horsepower (f.h.p.) formula stated in the last issue. This concerns the constant denominators in the fractions. He explains, "I have just been reading your article in *Transverse Torque* about horsepower. I am often asked to talk about this subject (recently at the Reims Motor Museum), which is baffling for most younger motorists and for some of us older ones!

I find it interesting to take an example of a popular modern car such as a Mondeo or Focus and calculate the figures backwards. A 2.0 litre Mondeo would be a 17 h.p. car, according to the RAC formula. What is not often realised is that the RAC formula does embody several constants which are totally unrealistic because, soon after 1910 and the introduction of "road fund taxation", engine development took off rapidly. For example, the RAC parameter of piston speed in the formula was set at 1000 ft per minute and the mean cylinder pressure at 90 PSI (pounds per square inch) with a mechanical efficiency of 75%. A Mondeo has a mean piston speed of 2500 ft/min and a brake mean cylinder pressure of around 350 PSI! Naturally, designers could reduce the cylinder diameter slightly and increase the stroke, lowering the tax without significantly changing the output for a given swept volume. Piston speed would increase, but this was constant in the RAC formula anyway.

Anyway.....I am sure you know all this. But some older motorists still talk about RAC horsepower which I think they must assume for modern cars. An old boy at a car show recently said his Renault was a 23 BHP car. I believed it to be at least 123!"

I did comment to Colin that the only constant in the RAC formula is the denominator, which in the case of the imperial version is simply 2.5, to which he replied:- "Yes the constant "2.5" in the simplified treasury (RAC) brake horsepower formula is not a guess - it is calculated by reducing all the constants, i.e. piston speed, efficiency and cylinder pressure to one common denominator, leaving the two variables - cylinder diameter and number of cylinders."



George Pierce shows off his short rad in California in July (pesky dog!). Note the difference in bore size between the Model A piston (40 fiscal horsepower) and the Model "Y" (8 f.h.p.). This regular little display by George always amazes the American public!

News from the south-east corner

John Keenan reports, "I visited Chris Jarvis last week in Worthing and he is very positive and regaining some use of his right arm. We had a nice long chat and a few laughs.

[Afternote:- I visited Chris on 3rd September and am delighted to say most of his movement has returned, other than in his right leg, but he and the physio are working on it - Ed]

Hooe Car Show was a great success well over 350 cars on display and twice as many stalls. I have received my entry package for the Goodwood Revival Meeting, 16th -18th Sept. My Model "C", 'Black Beauty', will be part of the Ford of Great Britain Centenary display and track parades. We have access to the Richmond Lawn enclosure and grandstand. Also ration books entitling us to breakfast, lunch and afternoon tea in the Pilots Club throughout the weekend. We will get an event programme and a invitation to a champagne reception at Goodwood House. Quite a spectacular package all round."

..... and the Provinces.

John Argent followed up the Ford Centenary article in the last issue, by joining in on the Dagenham Motors, Enfield, Classic Cars Day. He reports, "I thought I should let you know that I attended the Dagenham Motors day at their Enfield branch on Saturday 30th July. It was a fairly low key affair with eleven older cars attending. My "Y" was the only pre-war vehicle, whilst the others were Capris, Cortinas and an Escort. The newer cars were certainly top quality but it was a shame the "Y" was the only representative of the earlier Ford years.

There were a few balloons flying and a barbecue, plus tea and coffee were available. Attendance was generally low as the event did not appear to have been well publicised. It does seem that Ford have yet again missed a golden opportunity to 'show off' the quality of vehicles which they have produced over the last 100 years.

.... and Yorkshire (Northern Sidelights)

An unexpected MoT failure prevented CNN from attending Newby Hall this year, and consequently my having to attend as a "visitor", paying my seven quid through the gates with the common herd. Alas, our representation on the field was limited to stalwart, Ken Sleight, with the "CX", and Terry Mortiboy with his superb Alpine. Terry was deservedly awarded the trophy for the second year running. Despite the low turnout, could this be some sort of a record - a Register event without a Model Y saloon? By the way, Terry's car was spotted at the Cumbria Steam Gathering - a huge event - at the end of July.

As always, the Kirkstall Classic Car Rally was a very agreeable affair. It is one which seems to attract a goodly number of Ford enthusiasts and a working knowledge of Y,C,W, and E numbers is pretty essential to be part of the conversation. CNN attracted favourable comments and a particularly charming young courting couple were given carte blanche for a photo shoot with her - Bonnie and Clyde, the nice bits! Also in attendance was member Steve McKenna with his Aquaplane-equipped 103E, a car for which superlatives are almost inadequate!

The good parishioners of Burley-in-Wharfedale are to be congratulated upon their Classic Car Rally held on the village cricket ground, on 21st August. Seen amongst the array of splendid machinery was member Richard Crabtree and party from Settle with their good-looking 1937 Model "Y". This rally seemed to attract all classes, from the aspirational Aston Martins and Rolls Royce, etc. to the more prosaic Austin, Morris and Ford. One lucky man had a blower Bentley and he was towing behind, on a trailer, his 1899 de Dion Bouton! There was also a 1911 Hupmobile, the type of car not often seen on the local rally circuit.

One last thing; during my MoT adventure, Nick, the examiner, checked out his Tester's Manual and came up with a surprising thing to do with king pins, (swivel pins). Apparently it states that on "our type of car" an allowance of 10mm play at the extremity of the wheel is acceptable for a pass. We both found this to be very liberal. Anybody able to comment further? CNN was well within that parameter. [Note; CNN is my old 1936 Tudor "Popular" - Ed.]. Barry Diggle,



Terry Mortiboy's winning Model "Y" Alpine sits alongside Ken Sleight's Model "CX" at the Newby Hall show.

Region 16 Contact.

Barry also forwarded a photograph of a Model "Y" cylinder boring and bearing metalling kit, which I had not seen before. I wonder how many of these

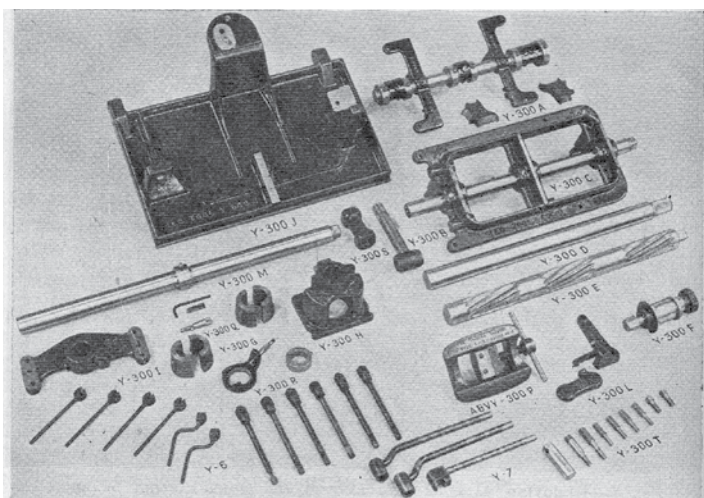


Fig. 5.—METALLING AND BORING JIGS FOR FORD MODEL "Y". Note the two guides for pouring the hot metal (on either side of the figures Y.300 A). At Y-300 F will be seen the tool for radiusing the rear main bearing. (By courtesy of V. L. Churchill Limited)

are still in existence?

List of Known Surviving Vehicles

Yvon Precieux contributes an erudite observation on the biennial 'List of Known Surviving Vehicles':-

"Looking through the latest and excellent listing of surviving vehicles, may I ask an impertinent

"The original photograph of the end of the Model "Y" production line showing the pre-production Model "Y" followed by a Model "Y" van, which was airbrushed into another saloon in the published photograph."



question. When Briggs came up with their body numbering system, they identified a simple consecutive numbering order that, like the naming of the Model 19, Y, can appear to be baffling to people today. Can I ask why the 8hp vans and tug are separated or are purposely out of order to the general sequence of numbers. Being tagged at the back of the listing tends to hide them away from those awkward questions that do need to be asked, especially as this appears to effect the status of the Model Y saloon. Briggs, in their capacity as a body building manufacturer, seem to have looked at this quite differently in the way they have listed their vehicle bodies in such an order.

