

Transverse Torque



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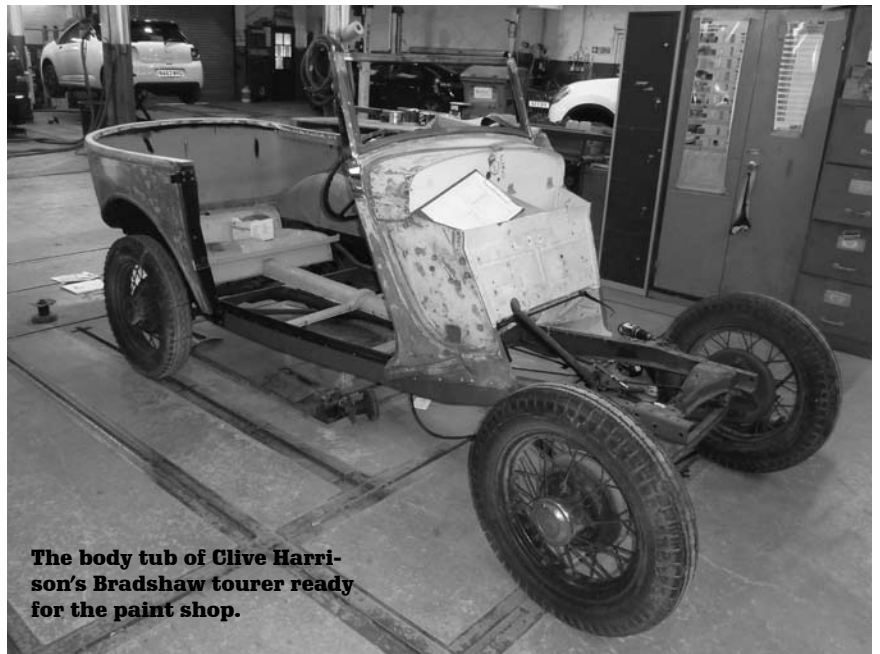
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 replace first 0 in UK number with +44

Editorial

2013 is upon us already. I sincerely hope that you have a happy, healthy and enthusiastic Ford year. I, for one, will be continuing to encourage enjoyment of our cars by the Y&C Register members and other Ford enthusiasts. May I thank those of you who sent Paula and me Christmas cards. You may also be able to help me out of an embarrassing 'senior moment' situation. This is the second year running I have received a card from 'Monica and Max'. Also this year we had a highly illustrated card depicting an ebullient elderly couple astride a kiwi informing us that life is great and that they were off to South Africa for seven weeks – signed 'Peter and Patricia'. Paula and I are baffled. If any of you can help out with Monica, Max, Peter or Patricia, please do!

Here we are at issue 200 of 'Transverse Torque'. As many of you say, it is amazing that we have been able to publish a 28-page newsletter every two months for 33 years on just two marques of early Ford cars. From what little feedback we do receive, it would appear that the newsletter continues to inform and entertain its readers. In this issue, we have two stories involving coincidences; firstly the fascinating story of Bucephalus, now wowing the crowds in New South Wales, and the story of Leonard's fruit and veg wholesalers closer to home in Dublin.

I am pleased to say that our normally very cost-conscious Committee has agreed to splash out to celebrate this, the 200th issue. As a result, we have included some of the more spectacular photographs of our cars in glorious colour. Also, at the suggestion of



The body tub of Clive Harrison's Bradshaw tourer ready for the paint shop.

Steve Waldenberg, our publisher, we are using different fonts for the text. Subject to any comments which may come from you the members, the new fonts may be used throughout 2013.

If it is ready in time, Clive Harrison has kindly offered me his Bradshaw tourer to drive on the North Wales Tour in May. It still has some way to go, but it is looking positive. This is the car that I first saw in 1993, when it was owned by the late Chris Felstead in Stubbington, Hampshire. He had bought it as a basket case from a guy in Reading. Some work was carried out on it before it was sold to a Ken Powell and then on to Clive. As it is a one-off, he has had to improvise and guesstimate much of the design. I look

forward to seeing it (and driving it) when it is finished.

Following a tip-off from our tyre man Tony Etheridge, who was the first to report the existence of a Model "Y" on display at Bletchley Park; followed later with a sighting by Roger Corti, Paula and I called in to check it out en route to Cambridge. The car was with a number of other classics behind ropes (health and safety!) in a dingy garage. I managed an unauthorised look for the Briggs body number, but could not read it because of the gloom, so took a couple of flash photographs with Paula's camera and read the number when I returned home (165/72658). The car has an 'age-related', unused Scottish registration, ESJ 409 and is painted all over in what I considered to be grey!

I had arranged to meet the curator, who didn't know who owned the car, but she would find out for me. About three weeks later, I received an email from the lady owner living close by in Milton Keynes. I telephoned her to learn that she had been given the car by her husband in 2003. They had eradicated some woodworm in the seat bottoms and floor boards and, having offered it on loan to Bletchley Park for their classic car display, had had the car painted 'B.E.F. khaki' to suit the wartime Bletchley scenario. "Oh, and incidentally, I am thinking of selling it!" The For Sale advert subsequently appeared on our website and in Transverse Torque and before you could say 'knife', there were three bidders. The car was sold to member, David Rothwell from Southport. The moral of the story is: use the website and magazine when you want to sell or buy one of our cars.

Following the untimely death of Barry Diggle, our Yorkshire Regional Contact (see obituary in issue 196), we were contacted by the Executor of his will to be told that he had



All I need to do now is fit the engine in the wheelie bin and we're off! Clive has designed and made the hood frame. I hope it fits!

kindly and generously bequeathed his Model "Y" to the Y&C Register. It has subsequently been sold on to a new member for in excess of £3000. Barry is the second member to make such a donation. At the recent November committee meeting, it was agreed that such a generous and beneficial boost to Club funds should be recognised in a positive way, such that the deceased's next of kin can be assured that the donation has been put towards a particular project. This is to be the normal procedure for future such welcome donations. In the case of Barry's donation, the Spares Committee is considering the launch of a major and worthwhile project. Thanks Barry – in memoriam.

Michael Palin has been touring Brazil in a recent series on BBC television. In one episode, he visited the site of Fordlandia on the banks of the Tapajós river, a tributary of the Amazon. This is where Henry Ford established his disastrously unsuccessful rubber plantation in the Brazilian jungle in late 1920s and '30s. I reviewed the fascinating book "Fordlandia" in issue 185 of TransverseTorque. It is well worth a read.

Ian Hawley sent me a cutting from a November's Classic Car Monthly under the heading 'The Studio 434 Collection'. It refers to the collection by that name of vintage and classic cars and motorcycles owned and displayed by ex-member Rodger Dudding in Potters Bar, Hertfordshire. The collection is also known as 'Dudding's Toy Cupboard'! The Classic Car reporter commented that, "at the last count there were 163 cars plus motorcycles and other motoring collectables". He went on to comment on some of the exotica in the collection and then, "In complete contrast a most beautifully restored 1937 Model Y Ford, said by some to be the best in the world, " The car in question is our old favourite ENO 344, the ex-Jack Clarke Tudor saloon, which had been totally professionally restored by the Fullbridge Carriage Company in the early 1990s.

Two pallets loaded with 'Ford Models Y&C' books arrived towards the end of November, so I was able to fulfil all of the pre-order requests, plus later orders, before Christmas. If you ordered one and it has not arrived, please let me know as I have all of the 'proof of posting' receipts from the Post Office and can chase up any that has gone AWOL. Thanks to those of you who have sent feedback on the book. I have included some 20 of the comments, plus a review include in January's 'Classic & Sports Car' magazine later in this issue. You will note that you can order a copy of the book through the Regalia order form in the Centrefold of the magazine (included as an insert with this issue).

Once again, I wish you and the Y&C Register every success in 2013.

Sam Roberts. Editor/Archivist

Chairman's Chatter

Our famous Editor reminds the many who contribute to 'Transverse Torque', when editorial deadlines are near for the next issue. This issue is of course our 200th, so extra pressure has been applied during December 2012 to ensure copy is received on time. I am sorry, every spare minute I have had, I have been too busy reading a new book I received during November. Yes, I am a slow reader and writer. So, what is this book that has been taking my attention; yes it is "Ford Models Y&C" by the man himself, Sam Roberts. I have now finished it and so have time to write this piece.

So my thoughts for the 200th edition: well, first the new book - what a credit to Sam; for this book is a pleasing mass of information and record for the Ford Models "Y" & "C". It is a must and I intend to read again over the festive season. If you have not purchased a copy, I urge you to do so.

We have had a memorable 2012 both as a Nation and a Club: the Jubilee Celebrations, the Olympics and Para Olympics, along with our own A.G.M., Club Tour, Old Ford Rally and the Birmingham Classic Car Show; plus all those events that you have been individually involved with. The Ford Y&C Register continues to flourish with new members, whom we welcome, the Forum, 'Transverse Torque', technical expertise, spares and a complement of Officers and committee members who are continually working for you.

Prior to Christmas, I attended a Carol Concert given by a local, well known and travelled Male Voice Choir. Two of my friends are involved. It was not so good this year - fewer songs and many thought there was not so much enthusiasm. When discussing this afterwards, my friends acknowledged the decline and said, "Unfortunately we are all getting older and we cannot seem to gain any new younger members"

The 200th edition has been achieved, along with the general good ethos of the Club, by the dedication of many, but the "many" are also getting older, so please can I encourage you, yes YOU, if you can, to assist in any small way to ensure we do not end up with fewer songs and less enthusiasm. We have the A.G.M. coming up in April when you can put your name forward to ensure we continue in the excellent manner to which we are accustomed.

So now we are off again into 2013 and I trust you will all have a great year and I wish you and all yours well.

Brian Godfrey, Chairman

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DEADLINE for the next issue is March 1st

Photographs on covers:-

Front cover:- Duncan Davis, in his Fordor Model "CX", heads a group of members up Crawleyside Bank, heading north out of Stanhope on the B6278, during the Club's Durham tour in the summer. Photograph by Jonathon Marshal..

Back cover:- The Model "Y" in art form. An ideal entry for the Turner Prize! Phil Smith in Pukekohe on New Zealand's North Island, took his July 1935 Tudor back to its original Briggs Motor Body Ltd. state in 2010.

Secretary's ramblings.

As we celebrate a new year we also celebrate our 200th edition of Transverse Torque with this special issue!

The first magazines were simply A4 - sized sheets run off on an office Roneo machine, without any photos etc., just with basic info to keep the then small number of members in touch. No-one guessed at that time how the Club and the magazine would flourish over the next 30 years! Over the intervening years we have enjoyed the services of several editors, each bringing their own style but always developing new ideas for content. When our magazine comes through the post we maybe do not realise the effort, and sometimes drama, behind the scenes in achieving the end product. I vividly remember an incident some 20 years ago when the editorial copy was lost between editor and printer (this was in pre-computer/electronic age). I drove from my Yorkshire home to the wilds of North Yorkshire to break the devastating news to our then Editor John Guy. John and family were living in a caravan whilst renovating an old farmhouse, so any crisis impacted keenly on family. Such is John's phlegmatic character that a new magazine was conceived in days and members were not inconvenienced.

We are also fortunate that, for the past 25 years, our printing has been in the hands of a classic car enthusiast, Steve Waldenberg, who is just as keen to read the new issue as any member.

Congratulations to current Editor, Sam Roberts, and to all who have been involved over the years.

MoT issues: To Test or Not to Test? What are my choices.

Members have reported that the system for obtaining the annual tax disc, on pre-1960 cars without MoT, has worked smoothly by personal application as well as on line. Any application to tax via the Post Office or Local Office, in the absence of V5C or DVLA renewal reminder form, will require a completed V112 (Declaration of Exemption from MoT Testing – available from the Post Office) where the customer declares that their vehicle is exempt. **You will of course need your insurance certificate as normal.** As we went to press with issue 199, all clubs received a short letter of explanation from DVLA regarding the MoT exemption for pre-1960 vehicles. Confirmation was given that Voluntary MoT Inspections would be available through normal MoT garages. However, the previous rules on road use would then apply, ie., if the car fails, it is deemed not roadworthy until passing a subsequent test after the faults have been eliminated. Pass or fail would be logged on the DVLA computer as previously. Garage charges would be no more than the maximum test fee.


My local garage, which I have used on all MoTs for many years, suggested that I book in my car for an inspection (of MoT style), but without the formality of the DVLA link, at least, say, every 2 years according to mileage. Full test or safety inspection? The choice is mine.

Our Responsibilities: Your Committee insists that doing nothing is NOT an option. Our view is to suggest that members opt for one of the above inspection regimes. We

reject the view that one can rely on an annual MoT (or equivalent) test as a means for pointing out what we should be capable of sorting through regular maintenance. Members should be capable of undertaking basic maintenance tasks on our cars ... or getting a qualified mechanic to do this. To this end, the Club is looking to provide an easy to follow basic check list aimed at making your car meet MoT standards.

Other MoT issues:

Buying and selling. We strongly recommend NOT buying a classic car purporting to be roadworthy unless it has an MoT pass. Nor should you expect to sell such a car without



Declaration of exemption from MoT testing

For more information go to www.direct.gov.uk/motoring

V112

Under section 47 of the Road Traffic Act 1988, it is an offence to use a car, motorcycle or light goods vehicle without an MoT certificate on a public road unless the vehicle is 'exempt' from MoT testing (that is, it does not have to have an MoT test) because it is:

- one of the types listed 'a' to 'n' over the page; or
- less than three years old.

If your vehicle is exempt from MoT testing, you need to fill in this form and produce it when you tax your vehicle at a post office or DVLA local office.

