

# Transverse Torque



**FORD Y&C MODEL  
REGISTER**

**Issue 197  
July - August 2012**

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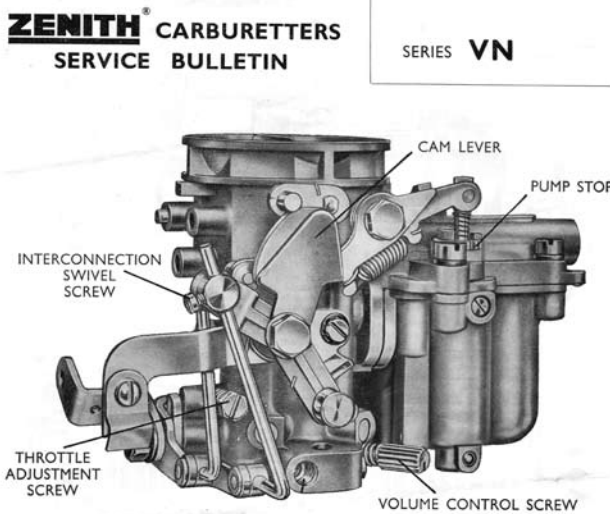
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# Editorial.

What with completing the final preparations on the Y&C book, having a short break on the Isle of Wight and celebrating the Diamond Jubilee, there has been little time for compiling an editorial for this issue.

We are grateful to Tony Holmes, who not only sent in his thoughts on our cars' electrics, based on his lifetime of working on our cars following his Ford apprenticeship, but also sent a pristine copy of a Service Bulletin for the Zenith carburettors in the VN series (VNN, VNR, VNT, and VNP).. These are more complex than our straightforward downdraught ones and, I suspect were used on larger commercial vehicles – but I am open to correction on that point.



However, If this Service Bulletin is of use to anyone, it can be yours – just drop me a line or telephone call.

Member Luis Cascante in Catalonia, Spain, receives a mention under 'Photo Discoveries' in the July issue of 'The Automobile', having flushed out a photograph of an unknown veteran tonneau car from the archive of the University of Lleida. The car was being driven by Victoriano Muñoz, a civil engineer involved in many projects such as hydro-electric plants and mines in the Pyrennes; plants in which Luis Cascante's late father was involved with his Model "CX".

We had another mention in the June 20<sup>th</sup> issue of Classic Car Buyer. 'Ford Y&C Steering Boxes' was the heading, followed by a glowing report on our '140 new or reconditioned mechanical items on our parts list available to members'. Bob Wilkinson was reported as saying that, "We are lucky to have an excellent parts organising team to meet this demand.". And so say all of us!

It was hard luck on John Argent whilst on the Durham tour. He filled up his Model "Y"

saloon at Catterick in North Yorkshire, only to find that he had, inadvertently, put diesel in his tank. An announcement proclaimed,

*"Tesco has apologised to motorists whose cars broke down after a tanker driver accidentally put diesel into petrol pumps at one of its filling stations. The supermarket giant has offered to pay for repairs following the gaffe at its Catterick Garrison garage in North Yorkshire. Around 25 drivers are believed to have been affected in the mix-up on Thursday, but the retailer says it may take some time to establish exact numbers. A Tesco spokesman said: "There has been an isolated incident where a small number of customers received the wrong fuel when filling up at our store."*

Thank you Colin Ellis for heeding my plea for portrait photographs suitable for the front cover of the magazine. With a week to go to the deadline for this issue, Colin sent me the super photograph that appears on the front cover. I'm sure that many of you take photographs of your cars, especially in the summer. When you find a nice location, just turn the camera through 90 degrees and capture a shot similar to Colin's.

I was sorry to hear of the death of Bob Tredwell. Those active members from the mid-1980s will remember the three All Ford Rallies in those wet and muddy farmers' fields around Abingdon. The Y&C Register laid out the site, marshalled the autojumblies and vehicles into the appropriate fields, ran the show on the day and cleaned up the site afterwards. It was Bob's show and we worked as a team. As a partner with Bob, the Club earned some worthwhile income for our efforts on all three occasions. I wrote to Phyllis, his widow, sending our condolences.

And, of course, the next major event on our Y&C Register and all classic Ford car clubs' calendars is the successor to the All Ford Rally, the Old Ford Rally to be held at Gaydon on Sunday, 22<sup>nd</sup> July. This year's event is expected to be bigger and better than ever, with a number of classic Ford clubs assisting in the organisation and marshalling on the day. Your support, preferably with your old Ford, will add to the success of the day – see Events for more details.

Sam Roberts. Editor/Archivist

## Cover photographs.

**Front cover:-** Colin Ellis photographed his July 1936 "Popular" outside St. Peter's Church in his home village of Stambourne in Essex. Colin has just completed an extensive restoration on the car which, as some of you may recall, was found in a derelict state with a faded Union Jack painted on the radiator grille.

**Back cover:-** Continuing the theme of the 80th anniversary of the launch of the Model "Y" in August 1932, this was the pre-production advertisement for the Fordor. The sketch was of the Fordor car which left Dearborn for Dagenham for assessment on the 8<sup>th</sup> April 1932. It was never registered in England for road use. Note the Model A door handles and the ten louvers on the bonnet sides, neither of which appeared on the production version.

The closing date for copy for issue 198 of Transverse Torque is Friday, 31<sup>st</sup> August 2012. Your contributions are gratefully received.

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## Chairman's Chatter.

Well the Classic Car show season is well under way now and I trust many of you are getting involved. It was a slow start due to the weather, but recently we have been lucky "down south" with the weekends being dry.

Di and I have been to eight shows so far and please do not tell Peter Purdy (keep it to yourself), but we have won three trophies for best pre-war car in show. Winning is a nice compliment but the pleasure is meeting all those attendees, who either "used to race these in stock car events" or more commonly "this was my first car".

Whilst at a show in Haslemere, Surrey, a visitor with the later introduction told the story of his student days and his first car being a Model "Y", the registration of which he remembered. I took his details and the following morning e-mailed Sam to see if he had any records in the Club's archive. That evening Sam's reply offered a history of the car, which showed our visitor as the last registered keeper. The car was found late last year, after 40 years in a barn, and a member is now restoring it. We have put them in touch and I understand visits are to be arranged. It just shows how important the work of our archivist is in maintaining the heritage of our vehicles.

Whilst at another show at Liphook Surrey, another, "this was my first car" within the first few minutes of chat, had mentioned the Royal Military Academy at Sandhurst and REME. I enquired if he knew Sam Roberts, which of course he did. So not only are we able to re-unite Old cars but also Old people [less of the 'old' Mr. Chairman – Ed.].

Well I have re-built the troublesome engine again and have it ready if it is needed. Meanwhile, I am helping one friend rebuild a 1960's Triumph engine and gearbox whilst helping another renovate a 1937 Jowett 10. It is a great life.

I must go and check over the award winning car before this weekend's outing, so I close by wishing you a good summer whilst looking forward to the *Old Ford Rally*.

**Brian Godfrey, Chairman.**

### Subscriptions were due on 1st June 2012.

I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by the 8<sup>th</sup> of August 2012, this will be your last issue of "Transverse Torque".

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

Thank you for your co-operation.

### OBITUARY - BOB TREDWELL. 1939-2012.

Members will be sad to hear of the passing of Bob Tredwell on 13<sup>th</sup>. June. Bob will be long remembered for starting the All Ford Rally, in Abingdon, which ran for over 20 years until 2006. On the last Sunday of each September, Ford owners would gather to show off their pride and joy, or come to buy and sell parts for a wide range of pre-1965 Fords. Many too may remember some events when we got drenched by heavy rain – almost a guarantee for this event. The Y&C Register had a particularly close relationship with Bob over the three years 1985 – 87, when we ran the event in a variety of farmers' fields under his guidance.

The demise of the All Ford Rally due to Bob's failing health, spurred the Ford Y & C Model Register into ensuring that an annual Ford rally continued – hence the Old Ford Rally came about at Gaydon. The seeds sown by Bob Tredwell are thus planned to go on well into the future.

**Bob Wilkinson.**

## Secretary's Ramblings.

Some summer weather at last – what a difference it makes to one's enthusiasm to go out for a drive, or to get one's hands dirty doing some restoration.

**MoT News :** Without doubt the most influential change in the classic scene legislation in the last 30 years is the exemption from MoT testing of pre-1960 cars from November 18<sup>th</sup> 2012. We had anticipated some change, originally targeting pre-1945 cars, since government surveys show that this category of vehicle contributes a negligible amount to accident statistics and overall mileage covered by vehicles in UK. The change will put an increased responsibility upon classic car owners who will need to be squeaky clean in terms of vehicle maintenance and safety issues. We must resist any political consequences in terms of restrictions on use of classics and this is most likely to be undermined by any high profile accidents involving classic vehicles. A longer article appears elsewhere in this issue.

The other piece of legislation keenly awaited concerns protection of registration marks on pre- 1973 vehicles. I hope we have some news before the end of 2012.

**Old Ford Rally July 22<sup>nd</sup>.** If you have not already applied to display your car, then do it now as you may just have time (see Events page). This year the show is looking to be even bigger with a wide range of Ford vehicles of all shapes and sizes produced over the years by arguably the world's most prolific manufacturer. This year we have on display a 1928 Ford Model A pickup, which is over from Mexico to bring goodwill to the 2012 Olympics. To maintain a balance of old and new within the 1985 age range, it is important to have as many pre-war Fords attending as possible. I hope to see you there.

**Technical and parts:** Following our intention of ensuring that members' cars are well maintained into an " MoT-less" future, you will be aware that our parts availability and service is excellent for a small club serving vehicles of 75 years of age and older. How many other equivalent makes have such support? Enquirers for membership are surprised at the range of parts available. The recently announced exchange steering box is a massive step forward as new components have been sourced, in limited numbers, from companies which

normally need orders of thousands of items. We have all the items to keep your car in good shape - thanks to an active spares team..

**Ethanol in fuel:** The FBHVC has now completed testing of additives to prevent corrosion from using modern fuel containing ethanol. Additives are not available to prevent our cars running hotter – another consequence of using modern fuel – so we must address this issue over the next year or so. Your suggestions are welcome. Read full report on additive testing at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) .

**Values of well restored classics** continue to rise, but beware the car presented for sale at a price which does not relate to condition. I have had calls from enthusiasts who have travelled miles to view a car which turned out not to be in the condition expected from the asking price. One cannot ask say £5,000 for a car that would normally be worth that amount if restored, yet needs major expenditure. Our adverts are carefully worded to hopefully ensure that no one is disappointed, but please ask searching questions by phone before travelling to view. My CX tourer restoration is progressing steadily (see item in this issue) thanks to support in various forms from other members. Mutual support is vital to keep our hobby pleasurable. The Club forum gives such indirect support to members struggling with a particular problem, but there is nothing like driving a few miles to give hands on physical help to a member. This helps us to move forward to complete a task in a more pleasurable way. Ask for help, or offer, – it can be fun !

See you at Gaydon on Sunday, 22<sup>nd</sup> July. Enjoy your summer motoring.

**Bob Wilkinson. Secretary.**

**Bob's joke corner.**

The following were sent anonymously as a compilation of English around the world.

**Cocktail lounge, Norway :**  
LADIES ARE REQUESTED NOT TO HAVE CHILDREN IN THE BAR.

**Doctor's surgery, Rome :**  
SPECIALIST IN WOMEN AND OTHER DISEASES.

**Dry cleaners, Bangkok :**  
DROP YOUR TROUSERS HERE FOR THE BEST RESULTS.

**In a Nairobi restaurant:**  
CUSTOMERS WHO FIND OUR WAITRESSES RUDE, OUGHT TO SEE THE MANAGER.

**On the main road to Mombasa, leaving Nairobi :**  
TAKE NOTICE: WHEN THIS SIGN IS UNDER WATER, THIS ROAD IS IMPASSABLE.

**On a poster in Arizona:**  
ARE YOU AN ADULT THAT CANNOT READ? IF SO WE CAN HELP.

**In a City restaurant:**  
OPEN SEVEN DAYS A WEEK AND WEEK-ENDS.

**In a Cemetery:**  
PERSONS ARE PROHIBITED FROM PICKING FLOWERS FROM ANY BUT THEIR OWN GRAVES.

**On the menu of a Swiss Restaurant:**  
OUR WINES LEAVE YOU NOTHING TO HOPE FOR.

**Hotel, Yugoslavia:**  
THE FLATTENING OF UNDERWEAR WITH PLEASURE, IS THE JOB OF THE CHAMBERMAID.

**Hotel, Japan :**  
YOU ARE INVITED TO TAKE ADVANTAGE OF THE CHAMBERMAID.

**In the lobby of a Moscow Hotel, across from a Russian Orthodox Monastery:**  
YOU ARE WELCOME TO VISIT THE CEMETERY, WHERE FAMOUS RUSSIAN AND SOVIET COMPOSERS, ARTISTS AND WRITERS ARE BURIED DAILY, EXCEPT THURSDAY.

**A sign posted in Germany's Black Forest**  
IT IS STRICTLY FORBIDDEN ON OUR BLACKFOREST CAMPING SITE, THAT PEOPLE OF DIFFERENT SEX, FOR INSTANCE, MEN AND WOMEN, LIVE TOGETHER IN ONE TENT, UNLESS THEY ARE MARRIED WITH EACH OTHER FOR THIS PURPOSE.

**Airline ticket office, Copenhagen :**  
WE TAKE YOUR BAGS AND SEND THEM IN ALL DIRECTIONS.

**A Laundry in Rome :**  
LADIES, LEAVE YOUR CLOTHES HERE AND THEN SPEND THE AFTERNOON HAVING A GOOD TIME.

Send me your favourite chuckle for us all to share.  
Bob Wilkinson.

**Regional Contacts.**

**Robert Marshall** has agreed to take over as Regional Contact for Area 15 - Notts / Derby / Lincs. / S.Yorks. from Ken Sleight. Ken had held the post for several years representing the Club at local events with his very original Model "CX" saloon. Thanks to Ken Sleight and Ruth for the work done in supporting members and promoting the Club.

**Patrick Fitzgerald** is taking over Area 19 - Ireland. Although not living in his homeland, he has numerous friends and contacts there and will do his best to represent the Club from a distance. Patrick owns the Model "Y" which has been in the family from new.

We welcome you both into your new roles and hope you enjoy your wider contact with members. We ask members in their areas to make contact and make themselves known.

**Area 16: North and East of Yorkshire:** We are still seeking a volunteer to take over the post which became vacant on the passing of Barry Diggle. If you would like to find out more about the role please contact me - Bob Wilkinson.

