

Transverse Torque



Issue 196
May - June 2012



FORD Y&C MODEL
REGISTER



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replace first 0 in UK number with +44**

Editorial.

It was the wettest April on record (despite the drought), or so the met boffins told us. I drove up to the A.G.M. from Andover in slashing rain driven by gale-force winds. It was the first A.G.M. to which I have not driven in my open-topped Kerry! Imagine my surprise to find an overflowing committee meeting, followed by an exceptionally well attended annual general meeting in the afternoon. I counted 45 present, which is more than 10% of the world-wide membership – not many clubs can boast that turnout, especially in such filthy weather. What was even better was that the atmosphere at the meeting, which lasted two hours, was enjoyable and entertaining throughout with a goodly amount of business covered (and banter!). The Club goes from strength to strength!

In my report to the membership, I put in a plea for more good portrait photographs of our cars to go on the front cover of Transverse Torque. We have one of Kerry in this issue, but most I receive are in landscape format. Please take some with the camera through 90° this summer, especially as we have the 200th issue of Transverse Torque due out in January 2013. I also mentioned that the archive of vehicle histories is slowly building up. I have text files on over 600 Model “Y” and 100 Model “C”/“CX” registration numbers and photographic folios on over 700 Model “Y”s and 170 Model “C”/“CX” and Eifels. If you are aware that I do not have the history of your car (old log book, etc.), please either scan and email or photocopy and send any documentation you may have by snail-mail.

In my Editorial to issue 191 I showed a clip from a video of Model “Y”s approaching the Ford Exhibition at the Royal Albert Hall, sent in by Roger Corti, and surmised that they were newly introduced long rads. David Gustard has identified the video which explains that these cars were calling in on the Ford Exhibition en route from Dagenham to dealers to the west of London. One assumes it is the 1933 exhibition, which ran from the 12th to the 21st October. Worth a look:- www.british-pathe.com/video/straight-from-dagenham



The members listening to every word at the A.G.M.

In the 76th issue of Transverse Torque, 20 years ago, the late Jeff Cole, our then erudite Model “Y” Technical Adviser, explained the complexity and mysteries surrounding the different oil pressure relief valves that were fitted to our 8 and 10 h.p. sidevalve engines. As this is the only definitive explanation I have seen, it is reproduced in full in this issue.

We need your help. In the last issue, page 18, was illustrated Ken Clarke’s diagram on the method of fitting a roof panel. It should be pointed out that the addition of the metal surround to stop water ingress between the roof of the body and the vinyl/rexine roof panel was introduced during the later years of production. We would like to establish when the metal surround was introduced. It would seem to be roughly at the time of the introduction of the £100 Model “Y” in October 1935. Can any member please throw some light on this. It would seem that the Models “C” and “CX” did not resort to the metal flange, but relied on the shaped rubber surround to stop the ingress of water.

Apart from the follow-up article on the Prototype Model “Y”, which has come about through unexpected synchronicity between the Model A club and ourselves, we have tapped another source of period information – the ‘Britain at War’ series of articles, (unfortunately no room this issue for this), which appear daily in the Daily Telegraph. These replicate the Daily Telegraph news headlines of 70 years ago. Two recent subjects have provided us with interesting and relevant facts about petrol rationing and the R.A.F.’s bombing raids on the French Ford’s factory at Poissy on the outskirts of Paris in April 1942. These will appear in the next issue.

Wanted: - the known whereabouts of 1937 Model “Y” BOU 783. Anne Simpson is desperate to find this car. “This was our wedding car, and my husband put so much love and care into renovating and restoring it - we would just love to see it again. His health is failing so I am going all out to find it.” If any of our readers remembers this car, or knows of its whereabouts, please let

me know. It is possible that it may be carrying a new registration.

Tony Etheridge, our tyre supplier and member, telephoned to say that on his recent visit to Bletchley Park, of Enigma fame, he found a Model “Y” on permanent display “in a sort of dark WD khaki colour”. The registration, ESJ 409, is an ‘age-related’ one, which was issued to the car we have listed as Y59933, which was last known to be for sale in 2002. There’s something fishy about the details we have for this car, so I shall make a point of calling in to investigate the next time I am passing by Melton Mowbray. Anyway, well spotted Tony.

In addition to the two Y&C Register members whose deaths are announced in this issue, Steve Waldenberg informs us that Dave Debenham, founder of the Mk II Consul, Zephyr, Zodiac Club, died of cancer in mid-April. He was 71. Steve had published his club’s magazines since he founded the club in the 1970s. Our thoughts go out to his family and the Club members.

Hopefully, the weather will brighten up a tad and we can enjoy local classic car rallies as well as the Y&C Register sponsored events. Keep smiling!

Sam Roberts.

DEADLINE FOR ISSUE (197) IS FRIDAY 29TH JUNE

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Chairmans Chatter

Sunday the 29th April 2012, the day of our AGM at Willoughby at 2.00pm. I was up early; washed and scrubbed up. Management checked I looked OK and checked what I was wearing. When passed, I set out early due to the poor weather; allowing extra time for the usual under two hour journey from Hampshire. Just as well as it was heavy rain all the way, including high winds and surface water on the M1; down to 20 mph at times, but arrived just in time for our pre-AGM committee meeting. We all arrived safely with our weather reports; I have never witnessed such a wet drought!

After the committee meeting, members started to arrive at 12.00 and, living only down the road at Cubbington, Geoff Dee even brought his Model "Y", a great effort. Numbers increased as we mixed, chatted and had our lunch prior to the main event. By 2.00 pm more chairs were being organised as numbers swelled and the hall was full and side rooms were being used. We had an amazing attendance - thank you all for making such an effort to attend in such awful weather conditions.

The meeting started and my first duty after welcoming all was to present the Maurice Billing Award to the member whom, I as chairman consider has contributed significantly to the Club over the past year. One of the reasons we had so many members in attendance and that our membership is at its highest level ever (not many clubs can say that) is due to the work, time and effort put in by our Membership Secretary. So it gave me great pleasure to select and present the award to Mike Malyon.

We approved the previous minutes, received our committee reports and elected the coming year's officers and committee members. We welcomed Roger Corti as our new Deputy Editor and Geoff Dee as a committee member.

As I mentioned during my report, this club really has a tremendous group of dedicated and enthusiastic officers and committee members. Thank you gentlemen for your continued efforts on behalf of the membership.



Mike Malyon receives the Maurice Billing award with Peter Purdy (left) and Brian Godfrey looking on - photograph courtesy Roger Corti.

The meeting also had notice of this year's tours and advance notice of tours to North Wales in 2013 and Nottinghamshire in 2014. We also passed a proposal to publish Sam Roberts' new book, amended the constitution in relation to membership and ratified the parts supply structure.

Prior to closing the meeting we drew the raffle, which raised £115. Thank you Chris and Kath. So, it was back into the elements and off home we set.

As an aside, I reported recently my enjoyment in working on the car and replacing my engine, which just had to be tuned. Well I never got it working correctly; no power at the top end of 2nd and none at all in top. So, out it came. I stripped the old original smoker, honed the bores and installed a new set of rings. All is well after a couple of outings and we are set for the summer. I trust you are all set up with projects and planned events and wish you well. I hope to see many of you at the Old Ford Rally on 22nd July.

Brian Godfrey, Chairman

Secretary's Ramblings.

As summer approaches I hope you are able to continue enjoying your old Ford whether it be by driving it or through enjoying your restoration work. Apart from our own enjoyment, we often forget how much pleasure we give to others by simply being out and about with our old cars.

Many of our members are in their senior years and will be concerned when the press talks of curtailing our driving. An occasional incident of an elderly driver getting lost on the M25, or one having a more serious accident, leads to suggestions that over 70's should be forced to take a driving test. I feel that any changes in this regard are not warranted, but we should all ensure that our driving is of a high standard. As classic car owners, perhaps there is a greater responsibility, since any accident in an older classic car would receive a great deal of attention. To that end I am advised that bodies like ROSPA will undertake driving assessments - not a pass / fail - to point out those driving habits we may have adopted which could be potentially hazardous. Maybe something we should all consider doing as responsible citizens and classic car users. Accident statistics show that over 65s are involved in a very small proportion of road accidents, but this may not stop insurance companies increasing our premium or indeed imposing age restrictions on new policy holders, which reminds me to warn all older drivers again to not let your insurance renewal go unattended, since the company may then refuse to renew your policy, but rather dealing with you as new business.

MoT changes: There is still no news on the proposals to exempt pre-1960 vehicles from annual testing. Watch this space.

Cover pictures:

Front:- Sold! Despite a warm-hearted plea from Terje Sæthre in Norway, Kerry has found a good home with John Argent, our Vice-Chairman, ensuring that she will continue to be seen on the rally circuit. After 26 years, from a wreck to a star, and with 30,000 miles driven, your Editor has decided to move on. Here she is seen at the Jersey Old Motor Club, Centenary of Motoring Rally in 1999.

Rear:- Once shipped to England and registered EV5689 (April 1932 Essex registration), the pre-production Model "Y" was extensively used for promotional material throughout 1932. Note the ten bonnet louvers and the Model "A" door handles, which distinguish the pre-production model from the production short rad.

Ethanol in petrol: FBHVC is nearing completion of testing products designed to reduce the corrosive potential of ethanol in petrol. Our Technical Adviser, Nigel Stennett-Cox, will be giving guidance to members via your Club magazine. However it appears that the government is reducing the pace of the proposed increase of Ethanol in fuel from under 5% to 10% in 2013. In UK, most 97 RON petrol contains 5% ethanol currently. The increase to 10% has been put back in UK for several years (maybe 2015), but beware higher levels whilst travelling abroad in other EEC countries. This should give the classic car movement longer to prepare defences against the increased potential harm to older vehicles. However, many owners are concerned presently over fuel issues which cause our older engines to run hotter with consequent problems.

Registration Mark Safeguards.

Following consultations and deliberations over more than a year, we still await DVLA announcements on historic vehicle owners being able to protect their registration marks. Our Club raised the profile on this issue to national discussion level, with much ongoing interest and support from the classic car press. To keep the matter prominent, I was invited, a few weeks ago, to speak on this topic to car club members at the Expo Day at the Gaydon Heritage Motor Centre. Support was in evidence from clubs all keen in the interim to reduce the loss of registration marks from pre-1973 vehicles. Our Club policy of not allowing 'for sale' adverts to carry any reference to registration numbers – eg. "number XXX 123 worth £2k" etc. and other measures were well received. Unless DVLA acts on this issue, we could lose over half original registrations within the next 10 years. There are sufficient post-1973 registrations available without robbing older cars of their tangible history.

I was interested and concerned to see the arrival of a new website on the lines of "Registrations Reunited", which helps owners to trace their old cars by registration number. Whilst underlining the general acceptance of historic interest and nostalgia in old car registrations, I am concerned that such websites may become feeding grounds for those seeking personal registrations via unfenced contact with current owners. My questions, regarding safeguards, sent to this website went unanswered – draw your own conclusions. Our club, like others, receive spurious enquiries asking to be put in touch with owners of cars carrying specific registration marks. We facilitate contact only after considerable vetting to test the genuineness of the enquiry regarding former ownership, etc. My advice is to NOT put your car details on any such website. If you have an interest in tracing your old car, do it properly through the appropriate owners' club.

As I write this, news has just reached me of the passing of Barry Diggle, our Regional Contact for West Yorkshire. He was well known in old motoring circles in his region and will be missed. His feelings for the Y&C Register are reflected in that he has bequeathed his 1935 Model "Y" to the Club. This makes me feel very proud, yet at the same time humble. His obituary appears in this issue.

I hope you were able to get out and about on National Drive it Day to promote interest in the classic car scene. Better still continue to do the

The Ford Model Y & C Register

Obituaries.

Barry Diggle

Members will be saddened to hear the news of the death of Barry Diggle, our club Regional Contact for West Yorkshire. Barry had enjoyed a long-term interest in the old car scene, with pre-war Austins mainly, and joined our club in 1998 on buying a Model "Y" saloon.

He soon became involved in club activities and within months took over as Regional Contact for his area. He took part in the Yorkshire section of our round-country Convoy 2000, in the Malton section near Eden camp, but his main activities involved local rallies where he "flew the flag" for the Ford Y & C Model Register with great enthusiasm. Many of you will remember him by his regular contributions to Transverse Torque under the heading 'Northern Sidelights'.

Steve Waldenberg, our magazine publisher and classic car enthusiast, recalls Barry playing a full part in early (1970's) Northern Sidevalve Days, and several Kirkstall (Leeds) Classic Car Shows by not only bringing along an old car, but also doing a stint at marshalling, etc. always willingly and with enthusiasm. Revealing his wider classic car make interest he also helped Steve on the Jowett runs from their former Jowett home in Idle (Bradford) – Barry's homeland. Many people will have shared a good natter with Barry as we do at these events.

Such is life's painful fate - Barry died in his sleep on 28th December, only weeks before retiring from his post as a lecturer at Keighley College. He never lived to enjoy his retirement years. Barry shared our belief in our philosophy of ensuring that our cars continue in good hands into the future and, to this end, he has bequeathed his beloved Model "Y" to the Club. We send our sympathy to family and friends and they will know that we will carry out Barry's wishes – the car will go to a good home. Barry will be sadly missed, but his little old Ford "Y" will go on into the future as he intended.

Herbie Gowing

Ex-member, Phil Denson, wrote in to say that ex-member, Herbie Gowing, of Portlaoise, Co. Laoise, in the Irish Republic passed away on 8th February 2012, having celebrated his 90th birthday with a vintage car run past his house in November last. Herbie was also a member of the Ballinmakill Vintage & Classic Owners' Club and was well-known throughout Co. Laois and beyond, especially for his wealth of mechanical knowledge. He was a member of the Y&C Register for a number of years, owning a 1934 black Fordor De Luxe Model "Y" (Y66956). Our condolences go to his family.

same whenever possible through the coming months. We have an increasing percentage of "our" cars in 'on road' condition, so we should see more out there. Why not use it for those local runs instead of the "modern".....give yourself extra time though, because you will doubtless become engaged in conversations about your old carbut that's the point anyway! Enjoy your summer.

