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Transverse Torque



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Editorial.

I like to make an early start on the editorials so as not to panic nearer the day the magazine is due. Especially with Christmas and New Year looming! I recognise as I get older that planning and early starts gets things completed with less pressure. So it is with maintenance on our cars. Knowing what's to be done well in advance, what tools will be needed, what parts to order and have ready - and for me diagrams, photos and notes are also required - this leads to enjoying this hobby of ours. Of course, the best laid plans can still go wrong!

I'm really pleased this issue with receiving decent contributions for Transverse Torque well in advance of copy deadline. We have an article by member Javier Romera on his car in Spain, another on a superb CX DLA 329 from Tony Eldridge of Ilford and another lengthy history from Mo Croxon of Marlow, who recently re-joined the register. That will feature in the next issue. You wait for ages for member's articles and then like buses, three come along together!

We also have part one of the Saharan adventure from Richie (Richard) Ball - this is the sort of journey I would have like to have once made! Indeed, some twenty years ago, preliminary plans were hatched with a friend over a couple of pints, of a drive to Africa and around the Sahara using a Land-Rover with a view to seeing the Elephants around Kilimanjaro. I even started work on a book about the trip, but both the book and the trip hardly made it past the first page. I finally made it to Kilimanjaro for my 60th birthday but using a plane to get there and my two legs in climbing it (for the Charity, Scope).

Speaking of fun and enjoyment, I got to the NEC Lancaster Insurance show and had an exhilarating time with visitors attending our club stand. Sharing enthusiasm for our cars with strangers and members alike reminds one of the fun to be had with classic cars like ours. A bonus was the many new members signed up there - thanks to our team for putting on such a good presentation that drew in the visitors. Furthermore, we got to sell many copies of Sam's book! (Have you got yours yet?)

I seem to get calls for help from members quite often, seeking pieces to help finish off their projects, and when I can, I try to help. I am often surprised at the various amounts of spares I've accumulated over the years, and it's nice to get them to a good home eventually. Of course, members can advertise parts both in this magazine and on the website for free, so if you can cash in those spares you don't need, we might see even more cars completed and on the road.

I was picked up on a point about renovation at the NEC - should we upgrade our cars, e.g. 12 volt systems, improved brakes, bigger engines etc. I can only speak for myself in that my opinion is that if you want all those things - get yourself a later car that has them! But I acknowledge that some improvements are necessary for safety's sake. So I have fitted indicators and better lighting and hidden away a small 12V converter to run a TomTom! The point is though that the Register is for members trying to maintain examples of our cars as they were, to the best of our abilities - which is why we frown on hot-rodders and the like. But even they have their place in keeping aspects of our cars alive and creating enthusiasm. Other extras from those days - like heaters, de-misters - make our cars more individual as well. Secretly, I wish I had a 10hp engine fitted, and as I haven't yet renovated the early original engine, I'll stick with the one I have. I have though bought brighter LED bulbs for my rear / brake lights and indicators!

Next year beckons us already, and Judy and I are making our plans - what shows to get to, tours to go on, who to go with and so on. For myself a tour around Northampton is on the cards with some other members on a "Why Not" tour. I am also looking at what improvements and repairs I can make so that this time next year I'll be able to look back with a certain amount of pride. I'm sure readers will empathise with that view. I really enjoyed the last year and find myself keenly anticipating getting to new venues and meeting more new friends. With that, I hope you have by the time of reading this editorial had a truly memorable Christmas and New Year.

I have been brought to book by Bill Ballard, for not inserting my planned acknowledgment of his fine article in the last issue on page 19 about the Land road report on the All-British Light Ford. He had painstakingly copied that spending many hours in their State Library. I overlooked that in the rush and I apologise. We look forward to more of the same Bill. He made a point too about the caption on the Model C Tourer in issue 210, believing it to be misleading and incorrect. I will try harder to get it right next time! I beg tolerance if I get things wrong as I'm still a novice at this editing game.

Meanwhile, I've bought a submersible pump at last so that I can drain out the water that

fills the pit in my garage. It seeps in through the autumn as ground water rises and seeps out in summer droughts. I'm about to play with my engine so need it dry so as to work with comfort under the car.

Judy and I also had the greatest of times at the Christmas dinner organised by Colin French. Yet another occasion when belonging to this club is so rewarding. A sense of fun prevails and counters the age-related grumpiness I'm often burdened with!

With the agreement of the committee, I have in addition to the Forum, started a trial Group Page on Facebook, in the belief that more people are familiar with its workings as well as members of their families. In time, this should mirror the Forum so as to make all information more available and accessible. This Facebook page will still be scrutinised to reject any spam, or rudeness, but remember that others can see it so check your privacy settings. Search for www.facebook.com/FordYandC. It's generally easier to access and simpler to post comments and photos on here. Facebook page ID is 1509423287261198

Congratulations are in order for Owen Baldock who will be elevated to Mayor of Tonbridge & Mailing Borough Council in Kent on 19th May next year. There will be much less time for the car then!

Finally, don't forget the anti-freeze, (or drain the radiator AND engine), put the car on blocks if not moving it for months to avoid distorted tyres, and keep the mice at bay. I'm looking forward to more of your stories and features.

Happy New Year.

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Chairman's Report

Well that's the end of another year. How can it be 2015 so soon? 2014 certainly had a fine finish from the Register's point of view.

The NEC in Birmingham was a great success and our thanks for organising our stand must yet again go to the two Geoffs; Salminem and Dee. They do an amazing job supported by several members who not only bring their cars along to be part of the stand but also to attend the show. I am always nervous about naming names in case I miss someone. So all

I shall say is thanks chaps and suggest that every one reads the report.

The other event at the end of the year was the Christmas party held at the Red Lion in Adderbury which is near Banbury in Oxfordshire. It was a most enjoyable evening. Fine food, a lot of festive spirit and good company are always excellent ingredients for a great evening and this was no exception. Many thanks must go to Colin French for his efforts in organising this very good start to our Christmas celebrations.



Thanks to both our Geoffs - and the lovely Eileen

So 2014 ended in fine style and let's hope that 2015 can be equally successful.

It would be good if we can all endeavour to use our 'Y's and 'C's a little more. Using our cars for shopping trips and to visit friends etc. is a tremendous way to advertise not only the cars but also the Register. I think that the more the public at large see our vehicles then they will gain a better knowledge of not only our cars but historic vehicles in general. We do not want people to think they are only museum relics seen at the occasional car shows – so come on everyone make 2015 the year to really use your cars! (Drive-It Day is 26th April – Ed)

Thinking back to shows, I know that there are a number of events in my area which I have rarely attended and others which I have only recently been aware of. I have also learnt of a couple of local pubs that have a monthly Sunday gathering of old cars. I was discussing this recently with a friend who has an old Alvis who has found out that the famous Ace Café on the North Circular Road (notable amongst motor-cyclists) has a monthly historic car meet. There certainly seems to be a lot of opportunities for me to see if I can get a few of our members in Hertfordshire, Bedfordshire and North London to take their cars for an outing. So I hope that you are working hard to get your cars fit for an excellent 2015 of motoring.