**Photographic finds**

*Karl Dillon sent in this super shot of Madam's chauffeur waiting to collect her from the shops near the outdoor market in Bury. He drives a Bury registered Model "C". I suspect Madam took the photograph as he is preparing to open the passenger door for her.*







*A 1936 Lancashire registered Tudor Model "Y" passing the market place in Bury, travelling towards Bolton. The Rock shopping centre is in the background.*

*A 1935 Eastbourne registered van belonging to Drusilla's theme park and zoo, which is still located just off the A27 near Alfriston, Eastbourne in East Sussex. Note that the spare wheel is on the driver's door, where it remained in production until October 1936, before being located on the nearside door*



*A Danish Ford Junior De Luxe (Model "CX") carrying out an odd test on the "Faxe Kocial Rally" sometime in the 1970s (from the flared jeans of the marshal). The contraption to the right of the photograph has a cable going to a board in front of the rear wheel of the car - why? The marshal has a large box which the driver is apparently looking at. Can anyone throw any light on this test?"*

# The Enfield Pageant of motoring

– Friday – Sunday, 25<sup>th</sup> – 27<sup>th</sup> May 2012.

By Jim Miles.

This year's Pageant had a hint of musical chairs about it. Let me explain, John Argent now owns Sam Roberts' Kerry tourer and Jack Clarke now owns Graham Miles' short rad van. Both of these vehicles, together with their new custodians, attended over the long weekend. Jack intends undertaking a full restoration on the van, whilst John is going to put a new hood on the Kerry. I'm sure we all look forward with interest to seeing these nice motors back on the rally circuit.

Also on show for the first time was the new double-sided Register banner, which proved a great success. It will have its next outing at the Old Ford Rally at Gaydon on 22<sup>nd</sup> July.

Facing the Y&C Register stand was the London Vintage Taxi Association and next door were our friends from the Ford Sidevalve Owners' Club. In all, over 70 clubs were on site, plus a massive autojumble and old-fashioned funfair.

Colin Ellis, who is restoring a 1937 Model "Y" Tudor, HV9289, along with George and Susan Beecham, who are fixing up a 1935 Model "Y", registered ESV 804, visited us on the Register

stand before going round the autojumble. Model "CX" tourer owner, Peter Baggott, also put in a brief appearance.



Tim Brandon found a brand new Y radiator and a new old-stock distributor in the autojumble, whilst Graham unearthed a re-conditioned dynamo and a nice pair of headlamps – it was worth attending Enfield! Along with the sunny weather, a good time was had by all.

*The early birds catch the worms! Tim Brandon's short rad, John Argent's Kerry and Jim Miles' long rad park up early, whilst they head for the bargains in the autojumble. Photograph courtesy Roger Corti.*

## 'The Dagenham Dropheads'

An extract from 'Practical Classics', September 1980.

In 1980, whilst he was the official Corporate Historian of Ford of Britain, David Burgess-Wise wrote this article for 'Practical Classics' magazine:-

### Dagenham Dropheads

When Ford opened its huge new factory at Dagenham, on the Thames-side Essex marshes that had figured so vividly in Charles Dickens's Great Expectations, the first vehicle to leave the production line was a Model AA dropside truck. It was a sign of the times; it was October 1931, and demand for Ford cars was at an alltime low since the company had started assembly in Britain exactly 20 years earlier in a former tram factory in Trafford Park, Manchester.

Even with its optional 14.9 hp AF engine, the Model A car (normally offered with a 24 hp engine) was too big and thirsty to appeal to those who could still afford to buy cars in the depths of the Depression. In the last three months of 1931, just five Model A cars were produced at Dagenham. The model was already dead in Dearborn, where Henry was clearing the decks for the launch of the V8, but Dagenham always seemed to lag behind the US.

Putting a brave face on things, Ford – Britain continued to offer drophead variants of the Model A, even in those dark days, but when its successor, the AB (for 'Improved Model A') appeared the following spring, the diet was exclusively sedans. The reason for this was almost certainly that all Dagenham's bodies were now being shipped by Briggs Motor Bodies,

who had set up a factory on the Dagenham Estate alongside Ford, and who presumably did not want to be bothered with small-run units like roadsters and phaetons while they were getting under way.

Whatever the reason, all the British-built ABs (the smallbore version, favoured by the Scotland Yard's Flying Squad, was unfortunately known as the 'ABF') were Tudors and Fordors, their only concession to the outdoor life being a sunshine roof on Deluxe models. Cabriolets were available on the externally similar Model 18 F-V8, but these were all imported from Ford-Granada (as indeed were all V8s sold in Britain until 1935).

However, it was possible to buy at least two tourer versions of the AB/ABF, though only the chassis emanated from Dagenham. They were the Greyhound sports four-seater

supplied by W. Harold Perry of North Finchley and the Continental Tourer from W.J. Reynolds of East Ham. However, as only a few pounds extra bought the V8 powered versions of these cars, one wonders just how many four-cylinder Greyhounds and Continentals were produced. They must have been rare in their day, though the odd Greyhound would appear in the sporting trials of the 1930s, and the only Greyhound I ever saw in the metal was a horribly scruffy red car that used to park in the Blackfriars Road around 1960, and doubtless fell victim to the MoT test soon after.

But the V8 was scarcely relevant to the British motoring scene of the 1930s, however glamorous its 'greatest-thrill-in-motoring' image, and the more pedestrian AB/ABF range was completely overshadowed by the perky little Ford 8 hp that Dearborn had developed in five months in answer to a cri de coeur from Ford-Britain chairman Sir Percival Perry to Henry Ford that 'Dagenham faces disaster unless we have a small car'. The original Model 19-Y had appeared in February 1932 at Ford's Albert Hall Show, one of 14 prototypes codenamed 'Mercury' [this is incorrect - there is no evidence to suggest that Mercury was the codename for the Model 19-Y - Ed.] built by Ford's chief engineer Laurence Sheldrick and his staff working round the clock, including weekends and holidays, aided by Ford-Britain executives and the 68-year-old Henry Ford.

The concept was generally applauded, but dealers and the public made some pertinent criticisms of the original design, and the Model Y had been completely redesigned by the time it entered production in July 1932, both bodily and mechanically. [the Albert Hall 'prototype' and the production models were designed quite separately with little or no cross-fertilisation of ideas - see issues 195 and 196 Transverse Torque - Ed.]. "Model Y was our only salvation," breathed a relieved Perry as sales picked up again.

Ford's dealers were not slow in offering open versions of the Model Y: by the time of the Ford Motor Exhibition at the White City in October 1932, Dagenham Motors were offering two- and four-seater sports and a 'Special foursome' drop-head coupe on the Y, while Perrys had brought out the 'Terrier' four-seater and Reynolds offered the Alpine on this chassis.


It was not a trend that met with unqualified approval from the management at Dagenham. Already plagued with an unwelcome crop of back axle failures on Ys operating in particularly hilly regions (such as the Canary Islands), they feared that fitting open coachwork to the little Y in place of the standard steel saloon could provoke chassis fractures, though the rude health of surviving

Model Y tourers proves their fears to have been unfounded..


But the tourer version of the 10hp Model C which replaced the AB/ABF in 1934 did have an unfortunate Achilles heel, a water-trap beneath the scuttle that, if undiscovered, could rot right through the chassis, which would fold gently in two when the doors were opened (knowledgeable owners bolted the doors shut and climbed over the sides). The first open bodies to be produced by Briggs of Dagenham, these little 'barrel' tourers were widely featured in publicity material of the period, but were in fact extremely rare. Out of a total production of 18,312 Model C cars

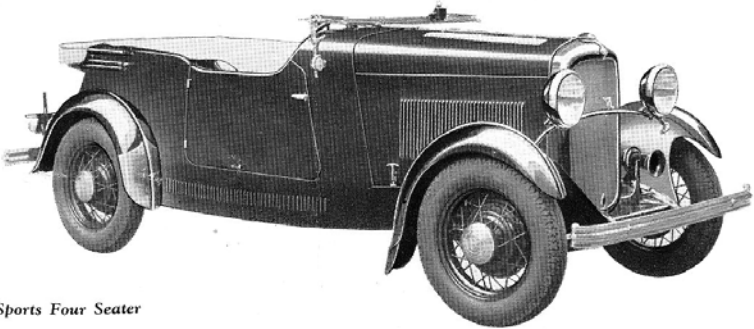
built in 1934-35, only 1,068 were tourers, and of the 29,735 Model CX built from 1935 to 1937, just 1,795 were tourers.

In fact, it was only the various 10hp models of the 1930s that were ever built as tourers by Briggs; the 7W launched on February 1937 was the first of the smallbore Fords entirely styled by Dagenham (much to the initial annoyance of Henry Ford's right-hand man, 'Cast Iron' Charlie Sorensen, but of the 31,325 examples of this model built in just under two years, only 1,639 were tourers. .... etc.



# 'GREYHOUND'





Sports Four Seater

**A** FOUR-SEATER Open Sports Car of attractive appearance. Two doors are fitted—access to the rear seat being gained by tipping the backs of the front bucket type seats. Large pockets are provided in both doors.

A slight cut-away to the doors gives extra room for driver's and passengers' arms.

The windscreen folds forward flat on the scuttle, and is fitted with safety glass and dual-electric wiper.

The four-stick hood is covered in three-ply waterproof twill to match the upholstery.

A hood envelope and tonneau cover are supplied.

Detachable side curtains open with the doors, and are stowed in a locker behind the rear seat squab when not in use. Extended hood valances complete the draught and weather-proof equipment.

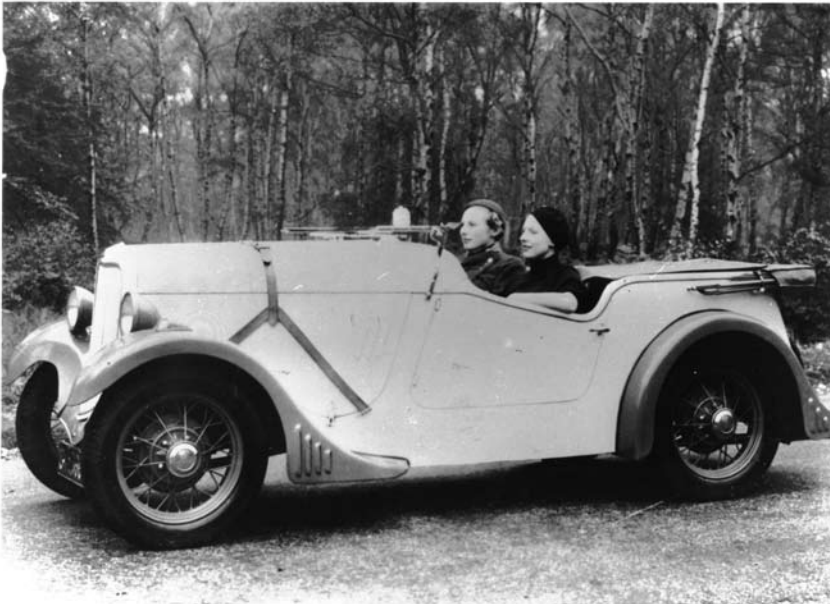
Wings are of helmet type, in 20-gauge silver steel. Special polished aluminium splash panels fitted to fronts of rear wings, and leather mud-flaps to front wings.

EQUIPMENT	PRICE
Electrical equipment includes head and side lamps, and combined stop and tail lamp in rustless steel, dipping beam arrangement to headlamps with steering-wheel control. Dual-Electric screen wiper. Hartford Shock Absorbers and Spring Steering Wheel fitted as standard. Mirror, speedometer, petrol gauge, tool kit. Spare wheel mounted at rear.	<p><b>£275</b> 14.9 H.P.</p> <p><b>£325</b> V. 8</p>

8
14.9 H.P.
8 H.P.

*The open four-seater Greyhound available through W. Harold Perry Ltd. of North Finchley with either the ABF, 14.9 hp or the V8 engines (note, the Deerhound was a sports saloon with the same specifications). Nowadays, we commonly refer to the Model AB as the Model B. The suffix F to the 14.9 hp version meant that the model was Foreign to the U.S.A. Our thanks to ex-member Phil Denson for sending in the Perry sales brochure*





*Dealers and body builders could work wonders with the Model Y Ford and this 1932 car wears a four-seater tourer body by Reynolds which was called the Alpine. With its two-tone colour scheme, lowred wings, strapped down bonnet, cut-away doors and fold-flat screen it had just about every fashionable styling feature the designer could think of - it looked more sporting than it was.*

[This is the caption that appeared in the Practical Classics article - honest Wendy! - Ed.]



*"This is a 1933 Bezzant Supercharged sports conversion of the humble Y-type [Tut-tut. We prefer Model "Y" - Ed.] There appears to be no driver's door which probably only added to the sporting image. Not many were built. [In fact, this very car came to light in a garden in Essex in the 1990s and is currently owned by a member, who is supposedly restoring it - we need to see this car in its original glory, John! - Ed]*

## For sale.

Black December 1936 Tudor Model "Y". All original engine/gearbox/etc. Radiator re-tubed and steering box machined, plus new battery and front tyre. Has full year's MoT and Road Tax. I have owned the car since 2000. She runs beautifully, but is now in need of loving care and attention, which I have found impossible to devote the time required - hence sale. The car deserves it. Offers in the region of £3000.

**Greg Hopkins. Tel 01494 681492 (Beaconsfield, Buckinghamshire)**

E93A parts; back axle complete, rusty crown wheel and pinion - salvageable, £45. Road wheels; 2 x 17, 2 x 16. Good condition. £85. Buyer collects.

**Alistair Webb. Tel:- 01209 820056 (Redruth, Cornwall)**

## Wanted.

Ford "CX" Tourer, but may consider another 4- seater open top tourer. Preferably in good condition, but will consider all examples. Cash waiting. Andrew Bailey. Tel:- 01455 610925 or 07738 595471.

Model "Y" in running order or car with some restoration work required. Contact with details and asking price.

**Tony Bracken. Tel:- 0191 2 590905.**

Model "Y" in good on road condition, maybe some light restoration only. No full restoration projects - too busy! Details and asking price to:-

**David Crooks. Tel:- 01462 742391.**

Piston 1 off for 10hp Ford engine 2.5 +50th or 60th oversize Alexander Stephen Tel: 01343 842294  
**Email:**

[alexanderstephen432@btinternet.](mailto:alexanderstephen432@btinternet.)

## Changes in MoT Regulations.

The government has announced that, from November 18th. 2012, cars produced before January 1st 1960 will be exempt MoT testing. This is probably the biggest law change to affect our cars for many years and can have far reaching implications. The changes have come about due to the very small number of pre-1960 classics on the road in proportion to overall traffic - around 0.5% in fact. Very few of this group are involved in road accidents, probably due to the fact that we travel very few miles per year and, no doubt, that our cars are well maintained and driven with safety in mind. This move towards exemption was supported by a majority completing the FBHVC survey (see [www.fbhvc.co.uk](http://www.fbhvc.co.uk)). Incidentally, this brings us more in line with several other European countries, which have never had such a rigorous testing regime.

The FBHVC's initial response is a guarded welcome to a result that matches the wishes of the majority of respondents to the Federation's MoT survey. We hope to get more information about the detail of the proposals from the DfT in due course, in order to make a proper assessment - particularly about passenger carrying vehicles in commercial use, which we were surprised to note are also to be exempt from MoT testing.