Do not fill in this form if your vehicle is a goods vehicle weighing more than 3500kg or if it is a public service vehicle. If your vehicle is more than this weight please fill in the V112/G exemption form.


Part 1

Your full name:


Your address and postcode:

Vehicle registration number:


Date the tax disc will start from:



CUSTOMER SERVICE EXCELLENCE



DEPARTMENT OF PEOPLE



Crystal Mark
15341
Quality approved by
Real English Campaign

An executive agency of the
Department for
Transport

8/07

The DVLA form V112 (Declaration of Exemption from MoT Testing) available from your post office. To be completed if you do not possess a V5C and/or did not receive a DVLA tax reminder."

an MoT. Restoration projects are of course a different matter and the price sought for such vehicles will reflect the condition. Similarly, a car emerging from long term restoration or non- use, should be presented for test. We cannot take risks which are potentially dangerous for ourselves and other road users.

Correct date of manufacture. Where an owner believes that their vehicle should be exempt from the MoT due to the law change but the Vehicle Registration Certificate (V5C) does not reflect this, they will need to write to DVLA to request a change. The address to write to is DVLA, Swansea, SA99 1BA. In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is important that evidence provided to amend or add information already held on the DVLA system is accurate and truly reflects the vehicle for which it is issued.

Therefore, it has been decided by DVLA that for these specific cases, requests will only be considered when accompanied by positive evidence linking the chassis number recorded at DVLA with the actual date of manufacture. So, if your car V5C logbook does not carry the appropriate date of manufacture, you will need to act as follows; contact either Bob Wilkinson or Sam Roberts for confirmation/evidence of date of manufacture. This will be returned to you on Y&C Register headed paper for sending on to DVLA with your V5C and covering letter seeking correction. (Keep a photocopy).

Club parts.

With MoT and safety in mind, your Club spares group is extending the range of parts available – with the accent on safety. As an example, we are nearing the time when every mechanical item in the braking system, from foot to brake drum, is available new. Please be aware that each item listed in your magazine is available only after extensive searching for appropriate suppliers able to produce parts, at reasonable cost, in small batches. Thanks are due to the group who give of their time and expertise to keep our cars on the road. If you feel that you would like to find out more about the work of the group – and maybe get involved, please contact me or Pete Ketchell.

NEC Show.

Many thanks to Geoff Salminen and Geoff Dee plus members showing their cars. This was the 20th year we have benefited from Geoff organising our club stand at the NEC – a big thank you is well deserved. Incidentally we are, as a pre-1940's club, in a minority at this show, with various clubs for older cars having fallen by the wayside. We consider it important to continue flying our flag at the biggest classic show of the year.

Membership.

Just a brief mention of the fact that, despite the economic climate, our membership continues to grow steadily. This is creditable considering that many classic car clubs are losing members. Without being complacent – we must be doing something right!

"CX" Tourer: I have no progress to report on my Model "CX" tourer restoration beyond having fettled the front axle – first with a pressure washer and then the laborious scraping away of years of paint and old grease. All seems well with kingpins and trackrod ends. I will check the front brakes and paint them in the New Year, ready to meet up with the chassis.

In the meantime, get out and about in the old Ford when the weather is fine – who needs a heater! Have a good year.

Bob Wilkinson. Secretary.

Stop press.

From the 'Daily Telegraph',
21 December 2012:

Classic cars stay on road after European U-turn

The European Commission has backed down over plans which would have forced owners of classic cars to take them off the road if they had been modified in any way.

Stephen Hammond, the roads minister secured the deal in Brussels after hearing representations from car enthusiasts.

Mr Hammond has also persuaded the Commission to drop the requirement for more than one million caravans and trailers to undergo an MoT.

BOB'S JOKE CORNER.

Subject: A man called Brian.....makes one sick.

A man walked out to the street and caught a taxi just going by. He got into the taxi, and the cabbie said, "Perfect timing. You're just like Brian".
Passenger: "Who?"

Cabbie: "Brian Sullivan. He's a guy who did everything right all the time. Like my coming along when you needed a cab; things happen like that to Brian Sullivan, every single time."
Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Brian Sullivan. He was a terrific athlete. He could have won the Grand Slam at tennis. He could golf with the pros. He sang like an opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."
Passenger: "Sounds like he was something really special."

Cabbie: "There's more. He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, which foods to order and which fork to eat them with. He could fix anything. Not like me. I change a fuse and the whole street blacks out, but Brian Sullivan, he could do everything right."
Passenger: "Wow. Some guy then."

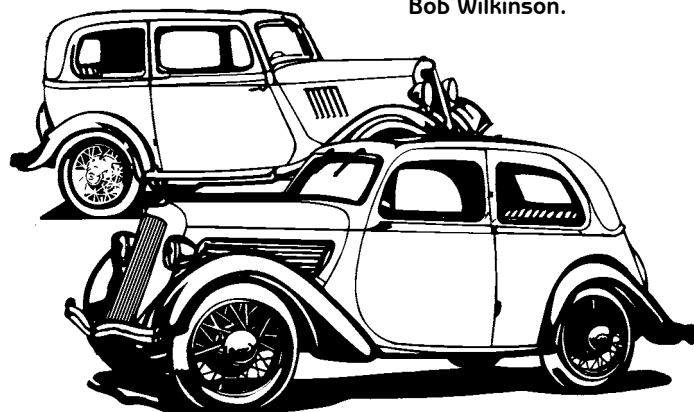
Cabbie: "He always knew the quickest way to go in traffic and avoid traffic jams. Not like me. But Brian, he never made a mistake and he really knew how to treat a woman and make her feel good. He would never answer her back, even if she was in the wrong, and his clothing was always immaculate; shoes highly polished too. He was the perfect man! He never made a mistake. No one could ever measure up to Brian Sullivan."

Passenger: "An amazing fellow. How did you meet him?"

Cabbie: "Well, I never actually met Brian. He died. I'm married to his widow."

Why not send me your favourite chuckle?

Bob Wilkinson.



The Classic Car Show - NEC Birmingham

16 – 18th November 2012.

Although the words 'déjà vu' spring to mind, and reading this report, you may think the same, this year's weekend at the Classic Car Show was no different. In fact, each year, the Club stand seems to create a different and new experience. This time, we were squeezed onto a long narrow site, due to John Mould turning up unexpectedly with a couple of his commercials, which caused the V8 stand to overflow onto the Model A and our stands. The three clubs shared a 'Ford' island in Hall 18. Believe it or not, the Classic Car show occupied some eight halls, it seemingly growing larger each passing year.

Suffice it to say that Geoff Salminen, once again aided by Geoff Dee, organised an attractive layout for the stand, setting it up on the Thursday afternoon, manning it throughout the weekend and dismantling and packing it up on the Sunday evening. Each year, we say the same:- "Well done Geoff's – it is a laborious and time consuming task, but each year you manage to put on a display that is admired by all visitors." Also, once again this year, Ian Hawley took time off his long-distance driving to help man the stand throughout the weekend.



"Photograph showing the length of the Y&C Register stand, with Neil Bray's Model "C" in the foreground.

Being the 80th anniversary of the launch of the Model "Y", Geoff Salminen's 1936 Tudor took pride of place alongside the Alan Tilley banner, which appeared on the cover of the last issue of Transverse Torque. The stand was balanced at the other end by the immaculate Model "CX" tourer of Peter Ketchell, with Eileen the mannequin in support and Neil Bray's superb Model "C". Peter Ketchell's tourer caught the eye and camera of the Classic Car Weekly team, James Sadler, the Art Editor, choosing it as his car of the show. He wrote,
"This was selling the dream to me. Driving top down in

The sight that caught the eye of James Sadler of Classic Car Weekly. Peter Ketchell's Model "CX" tourer with 'Eileen'.



the countryside with a picnic and my baby beside me at the wheel (real live one as opposed to Irene the mannequin). This Model C has been owned by Peter Ketchell since 1994 and has had almost everything restored. Perfect for a summer's day out."

James Sadler was obviously reliving his courting days in a Model "CX" tourer. Regrettably, he failed to get the joke about Eileen ("Because she does!"), referring to her as Irene. However, it was a nice plug for the car and a good photograph.

Clare Ironside, the Club account manager at a-plan insurance, visited the stand on the Saturday – seen here with our chairman, Brian Godfrey.



It was a delight to see so many members visiting the stand over the weekend, including a number who caught the cheap flights over from Dublin to the Birmingham International Airport next door to the NEC. It was particularly enjoyable to talk to those who spent some time on the stand. Once again, this time accompanied by his son, Patrick, Bob Anderson from Illinois spent the whole weekend enjoying the show and, thanks to Geoff Dee, took in the Coventry Museum of Transport as well. The restoration of his New Zealand assembled Model "Y" is coming on well. Some 30 members signed the visitors' sheet, including Charles Vining from Guernsey, but a number didn't take the opportunity to make themselves known. On Saturday, we were visited by an enthusiastic Clare Ironside, who manages our Club account at A-Plan Insurance. It was a pleasure for us and for her to put faces to names.

And so another year's NEC show passes. We made some new friends and also managed to recruit some members and a Friend into our ranks. Well done again Geoff and Eileen. The Y&C Register flag was flying proudly above the well organised and well run stand.

Sam Roberts.

The List of Known Surviving Vehicles

The List of Known surviving Vehicles (the Y&C register) is issued biennially. Issue 16 is due to be sent out to members and enthusiasts with issue 201 of Transverse Torque in early March, reflecting the key details of which we are aware of the surviving Models "Y"s and Models "C"s and their variants as at the 1st January 2013.

As we try to make this publication as comprehensive as possible, those of you who have issue 15 are asked to check the details recorded for your vehicle(s) and let me know of any discrepancies or additions necessary; in particular; missing Briggs body numbers and dates of first registration.

As well as being a record of survivors, the publication is used to verify registration claims with DVLA and helps owners with dates of manufacture of their vehicles. The register has been built up over the past 22 years and yet, vehicles new to the register are still appearing out of the woodwork. This is particularly so with Cork assembled, Irish registered Model "Y"s and the many Eifels in and around Germany.

I look forward to receiving any changes of which you may be aware before the end of January 2013.

Sam Roberts
Archivist



Geoff Salminen's May 1937 "Popular", complete with winter muff, helps celebrate the 80th anniversary of the launch of the Model "Y" in 1932. Geoff mans the stand behind the car."

200th edition of Transverse Torque.

Amazingly, an issue of the club newsletter/magazine, covering just the 8 and 10 h.p. Fords (1932 -37), has been published every two months since the Club was funded in 1979. As this is issue 200; divide that by six per year and we have 33 1/3 years, taking us back to September 1979, which is when our Founder, Graham Miles, started the ball rolling at his house, then in Abbots Langley.

The first Editor (from issue no. 5 - February/March 1980) was Peter Fawcett and it was in this issue that he first used the title "Transverse Torque". Newsletters 1 to 4 were written by Graham and published and distributed thanks to his sister Gillian (Jill). Sheffield-based Peter Fawcett introduced the Model "Y" Bulletin radiator grille front cover with issue 11, which remained in vogue until the Millennium - issue 122. Peter continued in the role of Editor until issue 18, when he handed over to John Guy, also a Sheffield resident at that stage.

John was ably assisted by Siobahn, who was the computer buff in the partnership. Over the years, the quality of Transverse Torque improved in content and presentation. In late 1987, the cover of the magazine was a shiny printed affair (as opposed to the previous photocopied outer pages). For a year or so in late 1989, John and Siobahn moved house in Sheffield and then moved out to Garth Barn in Gillamoor on the Yorkshire moors. They didn't actually move into the barn; that was to be developed and eventually made into their home. In the meantime, they lived in a caravan on the site and Siobahn worked out of a wooden shed, also on site. It is to their credit that they continued to produce a quality publication for the next couple of years, when pregnancy became the higher priority. John stood down in November 1991 after issue 73 and nine successful years at the helm.

As Club Chairman, I took over the Editorship for a couple of issues before handing over to Ken and Kath Devine, from Oldham. Again, the computer expert in the partnership fell to the female side and Kath did well, to the extent of finding, initially, a local printer in Oldham, and then a charitable organisation, the Neuro-Muscular Centre in Winsford, Cheshire, which was only too pleased to earn some cash for printing and distributing Transverse Torque. Up to that point and for a few years, the Ford Motor Company had published the magazine for us, but decided to stop their freebie favour to us.

Kath Devine's reign as Editor came to an end after issue 98 (March/April 1996), Peter Brooke having volunteered his services at the A.G.M. Peter took us through the 100 issues barrier and went on to edit a total of 13 issues, having, regrettably, to resign from the post in October 1998 due to over-commitment in his other varied interests. As Chairman, I once again took over the Editor's mantle and wore both hats until the 2001 A.G.M. when I handed over the chair to the late, much missed, Geoff Murrell. I continued as the Editor until today. As a Millennium treat, we changed the cover design from the Model "Y" radiator grille to a more artistic cover depicting sketches of both the Model "Y" and a Model "C". This remained as the cover design until issue 163 in November 2006, when the front cover, as well as the back, boasted a photograph of our cars. The covers were in black and white, except for the first one (issue 63), on which a nonchalant Bob Wilkinson is leaning against his newly restored green "CX" tourer. Apart from issue 174 (for some reason) we stayed with black and white cover photographs until the committee bit the bullet and agreed to having colour photographs permanently, both front and rear, in November 2010 (issue 187). Lisa Pawsey's Model "Y" pick-up adorned the front and the group photograph from that year's North Norfolk Railway '40s weekend made a colourful spread on both front and rear covers.