John Argent

Cover Photos:

Front cover: SO-908 belonging to Javier Martín Romaera from Soria, Spain. The oldest Short-Rad in inland Spain.

Rear Cover: DLA 329 - 1936 CX belonging to Tony Eldridge

Inside rear – montage of sparkling guests at our Christmas Dinner.

SECRETARY'S RAMBLINGS.

Firstly I hope that 2015 is an enjoyable year for all our members and families. Pat and I have just enjoyed the Club Christmas Dinner at Adderbury, near Banbury, with around 40 other members – our “extended family”. Many thanks to Colin French, who acted as local host, for arranging this gathering. I hope we can attract new members to this, and other regular annual gatherings in the coming year. Maybe other regions could initiate small local gatherings too.

Our stand at the NEC Classic Car Show (I think for us the 21st. occasion) was well attended and attracted a number of new members too. Again, our thanks to Geoff Salminen and all who helped to set up (and take down!) the stand along with the members who gave time and effort to make their cars available for display. I am sure we will have some pictures in this issue.

Practical Classics magazine (Jan. 2015) carried a mini road test article on the small cars that were available at either end of the Second World War. The Model Y of our member Ian Hawley was the oldest, and cheapest, car in the line up and was noted for its lively performance – it certainly looked very smart alongside a 1938 Morris 8, Singer Bantam, Morris 10 M, Morris 8 Series E, - where were the Austins?? - which formed the competition on the day. Thanks to Ian for taking his car from Wolverhampton to Thoresby Hall in Nottinghamshire, in some very wet weather, for this gathering and for flying the club flag.

Regional Contacts: We welcome Dave Tanner into the vacant region 12 post. Dave is a CX owner (obviously a discerning fellow) but despite living outside the region offered to take on the role as he “wanted to give something back into the club” a very creditable attitude. The main role will be to welcome new members as they join and to maintain some local communication. It is important to welcome new members into our club and to give mutual support..... even more important as we are geographically scattered. If you are in Region 12 why not give him a call...his details are inside the front cover of your mag. Area 2 volunteer? We are still looking for a volunteer to take over from long serving member Ivor Bryant....contact me to find out more about the Regional Contact role. Our Future: We will be looking to introduce new faces into committee roles as the April AGM approaches. We have made some steps in terms of attracting newer (younger) members into club posts, but must keep this rolling to safeguard our club in the future. We have excellent systems in place to help new incumbents to become establishedso do not be afraid of coming forward. We are fortunate to have members with a wide range of knowledge, skill and expertise which could be tapped into to maintain club growth. None are massively

time consuming – we need people with IT skills, mechanical / electrical understanding, communicators etc. YOU must be in there somewhere! Give me a call to talk about your skills and what you can offer.

FBHVC: The latest newsletter reminds us that with the disappearance of the tax disc we must ensure that our “free” renewal is made as before. Glitches in the system may mean that not all members receive a DVLA reminder.....make a note on your calendar so that you do not fall foul of the law. (See separate FBHVC article on buying / selling.)

Your committee has been looking closely at club finances and I am coming to the realisation that we must in the next year or so – subject to further discussion and members’ decision - increase the level of membership subscription. Increased costs, particularly in postages and printing etc. have meant that we have less money left to develop new parts etc. and to provide the range of club services. We have, due to careful financial management, kept the current subscription levels in place for nearly 10 years but sadly this cannot last if we are to continue giving good service to members.

We have just had an enjoyable and eventful year and can look forward to 2015 being just as good or even better. Club services are thriving and evolving, there will be good news on parts and there is a good range of events to attend. Our AGM in April (not a boring day I can assure you) will start the season with the nationwide Drive It Day when we are all encouraged to have our old cars out on view, in the same month. The summer is awash with local car shows – such as Enfield - to attend with the “biggy” being The Old Ford Rally on July 19th. September too has the North Norfolk Railway based 1940’s weekend and hopefully a tour in France linking with the Nordist Fordist Group which Graham Miles is looking to link with. The important thing is to get out and about with your car either to an event or just simply have a picnic journey. Apart from the pleasure we have in taking part we also give the public much pleasure too just to see our old cars.

On a personal note we have now begun work again on my CX tourer which has been waiting chassis repairs. By next issue I should be able to give a meaningful report with pics. Since most mechanical work has been done already I hope to be mobile in 2015. Does that sound like a new year resolution!

Keep warm! Enjoy 2015.

Bob Wilkinson.

FBHVC : DVLA - Buying And Selling A Car.

The following is an extract from the Federation Newsletter of December 2014. This applies to owners of Historic vehicles as well as our modern everyday car.

“Discontinuance of the Tax Disc The tax disc is no more.

Several of the issues we raised became clearer as the project progressed, but we remain concerned at how difficult it was to establish exactly what was planned until it actually happened. The DVLA made great play of how many people knew that the tax disc was going, but were strangely silent on how much private sellers and buyers knew about the fact that unexpired tax would no longer be able to be handed on by the buyer to the seller. We are unclear as to exactly when the pre-existing licence is legally required to come to an end.

One thing we think everyone should be clear upon is that there has been no change to the process of establishing a new Registered Keeper. Nor has the V5C been replaced by new technology. It is still a paper document. It is still the job of the existing Registered Keeper when he sells or transfers a vehicle, to send the completed V5C, less the V5C/2 Tear Off which he has given to the ‘new keeper, by post to DVLA in Swansea. Only when DVLA have processed the V5C is there a new Registered Keeper.

And we think it important also to remind everyone that a seller should never part with the V5C/2 tear off until the sale is complete and he has the buyer’s money.

Now it has appeared, our concern that the printable document resulting from online taxation would not satisfy overseas law enforcement officers as evidence that the vehicle is in fact taxed has proved correct. We will continue to press for a more convincing final output of the online process. (A Y & C note here for anyone travelling overseas) For those taxing at a Post Office the situation seems worse as we understand that all the keeper will have is a Post Office till receipt, and in the case of a Historic Class taxation there will be no receipt at all, as the tax is Nil Rate. The solution here is less clear but a printable final step to the Post Office process should not be beyond the wit of man.

And the double taxation row, whereby the licence becomes invalid immediately on sale, but the old keeper only gets a rebate in respect of full months, so loses some of his paid tax, is rumbling on. We have not given up on that either, though we do recognise that it only applies to newer vehicles, as for Historic class, and thus nil rate vehicles, there is obviously no rebate.”

MEMBERSHIP MATTERS

- News of new members

Prepared by Mike Malyon 17th December 2014

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 13 new members and 1 Rejoining member.

Rubén Abelaira	O-A107	Lugo Spain
Jim Byrne	B1102	Tibberton Shropshire
Steven Carreyett	CO202	Clevedon North Somerset
Terry Chapman	CO102	Gwinear Cornwall
Paul Graham	G1703	Broompark Durham
Charlie Jolley	J1901	Dartry Dublin
Colin Jones	J1503	Auckley South Yorkshire
Mervyn O'Brien	O1904	Clonmel Co Tipperary
Francis O'Dea	O1903	Ballynote Co Clare
Amanda Oldfield	O1401	Newton Cheshire
David Raeburn	R1701	Mordington Northumberland
Steinar Svendsberget	O-S109	Rena Norway
George Swanton	S1901	Bally-De-Hob Co Cork
David Wallis	W1502	Welby Lincolnshire

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

Rubén Aberaira - we extend a warm welcome to our new Spanish member, Rubén. He is the owner of O-9215, chassis number Y81285, a black Tudor, first registered 3rd of March 1935. The car is on the road, but is undergoing an overhaul and when finished, hopefully the appearance will be close to original.