In general, historic vehicle owners are law abiding and safety conscious and are aware that they have a duty to ensure their vehicles are in a roadworthy condition and accept the exemption from MoT testing is not an excuse for poor maintenance.

Concerns regarding road safety issues have been expressed from within the classic car fraternity. The fear is that some classic car owners will be less inclined to attend to basic safety aspects of our cars, since we do not have to present our cars for annual test. This careless attitude and conduct will not be accepted by the great majority of owners, as any headline accident involving a classic car could bring about a furore, which may result in changes limiting the use of our cars.

In addition, evidence of trends in increased accident rates involving classic cars could result in unwanted regulation by insurance companies. You can be sure that any justification to raise premiums will be closely examined by insurers.

As responsible owners, we must not let this happen. Model "Y" and "C" owners are well blessed with the availability of parts, the envy of many other makes, to ensure that our vehicles are kept in top condition. We also have excellent technical support through literature and in house technical advice. I would suggest that it may be prudent, for our peace of mind, to have our cars inspected by our usual MoT garage to ensure that our maintenance standard is to MoT standards. This could be every other year if mileages are low. This same inspection rigour should also be applied to a car emerging from restoration into road use.

Let us not be negative about this change in the law. Instead, we should embrace the change and ensure that we, and other road users, are safe in enjoying our hobby. Historic cars like ours are well loved by the public as part of our heritage. Let us grasp this responsibility and ensure that we do not invite levels of criticism which could curtail our activities.

### Bob Wilkinson.

PS: Anxieties regarding no MoT requirement and consequent effect on cherished number transfers have been a concern. I am informed that the present regulation on cherished number transfer will still apply - in that the donor car must have an MoT pass certificate as well as evidence of being in road use prior to transfer. Thankfully the process therefore is no easier than previously.

We still await an DVLA announcement on giving owners the opportunity to protect historic registrations for life.

### Testing garages.

Where do we take our cars for inspection when we no longer need an MoT? Over the next few months, I intend collecting contact details of garages prepared to undertake MoT style inspections. These garages, maybe the ones used currently by members for MoT test, will then be compiled into regional lists for use by members around the country. This list could also be published by FBHVC to be available for wider use by other classic car owners.

Garages which are not official MoT testers could be included, as what we are seeking are historic vehicle friendly organisations - that is friendly in terms of interest not lax attitudes, e.g. garages which understand rod brakes and pre-1940 mechanical workings.

**Please let me have the contact details for any garages which you know fit into this category.**

## Parts Report.

### MoT requirements.

For the past few years the Register has been manufacturing parts for our cars; such as track rod ends, drag links, king pin bushes and thrusts, shock absorbers kits, steering boxes and brake components - all parts which, if worn, are potential MoT failures. The good news is that, from November 18 this year, owners of vehicles manufactured before 1960 will not have to have to take them in for an MoT. Have I been wasting my time?

Is this really good news? I can accept that, accidents involving historic vehicles are extremely rare and the majority of our members are meticulous in keeping their vehicles in good condition. We don't need to be told to look after our cars, but most of us are past our sell-by-date for crawling under cars to check the track rod ends and braking systems. Can we as a Club rely on every one of our members to be technically competent in maintaining their own vehicles on a continuing annual basis?

As owners of historic vehicles, we will still be legally required to ensure that they are safe and in a proper condition to be on the road, but scrapping the MoT test for these vehicles will save us a little money and the inconvenience of taking our vehicles to a testing station once a year. The MoT test is a great way of having an independent person look at our cars and I'm glad for that. It's not about the value of the car we own, it's about our values as owners?

We will still be able to take our vehicles for an MoT style inspection on a voluntary basis. I personally think the cost of an MoT is good value for money and, on two occasions, the MoT tester has found faults that I would not have picked up. I for one will continue to have my cars inspected on a regular basis.

### Steering boxes.

The first batch of steering boxes has been sold and the feedback from the members who have bought them is excellent. You don't have to put up with less than accurate steering.

I asked earlier - Have I been wasting my time? Definitely not!

**Peter Ketchell  
Spares Officer.**



# Members' correspondence.

## A.G.M. feedback.

Jo Hanslip emailed, "Roger and I were surprised at how many members turned up at the AGM in view of the appalling weather (and believe me it was!) I am sure the numbers were up on last year when it was sunny. Just goes to show what a brilliant Club we belong to and what wonderful dedicated people they are. Great to see you all."

## Editorial blip.

Having had the Members' Cars article in the last issue on my 'butcher's hook' for a couple of years, your Editor failed to update it before publication. An understandably miffed Barrie Clark, who now owns the Model "C", LSU 166, emailed, "In your May & June 'Transverse Torque', under Members' Car, Model "C" LSU 166', you have stated that John Dolby is the owner of this car. As you may not know I bought the car 2007, my name is Barrie Clarke and I am a member of your Club. When I bought the car from MR Dolby, he had run it into the ground; the engine was only firing on two cylinders and was not very clean. The petrol gauge did not work and still does not work. The first thing I did was to take the engine out. It needed new valves, valves guides and valve springs and a new set of gaskets, timing chain and reconditioned distributor and dynamo. This was done and put back in the car. A year ago, smoke poured out of the bonnet and I saw that the fuse box had started catch a light. This has now been replaced with a new one. When the car is running, it sometime stops possibly due to a loose wire somewhere. This can also effect the car starting, until the wiring harness is wiggled about."

An editorial apology was given to Barrie and a suggestion that a new wiring loom from Autospark is in order (making sure to ask for return earth wiring from the lamps). I also pointed out that fuses were not fitted or required in our cars.

## APOLOGY.

During May we ran an advert relating to the sale of cars due to a marital dispute. References in the advert to the family dispute have caused offence and hurt. On behalf of the Club I wish to apologise to anyone so affected.

## Bob Wilkinson. Club Secretary.

## Regional Contact for Ireland

It is with some relief that we welcome Patrick Fitzgerald into the seat of Regional Contact for Ireland. As was explained to him, there is a large number of Cork-assembled Model "Y"s, in particular, still lurking in barns and garages in all five provinces. They poke their heads above the parapet every now and then in the Irish Vintage Scene magazine and in 'for sale' advertisements. We need someone to chase up these vehicles, not only to obtain the details of the cars for the list of survivors, but to see if the owners might like to join the Y&C Register.

Patrick is no stranger to the club, his father the late Jim and his brother John having served as Regional Contacts almost since the formation of

the Y&C Register. Patrick is the present owner of the Limerick registered Fitzgerald family 'Baby Ford'. His contact details appear under Region 19 on the inside cover.

## Irish import registrations.

Patrick also threw some light on the unusual registration 37 C 24 on the right-hand car in the Model "Y" line-up at the Coachford Show, Co. Cork, in the last issue (page 19). I guessed the registration might be French or Dutch. Patrick tells me that owners of imported cars may choose a ZV plate, or have a county related plate; each county in Eire having its own registration letter; e.g. C for Co. Cork, M for Monaghan, K for Kerry, W for Wexford and so on. The initial figures denote the date of production. So 37 C 24 refers to a post-production imported 1937 car registered in County Cork. Simple!

Joe Duignan in Co. Leitrim also explained the same new procedure, saying that the car is carrying the updated style for Eire registrations. 37 C 24 - indicates a 1937 car, C = Cork registration, 24 is the serial number on their list. This style of plate, now with mostly 4 digits as serial numbers, has been introduced recently as Eire no longer permits residents in the country to carry UK plates. Joe's car now carries 36 - LM - 20, formerly UK registered AVF 162. Owners have been obliged to present their vehicles, with supporting paperwork, for authentication to their regional government office - equivalent of our DVLA in UK - prior to issue with new numbers.

## It was a Bentley!

Nigel Stennett-Cox quite rightly picks up my lack of knowledge of the exotica end of the classic car spectrum, "The magazine is as good a read as ever and I enjoyed the "Spotlight on Members" bit in connection with Jeff Cole.

However, the reported "Rolls-Royce Phantom II" in one of the pictures with a young Jeff looking very serious as he attends to a front spring shackle is no such thing, but rather a 4.5 litre Bentley. The clearly visible front number plate enabled me to establish that this particular car, chassis number DS 3552, left the works in August 1929 bearing a saloon body by Gurney Nutting. The first owner was one G.H. Schneiders and the engine number PL3499. Sadly, the car was scrapped at some unknown time, but the engine lives on in chassis number XF3501, yet another Le Mans replica vintage Bentley.

I'd be very grateful if you could please let me have a copy of the picture; I edit and produce the East Midlands Region Bentley Drivers' Club magazine and the readership would be very interested in this car."

## Contact breaker points

The learned Colin Rowe comments, "With reference to the item by Nigel Stennett-Cox in the technical advice in Transverse Torque issue 195 on the subject of contact breaker settings and Yvon Precieux's comments in issue 196.

It is worth remembering what we are trying to achieve here. The four "points closed" periods during one revolution of the distributor cam are

known as dwell. The duration of each dwell period, during which the condenser is charging, is critical to obtaining maximum strength of the magnetic field in the coil and, in turn, the energy at the spark plug tip required to ignite the fuel air mixture. Setting the points to a fixed gap is one way of determining dwell, but will only at best be approximate. If the points are set too wide for example, dwell could be insufficient to create a good spark at the plug.

In practice therefore, as Yvon rightly suggests, in the absence of sophisticated test equipment such as stroboscopes and dwell meters, for most members, how the engine sounds and performs will be the most useful measure. This can only be achieved by trial and error, as every engine will differ in its level of wear, resistance to air and fuel flow in internal passages, tightness of joints and so on. It will most likely be found that various sources of stated settings from all those years ago, including static ignition advance, will not in most cases give optimum performance. These will be just the starting point for tuning the engine."

## MoT excused.

Steve Waldenberg writes, "Members may not be aware that DVLA have, in their "wisdom", decided that from November, pre 1960 cars will no longer have to have an annual MoT check. Now this may or may not be a good thing. Yes, it will save us £50 or so per year, but I feel that our cars, no matter how little used or well maintained, ought to have at least a regular check of braking efficiency, steering joints viability and general state of the chassis and tyres.

It will only need one terrible accident caused by a poorly maintained "old car" and the whole of the motoring public will be against us and we may find numerous obstacles placed before us in the use of our cars.

I for one intend to approach my regular MoT garage to see if they would be prepared to give my Jowett Javelin and '38 Austin 10 a check of the items above mentioned. I am sure for cash in hand, they will do it."

## A cautionary (MoT) tale by John Osley

"I am in the process of swapping the steering box that came with my Model Y for one of the recently refurbished units. Having finally removed the old steering box from the car and cleaned it up, see photograph, I made a comparison with the refurbished unit. I had already noted the absence of a split pin in the castellated nut holding the steering arm, which was "par for the course". However, I was surprised to find that the lower end of the steering arm just above the bolt hole for the drag link was welded! If you look at the image, the old unit is on the left and the refurbished unit is on the right of the picture. You will see the weld 'bulge' and misalignment of the bolt hole on the old (left) unit that has just come off the car.

This car was MoT failed, but not by reason of faulty steering gear, and then passed an MoT test in September 2003. If the recorded MoT mileage and the odometer are to be believed, it then covered several thousand miles by the previous owner before I purchased her in October 2005. I think it would be too glib for whoever did the job

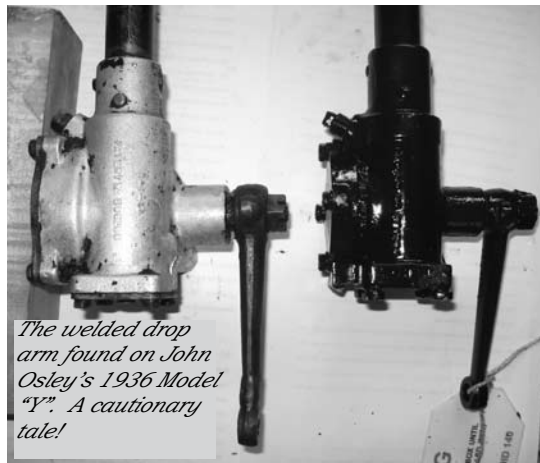


to say that this just goes to show how good the weld was. I for one am rather glad that I did not try driving her on the public road!

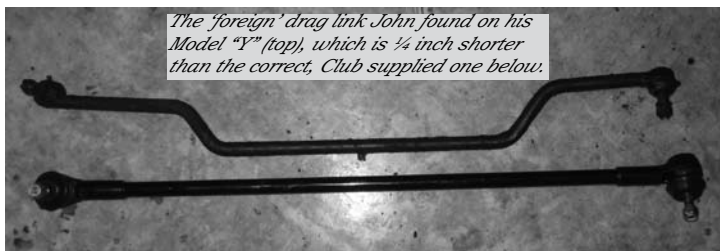
I missed noting this weld when I checked under the car when I purchased her and, more recently, others have been under her and also not remarked on the danger.

I suppose the moral of the tale is that, with cars the age of a "Y" and particularly those that have had several owners, then checking them over or believing that an MoT means something is just not good enough. With the proposed demise of the current MoT, does this mean that ensuring the road-worthiness of our "Y"s and "C"s is placed even more fairly and squarely on us as responsible motorists?

Afternote:- I delivered the old steering box to Peter Ketchell. His view is that the weld in the steering arm was not a repair but probably to lengthen it so that a non-standard drag link could also be fitted. Despite spending quite a few days under my 'Y' over the past several years it still hadn't clicked with me until Peter's casual remark that this item should be straight and not a flattened 'U' shape! It will be interesting to see how the refurbished steering performs once all the various other pieces in the "chain of command" are renewed.



The welded drop arm found on John Osley's 1936 Model "Y". A cautionary tale!



The 'foreign' drag link John found on his Model "Y" (top), which is 1/4 inch shorter than the correct, Club supplied one below.

Also, I attach an image showing the drag link that was on my Model "Y" when purchased next to the straight drag link supplied by the Register. The non-standard one is approximately 1/4 inch shorter between the tapered bolts than the correct fitting. As I say, if Peter Ketchell hadn't mentioned it in passing, I would have been none the wiser. The moral of the story is to look under as many Model "Y"s as possible so as to get an idea of what is correct.

**Rear lamp legislation**

Our Technical Adviser, Nigel Stennett-Cox, an-

swers the question of when did it become mandatory to have two rear lamps on our vehicles, rather than the one central rear lamp/registration plate/ brake light lamp. He emails, "Would it have been in Transverse Torque that I read of some disagreement on the part of MoT testers as to whether old vehicles need two rear lamps and reflectors, rather than the single item with which our cars were originally fitted? [The answer to that question is 'No' - Ed.]

The attached copy, from "Practical Motorist and Motorcyclist" of October 1956 may help clear things up? I remember the requirement, as maybe you do too, coming in at this time and my Dad having to buy and fit a left hand lamp and two reflectors to the old Bedford lorries we ran.

It seems like one of the more considered items of legislation. If the single lamp went out or someone stood in front of it, or confusion was created between a motorcycle and car or lorry, we would have had a dangerous state of affairs."

From the 'Practical Motorist and Motorcyclist' magazine advertisement, it would seem that two rear lamps were required from 1 October 1956.