Bob Wilkinson, Secretary.

PS. I have just returned from an excellent AGM. Extremely well attended despite the torrential rain and winds on the day; a huge well done to those who braved the elements and horrendous journeys to support our Club. A report appears elsewhere in this issue!



Barry Diggle and his beloved CNN at Eden Camp on Convoy 2000.

**SUBSCRIPTIONS ARE DUE 1
JUNE 2012**

This is just a reminder that subscriptions are due on the 1 June 2012. If you do not do so already, please consider paying by standing order as this is the easiest way for you, me and the Club. There is an application form enclosed with this issue of "Transverse Torque".

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

**Mike Malyon,
Membership Officer.**

Bob's Joke Corner.

A member who wishes to remain anonymous sent in the following, which I have edited to conform to good taste !

Confucius did NOT say...

- i) Man who wants pretty nurse, must be patient.
- ii) Lady who goes camping must beware of evil intent.
- iii) Squirrel who runs up woman's leg will not find nuts.
- iv) Man who leaps off cliff jumps to conclusion.
- v) Man who runs in front of car gets tired, man who runs behind car gets exhausted.
- vi) Man who eats many prunes get good run for money.
- vii) War does not determine who is right, it determines who is left.
- viii) Man who fight with wife all day get no piece at night.
- ix) Man who drives like hell is bound to get there.
- x) Man who stands on toilet is high on pot.
- xi) Man who live in glass house should change clothes in basement.
- xii) Man who fish in other man's well often catch crabs.

Finally, Confucius DID say... "A lion will not cheat on his wife, but a Tiger Wood!"

And a quote of my ownComedian W.C.Fields did say "Have a laugh first thing each dayget it over with!" Send me your favourite funny for us all to share.

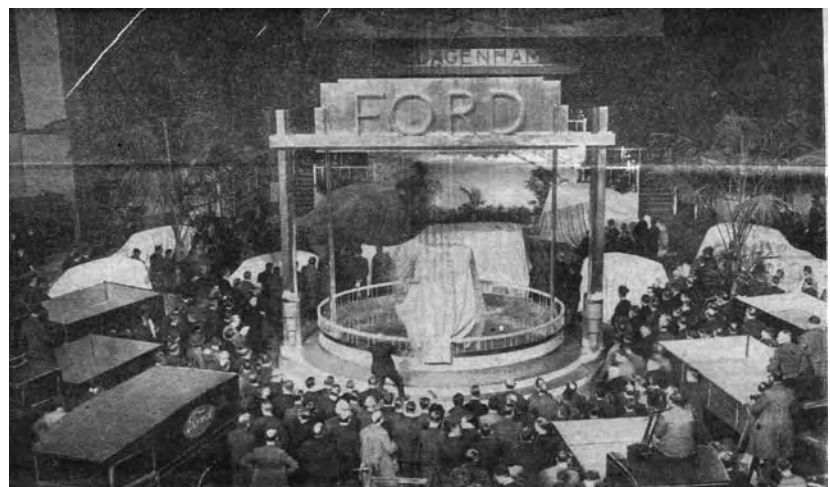
Bob Wilkinson.

Synchronicity and the Prototype!

Synchronicity is a word we have invented to explain the coincidentally simultaneous, linked events that frequently occur when we play around with the history of our cars. It happened again with the Prototype Model "Y". No sooner had the article been written on the vehicle's launch in the Royal Albert Hall in February 1932 for the last issue of Transverse Torque, than a copy of the Ford Motor Company's 12-page "Exhibition News" tabloid newspaper arrived on my doormat, courtesy of the Royal Mail. This publication, which, not only had I not seen before, but I did not know was ever published, gave a fully illustrated glowing report of the New 8 h.p. Ford's launch at the exhibition as well as coverage of the other vehicles on display: the luxury Lincoln cars and the full range of Ford and Fordson tractors and Model A trucks.

We are very grateful to Peter Garrett, the Chairman of the Model "A" Ford Club of Great Britain, whom Bob Wilkinson met at one of their committee meetings. Whilst 'kicking tyres', as you do on these occasions, Peter let slip that had had a copy of the Exhibition News newspaper, still in its original wrapper from Mottershead & Smith, Ltd., the authorised Ford dealers in Handsworth, Birmingham in the early 1930s. It had been in a V8 saloon car that had passed through his hands many moons ago. Would Bob be interested in seeing it? Bob, bless him, suggested that our Archivist would be very interested and could he send it to Andover. Peter has since said we may keep the original in our archive – thank you Peter.

So, we are now able to give you a few photographic tasters of the Prototype concept car's launch at that exhibition, which attracted over 50,000 paying visitors.



The moment of unveiling of the New 8 h.p. Ford by Mr. Rumsey of Bristol, who had joined the company in 1909



Great play was made of the appeal of the new small Ford to the ladies.

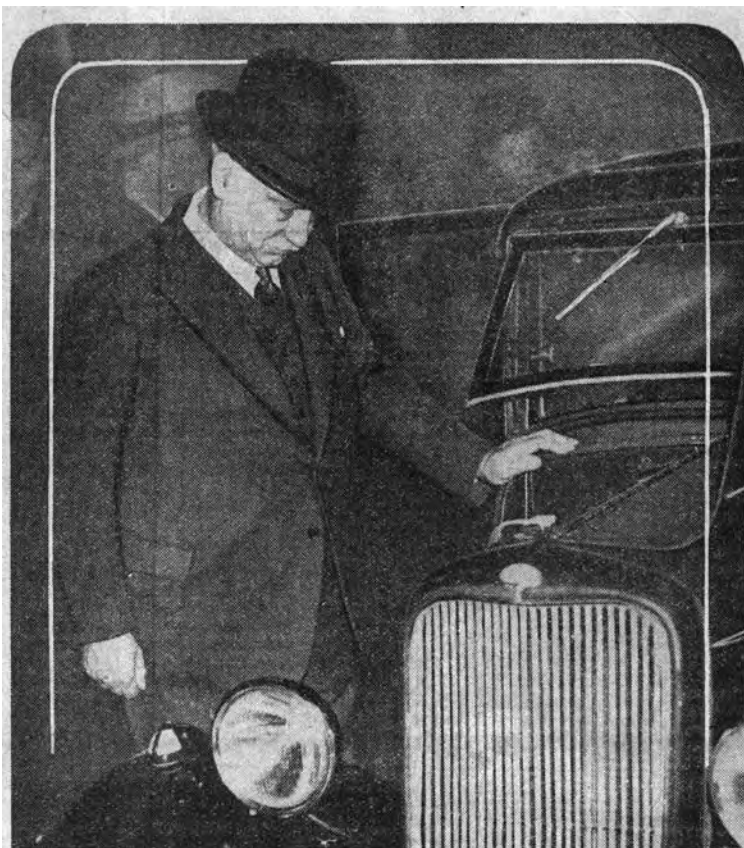
2012 A.G.M. report.

What do Y&C Register members do on a wet, miserable, rain-soaked Sunday in April? The answer is they turn up in force for a lively good humoured, convivial AGM in the middle of the country. There was a really good turnout, despite some of the most atrocious driving conditions in one of the wettest ApriIs on record. Only Geoff Dee, who lives fairly locally, was brave enough to make the journey in his Model "Y".

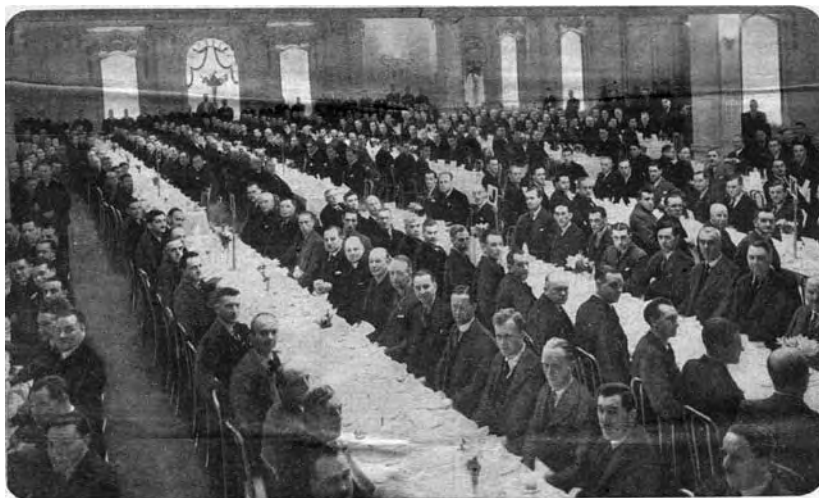
This year the A.G.M. took a bit longer than usual, mainly because there were a number of issues that required some discussion and approval by the members. Nearly all the Officers Reports reinforced that the Club was in good heart and progress in their areas was positive. Bruce Allan, our Treasurer, reassured us that we were in a sound financial position, which is good to hear in these difficult economic times. Our Chairman, Brian Godfrey, announced that the Maurice Billing Trophy, which is awarded annually, would go to Mike Malyon our Membership Officer. The Award is awarded at the Chairman's discretion and recognises Mike's outstanding effort in driving our membership up to an all time high of 458 members. It was a very popular decision and well deserved recognition for a great effort by one of our backroom boys.

The meeting went on to vote through some tweaks that were considered necessary to the Register Constitution. This was linked to a need for some change to our insurance provisions to cover family members who help out at Club events. Another issue that it was necessary for the A.G.M. to rule on was the ratification of a longstanding arrangement for the granting of a 10% discount on the purchase of Club spares by Committee Members, Regional Contacts and Spares Holders, as a small gesture for all the time and effort they put into the Club. This was approved unanimously by the meeting.

One item of real significance was for the meeting to consider the Committee's proposal for the Club to financially support the publication of the second and more comprehensive edition of Sam Robert's book. This second edition will cover the Model "C"/ "CX" history and development



A penny for your thoughts! Sir Herbert Austin K.B.E. inspects the engine compartment.



At a lunch on the first day, hosted by the Ford Motor Company, over 800 dealers were given the joyous news that the standard New 8 h.p. Ford would be priced at only £120.

Following the Royal Albert Hall exhibition, on request from the dealers, displays were held in Belfast, Bristol, Cardiff, Dublin, Edinburgh, Glasgow, Leeds, Leicester, Manchester Newcastle and Plymouth. Here we see the car in Cardiff.



as well as the Model "Y". It is pleasing to report that the support was unanimous when the vote was taken and we now look forward to the book being available later this year.

On a lighter note, it was encouraging to record that this year certain members who forgot to bring a picnic lunch last year seem to have learnt their lesson and came reasonably well provided for! Others headed to the pub for the traditional roast beef Sunday lunch with all the trimmings. The ones who went

If anyone would like the a copy of the A.G.M. minutes, please email me at allpurdys@hotmail.com and head the subject box "AGM Minutes" and I'll be pleased to send you a copy.

Finally, many thanks for those who provided prizes and sold tickets for the raffle – it raised £115 for Club funds.

**Peter Purdy,
Assistant Secretary.**

The newly commissioned double-sided all-weather Club banner for use at Club events, with thanks to Peter Purdy and Alan Tilley



to the pub must have found the A.G.M. lively as I didn't hear any snoring in the afternoon.

The newly commissioned all weather outdoor banner for use at Club events was displayed for the first time. Jim Miles will give it its first outing at the Enfield Show at the end of May. The banner is available for use by members when the Club is represented at motor-ing functions.

It was announced at the A.G.M. that the Club Tour in 2013 will be in North Wales and the 2014 Tour will be in "Robin Hood" country.

Apart from the business side of the A.G.M., it's a good opportunity to meet up with some likeminded souls, who have a common interest and are good company. It was a good turnout, 10% of our membership, which is exceptional for any Club. We hope that more of you will share in what has come to be a good Club event at the A.G.M. next year.

For Sale

1936 Model "Y" (Y139995). 2-door black saloon in sound restored condition. MOT etc. Known history. Sale due to member Barry Diggle's bereavement. More details of viewing and asking price (est. in region £3,500) from Club Secretary. Bob Wilkinson. Tel: 01832 734463

1936 green and black Tudor Model "Y" in excellent, recently restored condition (Y134365). Extras include: spare engine, picnic basket, cups, plaques, history of restoration in photographs. Car well known to the Y&C Register. Offers in the order of £5200. Roy Kerrison. Tel: 01603 611080 email: roy.kerrison@ntlworld.com (Norwich)



Y139995 after its total restoration by your Editor when serving in Germany in 1980.

National Drive-it-Day

A number of members joined in the spirit of the day, the aim of which is to make Jo Public aware of our hobby and appreciate the beauty of our classic cars and bikes. The following comments were posted on the Y&C Register Forum website:-

Roger Corti:- "I managed a Picnic day with Uxbridge Classic Vehicle Club, with a 15 mile tour through local villages. The day was enhanced by my wife, Judy, having her first go at driving - she thought it quite good fun! Usual stalls, crashing of gears that we all go through, but managed well. Couple of showers - must finish the roof!"

Bruce Allan:- "Got out on Drive It Day. Went to the Riverside Steam Rally near Southport and joined up with members of Ford Side Valve Owners Club. Some 30 miles each way and a jolly good day out. Must have been 150+ cars 100+ commercials and 20 or so steamers, weather could have been warmer !!, but at least it was dry."