Jim Byrne joined the Register at the Club's stand at the N.E.C. He owns EPA 917, chassis number Y128496 and Briggs body number 165/33523. The car is a 1936, black/green Tudor, first registered on the 15th June of that year. As the car is on the road we hope you enjoy many happy hours of motoring in your "Y" and a very warm welcome to the Club.

Steven Carreyett has a black Tudor, first registered 9th October 1936. It carries the registration BDF 605, chassis number Y155443 and Briggs 165/49328. The car is on the road and is in quite an original condition. Steven is another recruit from the N.E.C, we extend a warm welcome to you.

Terry Chapman - we are pleased to welcome Terry to the club. He is looking for a "Y". Terry is another N.E.C recruit. Good luck with the search and we hope that you are soon successful.

Paul Graham - we extend a warm welcome to Paul, who joined at the N.E.C. We haven't any other information as we are awaiting details of the car.

Charlie Jolley joined at the Club stand at the N.E.C. He is the owner of LI 2287, chassis number Y177281 and Briggs 165/62067. It is a green Tudor, first registered January 1937. As the car is on the road, we hope you enjoy driving your "Y" and a very warm welcome to the Club.

Colin Jones owns a car that has been unknown to the Club until now. The registration is VH 8994, chassis number Y130608 and Briggs body number 165/34678. It is a black Tudor, named "Vera" first registered 04/04/1936. The car needs a full restora-

tion as it hasn't seen daylight for twenty years. Good luck with the work to be done and a very warm welcome to the Club.

Mervyn O'Brien is another recruit from the N.E.C. Mervyn is the owner of ZA 7740, chassis number Y129814, a black 1936 Fordor. The car is under restoration along with the other five "Y"s in various stages of restoration. Good luck with the project it looks like you are having a busy retirement. Welcome to the Club and remember we are here to assist in any way we can.

Francis O'Dea rejoined the Register at the N.E.C. He has an April 1933, black Tudor. The registration number is ZA 390 and the chassis number is Y20725. The car is on the road. Welcome back on board and thanks for re-joining.

Amanda Oldfield is another member recruited at the N.E.C. She is the owner of BAB 687, chassis number Y 176275 and Briggs 164/6520. It is a black Fordor, first registered on 13/03/1937. The car is on the road. We hope you enjoy many happy hours of driving your "Y" and a very warm welcome to the Club.

Dave Raeburn - we extend a warm welcome to Dave. He has owned his black Tudor since 2002. The registration number is AFS 180, chassis number Y149608 and Briggs 165/45870. The car is on the road with body paint to be touched up.

Steinar Svendsberget is our new member from Norway. Steinar purchased his 1933, Orient blue Tudor in 2013 in a garage sale. The car has been off the road since 1963. The registration number is D 4906, chassis number Y15905, Briggs body number 135/1096. Good luck with the restoration and welcome to the Club.

George Swanton - we extend a warm welcome to George who joined at the N.E.C. We haven't any details of the car at present.

We look forward to receiving further information in due course.

David Wallis is another member recruited at the N.E.C. David has a 1937, black Tudor first registered on the 14th January of that year. The registration number is JL 4062, chassis number Y164361 and Briggs 165/54588. The car has the original engine. David is the second owner on the log book, he bought the car from a local farming family. He intends to go to shows and 1940's events. As the car is on the road with no work to be done, we hope you enjoy motoring in your "Y" and a very warm welcome to the Club.

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

Our Members manning the Y & C Model

VH 8994 belonging to Colin Jones



Register stand at the N.E.C. did a sterling job, recruiting nine new and one re-joining member. Well done to all concerned. I would also like to take this opportunity to wish all our Members and families a happy, healthy and prosperous New Year.

Mike Malyon Membership Officer

BOB'S JOKE CORNER.

This one is from Bill Ballard ...our man in Oz.

The First Apple

A woman ran through a red traffic light and crashed into a man's car. Both of their cars are demolished but amazingly neither of them was hurt.

After they crawled out of their cars, the woman said; "Wow, just look at our cars! There's nothing left, but fortunately we are unhurt. This must be a sign from God that we should meet and be friends and live together in peace for the rest of our days."

The man replied, "I agree with you completely. This must be a sign from God!"

Parts Report

By the time you read this it will be 2015, I wish you all A Happy New Year. At this time of year we look back at the tasks we set ourselves at the previous year. We had requests from members to provide a number of items and we managed to achieve these except for one item - that being the small kidney shaped trim for the driver's door lock.

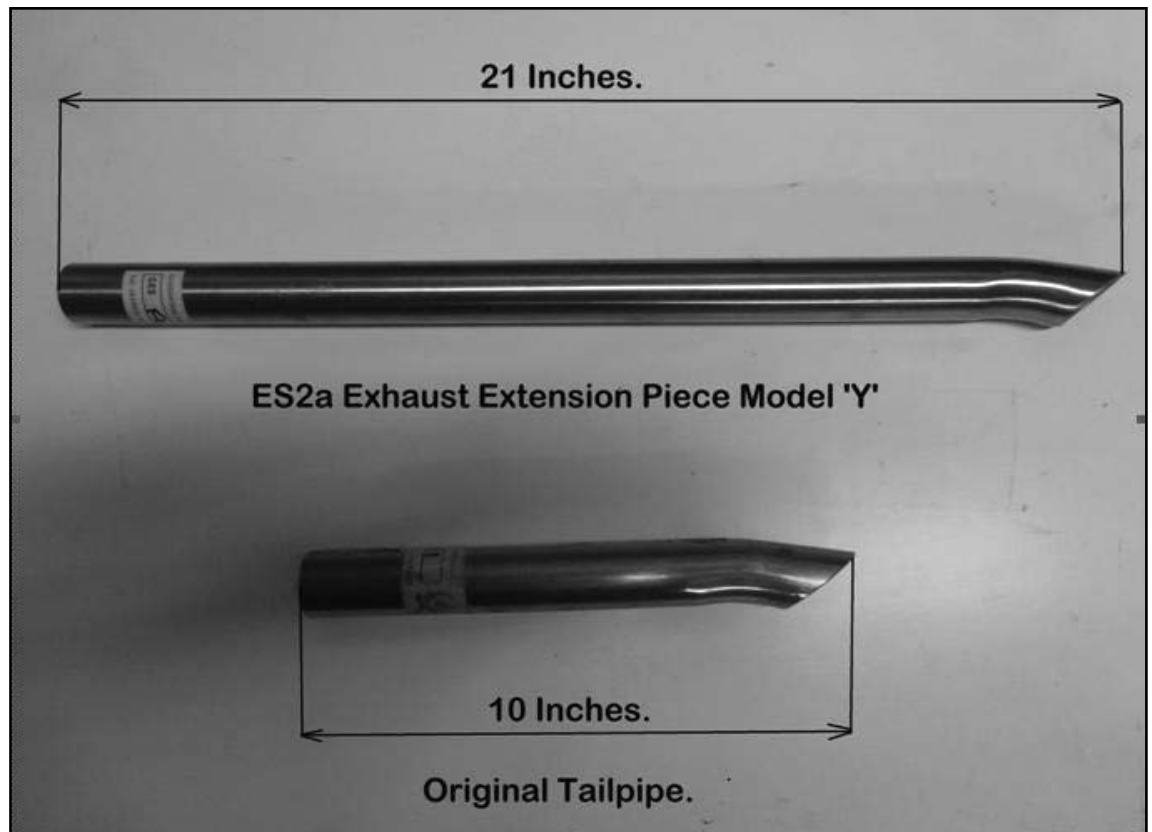
I would like to clear up a point of ambiguity on the ES2a exhaust system extension pieces for the Model Y. The first batches of stainless steel exhaust systems had a short tailpipe about ten inches long, some members complained that fumes were entering the car. The current exhaust systems have a longer tailpipe twenty one inches long, this helps disperse the fumes near the rear wheel. The exhaust extension piece is a direct replacement for the earlier short tailpipe. The very early steel exhausts were a one piece system and the extension piece will not fit these.