October, 1956 PRACTICAL MOTORIST AND MOTOR CYCLIST 275

# Fit Your Twin Rear Lights NOW!

**LAST DAY OCTOBER 1st.**

Not many days are left to comply with the New Law. . . . . "All vehicles to be fitted with two Rear Lamps and two Reflectors by October 1st, 1956."

Why wait? Go to your Garage today and ask him to fit two Remax Lamps (either R618 as illustrated, or R628 with wedge rubber), and avoid the usual last minute rush.

R618 ... .. 33/- pair R628 ... .. 35/- pair

To encourage you to fit your Remax Lamps **NOW** we are making a unique offer.

**Limited Period Only.** Ask your Garage to fit two Remax Lamps (either R618 or R628) whichever is suitable for your car. Send receipt and postal order for 2/6 to us and we will post you a Remax Twin Jet Windscreen Washer **absolutely free of charge.**

Don't miss this opportunity. **ACT TODAY!**

## Grand Free Offer... WINDSCREEN WASHER

Remax Free Voucher

M<sup>r</sup> \_\_\_\_\_ Value 12/6

Address \_\_\_\_\_

I enclose receipt for 2 Remax Lamps and P.O. value 2/6 for Post and Packing.

REMAX LTD Division of REMAX HOUSE, ALFRED PLACE, LONDON W.C.1. Phone: LANGHAM 9561 (10 lines) Telegraph: REMAXITY, WESTCENT, LONDON.

**Can anyone help?**

Most of us have tried to learn more about the history of our cars. Peter Benton, from Penge (now S.E. London - in my day, it used to be in Kent!) has owned

his Model "Y" for a number of years now, having bought it with an 'age-related' registration, WVS 447. Unfortunately, he does not have an RF60 log book, so, over the years, has been trying to find out the original number. He explains, "I do indeed have a certain amount of history of the car, but sadly no original logbook or record of the original registration number. The car appears in Transverse Torque, issues 88 (April/May 1994) and 82 (April/May 1993). I bought the car from Jeremy Birch of Romford on 16/3/94 - he had it for about 9 months and bought it from Brian Papps, also from Romford. From 1987 to 1992-3 it was owned by Ashley Dean from Hainault (there seems to be a strong Essex connection here), who bought it from an Alan Brice from Epping. I remember telephoning Alan Brice

years ago and asking him if he had any record of the original registration number, but he was a little evasive and claimed that he couldn't remember it, nor did he have any photographs of the car in the 15 or so years that he owned it, from around 1970-72 to 1987. I thought this a little odd and perhaps I am doing the poor man an injustice, but it occurred to me that per-

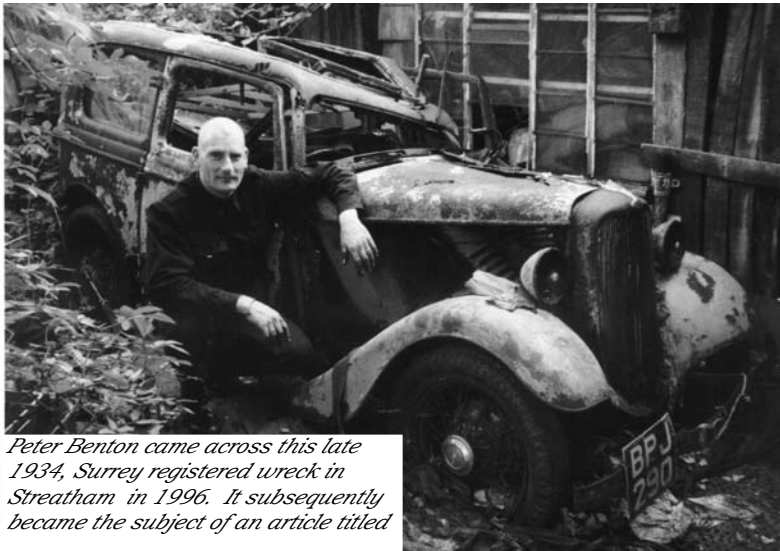
haps he had retained the number when he sold the car. He bought it from Hills of Woodford c.1970, who don't now have any record of the sale. At the time that the car was in their possession I was going to school at Bancroft's School, just across the road from the garage - sadly I don't recall seeing it myself then.

If anyone has any more history of where the car was from June 1937 to 1970, I'd certainly love to hear it - I seem to have run into a brick wall now."

**The 42<sup>nd</sup> Beamish Safety and Reliability Trial.**

Russell Story emails, "Just a note to let you know that on Sunday 17th of June (Father's Day) that I, my partner Ann and daughter Kate completed the demanding Beamish Reliability Run in my 1934 Fordor Model "Y", JO 9437.

On Saturday 16th, I really thought that I was going to be a non starter; presuming all I had to do on the car was to sort a little brake imbalance - how wrong I was! I went to a friend's garage to put the car on the brake roller and identified it was the near-side rear brake that was causing the problem. Happy with this, I headed for home to fix it. On the way back, I started to climb up the hill and noticed that the clutch was slipping slightly. This became



*Peter Benton came across this late 1934, Surrey registered wreck in Streatham in 1996. It subsequently became the subject of an article titled*

*steadily worse and, by the time I got home, JO couldn't even climb the small incline into my workshop... disaster!*

*By this time it was lunchtime and I told Ann and Kate that we were not looking good. They were as disappointed as me but Ann the eternal optimist said, "Look, you're in there (Workshop) until late most nights so why don't you just give it a go?" I thought "Well the engine has to come out anyway", so I made a start. To cut a long story short, the clutch plate, which was only a few months old, had disintegrated, probably because of a weak pressure plate (also a few months old). Luckily I had a spare set, so by 11:35 pm that night the car was ready.*

*I enjoyed the 150 mile trek over the old vehicle testing routes even more than usual and the clutch was fine. I always feel that, when I've completed the Beamish in a car, that I could take it anywhere!"*

**Well done Russell (and the 'eternal optimist', Ann).**

*"JO 9437 the day before the Beamish Reliability Trial."*

*Russell Storey, et al, arrive at Checkpoint 5, Tan Hill, on the Beamish Reliability Trial.*



## "Ford Models Y&C. Henry's Cars for Europe."

I am delighted to report that, thanks to you the members, I was able to drive down to Veloce Publishing Ltd., in Dorchester, on the planned day, armed with a memory stick in one hand and a cheque for £16,000 in the other. The memory stick contained a substantial amount of further information and photographs on the Model "Y" story, plus two chapters and additional appendices on the Model "C"/"CX" and Eifel; 25,000 words and 64 photographs over and above that which was in the 2001 Ford Model "Y" book.

Thanks not only to your generous response to the plea in the February issue of Transverse Torque, but also to your prompt payment of the book pre-orders and interest free loans to Bruce Allan, the Treasurer, a cheque to the agreed value was able to be signed and delivered. Thank you all for making the publication of the book possible.

I am assured by Rod Grainger, the Managing Director of Veloce Publishing, that there will be a four months' lead time on publication. This means that, with a fair wind and no snags, the book should be available towards the end of October, well in time for Christmas. I am working on a flyer to boost the sales of the book.

I am also having a new weatherproof door put on my garage, as that is from where I shall be distributing the books. Fortunately, I am assured that the books come in boxes of 20, each book being individually cling-wrapped.

If you have not placed an order for a copy, please let me know and I will add your name to the list. Do not send any payment at this stage. Once the books have arrived, I will then ask you for £30.00 (Members)/£35.00 (Non-Members) plus postal charges (£5.30 - UK, £12.00 Europe and £23 Australia, New Zealand and U.S.A.)

**Sam Roberts**



# CX into Y Will Go !

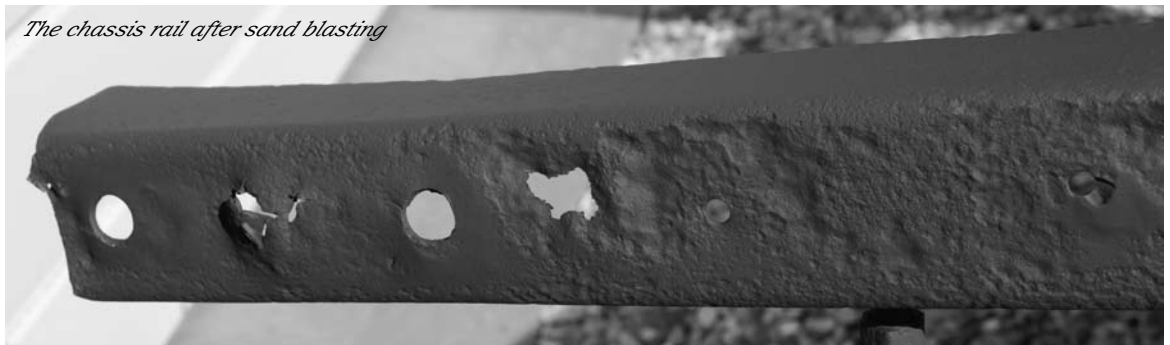
## The ongoing story of Bob Wilkinson's Model "CX" Tourer restoration.

My chassis, recently separated after 76 years from the tourer body, came back from sand blasting looking much worse than anticipated (see photographs). Large sections of the side rails in particular will require replacement and this will result in a patchwork of old and new. I have decided, based on advice from my expert repairer (Roger Hanslip – Regional Contact for area 13 and long suffering friend), to completely renew each side rail. This is a skilled job and not for the faint hearted, but it will result in a very strong chassis on which to base the restoration. Roger says he will guarantee his welding work for 40 years .... I will hold him to that! We are now awaiting a time slot in Roger's busy schedule.

Whilst waiting, I have started paint stripping all body panels – a tedious job indeed. I will also check out the axles/running gear, kingpins, track-rod ends, spring shackles and bushes etc., etc. However, it is at times like this that friends step forward to help in terms of forward planning. Peter Ketchell's engine in his Model "Y" saloon has gone sick, so he suggested helping me by offering to test out my "CX" engine in his "Y" for a few months ..... just to see that all is OK you understand. What a kind bloke!

The upshot was to travel to Chester carrying the said engine. Would my engine fit his Model "Y"? ...we had to find out, insisted Pete. Would you believe that, once we had swapped the front engine mount cross bar (the CX is longer than Y Model), it fitted. **Quelle surprise!** At that point I fell ill and, not wishing to show bad manners by dying in Pete's house, journeyed home and spent two weeks in bed with genuine 'flu – as against the everyday man 'flu version.

Having survived, I have sourced some new pattern part rear inner wings to save some more patch welding in due course. I also bought some used front wings, in better condition than my originals, and have been offered some rear outers, which I may decide to buy too.



Meanwhile, as with any ongoing project, it is important to do something every day/week depending on one's schedule. There are always small items to clean/paint and set aside ready to fit in due course and this is what I am doing. This is so important for one's morale as, eventually, the mountain one sets out to climb becomes a much smaller and manageable hill. So, no huge visible action, but progress in terms of decision making, cleaning and fettling and sourcing of better panels. I wonder how my engine is going..... ?? More news next time.

**Bob Wilkinson.**

*Peter Ketchell (left) and Bob fitting the "CX" engine into Peter's Model "Y". Note that the front engine cross bracket has to be fitted as it has upmarket oil filter attached.*



# News of new members

Prepared by Mike Malyon, 26<sup>th</sup> June 2012

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 10 new members:-

David Crooks	C0902	Baldock, Hertfordshire
Graham Dellow	D1001	Galley Hill, Essex
Allan Green	G1702	Ormsby, Tyne & Wear
John Haines	H1201	North Kingsley, Northamptonshire
Mike Hines	O-H107	Ferndale, Washington State, USA
Ron Horsfall	H1703	Gateshead, Tyne & Wear
Manel Manjón	O-M108	Maçanet de la Selva, Spain
Elida Martin	O-M109	Onzonilla, Spain
Merlyn Rees	R0601	Llandybie, Carmarthenshire
Stephen & Cheryl Wallace	W1201	Warboys, Cambridgeshire

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

**David Crooks.** We extend a warm welcome to David, who is currently looking for an on the road "Y". Good luck with the search, we hope you soon find a suitable vehicle. Remember, the Club is here to assist in any way we can.

**Graham Dellow** has purchased BNM 367 from member, Dave Crawley. It is a black 2-door, on the road, with chassis number is Y190601. There are a few jobs to do – headlining, fuel gauge/sender unit and a general tidy up. We hope it doesn't take you too long to get these jobs done.

**Allan Green** has purchased from ex member, Roger Wright, a maroon and black, 2-door Model "Y". It was first registered on the 6<sup>th</sup> May 1936. The registration number is BER 502, the chassis number Y135662 and the Briggs body number 165/62636. The car is on the road. Allan wants to re-spray the car so it will be gleaming to use for his daughter's wedding next January.

**John Haines** owns a June 1935 "Y", chassis number Y106868. At present we haven't any more details as there wasn't any paperwork with the car. John is waiting for an age-related registration number from the DVLA. He bought the car from Bob Bignell at Gaydon. It is new to the Register. There are a few jobs to be done – the interior needs

to be repaired and re-trimmed. We hope you are soon on the road and welcome to the Club.

**Mike Hines** – we are pleased to welcome Mike to the Club. Mike has a Model "Y" with the chassis number Y158977. The car is under restoration with body work, upholstery and painting to be done as the body is in grey primer at present. We wish you luck with the restoration.

**Ron Horsfall** has acquired a 1935, black Model "Y", YSJ 243, previously registered as BHN 21. The chassis number is Y104640 and the Briggs body number 165/23363. The car is on the road and Ron is busy go-



*BER 502 at the 2007 A.G.M. at Willoughby village Hall.*

ing to car shows. We hope you continue to enjoy your "Y" and welcome to the Club.

**Manel Manjón** – we extend a warm welcome to Manel, who has a Model "Y" Tudor, which was first registered in Spain on 31<sup>st</sup> March 1934. The registration is C-4706 (Y36721). This is another car new to the Club. The car is under restoration. Good luck with the restoration, we hope you are soon on the road.

**Elida Martin** – we are pleased to welcome another new member from Spain. Elida has undertaken a complete restoration of a 2-door, black, Model "Y". The registration is LE-2968 (Y93288) which is also new to the Club. It was first registered 21<sup>st</sup> June 1935. It was presented to the current owner's father by a customer in the 1990's. We wish you well with the project.

**Merlyn Rees** - we are pleased to welcome Merlyn to the Club. Merlyn has bought a maroon and black, 1936 "Y" from member, Lloyd Bowen. The registration is DGN 166 (Y156894). By chance Merlyn was talking to a mechanic in a garage opposite where DGN 166 was stored. Merlyn happened to mention he was looking for a vintage car. The mechanic contacted Lloyd and Merlyn was invited to have a look at the car. It was love at first sight!! There is a bit of work to do, mostly interior and windows. Merlyn says "I will carry on regardless to get the car as I want it, to drive and enjoy". We hope you are soon out and about in your pride and joy.

