



# HENRY'S CAR FOR EUROPE



**1st**

**Small Ford in Europe**

**1st**

**Saloon Car sold for £100**

**1st**

**Ford 'Popular'**

**1st**

**Streamlined mass-produced car in Britain**



# Transverse Torque

Issue 199 November - December 2012

## Regional Contacts

### Register Officers

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

**Vice-Chairman**  
 John Argent, 35 Brookmans Ave., Brookmans Park,  
 Hatfield, Herts AL9 7QH  
 Tel: 01707 662049 e.mail: j\_argent@sky.com

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

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

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

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

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

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

**Regalia Officer**  
 John Argent, 35 Brookmans Ave., Brookmans Park,  
 Hatfield, Herts AL9 7QH  
 Tel: 01707 662049 e.mail: j\_argent@sky.com

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

**Deputy Editor & Forum Mentor:**  
 Roger Corti, 01895 638198 e mail: rogercorti@aol.com

**Technical Advisor**  
 Nigel Stennett-Cox  
 157 Mundesley Road, North Walsham, Norfolk NR28 0DD  
 Tel: 01692 406075 e mail: binroundabit@btinternet.com

**Website Manager**  
 Roy Hocking - see Regional Contact 08 for details

**Co-opted members:**  
 Jim Sharpe, Galleywood, Essex. Tel: 01245 351546  
 Geoff Dee, Leamington Spa. Tel: 01926 334780

**THE FORD Y & C MODEL REGISTER web site is at**  
**www.fordyandcmodelregister.co.uk**

**Annual Subscriptions:- UK £25.00 (S/order preferred);**  
**Overseas (incl. Eire) £30.00**

TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB

DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed.

<p>01/02 Devon/Cornwall                      Somerset/Avon/Wilts/Glos                      Ivor Bryant                      The Cottage, The Street,                      Alveston, Bristol BS35 3SX                      Tel: 01454 411028                      ivor_bryant@msn.com</p> <p>03 Dorset/Hants/1 of W/                      Channel Isles                      Colin White                      49 Grange Road                      St. Leonards, Ringwood                      Hant BH24 2QE                      Tel: 01202 873620</p> <p>04 Surrey/West Sussex                      Dave Minnett                      20 Princes Ave,                      Carshalton Beeches                      Surrey SM5 4NZ                      Tel: 020 8661 2480                      Thev8telegraph@aol.com</p> <p>05 East Sussex/Kent                      John Keenan                      41 Ghyllside Ave, Hastings                      E.Sussex TN34 2QB                      Tel: 01424 424323                      elvabeach@btinternet.com</p> <p>06 South Wales/Hereford                      Mike Samuel                      "The Willows" Stoney Road                      Garndiffaith, Pontypool                      Gwent NP4 8PY                      Tel: 01495 772418</p> <p>08 Oxon/Berks/Bucks                      Roy Hocking                      69 Aylebury Road                      Bierton, Aylesbury,                      Bucks HP22 5BT                      rhock@btinternet.com                      Tel: 01296 427706</p> <p>09 Beds/Herts                      John Argent                      35 Brookmans Avenue                      Brookmans Park, Hatfield                      Herts AL9 7QH                      Tel: 01707 662049</p> <p>10 Essex                      Dave Gustard                      44 Park Dale                      Danbury, Chelmsford                      Essex CM3 4EH                      Tel: 01245 222921</p> <p>11 Worcs/Stuffs/W. Mids/Warks                      Geoff Salminen                      2 North Pathway, Carless                      Ave. Harborne,                      Birmingham B17 9EJ                      Tel: 0121 427 2189                      e.mail:gsalminen@talktalk.net</p> <p>12 Leics/Northants/Cambs                      Vacant - can you help?</p> <p>13 Norfolk/Suffolk                      Roger Hanslip                      165 Hungate Road,                      Emneth                      Nr Wisbech, PE14 8EQ                      Tel: 01945 430325                      jo.hanslip@btopenworld.com</p>	<p>14 N. Wales/Cheshire/Lancs                      Merseyside/Manchester                      Clive Harrison                      Tyn Y Felin, Pandy Lane                      Dyserseth, Denbigh LL18 6AL                      Tel: 01745 571185                      cliveharrison2@hotmail.co.uk</p> <p>15 Notts/Derby/Lincs/S. Yorks                      Robert Marshall                      32 Florence St., Hucknall                      Notts NG15 6EB                      Tel: 0115 955 6802                      romarpop@ntlworld.com</p> <p>16 North, West &amp; East Yorks                      Pat Jennings                      59 Cookridge Drive                      Leeds LS16 7HP                      Tel: 0113 261 3780                      pdjennings@ntlworld.com</p> <p>17 IoM/Cumbria/Durham/Tyne                      &amp; Wear/N'umberlnd/Clvnd                      Andrew Black                      66 Lindisfarne Lane, Morpeth,                      Northumberland NE61 2UL                      Tel: 01670 511113                      wagtail139@btinternet.com</p> <p>18 Scotland                      Drew Barr                      30 Weavers Crescent                      Kirkcaldy KY2 5LN                      Tel: 01592 269266                      barr195@btinternet.com</p> <p>19 Ireland                      Patrick Fitzgerald                      Tel: 00 44 (0) 1902 844273                      fitzcar@talktalk.net</p> <p>20 London/Middx                      Jim Miles                      11 Gordon Road,                      Wanstead, London E11 2RA                      Tel: 07901 561866                      (afternoons only)</p> <p><b>Overseas</b>                      Australia                      Bill Ballard                      24 Rowan Ave, Boria                      Victoria 3155, Australia                      Tel: 00 61 3 9762 9974                      sfbill1@bigpond.com</p> <p>Denmark                      Michael Deichmann                      By-Lyngen 4                      Blistrup, DK-3230 Graested                      Denmark                      Tel: 00 45 2227 8651                      michael@deichmann.org</p> <p>Norway &amp; Sweden                      Terje Saethre                      Eikelivn, 3, 2005 Raelingen                      Norway. Tel: 0047 6383 3020                      tesaethr@online.no</p> <p>U.S.A                      Robert P (Bob) Anderson                      228 West Russell St,                      Barrington,                      Illinois 60010, USA                      Tel: (001) 847 381 0052                      Bander8899@aol.com</p>
--	--

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

# Editorial.

I usually spend a good deal of time proof reading the copy of each issue of 'Transverse Torque' before I ask Steve Waldenberg to send it off for printing and distribution. Regrettably, with the last issue, I posted the copy to Steve as I was en route to three enjoyable days of golf with the boys near Maidstone in Kent. The golf package brochure assured me that the hotel had wi-fi, so I took Paula's laptop and asked Steve to send the proof to Paula's email address. Needless to say, the best laid plans of mice and men didn't work out as well as I would have liked. I sat in my hotel room and, after many futile attempts, realised that I could not connect to the Internet. On visiting the reception (in another building 200 yards away) I was told that they had had a power surge the previous week and the modem in the accommodation block was down. Their main computer would not let me into my Internet Provider's website, so I had to return to my room, collect the laptop and set it up in reception. Eventually, with only a quarter of an hour before dinner, and me still in my golfing gear, I was able to download the proof. To cut a long story short, I apologise for the errors that I failed to pick up in the last issue and for not suggesting a better layout of text and photographs. It was all a bit jumbled on some pages (14 - 16 in particular). Needless to say, I was picked up on the spelling of Magna Carter, instead of Magna Carta (page 4) and Sidney, instead of Sydney (page 8), but there you are: you win some and you lose some - that's an Editor's lot!

On a brighter note, I was walking the dog down by the river and trying to calculate how many pallets I would need to store the Y&C books off the ground in my garage when the books arrive in boxes from India. I calculated three, i.e. 60 boxes of 20 books with 20 boxes per pallet. My walk took me home via the back of Asda, past Andover's now defunct electricity generating station, which is being converted into a warehouse. There lying in amongst the rubbish in the yard were three tired-looking pallets. Not only that, but the new owners were in the yard and were only too happy to let me have the pallets, which they kindly lifted out into the road so that I could return later in the Jag and pick them up. How lucky and coincidental was that? Incidentally, the preview copies of the Y&C book have arrived by air from India and are with the appropriate classic car magazines for them to review. The remaining 990 are on the high seas as I write this. You will see an insert in with this issue persuading you to think about a copy as one of your Christmas presents.

The plaudits for the success of the Old Ford Rally continue to be received, mainly through other Ford club magazines. A typical entry is, "Thanks to Bob Wilkinson and his organising team who worked all year to stage this event. No easy task and I do not think people realise the work that does go in, so please join me in giving Bob and Co. a sincere vote of thanks. If you missed this rally, you missed a good one." Elsewhere:- "So the scene was set for an excellent day with sun also arranged by Bob Wilkinson (!!!)."

My thanks go to Vicky Edwards who, without any arm twisting, offered to write up the excellent 1940's Weekend on the North Norfolk Railway in September. It was thoroughly enjoyed by all 40 members, wives, partners and friends who attended. Already rooms are being



*Judy Corti's first attempt at driving Roger's recently restored October 1933 Fordor De Luxe Model "Y". Is that a worried look or just apprehension?*

booked for the event next year, so if you are interested, get your names into Jo Hanslip - see the Events page. Vicky's contribution appears elsewhere in this issue.

So what do you think of a recently elected Deputy Editor, who drives the 70 odd miles from inside the M25 to Andover in God's county and doesn't call in on your Editor? Roger and Judy Corti were apparently on a 'Who do you think you are?' trip tracing the haunts of the Judy's 9th grandfather, Alexander Twitchin, born Tingewick, Bucks, 1547-1611, who was appointed Headmaster of Andover Grammar School on 6 Feb 1581 (it was then called the Andover Free School). He was a man of standing in Andover; a councillor in 1599 and appointed Mayor in 1604.

There has been a number of posters, flyers and banners over the past year or so with illustrated designs of our cars. From my point of view, the most important has been the design of the new Y&C book cover. The



*Vicky Edwards (author of the write-up), rubber chicken and Gary Whittle enjoy the '40's dinner on the North Norfolk Railway weekend.*

## In this issue

Chairman's Chatter.....	4
Secretary's ramblings.....	5
BOB'S JOKE CORNER.....	5
Regalia.....	5
Photographic finds.....	6
Forum banter.....	7
For sale.....	7
Forum Access.....	8
North Norfolk Railway '40s weekend..	9
Members' correspondence.....	11
20 years ago.....	14
Progress on ENO 966.....	16
News of new members.....	18
International Correspondence.....	18
Technical advice.....	21
Events 2012.....	23
Keeping track of "Y"s Down Under....	25

cover of this issue of 'Transverse Torque' and various banners and posters at the NEC later this month are further examples. We are indebted very much to the voluntary efforts of one Alan Tilley, a professional design illustrator from Bingham, near Nottingham. For his sins, he befriended our Assistant Secretary, Peter Purdy, who is another active volunteer in the district (preparing and administering Audio-Books for the blind). On our behalf, Peter has been plying Alan with gourmet lunches to show our appreciation for his favours. We thank them both for their generosity.

And speaking of the NEC, I hope we shall see many of you visiting the Y&C Register stand. It is a fantastic classic car show, well worth a visit. The show is over the three days, Friday to Sunday, 16<sup>th</sup> – 18<sup>th</sup> November.

Our thanks go to Geoff Dee for being the lone Y&C Register member (complete with Club advertising boards and his Model "Y" Tudor) at the Stoneleigh Restoration Show on 21<sup>st</sup> October. We do try to fly the Y&C flag!

200<sup>th</sup> edition: I'm sure you will have realised that the next edition of Transverse Torque will be the 200<sup>th</sup>: a milestone in the history of the Y&C Register. Since its formation, successive editors have produced a newsletter every two months; six per year. Dividing 200 by six gives us 33 years since Graham Miles founded the Club in 1979. I wonder if he ever thought we would still be nursing our Model "Y"s and "C"s after all these years. He can rest assured that their known population has increased significantly and the quality of the vehicles has improved considerably due to his foresight in 1979. To mark the milestone, please make an effort to send in your best photographs and snippets for publication in a very special issue.

Finally, Christmas is upon us already. This issue is out in time for you and your family and friends to consider purchasing Y&C orientated presents. John Argent is keen to sell some of his quality Regalia as well as the invaluable Model "Y" and "De Luxe" reproduced Ford Bulletins and, of course, the Y&C book is available from me. You are spoilt for choice! As this is the last issue before Christmas, may I wish you all an enjoyable festive season.

**Sam Roberts.**

**The deadline for your special copy for Issue 200 will be Friday, 28<sup>th</sup> December**

## Chairman's Chatter

Well, the outdoor season seems to be at the end; it is for me anyway. I have only a short outing to take the great-great-grandson of our car's original owner to his Christening and a very local show in aid of charity at the end of November.

We have had a good summer of events, despite the weather, attending both some old favourites and some new ones. The lines of enquiry about the car still follow the old pattern. However, in August, we attended a new event in the pedestrian area of Camberley town centre. There, an elderly gentleman approached the car on his electric mobility scooter and, after looking for a while, asked, "Is this a Model "Y"?" A lengthy and very interesting conversation followed and the point I wish to share is that he said that the Model "Y" was "his first company car in 1947". After the war, he started work with the Milk Marketing Board (he stayed with them all his working life). In 1947, he was based in the Harrogate area and was responsible for visiting local farms to sign them up for milk supply and advising them on the new standards for automatic milking machines; apparently cleanliness was the main problem. "The Model "Y" was a great car," he stated and he travelled many miles in it and, from then on, all his company cars were Fords. I just cannot stop thinking of a Model "Y" as a company car, but then, after the war, I suppose there was no real supply of new cars, so even companies had to supply second hand.