And so to today. I have now edited 86 issues of Transverse Torque. It is time to hand on the baton to fresh blood with different ideas for the magazine. As I will continue to build up the archive and hold the library books and magazines, I will continue to contribute articles on 'Members' Cars', '20 years ago' and other historical tales and extracts.

We have an A.G.M. coming up in April, so now is your time to step forward to fill the Editor's shoes. Don't be backward in coming forward. Despite the saying, "If it ain't broke, don't mend it", there is an equally good saying the "There is always room for improvement." Bob Wilkinson would be delighted to be able to propose at least a couple of names for election to Editor at the A.G.M. in April.

Sam Roberts.

For sale

1935 Model "Y" Tug. This is a 3 wheeled Tug designed to pull a 3-ton trailer on local deliveries. (See pages 91 - 100 in Sam's new book "Ford Models Y&C. Henry's Cars for Europe"). Road legal and in running order but requires light restoration to cab and paintwork. No trailer. Offers over £5,000. Call for more details.



Dave Tebb. 01937 557740 (Nr. Leeds)

5 x Model "Y" wheels all in excellent condition. All complete with hub caps (which have good chrome but are all slightly dented). All complete with 4.50x17 tyres, all of which are holding air, four are hardly used and have good tread but obviously you should be aware safety concerns with old tyres. £140 the lot.

John Buckley: Tel. 01745 540370

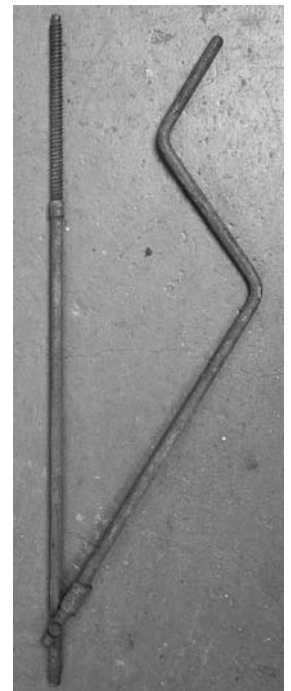
Model "Y" jack handles (3). Price, including postage and packing; UK - £8.50 each, Europe - £14.50, outside Europe - £21.00. Enquiries to Vintage Supplies Ltd.

Tel: 01692 406510, e-mail: vintagesupplies@btconnect.com

**Model "Y" jack handles
for sale through
Vintage Supplies Ltd**

8HP Engine complete with manifold, carb., distributor & dynamo. £100.00: 3 x 8hp engines - condition unknown: 8HP engine block only. Y windscreen - one corner needs repair. Rear wing offside from "Y" van. £100.00.

**Gerald Jenkinson
(Member). Tel.
0788 545 8663
(Staffordshire).**

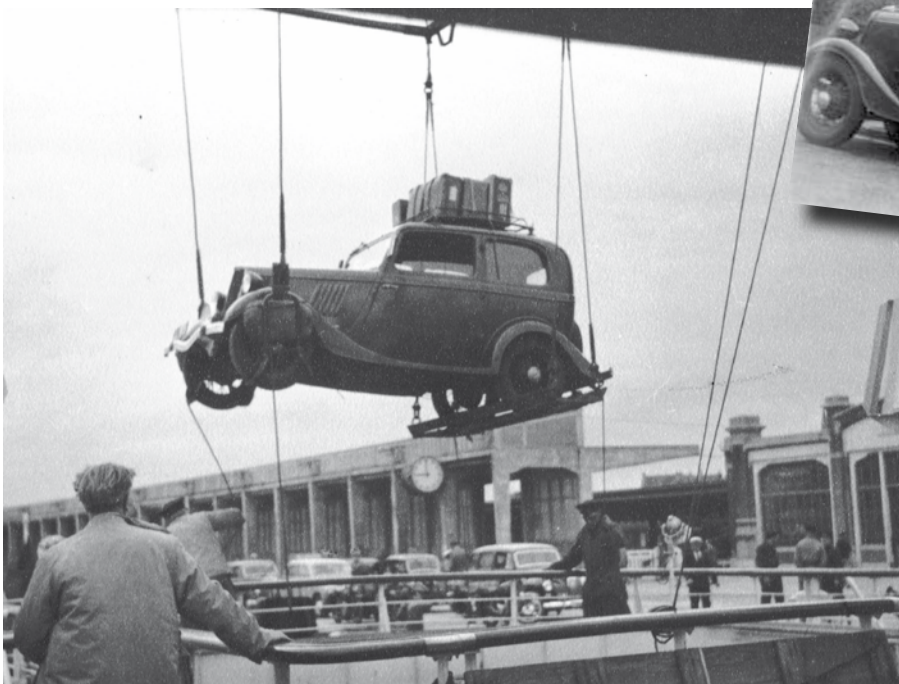


Photographic finds

Regular contributor and Friend of the Register, Karl Dillon, found this photograph of mid-1936 Birkenhead registered Model "Y" Tudor, BG 4538, parked across the road from the Two Tubs pub in Bury. The statue in the background is of Sir Robert Peel, former Prime Minister and founder of the modern Police. Thanks Karl."



Wallace presumably was an ice-cream wholesaler, who delivered his ice-creams to localshops This photograph taken in 1938. I well remember the 6d blocks of ice-cream wrapped in blue lettered Walls paper and bought with a couple of wafers – delicious. Note that the Model "Y" 5 cwt van has its original louvers on the rear door. Many were altered post-production to incorporate windows."



In 1953, before the days of Roll-on, Roll-off ferries, this was the slow way of loading cars for that adventurous journey across the Channel. This photograph reminds me of an excessively loaded roof-rack on my Model "Y" bound for a camping holiday in Scotland with Paula, her sister and boyfriend in 1959.

Leonards Fruit Merchant

A couple of years back, Matt Coleman saw this firm's delivery van on the road with a lovely picture of a Model "Y" painted on the back. He researched it and sent a photograph with some background information on the company. The Registration no. of the car was ZA 5131 (issued in Dublin city in 1935). Jackie Leonard and Sons is a family run wholesale fruit, vegetable and potato company. The present family team base is Derek, Justin and Therese, supported by a close-knit work force.

Over the past two years, Matt has been trying to get in touch with Justin Leonard to find out more about the car. In Matt's words, *"This firm only seems to operate between 3am and 7am to take in fruit and veg from ships and other suppliers for immediate redistribution to retail outlets (this is before my time in the morning)."*

Then, last month (December), one of those coincidences occurred (we call it synchronicity). Andrew Sharkey, in Dunshaughlin, Co. Meath, sent in a cutting from the Irish Times of 6th December, titled **"Leonard's celebrates 120th anniversary"**. Under the photograph, which Matt had sent me, it reported,

"Dublin's oldest fresh fruit and vegetable supplier celebrates its 120th anniversary today.

Justin Leonard, the fourth generation owner of Jackie Leonard and Sons Ltd., said the biggest change he'd seen was the way strict seasonability had gone out of the business. "It was very much a seasonal business. If the product wasn't grown in Ireland or the UK, you just wouldn't get it," he said.

"The world has become a much smaller place. Now you can have whatever you want within 24 hours. If people want strawberries in winter we can get them from Australia." But in spite of a much wider range of fruit and vegetables, potatoes and tomatoes remain staples, even as other things change. In the past 10 years, for example, Halloween nibbles have changed from fruit and nuts to sweets and chocolate.

Still, Justin isn't worried. "We've survived the Rising in 1916, the War of Independence, First World War, Second World War and all the recessions in between. We've got through because at the end of the day we sell an anti-recession product." "There are only two things people have to do in their life: one is die and the other is eat."

***First sellers.** Jackie Leonard and Sons Ltd. was set up by Kate Leonard, who started trading from the Dublin Corporation fruit market on December 6th 1892. She was one of the first sellers to take a stand at the market on St. Michan's Street.*

The stand sold fruit and fish until her son Jack went into wholesaling vegetables, also opening a shop on North King Street. Since then, the fruit and vegetable supplier has passed from Father to sons, on down to Justin and his brother Derek, who now runs Leonard Potato Merchants Ltd.

"Jackie Leonard (right of open door) outside his retail premises in North King Street in the 1930s. ZA 5131 is a mid-1935 Dublin C.B.C. registration.



From the time he first went into the business in 1986, Justin says it has moved from being a vegetable wholesaler to servicing Dublin's restaurants, hotels, nursing homes and greengrocers. It now supplies about 120 outlets."

One of Justin's uncles was the Fianna Fáil politician, Tom Leonard T.D., who came to public prominence in the Dublin Central bye-election of 1983, when he was strongly supported by Bertie A'Hearn T.D., the then director of elections under Charles Haughey T.D., the Fianna Fáil (Republican Party) leader. In addition to his fruit trading, Tom was a Dáil Deputy for Dublin Central from 1977 to 1981, having been a member of Dublin Corporation from 1967. He paid special attention to inner city development. He died in 2004

Members' correspondence.

Nostalgia.

Non-member, Paul Bunker sent this email, which is typical of a number that we receive from nostalgic enthusiasts. "I'm sending you this mail in the hope that you may be able to help me trace my parents' old Model "Y" (that's them in the photo). My mother passed away recently and I suppose I'm more nostalgic than I normally would be, but it would be nice to think that their first car has survived all these years. I also have fond memories of the car as we would head for the coast each year when I was a child, laden with luggage and it never let us down. Thank you for any help you may provide."

"I've had a chat with my elder brother who tells me that my father purchased the car new. The photo is pre-war, possibly just after it was purchased. Before leaving to join the 8th army in north africa, my father buried the wheels in the garden and put the car on blocks in the garage so that it wouldn't be requisitioned!"

Regrettably, to our knowledge, the car has not survived. Bob Wilkinson passed the bad news on to Paul, but was able to tell him, not only was the car registered in London in July 1936, but that, "If nostalgia overcomes you, we could always find a Model Y for you to own and with which to revisit some early memories." He does try!

Paul Bunker's parents with their first car, a 1936 Fordor Model "Y", photographed shortly after purchase in 1936. Note the additional second windscreen upper



No Fords but we were there!

In the last issue, Steve Waldenberg was disappointed that "Not one Y&C member turned up for my Wolds run up to the Lion Inn; ... etc." Actually, there was one member, Friend of the Register, David Gibb from Middlesborough, who writes, "Re. 'No Fords', I thought you might like to see the attached photo I took at the Lion Inn on the North Yorkshire Moors on the 23rd September. After arranging to meet Steve Waldenberg there and after a very good lunch and chat, I was disappointed to see he failed to mention this in his correspondence in this month's Club magazine. As you know I don't yet have a Ford, but I did turn up in a classic Morris Minor and brought along a local friend in his Wolseley."

In fairness, according to Steve, David did not make the point sufficiently clearly that he was a member of the Y&C Register, although Steve did wonder how David knew about the trip!

Road Tax on our cars?

Tony Usher reports:- "The 7th November issue of Classic Car Weekly claims that the pre-1972 cars free road tax is under threat

of being re-introduced by the government. They claim that a a13 billion pound short fall motoring taxes is the reason for the proposal mostly brought about by more fuel-efficient cars being allowed cheaper road tax. Will this mean that classics will pay the higher tax rate because our cars have no emission controls?"

Internal door locks – your help required.

Graham Miles reports, "The locking mechanism on the inside of three of the doors that lock (in a 4-door) and the driver's door (in a 2-door) is by the movement forward of the small ball-headed pin, which unscrews from the locking lever. However, on the locks from my father's car, a late 4-door short rad, the pin is not a pin, but a continuation of the lever now bent at 90 degrees to form the



Steve Waldenberg's Austin 10 outside the Lion Inn on the North Yorkshire Moors at his 'Austin gathering' in September, to which he invited Y&C members. In addition to the one Austin, there was David Gibb's Morris Minor, his friend's Wolseley and a Jowett Bradford lorry.

knob to push. I had another of these that I recently sent to a member in Elgin for his van doors. I thought it to be a rogue, but now realise it is a short rad lock."

Graham would like to know when the change-over occurred. Would members with very early, Intermediate long rad Model "Y"s, i.e. October 1933 and those with very late short rads i.e. post August 1933, please check your locks and let your Editor know which type you have.

Chassis numbers.

I recently questioned Louis Keating's chassis number as it didn't tally with his Briggs body number, or his date of first registration. Even though the Continuation Log Book stated Y35724 (giving a September 1933 production date), the date of first registration in the log book stated August 1933. Louis kindly did as I asked and, surprise, the number revealed on the chassis was Y22988, which tied in nicely with his Briggs body number 135/14145. Interestingly the number also revealed a different set of hand stamps to that which we normally see. Perhaps you may be able to identify other sets of hand-stamps used at Dagenham – photographs please.

The normal Dagenham line hand-stamps.**The hand-stamps used on Louis Keating's car**

Louis, who is based in Co. Clare in Eire, but has an imported London registered Tudor (ALO 314), has just completed its restoration and states, "The car is "on the road", I've taken her to a few vintage days locally and took part in this years "St Patrick's day" parade. Thank you for all the work you put into the Y and C register, and congratulations on your recently published book, I'm reserving it for a Christmas read!"

20 years ago.

Issue 80 – December 1992/January 1993.

This was Ken Devine's second issue as the new Editor (ably assisted by Kath). He made his mark, which still persists today, by changing the format of Transverse Torque to a two-column layout on each page. Prior to that, John Guy and I had preferred, and used, the 'book' page layout. Each to his own!