**Stephen & Cheryl Wallace.** Stephen bought the 1936, black Model "Y" as a surprise birthday present for his wife, Cheryl. He had the registration number printed on a pink tee shirt and wrapped the car keys in the tee shirt. What a novel idea; it would have been difficult to disguise a car with wrapping paper!! Cheryl was thrilled with her present. The registration number is PV 3115 with the chassis number Y118856. The car is on the road. We hope you both continue to enjoy the "Y" and have many happy hours of motoring.

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

# International correspondence.

## Denmark.

### The Aalholm collection.

Michael Deichmann reports on the collection, which is auctioning a Model "Y" in August, "I did not know about this Model "Y" until I saw the early flyer that was sent out from RM Auctions a couple of month ago. I will of course try to find out its chassis number, etc. I plan to be at the auction, which is considered a big event in the Danish world of classic cars.

*The left-hand-drive, Danish, Orient blue, May 1934, Tudor Model "Y" (Y64454) to be auctioned by RM Auctions in August.*



The Earl Raben-Levetzau of Aalholm was one of the very first to show an interest in old cars in Denmark. The story goes that they had to tear down a wall in the stables to make room for a drying facility and behind that wall they found the 1911 Rolls Royce Silver Ghost that is also being auctioned.

Over the years, a very large collection was gathered and is now, probably, the biggest auto-museum, not only in Denmark, but maybe in Scandinavia. It was established close to Aalholm Castle. Apparently, they also had a similar museum somewhere in Germany. Unfortunately it was maintained more or less on borrowed money so, when the Earl died, the next generation had to sell it all. It was sold to a very eccentric millionaire, who owns many big houses and seems to enjoy seeing them rot away. The same has happened with the museum (and to some extent the castle).

He died in 2010 and now the daughters are selling it all off in auctions. This is the second one - there was one some years ago - probably trying to avoid the bankruptcy of the Raben-Levetzau estate.

As you can see from the Aalholm Automobile Museum website, it is still a comprehen-

sive collection - and not just of prestige cars. There are Model T's and A's and also a Model "Y" apparently. I have not been there myself since 1973 when I drove there in my Model "C" (Eifel) together with some friends in an Opel Super Six 1938. I plan to be there at the auction and will try to find out who buys it.

lent of the MoT in UK.

## U.S.A.

Bad news from the U.S of A. Mike Hines, in Ferndale, Washington State, reported,



*lex1928 (13) \*\**

*Jack Plowman's recent purchase in Upper Hutt, near Wellington. He is thrilled with his blue Fordor Model "CX", which was assembled down the road at the Ford plant in Lower Hutt. The battery box number, 9NZ 608, is the Ford of New Zealand body number for this car - the 9NZ indicating a Fordor "CX"*

## New Zealand.

Jack Plowman from Upper Hutt, near Wellington, New Zealand has recently purchased a nice looking Fordor Model "CX" from Lex Fletcher in Greytown. He emails, "Just going through some paperwork for a car I purchased in February 2012. It's a 1936 Ford "CX" registration number CN7733. The vehicle "ROSE" is in great condition with

loads of history with original papers and service history. Everything works with no oil leaks or fluid usage (apart from petrol of course) currently registered and WOF and driving well.

Chassis no: C60099, Engine no. C604517-P Battery box no. 9NZ608"

Note:- WOF is 'Warrant of Fitness', the equivalent of the MoT in UK.

"I just ran across someone in my neighborhood who owns a 1936 Model C or CX. He actually lives less than a mile from me. Unfortunately he has decided to turn his car into a "hot rod". I obtained the chassis # and Briggs Body # in case you want to keep track of the vehicle. The Chassis # is C44609 and the Briggs Body # is 465/5928. Engine # is 1783645 PC (as best as I can read). Because he is not interested in restoring it to its former glory, I bought the engine, transmission and various other parts for possible use in restoring my car. He said that he purchased the car some years ago from someone in West Virginia. The body has extensive rust on the cowl section but the engine and transmission are good."

What a shame. We have the recent history on this car in the archive. Its registration when in the UK was AWO 670. In 1981, it was found in a coal shed by our old friend, Dave Curtis, in Hereford. After a couple of owners, in 2008, it was bought by a chap

**The Ford Model Y & C Register**





*AWO 670 has not had the most salubrious life. Found in a coal shed in 1981, exported to the U.S.A. in this state in 2008, it is now to become a hot-rod!*

in Virginia, U.S.A., who sold it on to Mike Hillbery in West Virginia. Larry Schaffer, who runs 'Larrys Street Rods' over the other side of the continent in Ferndale, Washington State now has his hands on it as we can read in Mike's email above.

### Australia.

It is with some sadness that we hear of the closure of the Ford Discovery Centre in Geelong, Victoria. A message to Bill Ballard from the Centre reads, "Regretfully today we will announce the closure of the Centre. I wished to contact you directly as you have assisted in delivering a fantastic experience at the Centre and for this I thank you. We are forever grateful for having your exhibit on display here at the Centre. We are continuing business operations as normal until Sunday the 29<sup>th</sup> of July 2012 and from the 30<sup>th</sup> July 2012, while we will be closed to the public, I will be staying on to coordinate the winding down of the operations."

I visited the centre with Bill Ballard in 2003 and gleaned some valuable production and sales information from the Ford of Australia archive, which was held there in the basement. Hopefully, the records will be kept in a secure location hereafter.

After note:- Bill informs me that the old Ford records in the basement at Geelong were moved the Ford Australia HQ in Broadmeadows, Melbourne several years ago,

### Holland.

Feike Gercama helped to raise Bob Wilkinson's morale with the following:- "Hello

Bob, I read your article in Transverse Torque about your problems with your "CX" tourer chassis. Last year we had the same problems with the restoration of our 1937 Ford "CX" (Junior). When we were splitting chassis and body, the remains of the chassis fell like a wet towel on the floor. I was desperate and at one point nearly burst into tears on the assumption that I could never acquire another frame. But I was also determined not to surrender. So I made the chassis myself! I made an exact paper template from the remains of the old chassis, as

accurate as possible in three dimensions, i.e. the under, side and upper parts of the chassis. A local metal company transformed the drawing and prepared for plasma cutting in 3 mm thick metal SG37. Initially they didn't really believe in my 'solution', but did a great job for a reasonable price (about €240.- incl.

again.

Then, my chassis was ready and waiting for the 'fresh' body, which I shall start to restore next. The chassis is now adorned with that mighty radiator, pedal box and steering wheel! It's a great sight! It feels really stiff and 'staunch'; 'Sound and solid...!' I was really, really excited last month when I took my first spin on my own forecourt. For the first time in about 35 years our car was moving under its own steam and on my own ground! Afterwards I took a little beer, I can tell you...!

I hope I have inspired you a little bit with my experiences! If you wish I can send you some pictures, but on the Y&C Register Forum you'll also find some pictures of my progress.

### Norway.

Our ever-alert Terje Sæthre has found another previously unknown Model "Y" (Ford Junior) in Norway. He emails, "I attach three pictures of a Model "Y" that was registered in Norway for the first time on 11th of June 1936. In the pictures, the car has a temporary license plate. The regular registration number is: A-8878. The car was recently restored and has not been registered since 1969! It has just been sold. I have tried to get in contact with the owner to get the chassis and body numbers, but I have not succeeded yet."



*Feike's new chassis rails with the cross-members in situ.*

*The recently restored 1936 left-hand-drive Ford Junior found in Norway. The livery is rather unusual and the new owner could do with becoming a member so that he can buy some Model "Y" bumpers*

Vat.)

I found it most important that the right and left leg were identical and opposite; and they were, clean and in identical form! After that, I welded the cross-member as secure as possible at right-angles. It was a real sensation to see my new chassis taking the original shape as I was welding it! It was nearly addictive! My idea worked! The cross-members felt like puzzle pieces falling into position





## Events 2012

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. See below.	Geoff Salminen 0121 427 2189

## Events 2013

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

**OLDFORDRALLY. Sunday 22<sup>nd</sup>. 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 good ....book now.

Application forms for Traders and individual Vehicle Exhibitors are now available on line at :

[www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk) go to Events page. OR contact me on [bobwilkinson49@hotmail.co.uk](mailto: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 14<sup>th</sup> to Monday 17<sup>th</sup> 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 in



*A typical scene at the North Norfolk Railway weekend.*

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@bopen-world.com](mailto:jo.hanslip@bopen-world.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](mailto:cpsairedale@ntlworld.com)



**The Ford Model Y & C Register**

## Distributors, contact points , condensers and coils.

Ex-Ford apprentice, Tony Holmes asks that his 'two-pen'orth' on the subject of distributors and contact points be aired.

"Serving my apprenticeship in the 'forties', we never at any time, on any model, set the points gap at anything other but .012" (12 thou). A wider gap serves no useful purpose regarding the engine's ignition efficiency. Perhaps it is detrimental to it as the points stay open longer, thus preventing the coil from 'recharging' fully. It should be remembered that altering the points gap also changes the ignition timing so, after setting the gap, it is a good idea to check the timing. Reverse the timing peg screwed into the cam gear front cover and turn the engine until the peg slots into the camshaft gear register. Loosen the distributor securing screw and twist the distributor until the points are about to 'crack' open. Then secure the screw. Don't forget to re-secure the timing peg in place.

Regarding the question of the efficiency of the condenser; firstly remove the points from the base-plate of the distributor and examine the contact faces. If they are discoloured and badly pitted, it could be an indication of the inefficiency of the condenser, which is allowing metal to be removed from one contact point to the other (which the condenser should eliminate). However, before discarding the contact set or the condenser, using medium emery paper on a flat surface, polish both contact surfaces; removing the 'pip' on one face, but don't worry too much about the 'crater' on the other. Before re-fitting the contacts, slightly straighten out the spring on the moving contact to give it more tension and to ensure that the contacts close quickly, as a weak spring will allow the contacts to 'bounce' when closing. This prevents the coil from providing a strong spark and could lead to misfiring when the engine is revved.

Finally, add a smear of grease on the cam lobes to help reduce wear of the 'cam follower' and, on this point, if a new contact set is fitted, allow them to bed in for, say, 100 miles, then check the gap- as the new cam follower will have 'worn in' reducing the points gap.

On the subject of coils, on all the pre-war and early post-war models, the coil cap is marked SW (live) and CB (earth) to show the correct wiring position for positive earth systems. If wired the wrong way round, the coil will produce a much reduced spark output leading to misfiring. It was discovered later on that a negative earth system gave a much more efficient spark, so subsequent coils were marked with a + (positive) and - (negative), with negative being the points feed. I would think that the later coil could be used to replace the SW - CB coil if it is wired correctly. All modern vehicles are now negative earth.

Keep up the good work on the magazine; it's a great read and very informative.

## 20 years ago. Transverse Torque, issue 77, June/July 1992

Issue 77 was an up-beat publication. 1992 being the 60<sup>th</sup> anniversary of the launch of the Model "Y", a particular effort had been made to celebrate the anniversary at a number of well-attended shows. To quote the Chairman's Newsletter, "We are halfway through the 60<sup>th</sup> anniversary year of the first production of the Model "Y" and this has been the theme at each of the shows in which the Register has participated. All event organisers are to be congratulated on their efforts to make it a special year. The Side Valve Club has also been prominent in their efforts, which have contributed to the raising of the profile of our cars within the old car movement. I mentioned the stand at the Bristol classic Car Show in the last issue. This time I would like to make a special mention of the Chester Festival of Transport at Tatton Park in May, organised by the Region 14 team and spearheaded by John and Sue Griffiths: a brilliant stand with period dress, anniversary signs and another Jean Hunt cake with candles. The public were treated to a piece of cake and a glass of punch on the Register. The team well deserved their second prize for the best stand (out of eighty plus).

Enfield was as enjoyable as usual and Dave Ball is to be thanked for doing all the groundwork on that occasion. His pair of consecutively registered Fordor Model "Y" taxis made a grand entrance to the stand.

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Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket per member. Club single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £39.50! off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club gets a commission!

See website for all information. All bookings are subject to a single transaction fee. Ticket price includes the official showguide to the value of £7.50. All information correct at time of publishing.

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**CLARION EVENTS**

Jim Miles gave his usual knowledgeable commentary as the Register paraded its vehicles around the arena.

David and Wendy Grace laid on what was I believe the best Stanford Hall gathering yet. We failed to reach the 60 cars we had hoped for, but what we lacked in quantity, we gained in quality. In the end we had gathered 33 vehicles (one more than at the 50<sup>th</sup> anniversary gathering). The quality was in the range of vehicles and the cross-section of the members who were present. Ian Wright and Ron Topping had motored down from Newcastle; Herbert Wingate drove up from Horsham in Sussex and David Chaffey had brought a tremendous 'find' from Brecon. The 'find' was a Model "Y" Tudor which had been converted into a pick-up and had been sitting in a barn since 1962. Ken divine brought his nearly restored Knibbs & Parkin tourer, which sat alongside my Kerry and Frank Johnson's Arrow special. Unfortunately, Bob Wilkinson had hit a pothole the previous week and broken the front spring on his Mistral, otherwise we would have had four Model "Y" tourers present. Bob came in his Model "CX" instead to add to the full range of "C"s and "CX"s present. Unfortunately, none of the "C"s entered the driving tests, which were great fun and organised by Owen and Chris Baldock, who had done a good deal of homework to get the right balance between skill and fun."

Later in issue 77, the event was written up by David Grace, who told the story of the barbecue on the campsite on the evening before the show. "On the Saturday evening sixty barbecues were cooked to perfection by Peter Ketchell, Bob Wilkinson and Grant King. Bill Williams kindly provided a selection of '30s music and, once again, Jean Hunt provided a delicious decorated 60<sup>th</sup> birthday cake to finish off the meal."



*The Model "Y" pick-up, which appeared at the Stanford Hall meeting in 1992. It has not been seen since. We have it listed as now belonging to ex-member, Glyn Beresford, in Skipton, North Yorkshire. Can anyone help in tracing this unusual "Y"?"*



*David Grace supervising the Tug a Y&C competition at Stanford Hall in 1992. It looks as though Nick Glenister has just taken the brake off RSU 780 (now owned by Mike Davies) causing a spillage of kids. Terry King has kept his on his "CX" (still owned by Terry)*

The other superb event during the period of this issue and written up by Jim Miles was the Belgian "Lustrum" Rally. Not only was 1992 the 60<sup>th</sup> anniversary of the Model "Y", but it was 20 years since the founding of the Ancient Ford Club of Belgium. Along with the Model A club of the Netherlands, the Y&C Model Register helped the Belgians celebrate. Five Model "Y"s drove over from England to the start point of the rally at Turnhout, midway between Antwerp, Belgium and Eindhoven, Holland.. Graham Miles travelled in his short rad van (125 miles), Kevin Briggishaw in his short rad Tudor (210 miles), Sam Roberts in his Kerry tourer (290 miles), Brian and Yvonne Mace in their Fordor (150 miles) and Tim Bran-

don and Jill Pearson in Tim's Tudor (130 miles). We were accommodated in a large converted 15<sup>th</sup> century priory. The two day rally consisted of a mix of treasure hunt type tours of the countryside and challenging competitions e.g. riding a bicycle through traffic cones carrying a tray of glasses filled with water a test which proved to be no problem to the "Y" crews! It was a good foray across the Channel!