At the moment I am in the process of completing the annual stock take, which involves coordinating the items held by each of the stock holders, I was surprised at the number of additional items stocked since last year's stock-take.

We have been looking into manufacturing the items which members have asked us to supply, by the time you read this we hope to have obtained information for manufacturing petrol tanks and wind-

screen surrounds. As you can appreciate, these two items will take some considerable time, resources and finance to develop. I have said on numerous occasions the Register belongs to the members and as far as I am concerned this applies to the spares section, if you have any suggestion on which parts we should be concentrating on, please let me know. Likewise if you have had some good quality work done on your vehicle and would like to recommend anyone who has carried out work or provided parts please contact me.

I had no response to my request for members to join the spares committee, it does not involve much time and there is a great deal of fulfilment to be had from helping



The woman continued, "And look at this, here's another miracle. My car is completely demolished, but my bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune."

Then she hands the bottle to the man.

The man nods his head in agreement, opens it, drinks half the bottle and then hands it back to the woman.

The woman takes the bottle, immediately puts the cap back on, and hands it back to the man.

The man asks, "Aren't you having any?"

She replies, "Nah. I think I'll just wait for the police."

Adam ate the first apple, too!
Men will never learn!!

other members with their problems. If you are interested please contact me at peterketchell@yahoo.co.uk

In order to assess the quantities of wind-screens and petrol tanks could anyone requiring one please let me know, we will offer these people a discount when we have completed the proto-types which will be more or less at cost price.

Peter Ketchell
Spares Officer.

Ode to a Model Y

They were conceived, designed and built before television, before penicillin, frozen foods, plastic contact lenses, CDs and the pill. They were built before radar, credit cards, ball point pens, dish-washers, tumble driers, the iPad, air conditioning, and before man walked on the moon.

In those days for men there was an upside - it was before tights had been invented. At that time you got married first and then lived together (how very quaint!) For most men at that time "foreplay" was simply a golfing competition.

Fast food was something you ate in Lent. A big mac was an oversized raincoat. Crumpet was something you had for tea and not something you lusted for at the Palais on a Saturday night. A stud was something that fastened your collar to your shirt and a meaningful relationship was getting along with your cousins. "Going all the way" meant staying on the bus to the bus station. Sheltered accommodation was where you waited for the bus. A website was inhabited by spiders, and the net was something you hung up to stop the neighbors looking in through the front window.

Time sharing meant being together, a chip was a piece of wood or something that had vinegar on it, hardware meant nuts and bolts, soft wear was a woolen vest. The drivers favourite soap was either Lux or Palmolive.

Before 1940 'Made in Japan' meant an inferior product, and China then, merely referred to cups and saucers. Cigarette smoking was fashionable and something that could soothe your throat. Grass was something to be mown, coke was kept in the coal house, a joint was a piece of meat you ate on a Sunday and finished off on Monday, and pot something you cooked in.

Rock music was a grandmother's lullaby, and a gay person was someone who was the life and soul of the party.

Our cars must be a hardy bunch, and they have been very lucky to have found owners throughout all this time who have protected them from amongst other things, a worlds war, destruction derbys, banger racing, custom car freaks and the ravages of rust and fashion. Not only that, I understand that some of our owners have not moved with the times, and still can't get out of the habit of wearing suspenders, Bob and Peter to name but two. The tradition of cross dressing as promulgated by Norman Evans in the 30's and 40's is still given ample publicity in "Transverse Torque" particularly after the appropriately named 'Gay Don' event each summer.

Ladies and gentlemen, the cars have survived, thanks to you, and we think it's time to celebrate that fact. The toast is "Ourselves"



Geoff Salminen on form

For Sale & Wanted

1934 Model Y saloon (Y59988) in sound restored condition throughout. Good bodywork and interior, not used recently but in good mechanical order. Sale, by son of owner, due to illness. £4750 ono. For details tel. 01628 312398 (evenings).

1936 CX Saloon 2dr. C37463 in grey. Some sympathetic restoration to paint and interior, but probably the most original car in use. Mechanically overhauled. Original owner until 1989 and full history; known to the club. £7,700 ono. Telephone for full details 01977 685348. (West Yorkshire).

See also our website for further sales and wanted items.

Christmas Dinner

(See inside rear cover for a montage of photos in colour.)

It seemed that about forty members, wives and friends attended the Christmas Dinner at the Red Lion in Adderbury, near Banbury on the 13th December. This event – a repeat of last year's – was again organised by our Treasurer Colin French and Penny.

Members attending flamboyantly followed the request by Colin ("Festive and Christmassy", "Flashing dickies with glistening, swivelling musical ties") for a little colourful decoration by dressing up with various decorative outfits complete with flashing lights! I think that's what caused the headaches the next day!

Following a pre-dinner get-together, members enjoyed the excellent catering provided by the Red Lion. Then the fun really began!

A short oration by Colin welcoming us all was followed by the first act – a duet of Peter and Jean Purdy - in turn, of a view on nostalgia, as annotated opposite. – 'An Ode to a Model Y'. It seems most members were well in tune with the era referred to as there were plenty of knowing smiles and comments!

The next act was a real blast! A series of tuned and numbered whistles had been provided by Geoff Salminen inside some crackers provided and instructions were issued to blow in turn as called upon by Geoff. Various songs and carols were constructed, (some recognisable) although some boisterous members appeared to play out of turn, (and out of tune) so melodious it was not! However, a clue to the proper tune was provided by Geoff "singing" the numbers.

The final act was a sing-along: "Karaoke, Jim – but not as we know it!" Song sheets were provided by Geoff with dozens of old nostalgic pre-war songs, to which without exception it seemed, all joined in with Geoff on his accordion providing a most tuneful and enjoyable experience.