Perhaps Sam Roberts can remember and clarify the position.

[Extract from David Burgess-Wise's book, "Ford at Dagenham". *"The immediate post-war Attlee government saw the motor industry as merely one way of redressing the yawning dollar gap, and not only kept the wartime purchase tax rate at 33.3 percent in place, but also decreed that car makers must export 50 per cent of their output of cars and 33.3 percent of commercials. ...."*

*When it was announced that the car industry would be permitted to sell only 120,000 new cars on the home market in 1946, Perry complained ..."* – Ed.]

As the winter approaches, we are planning the work schedules on our vehicles. For me, I usually carry out major works from December and a full service in February. I think I might try that other engine in again as I have re-built it. It is not necessary, but I know it will be enjoyable.

Since the AGM in April, your committee have continued their hard work on your behalf and you will see their reports separately in this issue. We are scheduled for a committee meeting in November and then, as soon as you know it, the turkey will be in the oven!

So my Greetings to you all and, if you do not receive a card, remember I did think about it and it is the thought that counts.

**Brian Godfrey**

### Front cover

I am a tad miffed at the motoring press, and the Ford Motor Company in particular, failing to acknowledge the 80<sup>th</sup> anniversary of the launch of the Ford 8 hp Model "Y" in August 1932.

We have been reading about the 50<sup>th</sup> anniversary of the Zephyr Mk III, the Ford Cortina ('Fordnews') and the Ford Taunus 12M P4, the 60<sup>th</sup> anniversary of the Ford Taunus 12M/15M (the 'Globe Taunus'), the 40<sup>th</sup> anniversary of the Ford Granada and the 30<sup>th</sup> anniversary of the Ford Sierra (all in '@Ford', the Ford of Europe magazine).

None of the above created such a stir in Great Britain and Ireland as the Ford 8 Model "Y" when it was launched. Please note that the Model "Y" was the first mass-produced streamlined car in Europe. It was the design-setter for the Morris 8, the Austin Ruby and other mid-thirties family cars. It was the first small Ford, the forerunner to all small Fords up to the Fiesta Ford. It was the first Ford to be designed specifically for a market outside the U.S.A. Edsel Ford liked the design so much that he had it scaled up to become the beautiful V8 Model 40 of 1933/34. It saved the Ford Motor Company from bankruptcy in Europe. It led the way in cost effective production methods in the European motoring industries. As a result, it was the first and only £100 saloon car. It introduced the successful small sidevalve engine, which stayed in production through to 1959. These are just some of the many accolades attributed to the humble Model "Y".

At least let us celebrate the 80<sup>th</sup> anniversary. The cover shows the anniversary banner to be displayed at the NEC Classic Car Show later this month and, probably, at Gaydon next year. Our thanks go to Alan Tilley for his design expertise and voluntary efforts on our behalf.

### Back cover.

It was a fabulous few days at the North Norfolk Railway 1940s weekend. With roughly 40 members, their wives and partners gathered together on the Sunday morning on the 1920's carousel for a 'group photograph'. The smiles on the faces tell it all. The carousel was located at Holt station, along with the line of classic cars, of which we had the largest number on display. Well done Jo and Roger Hanslip for organising yet another excellent NNR weekend.

# Secretary's ramblings.

The next few months will prove to be interesting and challenging to classic car owners, certainly in UK. I refer to various fundamental changes over which we have no control—we can only react.

The MoT testing exemptions for vehicles produced before 1960 will come into operation from 18<sup>th</sup> November. After that date your Y&C Model will not need the annual test—that is unless your logbook by some administrative accident shows an incorrect date following re-registration. The key is the date of manufacture. If you have any difficulty on this issue please contact me. The test exemption, falling in line with most EEC countries, means that the responsibility for driving a roadworthy car is your responsibility entirely. But hold on .... it always was! Had you been caught by the police driving an unroadworthy car - even if you had an MoT pass certificate – you would have been prosecuted and your insurance would have been invalid. However, we would be irresponsible to ignore this additional responsibility placed upon us. The answer is now easier since DVLA have contacted MOT garages seeking the facility for pre- 1960 cars to have an MOT style inspection. We recommend all our members to use this facility, if not annually, then at least every other year if your mileage is very low. Check this with your local MoT garage. I would be interested in your anecdotes in this connection.

**In the absence, even at this late date, of clear guidance on cars emerging from restoration or long term SORN being required to have an MoT test, our suggestion is to have a test or MoT style inspection.**

Evidence of MoT or vehicles having been in legal road use will still be required for registration transfer donor vehicles. We still await DVLA decision on granting pre-1973 owners the option of declaring the registration number fixed for life. Our campaign continues.

The second major challenge is the proposed change in Ethanol content in petrol. Currently at 5%, it is proposed to increase this to 10% in early 2013. Our government is strangely out of step with the rest of Europe in increasing this level. Negative experiences in the use of ethanol at the 10% level in Germany and several other European countries, has prompted their governments to reduce the level to 5% ..... we are going the other way apparently!

The use of additives (see FBHVC website for approved list) will only reduce the corrosive effects of ethanol on tanks and fuel lines. The biggest problem will be experienced in cars where they stand unused for long periods with tanks full. The message here is to use your car more regularly. The cold start and hot running problems remain. An issue which we could have addressed over time is now being speeded up to the detriment of most pre- 1980 car users. Your experiences of coping with modern fuels will be welcomed by our Technical Adviser and Spares Officers. Only then can we be of help to all members.

**NEC Classic Car show: 16<sup>th</sup> – 18<sup>th</sup> November and Wales 2013.**

After all that potential doom and gloom, let's look forward to the NEC Classic Car Show. Buy your tickets in advance to save a few pounds – come along to our stand and say hello! Let's also look forward to the 2013 Club Tour to Wales – see Events page – and make good use of the good days in autumn to get out and about with your old Ford. Who needs a heater!

Incidentally progress on my "CX" Tourer has been slow lately, so no progress report in this issue. See you at the NEC

Bob Wilkinson.

## Regalia

Christmas is coming so I thought I ought to make it easy for all the many wives, partners and children of members who do not know what to buy them for a present this year.

Well what about a nice navy blue polo or tee shirt. We have not had navy shirts for some time and I have just ordered a new supply. They will be priced at £18 for the polo and £12 for the tee shirt plus the usual postage.

Order early while stocks last! The order form is in the centrefold of this issue.

John Argent,  
Your friendly Regalia Officer.

## BOB'S JOKE CORNER.

Not a joke this time but some amusing and maybe cynical or philosophical one-liners:

I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalogue: - 'No good in a bed, but fine against a wall.' - Eleanor Roosevelt

Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement. - Mark Twain.

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible. - George Burns

Santa Claus has the right idea. Visit people only once a year. - Victor Borge

Be careful about reading health books. You may die of a misprint. - Mark Twain

By all means, marry. If you get a good wife, you'll become happy; if you get a bad one, you'll become a philosopher. - Socrates

I was married by a judge. I should have asked for a jury. - Groucho Marx

My wife has a slight impediment in her speech. Every now and then she stops to breathe. - Jimmy Durante

I have never hated a man enough to give his diamonds back. - Zsa Zsa Gabor.

Something made you laugh recently – send it to me for all to share.

Bob Wilkinson.

# Photographic finds

*This photograph appears in the book "The British People at War" published by Odhams Press. It shows a heavily bomb-damaged Fordor Model "C", or "CX", which appears to have taken the brunt of the explosion, shielding to some extent the E93A behind it. With thanks to Steve Waldenberg."*



*A more peaceful setting showing a 1937 Dunbarton registered long rad Tudor (SN 7732) with a short rad front bumper, parked opposite the Londesborough Arms (and an Opel Kadet) in Market Weighton, East Yorkshire in the 1950s. Photograph thanks to Phil Beckett. (not to mention the Austin 10 Cambridge - Steve W)*

*Meanwhile, also in Yorkshire, we see this Tudor "Popular" having just passed the Guildhall in Kingston-upon-Hull on an amazingly empty road*



# Forum banter

(August – September 2012)

(Where recent postings on the Forum are garnered together for your amusement or interest)

## Starter:

Question: - The starter motor gear is not connecting with the flywheel. I bought a reconditioned starter and it is still no good. The battery is fully charged and I have also tried the bigger 6 Volt battery which starts my Model T with no bother. I have removed the starter and checked the flywheel and pressure plate and both seem secure enough. Anybody had this experience?

Answer: - Is there too much oil on the Bendix gear shaft? If so wipe it off as, oddly, too much lubrication has the opposite effect desired. I'm assuming that the Bendix gear doesn't throw forward when you try starting. There should also be a very light weight coil spring which pushes the Bendix back after starting.

Answer: - Have you tried securing the starter motor in a vice or clamp and then connecting and operating the starter motor. That way you can see the throw of the inertia starter dog and obviously the return of the dog to its resting position aided by the light spring as mentioned. This will enable you to measure the throw of the dog and compare it to the distance to the starter ring. It does seem strange that two starter motors appear to have the same fault.

I wonder if you have some teeth missing at that point of the starter ring? It maybe worth turning the engine over a bit to a Virgin part of the starter ring and trying because as you know engines tend to stop fairly regularly in the same place.

[Previously, mention has been made about the importance of good earth connections. Advised - take apart battery "+" earth to body connection, clean metal and then Vaseline, re-assemble. Incorporate an additional earth braid direct to engine starter bolts. The existing earth route through corroded riveted chassis can be a problem.]

## Response: -

Thank you both for the advice.

I managed to get a start out of her but not very much speed in turning engine.

As I bought this car with this problem I am seriously considering converting to 12 Volt and fitting an electric pump over the winter, which seems to be the sure way to go. Is there anyone who has recently done this and any advice on sourcing parts etc?

## Wiring Loom:

Question: - Can anyone show me a few pictures of the engine bay of a Model "Y" Long Rad so I can see where each wire should go? I mean I want to see from which hole the wires appear, from each side and where it goes to the front headlamps and how it goes to the rear. Can anyone take a few pictures of an original loom? Thank you.

Answer: - It's a bit difficult to take photos once in situ, but having fitted a new loom myself I found it quite straightforward, if you lay it out on the ground first it sort of shows what goes where fairly obviously. There is a wiring guide in the Y manual which helps as well as it shows which colours are which or at least the one I had did. In fact, if my memory serves me right, when the new loom arrived it had a colour code sheet included. It really is not that difficult to wire up at all, as there isn't a lot to wire up, if you see what I mean.

Further to my last message, the loom is fixed to the chassis with loom clips, available from most car part suppliers and also you will need some grommets to feed the wiring through the bulkhead so that they don't chaff as they move about.

Answer: - I have put a photo (the best I can find) in the "diagrams" photo album for you. It shows a good example of the bulkhead layout.

There is already in that album a wiring diagram of a 1936 de Luxe that may help you. There are another two pictures in "diagrams" album for you. One a good clear wiring diagram and second one a pictorial layout with colours and behind dashboard. Printed up on A4 they are quite clear. Both are from the Ford Bulletin.

If you haven't got copies of the Bulletins - you should obtain some. There is so much information in them with notes on all the amendments as they happened. They are available from the Club. [£8.50 each]

## Response: -

Thanks for the pictures. I have a better idea now. I have the wiring basically done; I just wanted to understand where I should put the wires. With these images it helps a bit.

I searched the gallery and there are lots of photos but very few of the engine compartment. It would be cool for people restoring cars if each person shared his engine area so we can learn from each other. For example, the wires that go to the left headlamp. How does it go to that side of the engine bay? Is it fixed at any point?

It's that kind of info that would be nice to see. Thanks for your time

Answer: - The headlamp wire to the left headlight should clip to the bottom of the radiator at the back.

## For sale.

Tudor Model "Y", July 1937.  
Presently on display at Bletchley Park. Painted in replica B.E.F khaki (light grey) to fit in with Bletchley Enigma scenario. Age-related registration. MoT and V5C. £3500.  
Jean Wallace. Tel: 019008 365678.  
Email: c.r.wallace@btinternet.com (Milton Keynes)

Wanted.

C or CX 2 door saloon for restoration. Condition not important, but must be complete car. Details with asking price to member G. Beecham. Tel: 0208 984 4591.



Chromed strip surrounding radiator grille on a Model "C"/"CX".  
John MacFarlane. Tel: 01403 242203 email: jamacfarlane1@btinternet.com

**Dip-Switch:**

Question: - Can anyone explain how the foot switch is screwed to the floor and how the wires go?

Answers: -

The foot dip switch is screwed onto the gearbox metal tunnel, towards the rear left hand side if you are sitting in the right hand front seat. From what I remember, my switch is still attached to the loom, which is so old that I am unable to recognise cable colours. The wiring diagram should be in the forum pictures. Hope this helps.

Question: - Are you sure its in the gearbox metal tunnel? Isn't it on the wood floor? Anyone can please show me a picture of this? Please.