Bob Wilkinson:- "Not having an old Ford on the road ("CX" Tourer still under restoration), I went for a 30 mile local run in my beautifully restored 1949 Riley RMA saloon around the local villages in Northamptonshire. Saw a parade of various classics in Oundle and, en - route, various others fly-



The Bean Club's annual 'Daffodil Run' stops in Stockbridge for coffee on National Drive-it-Day

ing the classic flag. Only went about 30 miles because I had to get back to get some work done on the "CX" !"

Barry Nutley:- "Took the Model "Y" to Dudmaston Hall, followed at a respectable distance by my mate and neighbour in his Bentley (don't know the model but it's a 1934 tourer). We had lunch, then came home, changed cars to a pair of Railtons, and went to the Severn Valley Station at Bridgnorth. All in all, it was a fun day - if a

little showery!"

Ivor Bryant:- "I took out a "modern" 1938 7Y. I jointly arranged the Horton Historic Vehicle club event; 80 odd miles on the southern edge of the Cotswolds and along the Vale of Berkeley (East side of the lower reaches of the river Severn). We had about a dozen cars, pre war Austin to 1998 Morgan, Morris 1000, Hillman Minx, Triumph Vitesse, Anglia 105e, Citroen Ami estate, Hillman Super Minx..... not a "Y" or "C" alas. Started out at 10.30, fine weather. At about 1.30, after a coffee break, it rained pretty hard, but the vacuum wiper did its best!"

Colin Ellis:- "Alas my car is not finished yet, but I did drive it all of 20metres to the front of my drive as was suggested. It was there about 2 minutes before it poured down. I hope this not an omen!! Ah well there's always next year. Regards to all - especially those who had a nice pleasant enjoyable drive in the sunshine."

Cont'd on page 10

Stop Press: Yvon Precieux, the Sidevalve Club pre-war Registrar, reports: "An ex-member is going through an acrimonious divorce. He has a number of Morris cars and the maroon and black, March 1933 short rad Tudor Model "Y". He is in a difficult position as he is not allowed



Roy Kerrison's 1936 Tudor Model "Y" for sale in Norwich, Norfolk.

near the marital home. I have valued the car at the £5000 mark as the car has been restored and garaged. The wife

has now upped the stakes by informing him that the cars will be placed outside the garage. A derisory sum of £2500 has been offered for the car by a person, who is well known for selling off registration plates and vehicles at inflated prices. The car resides in Welling, South London. The price is negotiable re. a reasonable offer. The other cars are Morris tourers. If anyone is interested can they contact me.

Yvon Precieux. Email:
prewregister@yahoo.co.uk

2 x Rear pork pie lamps: £30, horn push/nut: £15, petrol pump: £5, Ford oil can and bracket: £90, rear foot-well panels (left and right) and floorboard screws: £70

Chris Jarvis. Tel: 01903 263503 / 07767 307710, Worthing, West

Sussex.

Wanted

Has anyone got a spare Left Hand Drive steering box that they could donate or loan to the Register in order to carry out a trial, evaluation and to add as a stock item.

Peter Ketchell. Tel: 01244 676856.
email: peterketchell@yahoo.co.uk

Short rad bonnet catches. Also the five fixing screws across the top of a short rad dashboard. These are required for the restoration of the earliest known Model "Y" (135/245).

Graham Miles:
email: graham@familymiles.com

Model "C"/"CX" chassis (both same) to rescue restoration of my "CX" Tourer . Contact me with details of condition.

Bob Wilkinson. Tel: 01832 734463.

Peter Ketchell:- "I intended to drive my car yesterday, I have spent the last four months tarting it up, (restoration I think it's called) but I had to send back the steering wheel for re-coating, it's not a good idea to drive with no steering wheel. I get the steering wheel back on Wednesday so will go out for a run and think of it as Sunday.

Tony Usher:- "In just 10 miles I saw a 1950's ambulance and a 1960 Rolls Royce. I had a loose battery lead, got caught in a torrential rain storm and had to lift my foot of the loud pedal to see out of the window!"

Sam Roberts:- "Paula and I drove Kerry down to Stockbridge, where we met up with the Bean Club's annual Daffodil Run from Maidenhead to the New forest and Christchurch. They regularly stop in Stockbridge for coffee. I took a couple of photographs of the event. On the way home, I was able to help out the driver of a 1953 Bentley Special, who had run out of fuel – not a very wise virgin!"

Brian Godfrey:- "Diane and I decided, due to a trapped nerve in my neck, to make a short run to a new bi-monthly event just started some 5 miles away. As we left our home in Fleet and heading towards Hartley Wintney we saw four classics turn off down a country road. We decided to follow and travelled, now in convoy, down interesting country roads and through many pretty villages. After 30 minutes or so, the car in front stopped and waved us by saying he just had to adjust something. We caught up with the next car, which then also stopped. As I could see no other vehicles ahead, I pulled in behind him. "I am waiting for the car that stopped," he said. "He is just adjusting something," I advised and then said I had to stop as I would get lost if I did not follow you. I then enquired is this an organised NDID run? "Yes we are the Bean Club heading down to Christchurch." Di and I looked at each other and realised this is probably some 75 miles away, so at the next junction we turned in the opposite direction and arrived at our original destination by 10.30. So we became involved in the Bean Club rally as well Sam."



I managed to find a parking slot for Kerry in Stockbridge alongside a couple of Minis

ing. In the initial stages, Joe Galamb was responsible for bodies with all body equipment, wings, running boards, and bonnet.

utting through red tape, the Purchasing Department was charged with providing material sufficient for 12 vehicles on 3rd December 1931. Eugene Farkas wasted no time. In the following extract from his reminiscences held in the Henry Ford Museum, the term "We" presumably refers to Farkas and Rowland Smith, Sir Percival Perry's Production Manager, who had been sent over to Dearborn from Dagenham in December 1931 to contribute to, and be fully conversant with the development of the Model 19:-

The Model 19 pre-production model: 80 years from its arrival in England. April 1932 to April 2012.

"We went to work on that; it was first the front axle and the rear axle and then the frame.

In issue 195, mention was made of the two pronged attack by Edsel Ford to save Ford in Europe, by introducing a small car to compete with the small bore Morris, Singer, Hillman, Standard, Opel, Peugeot, etc.; the large bore Model A being too expensive to buy and run in a depression hit market. We detailed the first prong; the speedy introduction and launch of a 'concept' Prototype car in time for the Ford Motor Exhibition in the Royal Albert Hall in February 1932. On 19th October 1931, Laurence ('Larry') Sheldrick and Joe Galamb had headed a small team to produce the New 8 h.p. Ford prototype to act as a sop and taster of things to come for the British and European public and the motoring press. In effect, the design was based on a scaled down Model "A". The 14 cars

received a rapturous welcome at the exhibition and achieved their aim, even though none of them was able to be driven.

At the same time and running in parallel in the Ford Engineering Laboratory in Dearborn, the second prong, headed by Eugene Farkas, was working on a production model. The team was made up of Farkas, who was responsible for the general chassis lay-out, including frame assemblies, axles, steering gear, silencer, control connections and radiator; Mr. Schultz, who in conjunction with the engine expert, Sheldrick, was to be responsible for the engine, clutch, transmission, ignition, starter and generator and Mr. Holm, who was responsible for lighting equipment, dash instruments, and all wir-

Some of the work on the little engine was done in Sheldrick's room. They were separate rooms.

Then we designed a little sliding gear transmission for it. The front wheel brakes were just about the same as what we had on the Model A, although I simplified the front end a little bit. Instead of having a long bearing for the operating shaft on the front brake, I just made that part of the king pin, a little forging out of the king pin, and just built into it. That made that much simpler than the Model A. Of course, the Model A was in production so long that we didn't want to change that and make a little saving on the Model A. We left that alone, but the English car being new, we were free to do what we thought at the mo-

ment would make it simpler. All in all I liked the design of that job.

A.R. Smith was very much pleased with it too. He stayed there all the time. I know we even worked New Year's Day on that. I remember I invited him to the Dearborn Country Club to have lunch with me on New Year's Day of '32. It must have been in '31 that we started that design

Then, of course, there was the question of a body for a little job like that. I don't know whether Joe Galamb had anything on it or not, but I had a little knowledge of that through Crecelious' department (at the Lincoln Motor Company). I got acquainted with several of the men there who made sketches of various styling and so forth. I got acquainted with a young fellow who got started maybe a month or so before. His name was Eugene Gregorie. I got acquainted with him and I sat down with him, and he showed me some advanced sketches of different bodies.

I said, "You're just the man we want. We want you to help us on this little English job. Make a nice up-to-date body for it."

He was delighted. He was just a young fellow with not too much experience, but he had talent and Crecelious was behind him. So he made some sketches for this little English car. Edsel Ford came along eventually and saw those sketches and was very pleased. He took Gregory under his wing. That's how Gregorie got started with Edsel. I wanted to mention this because there was a lot of work done by Gregorie. He designed the Lincoln Continental Cabriolet under Edsel Ford."

Although the centrally hinged doors were not a new concept in automotive design, Gregorie did introduce some innovative features on the Model 19, which were to become design standards. A valance was added at the base of the radiator grille, which provided an aesthetic continuous curve between the two protruding front wings. He extended the bonnet to the windscreen, doing away with the scuttle, which gave the appearance of added length to the car. By curving each side of the bonnet in front of the windscreen, he allowed room for an air vent in the centre. The bonnet now had hinges along the underside of the raised coachline for ease of access to the engine compartment. Gregorie also matched the long gentle curve of the rear wings to the sweeping curve of the front wings down to the running boards. "We designers call that a cheat line," explains Gregorie. "The extended line of the rear fenders gives the illusion of more length." It was important to increase the length of a small wheel base saloon car to maintain the most pleasing balance between height and length. As the designer had to work with a fixed height, based on

a sitting man with a hat on, he had to do what he could to extend the overall length. Between the protruding rear wings, Gregorie incorporated a valance in which sat the spare wheel. Not only was this aesthetically more pleasing, but it also gave added support to the spare wheel. Note that, on the Prototype, the spare wheel was suspended



Eugene 'Gene' Farkas at his desk in the Ford Engineering Laboratory in Dearborn

solely from a wooden bracket inside the body shell.

Unlike the Prototype, the raised coachline in Gregorie's design was a simple constant profile around the body. The Briggs inspired outward curvature at the base of the radiator grille was also less pronounced than that incorporated by Edsel on the Prototype. Unlike his English contemporary designers, and in keeping with Ralph Roberts' dictum of simplicity, Gregorie did not have a fascination for bonnet louvres and reduced Edsel's twenty two on each side of the Prototype design to ten. The final Dagenham production vehicles had only nine, which provides us with a visual difference between the pre-production and the production models.

Another visible distinguishing feature between the pre-production and the production models was the styling of the door handles. Gregorie retained the art deco Model 'A' handles in his pre-production design, they being replaced by more simple diamond shaped handles in production. He also retained the Ford safety feature of placing the external locking door handle on the nearside passenger door, with a locking catch on the inside of the off-side driver's door. This encouraged drivers to dismount onto the kerb and not into traffic. One feature which did not prove to be successful was the replacement of the roof guttering on the Prototype with a raised lip above the doors to prevent the ingress of water. Another design improvement over Prototype was in the headlamps, which no longer had their power leads strung across the space between the lamp and the radiator grille sur-

round, but rather through grommets holes in the front wings, to the rear of the lamps. More streamlined side lights were also introduced.

During the amazingly short development period, the major cause of concern was the engine design and its performance; the responsibility of 'Larry' Sheldrick. The small bore, long stroke and small size engine was completely new to the design team. To help them, Rowland Smith, who was on still on site in Dearborn in January 1932, requested Sir Percival Perry's office to ship over three small British cars as comparators, a Standard Nine Fordor, a long wheel-base Austin Seven and a Morris Eight.

Development trials and comparative runs against the three 'imports' were carried out



An older 'Bob' Gregorie. When he joined the model 19 team he was only 23 years old.

on the Dearborn test track. It soon became clear that the two-bearing crankshaft was not sufficiently robust and a three bearing crank case was introduced. Oil consumption was another major problem. It would seem that longer skirted pistons and wider oil rings overcame this.

On 2nd February 1932, as a final burst before his departure to England to attend the Prototype launch at the Royal Albert Hall, Rowland Smith summarised the points he wanted incorporating into two cars, one of which, a Tudor version, was being prepared for shipment to England at that time. To Sorensen he wrote:-

Re : MODEL 19 CHANGES

The following important changes are in progress and should be followed up:

1. **New Camshaft;** Existing design is very noisy, so a new camshaft has been drawn embodying the necessary changes together with a cam for the gas pump. A suitable rear gas tank is being designed and a boss is being added to the cylinder block

for the pump seating.

2. The oil pump is too heavy and absorbs too much power. One with half the gear face is being drawn.

3. Due to leakage from the oil channel on the block under the valve cover, two additional studs are being incorporated in the block to facilitate tightening.

4. A new cylinder head is being designed to prevent "steam locks", giving a more efficient "rise" to facilitate thermo-siphon action to the radiator top tank.

5. The transmission design is not yet completed. The gear striking rods should enter the clutch housing and be sealed from dust and dirt, and the clutch housing has to be suitably lengthened to make up for the distance piece that we have been using as a temporary make-shift.

6. The pantagraph design of clutch actuating mechanism has cured clutch chatter and should be incorporated.

7. A lighter and more suitable fan belt is needed.

8. The crankshaft with 1-1/2" pins has proved to be more satisfactory than that with 1-3/8" pins and should be adopted.

9. New inlet manifold to down draught carburettor.

10. Down draught carburettor.

11. New engine suspension, front and rear with consequent alteration to front cover and generator support.

Two cars are being prepared which will embody all these changes and one of them should be shipped to England for my attention as soon as it is ready and tested. Apart from this, as soon as any of the parts to the new design mentioned above are ready, they should be sent to England by fastest route; together with these a set of the longer skirted pistons should also be sent.