All in all, a truly spirited Christmas dinner with the benefit of old and new friendships – "Just like a family" said Bob Wilkinson in the final discourse of the evening – and it was. Warts and all!

RC

REGIONAL NEWS

The Y & C Register welcomes Dave Tanner as the new regional officer for area 12 – Leicester, Northants & Cambridgeshire. Dave read the note in issue 211 and volunteered- without any coercion! Whilst Dave is not on email at present, he can be reached by post or 'phone. (Details inside front cover)

Areas 01/02 are still vacant – Can anyone assist please?

It is hoped that in future issues, short reports will be submitted by regions with news of any events planned or completed.

Area 20 Region (London/Middlesex) Jim Miles reports :

I hope that this photograph will be of interest to you dear reader. It shows six biplanes fitted with 8? Cylinder radial engines. Next to them, striking casual poses, stand Howard Hughes type pilots and mechanics striking casual poses. Of special note however, in pole position, is the early short-rad Model Y service van, with driver who is either smoking or picking his nose!



The sign writing on the van reads:-

PLANE ADVERTISING Ltd
BRETENHAM HOUSE

STRAND W.C.2.

Unit No 1

All the planes carry the same name and address, the aircraft in the foreground is marked Unit No. 3. Another Model Y van can just be made out inside left of the wide hanger doorway with similar writing. Could this be Unit No.2?

Jim Miles

(The furthest aircraft appears to sport an in-line engine rather than a radial! And has Skids, not wheels. Ed)

Note: Plane Advertising Ltd operated in 1935 out of Christchurch with an Avro 552 G-ACAW. That had a 200 h.p. Wolseley Viper engine. The foreground aircraft, G-AEMP is an Avro 504N, owned in turn by Air Travel Ltd >Plane Advertising Ltd/Stapleford >Publicity Planes Ltd /Gatwick was registered in August 1936 and it's fate was described as "Impressed" 16th January 1941. Another of their Avros – G-AEDD crashed in Walsall 12/3/1939. G-AEIJ was lost over the Irish Sea on 21/1/1937. The 504N was a two-seat training aircraft for RAF with 160 hp (120 kW) Armstrong Siddeley Lynx engine. 598 built.

The **Avro 504** was a World War I biplane aircraft made by the Avro aircraft company and under licence by others. Production during the War totalled 8,970 and continued for almost 20 years, http://en.wikipedia.org/wiki/Avro_504 - cite_note-Holmes-1 making it the most-produced aircraft of any kind that served in World War I, in any military capacity, during that conflict. Over 10,000 were built from 1913 to the time production ended in 1932 (Wikipedia)

Classic Car Show at NEC November 2014

Our stand at this year's show was once again organized by the two Geoffs: Messrs Salminen and Dee. Key exhibits were Neil Bray's Model C, Doug Hickson's Jensen Mistral 'Y' Convertible and Robert Jarvis' Black 'Y' Tudor. We were delighted to learn that the lovely Eileen (because she does) had recovered sufficiently from her recent attack of 'the vapours' to join us for the whole weekend and to add even more beauty to the display. She wore a pair of lovely long white gloves this year.

Cars were brought in and the stand was set up on Thursday. The team supporting Geoff and Geoff throughout the weekend once again included Ian Hawley, usually to be seen at the wheel of an articulated lorry loaded with steel girders. The latest improvement to his lovely 'Y' is apparently to festoon it with LED lights. We'll see! Working with Ian all weekend were Robert Jarvis and Colin French, when they could be dragged from their early morning 'Full English breakfasts'. Doug Hickson and son Kevin were also ever present. That Doug certainly knows his stuff, and was soon to be heard quietly correcting the over-enthusiastic chap on the main Jensen Stand with some detail about Austin 4 litre engines in Jensen 541s.

It was a busy weekend, and we were able to spend time discussing with many visitors to the stand their questions, anecdotes and points of interest. The team was supplemented on Friday by Bob Wilkinson, and on Saturday by Sam Roberts and Roger Corti, all of whom added their considerable experience, knowledge and energies to the joint effort. John Argent and Graham Miles dropped in on Sunday afternoon, and Andrew Bailey took time off from his stint on the nearby Sidevalve Club Stand to say hello. Nigel Stennett-Cox also called in for chats.

We had the great pleasure of sharing the company of Bob Anderson, who came over for the show from his home near Chicago. Geoff Dee took Bob to see Gaydon Museum, and late on Sunday Bob was still trying to arrange carriage back to U.S.A. for the spares he had bought.

We signed up 10 new members and sold a record number of books (Well done Sam!). As usual several members dropped in to say hello. Mike Murphy was still enthusing about the food supplied at the recent Workshop Day in Adderbury. A rather amusing situation arose when a chap came on to the stand and spent about an hour studying Robert's 'Y' before drifting away. He came back later, joined as a member and resumed his studies of CNN 125. Eventually he said 'Mine is just like that, but the door opens the opposite way!' He was then given back his joining fee and was gently pointed



in the direction of the Sidevalve Club Stand to see if he could see a Model 7Y (like his own!!) anywhere.

Many visitors talked about their cars and one in particular sits in the memory. A very nice quiet couple from Huddersfield showed us a photo of what at first (from the front) looked like a really lovely black 'Y', and talked proudly about how original the car looked from that view. It was slightly modified at the rear, having been 'chopped'. The Chevy 350cu inch V8 propelled it to 100 mph in 12 secs (Eat your heart out Penny!)

As the crowds lessened later Sunday afternoon, we were entertained by Geoff Salminen on his ukulele. The wonderful, traditional sounding of hundreds of car horns then brought a most enjoyable and successful show to a close.

Classical music lovers have The Three Tenors – We have The Two Geoffs!!

Many thanks chaps, bring on next year.

CF.



.....happiness is sitting in the front seat.

Having a chat with friends and buying Sam's book!



EVENTS

Jo & Roger Hanslip announce details planned for 2016 Tour below – well in advance!

2016 Tour, Norfolk and Suffolk.

Brome Grange Hotel. (Best Western)

Margaret and David Butwright, Roger and myself have been busy getting together details for the tour in 2016.

We have stayed at the Brome Grange Hotel, Brome, Eye, Suffolk, and have reserved rooms for Sunday 5th June to Saturday 11th June (6 nights) for £45 per person dinner, bed and breakfast for a double room, single occupancy £75.00.

There are so many places to see in this area, we are going back again in the spring to finalise the choices and routes.

Thetford tourist board has agreed to give us exclusive parking in the town (Home of the filming of Dad's Army.) Visits can be arranged with the Burrell Museum, Ancient house and Dad's Army museum.

Southwold Council will make a green in the town available for us all to park (Parking can be a problem in the region as it is a very popular destination with the quirky under the pier show, sandy beaches, bright beach huts, Adnams brewery and distillery, museums, lighthouse, restaurants, shops, and Hutson's Butter Bun).

We feel that these two venues are a must. We have looked at many other visits and will keep you informed as to our progress.

I would add that the hotel has a gymnasium, spa and beauty facilities if anyone feels the need!

Web site is <http://www.bromegrangehotel.co.uk/>

We would obviously like to have an indication from interested parties.