With the numbers further continuing in sequence with the Dagenham designed models taking the numbers further into the 400's, 500's and finally the 600's, The question I would ask is, should the Y vans and the tug now be despatched even further to the end of this list (where they would look decidedly out of place) or should they take their rightful place at the front of the list.

Looking closer at the listing, there are anomalies in the first job dates and it is noted that the C and CX tourers are listed first. Briggs did manufacture a tourer, possibly two. Did this tourer have a Briggs body number and would it have been first in the queue? Also the fact that the van came out just a few months later after the saloon does mean that the Y van was already on the cards when manufacture of the Model Y was started. The more we explore these anomalies the more we may define the true history behind the scenes of our models"

I take Yvon's point on the order of listing of the body types on page 27 of the Survivors' List and

shall place them in numerical order for future issues, but, that will mean placing the Tug (which did not appear until September 1935) between the short rad and long rad saloons (the latter being introduced two years earlier in September 1933). The tourers certainly had Briggs body numbers – see the main listing. The “Y” van was certainly on the cards when the “Y” was manufactured. The original promotional photograph of the end of the production line shows a van behind the pre-production Model “Y”, the van being airbrushed out in the published version of the photograph.

They've reappeared!

Colin Spong has rescued a couple of Model “Y”s that we knew were languishing in Romford and have been reported in a past issue of Transverse Torque. The good news is that they have been passed on to a well known Ford enthusiast, who will make a good job restoring them. Two more



A June 1934 black Tudor Model “Y” with sliding roof rescued by Colin Spong.

The beautiful maroon March 1934 De Luxe Fordor rescued by Colin.

20 years ago

Issue 72 August/September 1991

After nine years as Editor, in this issue, John Guy announced that this would be the penultimate issue of Transverse Torque to be produced by the John Guy/Siobahn O’Leary team. As he explains, it was not a matter of boredom with the job, but rather, having purchased Garth Barn with a view to making it habitable, “we need to spend more time putting a roof over our heads and to providing the finances with which to carry it out. Two years of effort have not yet achieved the halfway stage. We are therefore cutting out all voluntary work until our barn conversion is finished.” John and Siobahn were living in a caravan in front of the barn with their Model “Y” hiding under a lean-to in the yard. Siobahn’s ‘office’, where she laboriously typed out the magazine for printing, was a large kitted-out garden shed, also in the yard.

Under ‘Membership Chat’, Ray Garrett supported Nick Smith’s use of diluted hydrochloric acid as a rust remover. “It does, however, have one drawback: if used in an unventilated area, e.g., one’s garage, it will create rust on any unprotected metal in the vicinity. Its use is best confined to smaller items that can be treated outside and thoroughly rinsed afterwards.” Ray then goes on to suggest Alltrans toilet cleaner, “or any other industrial cleaners. If immersed and left – it may take a few days with heavy rusting – they will emerge totally rust-free.”

Robin Del Mar reported on the London-Brighton Classic Car Run: “I was surprised to see no mention in the magazine of the London-Brighton Classic Car Run on 23rd June, 1991. My wife and I entered with our Model Y tourer, WV 2898. The day dawned and we set off under grey skies to the start at Bromley. At 9.15 a.m., we were waved off, with a Union Jack and a click of a stop-watch, and sallied forth down the prescribed route. Within five miles, and by now heading a convoy of ‘classic cars’, we were confronted with a 1 in 4 hill, of which the car took a dim view. This created great excitement for the following drivers, who jumped out of their cars and offered pushes and tows. However, all that was needed was a pause for breath, a clear road and a lighter load – I walked up the hill!” - - What a gent!

Robin made two points: firstly he was unhappy that many of the so-called Classic Cars were less than 20 years old (the cut-off date was 1975) and secondly, where were all the model “Y”s and “C”s? I remember him raising that point with me as Chairman and I had to say that £25 entry fee for the Run was too much for many of our members.



Robin’s car has a fascinating history and is a good subject for a future Members’ Cars article.

“Robin Del Mar’s attractive yellow and black tourer (converted van) crests Ditchling Beacon on the London to Brighton Classic Car run. Photograph Dick Lankaster.



Two of the seven new members announced in this issue are still with us today, twenty years later. Dick Moody, from Waterford in the south of Ireland, which a number of us have visited in our cars over the past 10 years, apparently still owns Z 5109, an April 1933 short rad "Y". We are missing its Briggs number and whether it is on the road or under restoration on the Survivors' List, Dick. Please update us. The second remaining new member is no shrinking violet! The ubiquitous Geoff Salminen joined us 20 years ago. Bob Wilkison (as the then Membership Secretary)'s opening gambit was "Geoff Salminen already owns a 1937 Morris 8 and has recently purchased a 1937 2 door Y. The car has been resprayed and an exchange engine fitted but has the original oil can, handbook, parts list, jack and pump. Geoff feels that the 86,000 miles speedo reading is probably genuine."

Paul Milne had sold his 1934 Model "Y" to new member, Don Faulkner, as he had purchased a 'real find'. He reported, "The car is in absolutely original condition with no rot and only minimal rust spots here and there where the original owner has polished through the paint! Rubber parts are a bit perished and these will be replaced. It has leather seating and an operational sliding roof. Most work required involves a clean up and touch up and general TLC. The only non-original fittings are 4 yellow wipers fixed to the wings. The car was still with its original owner until about 15 years ago. The next owner 'stored' the vehicle in a Ford dealer's showroom in the Birmingham area. The car seems not to have been used since 1967 and the mileage recorded is a genuine 26,736 on its original engine." Having given it the necessary TLC, the car passed through the ownership of our ex-Membership Officer, Godfrey Dingley-Jones, and is now owned by Gary Day in Neath, West Galmorgan.

Many members will know Dave Curtis, now a Zephyr owner, and his wife, Cher, but 20 years ago Dave was our Events Coordinator. He was spot-lighted in issue 72 as follows, "The first car I restored was a 1954 Ford Popular 103E which I then took to rallies and shows in 1978. Cher and I had a lot of fun in that car. It took us to Yeovil, Birmingham,

Swansea and many local events. Having been bitten by the bug, I wanted an older car, pre-war preferably and of course – a Ford! I bought a 1939 Ford 8 7Y which I restored during 1981. In 1982 we went to National Sidevalve Day – I had been a Sidevalve Club member for many years. The 7Y was parked by Graham Game's Model "C" saloon. This was the first Model "C" I had seen for 20 years or more and I just had to have one. I found a two door in a very bad way, which I started to work on in 1983. That year there was an all Ford show at Knebworth House and I went to see what was there, and met the Ford Y&C Register for the first time. I joined there and then and was given several back numbers of the magazine. In



Dave Curtis' Model "CX" tourer and Fordor in 1988. Note, they were Models "CX" not "C"

those days Model "C" wings, sills and inner wings were available – those were the days!

A Model "C" tourer was for sale in Thatcham, Berkshire and I met the owner and was shown the car, unaware that it was for sale. The asking price was £2000 (in 1983) and I couldn't afford it. However, I left my phone number saying to give me a ring if he couldn't sell it. A few days later the phone rang and it was mine for £800. Now, two resprays two retrims and an engine rebuild later, it is my pride and joy. I sold my rough saloon and it now resides in an old church hall not far from my home in exactly the same state. Then a Y&C member in Bristol told me he was selling the 4 door Model "C" he had been restoring for 5 years. Was I interested? You bet! The 7Y was sold to make room and the 4 door came home in 1988. All the dirty work had been done, chassis repaired, etc., but the expensive work was left – trim, paint, chrome and so on. So now I have a wet weather car and a dirty weather one! I am now part way through the restoration of an E83W van and I have a 100E tucked away for one day."

Also in this issue was an early report on FBHVC activities, write-ups on the Northern Classic Car Show at G-Mex, Manchester and the Yorkshire "Do" at the Military Transport Museum in Beverley; also a list of the 12 Model "Y"s, one Model "C" and 4 Model "CX"s that attended the Stanford Hall gathering. There had been plenty going on over the summer.