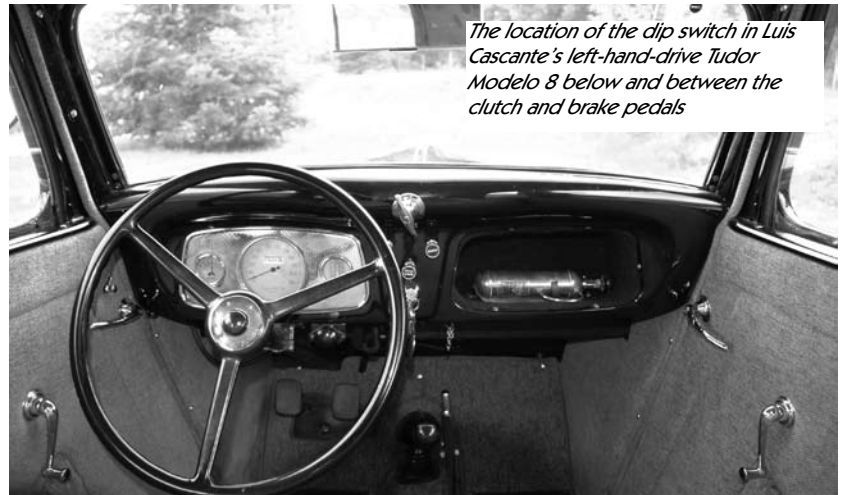
Answers: - I note that someone disagrees with us, so I have made the effort and dug out the gearbox tunnel as in the pictures attached. I presume as with most manufacturers, that things changed from time to time. Supposedly for the public's benefit. We would call it an upgrade. You can see the hole and two smaller holes for the nuts and bolts, which are hard and painful for me to undo as I only have one finger on my left hand.

*[The question came from Rogério Machado, who lives in Portugal and who is restoring a left-hand-drive Model "Y" pick-up. As Luis Cascante pointed out in a recent issue, because of the impossibility of using a dip switch on the metal gearbox tunnel in a left-hand-drive car (it would mean taking your right foot off the accelerator to operate it), Ford Ibérica located the dip switch below and between the clutch and brake pedals on the wooden floor panel. - Ed.]*

**Sun Visor:**

Question:- My Ford Model "Y" upholstery is almost

*The gearbox/propshaft tunnel showing, at top right, the hole into which the dip switch is fitted.*



*The location of the dip switch in Luis Cascante's left-hand-drive Tudor Modelo 8 below and between the clutch and brake pedals*

ready. I will soon post some photos. Can anyone tell me whether the Model "Y" had an internal driver sun visor?

If yes, does somebody have one available for sale?

Answer:- It wasn't fitted as standard, but they were available as an add-on from car accessory shops at the time. If you look up some old motor magazines you might see some adverts for them, and get an idea of what they looked like.

Answer: - My 1933 de Luxe has one on the driver's side. I am at present remaking it as it was folded in half, I guess as driver gets in/out. I'm using mill board. [As original] Photos in "My Bluebird" album I think. I've now posted some detail photos of the original sun visor as fitted to my "Y". Photos in "My Bluebird" album - use "last modified" menu command to bring to front of selection.

I'm reconstructing using two pieces millboard stuck back to back. Following cut out profile from old one. I need to stitch some edging binding and then spray over in matching colour - my case blue. The unit screws to underside top metal frame with PK self tappers. If anyone requires measurements - just ask. I have never seen these for sale on Ebay.

Answer: - The De Luxe Model "Y"s had a driver's sun visor. There were no De Luxe Model "Y"s produced after 1934, when the De Luxe 10 h.p. Model "C" was launched.

As your car is an August 1936 car, it would not have been fitted with a visor in production. However, as Owen says, visors were available as accessories from **Ford dealers**.

Response: - Thanks for all the interesting information, so I do not have to worry about having a sun visor. But if I find one I will fit it. Thanks again.

**General:**

A wide range of topics are discussed in the Forum and much advice given. You can use the "search" facility to find messages.

## Forum Access.

You will have read about our Model "Y" & "C" Forum – an Internet site where members can leave messages and receive answers about working on their cars. [See Forum Banter article] It may be however, that you have been unable or unsure how to gain access, so below is some easy advice for you.

Let me explain first that the Forum is a service provided by Yahoo – free to us – as a template that has been adapted to our needs. You will therefore need to go through Yahoo – by registering a name and obtaining a password. Once that has been accomplished, the Forum can be opened up to you. [This is after the next step of applying for membership, or being invited]

<http://uk.groups.yahoo.com/group/fordyandcmodelregister/>

Acting as the Moderator for the Forum, I am responsible for vetting and approving membership as well as approving all content – photos in particular – to avoid Spam adverts and obscenities. So there will be a short delay in membership application until approved. All Register members are eligible as well as genuine enthusiasts – e.g. ex members no longer with a car who none the less have working experience.

The Forum has two main areas – messages (posts) and photos. Messages usually are of the nature "How do I?", "Where can I?" "Does anyone know?" etc – short messages and answers, polite and informative. There is a good line in "seen on eBay" that can be useful as well, spotting difficult to find parts.

The photo section is comprised mostly of albums dedicated to members' cars – entitled by pet name or registration – or of an informative/archive nature. There are albums with diagrams, old adverts, publications, shows, pictures of spare parts that make up the rest. Each member can have their own albums or add to others.

Other features of the Forum are the Calendar – please post details here that you are aware of - giving details of upcoming shows and events/meetings. This gives the opportunity to see other cars, meet members and show yours off.

Joining is easy but has been known to be daunting to members not so familiar with the modern ways of computers. The easiest route is for me to issue an invitation – sent to your Email address with a link to join. Otherwise, visiting the Forum, you can click on the "join this group" blue button and follow instructions.

The protocol is one of politeness and respect, no



# North Norfolk Railway '40s weekend.

14<sup>th</sup> – 17<sup>th</sup> September 2012.

For many of us, the preparation for the weekend started many months ago. For others, it may have been a case of changing the oil in the car, “checking one’s tyre pressures”, or making sure you have enough frocks to change into at least 3 times in one day. Maybe, does the phrase: “Have you got the kitchen sink in there too?!!” ring any bells, or “We have only got a Model “Y””, or even, “We are only there for 2 days....”.

The weather was fine and the weekend was well attended, everyone entering into the '40s spirit. Jo Hanslip, our hard-working organiser, agreed to meet many people on the Saturday morning at Holt Station, to hand out train passes and ration tickets. This is also where our Club cars would remain on show for the day for others to enjoy. There were also a number of stalls at Holt Station with various items for sale, from frilly knickers to army boots.

A few of us decided to venture from the station into Holt, thinking it's only up the road so we will walk..... take it from me if anyone asks you to walk, make sure you are wearing the correct attire, it's not five minutes away! Or be patient and wait for the Vintage bus, which was due along any moment, but could not be flagged down! It was a pleasure to see so many people joining in with the 40's theme, causing a number of people to ask what the event was all about, as they felt strange being in their normal every day clothes.

Last year, the Links Hotel at West Runton, where we stayed, had discussed with Jo and a few others the possibility of holding a 1940s event in their conference room on the Saturday evening. It was a sell out. Our entertainment consisted of Dame Vera Lynn, George Formby, The Andrew Sisters, Frank Sinatra and Gracie Fields. Each of the six performers was superb and well received – some of our group intended visiting Sheringham after dinner, but never actually made it as they were swept away with the evening itself. (Unfortunately, Jo fell ill this evening and was unable to attend the remainder of the weekend - she was sorely missed!)

On the Sunday morning, we all met at Holt Station for the group photo on the vintage carousel (see back cover) and, after a ride, split up to go our separate ways to enjoy the local railway stations on the regular steam trains. Sheringham's streets were filled to overflowing with people, some entering into the 40's mood and others looking on. The atmosphere was overwhelming; each acknowledging each other: tipping hats and wearing beaming smiles - what more could you want? The day finished with posh frocks and ties as the dress for the evening meal. After dinner, Geoff Salminen put on yet another George Formby show for us, as he had at different times over the weekend; we all enjoyed a bit of a sing song. The raffle raised £66.00 for the Club funds.

On Monday, we said our goodbyes and wishes for safe trips home. Some even booked rooms for 2013! Members who attended this year's event included Yvonne Mace ( the wife of the late Brian Mace, who was the Club Contact for the Norfolk Area. Yvonne came on Saturday with her son, Paul, but was unable to attend on Sunday), Dave Tanner and friend Leon, Barrie Clarke, Pete and Jean Ketchell, Roger and Jo Hanslip, Margaret and David Butwright, Robert Marshall, David and Freda Kent, Jim and Joan Sharpe, Jim Miles, Noel and Terri Page, Nick and Monique Smith, John and Mary Keenan,

Terry and Dot Mortiboy, Mike and Elsie Malyon, Gabbi, Robert Edwards, Tracy Edwards- Brown, Geoff Salminen, Sam and Paula Roberts, Colin French and Penny Stevens, Lorraine and Robert Jarvis and last, but not least, Gary Whittle and me, Vicky. Watch this space for next year's event which will be held over the weekend 20<sup>th</sup> - 22<sup>nd</sup> September 2013.

## Vicky Edwards.

To get a flavour of the 1940s weekend, I recommend you look at the U-tube video <http://www.youtube.com/watch?v=bs6jVrt9P-M> This was taken at the 2011 weekend. If you look closely, on three occasions on various station platforms, you will see a smart chap with a blazer, boater and a rolled Y&C Register umbrella. That was your humble Editor! Thanks to Jo for spotting that.



*Jo and Roger Hanslip meet up with Viky Edwards (photographer), Geoff Salminen, Gary Whittle and David and Margaret Butwright at Holt station on the Saturday.*



*Barrie Clark's Model "C" lines up at Holt station with Terry Mortiboy's 'Alpine' and Jim Sharpe's Tudor Model "Y".*



*The all-accommodating Links Hotel*

← cursing, keep relevant to our cars, and help out where you can with appropriate answers. Members new to our cars often require help and advice to finish off their projects and transform into wonders of the shows. Older, more experienced members can assist with that intimate knowledge gained by having done it before.

Printed instructions are available to take you through the joining process step by step – email me for a copy [rogercorti@aol.com](mailto:rogercorti@aol.com)



*Mike Malyon presents Roger Hanslip with the 2012 Hard Luck Award for having not one, but two punctures en route to Sheringham!*



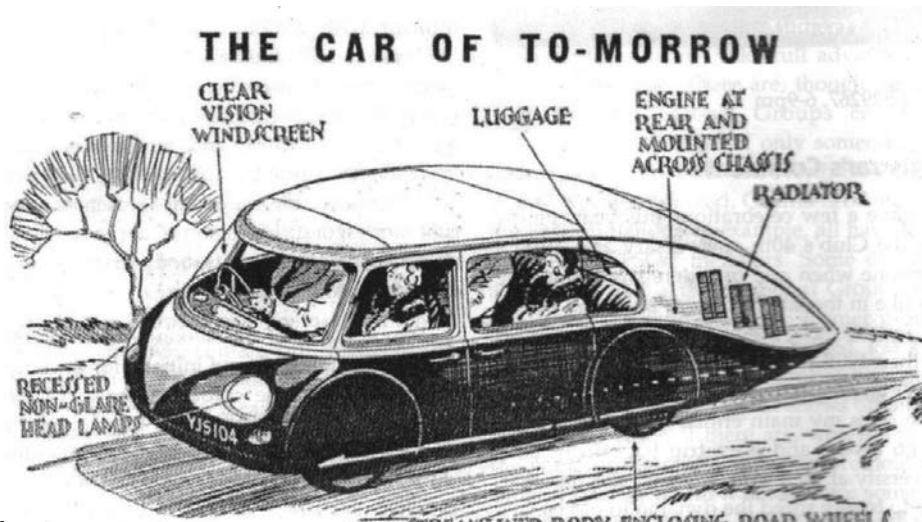
*Meanwhile downtown Sheringham enters into the spirit of the weekend*

# Members' correspondence.

News of Billy the pick-up.

Lisa Pawsey reports, "Hi, sorry for the lack of updates regarding Billy this 'summer'. As you know, like most of us, Billy would not dare dip a tyre in rainy weather and as it has been non-stop rain down here in Devon; he has barely left the garage this year.

He did make it out to a small car show held at the Pack of Cards pub in Combe



An artist's impression of the streamlined 'tear-drop' concept car, which Henry Ford patented in America. Regrettably this design and other streamlined prototypes did not catch on with the public, they being too radical.



Billy has a bonnets-up inspection. Extra points for wearing the Y&C Register badge



Ferrari? What Ferrari? Most of the punters were admiring Billy!

Martin. Billy was by far the oldest one there and sat behind a Ferrari that I'm told was owned by Damien Hirst. I'd like to say that Billy got more attention than the Ferrari, but then I am bound to be biased towards him. The weather was kind to us and there was lots of interest in all of the cars displayed.

Roll on next summer for all of our sakes!"

## Early streamlining.

Yvon Precieux sent in a cutting from the Scottish 'Sunday Post' of 10<sup>th</sup> January 1937, which depicted a 'streamlined' concept car with the caption:-

"Mr. Henry Ford has just obtained in America a patent covering a car with its engine mounted sideways across the rear with the

radiator above the rear wheel. No mention is made of the body-work, but the design would allow for the much-discussed "tear-drop" streamlining, which has never been achieved.. Our artist gives here his impression of what the car of the future will look like when Mr. Ford's idea catches on."

As Yvon explains, "The Dymaxion was a similar vehicle to the sketch, but a 3-wheeler. 4-wheeler types under various makes were also made around the time up to the war. Type in the name and you should see a site "The extraordinary Dymaxion automobile". It gives a good side view.

There were designs similar to this using the Ford V8 engines around this time, but not built by Ford. Streamlining lost its appeal not long afterwards; the public finding them too twerky."

## Another "C" touner on the road.

Under the New Members, column in the last issue, we welcomed John Macfarlane into the fold, he having just purchased the Model "C" touner, CPK 744, which had lain unloved in a barn for 38 years. He reports, "Yesterday 19 September 2012, I took the vehicle for M.O.T. and it passed with distinction. Today I presented all documents and photographs to the local DVLA office at Brighton and they issued me a tax disc. So, as from today, I am very pleased to say that the touner is now officially on the road.