Enough of the rallies; in this issue, we welcomed seven new members to the Club, two of whom, Bruce Clifford and Carlton Thisse were from the U.S of A. and one, Pierre Terlinden, was Brussels-based in Belgium. Bruce Clifford owned the Model "Y" shooting pick-up, which has been written up in various classic car magazines [ *Its story is told later in this issue.* ] Coincidentally, Bruce's parents and sister visited the club event at Stanford Hall and were able to collect some spares to take home to him.

Carlton Thisse became an avid reader of our magazine and a complete fan of the Club right up to his death in August 2003. When he joined us he owned two Model "Y"s, one of which he exported to the States after serving with the USAF in this country. One he kept in his summer home in Muskegon, Michigan, and the other in his winter home in Seminole, Florida. Later he bought Kath Devine's Model "CX" tourer, which he exported to Florida. Each of his cars is now owned by his children.

Pierre Terlinden still owns a 1934 Model "Y", which he bought in England in 1989. He totally restored the car and it has since appeared on many Belgian rallies. Pierre met up with the club members on the "Lustrum" rally. Unfortunately, his grasp of English is minimal and he has since dropped out of membership.

Of the four other new members, two, Malcolm Wise and Steve Wright are still with us, so congratulations on your 20<sup>th</sup> anniversary with the Club. Malcolm owns a roadworthy Fordor Model "CX" (C31088). Steve joined us at the Stanford Hall rally with a 1937 Tudor Model "Y" restoration project (Y192956). We are now showing the car as being owned by a Mrs E. Brunton. Can you shed some light on this please, Steve.





*Brian and Yvonne Mace's and Chris and Owen Baldock's Tudors and my Kerry mix it with the Dutch Model As outside the 15<sup>th</sup> century priory, where the Ancient Ford Club of Belgium accommodated us during their 20<sup>th</sup> anniversary Lustrum rally.*

Owen English joined us without a car, hoping to find one. He lapsed membership pretty soon, so presumably did not find a Model "Y" to his liking. Finally, Gary Lee joined us, having taken over his father's maroon and black short rad Model "Y", which had been laid up for ten years. Unusually, it is a left-hand-drive

vehicle. Gary stayed in membership until 2008, when the car passed through two other owners before being advertised on ebay. It was bought by Ries Zeman, a Dutchman living in Hoselersdijk.

The main article in issue 77 was the summary of the German Small Fords, which remains pretty accurate and comprehensive and so, is repeated at the rear of this issue.

### The Late Barry Diggle's Model Y.

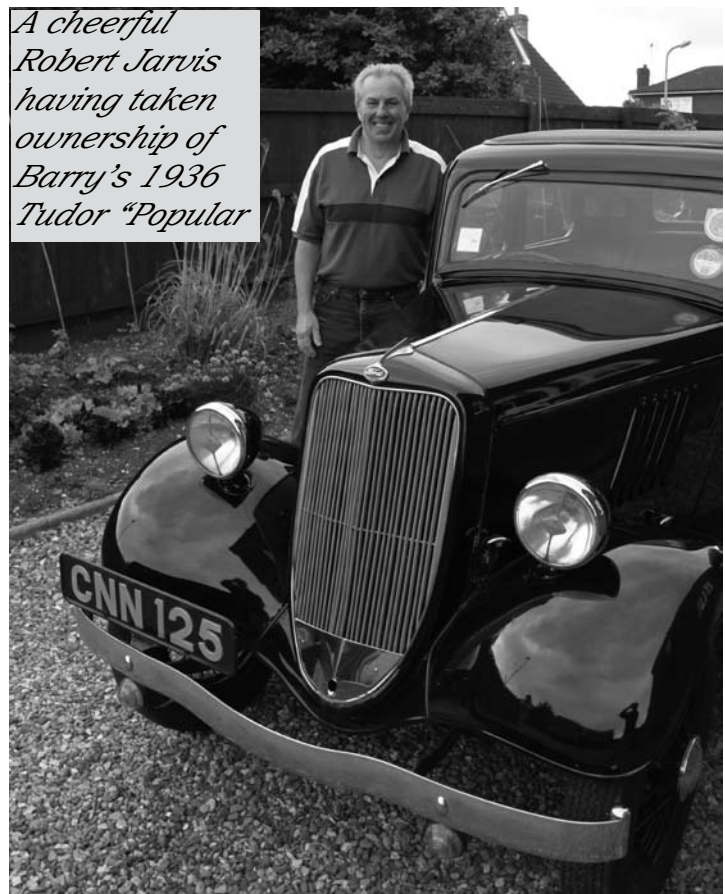
We are delighted to report that the late Barry Diggle's 1936 Model "Y" is in good hands. Barry bequeathed his car to the Club in the knowledge that it would be sold to raise funds for the benefit of members' cars in future years.

Robert Jarvis from near Banbury, who joined the club last year with the intention of looking for a sound Model "Y", has bought the car. He came along to view with member Colin French as his minder! There were about six interested parties, but Robert was first to see it and made his decision after a short road run.

Steve Waldenberg, a motoring enthusiast who publishes our Club magazine, had kindly collected the car from Barry's home in Bradford. This involved getting the car started after being unused for several months awaiting legal process. Fresh petrol, a fully charged battery, etc. were required to persuade CNN 125 into life again. Once started, Steve drove immediately to his home in Leeds some 12 miles away – a journey he enjoyed as the little car ran well – "steered beautifully and braked very well too" reported Steve. The car was collected a few days later by professional transporter and delivered to the Wilkinson home in Northamptonshire.

On inspection, the car was obviously in very sound condition with evidence, as I would expect from Barry, of good care. A file showing the history of the car was there too, going back to the 1960s – even the original logbook. The car had been totally restored by Sam Roberts in the 1970s. Battery charged, usual pre-road checks done, taxed and insured and road- tested, she was ready for sale.

**The Ford Model Y & C Register**



Interested parties were contacted and the car was sold within two days of delivery to the Club. Barry would have been pleased. Good luck with your new treasure Robert. We hope you enjoy ownership.

**Bob Wilkinson.**

# Britain at War.

Rather along the lines of our regular '20 years ago' feature, The Daily Telegraph, each day, has been looking back at its headlines 70 years ago. Bob Wilkinson alerted me to the report from Friday, 13<sup>th</sup> March 1942:-

## MORE 'BUSES ON ROADS WHEN PETROL IS CUT

150,000 cars may be laid up.

By Our Motoring Correspondent.

I understand that the Ministry of War Transport is arranging extra road transport to meet the needs of motorists who will lay up their cars when the basic petrol ration ends on July 1.

The Government's decision to abolish the basic allowance was announced in the house of Commons yesterday by Mr. Geoffrey Lloyd, Secretary for Petroleum.

At the same time Mr. Morrison, Home Secretary, announced new restrictions on horse-racing, dog-racing and professional boxing which are designed to prevent misuse of petrol and waste of transport.

Mr. Lloyd said that both the supplementary and the basic petrol rations will be reduced between now and the end of June.

On July 1 the basic rations for cars will be abolished. It will end for motorcycles on Oct 1.

Applications for supplementary allowances to make up for the loss of the basic ration will only be considered in the case of people who can prove a genuine need, as for instance those in rural districts with inadequate transport services.

## "NO SHORTAGE"

So far, Mr. Lloyd added, there has been no shortage of bulk supplies in any theatre of war and the Government wanted such conditions to continue.

In a statement later he explained the new policy. The Government wants all cars and motor-cycles which are not needed for business or other essential purposes to be taken off the roads.

"The saving of petrol by consumers means a greater margin of safety in the supplies required by the fighting and essential national services."

## LAST BASIC RATION.

For the next and last basic ration period, May and June, the ration will be:

- 1 – 10 h.p., 2 gallons each month;
- 11 – 12 h.p., May 2½ galls. June 2 galls.;
- 13 – 15 h.p., 2½ galls. each month;
- 16 – 19 h.p. 3 galls. each month; and
- 20 h.p. and over, 3½ galls. each month.

From April supplementary rations will be cut 10 per cent.

## What happened to the Ford of France factories?

The Model "Y" was assembled in France at the Ford plant in Asnières in the north-west suburbs of Paris on the River Seine. However, the French government discouraged the import of foreign cars and raised the duty to such an extent that Ford cars were priced out of the post-Depression market – the Model "Y" on introduction cost the equivalent of £142, which was £22 more than in England. Both Maurice Dolfus, who headed up Ford S.A.F. (Ford France), and Emil Mathis, who owned the struggling fourth largest car company in France (after Citroën, Renault and Peugeot), were in danger of going bankrupt. With the blessing of Ford in U.S.A., a merger was agreed between the two and on 27 September 1934 a new company was formed called Matford. Both the Mathis manufacturing enterprise in Strasburg and the Ford assembly plant in Asnières came under the Matford



*The Ford plant at Asnières on the River Seine, before its sale in 1938.*

umbrella. In May 1938, the Board of Ford S.A.F. approved the construction of a new, larger Ford plant, 18 kms further out of Paris at Poissy, the sale of the Asnières factory contributing to the cost of the build. The plant at Poissy was to build the V8 and new 4 cylinder cars. [The Peugeot factory now occupies the Poissy site.]

In the 'Britain at War' series in the Daily Telegraph on 4<sup>th</sup> April 2012 was a reprint of the headlines, 70 years ago, on 4<sup>th</sup> April 1942 as follows:-

## R.A.F SMASHING AXIS LORRY FACTORIES. ANOTHER NIGHT RAID NEAR PARIS

With two heavy attacks on successive nights on

the great Matford works at Poissy, 11 miles north-west of Paris, which was turning out 600 lorries a month for the Axis, the R.A.F. offensive is reaching a new pitch of intensity.

So damaged are the Matford works that it will be long before the German Army obtains more than a trickle of lorries from them.

The already bombed Renault works in Paris and the Matford factory were turning out 2,000 vehicles a month, half the production of the whole of France for the Axis. ....

The Matford works have now been raided three times, the first attack – in daylight on March 8 – being a comparatively small affair. The second night raid on the factory, the Air ministry stated last night, was carried out by Wellingtons and Stirlings, who in brilliant moonlight came down very low over their target, only just high enough, in fact, to avoid being damaged by the blast of their own bombs.

"From photographs taken during the attack it is beyond question that this greta factory has been very severely damaged." It was stated. "More anti-aircraft fire was met than before, with some of the guns on the roof of the factory – these soon went out of business – and a few heavy guns around the building."

A Wellington pilot said: "We reached the target 10 minutes before zero hour – 10.30 pm. When we got over the factory, a huge square block of buildings 300 yds long and 180 yds wide by the side of the Seine, we saw another Wellington doing left-hand circuits. We joined in on the circuit too,

waiting for 10.30 pm. In a minute we saw several other Wellingtons and some Stirlings circling round and waiting for the attack to begin.

Then some flares went down and someone dropped a bomb or two into the factory which lit it up even more than before. They all seemed to let go their bombs then. In a few minutes the place was ablaze. ...."

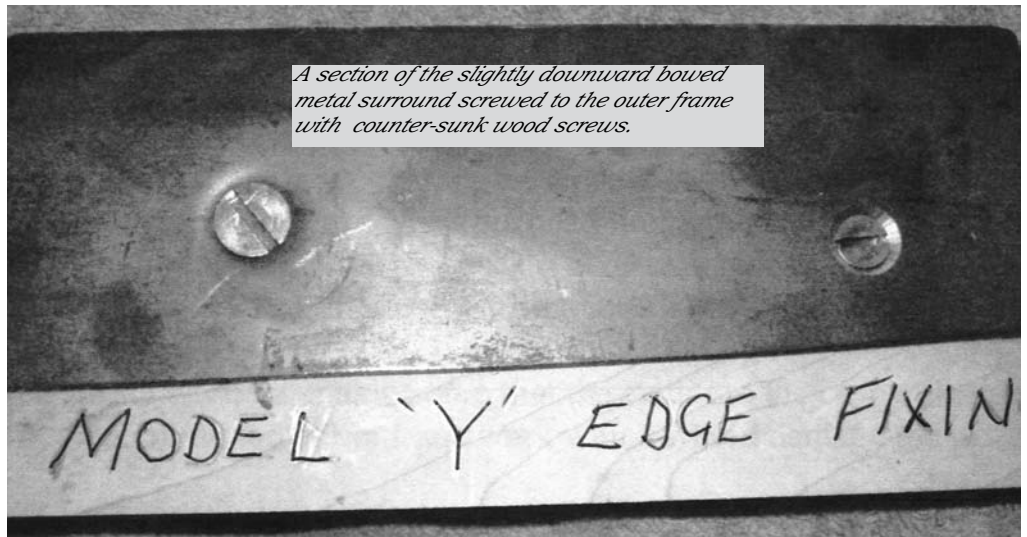
Vichy radio last night said "Poissy suffered severe damage in attacks lasting three-quarters of an hour. One factory was destroyed and two more damaged. ...."



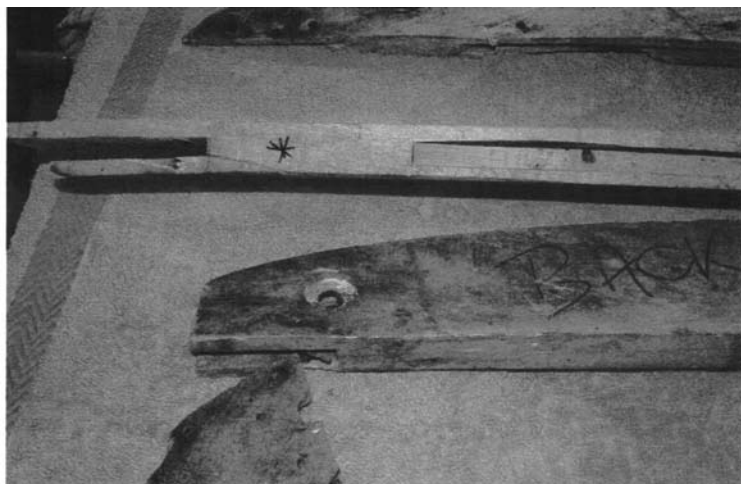
# Models "Y" and "C" fixed roof replacements.

Our in-house expert chippie, Noel Page, makes the following observations and useful suggestions:-

"Having read the article in issue 195 on roof replacement, I would like to make the following comments as I have replaced two Model "Y"s, a "Y" van and a Model "CX" fixed roofs as well as two Austin 7 fixed roofs. Whilst I agree with some of the details, there are some that do not comply with the original fitting. The roof outer frame is of beech and the cross-sticks are oak. The metal surround that is fixed to the wooden frame with wood screws should have holes drilled to match the holes of the roof recess. Then these holes are punch counter-sunk to take 1/4" UNC (not 6mm) counter-sunk head set screws 1 3/4" long. To stop the ends of the metal from turning, a small tack weld will do the job. I found that welding the metal plates together and grinding off flush made a better job and stops the corners from lifting.