Finally, after a relatively short Spares Report from Graham Miles, mainly due to summer holidays, he included an extract from the September 1935 "Popular" and "De Luxe" Model Bulletin, Vol. 4, No. 7, covering the fitting of the front brake rod supports to these two models. Note that copies of the Bulletins are available through the Club (see the Regalia list) and the front brake rod supports are available to members (see AF7 on the Spares list in the centrefold.)

FRONT BRAKE ROD SUPPORTS

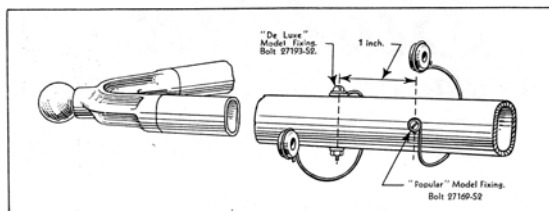


Fig. 23

The front brake rod supports YE-2502-B fitted to current "Popular" and "De Luxe" model cars are provided with a rubber grommet, illustrated in Fig. 23 which encircles the brake rod and prevents it rattling when the car is driven over uneven surfaces.

Should it be desired to incorporate the new design support on a "Popular" or "De Luxe" model car not so equipped, this may readily be done. The clevis should first be removed from the front end of the brake rod and the existing brake rod support removed.

Owing to the different locations of the brake rods relative to the radius rods on the two models,

the method of securing the brake rod supports is not the same. On the "Popular" model car the existing bolt holes in the radius rods may be used and the brake rod supports secured in the position shown in Fig. 23.

Before fitting the front brake rod support to the "De Luxe" model, it will be necessary to drill a 3/16 inch diameter hole through the top and bottom of the radius rod at a distance of one inch from the original bolt hole towards the rear of the car, as shown in Fig. 23. A slightly longer bolt than that originally used will be required, this being carried under the part number 27193-S2.

Events 2011

4 September	East Anglia Transport Museum, Lowestoft. Trolleybus museum	Colin Peck 01784 482336
16 – 19 Sept	North Norfolk Railway 1940s Weekend. (see below)	Jo Hanslip 01945 430325
25 September	John Mould open day Nr. Reading, Berkshire (see below)	Mike Cobell 01594 834 321
9 October	Horton Historic Vehicle club run to Calne museum, Wiltshire.	Ivor Bryant 01454 411028
6 November	Y&C Committee meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
11 – 13 Nov	International Classic Car Show NEC Birmingham (see advert below)	Geoff Salminen 0121 427 2189

Events 2012

12 February	Y&C Committee meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
22 April	National Drive-it Day	
29 April	33rd Annual General Meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
22 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463

North Norfolk Railway 1940's weekend 16th to 19th September 2011

There are still some rooms available at the Links Country Park Hotel at West Runton, Cromer for the 40's weekend. The cost per person is £150, which includes dinner on Friday, 16th September, breakfast Saturday to Monday 19th and dinner on Sunday evening. Please book directly with the hotel, 01263 838383, ask for Melanie Goose, and say that you are part of the Hanslip party to get the discounted rate.

There is a great atmosphere on Sheringham station on the Saturday evening, including a Jitterbug band, bar and hog roast, with everyone suitably dressed in war time garb and, Sam assures me, a lot going on in a similar vein in the local hosteleries.

Free day tickets for unlimited train journeys on The Poppy Line are available to all members dressing in the 40's era (strictly no German Uniforms) -

**** I would ask however that you let me know if you intend to come, whether you will bring your vintage car (if so, let me have the Reg. No.) and whether you would like to have rail tickets for the Saturday and Sunday. ****

I really do need to know these details as Chrissie Rayment, the organiser of the event has asked that any Y&C members wishing to attend for the first time, apply through me as they have a waiting list and she needs to know final numbers by early June. After that, if you want to go, you will have to pay the going rate for the fare.

There is a lot going on on both days and, to be honest, you probably will need the whole time to see everything. We make Sunday the main day for the Y & C Register, primarily because some members just travel for the day and you may wish to explore the surrounding area on the Saturday

Members who have booked tickets so far are:

David and Freda Kent (2), Dave Tanner (4), Jim & Joan Sharpe (2), Wendy Grace (7), Jim Miles (1), Lynn & John D'Alessio (2), Pete and Jean Ketchell (2), Pete and Jean Purdy (2), Colin & Chris Rowe (2), Noel and Terri Page (2), Nick and Monique Smith (2), Victoria Edwards and Gary Whittle (2), Terry & Dot Mortiboy (2), Jo & Roger Hanslip (4).

If you are not on the list and want tickets then e mail jo.hanslip@btopenworld.com with your name and address and car registration or tel. 01945 430325.

Look forward to seeing you in Norfolk.

Rear axle problem.

One of our members emailed Nigel Stennett-Cox, our Technical Advisor, asking for help with a problem he has with his Model "Y" rear axle. His email read:- *"The drive to the rear wheels is only working on one wheel and I think the spline has been stripped. The car appeared to be only driving on one wheel and as we have a gravel drive the wheel being driven dug into the gravel. When I run the engine with the wheels off the ground only the near side wheel turns and not the offside. Can you diagnose the problem and suggest what I need to do to sort it out? I have been through back issues of the magazine and the two service bulletins I have and can't see how I start to take the axle apart."*

Nigel's reply is as follows, but his afterthought is printed first as that seems very plausible:-

Afterthought:- "Later last evening I had a few more thoughts about your car. Has it been standing, perhaps with the handbrake on, and is it possible to turn the wheel which doesn't drive, by hand? That, or even push the car when all wheels would have to revolve? The problem just could be as simple as the brake on that side being stuck on. If one wheel on the driven axle of any car is prevented from revolving, the differential gear will just revolve the other one. A clue seems to be that you said the "good" wheel just digs a hole in your gravel, why doesn't it just propel the car along on its own?"

Initial reply:- "There are no splines to strip; the drive goes through a taper and key at the wheel ends, where the brake drums fit onto the ends of the half-shafts and by a gear ring on the inner ends. There is one half-shaft each side and these transmit the drive to each wheel respectively from the differential assembly in the housing in the centre of the axle.

The first easily-checked possible cause of the problem is that the taper end of the half-shaft is turning inside the brake drum on the side which is not getting driven. Take the wheel off on that side and see if you can revolve the brake drum with the centre [split-pinned] nut remaining station-

ary. If so, remove the split pin, nut, and brake drum and you'll see the taper drive. If, on the contrary, the drum taper is as tight as it should be, the drums will not come off without use of a hub puller. Then, if it is loose, hope that it is not chewed up in the centre hole in the drum to the extent that it can no longer be tightened back onto the taper, with the taper too being mauled. A Popular [pardon the pun] "bodge" in these circumstances was to cut some thin steel from such as a drinks can and shim it up, but it will not be as resistant to coming loose, or as reliable at transmitting the drive as a good taper is when the nut is retightened. It is therefore not recommended.

From a safety angle, you must bear in mind that the wheel nuts attach the wheel to the brake drum but BOTH are only held on to the car by the central nut and said taper. If that single nut comes off so will the wheel and drum as a unit!

Back to the problem; it is possible that the half-shaft is broken further in towards the diff. on that side if the taper is still sound. That may mean that, if you jacked the non-driven side up, and the brake was not binding, you could just pull off the wheel with the brake drum and outer part of the broken shaft in it without undoing anything at all! Needless to say, DO NOT attempt to drive the car in this state. Another possible cause is total failure and jamming of the differential star gears, again entailing an axle strip.

Replacing half-shafts involves a total axle strip on Model "Y"s and "C"s. I could attempt to describe how that is done, but it is not for the inexperienced amateur. You need someone familiar with this kind of work, because judgment regarding the condition of removed items and precision setting-up is necessary. Also, you need a spring spreader for dealing with the transverse spring removal and replacement. Do you have anyone to hand who is competent with these axles? If not, use someone with good credentials in the club - see "Useful Contacts" in centrefold..

Nigel Stennett-Cox
Technical Adviser.



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Parts report

– steering nuts.

Once again I have to report that we still await the newly manufactured steering nuts. My report of this in the last issue prompted two questions:- Will the steering nuts be available to buy as a separate item? Why are we manufacturing steering nuts when reconditioned steering boxes are available for purchase from other sources?