Jo & Roger Hanslip

01945 430325

e mail jo.hanslip@btopenworld.com



Sunday 26 April 2015 is Drive It Day!

As the dust settles on the Classic Motor Show, traditionally the unofficial close to the historic vehicle 'season', clubs will be turning their thoughts to the coming year and will be scheduling events in their calendars... if they haven't already done so!

The time is therefore ripe to ensure you have the dates for the annual FBHVC Drive It Day in your events diary. This is the day where historic vehicles of all sorts are rescued from their winter hibernation, thoroughly checked and cleaned, and taken out on the road. It's a fun day and much enjoyed by the general public who have a real affection for these important parts of our motoring heritage.

There is however a serious purpose behind Drive It Day. The Federation of British Historic Vehicle Clubs, which devised and continues to promote the event, exists to protect historic vehicle owners' rights to use the public highway and Drive It Day is a tangible and thankfully peaceful demonstration of enthusiasts exercising that right.

It has been estimated that something like a quarter of a million historic vehicles take to the roads on Drive It Day and clubs traditionally hold meetings and 'scenic runs', very often as their season opener. Given the purpose of the event the more the merrier! This year the event reverts to its original format where FBHVC promotes the event nationally and clubs are free to select routes and venues to suit their particular requirements.

"Drive It Day seems to gain in popularity each year", says national co-ordinator, Ken Coad, "We get all types of vehicles, four, two and three wheelers, trucks, buses, tractors and even former military vehicles. The variety is endless and probably the only common factor is their age. To be classed as historic, a vehicle must be 30 years old or more."

Every year Drive It Day is purposefully held on the Sunday nearest to 23 April. Why? Because it commemorates the 64 cars that left London on the first day of the Thousand Mile Trial on 23 April 1900. The Royal Automobile Club Thousand Mile Trial started in London and passed through Bristol, Birmingham, Manchester, travelled through Scotland, then passed back through more English locations until they were back in London again. The tour lasted until 12 May and 46 out of the approximately 65 starting cars made it to the finish line.

For classic vehicle enthusiasts

Season's greetings from Tyntesfield and an invite to our 2015 Father's Day Classics weekend, here at Tyntesfield - June 20 & 21.

Our Classic Car and Bike weekends last year drew a spectacular turn out and we hope to do it all again, bigger and better this June over the Father's Day weekend. We would very much like you to come and exhibit your classic cars, motor cycles, buses, trucks and bicycles here at Tyntesfield.

The event is free to exhibit at and as a thank you we offer each driver and one of their passengers of free entry into the Tyntesfield House. If you would like to exhibit at our next classic car and bike event, please complete a booking form and return it to **Hugh.harris@nationaltrust.org.uk**

I would appreciate your completed applications by Monday 8 June please.
How to find us: <http://www.nationaltrust.org.uk/tyntesfield/how-to-get-here/>
What's on: <http://www.nationaltrust.org.uk/tyntesfield/things-to-see-and-do/events/>

Technical matters.

Dave Tanner (Our new Regional Officer for area 12) writes in recently. (Using good old-fashioned post, pen and paper!) He relates his experience with a very poor idle and running on his 1935 CX. He says:

“I thought an air leak or carb problem was the cause. So after a thorough search for a leaks, blocked jet etc I removed the carb, made sure the flange was totally flat. All being okay there, I fitted my spare manifold, still no better. Checked the wiper pipe connection, still no go. However I found that the engine was able to run with my hand over the carb air intake, so an air-leak! And a big one, was the fault. I checked the choke, it seemed to be all okay. Then I unscrewed the brass choke valve. On examining that, I found that the valve plunger had been drilled through and a length of cable soldered in (not by me) by sometime in its long distant past. Well the solder had fallen out, leaving a very large and unwanted air passage. I replaced said item with another. Problem solved.”

New one looks like this.

The lesson here is one of patience! Most of us have had to do some detective searching at one time or another, trying to root out the cause of a fault, and on our cars, often due to age, it's not always the obvious. Be thorough in examination and eliminate possibilities one by one. Then write in and share your efforts with other members. With photos would be even better.

FORUM ‘Conversations’

Our club Forum has been put to great use in recent months. An ongoing topic is of course Ritchie Ball's Saharan adventure, with updates and advice being given. (See feature this issue and next) See also the Saharan photo album.

Numerous other comments included requests for parts and tools, information on eBay items, advantages of air cleaners, removing a stuck distributor (plenty of penetrating oil then large grips), compatible steel wheels, colours of sun visors (match interior), rear hub pullers, fuel pump – checking for air leaks, French starter carbon brushes, O-rings in oil pump, tyre pressures – refer to Sam's book and much more such as:

Q/ I am toying with the idea painting my inlet and exhaust manifolds - probably black. I want to brush on. Anyone have any recommendations? Also, anyone have an estimate of how hot the exhaust manifold gets?

Reply: Ceramic coating is the best bet - most of the paints just burn off in the end. There are loads of firms that ceramic coat out there now. Inlet temps were 180c and exhaust about 350c under load.

Q/ Hello, this weekend attempt to start the engine of my Ford model Y. For now will not start, but I have a couple of questions about the reactions of the same. For one of the cylinder head bolts lose some water, which may mean what? How many litres of water you have to throw the radiator?

Thank you all. I'll tell you if I am able to start it or not.
Reply. You probably will have to replace the cylinder head gasket. But worst scenario would be that you may have to get the cylinder head skimmed.

Q/ Does anyone have a pattern/drawing with dimensions for the rear/back window on a Model Y? Dimensions also need to include corner radii. I need to have a new glass cut for my car which is missing said window. Any help would be appreciated.

Reply: I could send you a pattern if you advise your home postal address. (This was done)

Further discussions were on introducing a Facebook group page - for some that would be easier to access, but concerns on privacy were raised. In addition, many more photos were added to the list of albums. Have you got an album yet where you can place photos of your car?



Jim's Engine

Following up on the enigma of Jim Miles' engine with the unique casting mark mentioned in issue 210, Geoff Dee handed me a note at the last committee meeting – transcribed as follows:

“Re: Jim's engine showing Coventry's Spires and date.



This got me checking engines in the Historic-racing scene.

I found a couple & started asking engine builders what they could tell me of these old engine monkeys.

They were cast and built by Coventry Climax & used in Godiva Fire Pumps. They also used the 100E engine.

A small number of engines were also cast in aluminium. Climax racing engine knowledge build quality may very well explain Jim's long engine life.

P.S. If anybody can find me an aluminium engine please – urgently required.”

Looking further into the mark, I discovered that they were made by a company in Nuneaton – Sterling Metals Ltd.

They own the trademark “Stermet” which shows the three spires of Coventry.

Cont'd on page 17

ME AND MY "Y".

THE LONG HISTORY OF THE FORD Y 8 H.P.- So-908.