To celebrate, I took it for a short trip which was very rewarding and exhilarating. If the weather holds for the weekend, I will be out in it again." Well done John and thank you for the photographs: the touner looks stunning. According to my records, John's touner and Richard Bonson's touner are the only known Model "C" tourers on the road. They are rare beasts.

John Macfarlane's gleaming Model "C" touner having just passed it's MoT and received its first tax disk since 1994. The quality of the original Cordoba tan paint-



work is one of the best I have seen. It is one of only two Model "C" tourers known to be 'on the road'. Note, John is looking for a chromed radiator grille surround - see Wanted advertisement.

## Disappointment - No Fords.

Under 'Events', Steve Waldenberg, our publisher, invited Y&C members to 'Join the Austins' on the North Yorkshire Moors on 23<sup>rd</sup> September. A disappointed Steve emailed,

"Not one Y & C member turned up for my Wolds run up to the Lion Inn; only a friend in a Bradford lorry from the Jowett Car

Club. *Ah well, never mind, Lesley and I had an interesting day out with some fabulous moorland scenery and a huge pub lunch at the Lion Inn.*"

I note that Steve's Austin Ten was the only Austin! (The other Austin's owner and co-organiser had to cry off, his mother died that day)

#### Not me guv!

Russell Storey comments on the photograph of his car in the last issue, but points out an error on the part of your Editor for which I apologise:-

*"I received the latest Transverse Torque this morning and noticed that there was a good picture of JO 9437 at Raby Castle on the Durham trip - thanks. The description suggests that it's me standing next to the car but in fact it's one of the other members who was there, lovely guy but his name escapes me! I was busy fixing Duncan Davis' window mechanism when that photo was taken."*

After a second look at the photo, I see that the 'lovely guy' is none other than Michael Leete cashing in on free photographic publicity!

#### Ford logo on body panels.

I have seen the Ford logo stamped on the underside of a front wing and on the side of a radiator. Clive Harrison has now sent me a photograph of the logo on the inside of the nearside bonnet side-panel of his Bradshaw tourer. These logos seem strange to me as the body panels were manufactured by the Briggs Body Company and not Ford. Perhaps someone can shed light on this. Do we know of other examples of the Ford logo on body panels?

#### Why Y? - the Devil's advocate.

Yvon Precieux, the Pre-war Registrar of the

Ford Sidevalve Owners' Club, has long held the belief that the hypothesis outlined in the Model "Y" book on the origin of the letter Y, as in Model "Y", is bunkum. In response to the article in issue 198 on the subject, Yvon explains:-

"I make reference to the article "Why Y - the Devils Advocate" in the last issue. This was written some time ago in 2009 in a reply to Michael's Deichmann's similar findings. The idea at the time in issue 177 was to raise discussion when the topic of "Why Y" was being properly talked about by the Y and C membership and to hopefully start the initiative to actively look at areas where evidence exists to throw light on the matter.

Looking at the said subject to just the one Model does not help. Why, because using just the one Model can, as in this instance, be too narrow a margin to succeed, unless we relate such investigation to other outside factors such as the overall vehicle codings generated by Dearborn and eventually Dagenham, the larger Fords and the situation of the Parts lists as further clues. So where does one start? My view is to start to collate the information on the larger Ford models on which the coding 19 for the Model Y was based. This at least provides us with a good base to obtain a better understanding of the logic behind these codes during the 1930's and earlier to derive arriving at the lettering "Y". Here at least we can find a major piece of the evidence to connect the 8hp Ford to the changes made by Dearborn to classify their production vehicles from the earlier alphabetical coding to a numerical sequence and in the further changes deemed necessary as the European markets that included Britain came on song and a greater variety of vehicles needed to be catered for. Other areas of the equation such as the situation of the 18 model coming out at roughly the same time, the confusion and the eventual printing of the parts book fit in well to conclude this is the correct approach to take. After 1937, it was again all change for 1938

when a more readable code was produced to cater for all UK and European models.

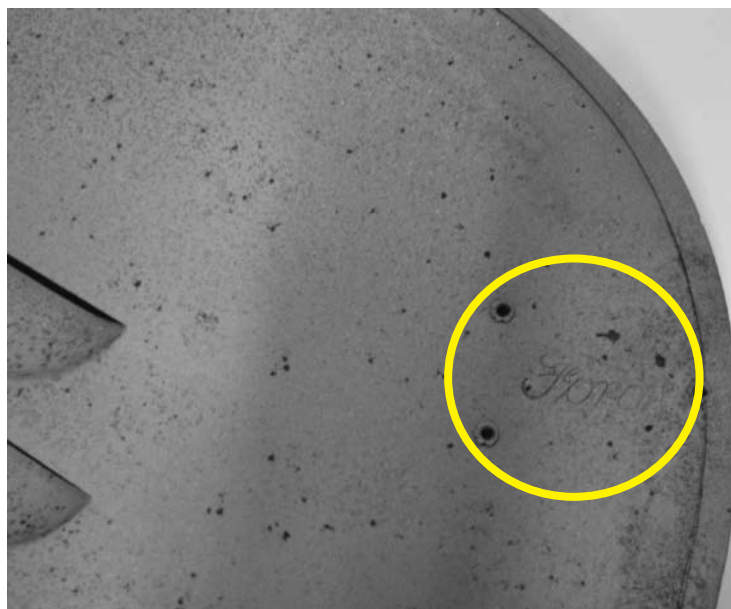
In my view the Mathis connection has little merit to go on and a bit too late in the day. In 1930, it had tried unsuccessfully to join up with William Durant, the founder of General Motors. By 1932, tariff barriers were being erected in particular against imports from Britain, mak-

ing operations uneconomic. The company was on its last legs, yet Emile Mathis had been well to the fore with innovations such as hydraulic brakes, synchromesh gearboxes and independent suspension and this may have put him in a good position to talk with Ford, as initially it was Mathis who had made the attempt to interest Henry Ford in Mathis production. With negotiations long, protracted and highly uncomfortable, the company was only ripe for a Ford takeover and it was only in 1934 that a joint venture finally emerged.

Apart from this, there is little evidence to purport it to be associated with the new small Ford, particularly as the French were very good at stealing vehicle patents. Also Henry Ford, as head of the company, was very dictatorial and never a person to accept any other manufacturer, partner, associate or influence at any juncture in his company's progress while alive. Mathis does form part of small Ford history as detailed, but not as a suggestion in the use of the letter Y for the project 19E. It is an exotic notion and I feel over the years it has hindered debate and prevented the factual information available from being properly aired.

Continuing further, indeed the Model Y parts lists, price lists and driver's handbooks were in the public domain, but they were there for a reason. After all, who were the people to service the cars? A pouch with all the relevant literature in Ford-speak was pitched at just the right level to give aid to those who needed to know most about the Ford Model., the Dealership or local garage when a part or servicing was required. The owner/driver was the mechanism. Today when one buys a car, we similarly have all the literature, some only relevant, not surprisingly, to the dealership. Certainly, some perceptive motoring correspondents did make reference to the Model Y when the "Popular" model was introduced as indicated, but as motoring correspondents they would have been privy to the servicing and parts procurement aspect in order to write about the backup offered by the Ford Motor Company. However, despite this seeming anomaly, Ford company publicity, publicity in general and the motoring public identified these cars not as the Ford Y but as the Ford 8.

As to Europe and communication to America, there seemed to be a better understanding, but again, Ford Y and Ford C were not integrated to the motoring public as such; the names of Junior, Eifel etc being more acknowledged by the owners."



**Bury Transport Museum.**

Roy Kerrison emails, "I thought I'd let you know where 'Jessie' my Model "Y" has found a home. My daughter is the manager of Bury Transport Museum in Manchester, part of the East Lancashire Steam Railway and where mostly working examples of road transport vehicles are kept, used and looked after. It seemed to be a good, albeit somewhat distant home for 'Jessie' where she will be used and cared for. Check out the Bury Transport Museum web site. It is still in my ownership but I feel much happier that it is not likely to crumble away and has a future.

I did have an enquiry from the States, but chose not to pursue that as it belongs in the UK as far as I'm concerned. Ironically, on the morning as I was preparing Jessie for transporting to Bury, a passer-by came over to the garage and made me a reasonable offer - but just too late."

Roy's car is a 1936 green and black Tudor Model "Y" in excellent, recently restored condition (Y134365). It is pleasing to know that it is now on show to the public.

**Beamish, the Living Museum of the North.**

Russell Storey, from County Durham, sends us this report, "It seems like a lifetime ago now, but I thought I'd tell you about the 'Power from the Past' weekend at the Beamish Museum during the last week of August and how I managed to fly the flag for our marque.

The weekend involves all forms of early transport being not only on static show, but with the advantage of being able to jump in and drive your exhibit around the Beam-



*Russell Storeys, electric blue 1934 De Luxe Ford Model "Y" parked in the High Street of the Beamish open-air 'Living Museum' in August.*

ish site - a great buzz, avoiding the visitors and trams!

It is an 'invitation only' weekend and strictly speaking, the Model "Y" wasn't invited! They had asked me to bring my 1934 Model Ford BB Petrol tanker, which I did, but when they needed a 6 volt battery charger for a Beamish staff car, I was given a lift home (less than 3 miles) to get mine and seized the opportunity to bring, JO 9437, back to Beamish. I think you will agree that she looks well in the town centre."

**Alastair Broome's 'useful little engine' - to quote The Fat Controller!**



*Russell Storey's immaculate Ford Model BB petrol tanker also parked up in Beamish High Street*

another more modern car. I think it had the Norfolk reg. no. of AVF ---?

[What a coincidence! That must have been Roy Kerrison's Tudor (AVF 245) being taken from Norwich to the Bury Transport Museum - see letter two up! -Ed.]  
**Cuts out when hot.**

*continues at foot of next page...*



*Mike Malyon gives a helping hand to his son-in-law, Clive Harrison, who tells me that EP 6926, his 1937 Tudor "Popular" can now be shown in the List of Surviving Vehicles as being 'on the road'.*

Nigel Stennett-Cox, our Technical Adviser, reports, "You may be interested to know that new member, Alastair Broome, has been running around in his March 1933 Model "Y", AGO 534, for most of the summer. He drove it over to this area to participate in the Vintage Sports Car Club Norfolk Tour in July, doing nearly 1000 miles in the course of a long weekend. Last weekend, he drove down to the Welsh Trial from his home on the



*Alastair Broome's March 1933 short rad Model "Y" on the VSCC Norfolk tour in July. Photograph, courtesy Nigel Stennett-Cox.*

## 20 years ago.

Issue 79, October/November 1992.

I was amused by sundry references to members' wives in this issue. In the write-up on a new member, Jarvis Turner, from Sleaford in Lincolnshire, it was reported, "Jarvis Turner's wife, Lesley, is very much involved with the restoration of a 1934 4 door "Y" which they bought from Steve Minns, along with a 'spares' car, which they hope to restore in due course. Lesley writes, "Having completed the restoration of a Morgan 3-wheeler (with Ford engine), Jarvis had nothing to play with over last winter. We decided on a Model "Y" to keep off the inclement weather and to use up some spares. I thought the 4 door was a good Xmas present for Jarvis, being more fun than a jig-saw puzzle. When it is finished, it will be my car as I find the Morgan gears difficult and the wind speed bends my glasses at over 60 m.p.h.!

Jarvis is an engineer so to make things work will be OK. Thank goodness we have a big kitchen, but I won't let him have double doors fitted, so he just brings in smaller sections to work on in comfort.

Technical tip:- If you cook by gas, don't try welding in the kitchen as it gives the gas jets the ebbie-jeebies.

We enjoyed reading the newsletter and are looking forward to joining in with club activities."

Harvey Woods had recently retired and had bought TH 6914, a 1936 4 door Model "Y". "The vehicle is to keep me from under the wife's feet for a few years, I hope !"

Bob and sue Garner in Hemel Hempstead

Graham Rudd puts his thoughts on paper, "I must have missed reading the article in Issue 196 May/June 2012. As a youngster in the '60s, I had a problem with cutting-out when hot. After nine miles, my Model "Y" would cut out. This would usually be in Oulton Broad, Lowestoft, before, on top of, or just after the bridge! By the time I had checked petrol, plugs and points, it would have cooled down and re-started. It eventually turned out to be the coil (the wires would expand when hot then make contact again when cool). At the roadside one day, a kind gentleman gave me a coil from his shed, which cured the problem."

[Another cause of cut-out after only a few miles is the hole in the top of the petrol filler cap being blocked. As the fuel is sucked out of the tank, a vacuum builds up, which counters the force of the pump and starves the engine – Ed.]

had a nasty experience:- "Our two Model "Y"s were coming along nicely until some youngsters set fire to the garage next to ours. We had to move fast! We had both cars out in minutes – even before the Fire Brigade arrived. Fortunately, neither car was damaged, just covered in soot. We now have "Y" parts in every room of the house and have moved the body shells to another location pending repair to the buildings.

Surprisingly, this has made us more determined to get one car to a rally next year, even unfinished! Keep up the good work – we enjoy the mag."

At the successful Lancashire region show at G Mex in Manchester, the members and wives dressed in period costume. The stand was first class but, as reported, "no trophy, but plenty of fun. On the Monday, Peter and June Brookes

celebrated their wedding anniversary, so our Club vicar in the disguise of Bob Wilkinson remarried them. Presents were handed to them and toast drunk."