A decision has not been made as whether to sell the steering nuts separately. This will be done when we have completed our evaluation, which involves detailed measuring of the various components in order to establish the acceptable tolerances to be applied to the assemblies. If anyone has a poorly performing steering box on their car and would like to be involved in the evaluation, please let me know. As part of this evaluation, you can have your steering box refurbished at cost price, on the understanding that you give us feedback on the quality and performance.

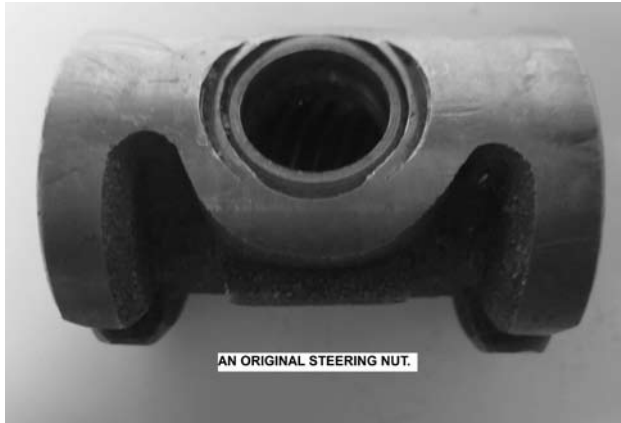
There is nothing to stop our members buying reconditioned steering boxes from any source they choose to, our experience of some of these boxes is not good, including some the register have purchased in the past. The refurbishing of the nut is done by turning down the ends and fitting oversize collars, boring out the main bore of the steering box to accept the modified nut, replacing the bottom sector shaft bush and boring out the top end of the box and fitting a bush.

On examination of boxes with this modification it has been found that one of the collars had become detached:

The detached collar seized in the steering box. There are several explanations which I will not speculate on in this article.

The answer to the question why are we manufacturing steering nuts; is so we can control the quality of the product, obtain important information with regards to tolerances and assemble first class steering boxes.

Peter Ketchell
Spares Officer.



AN ORIGINAL STEERING NUT.



MODIFIED NUT.



MODIFIED NUT WITH ONE END MISSING.

International

Spain.

Luis Cascante reports, "Some weeks ago, my brother-in-law Alfonso and myself were requested to lend our old cars – his 1934 AX Vauxhall and my 1935 Model "Y" - to be part of the setting of a photographic session with young amateur models; the scenery would be in our family country house in El Brull. Of course, we were delighted. The story line was something about the rivalry of two lads, a wealthy one who owned the Vauxhall, and a young worker with his Model "Y", both in competition to attract a distinguished girl; the action was supposed to be in the thirties. We had great fun that morning, although we were unaware of who was the winner."

Also, there appeared a model "Y" on the Spanish ebay, apparently in excellent condition with a 1930's Madrid registration. I asked Luis to contact the seller to obtain the chassis number. He replied, "That car has some oddities. It's a Right Hand Drive, British made £100 Popular (one piece dashboard, no vent on top of scuttle, late type steering wheel..) never assembled in Barcelona. The registration number belongs to a Madrid's 1934 one but, it's not from that Model Y.

In my opinion, that car has been imported into Spain in recent years, possibly in restored condition, and a 1934' registration plates belonging to another Model Y, a 1934 one, has been irregularly fitted. The speedometer is in km/h, perhaps also fitted in Spain. I'll give a ring to the sellers in order to obtain, if possible, the chassis number."

New Zealand

Anthony Kite ('Ant'), the Editor of the North Island 'Ford 8 & 10 Club' newsletter emailed, "Just been doing a search to see if I could find anything more about the playing card with a Model Y. Unfortunately, no luck there, but I did come across vintage cigarette cards with vehicles on them (including a Model Y)."

Yes, there are two cigarette cards depicting Model "Y"s (none with Model "C"s).

I see that the South Island is once again in the news with horrendous gales, blizzards and storms in the Christchurch, Dunedin and general Southland region. What with earthquakes, floods and now this, they have not had a good year. Our thoughts go out once again to member Jill Peters and the members of the 8 & 10 Enthusiasts' Club of South Island.

One such member is David Green

The Ford Model Y & C Register

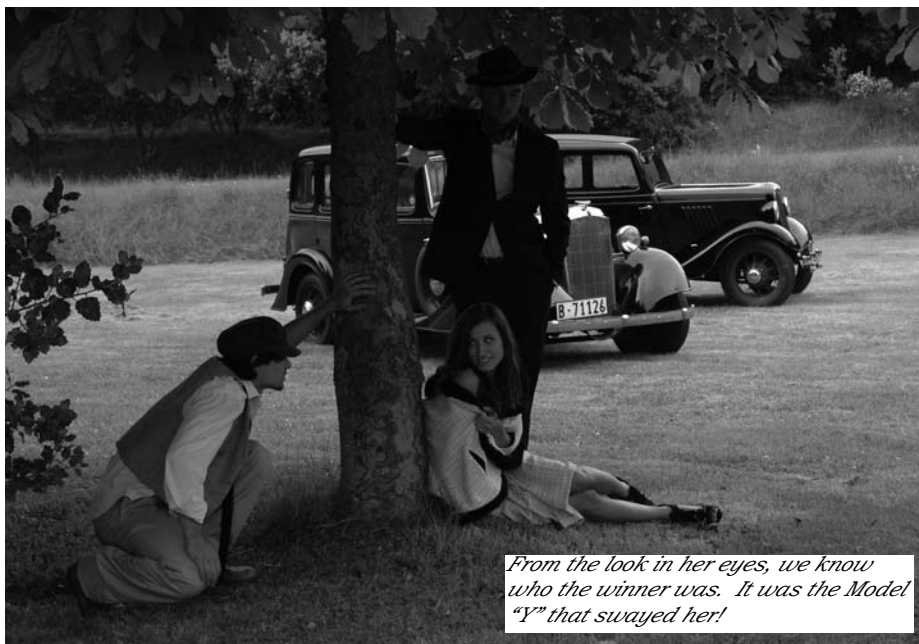


DETACHED COLLAR.

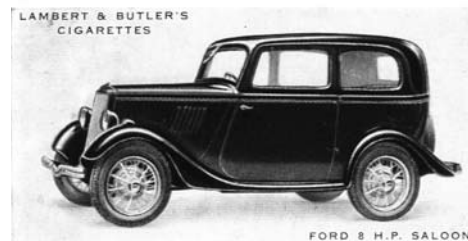
correspondence



He promises her riches beyond measure and life with a 1934 AX Vauxhall.



From the look in her eyes, we know who the winner was. It was the Model "Y" that swayed her!



The Lambert & Butler MOTOR CAR series, no. 8 - 'Ford 8 H.P. Saloon' showing a maroon short rad with Tacoma cream wheels, radiator grille and coachline.

the Players Cigarettes MOTOR CAR series, no. 19 - 'Ford "Popular" saloon' showing a black long rad Tudor with Tacoma cream wheels and grey radiator grille.



Australia.

20 years ago, Jim Oliver, from Sunbury, Victoria, joined the Y&C Register with his maroon Geelong assembled Model "CX" Fordor (C55152, Geelong body number 20B S1739). It sat in his shed for years under restoration. Jim, who became one of the leading lights on the Victoria 8 & 10 sidevalve scene, recently sold the vehicle to Verdon (Jim) St John of Bairnsdale, Victoria. It is currently on a Victorian Club Permit registration 02728-H.

In the last issue, I illustrated the back end of three Geelong manufactured Model "CX"s (roadster, well-type 'ute' and sedan) waiting to be positioned in a display at the Ford Discovery Centre in Geelong, Victoria. We are grateful to Bill Ballard who made the 150 miles round trip to photograph them on display. Incidentally, the display included the origin of the name Geelong as follows:- "The aboriginal name Jilong means 'situated on a beautiful bay'. This natural harbour, plus the railway, enticed Ford to establish their Australian headquarters here in 1925." As Bill says, "I must congratulate the aborigines in their choice of name."



The blue and silver Fordor Model "Y" for sale in Spain. Apparently, an illegal immigrant!



Three "CX"s on display at the Ford Discovery Centre in Geelong, Victoria. Next to Bill Ballard's roadster (nearest the camera) is David Moran's well-type 'ute' and then Gary Yule's Sedan. Each of the bodies was manufactured in the Ford plant in Geelong.