For three years, up to this issue, we had been fortunate in being able to use the Ford Motor Company 'Grafix' Department to print and distribute the magazine. Ford regretted that, due to stringent cost-cutting, they could no longer treat us to this favour. Ken and Kath were left to find a friendly printer in their home town, Oldham. Those three years of no-cost magazines, plus the income we accrued from running the All Ford Rally, meant that we had built up our capital and were able to divert significant sums into the manufacture of parts – bumpers, etc., and keep down the level of subscription for the membership. I am delighted to say that we are still able to keep the level of subscription lower than equivalent Clubs, despite the high cost of publishing and distributing Transverse Torque. Well done the Club officers for your diligent work on our behalf.

Seven new members had joined us over the previous two months, of whom two are still members today. Gerald Jenkinson, from Stafford, "armed with his Club Workshop Bulletin, he is working on CXD 254, the 1936, 4-door "Y", which some members may have seen for sale on our club stand at the All Ford Rally. This one-owner (to 1991) car had spent most of its life in the Harwell area." We are still showing the car as being under restoration on the List of Known Surviving Vehicles, Gerald. Surely, you have it on the road after twenty years!? The other member still with us is Sheila Laird, from just over the border and on the banks of Loch Ken in Dumfries, Scotland. Sheila joined us with a June 1935 Fordor Model "C", suitably registered with a Scottish plate. Again, we are still showing the car as being under restoration, Sheila? Sheila also possesses an October 1934 Tudor Model "Y", which she purchased later, in 2003 from member, Jim Collins. Jim had only had it for a couple of years, it previously having being lovingly restored by the Geordie artisan, member, Ron Topping (see Useful Contacts).

The other cars, apart from one, appear to have remained with their owners of 20 years ago, who are no longer members: Dave Bale from Leicester (OY 8611), Jim Webster from Lincoln (USK 717) and Rolf Lutz from Switzerland, who wrote, "I went on a world tour in 1991 and stopped off in New Zealand to visit friends in Kaiapoi. They took me to a local (car) race track in their "Y" Popular, where I drove the car. I enjoyed this drive and the car seemed good to me, so I bought it off them. They helped to arrange the shipping to Europe. It took 6 weeks to sail from Christchurch to Hamburg, from where it came by container to Zurich. 'Henry' runs very well but has begun his winter sleep." The one exception who has not remained with his car of 1992 is Evan Manuel from Middlesborough, who recently sold his July 1937 Tudor Model "Y"(CER 46) to member, now Friend, David Gibbs. David has, even more recently, sold it on to Paul Clarke from Stevenage. Paul, we do not have the chassis number for the car. Can you help, please? Dave Lambert from Tyne and Wear joined with a car that had apparently lost its original December 1933 Bristol registration, AHT 175, and had gained an A plate. The car had also been lost to the Y&C Register, it having last been known in Devon. Dave was restoring the car, which now belongs to lapsed member, Ian Ford in Maidenhead. Thanks to the Club, the car had regained its original registration, but has obviously been sold on as it now wears an 'age-related' plate, G5L

874, an unused Scottish registration. Some people have no sense of heritage.

In my Chairman's News I bemoaned the fact that over the previous six to nine months, the number of "Y"s and "C"s advertised for sale had dwindled to just a couple; one in The Automobile (Mary Game's beautiful "CX" tourer now belonging to Peter Baggott in Ramsgate – see the colour centrefold) and the second, a Model "Y" wreck in Classic Car Weekly selling for £550. The "Y" was located not far from me so I paid it a visit. It was a sorry sight; totally rusted and beyond restoration. The only part of the chassis not rusted through, because of deposited oil, was the area around the chassis number. Y38009 made it one of the first long runs, manufactured in October 1933.

John Keenan had reported that he has started the total restoration of his Model "C" (which eventually was called 'Black Beauty' and rightly so as he made a superb job of it.). In 1993, I and a draughtsman spent a day with John in his garage in Hastings, taking his original, but very tired sliding roof apart and drawing the various bits. I have subsequently had made some Model "Y" sliding roofs, but never again, as they were not easy. The model "C" sliding roof is even more complex. I still have the drawings.

Also in issue 80, I told the history of the one known remaining Model "Y" Jennings conversion to a rear entrance goods vehicle. I will leave the story and adventures of that to another issue of Transverse Torque as there is enough adventure and excitement in this issue (200) with the story of Bucephalus.

In issue 80, 20 years ago, a very active member was Ian Wright, who has recently had to take a back seat, but still enjoys membership of the Club as a Friend, told us how he caught the Model "Y" disease.

"My interest in old cars started in the late '70s when a chap pulled up in a partly restored "Pop". I was quite fascinated by it and started to look for a project of my own. I knew of a



An understandably smug and self-satisfied Ian Wright in 1984, shortly after the completion of his restoration and the Swansea registration of CXC 850.

scrap yard which had a number of upright Fords, because, having had Anglias, Cortinas, Escorts and a Corsair by then, a Ford it had to be. So, having inspected the stock, I decided to think it over for a couple of days, and I reckoned there was enough to rebuild at least one of them. So I returned, intending to go for a Prefect, only to find the last one being crushed. It appears that some moron had upset the owner over the price of an axle assembly and he threatened to crush them all and that was exactly what he did. I returned somewhat disheartened. A couple of days later, I was relating the saga to the scrap yard owner's brother while on business there and he suggested I made some enquiries about a Model "Y" he had. At that time I had never heard of a Model "Y", so, having been duly enlightened, I returned to the yard to see what I could find out. After making some discreet enquiries, we climbed over a 15 ft pile of scrap to reveal two dilapidated wooden sheds, one full of old televisions and the other what turned out to be CXC 850. After forceful persuasion of rusted hinges, the shed doors were opened to reveal the old Ford. There it was; rusty, filthy, engine seized, battery still connected and wiring corroded away, tyres flat, complete with green chrome-work. It was a perfect restoration project, even though, at this point, it was not for sale. But, after me displaying genuine enthusiasm, he relented and a price was agreed. Work then began to clear a path

through the pile of scrap so that we could move it from its 12 year resting place. This actually took two days so, in the meantime, I filled the bores with Redex and blew the tyres up and eventually brought it home.

I stripped it down very quickly, but the rebuilding was a long drawn out process, spread over the following six years; complicated by two house moves, both in need of renovation. Anyway, impending fatherhood spurred me on and, in four months I had nailed it back together and, after a lengthy battle with Swansea, it was duly taxed and tested on August 2nd 1984.....

Over the years, I have had great pleasure driving the Model "Y" and I hope for years to come. My son, Jonathan, has already promised to look after it when "I die!", but I hope to be around to see him drive it. Legally, that will be in 14 years time when CXC 850 will be 70 years old.

I would like to take this opportunity to thank all the members who make the Register possible and wish everyone good luck for the future."

Y&C book feedback

- "Book arrived, read it from cover to cover. It's brilliant." – TB
- "Just received your book - looks absolutely fantastic - a pleasure reading it. Well done!!" – DB.
- "A fantastic effort." – MH
- "I received my copy of Ford Models Y & C this morning. Congratulations on taking this through to completion I expect you are both very satisfied and relieved?" – JO
- "I can only thank you for what must have been a time-consuming and fascinating 'labour of love'. You have achieved what must be one of an author's greatest challenges by improving an excellent original work of art." – CF
- "It's a smashing book, many thanks." – MR
- "I can't wait to do it justice with a thorough read. It looks great, well done!" – RS
- "Once again, you have made a superb job of this. I will now spend some very enjoyable evenings sitting and reading." – CS
- "I'm sure it will hold my attention for many evenings to come." – TM.
- "Thank you for your efforts and congratulations on what at first glance looks to be a lovely book." – Mrs R.B.

Cont'd on page 19

Ford Models Y&C

This impressive hardback is nothing if not in-depth, with Sam Roberts going into great detail on these small Fords. He covers the founding of the Dagenham plant, the cars' development, production changes and myriad models, including commercials and coachbuilt cars. There is yet more information in the exhaustive appendices. Although it will be an essential reference, it avoids being too dry and there are plenty of archive photos. **JP**
 £35 Sam Roberts, Veloce. ISBN 978 1 845844 44 8

The write-up on the Y&C book in the January 2013 edition of 'Classic & Sports Car'.

Issue 200 Colour Supplement



The 2012 Australian National Rally, Maine.



.Youngest short rad. Now in Australia. Jenny Bone



.Mark Turner's Kerry at Ford HQ, Dearborn, USA



John Hampton's Sep '34 van

5 Model Y's.





Allan Taylor tractor



Wim Hofstede's SICAL bodied 'Y' (French)



Eifel roadster, Manny Feijoo, USA.



Y12508, Gregers Hansen, Denmark



Ken Codling's roadster, Australia.



.Model Y early upholstery



Model Y late upholstery



Y57562.Alan Summons



C37463.Stuart Davies.



Doug Hickson Mistral



C39086.Peter Baggott

Mike & Sonja Bell's wedding Alpine



Y88625.Phil Wookey



Tug rolling chassis





Y19202.Rod Janes



Denmark Ford Junior



Koln Deutsch Cabriolet



Keith Pratt's coupe in Australia



Alex Grace's Alpine



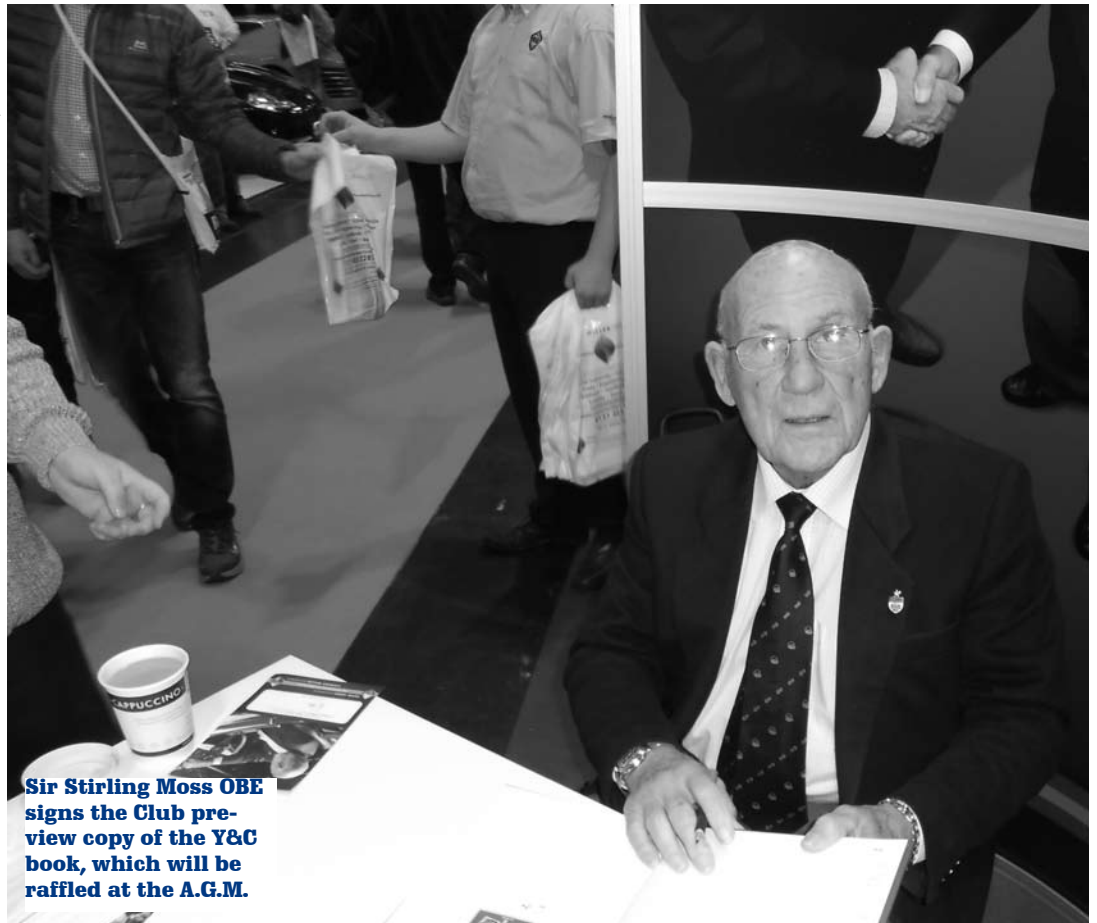
John Fletcher Sep '36 van



**CXs Dave Tanner,
Mike Riches**

From page 14

"Excellent book, tremendous research. Congratulations. – SW.
 "I'm now doing a slow read of your book, and it confirms my first impression: excellent, excellent, excellent." – LC
 "Another brilliant publication. Thank you Sam for a job very well done." – RS.
 "A fantastic achievement. Fantastic job Sam; will keep me quiet for ages." – OB.
 "A Big thanks to Sam Roberts for all the work he is doing and for all the information he is giving us as regards our cars. – RS.
 "As expected it is an excellent read, with many new and interesting facts included." – NS.
 "I am only part way through Chapter 2 and already completely fascinated. My congratulations on all your hard work that went into researching and putting together this history." – MH.
 "Your book is very very good." – PB
 "I am nearly at the end of the new book which I think is Fantastic." - BG



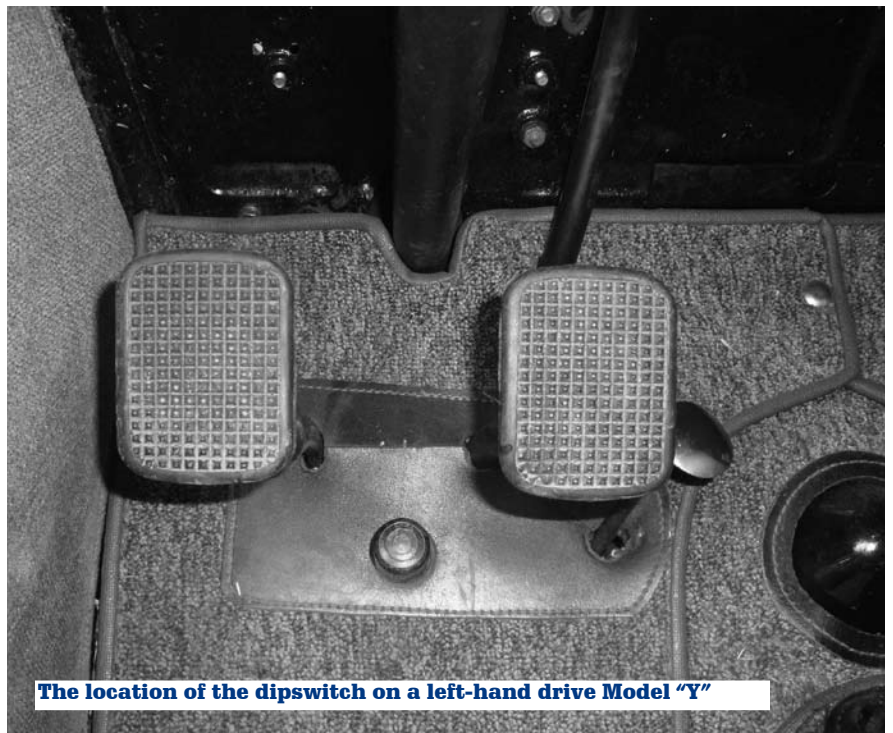
Sir Stirling Moss OBE signs the Club preview copy of the Y&C book, which will be raffled at the A.G.M.