The pre-production four-door Model 19, which was never registered for road use and which was probably shipped back to the U.S.A. to avoid import duties

In the above statement I have not mentioned changes which have already materialized (sic) and are, more or less, decided upon, such as: a deeper frame (chassis),



The green and black pre-production Model 19 ready for shipment to England outside the Ford Engineering Laboratory in Dearborn on 16th March 1932. Note the distinguishing ten bonnet louvers and the Model "A" door handles.

altered steering bracket, front cover, generator bracket, new engine mounting, radiator top tank, shorter rear axle drive shaft, bolted rear radius rods, 8° castor on steering instead of 5°, but the car you are sending to England should embody all these changes.

A copy of this is being sent to Messrs. Sheldrick and Duncan, so that they can follow them up and to Mr. Bills, so that he can ensure prompt shipment."

Amazingly, the green and black car for shipment to England was ready by 16th March, along with a prototype Model "B" taxi. Unfortunately they were too late to be shipped, as planned, on the S.S. American Merchant and travelled as deck cargo on the S.S. Mauretania, leaving New York at midnight, 22nd March 1932 and arriving at Southampton on 3rd April. Both cars suffered from salt spray on the journey. An initial trial run of 800 miles at Dagenham produced some unsatisfactory features, including the fabric shock absorbers disintegrating, the shock absorber link rubbers failing rear engine rubber support shearing, clutch judder and too high a gearing on the steering, causing wandering. These complaints were all fed back to Dearborn and were rectified in the production models.

Following the trial run, the car was

registered on April 15th, 1932 at the Essex County Council Licensing Department and allocated the registration number EV 5689.

In its Registration Book, the chassis and engine numbers are given as 19 - 00001. The car was then extensively used by the Ford Motor Company in various photograph sessions to prepare the brochures and sales literature for the launch of the production model. The familiar registration number, EV

5689, is seen in many of the publicity shots; the photographs, taken in black and white, being often tinted in a variety of body paint colours. The tell-tale ten louvers on the bonnet and the Model A door handles give this car away in the brochures as the Dearborn built, pre-production model. Compare these features to the nine bonnet louvers and diamond shaped door handles of the production short rad.

EV 5689, the pre-production car, had ended its useful life with the Ford Motor Company by April 1933 and was sold to a Mr. Stewart Nugent, of 5 Bernard Street, London WC1. As was normal practice, he was probably a Ford employee and, with that address, it is likely that he was employed in the London, Regent Street showrooms. The car appears to have been eventually returned to Dearborn. The only known surviving pre-production car, one of the test-track vehicles, is in Detroit, extensively modified but still in its white development body colour.

Three body styles were envisaged for the Model 19; a two-door, a four-door and a roadster. However, although an experimental 'Runabout' (roadster) was built, the idea was quashed by Rowland Smith and Sir Percival Perry, who were not happy about the lack of rigidity in the body. The pre-production four-door car left New York on the S.S. Olympic as early as the 8th April, but, apart from a few promotional photographs, the activities surrounding this car are unknown. It was not registered for road use.

Later, on the 1st July 1932, Perry explained the confusion which had arisen by using the numeral 19 with the discrete Model 19 numerical part numbers and requested chang-

Members' Cars

Model "C" – LSU 166

The following article appeared in the regular feature 'Readers' Restorations' in the Practical Classics magazine issued in December 1989. It was submitted by David Gatenby of Darkington, Co. Durham.

I am grateful to Practical classics for permitting the reproduction of the article and to John Keenan, who alerted me to it.

FIRST HOME REBUILD: PRE-WAR FORD.

Way back in July '84 I bought a rare 1935 Ford Deluxe C Type (ugh! – he means Model "C" - Ed.) which was to fulfil a long time ambition to restore a car.

Although I thought the car was almost beyond the point of restoration, especially by an amateur with a very small garage, I set about the work with great enthusiasm. With hindsight, there are always things you wished you had done differently; perhaps the body should have been removed from the chassis completely. However, as I didn't really have the space to do this and as I thought that the body helped support the chassis and vice versa, I set about welding and repairing each section a bit at a time.

The chassis was badly corroded around the wheel arches and the two legs rearward of the back springs had almost disappeared. I ended up plating nearly all the chassis from front to back, with the exception of the engine bay area which had been protected with years of old oil.

The lower sections of the body were all very rotten and I had to make a new section for the tail. The rear wings and the sills were beyond repair but I was lucky in obtaining reproduction items and, although fitting the rear wings proved to be quite a problem, time and patience overcame this.

The front wings were also fairly rotten and a lack of funds dictated that I cut out the rust and repaired these as appropriate. Similar repair

ing the numeral to the letter 'Y'. He cabled Charles Sorensen in Dearborn:-

"Sorensen we are now compiling service parts list for number nineteen suggest we should have a letter symbol rather than a numeral because latter will cause confusion. Have you any objection to our describing number nineteen as model Y and using this symbol letter for service parts descriptions. If you dont approve this suggestion what other symbol letter may we use cable".

This obviously found favour as Sorensen cabled on the 6th July:-

"We agree that you use model Y in place of nineteen".

And so, from the 6th July 1932, Joe Galamb's given name, Model 19, was replaced by Sir Percival Perry's suggested name, Model 'Y'.

The Ford Model Y & C Register



C17931 when David Gatenby rescued the Model "C" from the farmer's field in Masham in 1984.



Now registered LSU 166, David Gatenby's beautifully restored Model "C" in 1989

work was carried out on the doors where new bottoms had to be fabricated and fitted.

As the engine was believed to have been reconditioned, the sump was removed to clean out any sludge that had settled and, after some work, the engine was coaxed back into life. – a little noisy but usable for now.

The front axle was removed and overhauled

and the rear axle was taken off to repair the spring shackle housings on the axle case, which had completely worn through. Although the rear spring tension was very strong and quite a problem to set, it was eventually done and refitted with new shackle pins and bushes.

With the help of my wife, a new head lining was made and we were both very pleased with the 'professional' finish that we achieved. The only part of the restoration that I didn't do myself were the seats and door trims which were done in cloth that looks appropriate to the year of the car (the car originally had cloth seats).

Various parts for the car were difficult to obtain and were thus sourced through the Ford Y&C Model Register, without whom the restoration would not have been possible, and to this end I am very grateful for their help.

I sprayed the car myself with great difficulty due mainly to the small working space but the end result was quite pleasing. I do, however, realise that a professional paint shop could improve the finish but at least I have the satisfaction of knowing that all the work on the car, with the exception of the seats, was carried out by myself.

David Gatenby, Darkington, Co. Durham.

The car, LSU 166, was sold by David in March 2005 to Bill Keating of Scunthorpe, Lincolnshire. Shortly afterwards there was

a dashboard fire and Bill sold the car to a salvage company who advertised it on ebay. Mike Poxon, from Blackpool saw the advert and took pity on the car, bought it, repaired the damage and kept it for two years until 2007. It is now owned by non-member, John Dolby of Ramsey in Cambridgeshire.

Incidentally, David did not mention in his article that he found the Model "C" being used as a hen hutch in a farmer's field in Masham, North Yorkshire.

Technical news.

Ethanol.

Following the FBHVC announcement on the testing of additives to counter the proposed increase in the level of ethanol in petrol, Nigel Stennett-Cox, our Technical Adviser, wrote to FBHVC asking them for more details of the testing protocols used.

He reports, "So far as I can see, the endorsed products do work in reducing corrosion in bare mild steel when the latter is exposed to a supposed simulation of a year's immersion in petrol containing an unspecified proportion of ethanol. This of course could be the "E10" proportion of 10%, or the British one of up to 5% maximum.

That is of course all we can say for the moment but it is something. The other issue with ethanol seems to be its propensity to dissolve some plastic and glass-fibre substances such as the older kinds of tank sealant which one sloshes into a tank to coat the inside. Glass-fibre tanks themselves are in distinct peril, but few cars have them; the only one I can currently think of is the Rochdale Olympic, interestingly, with a tenuous Ford side-valve link since some were fitted with such engines! Experiments have not so far taken place to throw any more light on the tank sealant phenomenon, but there is consistent anecdotal evidence that it happens, complete with gory pictures. However, more up to date products claim to be ethanol-proof in their advertising."

Ignition and charging.

I have received two technical enquiries. The first one was from a member with a "CX" tourer displaying a 10 ampere discharge as soon as the ignition was switched on. This was thought, maybe, to be down to some current leakage to earth, either in the wire from the ignition switch to the coil, or in some auxiliary circuit which came live when the ignition was switched on. This could be the fuel gauge or, in this case, the wiper motor, since an electrical one had been fitted.

In the course of several to-ing and fro-ing telephone calls, during which everything, according to the owner, had been isolated except for the coil itself, the fitting of a substitute item reduced this discharge to a reported 4 amps, coming down to a steady 2 amps when the engine was running. This seemed to me acceptable, but the owner was rightly concerned that the battery would run down over time with this discharge. That of course is a charging issue and from what I could gather that system was not working, with my not being sure if I had succeeded in explaining to the owner that ignition and charging are separate, if linked, functions. I should mention that the ammeter will show a 2-3 amp discharge when the ignition is on without the engine running and when the points are closed; when the latter are open the circuit through the coil is "open" also and no discharge will be shown.

Misfiring when hot.

The other enquiry was from a member with a Model "Y" who got it out from storage and had it develop a misfire whilst at the MOT station. This was while the engine was warm with the latter recovering its normal running once it had cooled down, only for the problem to recur when it warmed up again. I suggested this as being likely to be a faulty condenser or possibly, coil, and the owner will get back to me when he has tried substitute items, at the same time ensuring all connection are clean and tight.

Nigel Stennett-Cox,
Technical Adviser.

News of new members

Prepared by Mike Malyon, 26th April 2012

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 2 new members.

Timothy Armstrong O-A105 Springdale, Arkansas, U.S.A.
Alastair Broome B1412 Lower Heswall, Wirral.

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

Timothy Armstrong- Tim has purchased a 1936, 2door, green/black Model "Y". The chassis number is Y157501 and the Briggs body number 165/50538. The car is on the road and was previously unknown to the Club. It was imported into the USA in 1992 by Bill Kern for his personal collection. It was then sold in 2005 to the previous owner who lives in the state of Wisconsin. The car was used in the film, 'Public Enemies'. Tim enjoys tinkering with his collection of cars. We hope your "Y" gives you hours of enjoyment.

Alastair Broome owns AGO 534, a black Tudor Model "Y", chassis number Y17709 and Briggs body number 135/1209. The car is under restoration and is also new to the Club. The car was in Perth, Scotland, where it was bought in 1933 by the previous owner's uncle. He had the car until his death in 1972, after which it was used for a couple of years by his niece and her husband, Mr & Mrs George. The car was then put in a garage and remained there until this year. We wish you well with the restoration and a very warm welcome to the Club.



Tim's green and black Tudor enjoys the sun in Arkansas, U.S.A. "

Alastair takes delivery of AGO 534 in February of this year.



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

Mike Malyon, Membership Officer.

A dream come true.

By Robert Brown

When I was sixteen, my father bought me a Ford "CX" tourer for five pounds. After passing my test, I felt very proud driving the car. At the time, I had a girlfriend called Jennifer and, for a couple of years, we went all over the country in my pride and joy. I painted it several different colours during that time. Eventually the romance ended and I laid up the tourer, having moved on to more modern cars.

I then met my wife, Rosy, and left the car to deteriorate under a tarpaulin. I regret to say that I then sold it. I always regretted parting with it and all my life wanted another, but lack of money and responsibilities always stopped me.

After forty years, my wife and son managed to locate one eventually in an auction in Yorkshire. I spoke to Bob Wilkinson about it and, after a long chat, he decided to sell me his "CX" tourer. This pleased me very much because I could have bought anything in a sale as I was so desperate to have one again. I have a nice dry garage for my Ford and have thrown the tarpaulin away.

By a stroke of luck, I made contact with my first girlfriend, who had emigrated to Australia. When she came to England for a visit with her husband, Trevor, she agreed to a reunion. I had some photographs taken of them both with my new car. I also looked out a photograph of her with my old car, taken forty five years ago.

I suppose that we all like to re-live our youth, but cannot always manage it. I have often wondered over the years who she is now. I believe it is still around but not on the road. So, do your dream, because everyth those who wait.



Robert's first girlfriend, Jennifer, in the 1960s with his first car, Model "CX" tourer, CPP 796, which has survived.

Robert Brown, on the right showing off his recently purchased "CX" tourer to Jennifer and Trevor



Robert and Jennifer reminiscing in the ex-Bob Wilkinson, "CX" tourer. Note the well-restored graceful lines.

Events 2012

25 -27 May	Enfield Pageant of Motoring Middlesex. Note, <u>not</u> Monday this year.	Jim Miles 07901 561866
17 – 21 June	Visit to Co. Durham See below	Graham Miles
6 – 8 July	Scandinavian Ford V8 Meet 2012 Zealand, Denmark. Caters for our cars.	www.fordv8.dk
8 July	Clwyd Practical Classics Car show, Barlow's caravan park, Caerwys, Nr. St.Asaph, North Wales.	Clive Harrison 07919 030 667 for free entry
22 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
14/17 Sept	North Norfolk Railway '40s weekend Sheringham. See below	Jo Hanslip 01945 430325
23 September	Join the Austins North Yorkshire Moors. See below.	Steve Waldenberg 0113 226 7497
4 November	Committee meeting Village Hall, Willoughby	Bob Wilkinson 01832 734463
16/17/18 Nov	Classic Motor Show NEC Birmingham	Geoff Salminen 0121 427 2189

Events 2013

4 February	Committee meeting Willoughby village hall	Bob Wilkinson 01832 734463
14 April	34th Annual General Meeting Village Hall, Willoughby	Bob Wilkinson 01832 734463

The Durham Trip (17 – 21 June) and the 'Add on'.