Doc. Ford,

as requested, picks up his stethoscope.

Pistons. In the last issue of 'Transverse Torque', under the Forum Activity heading, the good Doc. was asked to come out of retirement and talk about pistons, or rather the two lengths of pistons, as used in what is generally regarded as pre- or post-war 8 or 10 HP engines.

It can almost be guaranteed that, if the engine has a small manifold retuning the cooled water to the block via two return ports, the block is pre-war and fitted with short pistons, whereas a single central port block is post-war and fitted with the longer pistons.

Personally I never bother to measure these pistons accurately as, in practice, the various manufacturers seemed unable to agree to the nearest thousand of an inch just what that measurements should be. I use a ruler; a rather crude method, but you are looking for a difference of approximately 5 mm, (18 mm versus 23 mm). The longer or deeper piston is post-war. This measurement is taken from the top of the gudgeon pin aperture to the piston crown. However, you should have the pistons that were removed to offer up to the replacement pistons for length comparison. **Just make sure you do it!** We did have an unfortunate member who did all the work reconditioning his engine, only to note on assembly that the pistons were rather short of the block top by almost a 1/4 in. Whoops!

The probable reason for the redesign of the block was to add material to the upper face of the block adjacent to the head, as the comparative thinness of material here on the early block often led to cracks. Alas, this defect is now making its presence felt on the post-war block!

Stop light switches. The Doc. would also like to talk about the two types of 'Stop Light Switches' members are using. (Issue 190, page 8 and issue 191, also page 8). Ladies and Gentlemen, the operational function of these two switches is very different; this aspect



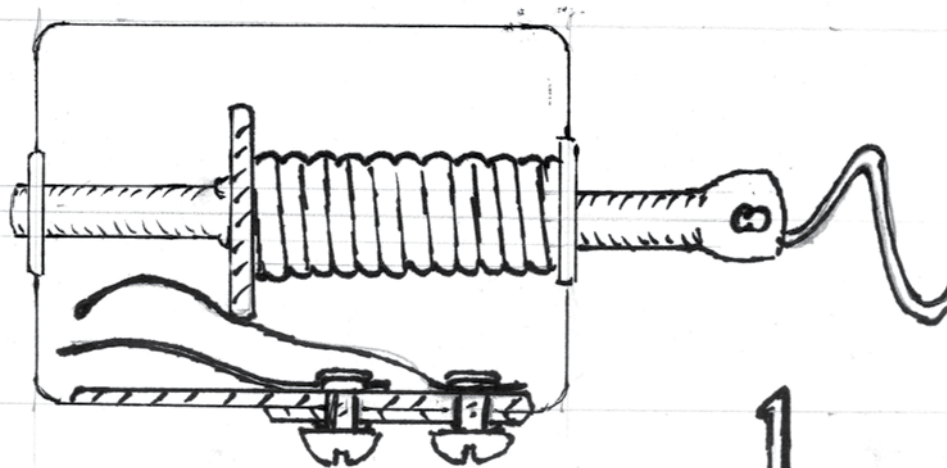
appears to have been completely missed. Also, unlike a conventional switch, you can, within limitations, over operate them as the mechanism closing contacts is of a sliding design. In a conventional switch, its internal spring either snaps the contacts closed or open.

The correct switch for our "Y" and "C" models is as photographed in issue 191 and is mounted to operate in conjunction with the front off-side brake rod. Should the spring 'linkage to rod' fail, the brake lights will illuminate as the switch will self close and thus make contact. Whereas the later Bakelite bodied switch (as photographed in issue 190) will not illuminate the lights should the connecting link fail; as this switch lever needs to be pulled in order to operate an internal cam, a cam which like the body, is moulded in Bakelite and is therefore self-insulating. This cam can allow the lever to pass through about a sixty degree arc due to its long profile, thus making allowances for brake maladjustment. The external pull spring is merely 'belt and braces'.

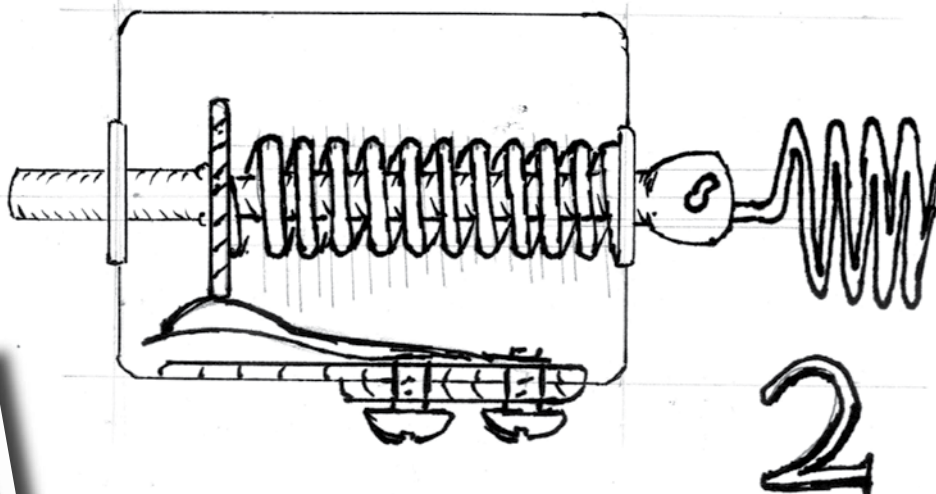
Using the correct switch, application of the brakes draws the front brake rod in a rearward direction, towards the central cluster. Thus the internal spring in the switch is allowed to close the contacts once the tension in the stronger external spring has contracted. In other words it is not pulled on, but rather allowed to close by use of its own internal closure spring. The need for the external spring in the linkage makes allowance for brake wear/adjustments. Whereas the subsequent Bakelite Ford switch (as in issue 190) needs the lever to be pulled in order to close the contacts and, once again, the pulling connection should incorporate a spring.

The Bakelite switch photographed in issue 190 is in fact being pushed and not pulled. It should be mounted to be pulled. Using this switch, it is necessary to use the internal rod of the cluster, the one that transfers the braking effort to the rear brakes. This rod moves in the opposite direction, thus pulling the switch on. If using this switch, take care to water proof it with a close fitting gasket and steel plate as water ingress is its big down side. The disadvantage here is the brakes should be set up to lead with the front brakes, modest braking pressures may not move the transfer rod sufficiently; but that is just being picky.

Yours the 'Doc'.



1. The steel brake light switch as used on our Model "Y" and "C" cars, seen here in the 'off' position. Using a steel body means that the parts need to be insulated



2. Here, the switch is in the 'on' position, thus the external spring is relaxed and the internal spring has been allowed to close the contacts by pushing the insulated disc on to the outer contact and forcing it to close.

**REPRODUCED FROM THE GEELONG ADVERTISER,
Saturday 14th March 1936.
Courtesy Bill Ballard.**

**ENGLISH DE LUXE FORD
Safety Glass All Round in Sedan**

The recent successes secured by the 1935 English De Luxe Ford in several important reliability trials overseas and its reputation for economy, speed, comfort and reliability in everyday service, have created considerable interest in the 1936 range just announced. New models may be seen at the premises of Hawkes Bros. (Motors) Pty. Ltd., corner of Malop and Yarra Streets, Geelong. A product of the famous Ford Works, Dagenham, Essex, England, the 1936 English De Luxe Ford should make a strong appeal to motorists who desire a car combining smart appearance with comfort and low running costs. An important new feature and one that will meet with the approval of motorists is the use in sedans of safety glass all round. This is the first time in Australia that safety glass has been fitted all round in a car of this class. The already well-known Ford centrepoise riding gives a very high standard of comfort with remarkable smoothness and steadiness at high speeds and on rough roads. The comfort obtained from centrepoise riding is still further enhanced by deeply cushioned, softly sprung seats.

POWER PLANT

The engine is the same as in last year's model. Reports of Ford Service experts in Great Britain and the Dominions regarding performance and economy have been so consistently satisfactory that it was decided to make no changes in the engine. The most recent outstanding proof of the efficiency of engine performance is provided by the success of an

Cont on page 24

The Model C 24hp engine.