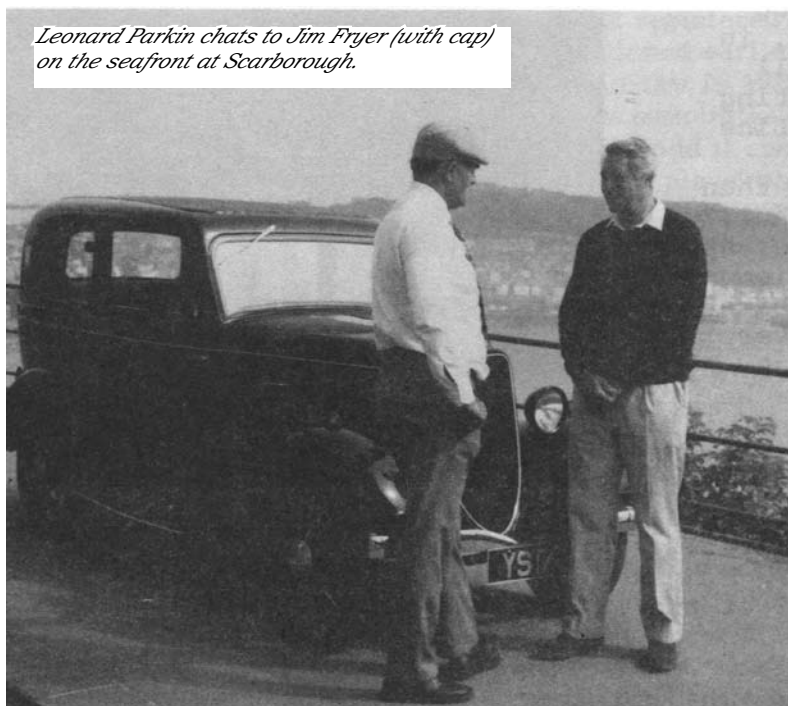
It was noted that we had 17 new members in this issue and, despite the recession (yes, another one!) our membership total remained high. "Of the 17 new members in this edition, there were 12 'new' cars to the register, each one in need of extensive restoration. We are all delighted to find an increasing number of 'our' cars surviving and I think there will be possibly hundreds more out there. This trend obviously increases the need for spares and remanufactured items. It also increases the workload on already hard-worked club officers."

Do you remember the ITV Newscaster, Leonard Parkin? The Club Registrar at the time, Bob Wilkinson, reported, "Leonard Parkin recently visited Scarborough for a programme on his Yorkshire TV series 'Pieces of Parkin'. As part of a reconstruction of his childhood memories, a Ford Model "Y" was needed since his father had owned one in the late 1930s and regularly visited Scarborough taking Leonard as a 10 year old.

Yorkshire TV contacted me to find such a vehicle in late August and Jim Fryer was delighted to respond with his late 1933 2-door, YS 174, a very early long rad car. [Y39990; last heard of for sale thorough 'Spinning Wheel' in Chesterfield in April 2004 – where is it now? – Ed.]

Leonard was delighted to see the car and all the childhood memories flooded back as they drove along the sea front. Jim found Leonard and the whole film crew courteous and extremely considerate while using the car.

A half day's filming with the model "Y" ended up with about 3 or 4 minutes screen time in the final programme. Nevertheless, Jim enjoyed his day out and can feel justifiably proud to have helped, through the programme, to stir many pre-war memories."



Leonard Parkin chats to Jim Fryer (with cap) on the seafront at Scarborough.

With more than a passing reference to the Club's staging of the All Ford Rally, Brian Crichton, in the 21<sup>st</sup> October 1992 edition of Classic Car Weekly reported, "After another successful show season, we at Classic Car Weekly would like to say thank you to all the club members and individuals who have put in a great deal of graft behind the scenes. We are particularly thinking of those unpaid stalwarts who do it for the love of classic cars: the people who deal with the paperwork, those who hammer in stakes, put up the ropes, erect signs and marshal on the day.

Take the Ford Y&C Model Register. Members organised the All Ford Rally at Abingdon, Oxfordshire, recently. The Club Chairman, Sam Roberts, mentioned that he and sev-

eral others in the Club were so tied up with the organisation that they could not exhibit their own cars. This often is the case; grass roots club members forsaking the pleasure of displaying their own cars for the pleasure of others."

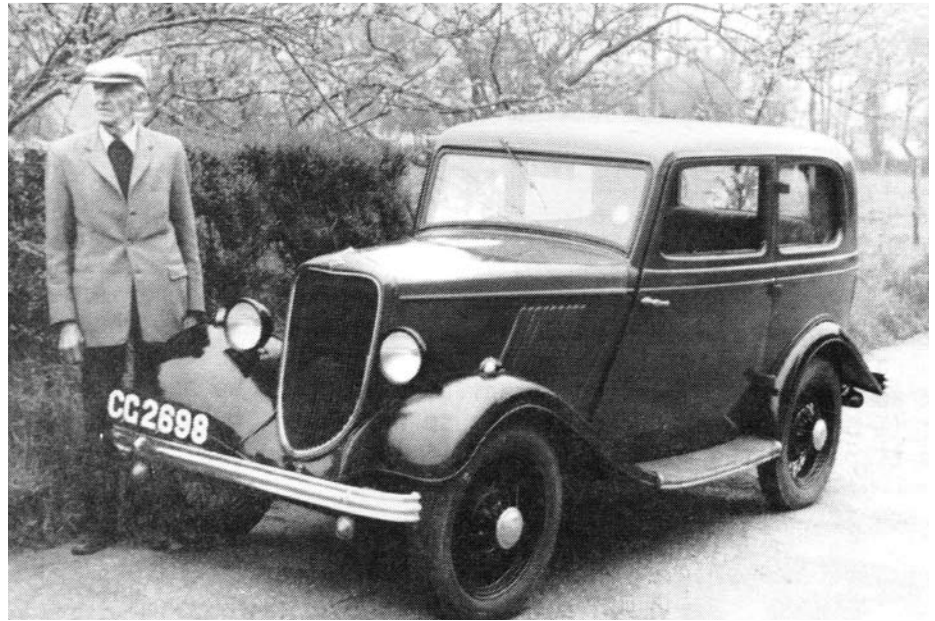
As was reported in issue 79, the All Ford Rally that year was a real problem. The farmer drove out his cattle out of the rally field the day before we started to set it up. Graham Miles and Kevin Briggingshaw had 'plumbed in' a tap to the cattle trough as a water supply for the whole site (including campers). It chucked it down in stair rods for the two days before the rally which resulted in the farmer pulling the heavy fun-fair lorries, food and drinks lorries and the heavier autojumblies out of the mud with his tractor! Despite all that, the volunteer members all pulled their weight and as a result the rally on the brighter Sunday, was a great success and earned close on a £1000 for the Register spares fund. It was great teamwork.

I began my obituary to the unforgettable Arthur Fletcher by saying, "I first met Arthur when, at the age of 79, he appeared on foot at an Area 11 meeting in Andover, furious that his insurance company had refused to insure him on the grounds of age! He had just completed the restoration of CG 2968 (Y982), which was then the oldest car on the register on the road. He told me that his female companion had refused to let him work on his cars over the years but, when she died in 1986, he was able to achieve his lifelong ambition...."

Arthur died, aged 84, in August 1992, having restored CG 2968, but had not completed the restoration of OW 2570. In his memory, I included Arthur's memories, which had been printed in issue 47 in 1987. They are fascinating, so here is an extract, "I will tell you about the first car we bought. We were impressed at the time, in 1932, that Fords of Dagenham had started to produce in October of that year a new small car called Y Model 8 HP. It was the first small car to have advance and retard automatic and synchromesh. So, in November of 1932, our local garage owner went to Dagenham by train and drove the car back. We wanted a blue one and so it was.: CG2698. After a few lessons from him, we were on our own to enjoy the pleasure of motoring. It was on 11<sup>th</sup> November that it was first registered. Wages in those days were, unskilled, 35 shillings a week and skilled £3 0s 0d, but petrol was 1s 3d; a brand called Regent. There were also Pratts, Redline and Shell.

The journeys we made from the 1930s to 1960 were many. They were only interrupted from 1939 to 1942 by the Second World War, when civilian cars had to be immobilised. During this period, we were unable to use our car, so I had to use my bicycle to

*Arthur Fletcher with his beloved orient blue short rad (Y982), then and perhaps still, the oldest Model "Y" on the road. Arthur bought the car new in November 1932. But where is it now?"*



deliver 30 dozen eggs the 28 miles to Portsmouth and back. It was on one of these journeys, coming out of the city, that I had to drop my bike and dive for cover in a ditch. That day was the famous Battle of Britain Day, when so much depended on so few. Soon after this, the situation improved and we were able to get some petrol, so we could take our farm produce to Portsmouth more easily in the car. If we had need to park the car in the city, I used to chain the wheels to the chassis, otherwise somebody needing wheels or tyres would have them. It was impossible to get parts, only perhaps second hand ones. When the war was over, things slowly improved and we started to make some nice journeys.

And now for my other Y Model, OW 2570, first registered on 21<sup>st</sup> December 1932. During the first few months of the war, as I mentioned, we had to immobilise our vehicles. I bought this car for my brother-in-law in 1938 for £24. It had a low mileage and he used it often until the war. Then he immobilised it all right, but forgot to take the water out. That winter was very severe and it cracked the block. He was disgusted over it and asked me to take it away to my place, which I did. I patched the crack with a plate of iron and rubber behind, and I used OW 2570, together with CG 2698, right up to 1960, when I took them off the road and put them in an old stable .....

We last heard of CG 2698, now registered 660 UXE (ugh!), in the ownership of ex-member, Reg Hunt in Crewe, Cheshire. Where is he and the car now? OW 2570 is now owned by member, Colin Liddel in South Wirral, Cheshire.

Finally, in his Spares Report, Graham Miles ran through the differing headlamp lenses for our cars. He lists short rad models – a clear glass lens with vertical ridges inscribed with the Ford logo. Early long rad models, October 1933 to March/April 1934 – a flat frosted lens with a round clear centre and round Magnaflex bar. This was followed by a flat frosted lens with a diamond centre and Magnaflex bar. From June/July 1934, when the sidelights were combined with the headlamp, both Model "Y"s and the Models "C" and "CX" had the round headlamp rims and clear rounded lenses with the diamond shaped Magnaflex bars. These remained until the end of production in 1937.

This is a complex subject as, looking at the photographs of your cars manufactured in 1934, there seems to be a variety of combinations of lenses, headlamp rims and bar reflectors, not necessarily in the expected chronological order. I suspect that old stock was used to clear the shelves in some instances. The subject is covered in the Model "Y" Bulletin, Vol. 3 No. 7 August 1934, pages 26/27 and the 'Popular' and 'De Luxe' Bulletin, Vol. 4 No. 5 June 1937, pages 22/23.

I'll ask Graham to make some sense of it all and hopefully enlighten us.

**Sam Roberts.**

# Progress on ENO 966 my "Y" Ford van – by Roger Hanslip.

I've always had a thing about vans, especially Ford ones. I learned to drive a Ford Eight van when I was twelve and can still remember the thrill of driving around the orchards and fields on my Dad's farm. Bit by bit we cut the body off until we just had a chassis to tear about on. We changed the engine and fitted another crown wheel and pinion; one with less damage than the one we wrecked. Eventually we cut the chassis in half and bolted it to a Bradford van back half. (The things we did and learned would make an article in itself, although, were I part of this great Club of ours in those days, I fear I would have been ostracised). "Scrap-heap



*Noel Page took great delight in stripping down the rear of the van in early 2011*



*A teenage Roger driving around his Dad's farm with friends on a sawn-off and modified Ford Eight van.*

Challenge" is not new, we did it in 1963. There was a lot of help and advice from the local garage and Dad would point us in the right direction. I remember him saying, "If you want to keep driving, you'll have to keep it going. You are not having another one!" So we did!

*Roger and Bob Wilkinson (in shades) load up the January 1937, ex-Paul Beck van (Y168491) in March 2006.*



When a Model "Y" van came up for sale, my mouth was saying "I'll have it!", before my brain knew what was going on. That was March 2006 and, being self employed, there never seemed enough time to work on it. I did various jobs that I could without spreading it all over the workshop (*if you believe that you'll believe anything!* – Jo.)

A better windscreen frame was located and repaired and a rolling chassis purchased with reconditioned engine, axle and radiator. The rear wings were not good, but I managed to buy some from a chap in London. It was a wet, horrible night and again the mouth beat the brain. It wasn't until I got home that I discovered that they were short rad ones. However, Jim Brown had some long rad ones which we swapped. I have since swapped those with Nick Smith as he had a pair of van wings.

Jo found one new top panel and one new lower panel for the van body on e bay. They were opposite sides and she won them at the maiden bid of £5. When we went to collect them, there were also a pair of front wings, which I also bought with a few other bits and pieces. However, when I got the wings home, I noticed that they were not quite a pair as the backs were different. When I fitted the wing support bracket, it hung an inch below the edge of the wing, so I had to cut the wing and add an inch.

I was strongly encouraged by my good friends Bob Wilkinson and Noel Page to get on with it. So, early in 2011, we stripped the van - it was slowly but surely disappearing before my very eyes. I managed to repair and weld as much as I could with the time given, being that I am still working full time. When it had almost vanished, Noel came to the workshop and took bits of wormed wood all braced with strips of new wood to keep the frame in shape. He measured the gaps and, by April 2011, he had made a complete frame for the back of the van. (Magic) – this was on display at last year's A.G.M.

I have just sent an engine away to be re-bored and have ordered a set of pistons. I have an extra seat for the front of the van, albeit in need of a lot of attention, but Jo has plans: she reckons she can get at least another 3 suitcases in the back whenever we take it on tour. (Probably have to strengthen the axle!)