To date, with the exception of Carol and Bruce in Lancashire, it's quite disappointing to note that all those who have booked in are from the south-east of the country. It had been hoped that local members would be joining us, if not for the full period, at least part. Obviously, we're not expecting people living in the area to stay at the Hotel, although this can be done at a very reasonable rate, but to join in on some or all of the events. I'm certain many will already know the hotel we are using, if not I'll give it a plug;-

The Three Tuns Hotel is part of the Swallow group of Hotels. Its address is New Elvert, Durham DH1 3AQ. Tel 0190 386 4326. The accommodation is very reasonably priced with a double room, breakfast

and evening meal costing just £85 per couple or £52.50 per night for a single room. A credit card will secure your reservation. We are there from Sunday 17th until Friday 22nd June, which is the scheduled departure date. Mention the club when booking to get this rate, and book all or part of the time.

Now to the 'Add-On'. Several of those travelling up from the south have expressed the view that, having made such a long trip (by Model "Y" standards), they would like to extend their time in the area. Last summer I stayed in Darlington whilst using my "Y" and left after breakfast to be back home by late afternoon, home being just north of Watford, which seems to suggest it's not too far. As requested I'm now considering an 'add-on' at Pickering for Friday and

Saturday nights. I have already spoken to several small Hotels in the area, though, depending on take-up, we may need to split the group. The big attraction in the area is the North Yorkshire Steam Railway which, on leaving Pickering, passes through spectacular scenery en route to Whitby. A scheduled steam train departs at 0900 hrs arriving at 1035 hrs, giving a full day in Whitby with a return departing 1730 hrs, arriving Pickering at 1900 hrs, just in time for an evening meal. Sounds good to me!

If you wish to contact me my email is graham@familymiles.com. I look forward to hearing from you. Yours, Graham Miles.

OLD FORD RALLY.

Sunday 22nd. July 2012. Venue : Heritage Motor Centre, Gaydon. CV35 0BJ. Just off M40, J12.

Brief Details: The good news is that the PRE-BOOKED charge to EXHIBITORS HAS BEEN REDUCED TO £5.00 PER CAR (max. 4 people) TO INCLUDE MUSEUM ENTRY.

This new pricing regime will ensure that numbers of exhibitors attending will be even higher than last year when pricing was per person. TELL ALL YOUR OLD FORD FRIENDS!

Both trades and individual entry numbers are looking goodbook now.

Application forms for Traders and individual Vehicle Exhibitors are now available on line at : www.heritage-motor-centre.co.uk go to Events page. OR contact me on bobwilkinson49@hotmail.co.uk or write to me incl. SAE for return.

More news in the next issue.

Bob Wilkinson

North Norfolk Railway 1940s weekend

Friday 14th to Monday 17th September 2012.

Links Country Park & Golf Club, Nr. Sheringham. Three nights dinner, bed and breakfast at £330 per couple; 2 nights at £220. If you are interested in coming and joining

The Ford Model Y & C Register

in this fun weekend, with or without your car, then please contact me for details. (If you are bringing your "Y", "C" or other classic, you do not have to dress in '40's gear, although I would recommend it as it adds so much to the fun of the weekend).

We already have 16 rooms booked and the hotel informs me that they have a few more available at the moment. If you would like to book, please telephone the hotel direct on 01263 838383 and speak to either Lynn or Kirsty and tell them you are with the Hanslip party and you will get the preferential rate. Once you have booked, please let me know so that I can order the correct number of free passes for the railway for the Saturday and Sunday. I hope to see you there.

Jo and Roger Hanslip.

jo.hanslip@btopenworld.com
01945 430325

Join the Austins on the North Yorkshire Moors.

Sunday, 23rd September

Once again Jarvis Browning and Steve Waldenberg, 'Transverse Torque' publisher, will be having a leisurely run in their Austin 10s up into the North Yorkshire Moors. Some dramatic scenery is promised with a good pub lunch at the end of it.

Meet near Jarvis' home on Main Street, Fadmoor at about 10.30 am, (South View Camping site) just up from Kirby Moorside, which is on the A170 road to Scarborough. We will then drive over some moorland roads to the Lion Inn at Blakey Top. Alternatively, join Steve from his home in Bridlington at 9am (Evesham Croft, YO16 7BH)

Can we expect a few Yorkshire/North East Y&C Register members this year? Contact Steve Waldenberg, Tel:- 0113 226 7497

email:- cpsairedale@ntlworld.com



The Ford Model Y & C Register



A typical scene at the North Norfolk Railway weekend!

Members' correspondence

Feedback on those contact points.

Having read Nigel Stennett-Cox's Technical Advice article in the last issue, member, Yvon Precieux, who is also the Pre-war Registrar of the Sidevalve Owners' Club, elaborates on the tricky question of Contact Point gaps in the distributor:-

"I wrote the following some time ago in Sidevalve News.... maybe of help re. Nigel's Tech advice in April's Transverse Torque re. Contact breaker points:-

Apart from the early adjustable cam type distributor that was available on the earlier Model 'Y's and the early production Model 'C's, the normal contact points gap on the fixed cam distributors for all models up to the early 1950's is identified as 10-12 thou. Yet, in the very last handbooks for models from this 1950 date and in the official Ford workshop manual, it is defined as 14-16 thou? Interestingly, during the pre-war/war period up to 1941, the base-plate of the Model B Ford distributor was also utilised on our cars, but this did not affect the points gap. To identify, a marking "10" degrees is inscribed on the rear of this "B" base-plate. The points gap ambiguity however, apparently lies with the Ford Motor Company not advising its motoring public. If one reviews the situation with other UK vehicle manufacturers during the period 1930-52, the majority of other cars and models shared this recommended contact breaker gap of 10- 12 thou as standard.

However, in November 1949, the Lucas newsletter to Ford and other manufacturers recommended an increase to 14-16 thou on the introduction of a slightly wider profile cam issued on Lucas distributors as standard. For a year or so, the two types of contact breaker gaps co-existed with their two corresponding cams and then the former was dropped from all new literature. This coincided with the print of the official Ford workshop manual to cover the 103E Popular and later handbooks of the 103E, E83W, E493A and 5cwt van models, identifying the contact breaker and gap at 14-16 thou, without reference to any variation in contact gap for early engines whatsoever. This led to some confusion with car owners at the time, now long forgotten and, to put the record straight, there still remains two distinct contact breaker gaps and cams for our cars. Without doubt, the larger adjustment can work satisfactorily on most engines, despite the slight variance in the two types of distributor cam, but on the earlier engines, especially Pre-war with the double water manifold, and on some later engines even as far as the 103E, the 10-12 thou gap may be better if the distributor has the pre 49 cam. As distributors may have been swapped between cars, I would suggest both gaps and, if the engine runs sweeter with that gap, then stick to it. The two types of Ford gap variance are related to these two types of cam."

The icing on the wedding cake.

Malcolm Grace sent in a super photograph of his May 1933 maroon Fordor short rad (Y 24734) on duty over the last weekend in March. He writes, "Attached is a photo of AHK out last Saturday doing my nephew Doug's wedding to his lovely new wife Amy down at West Dean, West Sussex - a good round trip of 100 miles for the car. The work dad did on the

brakes made it a load more relaxing going along."

Save the Children initiative.

Stan Bilous, who is always on the look-out for Ford ephemera, found this little card titled 'Road Safety' at Beaulieu last year. He assumes it was part of the then move to improve road safety, interestingly, by the children's charity 'Save the Children Fund'. On the front is a movable traffic light sign which can be moved to show:- 'Dangerous to cross', 'Caution, wait for green', and 'Safe to cross now'. Better still, on the reverse side, are images of the Ford products of the time!

As Stan comments, "Clever Ford, to think of this one."



Malcolm Grace's maroon Fordor short rad, in all its glory, performing at his nephews wedding in March.

Forum mentor rubbing mayoral shoulders.

Roger Corti, our website Forum king, spent Saturday, 14th April with the Uxbridge CV Club at the Duck Pond, Manor Farm, Ruislip. They were supporting the Mayor's Charity Day, contributing to MIND, the mental health charity. Wearing his best Y & C outfit, he obviously impressed Councillor Mary O'Connor MBE (the local Mayor).

Roger Corti, in his smart Y&C Register polo shirt and not so smart jeans, rubbing shoulders with his local Mayor at the Uxbridge CV Club rally in Ruislip.



ceived seven photographs of the car as received by Robert, courtesy of member Colin French. My thoughts went back to the two occasions that I took on a restoration project.

The fun starts here, Robert! We wish you success.
(see photos on next page)

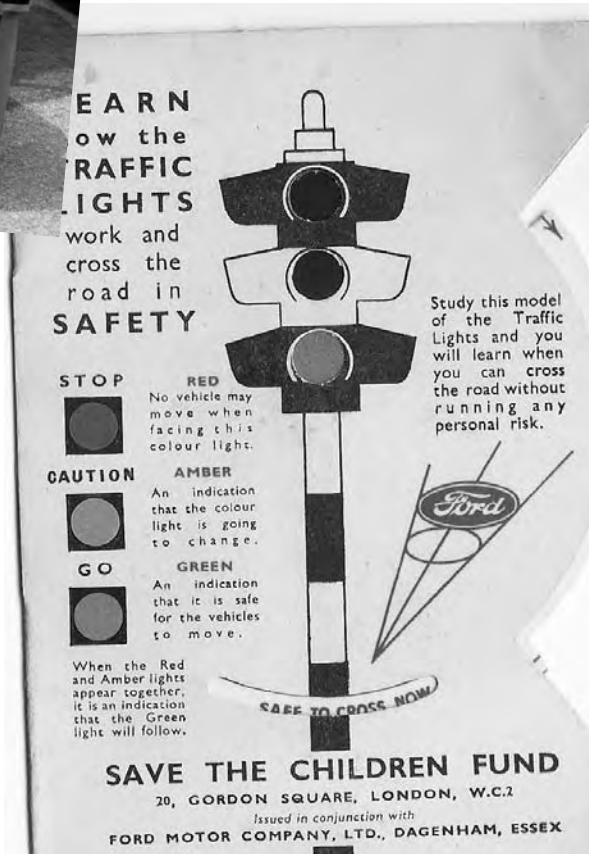
Irish gathering

Member Gerard McSweeney from Co. Cork sent in some photographs of the August 2010 Coachford Vintage Day, at which there were no fewer than four Model "Y"s present. What is slightly disappointing as far as your archivist is concerned, is that only one of the four is known to the Y&C Register, and that is a UK import with an "age related" number (940 XUD) belonging to non-member Ritchie Swanton from Macroom in Co. Cork. It goes to show how many undiscovered Model "Y"s (or 'Baby Fords', as they were known in Eire) are waiting to be known to us. Unfortunately, we do not have a volunteer Regional Co-ordinator based in the Emerald Isle, who is sufficiently enthusiastic to track down these hidden gems.

Gerard's letter was partly in response to Bob Wilkie's announcement on the probable changes to the MoT. Gerard reports, "As regards the MoT test, there's none of that in Ireland, but there's talk of bringing it in for 1980 cars onwards. We pay a road tax of 53 euros."

'Bin there, done that' - twice!

Last year, Robert Jarvis took ownership of a late February 1933 short rad Model "Y" (Briggs body no. 135/14211). Some thirty or forty years ago, its owner asked a farmer to store it for him in a barn. The owner subsequently died and his son, who had no interest in old cars, gave the car to the farmer in lieu of rent for storing the car over so many years. Bob Wilkinson was approached to help with the retention of the original London registration number through DVLA (JJ 6904), which has been achieved. I re-



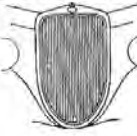


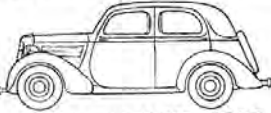
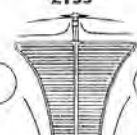
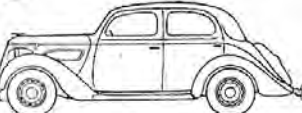


The front of the Save the Children road safety card sponsored by Ford."

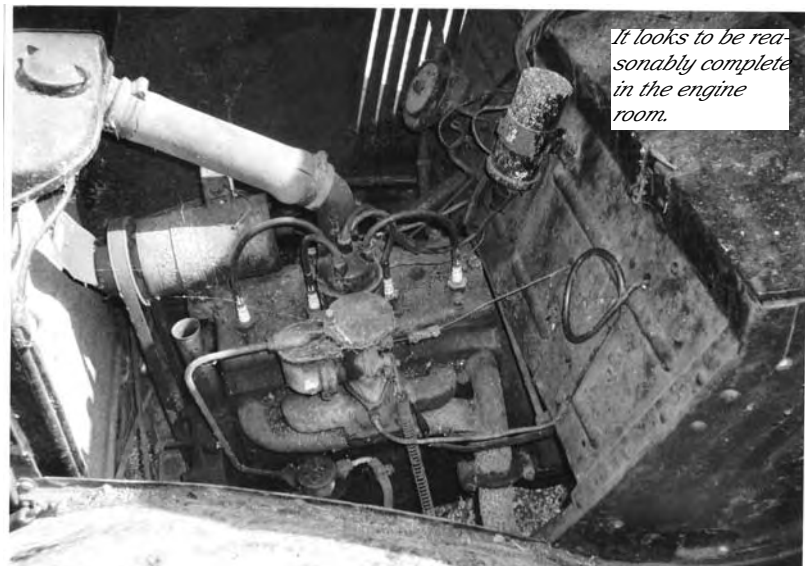
The reverse of the card showing the range of Ford cars available at the time. The card is dated January 1937 (evident from the second half of the Ref No. at the base.)



Robert Jarvis' new project. A full restoration is in store!

FORD RADIATOR CHART

	
£100	THE £100 FORD SALOON The "Universal Car," economical to run and maintain; the choice for the family of limited means.
	