International correspondence.

Spain.

Louis Cascante has been more helpful in illustrating the location of the dipswitch in left-hand-drive Model "Y"s and "C"s, there being no room to the left of the clutch pedal as in right-hand-drive cars - see photograph of Model "Y" (Modelo 8) layout. On Spanish assembled Model "C"s, the dipswitch was also located on left of the clutch pedal. The illustration from the 'Modelo 10' owner's manual (October 1935 edition), shows the dipswitch far above the clutch pedal (see the arrow marked 'Interruptor luces de cruce'). However, on my father's Model "C", it was located below the pedal, as can be seen in the photograph taken before the car's restoration. Curiously, in the Ford Motor Ibérica's Spare Parts List, a dipswitch is only available for the Model "Y" (1933-1936), not for the Modelo 10.

He also reports, "I found in an autojumble, a car's mirror plus clock, similar to the optional accessory for the Model "Y". It is not identical, but fits perfectly on to the 'Trico' mounting, and works very accurately. It is made by a Western Clock Co. from La Salle, Illinois and the name 'Westclok' is printed on the dial." [Note that the rear-view mirror with clock was supplied with the De Luxe Model "Y" and the Model "C" – the Model "CX" had a clock on the dashboard. – Ed.]



The location of the dipswitch on a left-hand drive Model "Y"

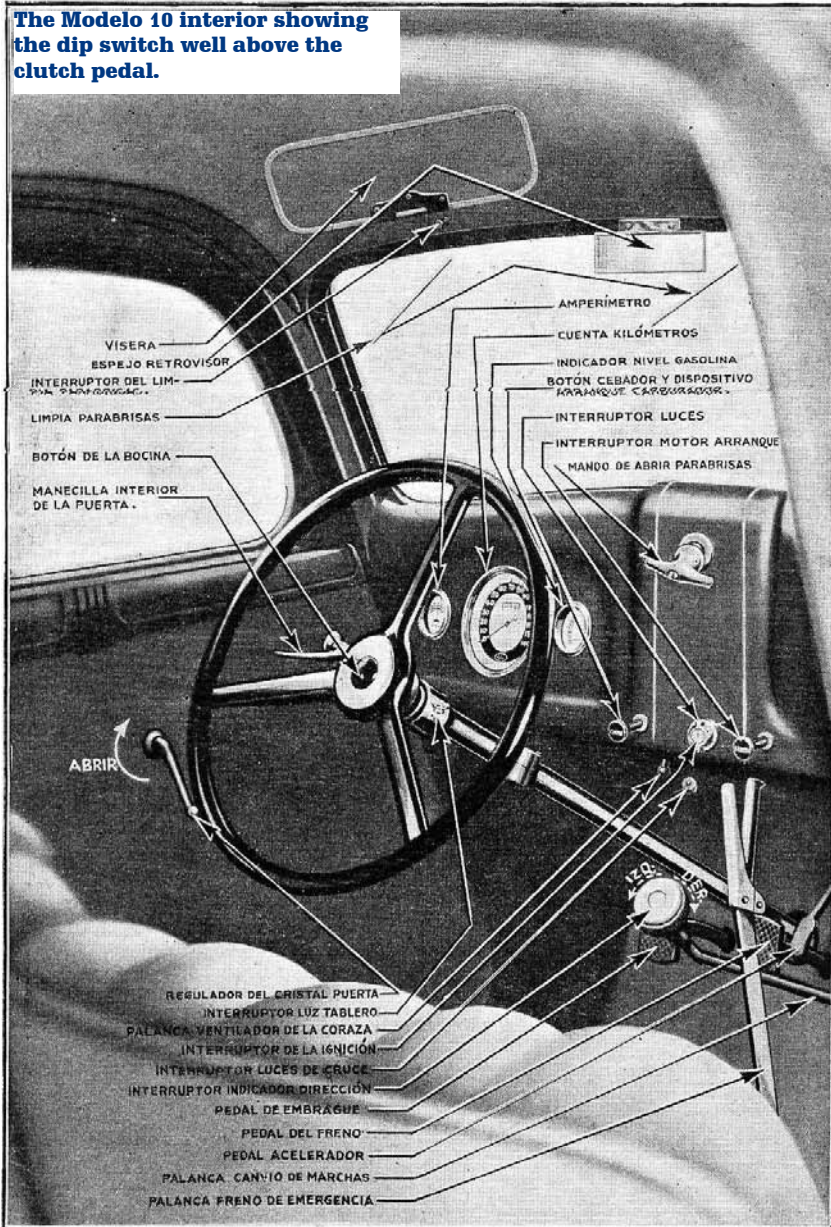
Western Australia

Chris Newman, our contact in the Classic English Ford Club of Western Australia has moved house and sends an invitation to Aussie-bound Y&C members, "We have done a 'seachange' and moved closer to the

coast (in fact 500 m away!). My new address is 8 Arbery Avenue, Sorrento WA 6020 - just in case you are passing or others in Register are out this way. This is a northern suburb of Perth so no probs to go and meet people.

We are hosting the National Sidevalve Ford Rally in 2015, so if there is anyone planning

The Modelo 10 interior showing the dip switch well above the clutch pedal.



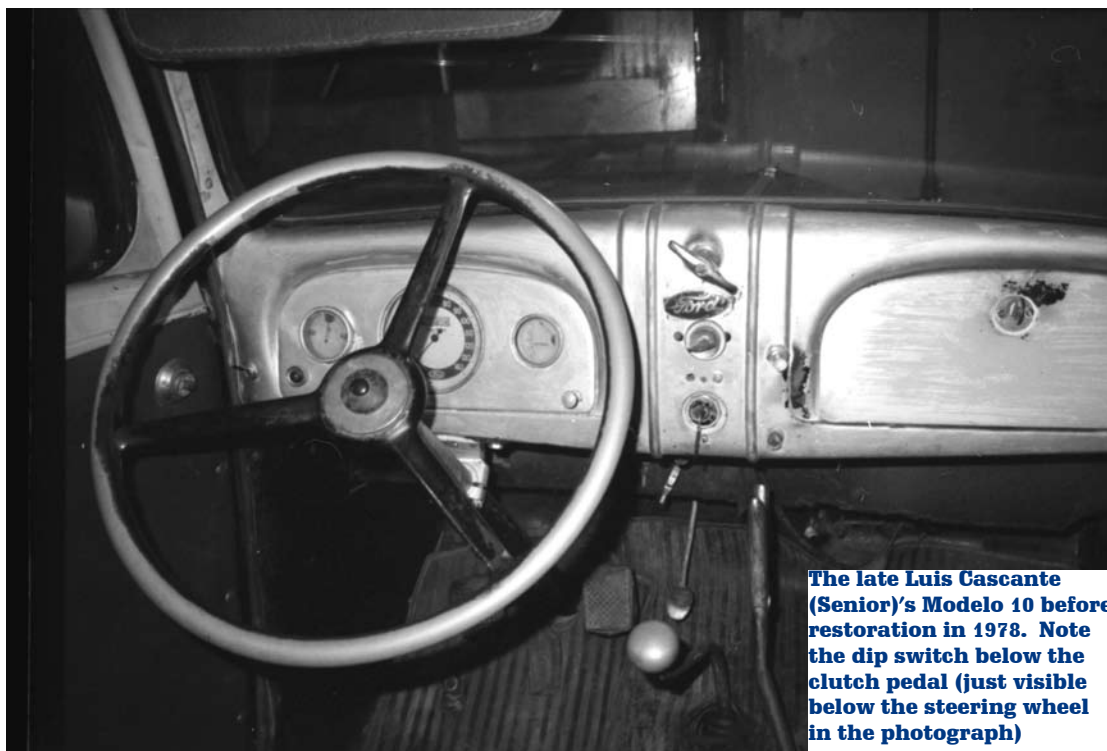
to have a holiday in Western Australia that is a very good time to do it. The dates are April 18th - 20th with a preamble rally 13th - 16th. With Qantas linking with Emirates next year, there is likely to be a direct flight from Dubai to Perth, which will give a better break than the long haul to Singapore."

Victoria, Australia.

On 16th October David Moran of Wandong, Victoria, wrote to the Australian F.O.R. D. INK newsletter, "I have just picked up the set of front hub bearings that we had to buy from Dubbo, N.S.W. as it would seem no one in Victoria had any in stock. They took so long to get them here it would have been quicker to get them in from overseas! Now I am waiting for the brake shoes to come back with the new soft-woven linings. Then I will be able to put 'Caroline' up on four wheels for the first time since I got her over 9 years ago. Once that is done, I can start on getting the body panels fixed and ready to fit..... I did not realise how bad the rust was till I had the body bead-blasted; this resulted in there being more holes than panels



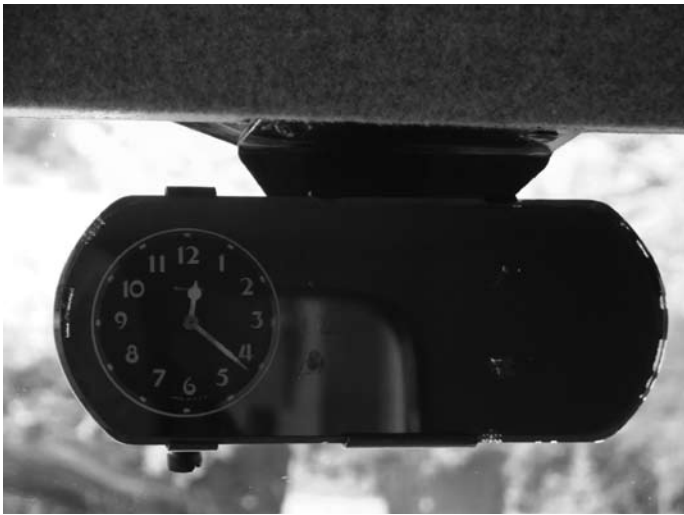
David Moran's Model "C" body tub after shot-blasting and priming. Definite progress is being made following retirement and after 9 years of ownership



The late Luis Cascante (Senior)'s Modelo 10 before restoration in 1978. Note the dip switch below the clutch pedal (just visible below the steering wheel in the photograph)

in some spots! This may slow the process down a bit but now I have retired I should have more time (but less money) to spend on the beast!"

As can be seen in David's photograph, "Caroline" now sits in her own dedicated workshop. Thankfully, the roof steel on her is pretty solid and most of the parts needing repairing are lower down the body. In the meantime, Bill Ballard has been assisting by getting some parts from the U.K. that both he and David required for their restorations.



The Westclocks rear view mirror discovered recently by Luis Cascante at an autojumble.

U.S.A.

In the last issue, the Technical Advice contribution was aimed at Michael Hines in Washington State on the north-west coast of the U.S.A., who asked how to remove the valve guides and questioned the modification on his clutch release bearing. Michael is going through the restoration pains we all go through during a rebuild. Regrettably he is far from the centre of Model "Y" activity and is having problems which seem to puzzle his local 'experts'. He writes, "Firstly, thank you for all the 'ink' in Issue 199 of Transverse Torque. Regarding the clutch release bearing, I do possess the bound volumes of the Ford bulletins. Upon inspection I found that my car has the 'upgraded' bearing in that there is no fitting for the flexible connection at the bearing and the bearing is of the thicker dimension (25/32"). However, whenever the upgrade was performed, they neglected to follow the bulletin's instructions to remove the grease cup and plug the hole – something I will follow up on during reassembly of the drive train.

My engine rebuild turned out to be a real 'soap opera'. Since bringing the car home from Canada, I had tried on several occasions to turn the engine over using the hand crank. Even after applying penetrating oil and "Marvel Mystery Oil" to the cylinders it would not turn over – definitely seized up. I would take it to a machine shop for overhaul. After removing the engine from the car I removed the intake and exhaust manifolds prior to transporting to the shop. When I got the manifolds off I was startled to find three bolts, nuts and washers lying in the intake/exhaust ports. (I wonder how long they have been there and who forgot to remove them when they were installing the manifolds?).