In the late 1980s and early '90s motoring correspondents and Ford enthusiasts kept referring to a mythical 24 (fiscal) hp Model C engine. Eventually the myth was exploded as follows; initially by the American, James K. Wagner, the author of "Ford Trucks Since 1905." and finally by our own Bert Thomas. James Wagner writes:-

"Most of you auto history buffs are already aware that yours truly fell for "The Model C Myth" and consequently made the most glaring factual mistake published in Ford Trucks Since 1905. Most of us familiar with the early history of Ford Motor Company are aware of the original Ford Model C, a low-priced car made in the 1904-05 era and possibly of the very small car of that name Ford produced in Great Britain between October 1, 1934 and October 31, 1935. However, contrary to what was written in the above-mentioned Ford truck history book, there was no such animal made in North America during the 1930s. Yours truly relied on "research" published in another 1970s-era American Ford product history book and recollections from articles published in Hot Rod Magazine during the 1950s.

Following publication of Ford Trucks, 1932 Ford historian David Rehor set me straight regarding the myth and reality of the so-called 1933-34 North American Model C. As a result, I eventually wrote a correction/apology to the editor of The V-8 Times, which was published in the magazine. Following that an Englishman named Bert Thomas responded with an even more thorough explanation of how the mythical Model C came about. For your enlightenment I'm attaching his explanation"

Con't from page 23

English De Luxe Ford in South Africa, where it won in a field of 11 light cars the famous Port Elizabeth reliability trial of 1200 miles under probably the most gruelling of conditions in which this contest has ever been held.

FUEL CONSUMPTION 35-40 M.P.G.

The manufacturers, always conservative in their claims, state that the engine gives a top speed of 65 to 70 m.p.h. with a fuel economy of from 35 to 40 m.p.g. It is a four-cylinder L head type engine of 1172 c.c. capacity. Other features include down-draught carburettor, with oil bath cleaner, balanced crankshaft, positive oil feed to main and connecting rod camshaft bearings.

Another refinement which adds to the pleasure of riding is the clear vision ventilation system. A half turn of the handle slides the window back into the frame, leaving an aperture through which air in the interior is drawn out. The ventilation system has the additional virtue of not impairing the visibility of driver or passenger – an important feature from the point of view of comfort and safety.

The braking system is of the four wheel mechanical internal expanding type, the foot brake operating on all four wheels, and the handbrake on rear wheels. The brakes are extremely effective, and respond evenly to light pressure. The well-appointed bodies are modern and attractive. In the streamlined tail there is a spacious luggage compartment, accessible from the interior. It is opened by pulling forward the hinged back of the rear seat. The wide doors enable bulky luggage to be passed into the car with ease. A parcels shelf is provided behind the rear seat.

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

The new English De Luxe Ford will interest every light-car buyer. It has already proved itself a worthy addition to the Ford range, and in many respects introduces new ideas of comfort and performance in the light-car field. These points, of course, are best tested in a trial drive. The De Luxe Ford can be summed up as a smart, speedy, easy-riden, economically priced car that provides low-cost, pleasurable motoring.

crankshaft was introduced.

Apart from the B cars and vans and the BB trucks of 1932 to 1935, the same engine was offered in most other trucks and vans in England and ending with the 7V in 1949. These included the AAF 1 ton and 25cwt of 34 and 35, E88W of 38, 79 of 37, E88CF of 38, E88TF of 38, E887TF of 38, E98cF of 39, E98T of 39, E987TF of 39 and 7V's up to 1949. In addition generators and pumps in large numbers were produced for the War Department. The AAF 1ton and 25 cwt trucks were produced in 34 and 35 and were all fitted with a B engine in the factory, for which a special sump was provided (AE-6675) to mate the B engine to the Model A flywheel housing.

In the USA there is an Ex-Ford employee and vintage Ford expert named George DeAngelis who has had access to Ford record and the Ford Archives and he has stated categorically that there is no mention of a Model C in any of the records.

The letter C on the cylinder head refers to the sequence of head castings—the original Model A head was regarded as "A", the high compression Model A head became the "B" and the 24hp B head became the "C" and is a casting mark only.

The main parts as listed for the Model B-4cyl-24hp engine are as follows: B-6005 engine assembly; B-6010 cylinder assembly; B-6050 cylinder head; B-6303 crankshaft (Changed to B-6303-B counterbalanced crankshaft).

These numbers were shown in the USA parts list Form No. 1932 of July 32, in all the later editions of Form No. 1932(i.e. 28-34; 28-35; 28-37) the American "Green Bible" form No. 3633 and all the English parts lists for the A and B dated 1 Dec 33 and all its revised editions every year from 34 to 38 and also in the last English parts list with Model B parts, printed in 1952: Form No. F1908/552. In all these parts lists the format is the same.

Finally if anyone can produce an original, genuine Ford parts list showing a 3.875 bore, 4 cylinder, 24hp engine with parts listed as C-6000 engine assembly, C-6010 cylinder block, C-6050 cylinder head and C-6303 crankshaft then I will believe it—but until then there never was a Model C-24hp, 4 cyl. engine.

The myth of the Model C 24hp engine. with thanks to the late Bert Thomas.

First of all, I will make a statement—there is not and never was a Ford Model C engine of 24hp [RAC rating] and 3.875" bore, at any time between 1932 and 1952 in any Ford plant, in the USA, Canada, England nor anywhere else. It was always a Model B engine and is so listed and part numbered in every Ford brochure, handbook service bulletin and parts list ever produced. The only exception to this is that when it was introduced at the beginning of 1932, it was called "An improved Model A" and the early handbooks and parts lists referred to it as an "AB". The Model B engine was only produced in the USA in relatively small numbers, and especially so in 33 and 34 when it could be had in the Model 40 [also Models 46 & BB]. Although it is said that Detroit stopped production in 1934, this is not correct, because I have in my possession, internal prewar Dagenham documentation, which states that Detroit and Cologne were supplying Dagenham with new Model B blocks until 1939 (1938 in the case of Cologne).

In all the parts lists from 1932 up to the last English listing in 1952, none of the parts numbers of the major items was ever changed. The only one in the USA and English books was the crankshaft, which changed from B-6303 to B-6303-B when the counterbalanced

Billy's bit of bother.

We all know how it is. We put the car away after a run and some weeks later we come to start it and it just won't go! We talk to it, curse and wonder what has been going on behind our backs. Well, this is what happened earlier in the summer when use of our "Billy" was curtailed due to my health problems. On April 27th I drove Billy from our former home at Church Stowe, near Daventry, to ours, and his, new home at Brampton Park about 10 miles away. He started first time on that morning and made an uneventful journey in the rush hour across Northampton. He was garaged immediately on arrival – he was, in fact, the very first item of our possessions to be moved into our new home. His MoT ran out the next day. Billy was then completely ignored while we got on with the move, went to the Canadian Rockies, researched my family's former home in Winnipeg and, finally, I had surgery at the local hospital.

In July the builders were in and one of them noticed and took an interest in old Billy. Usual comment "me dad `ad one" - its an old Austin 7 isn't it? I decided that, as the Old Ford Rally was looming, perhaps it was time to get him ready for the MoT. First thing I thought I will start him up and show the builder man how easy it is with these old Fords. I put the battery on top up charge (1 amp) and left it for 24 hours before attempting to start the engine. The battery had just started to gas by next day. I usually swing the engine by hand to save heavy battery drain from cold. Alas nothing! Having primed the fuel pump as usual, not a sign of life. For the first time in nearly 8 years he (Billy) wouldn't start – embarrassing under the circumstances. With blisters on palm of hand and a disappointed builder man hovering in the background, it was time to investigate.

Checked for a spark - all ok – because starting problems in my experience are usually electrical - well not this time! (Usually, when priming the pump, there would be a smell of petrol noticeable around the carburettor, accompanied by the comforting sound of fuel splashing into the float bowl. Not this time. Out of fuel? – dipped the tank - half full. Took the petrol float bowl off, which was empty. Tried priming the pump with the float bowl off, in case the float needle valve had stuck – no luck. I began to recall some of the Club's members` urgent requests for fuel pumps and flexible hoses at the start of each show season. Sudden failure of either item while laid-up seems unlikely however. The fuel pump and flexible hose had not been touched since an engine overhaul in 2004. The only problem ever experienced in that department had been the fuel vaporising, usually in hot weather, because the fuel feed pipe-work and pump are exposed to radiation from the exhaust manifold and down pipe. This problem has been quickly solved in the past by wrapping kitchen foil round the fuel pipe. This couldn't be the problem now as the engine was stone cold!