There was a lot of work to be done on the scuttle as the battery box bottom was rotted out. The driver's side bottom bracket was past repairing so a new one was made. Both sides of the scuttle at the bottom, where the wings bolt on, had to be cut off and new parts made. The top of the windscreen posts had the tell-tale bulges where the rust had jacked the steel apart. New corners were made and welded in. The inner front wings and a spare grille have been repaired with a new starting handle hole piece made and welded into the grille.





*Bob explains the procedure for removing the rear axle to the delight of Noel and Roger. Although not obvious from this photograph, the van rear spring has an extra leaf to support the extra loading*



*New panel bits, skilfully made and welded in – here the top of the windscreen surround*



*Noel's superb replica of the van body as seen at the 2011 A.G.M.*



*You start with the dreaded rust-moth and wood worm*



*.... and here the tool and battery boxes*

# News of new members

**Prepared by Mike Malyon  
24<sup>th</sup> October 2012**

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

Andrew Chaddock	C1101	Biddulph, Staffordshire
Stuart Davies	D1401	Rhuddlan, Denbighshire
Jesper Jørgensen	O-J104	Farum, Denmark
John Oliphant	O1801	Benzil, Angus
Paul Payne	P1001	Saffron Walden, Essex

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

**Andrew Chaddock** is the owner of EGC 351, chassis number Y195017, Briggs body number 165/72019, a black, 2-door Tudor. Andrew bought the car from ex-member, Jurek Kamrowski. It is under restoration with mostly body work to be completed. At present it is stored in a friend's barn. Andrew is hoping to start the restoration in the new year as he is busy restoring another vehicle at present. Good luck with the restora-



*Andrew Chaddock's Tudor when under restoration by Jurek Kamrowski in 2009.*

tion and welcome to the Club.

**Stuart Davies** – we extend a warm welcome to Stuart. He has bought VY 8085 (C37463) a grey, 2-door Model "CX" saloon. Stuart is only the fourth owner. It was bought new by an ironmonger, Eric Buttle, from Pocklington, Yorkshire. If away from home and encountering heavy rain, Eric was known to find shelter for the car and make his way home by bus; collecting it later when the weather was better – a man after my own heart! Eric treasured his car for 53

I will see you out and about somewhere.

**Jesper Jørgensen** - we are pleased to welcome Jesper, who is only 17, making him one of our youngest members. Jesper has a cream and yellow 2-door Model "Y". We are waiting for more details of the vehicle. Michael Deichmann, our tame Danish Contact, has touched base with Jesper, so he has all of Michael's experience to fall back on. In 1975 the car was found in a scrap yard and is now under restoration - another one saved. We hope the restoration goes well.

**John Oliphant** has bought 499 UXP a 2-door, green and black short rad Model "Y"



*VY 8085 lines up with the late Barry Diggle's CNN (now Robert Jarvis's) and Lynn Stewart's Tudor Model "Y" at Newby Hall in 2010.*

years until he sold the car to a certain Bob Wilkinson (whoever he might be!). The next owner was Ken Sleight, our ex-South Yorkshire Regional Contact, who recognised the car from his childhood. At this time the car had only covered 56000 miles. We hope you enjoy many hours of motoring in your "CX". Maybe,

from The Strathmore Vintage Club. The chassis number is Y30274, Briggs body number 135/18610. It was first registered on the 1<sup>st</sup> December 1933. The car needs a total refit. It looks like you are going to be very busy with the restoration. Good luck, with the project and welcome to the Club.

**Paul Payne** is now the proud owner of (ID

**We have had a sudden gush of vehicles appearing from around the world; some we knew about, others are new to us.**

## U.S.A.

Heydon Shepley has been known to the Club for many years and for many years we have been trying to prise out of him the chassis number of his black Model "CX" tourer – without success. He has sold the car to Fitz Acheson, who lives in New Hampshire and who is keen to connect with fellow owners. Who better than our own Bob Wilkinson! Fitz has said he will forward the details of the car.

Richard Flashman in South Australia, through Bill Ballard, alerted us to a Model "Y" for sale by Moon Autos in Santa Ana in Californi. It was described as a Left-hand-drive 1934 Y Model built in Germany, as it had a plaque on the dashboard with a German flag on it. One look at the photograph tells us that it is a long rad, has running boards and carries short rad bumpers; hence it is not a Model "Y" Köln, which did not have running boards and wore smooth groove-less bumpers. Closer inspection of the

dashboard plaque showed it to be a Spanish registration plate (no German flag!). Luis Cascante, our Spanish guru confirmed that the car was undoubtedly assembled in Barcelona, later than February 1934, when the long radiator was introduced. The plate on the dash board is the 'Ministerio de Obras Públicas' one. The owner was an A. Alemany Bisbal, address Plaza Progreso 16. Palma (Majorca Island).

The registration number PM 6110 was allocated in April 1934 (PM = Palma Majorca). The chassis and engine numbers are 47923, confirming an early 1934 car. As we know, export long rad Model "Y"s were issued with short rad bumpers until late March 1934, when the surplus stock ran out. Mike of Moon Auots in California has been informed!

# International Correspondence.

8728, a 2-door, black Tudor. He purchased the car from member, Stuart Spencer. The chassis number is Y192479 and the Briggs body number is 165/70711. It was first registered on the 1<sup>st</sup> July 1937. The car is on the road. We hope you enjoy driving your Model "Y", now named Emily, around Essex. We welcome you to the Club and hope to see you at one of our events.

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.

**As this is the last magazine before Christmas I would like to take this opportunity to wish all our members and their families a very happy Christmas.**

**Mike Malyon, Membership Officer**



*The beautiful looking dark green Ford Model "Y" for sale in Santa Ana, California (Y49723). A rather over-zealous restorer has chromed the radiator grille surround, the spokes, the wheel rims and the luggage rack; although he has made a neat job of welding in a sheet of steel for the roof!*



*The Spanish registration plaque on the dashboard, which Luis Cascante was able to decipher.*

Michael Hines, over on the west coast in Washington State, is restoring a Model "Y", which was imported from New Zealand in

1984. Fortunately, he has much of the documentation giving the previous owners of the car. He found a pair of number plates in a box of miscellaneous items and we were able to identify them as being of New Zealand origin, giving the probable registration of the car prior to it being exported to the States. Unfortunately, the registration has long since disappeared from the New Zealand records as seen on [www.carjam.co.nz](http://www.carjam.co.nz), so this cannot be verified.

*The number plates found in a box of bits bought with Michael Hines' car. They are typical period New Zealand registration plates and probably belonged to his Model "Y".*



Derek Yates, in Chula Vista, California, on the U.S. border with Mexico, bought the Tudor Model "Y", CEV 839 (99069) from Ian McNally in Dumfries in about Nov 2009 and imported it to the U.S.A. early in 2010. The car was partially dismantled, Derek assumes by Ian. The doors were off the car and the interior, including all the floors, was piled inside the car. The car looked better than it was. The chassis in the centre and at the rear has had some poor repairs to rusty areas. The car is now in the process of being stripped and all the rust repaired. It is located about 10 miles from my house, just on the US side of Tijuana airport, so I don't get to spend the time that it really needs. It's a long, slow process.

We thank Derek's friend, member Patrick Fitzgerald, for bring this story to light.

Derek, also reports, "Today (20 August) I went out for a ride and found a Y that I had seen about 20 years ago!!!! The owner was very interested to hear about a second one and would love to know more about his. The British registration number of his was CNN 787. It's a beauty with very low miles but not been used for years. Here are some pictures that I took. Last picture is an oil can that he thinks is original."



*Ex-CNN787 (now 346 BXK - California) languishes in a garage near the Mexican border, where it has obviously been for a few years now.*

**Denmark.**

Michael Deichmann alerted us some time ago to a Model "Y" in the Ålholm Car Museum, which was being auctioned on 12 August, along with the other cars in the collection. Michael reported, "It went for 44.800 DKK incl. fee and VAT which is around £4600. Given that the car was not considered roadworthy, that's a little high - but all lots where sold several times above the estimates, which were set very low in the first place (no reserves). Anyway - it is a nice Copenhagen assembled blue Model "Y" with chassis number Y64454. I found no Briggs tag. The square plate on the bulkhead with AAMN0232 is the museum's internal tag: (Aalholm Automobil Museum Nummer 0232). The auction was pretty chaotic, so I had no chance to find out who actually bought it. We will have to see when it shows up "somewhere"."

*The Copenhagen assembly plaque on the bulkhead of the ex- Ålholm Car Museum Model "Y", showing the original number, 64454, and the museum inventory number.*



**Belgium.**

We have a new member, Anton Dejaegere from Desselgem in Belgium,

who enquired after the Model "Y" he had bought the week before from Holland.. The car is now registered 1-OAD-997, but, from the photograph he sent, it was immediately recognisable as the blue Dutch car, DR-28-97, that joined us on Convoy 2002 round Ireland, that toured Holland with us in 2006 and which paraded with us all on that wet day at Stanford Hall in 2007 on the 75<sup>th</sup> anniversary of the launch of the Model "Y". On each occasion it was driven by Martin Bolland, son of Rob and Ans, who were our super hosts on the Holland trip. On two of the occasions Martin co-drove the car with Patrick. Once again, the Y&C Register archive was able to help out with the history of a new member's car.

*Anton Dejaegere's recently acquired Model*



*"Y, which should be familiar to many members as the car driven by Martin Bolland and Patrick on the Irish and Holland tours and which attended the 75<sup>th</sup> anniversary of the Model "Y" at Stanford Hall in 2007.*

## Poland.

Jakub Hunia is the owner of the ex-Tony's Calder Ford Model "C", which did reside in Preston (C23761). He exported it to his home town of Krakow, in Poland, in 2010. A friend of his, also living in Krakow, is restoring an early Eifel 2-door (Tudor) Limousine. As the two cars are very simi-



*The Ford Köln plaque attached to the bulkhead of Jakub's friend's 1937 Eifel, which gives the Engine/Chassis number and the capacity as 1157 c.c, instead of 1172 c.c. This was a mathematical (rounding down) fiddle by Tallberg in the Ford factory, who bluffed the Reichstag into thinking it was a new German designed engine.*



*An interesting hand-stamp on the front of toolbox, which can only be a body batch number from the Berlin coachbuilder*

lar, Jakub will be able to give help and advice.

## Germany.

In the last issue, I asked for con-

firmation of German coachbuilder identification of Köln photographs. Thilo Moerke of the Ford Oldtimer und Motorsport Club Cologne e.V., kindly took up the challenge:-

*"Thank you for sending me a copy of your latest club magazine issue. In Photographic Finds on page 6, "IP" on the pre-war German license plate stands for the Northern German province of Schleswig-Holstein. Actually we can narrow-down number 53997 issued to the Neumünster region. A police vehicle would show "Pol" after 1935.*

*The Köln on the top picture on page seven might be a Drauz body. I would rule out Traut as she has running boards (Traut bodies didn't).*

*The factory owned Köln convertible on the picture below is believed to be a Gläser body. Even the experts over here are not 100% sure."*

## Ford Köln barn-find near Berlin

Thilo also reported, "Yes-

*terday our club was approached by a lady. Her father purchased premises in 1978 in Potsdam, close to Berlin (former East Germany). There he found a 1934 Ford Köln Convertible, dismantled to avoid confiscation by the Red Army after WW II.*

*The vehicle is reportedly complete and for sale, but obviously in need of a complete restoration. You might want to note her chassis number for you club's register: Y75360."*



*The 1934 Köln cabriolet found in Potsdam, near Berlin. The two hinged non-suicide doors point to a Drauz body - to be confirmed.*

## Spain.

Fidel León Darder thought he had found a treasure trove, but was disappointed. He emailed, "Last weekend I spotted on the Internet a Ford Eifel for sale near Valencia. According to the owner, he had two different Eifels, one "alligator" bonnet and another dismantled with the Model "C" bonnet. As usual in Spain, the asking price was exorbitant; however I didn't give up and scheduled an appointment with him.

*This afternoon I went to see the cars and the scene was even worse than expected. The supposed early "C" is in fact an Anglia that the son of the owner had planned to turn into a hotrod. It is dismantled and hardly identifiable. There was also a "roofless" Model "Y". It has been tough for me seeing such sacrilege; the roof had been cut off, condemning what was a clearly restorable unit.*

*The "alligator" Eifel looked quite well in the advertisement, but seeing it has been highly disappointing. What looked like surface rust is, in fact, serious damage all around the body. Anyway, I've tried to negotiate the price, but 2500 euros is far away from the real value of the car. I tried an exchange against some of*

**The Ford Model Y & C Register**

my Seat 600, but he didn't accept. Maybe I will try again in the coming weeks, he could be interested in a Guzzi V50 my father used to ride in the nineties...."

Luis Cascante sheds some light on these two fascinating vehicles. He says, "A very interesting find, the two cars that Fidel has discovered!

The Model "Y" must be one of the 15 Model "Y"s included in first batch imported from Dagenham in October 1932, all of them RHD (remember the photograph of Miss Spain 1932 [see page 172 of the Model Y book - Ed.] ) I think that all 8HPs that arrived after that were LHD, as were the entrants of the 'Semana Ford', held between 5<sup>th</sup> to 10<sup>th</sup> December 1932. Would Fidel be able to find the chassis number on the 8HP's remains? By the way, was the LHD steering introduced with the worm and nut box? [Yes; Burman steering introduced November 1932; first LHD in December 1932. Ed.]