£135	THE DE-LUXE FORD A car of splendid performance with modern body design, to seat four in comfort.
	
£210	THE FORD V.8 "22" An elegant car with room enough for six. The whole car is a masterpiece of engineering.
	
£250	THE FORD V.8 "30" The largest car of the Ford range. It represents value far above the price.



It looks to be reasonably complete in the engine room.

The four Model "Y"s in attendance at the Coachford Show, Co. Cork, on 22nd August 2010. Can anyone tell us who owns HI 3014, ZC 943 and the strange registration 37 C 24 (which looks as though it might be French or Dutch?) - photograph Roger O'Sullivan.



20 years ago

– issue 76 April/May 1992

Issue 76 was the first of many issues edited by the Devine team; Ken and Kath having taken over the reins from John Guy and Siobahn. They promised a few subtle changes over the following issues to improve the already high quality of the publication, stating their belief that the two main ingredients for a quality magazine were the right equipment to work on and the quantity and quality of the articles submitted from the members. The Club helped out with the first requirement by contributing towards an appropriate computer and program for Kath to work with. The second requirement was, and still is, up to you the members. I am always amazed that, with only two marques to report on, i.e. the Model "Y" and the Model "C", for 33 years we have produced a full 28 page magazine every other month. It is your contributions that enable the Editor(s) to achieve this. So please keep your reports, stories, photographs and snippets coming in. They are the lifeblood of 'Transverse Torque'.

Of the nine new members reported in issue 76, three are still with us. Two are still the proud owners of Model "Y" tourers (Rob Klinkert and Nick Pinkett). The third, Stan Renshaw, in Nottinghamshire, owns what appears to be a mid-November 1936 Tudor Model "Y". Regrettably, Stan, I still do not have BAM's chassis number. Can you help please?

Each of the two Model "Y" tourers has interesting histories. The story of Rob Klinkert's tourer is still developing. We knew that it had been imported from Ireland but, until recently, had no idea which coachbuilder was responsible for its manufacture. In recent issues of Transverse Torque (189 and 190) we have been recalling the Leinster Trophy races of the 1930s at the Tallaght circuit outside Dublin and the racing Smithfield Model "Y", driven by Jack Toohey, which won the trophy in 1935 and 1936. The car showed similar features to those on Rob Klinkert's tourer, in particular the twin cowls on the scuttle. Toohey's car was fitted with a sports body built by William P. Ryan of Dublin for the Smithfield Motor Co., Ltd. It was suspected then (March 2011) that Bob Klinkert's tourer came from the same stable. I have recently been assured by a contact in Ireland that he has a video clip of a Smithfield production car racing at The Curragh in 1948 and that it looks to be the same as Rob's car. More anon on that.

Nick Pinkett's tourer was an Abbey Coachworks bodied tourer marketed by Dagenham Motors Ltd. It would appear to have been heavily modified, probably in the 1930s, for trials and hill-climbing events. We have the history of the car going back to the first owner, Robert Verdier, who was a hill-climbing enthusiast. The car first came to our notice at the All Ford Rally in Abingdon in 1989, where it arrived on a trailer belonging to a number-plate dealer, who, regrettably, had stripped it of its original registration, AJJ 100. He wanted to know what it was! Nick Pinkett bought it with a view to restoring it back to being a trials car. It still hasn't made it!

Robert Verdier, with his wife as passenger, failing a hill-climb in the 1950s in the Abbey now belonging to Nick Pinkett.



Of the other new members twenty years ago, only one brought a Model "C" to our notice, CLG 194 (C05934). This was a Tudor saloon owned by Barry Barnes and which, I believe, was converted to a black van by Tom Tomlin in Dover in 1998, but where is it now? Allan Burrows joined with a Tudor "Y", CVX 391, which is now owned by Noel Dollery in Limerick, Ireland; Lua Ryan had a 1937 Fordor, ABO 257, owned by Michael Walsh in Co. Wicklow, and re-registered with the Irish (Galway?) registration, IM 8147. John Head purchased an early, unrestored, long rad, JH 6533 (Y45132) at a Sotherby's auction. This is now on the road in Harrow, Middlesex with Dave Porcic. Alan Brown joined us with two Model "Y"s and a 7Y groundsman's tractor. The "Y"s were EML 724, now owned by a

guy called Steve in Wolverhampton and JW 5531, a Fordor, now owned by member, Alan Browne, in Maldon, Essex. Alan, we do not have the Briggs body number – can you oblige please?

Now here's a question. Ray Ramsay, from near Hornsea in Yorkshire, joined with an exceptionally early Model "Y" (135/471), registered AKE 8 in November 1932. The accompanying photograph showed it to be eminently suitable as a restoration project, but it and Ray Ramsay have disappeared. For some reason, probably a typo, the car slipped off the List of Known Survivors during 1995. Can anyone shed a light on what happened to this early example?

This issue also heralded the first mention of Bruce Clifford's superbly converted, custom-built, ex-long rad saloon pick-up, which was exported to the States by a chap who married into the family of the gamekeeper to the Earl of Suffolk. It is a fascinating story, which I have already prepared as a Members' Cars article for a future issue. At his point, Bruce was asking for information on the Y&C Register.

A report taken from the January 1992 issue of the Friends of the National Motor Museum Trust newsletter referred to the 1935 Datsun, manufactured by Nissan Jideoshakaisha of Yokohama. In that year, Sir Herbert Austin arranged for an example to be brought to England, where it was carefully studied at Longbridge, with a view to accusing the Japanese of copying the Austin 7, which was being exported to Japan for sale. Insufficient evidence was found and the car was reported as being restored by Nissan Europe for display in the National Motor Museum. I don't recall seeing

it there. However, as noted in issue 76, there seemed to be more than a passing resemblance to the Model "Y", rather than the Austin 7! see photo below



In the Minutes of the 13th A.G.M. of the Register, the Chairman reported that "it had been another successful year" and that "the heart of the Register is throbbing well with no complaints." The Club had made £1370 profit from running the 1991 All Ford Rally at Abingdon, money that would be put towards the remanufacture of parts. We were also grateful to the Ford Motor Company, who had printed the magazine for the past year, thus saving yet more cash. Membership had remained steady at around 365 [c.f. over 450 members and Friends today - Ed.J.]. The Spares group of Graham Miles, Kevin Briggshaw, Jeff Cole and Peter Ketchell were congratulated on their work, not only in the provision of parts but also in the move of the spares from Graham's various lock-ups to a rented barn, which the team had racked and made secure. The meeting ended with a ceremonial blowing out of the candles on one of Jean Hunt's superb cakes to celebrate the 60th anniversary of the launch of the Model "Y".



At the close of the 1992 A.G.M., the Chairman blows out the candles on Jean Hunt's 60th anniversary of the Model "Y" cake.

The issue concluded with two 'Snippets from Period Magazines.':-

Practical Motorist – May 30th, 1936.

"Henry Ford Rides a Bicycle. Mr. Henry Ford, who will be 73 this summer, has taken up cycling to keep fit."

The Light Car – January 1, 1937.

"A rear-engined Ford of super-stream-lined outline is foreshadowed by the issue of a new patent to Mr. Henry Ford. As described in the patent specification, which covers only the chassis of the car, the engine will be mounted transversely and almost directly over the rear wheels. The whole transmission is of unit construction and will be mounted on rubber."

The late Jeff Cole, our then learned Technical Adviser, has had a couple of mentions

elsewhere in this issue, but in issue 76, he was the subject of a feature article:-

Spotlight on Members.

"How I became involved with Model "Y"s and our Register.

I became interested in motor cars at a very early age. My father was originally a Rolls Royce apprentice and when the photo below was taken of me in 1935, he was employed as a chauffeur, having in his charge a Phantom II Rolls Royce. It is this large beast you see me with, in the process of cleaning off one of the 27 nipples with paraffin, prior to applying the Tecalemit grease gun filled with gear oil.

My father taught me the rudiments of engines, gear boxes and rear axles. He would spend much time with me, dismantling and reassembling old vehicle parts. His maxim was always, when stripping down assemblies, to mark with chalk, faces and parts which run together and always use a spanner that fits properly; never an adjustable that may round off the hexagon or slip off the hexagon damaging an adjacent part. By the time I was twelve years old, I could drive, having mastered the intricacy of the crash gear box.

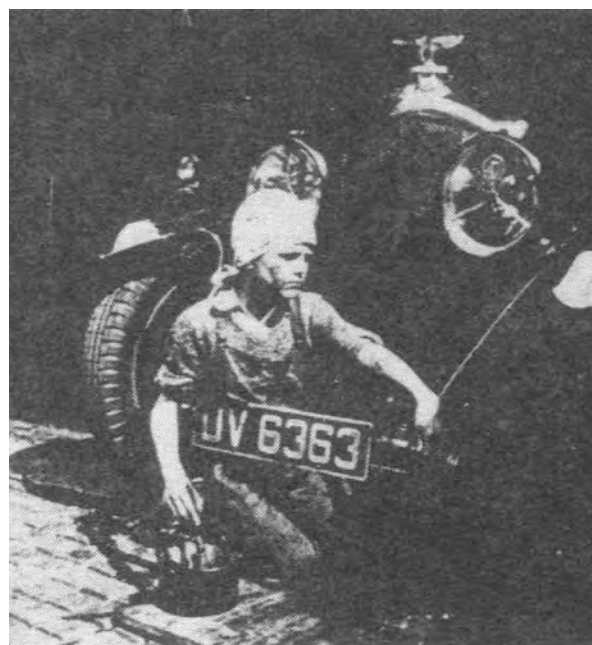
After the Second World War, my brother-in-law and I ran many different makes of motor car between us: Morris 8, Austin 10, Rover and Humber. It was not until 1953, when I had an E04C van, that I became a "Ford Nutter". This was followed by many 8 hp Anglias, 10 hp Prefects, 103E Pops, an E83W van and a 15 cwt. van.

In the 1960s and 70s, I would go and visit the many breakers there were in the East End of London and, if I saw a Ford with the body in fair condition and not too much missing mechanically, I would buy it, do it up and run it as every day transport. I would also buy from the "Exchange and Mart" paper.

It was one day in the early 1970s, while reading the "Exchange and Mart", Collectors Cars section, that I saw an advert for a Model "Y" for sale; accident damaged and with no engine or gear box. As my oldest vehicle at the time was a 1946 E04A 8hp, I thought "Why not get an older Ford in the collection?" So I viewed the vehicle; a figure was agreed and eventually she was

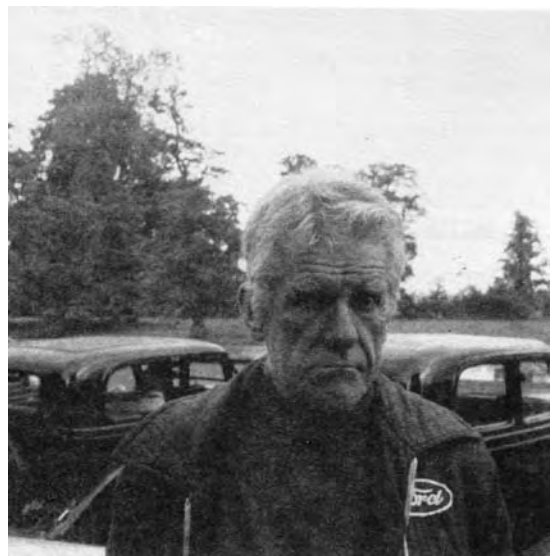
towed home. I spent five years of spare time rebuilding and collecting parts required; finally getting her on the road in 1978. By this time, Model "Y" parts were harder to find and, although I had been a member of the FSVOC for many years, they were not at that time doing very much on the Model "Y" scene. So it was that one morning in 1979, when I was again searching through the "Exchange and Mart", that I read that now historic advert for those interested in forming a club for the Model "Y". Would they please get in touch with Graham Miles in Abbots Langley. So I duly wrote to him explaining my interest in the Ford Model "Y".

To cut a long story short, several people with an interest in Model "Y"s were asked to attend a meeting in Graham's house in April 1979. I was one of those founder members who today form the Ford Y&C Model Register. Jeff Cole."



Jeff Cole in 1935 helping with the servicing of the Rolls Royce Phantom II chauffeured by his father.

Jeff Cole in 1992, now a confirmed and very learned 'Ford Nutter': a founder member of the Ford Y&C Model Register.



My Dream car.

An article by David Williams, the Motoring Correspondent of the Daily Express, written in March 1995 – sent in by member and tyre supplier, Tony Etheridge.

It was a decade ago [1985] when this Ford model "Y" was last spotted by former owner, David Johns. It was laden with bricks on the side of the road in Tufnell Park, North London. Now David, of Luton, wants to track it down and buy it.

"She was a beautiful vehicle but I didn't know much about cars in those days," says David, who subsequently embarked on a career in the motor trade. "I would love to find her, so I could spend my retirement restoring her." David bought the Model "Y", registration YD 7762 – for only £30 and used it as a tourer for trips from

London to Wales with his wife Kay.

"It was an incredibly reliable car," he remembers. In its heyday, it was painted dark red and had a graceful bonnet and black hood. It was powered by an 8 hp side-valve engine, with cable brakes and wire wheels [memory lapse there; for cable read rod!]. David had the old spirit-level petrol gauge replaced by a "modern" electrical device, but other than that it was in standard trim. "We parted with her for £25 after years of pleasure and bought a Humber Super Snipe. But it was never the same. "Years later we glimpsed her in London as we drove past – I wish I had tried to contact the owner then, but I didn't. Perhaps someone knows what happened to her ..."

LIFE'S A PICNIC: The Model "Y" Arrow Alpine tourer provides a classy backdrop at Runnymede, Surrey, in the Fifties.



[Throughout this article, I have swapped the dealer-speak phrase 'Y-Type' with the correct term, Model "Y" - Ed.]