Removing the fuel pipe was confusing as there was a collection of odd unions and connectors on the pump inlet which seemed non-standard. These and the flexible fuel pipe were removed from the pump inlet port, allowing me to test the flexible for leaks using an air line. There seemed to be good pressure at the pump outlet when hand priming the pump, with my thumb over the outlet port. I was aware that flexible fuel pipes have been reported to become porous due to failure of the rubber lining inside the armoured sheath. This can cause air to be "sucked" in to the fuel line rather than any fuel leaking out. The pipe seemed ok. Using the airline (foot pump would have done), the fuel pipe back to the tank was blown through and bubbles in the tank proved there wasn't a blockage.

At this point, my attention was drawn to a piece of plastic air hose between the metal fuel pipe from the tank and the metal clad flexible fuel pipe - this plastic pipe was hidden in the chassis section. This pipe was held in place between the flexible fuel pipe and the metal pipe from the tank with two jubilee clips. However, it was possible to pull this plastic pipe off the metal pipe with little effort and without slackening the jubilee clip, which was found to be fully tightened. I decided to replace this short piece of plastic pipe. Examination of the inner bore of the removed plastic pipe showed a very hard and inflexible surface. So could this be the problem? With a new piece of plastic "air hose" fitted, the pump was hand primed while the float bowl was still detached. Fuel immediately appeared at

the carburettor inlet pipe. Relief now as the fuel pump was ok and so apparently was the flexible fuel pipe! Billy finally started on the 2nd swing!

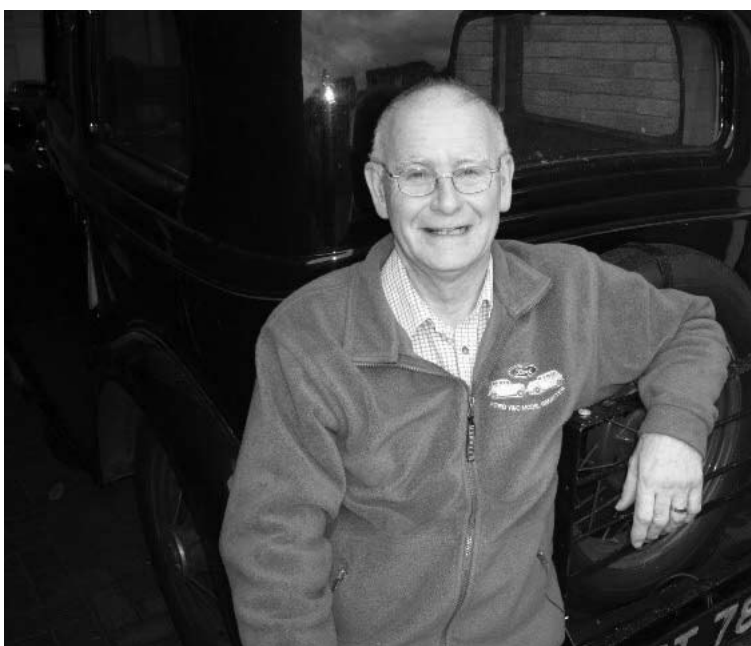
Billy (DVT 788) is a 1936 (registered January 1st 1937) Ford model Y 8HP Tudor.

**Colin Rowe MIRTE MIMI
Spares Administrator
September 2010**



Billy's carburettor with an extra flexible pipe to the fuel pump.

A smug looking Colin Rowe, having found the source and cured his starting problem on 'Billy'



Centenary of Haynes of Maidstone

as Ford distributors: 1911 - 2011



The Haynes name started in Maidstone in 1832, when John Gurney took into partnership William Haynes. He joined him from the family business of Haynes and Sons, who were ironmongers, founded in 1790 and situated in the Edgware Road, London. This is now the site of the Hilton London Metropole hotel. John Gurney soon retired and sold his shares to William Haynes and from this business, over the years (during which time William Haynes was Mayor of Maidstone four times and received the Freedom of the Borough), has developed two activities which were to be of great significance to the firm as it progressed into the 20th Century under the control of the Haynes family.

Firstly, the installation of cell operated electric bells (including the first telephone in Maidstone) and as electricity became a commercial proposition for lighting, so an electrical contracting department came into being, and eventually an electricity company. Secondly, and more important still, longer term, from the sale of 'Penny Farthing' cycles the firm progressed to the sale of the safety bicycle with pneumatic tyres, which sparked off the cycle boom of the 1890s. Motorcycles followed and then, in 1903, the firm sold its first motor car, a Humber, and so a motor business was born with agencies for Humber, Sunbeam, Daracq and De Dion. To house its expanding business, 14 to 18, King Street, Maidstone was purchased, providing showrooms and

has an invoice showing a cost of £180. From this small beginning started the firm's long connection with the Ford Motor Company. It was in 1911 that Haynes became the 12th company in Great Britain to be appointed as a Ford agent by Percival Perry, the Chairman of the Ford Motor Company (England) Ltd.

In 1922, Ronald Haynes (eldest son of Bernard), after studying at Cambridge and training with the Ford Motor Company, joined the firm and was to play an important part in developing the motor business. Philip Haynes, the second son of Bernard, also after studying at Cambridge, joined the firm in 1926, becoming the Secretary of the Company in 1928. Both Ronald and Philip Haynes were appointed Directors in 1936.

Very important for the future of the company, in 1937 Bernard Haynes took the opportunity of purchasing, personally, all the shares of some fifteen other family shareholders. In the same year also, the directors purchased the first 1.25 acres of the now 5.5 acre Ashford road site, having outgrown the King Street showroom and workshop. As a result, the

sales and servicing were maintained (output of food increased by more than 70% across the UK during the war). After the war, Ronald Haynes continued to run the Ford franchise, whilst his brother Philip (a JP and a Captain in the Royal West Kent Regiment, who was captured at Dunkirk in 1940) concentrated on the ironmongery and electrical business.

In 1953, David Haynes, Ronald's son joined the business and was to oversee a major expansion and many changes in the family business. David Haynes was a larger than life figure, who had gained invaluable sales experience in the U.S.A. He combined running the family enterprise while rallying and racing and acting as manager for his great friend Stirling Moss. David twice won the British Touring Car Championship in his green Ford Zephyr. Subsequently, Haynes were to sponsor rallycross driver John Taylor, who, in 1973, became the first European Rallycross Champion driving a Haynes prepared Escort. Latterly, Haynes also sponsored Trevor Hopkins, a four times winner of the British Rallycross Championship.

But back to the business; in 1959, road widening removed the ironmongery department from the King Street premises, which then closed after 170 years. However, as TV sales took off, the electrical business expanded under Philip Haynes. New premises were acquired at the rear of the Ashford Road site and these were officially opened by Stirling Moss in 1961, the Golden Jubilee of the Ford franchise, which was also celebrated by a Show Week during which the public could test drive any of the current Ford vehicles.

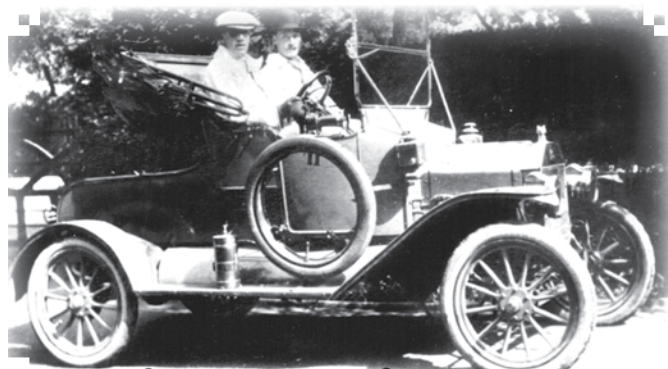
From 1968, expansion to other sites became necessary as the commercial and ag-

workshops virtually opposite the main ironmongery premises.