On the advice of the mechanic who services my daily driver, I took my engine to a nearby machine shop reputed to have the most capable person to accomplish the work. The following day this person called to say that none of his suppliers had any parts compatible with my engine – it would be up to me to procure whatever parts were needed. Also

he could not remove the cam as he did not have a means to remove the dowel securing the distributor drive gear. I contacted Small Ford Spares and they told me that the tapped dowel had the same thread as the top of the spark plugs. I took an old spark plug to the local hardware store and bought a 4mm bolt to use as an extractor.

Next came the saga of the valve guide removal which I contacted Nigel Stennett-Cox about. I took that information along with the pictures

of the guide removal tool that you sent to the shop. The machinist said that he had no tool that remotely resembled the picture and he had no means of fabricating something similar. He found a long slender punch which he tried and it worked amazingly well.

Once the valves were out I was advised that I would have to order a new set of valves with adjustable tappets as his valve grinding machine would not accept the valves with a flared end and as long as I was ordering I might as well get a new set of piston rings. It was at this time that we discovered that my engine was 10 hp and not 8 as I thought (2.5" pistons vs. 2.23"). I ordered the rings and other items from Small Ford Spares and when they arrived the rings wouldn't fit the grooves in the old pistons. I then ordered a new set of piston, complete with rings, wrist pins and spring pins, figuring I couldn't go astray. WRONG! How was I to know that there were different sized pistons for my engine. There was nothing in the Service Bulletins to indicate this. I had never heard the term "deck height" for pistons until I read about it in a car magazine recently. I again ordered new pistons (tall), complete with rings, wrist pins and spring pins from Small Ford Spares. Apparently the new (tall) pistons were correct as two weeks later I received a call telling me the engine was re-assembled and ready for pickup.

I have had the dynamo and starter refurbished and am currently awaiting the radiator overhaul. Once I have all that put back together and a new wiring harness installed, I will turn on the ignition, cross my fingers and pull the starter knob.

I contacted Colin Rowe about the possibility of there being driving seat guides and slides in their spares containers. His answer "...seat runners are like the proverbial 'rocking horse manure'...". I have since found and bought slides and guides from Speedway Motors, a parts supplier for "Classic cars and hot rods". They seem to be good quality and I am sure that I can adapt them to my "Y" seat."

Here's to the Model "Y"

In my comments on the cover photograph of the last issue, celebrating the 80th anniversary of the launch of the Model "Y", I complained about the number of motoring correspondents who seem to be keen to promote the 50th anniversary of the Ford Cortina and other Ford anniversaries in 2012, totally ignoring the Model "Y". In the weekly Classic Car Buyer, the Features Editor published an article about the notable Fords of Britain and, again, failed to mention the Model "Y". That was red rag to a bull as far as I was concerned and I launched into print on the matter. I am delighted to say that my comments appeared in the following week's edition (November 21 2012) accompanied by a photograph of member, Derek Henderson's April 1934 Tudor, Y 59728.

My letter appeared under the heading; BRITISH FORD MODELS.

"I appreciate that you started your article by saying that you are 'celebrating some of Ford UK's finest moments', but the event that saved Ford in the UK and Europe was the miraculous design, development and launch of the 8 hp Model Y in August 1932: the whole process taking only ten months.

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-'30s family cars. It was the first small Ford, the forerunner to all small Fords up to the current Fiesta. It was the first Ford to be designed specifically for a market outside the U.S.A. and 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 Dagenham and the Ford Motor Company from bankruptcy in Europe. It led the way in cost effective production methods for the European motor industry. 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, which is celebrating its 80th anniversary this year (1932 – 2012).

You may be interested in my book 'Ford Models Y&C. Henry's Cars for Europe', which covers the need for and the development of the cars and their production worldwide. The book has just been published.

Sam Roberts
Editor/Archivist Ford Model Y & C Register



Derek Henderson's black 1934 Model "Y" Tudor, Y59728, which accompanied the Classic Car Buyer article.

Events 2013

10 February	Committee meeting Willoughby village hall	Bob Wilkinson 01832 734463
14 April	34th 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 Jo Hanslip Sheringham	01945 430325

Events 2014

27 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
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National Drive It Day - 21 April 2013

Regions 1 & 2. 50 miles run from Chipping Sodbury, Somerset ... Ivor Bryant

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 www.celtic-royal.co.uk
 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.

News of new members

Prepared by Mike Malyon, 22nd December 2012

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

Carlos Alvarez Marin	O-A106	Pontevedra, Spain.
Mike Brown	B1502	South Anston, South Yorkshire
Mick Greenwood	G1501	Langtoft, Lincolnshire
Aslam Kayoom	K0401	Croydon, Surrey
James MacConnell	M1701	Shiney Row, Tyne & Wear
Markus Tremp	O-T107	Ettenhausen, Switzerland
Bob Wood	W0602	Luston, Herefordshire

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

Carlos Alvarez Marin - we are pleased to welcome Carlos to the Club. He owns PO 4981 chassis number Y15098, a 1933 Barcelona-assembled LHD Tudor Model "Y" (Modelo 8 in Spain). The car was manufactured at Ford's plant in Dagenham then shipped in parts to Barcelona to be assembled. The car was first registered to Francisco Lago. Carlos hasn't any history of the vehicle except that the previous owner was going to scrap it. Fortunately, Carlos saved the car and intends to restore the vehicle as accurately as possible. We hope the restoration goes well. The Club is always happy to assist in any way we can.

Mike Brown - we are pleased to welcome Mike. He joined at the Club's stand at the NEC. He has bought 987 UXA (Y195794) a black Fordor. It was first registered 31st July 1937 as AVH 8, but regrettably has fallen foul of a soulless number plate dealer. The car is believed to have been off the road for many years. Mike's plan is to give the car the attention it deserves. It looks as though 987 UXA needs TLC (don't we all). We hope all goes well with the project. Please, keep us informed of your progress.

Aslam Kayoom has purchased BTU 607 which has the chassis number Y125919 and the Briggs body number 165/32729. It is a black Tudor which was first registered on the 12th March 1936. The car is on the road, thank fully with no work to be done thanks to previous owner/members Pat Jennings and David Mayhew. We hope you enjoy many hours of driving your "Y" around Surrey, Aslam.

Markus Tremp in Switzerland, is the owner of C26372, an early Model "CX" blue/black pick-up. This is another vehicle previously unknown to the Club. Markus has owned the car for ten years. It would have been shipped from Dagenham to the Ford assembly plant in Antwerp, Belgium in crates in a Knocked Down (KD) state. After assembly, it would have been exported to Switzerland. The car was converted to a pick-up in 1936 and used by a horticultural business. The vehicle needs a complete restoration. We hope that the restoration goes well and that the Club will be able to assist you.

Bob Wood has acquired a 1936, black Tudor Model "Y" (Y122387). He is hoping to be able to retain the original registration number, CNA 164. It is known that the car was purchased from the Ducie Motor Company in Manchester on the 10th of March 1949 at a cost of £200. Some 20 years ago, it was put in an auction as part of a house clearance, where upon it was transported to Llandudno and remained garaged until the 18th November 2012. The vehicle needs a full restoration. Good luck with the project and a very warm welcome to the Club.

Mick Greenwood has bought UJ 8652, chassis number Y161484, Briggs body number 165/52430, a green/black Tudor. It was first

registered December 1936. The car is on the road. We hope you have many happy hours of motoring in your "Y" and a very warm welcome to the Club.

Mick Greenwood's black and green Tudor photographed three years ago when in the ownership of member, Ian Moodie.

James MacConnell – we extend a warm welcome to Jim who has bought a 2-door, Cordoba grey Model "C" saloon (AOR 464, C08496) from Colin Baines, who recently bought the car from the executor of a farmer's will (the car had been in a barn for 41 years – last taxed in 1971). The car was being eyed up by hot-rodders, so Colin bought it and sold it on to Jim MacConnell, who, according to Colin, has the most amazing collection of 20 or so classic and vintage cars in storage and around 40 motorbikes. Jim intends to keep the car exactly as it is - but get it running."

A rare barn find rescued by Colin Baines and sold on to join new member Jim MacConnell's classic vehicle collection.

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.



Lifting gear

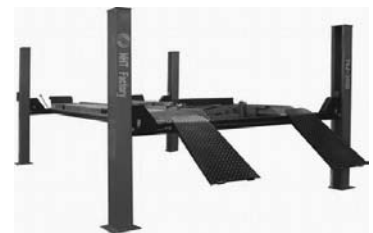
get your hands dirty!

It has taken me a lifetime to realise that I do not enjoy crawling around on cold concrete under an old car! Last year, when extending my garage, I gave sufficient headroom to raise a car to full height – that is wheels at eye level. I then spent some time, while trawling different websites, evaluating the different kinds of lifting equipment. (Google "car lifts" or "car lifting equipment"). Though I had full height, I was restricted to 3 metres in width and normal 240 volts domestic electricity - i.e. no 3-phase.

I eventually settled on a 4-post lift (new) with jacking beam. It came delivered and fully installed for about £2,500or as I told my golf-loving wife, Pat, about the same as a very good set of clubs! She agreed – a bargain! This may seem a lot of money, but if it gives me another 10 or 12 years of being able to service and look after my cars – extending my hobby into my eighties – then the bargain becomes more apparent. Oh yes,..... I forgot ...one can park a second car underneath.

I can assure you it is wonderful to use. It makes every job so much easier – **and with more responsibility upon us to ensure our cars are roadworthy, one is less likely to put off doing that little job underneath, which you know really needs doing.**

However, one does not need to go to the extent of buying a 4-post or 2-post lift in order to look after your car. I was amazed at the range of alternative products available. Safety is paramount when working on our cars and the least one should own is a sturdy set of axle stands along with a trolley jack. Next on the list would be a pair of wheel ramps. One can buy hydraulically operated wheel ramps which will raise wheels to around 18 inches off the floor – which gives a reasonable height on our old cars.



The next level of luxury is a short mini-type powered lift, which raises the whole car to about 3 feet – though some have central mechanism which obstructions access for some tasks. These are ideal for accessing brakes, etc. and normal servicing jobs. The beauty of these is that they are portable and unobtrusive when not in use.

One's choice will depend upon budget and space available. What all these products give is the ability to work comfortably and safely. You may suddenly find that you have more friends too! No....you can't just pop round and use mine!

Centenary of epic Model T journey in New Zealand.

Henry Ford produced his first Model T Ford in late 1908, and the first Model Ts arrived in New Zealand in June 1909. People quickly became aware that this was a new affordable way to travel; it became their freedom and a paradigm shift in what ordinary people could achieve in a day. Henry Ford made over 15,000,000 of the remarkable Model T Fords and put the World on Wheels.

Three men in a Model T Ford left Wellington bound for Auckland in November 1912, not knowing if they could complete this journey through the unknown King Country. In those days there were no road maps, no sign posts, few rivers were bridged and in the King Country there was no known route through. They reached Taihape the first day, then camped near Horopito the second night. From Waimarino (now National Park) they were not sure where they were going. The 75 miles from Taumarunui to Te Kuiti took four and a half days.....with the abominable wet weather and papa clay conspiring to stop them.

They finally reached Auckland after only eight and a half days from Wellington, and created history. Today this is still the shortest way through from Wellington to Auckland.

On November 3rd, the Centenary of this epic journey was celebrated by a re-enactment of the motoring pioneers' first journey. Starting from Wellington, 30 members of the Model T Ford Club of New Zealand drove the same route. Some of the Model T Fords taking part in the 500mile journey are now over 100years old.



The Model T pioneers on their journey from Wellington to Auckland in November 1912, here seen outside Reithi Post Office.

With thanks to:-

Roger Gardner, Colonial Motor Company Ltd. historian.

Parts report.

May I wish you all a Very Happy New Year? I'm sorry there was not a spares report in the last issue. I was on an extended holiday and was not able to make my contribution by the deadline.

We are still receiving glowing comments about the quality of the steering boxes and the brake rods, which is very gratifying.

Having sorted some of the MoT failure-type components, our attention is now turning to engine parts. We will not be manufacturing pistons and con rods, but will be looking at the items which are difficult to find or expensive to buy from our alternative outlets. By the time you read this, we will have looked at small-end bushes, adjustable cam followers and the modification of valve guides to use the over-size valves we purchased when valve guides were difficult to source.

One item added to the parts list is the extension to the Model "Y" exhaust system. This will help to alleviate some of the problems of exhaust fumes in the cars.

The spares committee will be meeting at the end of January and an important item on the agenda will be new re-manufacturing projects. We would like ideas from all the members of the Register for items which you feel we should be investing our time and efforts. Please let me know of your ideas for us to consider as soon as possible, especially as we will be considering a worthwhile project in memory of Barry Diggle (see Editorial).

Another item, which in the past we have re-manufactured, is the oil can, but sadly the people who made these are no longer around. We have several ideas in the pipeline and hopefully we will have samples available at the A.G.M.

With all the above items, we have to balance cost, quality and quantity. Most items can be made, but we have to buy large quantities to get the cost per item reasonable. For small quantities the cost is prohibitive. However, both of these approaches incur large capital outlays. Another approach is to use small jobbing shops or the one man business, but using this type of business, control of the quality is sometimes difficult.

Over the past few years I have tried as best as possible on most of the work done to conform to the Quality Standard ISO 14001; this includes material specifications, producing engineering drawings and using contractors that comply with the ISO Specifications.

Over and above the additional items I include in each issue of Transverse Torque, we are

constantly re-ordering items as the stocks get low. These tend to fall into four categories: off the shelf items which are easy to source; off the shelf items which are becoming more difficult to obtain; exchange items requiring refurbishing such as headlamp reflectors, engine mounts, carburettors, fuel pumps and other such items, and a variety of items which we need to have remanufactured such as springs, bumpers, exhaust systems and many more.