*A section of the slightly downward bowed metal surround screwed to the outer frame with counter-sunk wood screws.*



*The inside of the outer frame (\*) showing the continuous groove in which the cross-sticks can be adjusted and then pinned when the headlining is fitted.*

The under-layer is hessian and not canvas and the side-members have a continuous groove for the cross-sticks. Do not fix the ends of the cross-sticks yet (see below with reference to the head-lining). The rexine (leather cloth) is best fixed on a hot sunny day, allowing the

material to stretch. Before fixing, the material should be stretched tight over the frame and then tacked to the under-side. As this is bolted down using a 1/4" counter-sunk setscrew, flat washer, spring washer and nut, it becomes further tightened into the recess. Sealant is then applied under the edges for extra waterproofing. I found that masking out the roof and the edge of the rexine saves on cleaning-up time.

This method is not used on the Model "C" as it does not have a metal edge, being constructed of a wood frame made from beech and four oak cross-sticks. The frame has to be very accurately constructed to give a tight fit into the roof recess with only a shaped rubber as a seal. The frame side-members have a continuous groove for the roof sticks. This will allow slight movement of the sticks to assist fitting the head-lining. Finally pin the ends of the sticks when the headlining is stretched tight. The method of fixing the framework into the roof recess is by using captive special T nuts recessed flush into the beech frame; the frame drilled to suit the holes in the roof recess, five holes along each side and three each on the back and the front. Use 1/4" UNC studs with flat and spring washers, making sure that the studs are the correct length and do not protrude out of the top of the framework, which would damage the rexine.

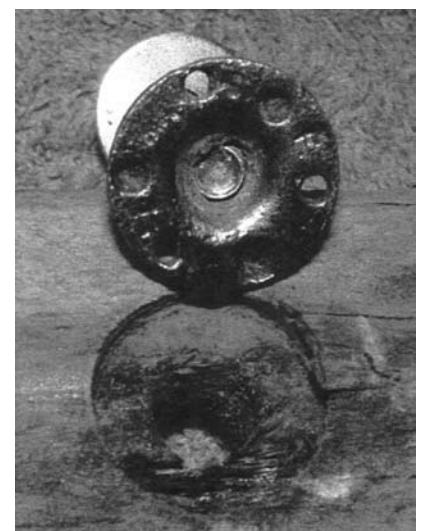
Actually, I purchased roof kits from the U.S.A. (Model A). These consist of hessian, capoc (modern equivalent) cotton cloth, leather cloth (short or long grained texture), tacks and edging (not required). This kit is suitable for both "Y" and "C" models."

It is interesting to note that the two Model "Y"s that Noel re-roofed had dates of manufacture of January and June 1936 and each had the metal surround on the outer frame. Could it be that the metal surround was introduced with the £100 car in October 1935?



*The outer frame is clamped to the roof recess by the captive special T-nuts, consisting of 1/4" UNC studs with flat and spring washers.*

*The special T-nut, end on, showing it alongside one of the outer frame holes.*





## Brakes by Colin Rowe.

In August 1888, Bertha Benz made the first journey in the prototype Benz car unknown to her husband Karl. This truly was the birth of on-road motoring. It took her and her two sons 12 hours to make the 56 mile journey from the Mannheim suburbs to Pforzheim where her mother lived. The journey was filled with mishaps, lack of power, blocked fuel jets and worn out brakes. The brakes were relined more than once during the journey using the services of village cobblers, who riveted boot leather onto the brake shoes. We would expect a set of brake linings these days to last for at least 20,000 miles!

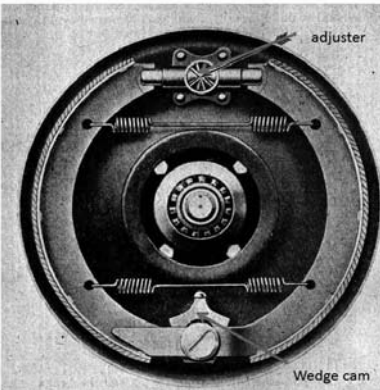
Early cars had very crude braking systems: often no more than a block rubbing on the rim or tread of the wheel - a carry-over from the cycle industry, which of course was in its infancy also. Early cars only applied braking force to the front wheels by rods and/or cables, the rear axle being un-braked. For example, this was the case with Ford's Model T. It was not until 1931 that the construction and use regulations specified braking on all wheels. In place of rods and cables, hydraulically actuated brakes were first applied to cars in the early 1920s (now the basis of all car brakes). The Morris 8, the nearest rival of the Ford Model "Y" in the 1930s, had a hydraulic twin piston wheel cylinder actuated braking system on all four wheels. This simplified the actuating mechanisms and reduced the risk of fouling of components when the suspension was active and during steering. In addition, self-compensation and equal pressures at each wheel are the benefits of using incompressible fluid to transmit the brake pedal force.

Brakes for any vehicle have to serve two functions: to bring the vehicle to stop safely under emergency conditions and to be able to check speed continuously on long down gradients. In the first case, this requires sufficient force at the tyre to road contact point to retard the vehicle from a given speed in a given time (deceleration rate). Too much force will cause the wheel to lock and skid, resulting in accelerated tyre wear and extended braking distance on a wet road. Braking force is expressed as a percentage of the acceleration due to gravity (g) and for the MoT the service brake (foot brake) is required to give 50% g - usually measured on a dynamometer (rolling road) or, in the case of older vehicles, making a brake application when being driven on road with a "g" force or "Tapley" type meter placed in the passenger foot well. On long downhill gradients, brakes have to work harder for much longer, causing heat to build up. For example, a car descending a 1/4 mile, 1 in 30 gradient will produce the same amount of heat in the brakes as bringing it to rest on a level road from 40 mph.

The drum brakes fitted to the Ford Models "Y" and "C" - a pair of shoes lined with friction material (originally riveted) - are forced onto the inner diameter of the rotating drum attached to the hub - on

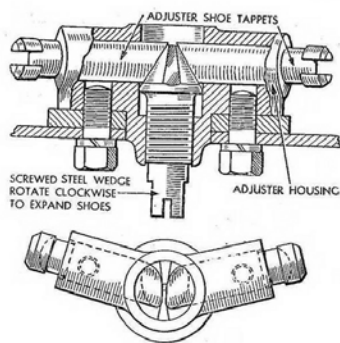
all four wheels. Modern cars, even with only average performance are now fitted with disc brakes - a vertical rotating disc, usually of cast iron, attached the hubs, at least on the front wheels and, on high performance cars, on all four wheels. As the speed and weight of cars have increased, the energy fed into brakes has increased. For example, a car travelling at 100 mph needs four times the braking capacity to stop it as required at 50 mph. A 10% increase in weight requires a 10% increase in braking capacity. The advantage a disc brake gives is a higher horsepower dissipation per unit area of friction surface than a drum brake, without the brakes over-heating and fading, i.e. increased stopping distance for a given brake pedal pressure applied by the driver.

The "friction pair" consists of the cast iron drum, as on the Ford Models "Y" and "C", or the disc in the case of a modern car, and a shoe lined with a friction material, which in the early days was asbestos (now banned) to resist high temperatures. The original riveted linings have been replaced by bonding the friction material directly to the shoe, which increases the wear life of the shoes and eliminates drum scoring by the rivet heads. The coefficient of friction between these friction pair materials provides the retarding force between the rotating wheel and the chassis, created when energy being used to create wear (slight disintegration) of both materials is converted to heat. The harder of the two wears the least, which on modern cars will usually be the lining material. In the case of Ford Model "Y"s and "C"s, the shoes can be relined several times before the drums need to be replaced. This wear will mean in time there will be a need to reduce the clearance between shoe and drum to restore efficiency (see below). This need has disappeared on modern vehicles with disc brakes and the advent of the automatic slack



adjuster. The Y & C Model Register has invested in metal spraying of badly worn drums, which allows them to be turned back to their original diameter. In this way, the risk of slippage between sleeve and drum, using the alternative method of sleeving a worn brake drum, is eliminated. Metal sprayed brake drums are available ex-stock on an exchange basis from the Club.

Bringing a car to rest under heavy braking, in a straight line, requires the same force applied to both wheels on the same axle simultaneously. In practice, under braking, weight is transferred from the rear to the front axle and so it is desirable to have more braking effort available at the front axle than at the back. On the Ford Model "Y"s and "C"s both axles are fitted with 10 inch diameter drums, each containing two shoes, one leading and



The Girling brake adjuster

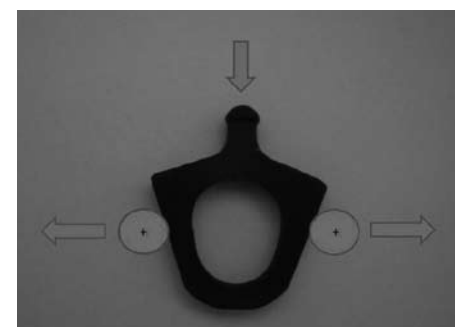
one trailing. The braking force variation required between front and rear axles on these Fords was set at manufacture by using different leverages, and thus tensions, between front and rear brake rods, unlike the previously referred to hydraulically braked Morris 8, which had equal braking force applied to each axle.

A system of rods and levers connect the driver's brake pedal to the brake shoes. On application, the front brake shoes are forced onto the inner diameter of the rotating brake drum by the operating wedge cams, which are forced downwards (in the case of the front brakes) by the pushrod which passes down the centre of the king pin. The wedge cams acting on the shoe roller push the two shoes apart to contact the drum. The shoe friction material applies a torque to the rotating drum to slow the car down. This means that only one of the shoes (leading shoe) opposes the rotation of the drum and therefore is more effective (i.e. applies more torque) than the other (trailing shoe). The braking torque on the leading shoe will be about four times that on the trailing shoe and accounts for why the two shoes fitted inside a brake drum wear at different rates.

A full brake overhaul should include attention to the pull-off springs connected between the webs of the shoes. When I first inspected the brakes on my own Model "Y", I found that springs of different rates had been fitted - one looked like part of a bedspring! The other item, which can cause uneven braking if badly worn, is the tapered faces of the operating cam.

Setting the brakes up on Models "Y" and "C" after overhaul is best achieved by disconnecting the brake rods at the clevis pin on the brake levers and then adjusting the newly lined shoes to just contact the drum and then backing off one "click" using the Girling brake adjuster. Adjustment is carried out by turning the square headed wedge adjusting screw on the back of the brake back plate. This pushes the two tappets outwards onto the ends of the brake shoes. The wedge screw is splined to give a positive "click" as it engages with the tappets. These brake adjusters should be stripped down and the thread between adjusting screw and back-plate cleaned and oiled regularly. Lubrication of all moving parts in the "brake dust area" should be carried out sparingly, using light oil. Finally, the brake rods can then be reconnected; lightly oiling the clevis pins, not forgetting to fit new split pins and adjusting the length of the rods, if necessary, to suit the position of the levers. Note that on pre-November 1933 vehicles, only one set of rods served the rear wheels, instead of separate rods for foot and handbrake as in later versions, there being a connection between foot and hand brake mechanisms in the brake cluster.

When fitting new linings and drums, bedding- in the friction pair is vital to ensuring that full contact is made by the lining. Initially, high spots on the linings will reduce braking performance and cause over-heating of small areas of the drum surface, which can cause long term damage. Safety - Always wear a mask when dismantling the brakes.



The brake shoe cam showing the wear points on the tapered wedge.

# The German small Fords

*The fortunes of the Ford Motor Company in Germany during the 1930s were very closely tied to the rise of Nazi-ism and the nationalistic fervour which accompanied it. Adolf Hitler was elected Chancellor on the 13<sup>th</sup> January 1933, which was the beginning of that phenomenon, which had such disastrous consequences.*

The story of the model Typ 19 Y, or Köln, started the previous year when the Managing Director of Ford of Germany, Edmund C. Heine, visited Manchester and saw the drawings and details of the "little Ford". As in England, so in Europe there was a demand for smaller cars in the aftermath of the Depression, which had seen sales of the Model A and then the Model B dropping significantly. The first Model "Y" was shipped to Germany from Dagenham in October 1932 and was immediately given to Tallberg, the Danish chief Engineer of Ford of Germany to look over. Tallberg, assisted by another Dane, Vitter, and the famous German designer of the 1920s, Richard Bussien, set about making slight modifications to meet the German requirements and designing the production line.

The machinery in the Ford plant in Cologne (Köln) at that time was not up to mass producing the little cars so, initially, cars were imported from Dagenham in a Knocked Down (KD) state and were assembled at the plant. From January 1933, some 276 vehicles were assembled in this manner. It is worthy of note that at the Berlin motor Show in February 1933, Hitler walked straight past the Ford stand displaying these "foreign" vehicles, even though there were two Drauz bodied cabriolets on the stand. To overcome the shortage of machinery and cash, shares were in the Company were sold to the Americans and the British, who then sent the necessary machinery to set up the production line. It was not until the 2<sup>nd</sup> May 1933 that engines, gearboxes and rear axles were manufactured in Germany. However, the chassis and ancillary parts were still imported from Dagenham.

The Köln rolling chassis had a variety of bodies. There was the standard Dagenham style Tudor saloon body (limousine), rated at 21 hp in German terms (4/21PS) and costing 2450 Reichmark (RM). However, this later long rad version was introduced without running boards and with mud-flaps on the trailing edge of the front wings. No four door saloons were made. Various other bodies were constructed in steel as follows:-

2 door, 4 seater cCabriolet-Limousine. Manufactured by Drauz of

Heilbronn. The Cabriolet-Limousine has a hood over a high-sided body with full doors and rear windows.

2 door, 4 seater Cabriolet. Manufactured by Drauz.

2 door, 2 seater Cabriolet. Manufactured by Gläser of Dresden. A variety of body styles came from Gläser,

2 door, 2 seater Cabriolet. Manufactured by Karl Deutsch (wider body and hinges on

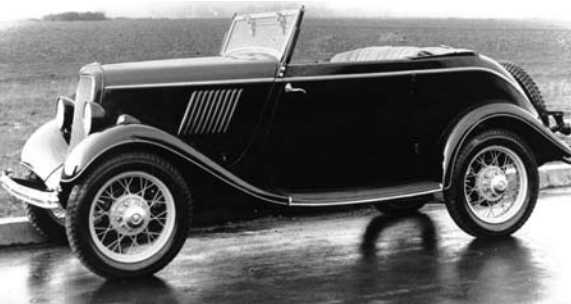
the forward edge of the doors. Deutsch also manufactured bodies for Citroën and Hoch. Some 25% of Köln bodies came from Deutsch.

The Cabriolets sold for RM 3090.