David Johns obviously failed to track down and restore his dream car as we have no record of the 1933, Somerset registered YD 7762 having survived.

International correspondence.

Australia

Bill Ballard has been rummaging at 'swap meets' again and come up with the following:- "I picked up another old postcard on my travels last week (see attachment). It shows what was then known as the Palace Pier at Brighton, Sussex with a Model "Y" Tudor standing by a pedestrian crossing that has no Belisha beacons protecting it and also has no "black and white stripes" - surely a clue to when it was taken? There is also a Model "C" with a sliding roof creeping in to the bottom right hand corner, travelling in the opposite direction, and obviously ignoring the pedestrian on the crossing! There were originally three piers in Brighton (the Chain Pier, Palace Pier and West Pier), but only the Palace Pier survives and its current owners have simply called it "Brighton Pier" since 2000 (source: Wikipedia).

Another clue to when it was taken is that Bedford coach on the extreme left of the picture. That style of bodywork first came in on the Bedford WTB chassis just before the war, so the coach could be pretty new. As there are no post-war vehicles in sight, my guess is the picture was taken just before the war."



The stationary Tudor Model "Y" travelling west in front of the pier. The 'pedestrian on the crossing' by the Model "C" is a policeman directing the traffic.

Whilst in Australia, your Editor has an apology to make. In the last issue, congratulations were showered on Dennis Brooks and Doreen for winning the 'Best Pre-war Ford' award at the inaugural Victoria 'All Ford Day' with their Model "CX". Dawn Angus subsequently informed me that Doreen is actually Dennis's partner and not his sister as stated. Sorry!

Germany.

Thilo Moerke of the Ford Oldtimer und Motorsport Club Cologne e.V. sent in three photographs of an unusual Köln variant, "Please find attached some pictures of a apparently somewhat modified Ford Köln Kabrio Limousine you might find useful for the Transverse Torque magazine. The license plate was issued in the East German (Saxony) town Leipzig, issued between 1948 and 1958."

Thanks Thilo.



Some of the members of the South Island Ford 8 & 10 Enthusiast's Club on their Autumn Rally in April. To the left is the rear of Jill Peters' 1937 Model "Y" displaying its number plate which carries the caption "I want to be a V8!"



The Leipzig registered Köln cabrio-limousine with unusual bonnet louvers and, what appears to be, a strange boot, which could have been manufactured by Migö of Köln.



The underside of the drivers seat, expertly reconstructed."

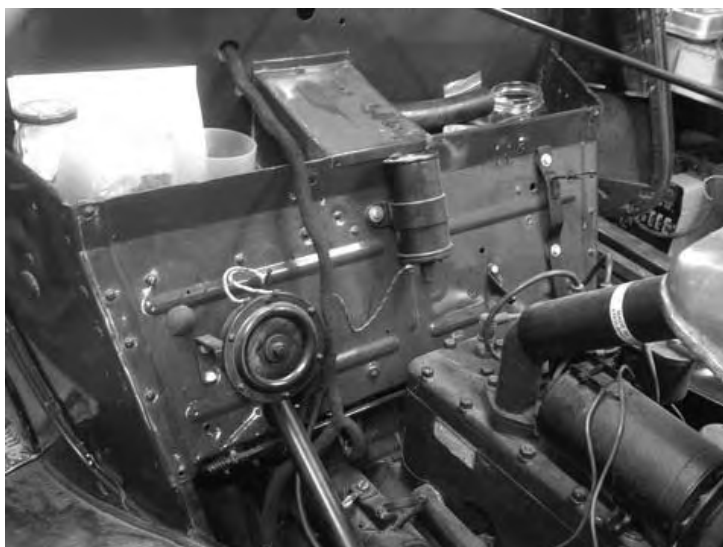
Malta

Ray Scicluna in Malta is making steady progress on the restoration of his August 1936 maroon, Tudor Model "Y" and, subject to the efficiency of his upholsterer, hopes to have the car up and running on Malta's roads in the summer. His latest project has been the restoration of the seat bases, which he has illustrated on the Register Forum. From the photographs, he has done a superb job.

Equally well restored – an immaculate looking bulkhead on Ray's Model "Y".

New Zealand.

Jill Peters, the President of the Ford 8 & 10 Enthusiasts' Club on South Island reports on their Autumn Rally in April, "Our club enjoyed a blustery but enjoyable rally taking our vehicles through the back roads of North Canterbury to the small town of Amberley."



Parts Report

The good news is that after a few technical problems which slowed down the progress of manufacturing the steering nuts, we finally had the consignment delivered and a small batch of steering boxes has been assembled - they were on show at the AGM. Our request for anyone who would like to be involved in the evaluation resulted in several people contacting me; as a result it has made the project feasible. I have been in touch with those members and the first batch of boxes are allocated to them. If you volunteered and I have not contacted you, please get in touch with me. The cost of the steering boxes on an exchange basis is £280 plus £100 deposit, which is fully refundable if the returned box can be refurbished. Although this has been a lengthy process, the quality of the steering boxes is excellent.

The first stock of brake rods has arrived. As you are aware, these are very difficult to come by. The new ones have been evaluated and were subjected to a destructive load test. This was repeated for a pair of original brake rods which were in fairly good condition, probably better than is on most of our cars. The newly manufactured ones failed at a load well in excess of the original ones, resulting in, on average, a factor of safety of 1.5. This gave us the confidence to go ahead with a small batch and we have made ten sets for the late Model "Y". The early "Y" and "C" models will be looked at in the near future. These sets were on display at the AGM and are now available to purchase. The cost is £95 per set (without clevis pins).

We are still seeking input from members, in terms of coping with fuel evaporation e.g.: heat shields, etc. Please forward any ideas you have together with sketches and material specifications to me for the spares committee to consider and investigate. We have already had one response.

Has anyone got a spare Left Hand Drive steering box that they could donate or loan to the Register in order to carry out a trial, evaluation and to add as a stock item? Please contact me (address details on inside front cover).

One task for me this month was to adjust the spares prices due to the increase in postal charges; an interesting but time consuming exercise. The good news is that the price of the heavier items, e.g. track rod ends, kingpins, sets of wheel nuts, has reduced by 30 pence. The lighter items have increased mostly by 70 pence, but some of the lighter bulkier items have increased by £1.10 pence. Thank you Royal Mail for a stimulating two days' work.

Finally I would like to mention that the spares people are all volunteer members. We are not Amazon.com. If you don't get your parts in two or three days, remember we do have other commitments and occasionally do go on holiday. To counter this, we are trying to double-up on the busier stock holders. If you do not like what is sent to you, just send it back and we will refund your money.

Peter Ketchell, Spares Officer.

Bob's "CX" tourer restoration progress

– April 2012.

Following arrival of neatly packaged parts a few weeks ago (see issue 196), I have set about the ground up restoration of my 1936 "CX" Tourer. The warmer weather as March approached was more encouraging to the old bones, so out came the heavy gear.

The floors were removed to reveal some expected chassis horrors. Decision made – remove the body completely. The front end – bonnet and wings - were already removed, so separating the body tub from the chassis was the next stage. The first step was to brace the body (I used 2-inch square lengths of timber) to ensure that the then weakened body structure did not simply fold up!

Over the intervening years since my car left Dagenham, various welded repairs had been made to no doubt get through the dreaded MoT test. Thus, all the original fixing rivets (once removed facilitates separation of body tub from chassis) had been supplemented with additional random welded plates. The trusty angle grinder used judiciously over several days – carefully removing only welds that were strictly necessary – left only the rear to deal with. The raising of the front end should have facilitated the removal by sliding the body backwards to release the two fixing metal "tongues" located in the rear chassis sections. No such luck as they had been welded! A couple of hours work on each side using a large hammer and a cold chisel freed it off. I think the explosives used along the way helped if only to make me feel better!

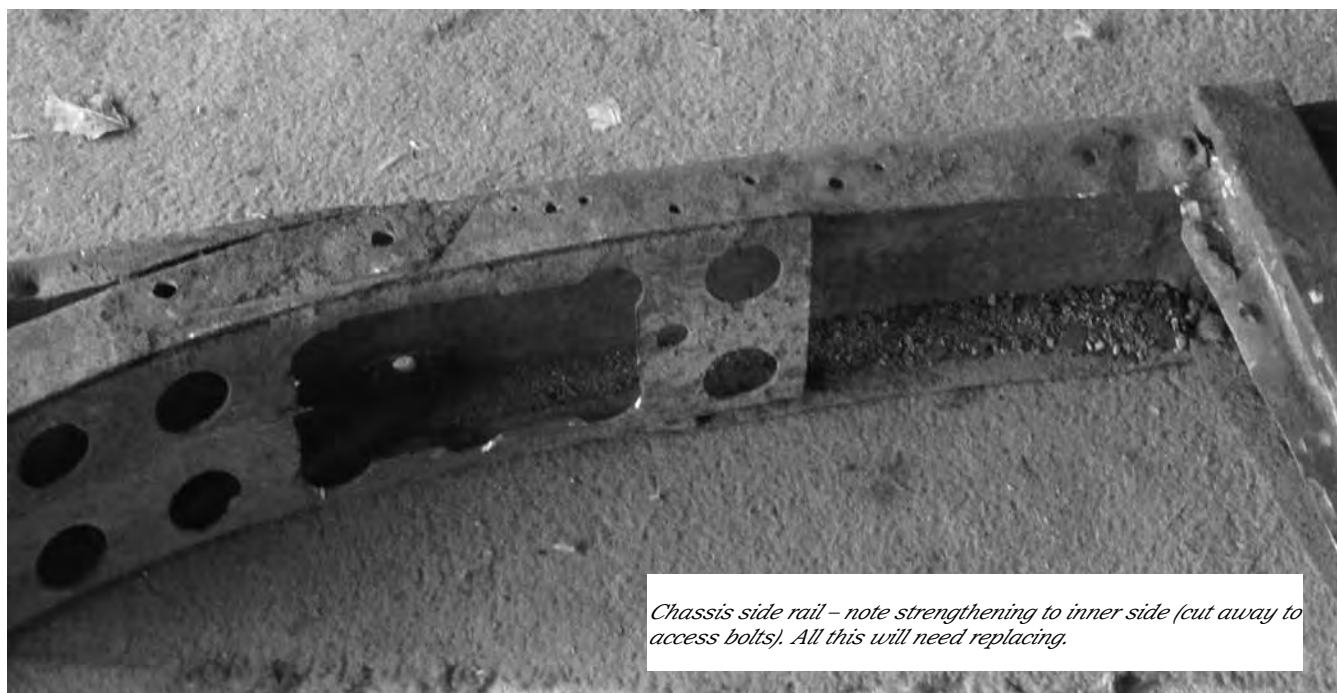
With extra pairs of hands to lift – hey presto, the car was in extra number of parts! At this point, the excitement of separating the body and chassis came to a crashing realisation that there was a mess to repair. The chassis would need a considerable amounts of new metal carefully welding in to make the structure strong again, as demanded by a flexible tourer body.

As I write this piece, the body is roped up into the garage roof and I am awaiting collection of said chassis from being sand blasted. I guess even more horrors will have been revealed, but better to know what needs doing, in terms of welding, at this basic stage. I am convinced that the best way to undertake such a restoration is to remove the body from the chassis. Although it is hard work one forgets all the back aches and the bruises heal in time, new knuckles grow tooor so I am told – more anon

Bob Wilkinson.



"Body & chassis no longer close friends. Note bracing of body. See also page 27"



Chassis side rail – note strengthening to inner side (cut away to access bolts). All this will need replacing.

The oil relief valve and how she relieves into the timing case

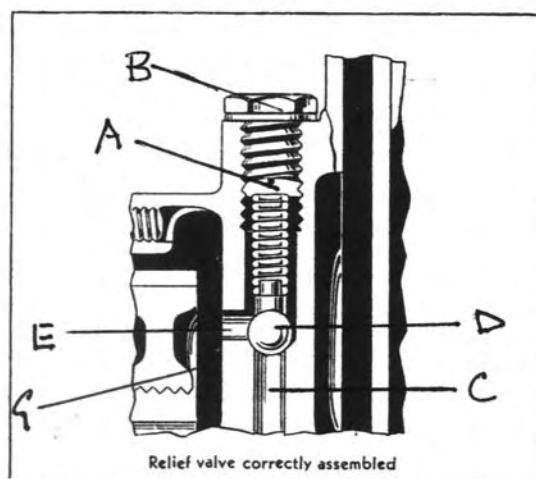
The oil relief valve on both the 8 h.p. Model "Y" and the 10 h.p. Model "C" engine is contained within a small chamber machined in the cylinder block immediately above the camshaft front bearing, alongside the oil filler tube (see Fig 1.). It is sealed off with a hexagon-headed, screw-threaded plug and gasket washer "B". Beneath this plug is the adjusting screw "A", which in turn compresses a spring onto the concave cap and ball valve "D", covering the oil gallery "C". When the oil pressure in this gallery reaches 30 lbs per square inch, the valve lifts off its seat, allowing excess oil to travel along oil-way "E" and into the front timing case "G", thereby lubricating the camshaft gears and returning to the sump, to be picked up again by the oil pump, thus restarting the cycle again.

Over the years 1932 – 1954, in which the 8 h.p. engine finished up as the E04A, the camshaft had become chain-driven. Within this period, several modifications to the oil pressure relief valve had taken place. I will endeavour to explain some of them with the aid of the diagrams, but firstly a word of warning regarding the installation of the original valve (Fig 2.) This shows an incorrectly assembled

one, which could cause high oil consumption owing to excessive build up of pressure and premature wear of the camshaft gears, as they rely on the bleed of oil through oil-way "E", which would be denied to them. To obviate this problem, when assembling this type of valve, place a small dab of grease on the small shoulder of the concave cap. Place the spring over this, carefully lowering it onto the ball in the chamber, followed by the adjusting screw.