The 1937 Eifel is a car supplied by the German government to Franco's army during the civil war (1936-1939). In the late fifties, many surplus vehicles from the war were sold by the army in official auctions, then re-registered by the buyers. The remaining numbers and hyphen on the plate of the Eifel, namely \_ - \_ 6705, indicate a 6 digit number, matching with a Barcelona or Madrid registration number, the sole towns with 6 digit numbers before 1960. I remember well some military type BMW sidecar motorcycles, identical to the Wermarch's BMW, running on the Barcelona's streets in 1957 or 1958. All came from the auctions and were registered B-15 \_ \_ \_ \_ "

Note:- From Ford Ibérica's first 'Model "Y" Ten Day Report' to Dagenham and Dearborn, for the period ending 31 October 1932, 15 'Built-Up' cars arrived in Barcelona from Dagenham on 21<sup>st</sup> December on the steamer SS Ponzano.

### New Zealand.

Jill Peters, the President of the South Island Ford 8 & 10 Enthusiasts' Club, sent some photographs whilst reporting, "We just had a lovely outing on our Spring Rally leaving Christchurch travelling around the green back-roads, stopping at Waihora native reserve where we heard the shrill calls of bellbirds. Then we proceeded along the Akaroa highway to a side road ending up at a lovely native reserve called Kaituna Valley. Magnificent native trees and even saw a kereru or wood pigeon.



*The remains of a R.H.D. short-trad Model "Y" found in Valencia, Spain. It was probably imported in a built-up state from Dagenham, before the Ford Ibérica plant in Barcelona was set up to assemble Model "Y"s.*



*A late 'alligator' bonnet Tudor Eifel limousine also found in Valencia. Although the rust at the front looks pretty superficial, the back half of the car has severe rust-moth problems. As the Spanish civil war raged from 1937 to 1939, when there was no civil production at the Ford Ibérica plant, this would have been a later import from Germany.*



they then loosely grip the stem and can be pushed up into the guide hole in the block. The idea is to have a readily removable and replaceable "guide". However, you can just push the

*Jill Peters, her Mum and son, Luke, with the youngest known surviving Model "Y" car (Y198872 - late August 1937) in the Kaituna Valley, near Christchurch, New Zealand.*

# Technical advice.

## Valve guide removal.

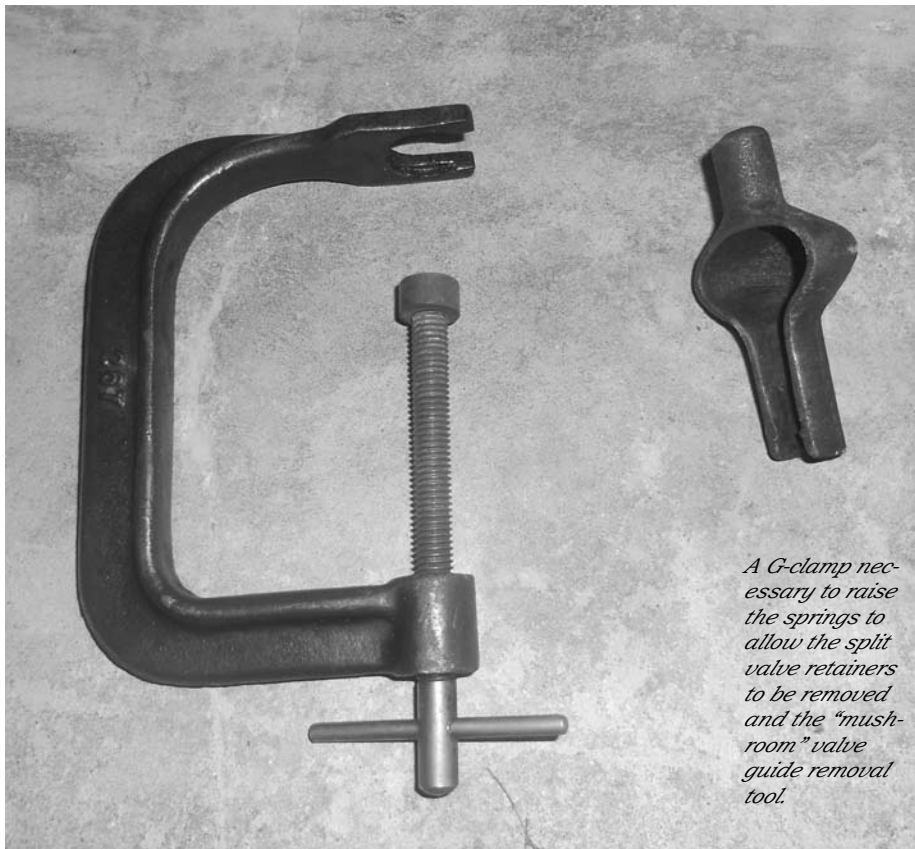
Michael Hines, who is restoring a Model "Y" on the west coast of the U.S.A. posed the following question to our Technical Adviser, Nigel Stennett-Cox:-

"Split ring valve guides: How do you extract them? Do they exit down towards the valve tappet or upwards towards the valve seats?"

Nigel replied, "The split valve guides come out downwards. You really need a special drift designed to fit around the head of the valve, once the spring has been removed and the valve lifted upwards as far as the flared-out bottom of its stem will allow. This drift then bears upon the tops of the two valve guide halves and knocks them out when the drift is tapped on top with a hammer. The halves then fall into the valve chest and the valve is free to come out of the block with plenty of clearance. Ford Model As and Bs used a similar arrangement and needed a similar but bigger drift.

You can shift them with a bent rod, with a curvature bending out to miss the valve head and back in again, i.e. it forms a straight line for vertical drifting, but with the double curve to fit around the valve head. People do fiddle around with straight drifts, but this is not recommended as they tend to jam up against the edge of the valve head and can bend the stem.

Another special tool was a "dummy valve guide" for valve grinding purposes. This consists of a guide made up of segments which can be expanded apart, as they're held together by small springs, in order to fit them over the flared bottom end of the valve, whence



*A G-clamp necessary to raise the springs to allow the split valve retainers to be removed and the "mush-room" valve guide removal tool.*

### CLUTCH RELEASE BEARING

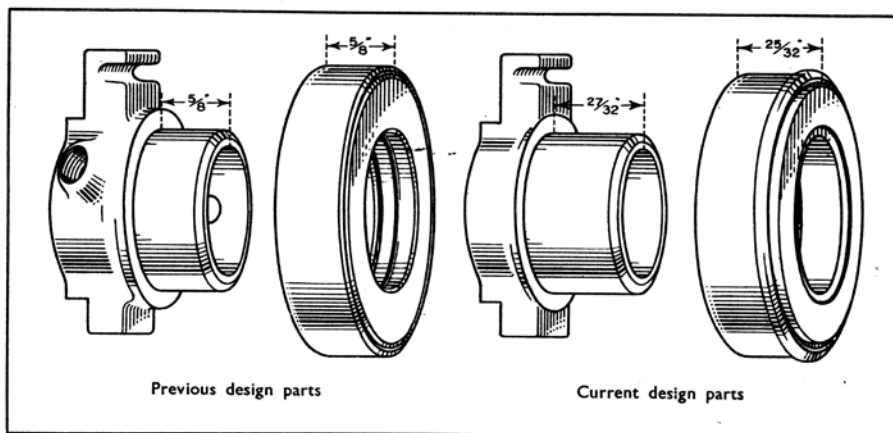


Fig. 3

A self lubricating clutch release bearing, part number YE-7580-B is now used in all "Popular" and "De Luxe" model cars and "Fordson" 5 cwt. vans. Where this bearing has been fitted, the grease cup and the flexible connection to the hub are no longer necessary and in production the hole in the top of the clutch housing has been omitted.

Reference to Fig. 3 will show how this bearing can be distinguished from the previous type, the width being increased from  $\frac{5}{8}$  inch to  $\frac{29}{32}$  inch. This increased width necessitates the use of a modified hub, part number YE-7561-B, illustrated on the right of Fig. 3.

Should it be desired to replace the previous type bearing by the self lubricating type, the modified hub must also be used.

In this event it is most important that the screw down lubricator cup should not be left in position on the clutch housing, as its presence

might induce the owner, or whoever lubricates the car, to attempt to fill the cup with grease and force it into the clutch housing. If this should be done there is every likelihood that the grease will be deposited on the clutch disc, damage the lining and cause slipping and "juddering" of the clutch.

To prevent any possibility of this occurrence the grease cup and connection should be removed and the hole in the top of the clutch housing tapped out with a  $\frac{1}{2}$  inch American pipe thread tap and a taper plug N-24457 screwed hard down in the tapped hole. The head of the plug should be cut off and filed flush with the housing so that there will be no possibility of this plug being mistaken for a gear box filler plug and will prevent it being removed.

Before the parts are re-assembled every care should be taken to see that no swarf from the tapping remains in the clutch housing.

two halves of the actual guide up from below to locate the valve. Even with hand fitting, they tend to stay up adequately well to allow grinding."

#### Clutch release bearing.

Michael also asks, "The grease cup located at the engine end of the transmission case has a coil-wound wire extending approximately 20 mm into the casing, which I suppose is to lubricate the clutch release bearing. Can you explain to me how this works? Is enough heat generated to melt the grease and cause it to drip on the bearing, or is there supposed to be some sort of tube connected directly to the bearing from the grease cup? A picture I have seen from Ford Motor Company indicates a connection between the grease cup and bearing.

At the bottom of the casing I notice a 15mm diameter hole. Is this supposed to be an open drain hole or does it require a plug of some sort to prevent ingress of foreign material?"

Nigel replied, "Model 'Y's had a remotely lubricated clutch release bearing, or at least early ones did. I've forwarded this to our guru, Sam Roberts, who may know when this was deleted in favour of a "greased for life" bearing. If you do have a remotely-lubricated bearing, the pipe should indeed go to said bearing from the screw-down grease cap on the outside. It may be in your case that the bearing has been replaced with a lube-for-life one and only the remnants of the external system left in place. If the bearing has no fitting for a grease inlet this may be assumed to be the case, in my opinion.

Yes, in the case of the drain hole this will be open."

Less of the "guru" Nigel! I have access to the archives, so can look up some of the answers. Michael, I hope you have copies of the bound volumes of the Model "Y" and 'Popular' and 'De Luxe' Models Bulletins. These are available through our Regalia Officer - see Service Bulletins on the Regalia Order Form. As stated, these are the nearest we have to workshop manuals for our cars. Volume 6, No. 2 (February/March 1937) announces the introduction into production of the self lubricating clutch release bearing. As your ex-New Zealand car is an October 1936 model, unless the clutch housing or release bearing has been 'upgraded' it should have the grease cup and flexible tube.

#### Carburettor air leaks?

Luis Cascante, in Spain, is having problems,

"The slow running of my 8HP is not good, and is impossible to adjust. With the engine

warmed up and the throttle adjusting screw completely off, the engine runs too fast. Turning the air screw (in both senses) has no effect on the engine speed and sometimes the engine stalls. As soon as the car is on the road, it runs well, except when the traffic stops, of course. The carburettor has been sent to a specialised workshop for a complete rebuild, (cleaned up, correctly jetted, etc.) with no improvement.”

Nigel replied, “It seems very much like an “air-leak”, i.e. the engine is sucking in air somewhere between the ports on the side of the block and the carburettor. Points to check carefully are, firstly, the gasket between the manifolds and the engine block, particularly in the areas on both sides of the gasket around the two inlet ports. Use a new gasket with jointing compound in these areas. Secondly, the area around the carburettor gasket, between the carburettor fitting flange and the manifold. Finally, do you have a vacuum bleed pipe from the inlet manifold to the wiper motor? ANY leaks in this, including in the wiper motor itself, would cause the symptoms you describe [weak mixture at idle, when “suction”, or inlet vacuum is greatest].

As an aside, for the air screw to work, the little hole to atmosphere in the carburettor body just by the base of the screw must be clear.”

**Stuart Davies** has a similar problem on his Model “CX”.

He says, “I have recently bought the above car....it’s the ex Bob Wilkinson/Ken Sleight car. It runs well as far as I can tell, but ticks over rather fast, despite having the idle screw backed off completely.

I have tried to slow it down with the mixture jet, but this just starves the engine. My idea is to check that all the jets are ok and correct and to clean the carburettor itself. Could you tell me what is the best method to clean it please?”

Nigel replied, “Firstly, to ascertain a couple of things...? When you’ve backed off the idling throttle stop screw completely, the one down by the linkage, can you press on the lever upon which it bears and “settle” it any more? With the screw backed off, the butterfly valve inside should close and the engine stop.

When you say that turning the “mixture jet”, do you mean the spring-loaded screw sticking up out of the top, which is an air-bleed screw? Turning it clockwise [down] reduces the amount of air allowed in at idling speeds and “richens” the mixture. Turning it up weakens it. Either way will cause the engine

to falter and eventually stall, and could be interpreted as “starving”, but only in the latter direction will that be the case.

Generally, a too-fast idling speed will be due to the former state where the throttle butterfly valve, to which the accelerator is directly connected, is not completely closing, or the mixture is too weak, but not weak enough to cause misfiring. At idling speed, this is usually due to air being drawn in through leaks in the carburettor gasket, where it bolts on to the manifold, or at the gasket between the engine and manifold, or wear in the spindle upon which the throttle butterfly pivots. The latter will again cause unwanted air to be drawn in. Finally, with “vacuum” wipers, any air drawn in via the pipe to the wiper motor can cause similar symptoms. Any air-leak will compromise the effectiveness of the air bleed screw.

You would clean the carburettor with a proprietary carburettor cleaner. Don’t use fluffy rags or brushes which could discard hairs.”