By Javier Martínez Romera

In spite of still being, I hope, young, (I was born in 1977), my relationship with classic cars is already quite long. Since I was a child I have been very interested in the topic due to my grandfather Celedonio Martínez, which was one of the pioneers of motoring in my city, Soria, a small historical town of northern Spain. He told me a lot of stories about old Fords and, as a child, I can distinguish better a model A from a T than some of the models in the Spanish roads in the early 80's. It is not so strange than, as soon as I could, I bought my first classic car, a Seat 1500 of 1967 (the Spanish version of the Fiat 1500 L), precisely the model my grandfather had used for many years during my childhood. In 2000, I took the position of President of the Club Seat 1500 (Seat 1500 Register) and, since then, I have organized many meetings and rallies for the enthusiasts of this model. Some years later, I bought a Seat 600 (Fiat 600) of 1970, an icon of the Spanish history and the car that motorized Spain in the 60's playing the same role of the Austin Seven or our deader Ford Y in Britain in the 30's.

But I still did not have the car that I wanted most. I had always desired an old Ford, like the model T my grandfather used to drive in the early 30's or the model A Ambulance he drove during the Civil War (1936-1939). In 2013, one friend phoned me to inform that he had been offered for sale "a very old Ford" and that I could probably be interested. The car seemed to be a model A, but, in fact, it was a much more exotic model Y.

With Teresa Daniel, Miss Spain 1932. One of the first cars to arrive in Barcelona.

The first time I saw the car, I liked it very much. The design was beautiful and, surprisingly, the registration plate was from my own province, something quite unusual because, as a place with a low number of inhabitants, cars were not so usual in the 30's and most of them were destroyed during the Civil War. Of course, I bought the little car with was complete and running, but needed a complete refurbishment of all

the mechanical components. After reading Sam Roberts's masterpiece about Y&C Fords and spending long hours at the phone with Luis Cascante, I feel prepared to start the task of putting the So-908, back on the road. The restoration has taken one year and a half and has been done by Lucio and Eduardo Laorden - two mechanics with a deep understanding of old cars - and it has been possible due to the Register and, particularly, due to the magnificent work of the Spares Service and the knowledge and patience of its officers Colin and Peter, whom I am deeply grateful.

The Short Rad So-908 is, according to the Register, the oldest existing unit in inland Spain. Its bodywork number is 3.509, that is, the 25th oldest listed by

of December 1932, the local Ford Agency of Soria, Gonzalo Ruiz, announced in the local newspaper, El Avisador Numantino, the arrival of the unit to its garage to be tested by the clients. Surprisingly, the car arrived to Soria some days earlier than the start of the Ford Caravana, which introduced the model Y, or 8 H.P. in Spain, in the main cit-



The So-908 in the early 50's in front of a garage that, in some years, would be one of the most important Seat Agencies of Soria, Next to the 8 H.P., his owner, D. Alfredo Hernández, and the owner of the Garage, D. Antonio Madurga with some of his mechanics and friends.



the Register worldwide. It came out from Dagenham Factory in early November 1932 and arrived to the Ford Factory of Icaria Avenue in Barcelona. As early as the 3rd

ies of the country in mid-December 1932. The car took this work of publicity until 11st February 1933, when it was finally registered by D. Avelino Lezcano from Deza, a village in southeast Soria. The next 8 H.P. from the fourteen registered in Soria province, a Fordor, was not registered until July 1933, which shows very clearly the important problems of distribution of the first models Y in Spain.

D. Avelino; according to his son Eduardo, who, in spite of the long time passed by, perfectly remembers when his father bought the car and the trips between Deza and Soria, where he and his brothers studied, found the new Ford very helpful for his wide range of business: banking, collecting taxes and ruling and important shop of cloth in Deza.

Surprisingly, our "forito" (small ford in Spanish) was not destroyed during the Civil War, as most of the cars of Soria were, and survived to the conflict because it was hidden in the garage of the Ford Local Agency, as the dealer D. Gonzalo Ruiz and D. Avelino were friends. When the war finished in April 1939, the 8 H.P. went back to

Deza and kept running there until 1947. In that date, D. Avelino sold it to his lawyer in Soria, D. Alfredo Hernández. He was very interested in buying the car because it was in a very good condition, something unusual after the war and because it was impossible to buy any new car as the Spanish market was closed to foreign cars due to Franco's collaboration with Hitler during the Second World War. D. Alfredo wanted to use the car as a taxi because he had obtained a taxi license but needed a car. This would be the task of our Ford until 1956 when D. Alfredo obtained the permission from the government to import a new Renault Colorale, a model quite popular as a taxi in the Spain of that moment. After a deep revision, the Ford became his private car for some years more.

The third owner of the car was a young businessman, D. Julián Archilla, from Serón de Nágima, a small eastern village of Soria, who bought the car in 1963. D. Julián still remembers the good task the Ford made in his work, a workshop of agricultural machinery still ruled by his sons, and in his personal life with many leisure trips to Soria and Zaragoza. In 1969, he changed it for another Ford, a Taunus, without many resemblances with our Y.

The normal destiny of the Ford in that moment, outdated and unattractive as a second hand car, would have been to be scrapped in a yard but, luckily, the car come to the hands of Mr. Serafín Calonge, a veteran mechanic who accomplished a deep restoration which gave the car the red color, it has now. D. Serafín was completely in love with the vintage cars he had known so well in his work so, in the late 60's and early 70's, rescued from secure destruction several old Citroën and Ford from the 20's, and 30's. In spite of owning several vintage cars, the old 8 H.P., So-908, was the favorite car for D. Serafín, perhaps due to its beautiful line and the original registration plate of Soria. With the Ford Y, he took part in several rallies and events included the first meeting for vintage cars hold in Soria in 1984. The 8 H.P. and D. Serafín were growing older and the car was finally stored in 1991, some years before D. Serafín death, taking a long holiday until 2013.

Now is again on the road and his current owner is particularly proud of preserving and enjoying one of the oldest Ford Model Y in the world and the unique survival in his province. Also, I am particularly proud of the friends I had met in the Ford Y&C Register, and I sincerely think that the Ford model Y deserves a more important role in the Spanish events for vintage cars in accordance with the important historical role it had in the 30's and keep to the mid 60's.

(Many more photos are in an album on our web forum and also Facebook – Ed)



In front of the XV Century Castle of San Gregorio

Archive Notes: 1st registered 11/2/1933

Toying Around

Bill Ballard from Australia writes: -

That story of the Dinky Toys model of a “Bentalls” Model Y van on page 23 of Issue No.211. You are not going to believe this story!!!

I moved (on promotion at work) from Oldham to London in September 1986 and subsequently bought a house in Chessington, in the Royal Borough of Kingston-upon-Thames (home of the famous Bentalls store, which I was to visit often). I moved into the house in January 1987. So it would be some time after that that I met well-known, full-sized Model Y van owner (and FY&CMR member) John Hampton, and he introduced me to the regular collectors’ fairs held in a public hall in nearby Ewell.



It was at one of those fairs where I was offered a choice of two Bentalls’ Model Y models, one said to be “original” with an asking price of around (if memory serves me correctly) £135 and the other, held out to be a replica, for £22. As I was only wanting an example of the model for my collection, I bought the replica, which I still have. I was completely oblivious to the rarity of the original model and obviously did not have any inkling of what was to happen at that auction some years later... You could say it was one of my “missed opportunities in life”!!!