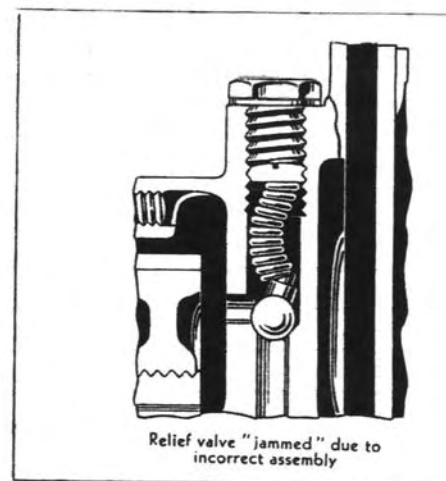
Early in 1934, a modified adjustable valve was in production (Fig 3.). This dispensed with the separate cap and ball.

ment is now a one-piece plunger type valve. The spring was also changed, made shorter and of a diameter that was a push over fit over the shoulder of the plunger. When assembling this type of valve, make sure the plunger shoulder is pushed home firmly within the spring, before lowering into the chamber; after which, the adjusting screw should be initially turned down to a depth of 0.65 inches (Fig 3.) from block face of chamber to top of adjusting screw. This is an approximate position, which should be checked against the reading on a pressure gauge.



Relief valve correctly assembled

Fig 1



Relief valve "jammed" due to incorrect assembly

Fig 2

When adjusting this type of relief valve you require a pressure gauge that reads approx. 0 – 60 Lbs per square inch. This gauge must be connected to the pressurised galleries within the engine. For this purpose, a small brass screw test plug is available, located on the lower near-side of the crankcase, just below the lower left-hand corner of the tappet cover, to the left of the petrol pump. To remove this slotted brass screw, you require a stout screwdriver not more than 6 inches in overall length, with a three eighths of an inch wide blade. Do not use a narrow bladed one, because, should the slot become bruised or broken up, you will have great difficulty in removing same. Now attach the pressure gauge to this point. Start the engine and allow it to reach working temperature. Then increase the revs, observing the reading on the gauge. When this reaches 30 lbs per square inch, advance the revs further. If the reading increases, reduce it to the correct reading by turning the adjusting screw anti-clockwise. If for any reason the needle does not reach 30 lbs per square inch, turn the adjusting screw clockwise. Repeat this adjustment until 30 lbs per square inch is obtained over the complete normal working range of the engine. You will also observe a reading of some 10 – 15 lbs per square inch at tickover revs. This is quite normal.

Mid-1934 brings us to the beginning of NON ADJUSTABLE oil relief valves (Fig 4.) the right hand drawing shows the then current production one, which you will see is not as deep as the original, being only 1.69 inches in depth of chamber, as against 2.06 inches of the old one. The current one of the period also had the overflow "E" drilled into the front timing cover in a higher position, allowing the oil to discharge directly onto the camshaft gear, thus giving improved lubrication to them. Also the plunger valve has a small slot machined into its face, allowing a small permanent bleed when the valve is closed.

The left hand drawing in Fig 4 shows parts that were made available to replace the original early adjustable valve. This was in the deeper chamber and consisted of different hexagon plug, which had a shoulder machined under the head of the plug before the smaller spring locating shoulder. Other than this specially shouldered plug, the spring and plunger are interchangeable.

By 1937, there were also two variants of the relief valve (Figs 5 & 6). As you will note, the hexagon plugs and plunger appear to have alternately changed lengths, also a centralising washer with three notches cut into its

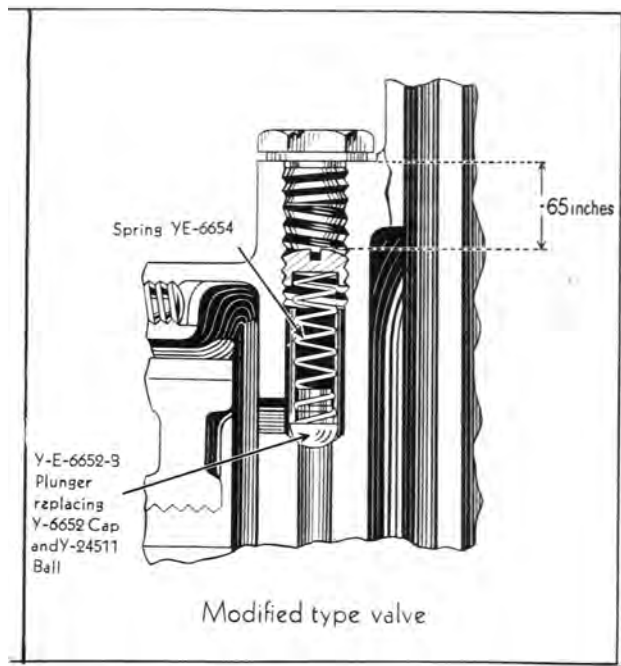


Fig 3.

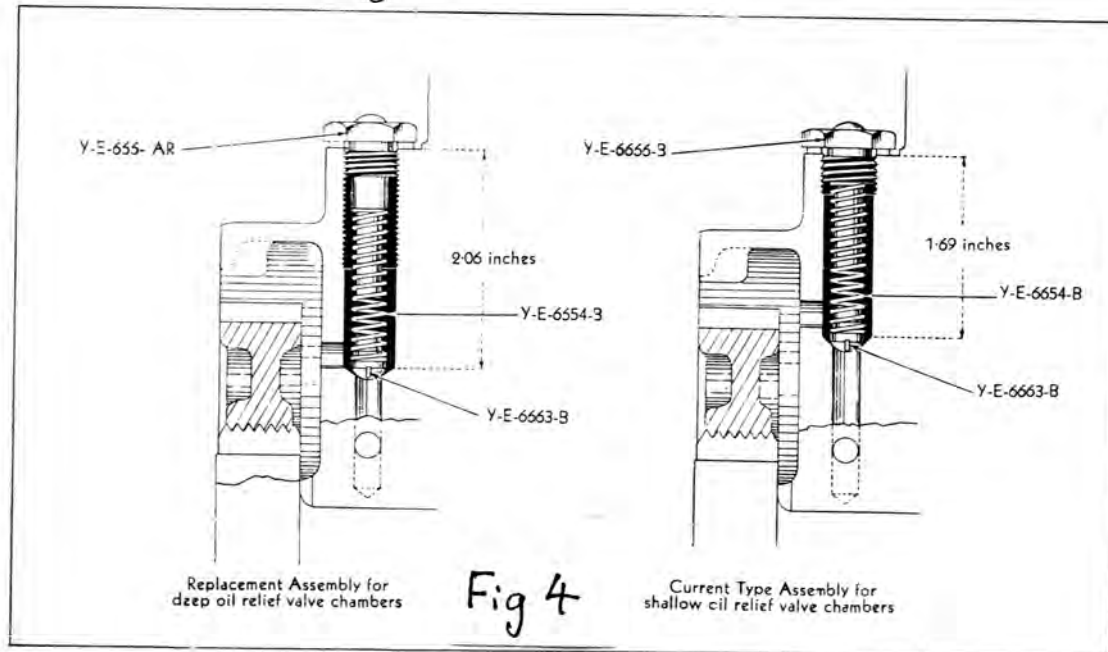


Fig 4

circumference (these notches were for identification) and placed over the plunger valve.

Lastly (Fig 7). this shows the latest of the relief valves to be fitted. By this time, 1939 – 40, the engine in production was redesigned and known as the E04A until the end of its run in 1953. By this time it had a chain and sprocket driven camshaft, a redesigned head and a single entry water inlet, requiring special moulded hoses. The oil relief valve was also changed. The hexagon headed plug was hollowed out, allowing the spring to locate therein. The plunger had a long shoulder upon which the spring located. A three notched washer was also fitted over this shoulder, locating it centrally within the chamber. There are two small flats machined on the plunger face allowing for the bleed. With this later type engine you can check the tension of the relief spring by placing it under a compression pressure of 26 – 30 ounces. It should then measure 1.38 inches in overall length. This measurement is only for the E04A chain driven camshaft engine and does not apply to any of the earlier engine relief springs. I do not have any information on the tension of springs fitted to relief valves in any early engine but, if any member does, i would very much appreciate a photocopy or information.

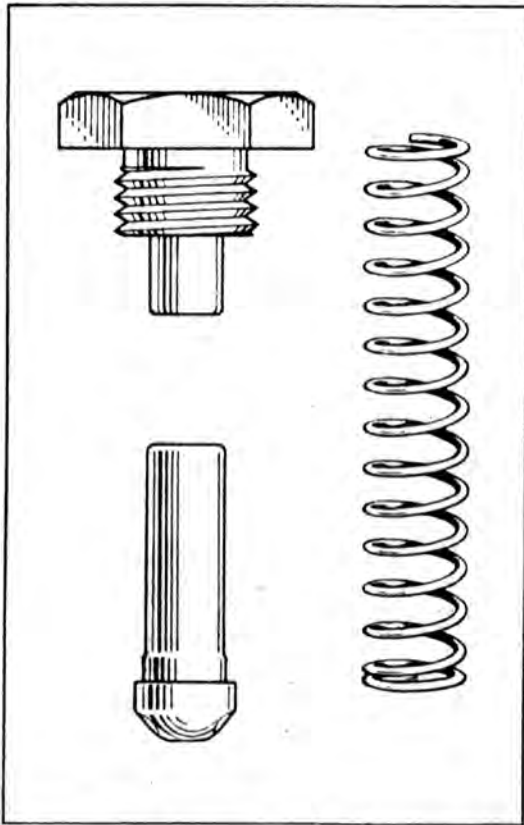


Fig 5

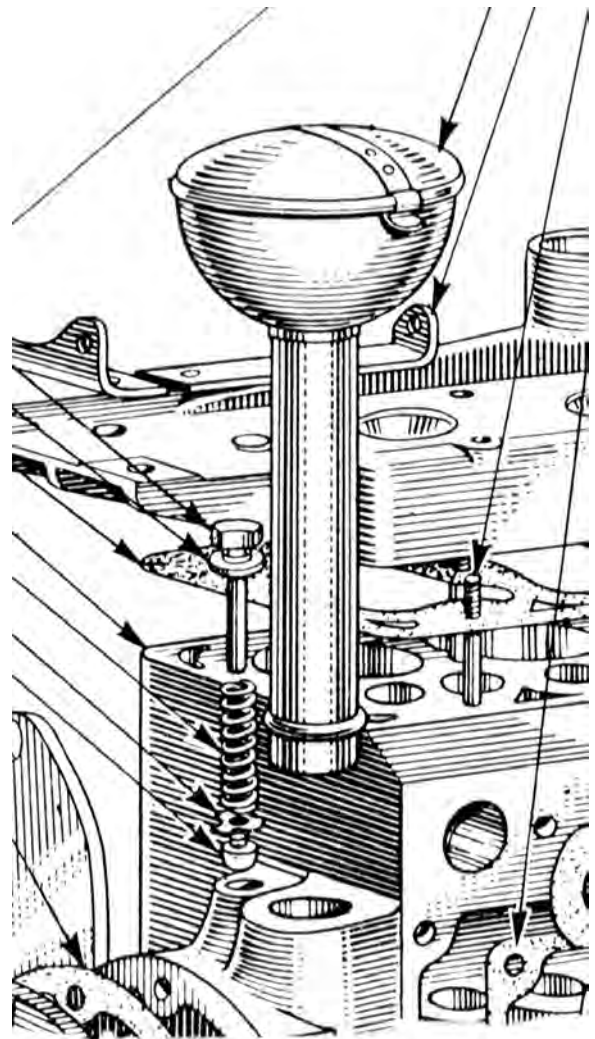


Fig 6

Now, with all relief valve adjustments, whether you get a good 30 lbs or not depends on the condition of the engine. There are many faults that prevent this, such as worn big ends, worn mains, faulty pump, blocked galleries, etc. Dare I say low oil level!

Last but not least, DO NOT MIX PARTS FROM DIFFERENT RELIEF VALVES. YOU COULD DESTROY YOUR ENGINE. OIL LUBRICATION IS THE LIFE-BLOOD OF AN ENGINE. ALWAYS USE A PRESSURE GAUGE TO BE CERTAIN ALL IS WELL.

Jeff Cole.
Technical Adviser 1992.

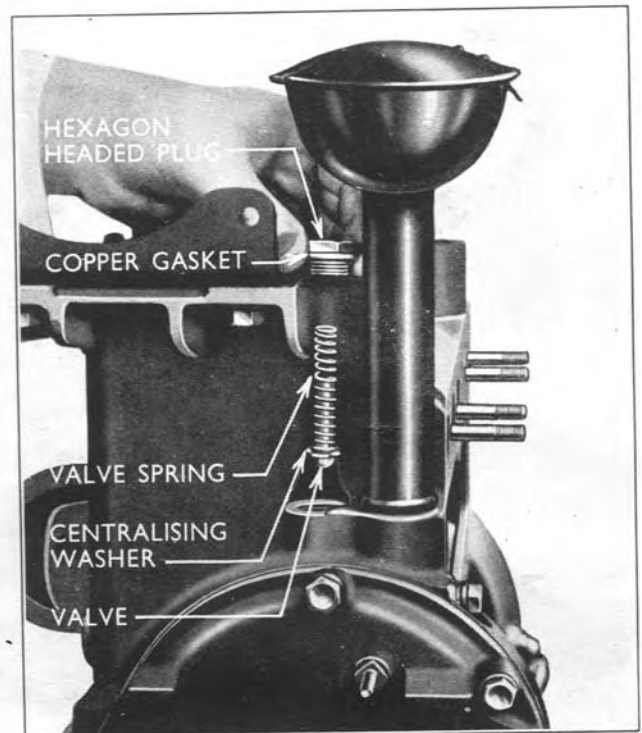


Fig 7

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