We are constantly striving to improve the spare parts service. We would like to know what you expect from the spares group and don't forget to let us know if you wish to consider your ideas. Looking forward we hope to make a start on the Spares Management:

- | | |
|-----------------|--|
| Ordering: | Formal system of orders: Details of suppliers, costs, etc. |
| Duplication: | At least two stock holders for every item. |
| Stock Holding: | Set up a system of minimum stock levels. |
| Identification: | The use of photos and the part numbers. |
| Supply: | Identify alternative suppliers and or parts. |
| Stock-taking: | Use of the standard form for stock-taking. |

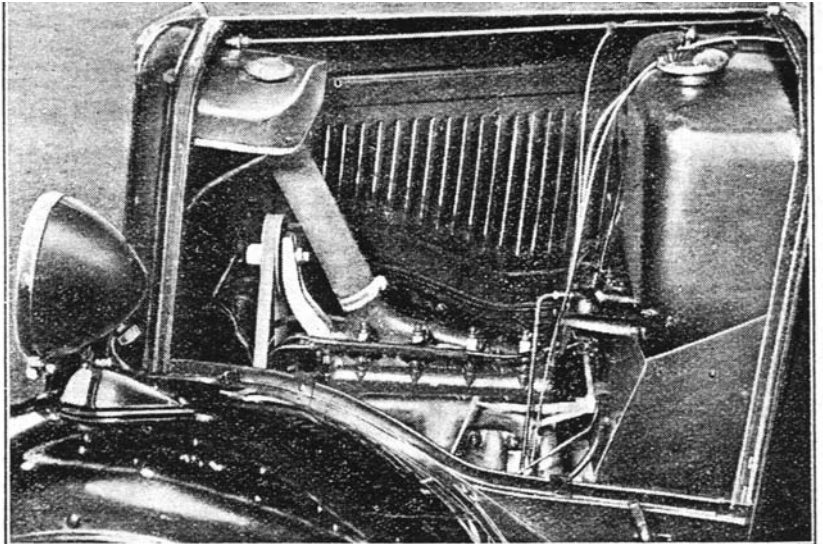
**Peter Ketchell,
Spares Officer. Spares Officer.**

Surviving prototype Model "Y"?

At the Federation of British Historic Vehicle Clubs (FBHVC) A.G.M. recently, David Davies, the Vice Chairman, told Bob Wilkinson about a Model "Y" car seen in Church Stretton, Shropshire, about twenty years ago. It was owned by Tom Jago, a colourful local character and car owner.

What was particularly interesting about this car was that it had its fuel tank, with brass filler knob, under the engine compartment in the bulkhead area. The only Model "Y"s (or Model 19s to be pedantic) were the Prototypes, which were supposedly all destroyed. They were not roadworthy vehicles, but rather what we refer to today as concept cars. If this was a Prototype, it presumably had been doctored significantly to convert it into a road-going vehicle.

Anyway, this is all hypothesis. What we need to do is trace the car, if it is still around – which may well be possible after only twenty years. An attempt has been made to locate the Jago family in the Church Stretton region, without any luck. A more in-depth investigation is necessary to trace the car. Would the detectives amongst you see if you can come up with the location of this car. If it is an ex-Prototype, it will be exceptionally rare.



The Prototype engine compartment showing the gravity feed petrol tank on the bulkhead, complete with brass filler.

Market Trends

I am grateful to the Editor of classic Car Buyer for permitting the following to be reproduced in Transverse Torque.

In the 12th September 2012 issue of 'Classic Car Buyer', Paul Guinness, in his regular feature 'Market Trends', considered the Sidevalve Fords. Under a photograph of Geoff Salminens Tudor Model "Y", Paul wrote:-

"With asking prices for most popular Fords of the 'Sixties having soared in recent years, the earlier post-war models now offer the best value for anyone looking for a 'Blue Oval' classic. And that means anything with a sidevalve engine – which, of course, also brings the option of a pre-war model if you fancy going even further back.

Of the pre-war Fords, one of the most popular was the Model Y of 1932 – on, created in response to Britain's horsepower method of road taxation. With the existing Model A classed at a hefty 20hp, Ford needed a new family car that was tax-friendly and the Model Y fit the bill – its 935cc sidevalve engine being rated at just 8hp.

Despite its diminutive status, the 'Y' was a well-equipped little car, with synchromesh on its top two gears – unlike the Austin Seven. But with basic rod brakes and transverse leaf springs emphasising its economy status, it wasn't exactly sophisticated. Still, it was cheap – costing just £120 in 1932, a price that was lowered to an unbeatable £100 three years later. And now? What was once Britain's cheapest car is popular with sidevalve fans, with projects available for £1000 - £2000 (depending on how much restoration is needed) and smart, useable cars fetching up to around the £5000 mark.

You'll pay similar money for an example of the rare Anglia E04A of 1939 – on and the more commonplace Anglia E494A of 1948 – 53; dis-

tinctive for adding a sloping front end to its predecessor's bodyshell. The E494A was re-badged as the Popular (103E) for 1953, giving it an extra six years of life as well as extra power (thanks to its 1172cc sidevalve engine). Each of these 'sit-up-and-beg' sidevalves will command good money in decent condition, though £3000 - £4000 should be enough to secure a show-worthy, long MoT'd example from a private vendor.



The photograph of Geoff Salminens's May 1937 "Popular", complete with its winter radiator muff, which headed the 'Market Trends' article.

Most upmarket of the four-cylinder sidevalve Fords was the E93A/E493A four-door Prefect, announced in 1938 but re-launched after the war. Bigger, roomier and dearer than the two-door sidevalves, it sold well during its lengthy career, though values these days remain only marginally higher than the smaller models."

Although there is no mention of the Model "C" or "CX" in the article, estimated market values for all cars are included in the weekly issues. The latest prices guide for our cars are:-

	Condition	1	2	3
Eight Model 'Y' Saloon.		4500	3000	1000
Ten Model 'C' Saloon.		4500	3000	1000

Condition 1 is described as 'First class, well cared for. Not 'concours' (for which prices are higher). Condition 2; "Good condition, with legitimate MoT and on the road. May require tlc." Condition 3: In need of work, usually major!"

More from Graham Rudd

Do you have a towing eye on your car?

No not your Model "Y" or "C", but your 'modern'. Attending a Steam Rally earlier this year (not exhibiting), the organisers were towing vehicles *in* as well as out. The heavy rains made the entrance slope a bit of a mud bath. Having been told to fit my towing eye, so I could be pulled in, I found to my horror that it wouldn't screw in. Luckily I was allowed to take a run on a narrow strip of not too muddy grass and got through. On checking when I got home, the start of the thread on the eye was not well cut, so a mechanic friend cleaned it up with a die. However, the front and rear sockets on the car (an '03 Scenic) had to be cleaned out with a tap as they were corroded with rust. May I suggest you get yours out and check it fits easily in case you need it in an emergency. A mechanic said he has known this happen on cars only a couple of years old.



"Graham Rudd in 'Henry' (CUW 421) before he, Henry, had his 'heart transplant'.

Heart transplant for Henry

Whilst exhibiting my Model "Y" at last year's Strumpshaw Steam Rally just east of Norwich, a young man (Kevin Watson) said he had had a Model "Y" engine in his garage for a couple of years. He has a newer Ford and really wanted a newer engine, so he would consider selling it to me (mine being worn out – rattly, oily and fuming). This engine had come out of a Morgan three-wheeler and he bought it believing it to be in good condition, so I agreed to buy it on the same terms. You featured these Morgans in Transverse Torque a bit later. It was a long time before I fitted it, but am pleased to say it is excellent. Plenty of compression, no rattles, dry and no fumes to choke my wife behind me when towing our small Fisher caravan to rallies.

Postscript to Henry heart transplant

'Henry' went for his MoT on a Thursday morning, passed OK, so we set off in the afternoon to this year's Strumpshaw Steam Rally. The new engine was performing well. Unfortunately, the car came to an abrupt halt in the middle of a roundabout on the A47 near the turn-off to Strumpshaw. Full discharge on the ammeter and smoke coming from under the dashboard and bonnet! I jumped out, disconnected the battery with the spanner alongside it (must fit a battery isolator switch), and dabbed the smouldering wires going up the bulkhead. I ran behind and told my wife Margaret (behind me, tow-

ing our caravan) to pull out of the way. Rang 999 on my mobile, and while explaining where I was, a police car stopped behind me – "Funny place to stop Sir", but I didn't have any choice. Someone in a pick-up truck pulled up and offered to help him push me off the road onto the nearby garage forecourt. Much appreciated.

That was the quickest 'Henry' had returned home – on the back of a breakdown lorry. I have since had the field windings on the dynamo recovered, and a replacement cut-out (excellent service from Club Spares, thanks). I was lucky; it turned out only the one main wire from starter motor to ammeter was burnt, so it could have been much worse.

Graham Rudd.
Beccles, Suffolk

Technical advice.

Carburettor air leaks?

In the last issue (page 22), Nigel Stennett-Cox, our Technical Adviser, tried to sort out Luis Cascante's slow running problem, suggesting there might be an air leak in or around the carburettor. It would appear that this did not cure the problem. Luis came back to Nigel with his solution to the fault, "I've carefully checked all the gaskets between carburettor and engine block: carburettor to manifold, manifold to block, vacuum pipe and the wiper itself. No air leaks. I also adjusted the needle on top of the carburettor bowl and checked the float, as possible causes of the flooding. All is O.K."

A local specialist workshop suggested that the pump, which was giving an excessive fuel pressure, was the origin of the flooding, causing also an excess of fuel in the Venturi. Pump pressure was about 100 g/cm². They've solved the problem by fitting a by-pass pipe in parallel with the pump, with a 0,75 jet inserted inside the by-pass pipe. (With a 0,80 jet the carburettor still flooded, and with a 0,7 one, the bowl became empty). Fuel surplus is returned to the pump inlet. Now the engine runs perfectly with no floods, no stalls at all and the slow running can be adjusted. A picture is in the attachment. However, the engine runs a bit too fast, even with the throttle adjusting screw completely off. Perhaps the air passage in the butterfly zone is slightly too big. What do you think?"

Nigel replied, "Firstly, well done in tracing part of your problem down to flooding. A point of interest is that this can be cured more simply by adding gasket[s] to the joint between the pump and the engine block. I've done this myself; it slightly reduces the stroke of the pump and concomitant delivery pressure. Experimentation can be performed with how much this needs to be done, but just one gasket of maybe 0.3 to 0.5 mm can make sufficient difference."

I haven't a carburettor to hand but thought that there was no air passage in the butterfly zone? That's to say that when the throttle-stop screw is backed right off nothing gets through provided the butterfly is a good fit, and assuming the choke is closed.

The small orifice in that area, just downstream of the butterfly, is to allow fuel to be drawn in via the choke valve, when the latter is "pulled out". There is a "sucking" force, or negative pressure on this orifice whenever the engine is running, or being cranked over with the throttle closed. It follows that when the choke is not in use, the brass fitting of that device on the back of the carburettor, through which the choke cable passes, must be tight in the carburettor and forming a good seal. Because air can pass through where the cable goes through, the brass plunger on the end of the cable, which is pulled off its seat when the choke is in use, must also be a good fit in the carburettor body, and in its tapered seat."

Early Ford history.

Tony Etheridge, of vintage tyre supplier fame (see Useful Contacts) has come up trumps again. He writes, "I found the enclosed in a motoring book the other day and, in view of the recent news about possible closure of Southampton (Transit production), I thought it very timely. I can't date it at all. Perhaps you can re. the opening paragraph about the 250,000th vehicle. The paper is very dry. Perhaps you can computer enhance it for the archive."

Tony enclosed two brittle, sepia-coloured single column press cuttings, which when joined together made up the interesting text below. I was able to date it exactly to the 18th April 1925 as, in the archive, we hold the photograph of the 250,000th British Ford, which has the build date on it.

The reference to Southampton in the article refers to Percival Perry's purchase of a plot of land on Southampton Water in 1915 with a view to building a large factory there; production at Trafford Park having outgrown its premises. Henry Ford did not like the idea and, following a nation-wide reconnaissance by Edward Grace, the American manager of the Cork plant, he chose Dagenham instead.

The newspaper article reads:-

A Modern Miracle.

In spite of all the rumours about Southampton and elsewhere they are still making Ford cars at Trafford Park, Manchester, and yesterday they turned out their 250,000th vehicle. This is a mere nothing compared with the American output, and as there are now British "utility cars" which are round about the same price as the Ford, and which certainly cost less to run, it is unlikely that the English Ford works, wherever it is situated, will ever, even relative to the size of the two countries, approach the yield of the American company. But yesterday's event and the celebrations which marked it may be justly regarded as a milestone in the history of the most amazing industrial undertaking the world has ever seen. If there are utility cars of any kind anywhere today, it was HENRY FORD who was their progenitor. It was "Henry" of the innumerable derisive anecdotes (the inventing of them as subtle advertising matter for his cars is said to have been done in a special department of the Ford factories) who blazed the trail towards motoring for the million.

It is odd, perhaps, that the one man who from the very beginning saw the real future of motoring should have sprung from peasant stock. HENRY FORD'S grandfather was one of the Irish emigrants to America from

Ireland of the Hungry Forties. His father was a farmer who saw no sense in the boy's mechanical bent, and HENRY FORD'S own first idea (to which he has returned in recent years) was of an agricultural tractor rather than a motor car. And when he did turn to passenger vehicles his own notion of their future was barred by the craze of the America of the moment for racing cars. So FORD built a racing car, ran it himself, and won prizes which brought him to the notice of people who had the money to invest in the new industry. But all the time he was working out his real idea of a cheap and reliable utility car. He was twelve years in devising it – and it is, with very few changes, apart from added details and accessories, the Ford car of today.