The price of the car was important in 1933 as Hitler had read that the American Buick cost only RM 1.50 per kilogramme to produce. He therefore decreed that there should be a German small car for the people (a volkswagen) weighing only 660 kilogrammes and costing no more than RM 990. The challenge was on amongst German motor manufacturers to reduce costs and weight as much as possible. In the end, he forced Ferdinand Porche to sign a contract to [produce the 'volkswagen' for RM 990, from whence came the familiar 'beetle'. Ford thought they were in with a chance and, at the same time as they produced the Köln, they introduced the Köln - Volkstyp Cabrio-Limousine ('Wagen für Jedermann' - everybody's car), which had a hooded two door, four seater body manufactured by Traut. The bodywork panelling was made of laminated ply-wood, covered with leather. The car had no bumpers and no running boards. The Volkstyp stayed in production until August 1935. Despite the reduction in weight, Ford could not sell the car initially for less than RM 1990. By 1935 the price had dropped to RM 1850. The German motoring magazine "Motor sport" complimented the 3 speed gearbox with its two synchronised gears and its vibration free, but noisy, engine. However, it did note that the heat from the engine was excessive through the bulkhead and that the engine was underpowered as it took 24 seconds to get from 10- 60 kph. (6 - 37 mph)!

Also in early 1933, Hitler reduced car tax and insurance and, in October, introduced a one-off lump sum tax payment for life to boost car sales. In that year 80% of the car market was taken up by Adler, auto-Union DKW, Daimler-Benz and Opel - all 100% German cars, and hence more attractive to a nationalistic public. Ford continued to apply for the coveted "Made in Germany" tag to make their product more attractive, but their application in August 1933 was rejected on the grounds that 50 percent of the car was still manufactured outside Germany. It was not until 1<sup>st</sup> February 1936 that

*Two door, two seater cabriolet bodied by Deutsch.*



*Two door, two seater cabriolet bodied by Gläser.*

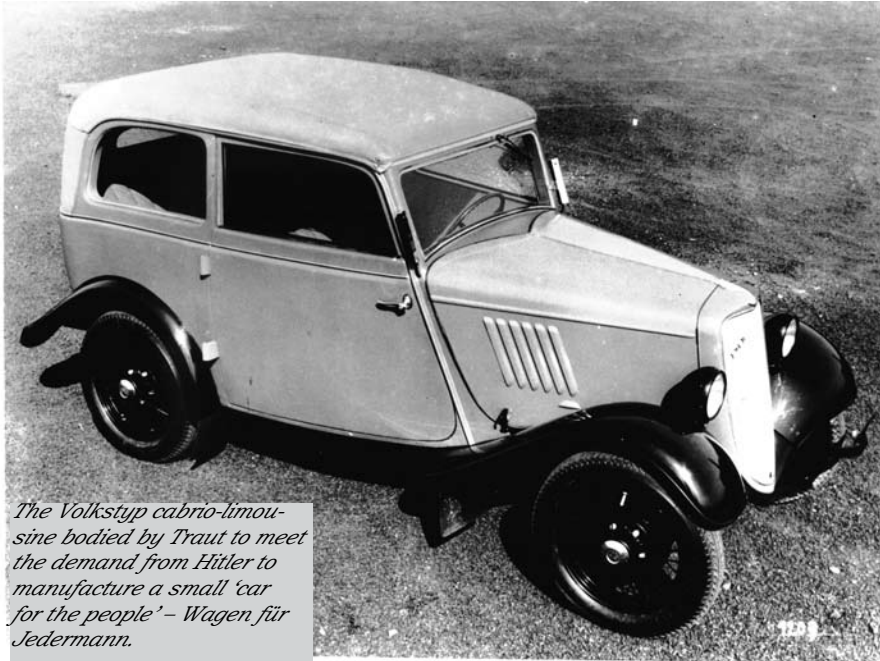


*Two door, 4 seater cabrio-limousine bodied by Drauz.*



*Two door, four seater cabriolet bodied by Drauz*





*The Volkstyp cabrio-limousine bodied by Traut to meet the demand from Hitler to manufacture a small 'car for the people' – Wagen für Jedermann.*

they finally received approval as all parts and spares by then were made in Germany.

Ford were honoured at the 8<sup>th</sup> March 1934 Berlin Motor Show, when Hitler did stop and look over a Köln display chassis now boasting the German-made 921 c.c. engine (Tallberg 'redesigned' the engine by converting the imperial measurements to metric on the drawings and approximated Pi when calculating the cubic capacity!) In all, a total of 11,121 Kölns, plus 276 imports, in various body styles were produced between May 1933 and September 1936, when production ceased.

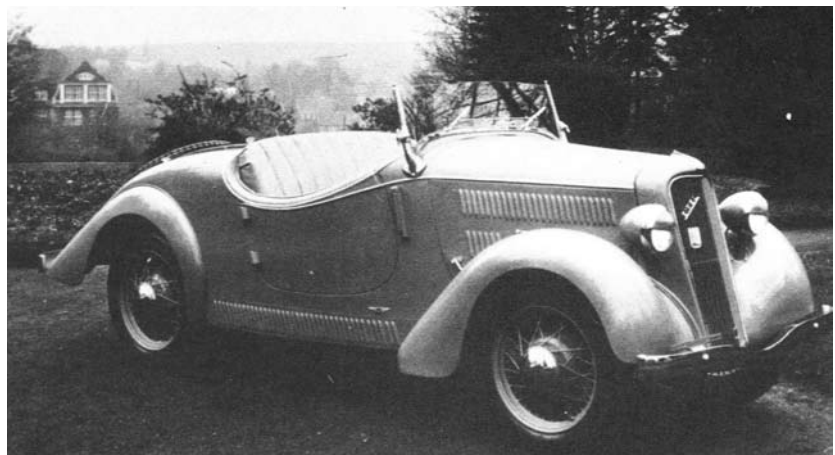
A smaller number of Model Typ 20C (9,881 plus 186 imports from Dagenham) were also manufactured. Their German story starts in March 1934 when Dagenham offered a Model "C" to Köln. Initially, it was built with imported bodies from Dagenham, but from 21<sup>st</sup> May 1935, the production was totally German and the name Eifel given. The Tallberg 'redesigned' engine was of 1157 cc capacity and produced 34 hp on the German rating (4/34PS). The Eifel cost RM 2,800, but was in direct competition with the Opel Olympia. In November 1935 Opel introduced the P-4 for only RM 1,450, which was more in line with Hitler's requirement. Hence Ford was forced to reduce the price (to RM 2,650) and looked to exporting the car. A total of 138 were exported to Austria, Czechoslovakia, Hungary and Romania in 1935.

Tourer (cabriolet) bodies were available, manufactured by Karl Deutsch (with rear-hinged doors), Gustav Drauz (with forward-hinged doors and private venture bodies by Gläser. Drauz also produced a 2-door, 4-seater cabriolet-limousine. Also in 1935, ex-Dutch employee, Christian Mittelgoker formed Firma Migo, which sold to Ford an Eifel limousine (saloon) body with a small

boot on the back.

Another significant happening in 1935 was the forced retirement of the Ford of Germany Managing Director, Edmund C. Heine, who was not held in favour by Adolf Hitler. He had held the appointment since 1926. On his return from Dearborn, where he had been told his fate and awarded a gold watch, he found Dr. Erich Diestel in his office. Diestel, who had connections with the Nazi party, became the Managing director on 1<sup>st</sup> June 1935.

His Nazi connections however were not sufficient to sway Hitler in favour of the Ford motor car. An application to promote the Eifel at the 1936 Berlin Olympic Games was refused. As a result, Ford used a change-over of the Olympic torch in Austria, on its route from Athens to Berlin, as the backcloth for its Olympic advertisement. After the games, they were also able to capitalise on the fact that the Olympic ice skating champion, Schäfer, bought an Eifel Deutsch cabriolet.



*"Probably the most attractive of the early Eifel roadsters with a body built initially by Stoewer and subsequently by Hebmüller.*

1936 was also the year in which the first autobahns (motorways) were built under Hitler's direction. I understand he got the idea from the Winchester by-pass in England, which opened that year. The autobahns called for speeds up to 140 kph (87 mph) and hence manufacturers were looking to streamlining their cars. Ford considered buying the Stoewer body manufacturers, who had designed a particularly attractive two-seater cabriolet (sports) body for the Eifel. However, their quality was not up to Ford's standards and hence an order for 400 bodies was placed instead, of which only 200 were built. The balance of 200 went to Hebmüller & Söhne of Wuppertal to build. The bodies had two rows of 'go-faster' louvers along the side of the bonnet (like the Jensen bodied Mistral in England), 38 louvers along the underside of the doors (like the Kerry in England) and a long sweep to the tail on which the spare wheel was carried – a very attractive car. It was known as the Ford Roadster.

This same year, 1936, Ford of Germany introduced the practice of exchanging engines for reconditioned ones in its garages, as in Great Britain. Also, to improve sales, the Eifel was assembled in Vienna by the company Gräf & Stift AG from parts imported from Köln. These cars sold in Austria as the Gräf-Ford.

The quest for streamlining spelt the doom of the model "C" bodystyle as we know it. Early in 1936, Ford USA introduced the Lincoln Zephyr with its V-shaped radiator, "alligator" bonnet and 'Easiclean' pressed-steel wheels. Tallberg applied for and received permission from Dearborn to introduce the style into Germany. From October 1936 until September 1937, production switched to the new body style, still called the Eifel, but now referred to as the Ford Eifel 1937. It retained the side-opening bonnet with a lifting handle on the near-side only. 18,134 of the new model were made in the following styles:-

2-door, 4-seater limousine manufactured by



Ambi-Budd.

2-door, 4-seater cabriolet –limousine manufactured by Drauz.

2-door, 4-seater cabriolet manufactured by Deutsch.

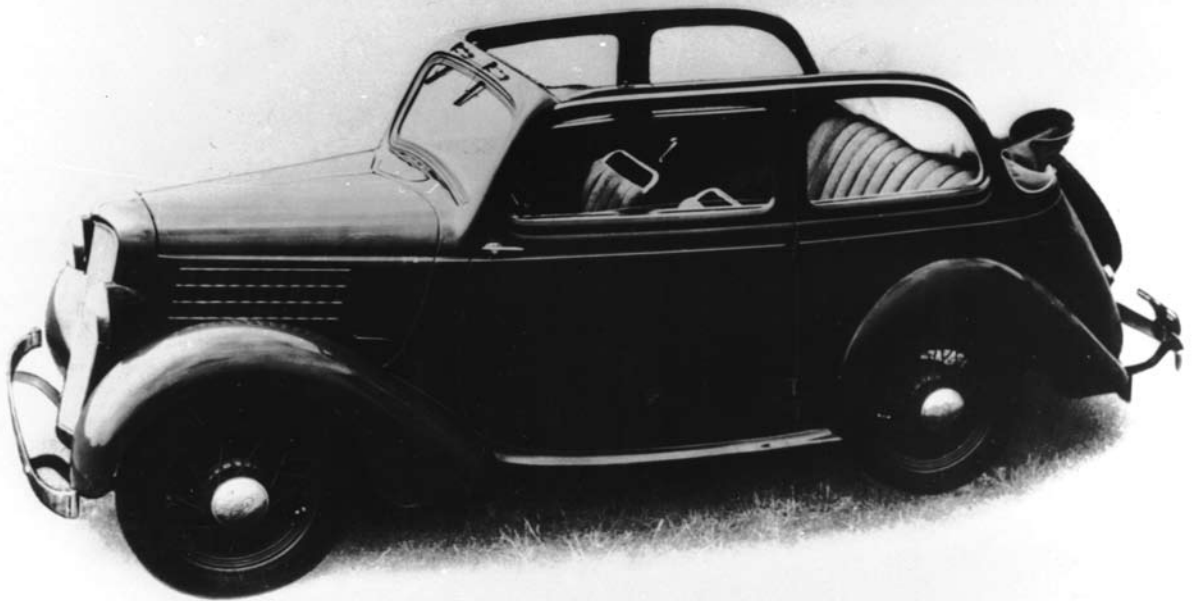
2-door, 2-seater cabriolet manufactured by Deutsch.

The cabriolets were designed by Richard Bussien.

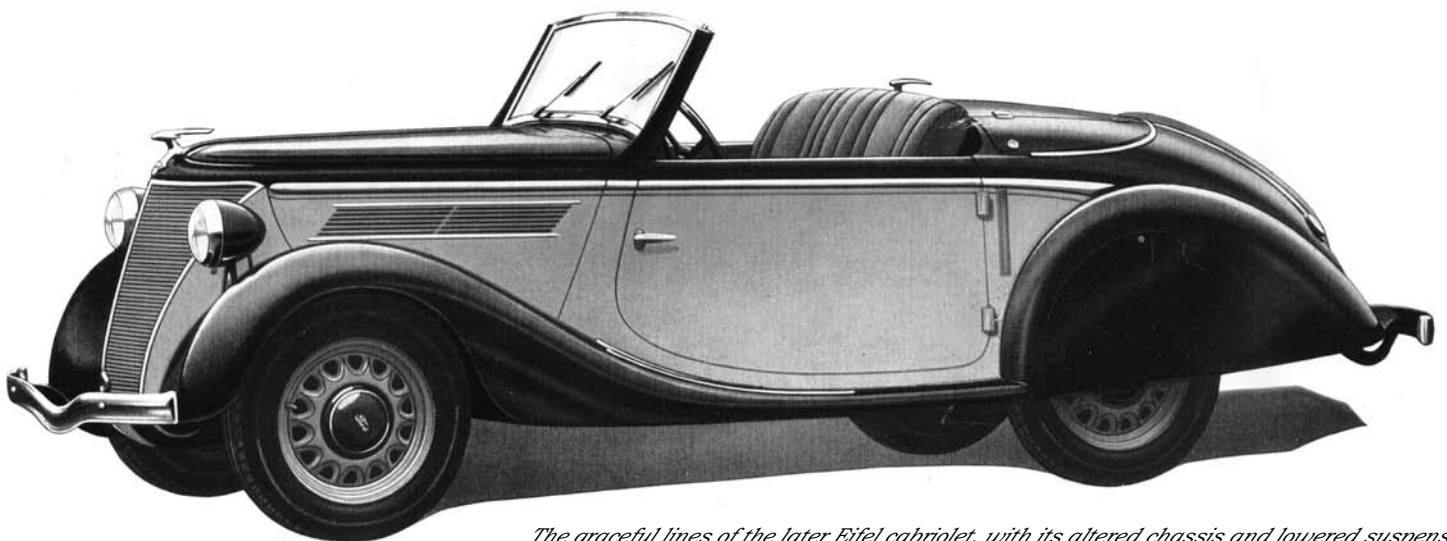
Although the name Eifel remained with the car after October 1937, the chassis and suspension were altered quite dramatically for the 1938 models (33,483 manufactured). The Eifel 1938 was a lighter car, had lower ground clearance and a front-opening “alligator” bonnet. Production continued until the end of April 1939 when the Ford Taunus (G93A) was introduced.



*The two seater Eifel cabriolet bodied by Gläser.*



*The early Eifel cabrio-limousine, which proved to be unpopular. Surplus models on the introduction of the 1937 V-bonnetted Eifels were exported to the Ford plants in Barcelona and Copenhagen.*



*The graceful lines of the later Eifel cabriolet, with its altered chassis and lowered suspension.*

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