**National Drive It Day**  
Regions 1 & 2. 50 miles run from Chipping Sodbury, Somerset ... Ivor Bryant

## Events 2012

16/17/18 Nov	Classic Motor Show NEC Birmingham	Geoff Salminen 0121 427 2189
--------------	--------------------------------------	---------------------------------

## Events 2013

4 February	Committee meeting Willoughby village hall	Bob Wilkinson 01832 734463
14 April	34 <sup>th</sup> Annual General Meeting Village Hall, Willoughby	Bob Wilkinson 01832 734463
21 April	National Drive It Day	See below for runs
18 - 25 May	North Wales tour (see below)	Clive Harrison 07919 030667
25 – 27 May	Enfield Pageant of Motoring Enfield, London	Jim Miles 07901 561866
21 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
20/22 Sept	North Norfolk Railway '40s weekend Sheringham	Jo Hanslip 01945 430325

## Events 2014

21 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
---------	--	-------------------------------

## Update on the North Wales tour

– May 2013

North Wales has some fantastic scenery and attractions to offer, I do hope you will join us on the Y&C Register tour.

Sat 18th May 2013 @ Celtic Royal Hotel, Caernarfon - meet in the afternoon  
Sun 19th @ Celtic Royal  
Mon 20th @ Celtic Royal  
Tues 21st @ Celtic Royal  
Wed 22nd May 2013 @ Lion Quays, Chirk nr. Oswestry.  
Thur 23rd @ Lion Quays, Chirk  
www.lionquays.com  
Fri 24th @ Lion Quays, Chirk  
Sat 25th head home after breakfast.

Both hotels offer leisure facilities if you fancy a swim or just the chance to relax in the jacuzzi after a hard day sightseeing! Off street parking is available and trailers can be accommodated if required.

Local members or those wishing to travel from home each day are welcome to join in

with the suggested daily route. The hotels could be booked for anyone wishing to stay for individual days if required. Costs - Celtic @ £63 single (up to 5 single rooms) £75 (over 5 single rooms) per person, per night incl. 3 course dinner and breakfast. £90 per double room, per night incl. 3 course dinner and breakfast.

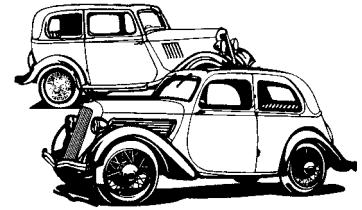
Lion Quays @ £80 single per person, per night incl. 2 course dinner and breakfast. £110 per double room, per night incl. 2 course dinner and breakfast.

A small number of rooms have been reserved for the above hotels at the above preferential rates and will be offered on a first come first served basis.

For those interested in joining the tour, please email me on [cliveharrison2@hotmail.co.uk](mailto:cliveharrison2@hotmail.co.uk) or ring/text 07919 030667 as soon as possible to reserve a room. Do not contact the hotels direct. Over half of the rooms have been allocated, so those still wanting to attend but are yet to put there name down, please contact me a.s.a.p.

A deposit of £100 will be required to secure your booking. Please make cheques payable to the Ford Y&C Model Register Ltd. and post them to Clive Harrison, Tyn y Felin, Pandy Lane, Dyserth, Nr. Rhyl, Denbighshire, LL18 6AL.

Local camping options could be investigated for those wishing to do so, contact me for information.



**Club Exclusive Ticket Deal!**  
"Advance Offer" Book today- Save £'s & beat the queues!

**16 17 18 NOV**  
*The Footman James*  
**Classic Motor Show**  
**Show**  
*The NEC, Birmingham*

Including



100s of fantastic classic bikes & live bike action!



Call or book online **0871 230 1088**  
Calls cost 10p per minute plus network extras

**www.necclassicmotorshow.com**

Tickets also allow FREE entry into The Footman James Classic Motorbike Show



**Cars for Sale | Live Stage | Auction | Restoration Theatre | Autojumble | 100s of Trade Stands | Dream Rides**

**Over 1500 Amazing Classic Cars**

• **Club Single £16.50** Quote code 2012SC

• **Club Family £35.00** Quote code 2012FC

Footman James Classic Motor Show tickets also allow FREE entry into the FJ Classic Motorbike Show.

**Club offers apply to Sat 17th/Sun18th November 2012 only.**

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.

Sponsored by



Official Partner



In Association with



CLARION EVENTS





# Keeping track of "Y"s Down Under.

We had 33 Model "Y"s extant in Australia when I last wrote in this series (Issue 183). This total temporarily rose to 34 in May 2010 when, out of the blue, I was contacted by Ron Smith of Morinish, a small township located some 50 miles south of Rockhampton, Queensland, and now included in that city's administrative area. Ron owns a green short rad 1934 Model "Y" sedan, body number 19S-223, which had been in covered storage for the previous 40 years. He still has the original documentation from when he bought the car, which is believed to have chassis number Y28227. Ron told me that his car is very sound, with little rust and should be quite easy to restore. Now where have I heard that said before?!



*Ron Smith's 1934 sedan is about to be given some t.l.c. after 40 years in dry storage. (Photo: Ron Smith)*

I said "temporarily rose to 34" because the total has now been reduced by two, and now stands at 32. Gavin Welch, who was briefly based in Queensland, is understood to have returned to New Zealand with his lovely blue and black 1934 long rad sports roadster (Y83548) following the death of his wife. The other "loss" was due to what Sam Roberts and I believe to be a duplicate entry in the Register that had not been spotted before. At the top of page 10 of the current copy of *List of Known Surviving Vehicles*, we have a blue and black Fordor listed under chassis number Y95486 as located in Victoria, Australia. We believe this is the same blue and black Fordor as listed under chassis number Y83414 with Australian body number 19S 486. We think the body number was misquoted as the chassis number by the original informant, and the digit "1" assumed to be a badly stamped "Y", and the letter "S" assumed to be the digit "5". Certainly no car has ever been found in Victoria with the chassis number Y95486, which would date the car to mid-1935, well after normal Model "Y" sales had ceased in Australia

Two Model "Y"s have changed hands in the past two and a half years. The grey and black 1934 long rad Tudor (Y81828) that at one time had belonged to Tim Johnson in Tasmania, resurfaced with "Bill" in Canberra, who contacted the Ford Y&C Model Register, who subsequently put him on to me. When I discovered that it was his plan to hot rod this car, I told him how rare it

was and persuaded him to re-advertise it, and hot rod something else! Fortunately, he followed my advice and the car was subsequently purchased by David and Kathy Atkinson, who live in Townsville, Queensland, some 1500kms to the north of Canberra! The Atkinsons have since joined both the Y&C Register and The Australian Y & C Syndicate, and have been on a spending spree acquiring parts from the Register and

other sources to put the car back to original spec as closely possible. David told me recently that he has completed some work on their house and can now concentrate on restoring the "Y".



*David & Kathy Atkinson's 1934 Model Y Tudor, which emanated from New Zealand, still bears the Tasmanian club permit plates fitted by a previous owner. Note the non-standard offside headlamp. (Photo: David Atkinson).*

The other car to change hands is the very rare dark blue 1934 long rad Model "Y" coupe de luxe (Y48712) that belonged to Derrick Lovell in Perth, Western Australia. This has passed to Terry Bates, also of Perth, who is President of the Classic English Ford Club of Western Australia. This car has been

off the road for many years and has some non-standard features which might present a challenge to rectify. It is not known what Terry's intentions are for the car.

There is one car currently being offered for sale. As far as I'm aware, Ross Chiswell still has Y27161, his cream 1933 short rad sedan (Fordor) for sale in Adelaide, South Australia, which has been in his family from new. It has now been on the market for three years, which demonstrates how low the demand is for these cars.

Richard Flashman, also in Adelaide, recently completed the ground-upwards restoration of "Bucephalus", his black and light blue 1937 Fordor (Y186654), which emanated from the U.K. and was driven across three continents to its new home a few streets away from where I live in Boronia by a previous owner. "Bucephalus" now bears the personalised registration "RAF 002" (Richard's initials) but he has no intention of renaming "him" after an aircraft, and indeed

has reinstated the name "Bucephalus" on the car's bonnet sides, as originally applied by the previous owner!! [The fantastic story of Bucephalus will be the subject of a future Members' Cars article. - Ed]

Apart from Ron's, David's and Richard's cars (all

mentioned above), there has only been one other Model "Y" known to have been actively under restoration in Australia in recent years. That is Derek Wilson's lovely red and cream long rad 1934 sports roadster (Y48703). When I last reported on its progress, Derek had installed a newly-overhauled engine, but this turned out to be a dud, and disenchanted with Australian engine repairers, he splashed out \$4,500 to buy one from a well-known source in the U.K. and have it air freighted direct to Perth. Believe it or not, this worked out cheaper

*"Bucephalus mingles with modern vehicles on the public highway, for the first time in many years. (Photo: Richard Flashman).*



roadster belonging to Ken and Karen Codling of Carlingford in Sydney, N.S.W. which again won two awards at the rally – for the best pre-war car and the "People's Choice" award. They have also taken the car to several events in the Sydney area and picked up

youngest surviving short rad in the world. They, too, have taken "Blue" to events in their local area and in Sydney.

The youngest car of the trio is "Blue Heeler" (Y48233), the dark blue 1934 sedan (Ford) belonging to Bernie and Christine Bridle from Dandenong in Victoria, which has often been lent to brother-in-law Jeff Coelho to take on runs and events in Victoria, with Bernie usually driving another Small Ford from his collection. Such was the case at the National Rally, when Jeff and wife Lorraine (Bernie's sister) could only attend the main rally (and hence missed the preamble rally), so "Blue Heeler" only appeared on a few runs during the rally.

than having an engine overhauled in the eastern states of Australia and transporting it to and from Perth! Derek installed the new engine and took the car for a spin round the block to try it out, but has yet to have the car reupholstered before it is roadworthy and registered for use on the road. Hopefully, the day we see this terrific little car "out and about" is not too far away!

the odd award here and there too – showing what a popular little car this is!

Next up is "Blue", the very nice dark blue and black 1933 Tudor (Y36169), owned by Jenny and Derek Bone from Bilpin, in

*Derek Wilson takes "WHY", his red and*



*cream sports roadster, for a spin round the block on 26<sup>th</sup> November 2011, shortly after he'd fitted the new engine. (Photo: Derek Wilson).*

So it has been left to three Model "Y"s to fly the flag for the marque in Australia in recent times. Two are short rads and one is a long rad, and all appeared together at the biennial National Sidevalve Rally in Castlemaine, Victoria in March 2011. The oldest is Y25238, the olive green 1933 standard

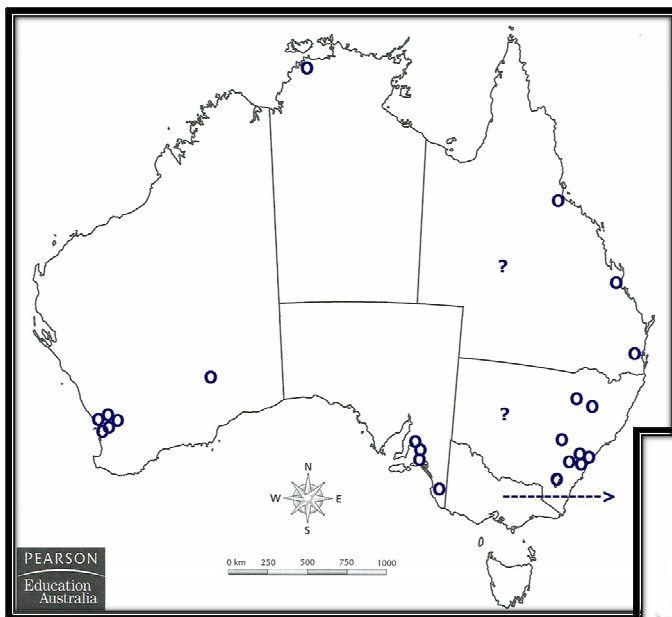


*The Codlings and their little green standard roadster are seen in Jackass Flat, a suburb of Bendigo, on 22<sup>nd</sup> March 2011, during the biennial National Sidevalve Rally. (Photo: Bill Ballard).*

the beautiful Blue Mountains to the west of Sydney in N.S.W. This car is renowned as the



*The three 'Y's are seen together during the biennial National Sidevalve Rally at the Sunken Oval in Castlemaine, Victoria on 26<sup>th</sup> March 2011. (Photo: Bill Ballard).*

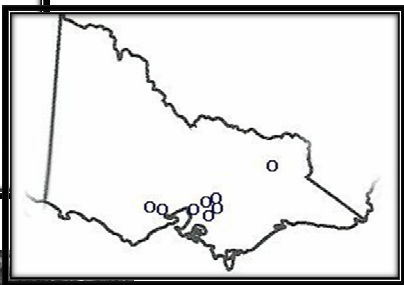


On the left is an outline map of Australia showing the location of 24 of the known surviving Model 'Y's.

The question marks represent vehicles known to exist in that State, but precise location not known.

The scale at the bottom of this map gives distances in kilometres.

Below is an enlarged outline map of Victoria showing the other 8 survivors, which are grouped around Geelong (2 examples) and Melbourne (5 examples), with a lonesome car in Wangaratta in North Eastern Victoria.



The map I've provided shows how widely the 33 Model 'Y's are distributed around Australia, and goes some way to explaining why Australians are so unfamiliar with the marque. We should be grateful to the people who are the current custodians of these cars for helping to preserve the memories of a great little English car, in the face of extremely strong competition from the much bigger, more glitzy, glamorous, fast and expensive things that go under the heading of "Classic Cars" these days!

Bill Ballard



*"Jenny Bone's late short rad Tudor "Blue" was captured slumbering in the bush at Woop Woop, near Harcourt, on 25<sup>th</sup> March 2011, during the National Sidevalve Rally. (Photo: Bill Ballard)."*



*Bernie Bridle's "Blue Heeler" was captured during a quiet moment in Westerfolds Park, Templestowe, Victoria on 28<sup>th</sup> December 2011. (Photo: Bill Ballard).*