The Ford Company which was formed to manufacture this car was started with a nominal capital in English money of £20,000, of which less than £6000 was subscribed in cash. Two years ago the capital value of that undertaking was estimated at between £300 millions and £400 millions sterling, and its yearly profits at £20,000,000.

HENRY FORD himself, who, as a poor man and an enthusiast, had used up all his capital in experiments, was credited in the company's register with the value of the car that he put into it - £500. From these small beginnings sprang the greatest manufacturing

concern in the world, a concern which buys forests when it needs a little wood (and there is not much wood in a Ford car) and sells its waste material for sums the average manufacturer would consider a yearly fortune.

It was HENRY FORD who planned it, it was HENRY FORD who built. The original shareholders of his company were average men and cautious. They were all for turning out a few cars at a good price, and when production began to get near 100 vehicles a day they begged their fortune-maker to stay his hand. The man of miracles refused. By 1915 he was producing 1000 a day, and by 1921 over 3,000. These original and doubtful shareholders had reason to bless their inventor. One of them subscribed in actual cash less than £200 in the first place; he ultimately received in dividends not less than £7,500,000. Thus the snowball grew, its assets increasing hand in hand with its profits.

In a notorious *note* which aroused the mirth and derision of the world the only begetter of that snowball recently observed that "history is bunk." He may be forgiven his folly, for he has made that which he derided.



The 250,000th British Ford built on 17th April 1925 at the Trafford Park factory.

The 1951 Ford

Written by member Terje Saethre tesaethr@online.no
Editor of V8 Forum, (Early Ford V8 Club of Norway)

Ford's models were completely redesigned for the 1949 model year. The transverse springs were gone and the front end now had an independent suspension; the looks were brand new and modern. The new Ford for 1949 sold 100,000 more cars than Chevrolet! It was designed by Harold Youngren and the independent designer George Walker. These gentlemen had created a modern classic and helped Ford win the "The Fashion Academy Award" that year.

The new model kept Ford out of trouble, financially. Ford had been in financial trouble for a long time, the Company not having a modern business structure. Also, the model range was outdated. Henry Ford II had taken over the helm in 1945 at only 28 years of age. Henry Ford was at this time 80 years old and unable to lead the business of the company and Henry Ford II's father, Edsel, had passed away in 1943, being only 49 years old.

Henry Ford II had much to do after taking over the helm of the Ford Motor Company. His first task was to sack Harry Bennett, who was known for his connections to the mafia and of being corrupt. Bennett had been Henry Ford's "right hand man" for 30 years and he had had a big influence of the running of the Company. As Bennett's successor, Henry Ford II hired Ernest R. Breech, who was to become the architect behind the new, modern Ford Motor Company.

The 1951 Ford was the continuation of the 1949 and 1950 Fords, with a few changes. The most conspicuous was the new grille with 2 "bullets" instead of one on the previous models. The 1951 model was also the first with an automatic transmission, namely a 3-speed Ford-O-Matic. Other changes included the dashboard, steering wheel chrome moldings across the rear of the car, new fuel pump and windshield wiper motor. Also, you could now start the engine with the ignition key, instead of a separate starter button. A true hard-top model was introduced relatively late in the model year (28th January 1951). In spite of this, 110,286 Victorias were produced (Victoria being the name

of the hard-top model). The Crestliner (the Victoria's hard-top predecessor) only sold 8,703 in 1951 and 17,601 in 1950, the year of its introduction.

You could order the 1951 Fords in ten different colours and two unique colours for the convertibles. The 1951 Ford cars could be ordered either as a DeLuxe or a Custom model, the Custom being the "top of the line" series. Each had a 100hp V8 or a 95hp 6 cylinder engine.

The DeLuxe series could be had as Tudor Sedan, Business Coupe or Fordor Sedan, whereas the Custom series could be had as Victoria HT Coupe, Tudor Sedan, Crestliner 2-door, Club Coupe, Fordor Sedan, Convertible Coupe and last but not least: Country Squire. All together there were ten different Fords available. The prices in USA varied from \$1324 for a DeLuxe Business Coupe to \$2029 for

a Custom Country Squire. Over 1 million 1951 Fords were produced!



1951 Ford Custom Convertible at the Rogue plant dock-side in Dearborn.

Bucephalus, the old war-horse that wouldn't die!

Bucephalus (meaning 'ox-head' in Greek) was Alexander the Great's favourite horse, from Thrace, and one of the most famous horses in history. Ancient accounts state that Bucephalus died after the Battle of the Hydaspes in 326 BC, in what is now modern Pakistan, and is buried in Jalalpur Sharif outside Jhelum, also in Pakistan. Jalalpur Sharif, originally Bucephala, was built by Alexander in commemoration of his horse.

Fast forward to 4th January 2006, when Richard Flashman, a member living in Hallett Cove in South Australia, purchased a Model "Y" wreck from a scrap yard located at Bridge Road, Keysborough, half a time-zone away in Victoria. The new owner of the yard, Mr Shane Coucaud, apparently found it in a shed on the property, "hidden" under carpet and cardboard and covered in dust. The car had a flat replacement bumpers, a red 8 H.P. spoon radiator badge and the word Bucephalus printed in blue classic script along the top of the bonnet sides. It is a two-door (Tudor) model and hence was not manufactured at the Ford Motor Company Pty. plant in Geelong, Australia (all Australian - assembled 'sedans' are four-door (Fordor)). As the car has a Briggs body number, which indicated a 1937 date of manufacture, Richard was asked to look for a hand-stamped number on the front of the battery box (i.e. a New Zealand Ford assembly number). None was found so it is assumed that the car was an import from UK.

Other than bearing a registration label from Victoria on its windscreen, Richard had no other information about the car's history. The label was very badly faded such that, initially, the registration of the car could not be read. Given the classical nature of the name, Bucephalus, and some gaudy yellow paint under several coats of black, Richard thought that, perhaps, some university student may have owned it at some time. As he began to rub down the body in preparation for paintwork, he noticed a faded oval area at the left rear, which turned out to be the shadow of a stick-on GB plate. Then, in April last year, 2011, despite his doubts about getting a registration number off the windscreen sticker, he was able to discern the following:- Victoria registration label number 70164 (year 1972); Victoria registered number JYE580.

Now for the extraordinary part of the story; later that same month, on 30th April, the following query was placed on the All British Classic Car Club of Victoria (ABCCC) website:-



Y186654 being collected from the Melbourne scrapyard in January 2006.

"My wife and I drove an 8 HP 1937 Model Y Ford to India from the UK in 1966 and subsequently sold it in Melbourne in 1971. It was a pretty solid car and I wondered if it ever found its way into a club in Melbourne. Its reg. was JYE 480. All the best, Iain Schofield."

Our member and also a member of the



The enigmatic script on the bonnet sides - Bucephalus.

ABCCC, Bill Ballard in Melbourne, was alerted. Having been in regular correspondence with Richard Flashman through the Y&C Register Australian Syndicate, Bill recognised the car as being the one that Richard was restoring. Richard's response to Bill's email was predictably excitable:- *"Hi Bill I am absolutely 'gobsmacked' that Bucephalus may have quite some history! I have emailed Iain to learn about its history and to find out if it was he who painted Bucephalus on the sides."*

It was at this stage that the fantastic story of Bucephalus's history and travels were revealed:

Iain emailed the story thus:

"Finding that our old Model Y was in good hands in Adelaide was absolutely wonderful and coincided with the fortieth anniversary of our selling it in Melbourne, when my wife Rosemary and I returned to the UK in 1971 after five years in Australia.

Bucephalus (AAJ 401/JYE 580) had been in the family for years before that, as I confirmed recently with Steve Allatt. His dad, Tom, bought it in the early 50's in pretty dire condition for his other son, Peter, and together they organised a complete restoration, which was carried out by Tom. This included re-wiring to 12 volt and a complete re-upholstery job.

The car was used by various members of Tom Allatt's family and Steve learned to drive in it. His uncle Stephen (Tom's brother) bought the car for his daughter, Rosemary, for her 21st birthday in 1964, in time for our marriage in 1965, after which I had a chance to drive it too - after getting the hang of double de-clutching into first gear!

We had been thinking of going to Australia and various interesting ways to go. Finally, we decided on planning the trip around the car; although this raised some concerns with a few people, including my dad, John Schofield, who was a mechanic. He replaced the con-rods after re-metaling the big-ends and he also made replacement shackles for the rear springs, which were worn. To finance the trip, we worked in Iceland (not the shop!) from January to May 1966.

As we were to follow quite a lot of Alexander the Great's routes, my artistic brother in law; Gaizka Solabarrieta came up with the name Bucephalus for the car. He had recently come from Vittoria de Ebro to Leeds. Gaizka did the original sign-writing on the car.

We left home in Bradford in pouring rain on 24th July 1966, being waved off by a small family group. We had contacted the Ford head office in Brentwood to check if they would be interested in sponsoring us and maybe using our photos and experience for supporting parts sales. Amazingly, they agreed to provide a reconditioned engine and a free service in Bradford before we left. They also gave us contact details of all the main agents from Turkey onwards

and contacted them. This was very useful as these agents were (generally) pleased to see us, giving us a friendly welcome and a check over the car. This meant a lot, being a long way from home and gave us more of an insight into local life. This was especially so in Syria where Nouri Hneidi, the Ford tractor agent in Homs, entertained us for about three days in his home and took us to some ancient sites in northern Syria.

We drove the 1000km from Homs to Baghdad, including the Syrian Desert, by the old pipeline road in three days without a hitch, sharing tea and our food with the occasional truck driver and goatherd. After being delayed in Baghdad for two weeks because of a cholera epidemic, we finally left Iraq through Basra in the south and crossed into Iran. After a long drive up to Tehran, where we stayed for a few days, we finally left for Afghanistan, going through the Elburz Mountains. This wasn't an easy journey, but a memorable one, as we chose the most direct route over Elburz Mountains towards the Caspian Sea. We went through a pass not very far from the highest peak, Damavand, which rises to 5,671m (18,600 ft). There had been a major rainstorm causing an avalanche in the middle of the pass. We got through the first section but, a little further on, the road was completely washed-out (see photo). We had to return to find another route via a different pass. We tried an alternative pass to the west, but a bridge had been demolished by the flood. We finally made it by taking the low road via Rasht further west, then following the south coast of the Caspian Sea towards Mashad and Afghanistan.

After driving for 150 miles on dirt roads towards Afghanistan, along this northern route to Mashad, a leaf in the rear spring broke causing the body to drop onto the chassis. We had to cut the speed to about 10 kph on our way to a mechanic's shop, whose lighting was provided by an oil lamp, but he had arc welding! There were no replacement leaves for the spring, so we had to reinforce and weld it. This is not ideal by any means, but it seemed the only way to keep going. The weld held, amazingly, through Afghanistan until the Pakistani frontier, which is The Khyber Pass, where it broke again. We couldn't organise any repairs, so went over the Pass during the evening and night - very slowly. This can be a dangerous area at night, but we got through safely and eventually to Lahore, where the agent fitted a replacement spring, enabling us to have a smooth drive to Delhi and Bombay.



Iain and Rosemary Schofield outside Parkinson's Garage in Bradford in June 1966 before departing on their journey

Bucephalus subsequently took us on camping trips, which I'll always remember fondly, to northern Victoria and lakes Entrance with our son Daniel, who was born in Melbourne in 1968 (he hasn't been back to Australia -yet!)."

Richard has made a superb job of the restoration, retaining all the modifications made by Iain in the 1960s, the paint colours and the Bucephalus script on the bonnet. He placed the car on full registration, as opposed to the cheaper South Australian 'Club' registration, so that he could apply for his personalised registration RAF 002 (RAF being Richard's initials and RAF 001 being his Lincoln). Having finished the car earlier this year (2012), he found that he could not drive it comfortably due to a problem that he has with restricted movement of his right foot. Reluctantly, he decided to sell.

Bucephalus is now owned by the enthusiastic Bill Hamade in New South Wales, who has followed Richard's example by fully registering the car and adopting the personalised registration VN 74 GE. On 16th December, Bill entered Bucephalus

in the New South Wales Anglia and Prefect Club's Christmas Tree Run and won the 2012 People's Choice Award. Not bad for his first outing! We wish Bill and 'the old war horse', Bucephalus, many years of happy motoring.

Sam Roberts.



A rather battered-looking Bucephalus at Boronia, Victoria, transporting the Schofields on one of their trips. Daniel now one year old.

The total distance driven in the car was 10,200 miles and it took four and a half months. We parted company with the car in Bombay, which was shipped direct to Melbourne. We went a more circuitous route by sea and air calling in at Sri Lanka, Singapore and Darwin then hitching most of the way south to Melbourne, where we finally managed to get the car back on the road after having new front brake drums and king-pins fitted. These had been brought out from the UK by my cousin in her luggage.

New member, Bill Hamade's favourite two fellas, Bucephalus and son, Rami, holding the New South Wales, Anglia Prefect Club's Christmas Tree Rally, People's Choices Award for a smart looking Bucephalus, now registered "VINTAGE



Iain enjoying life on a campsite in Belgrade in July 1966



Making friends in Aleppo, Syria in November 1966.



Trying different passes through the Elburz Mountains in Iran. Here getting assistance through a mud slide, to no avail; they had to turn round and try another route.

Watching a snake charmer having reached Delhi (minus the end of the front bumper).



Bucephalus, registered RAF 002 post-restoration, looking immaculate in Hallett Cove, South Australia; August 2012.