A most significant event in the firm's history took place in 1911, when Bernard Haynes, grandson of the founder, who, as well as being a successful business man and a JP, was a keen sportsman (having played for, and been President of both the Maidstone Rugby Club and the Mote Cricket Club) took a demonstration ride in a Model T Ford. He was very impressed by its performance up Boxley Hill (a formidable obstacle in those days) and also by its economical price. He at once ordered one and Haynes still

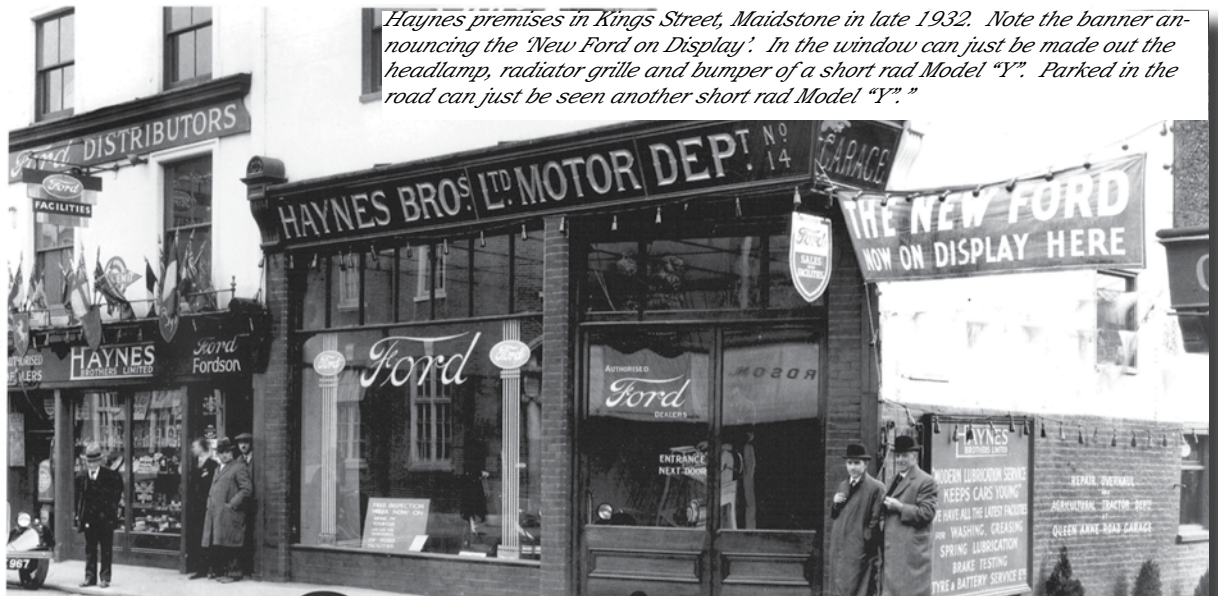
franchises for Ford car, and by then, commercial vehicles and tractors were expanded.

During the war the Royal Engineers occupied most of the site, although agricultural vehicle

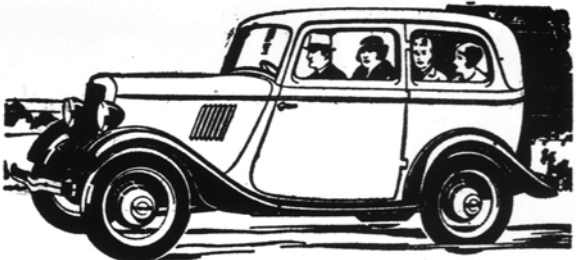


Bernard Haynes drives the Company's original demonstration Model T, first registered in 1911.

Haynes premises in Kings Street, Maidstone in late 1932. Note the banner announcing the 'New Ford on Display'. In the window can just be made out the headlamp, radiator grille and bumper of a short rad Model "Y". Parked in the road can just be seen another short rad Model "Y".



THE
£100 CAR
AT LAST



THE NEW FORD 8. £6 Tax
ON VIEW AT
HAYNES
BROTHERS LTD MAIDSTONE

THE MAIN FORD DEALERS. Phone 2239 Opposite G.P.O.

The standard Ford Motor Company advertisement on the introduction of the £100 "Popular" in October 1935 adapted for Haynes.

Andrew Haynes took on the joint role of Chairman and Managing Director. This was also the year in which the company won, for the first time, Ford Motor Company's most prestigious award for outstanding customer satisfaction.

One sign of this happy and successful company is the Haynes Survivors' Club, set up by Ronald Haynes to show the family's appreciation to those who have given long and loyal service. Members who have served more than 25 years receive a gold watch and for those who have served 35 years, a commemorative pin.

Well done Haynes. May you continue for another 100 years. My thanks to Neil Treserden, the Sales Manager for the commemorative booklets and information. Neil has sold over 9000 cars for Haynes. Having joined the company at the age of 15, he is now a fully-fledged member of the Survivors' Club.

Incidentally, in their collection of classic Fords, Haynes has the 1936 Kent registered Tudor Model "Y", DKE 988, which belonged to our Chairman, the late Geoff Murrell.

Sam Roberts



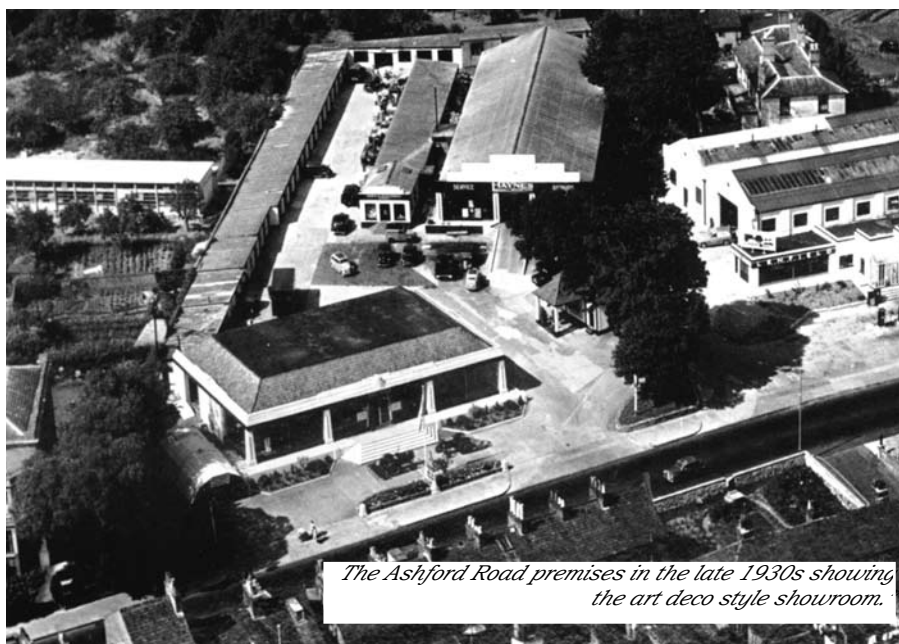
Andrew Haynes, the current Managing Director and Chairman alongside the Company's Model T in their showroom.

gricultural sides of the business outgrew the Ashford Road site and then, in 1986, a new showroom had to be built due to Kent County Council's need to build the much-needed Maidstone ring-road. The new, more modern showroom was built on another part of the Ashford Road site in the same external 1930's art deco style as the old one. Additionally, a covered used vehicle display also became fully operational, altogether enabling over 150 new and used vehicles to be on view with the overall site having a road frontage for both car and commercial vehicle operations of one eighth of a mile.

Various mergers and take-overs on the agricultural and commercial vehicle sides resulted in the formation of the Haynes Group of companies, which eventually comprised franchises in Kent and East Sussex for the Iveco, International Harvester, Fiat Light Transport, New Holland and the Kent Diesel Centre franchises.

The sixth generation of Haynes, Andrew, whose godfather was Sir Stirling Moss, joined the main board of the company on his 30th birthday in 1996, becoming the Managing director in 2000 of Haynes of Maidstone, the trading title of the holding company, taking over from his father, David, who remained as Chairman.

In 2009, following the death of his father,



The Ashford Road premises in the late 1930s showing the art deco style showroom.