I have three models of Model Y vans in my extensive collection of Small Ford models: an orient blue & black van with “Ford Y&C Register” and “Year 2000 “ on the sides which I bought from the club in 2000; my Bentalls replica and a green Triang Minic clockwork van (see attached picture).

BILL

The 1994 cover from Christie’s sale catalogue.

(Several model cars are shown on our web forum in the “Models of Our Cars” album – Ed)

The Hemley Collection of Dinky Toys,
1934 to 1979

Christie’s South Kensington
Friday 14 October 1994 at 10.30 am and 2.00 pm

CHRISTIE’S

SAHARAN ADVENTURE

- PART ONE

On the 4th of November, your editor received an email from Richard Ball: "Hi, I'm leaving the UK in the old car next month heading to the Sahara. I'm looking for people on the way who might like to meet up. Have we any members in Spain?" Naturally intrigued, and pleased to assist members, I replied with details of members and seeking more news on the impending trip.

It appears that Ritchie and Dave Burnett of Garn Motorcycles in Garndiffaith, near Pontypool, South Wales share the use of AAS 573, a two door Y – previously owned

by our Ex-Chairman Rod Janes. Following their 1092 mile trip around North France last summer, further adventures beckoned Ritchie and Hester. The car has been prepared for the slightly longer trip to the Sahara in order to miss the miserable Welsh winter! Some 2000 hours are said to have been spent in preparation, ready to depart as planned on 10th December from Portsmouth.

The first leg was ferry to Bilbao, North Spain, from where he drives down to Madrid, visiting members en route. Then down to Malaga arriving before Christmas

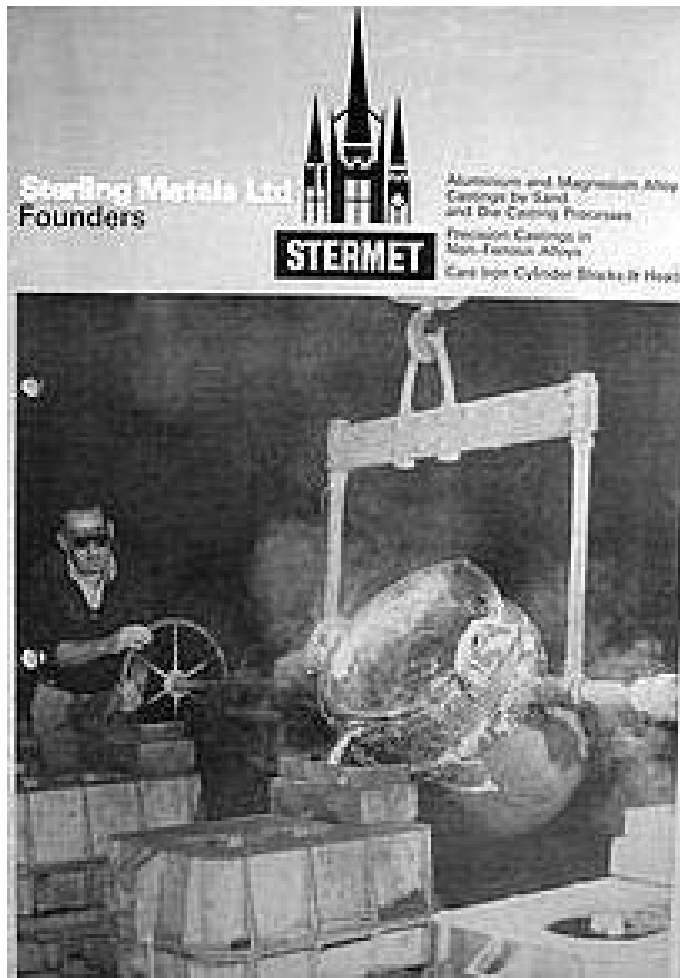
From page 13

Sterling Metals Ltd was founded on 26th June 1907 in Coventry for the production of aluminium, phosphor bronze and gunmetal castings. In 1910 they started to make cast iron cylinder blocks and by 1911 employed 500 at Northey Rd, Coventry.

In 1939 Sterling Metals Ltd were based in Attleborough Foundry in Time Lane, Nuneaton - having previously been based in Coventry. Being in Nuneaton, Attleborough Foundry escaped the blitz on Coventry on 14th November 1940. In their time they produced most of the cast-iron cylinders for WW1 British military aircraft and castings for the first tanks. Later making magnesium landing wheels for aircraft supplying Dunlop Rim & Wheel Co.. Then later producing half a million Ferguson Tractor transmission cases. (Peter Lee)

Someone with the pseudonym of 'Jimcdbs' wrote in a piece on Fordson Industrial engines: "In March 1964 the engine castings for all tractor, truck and industrial engines ceased to be sourced from the Dagenham foundry and were instead supplied by Sterling Metals Ltd of Nuneaton. All engine castings for the old range of engines up until April 1970 came from this source."

There are references to the composition of the cast iron used by the foundry, and by the date of Jim's engine production, quality standards had been improved from the early Ford castings, resulting in the better engine blocks that Jim Miles and the Historic racing Fraternity use today.



to pick up his partner who is temporarily teaching there.

From Gibraltar, driving to Morocco. Mentioned are the Atlas mountains and Marakesh. In Agadir meeting up with business partner Dave Burnett who has been looking after the shop, and who flies to meet them.

So far, from emailed reports and off of Facebook, Ritchie has made excellent progress with only one mishap – that of the driver's door opening by surprise at 40mph with consequential breaking of retaining leather strap and thus dented door and back wing! Luckily, not falling out! Soon overcome with a webbing strap tied from door to steering column.

He also desires a larger engine as he took 2 hours in first gear up one hill!

Ritchie reports progress of 120-150 miles per day – far enough with the concentration needed.

Reported 15th December - Ciudad Real - hoping to meet up with member Fernando Fernandez.

Towns mentioned have been Cordoba and Sofia where he met up with member Javier Romera, (See Javier's report in this issue and his cover photo) enjoying a meal and drinks in a fine hotel. Saturday he arrived in Malagar. Due to pick up partner Hester on Sunday, then looking for the nearest port to ferry to Gib.

Latest report: "Sunday Evening 21st Picked Hester up from Malaga airport this morning - visited a castle - now in Algeciras - ferry to Africa in the morning - brakes now terrible, oil needs changing, wheel bear-



A glum Ritchie after door flew open

Meet up with Fernando in Ciudad Real



RC

ings need greasing - oh yeah I'm starving and its 3 hrs till the hotel dining room opens." Replied - "So far so good then?"

Photos of the ferry crossing were placed on Facebook with Gibraltar in the background, so I guess it's off to build sandcastles soon. Now that's an adventure!

Further reports in the next issue and follow on the Forum or Facebook.

20 YEARS AGO

Transverse Torque, issue 92 (December 1994 - January 1995)

This issue was particularly interesting as it introduced members to the only known surviving Model "Y" Dagenham Motors sports tourer, which has been in the Carter family for two generations. Andrew Carter, from Cottenham, near Cambridge, was one of the new members joining us this time round. A full report on the 4-seater model was included, plus the contents of a letter received, with photographs, written in 1989, from non-member, Mr W.L. Lloyd, who described his Dagenham Motors 2-seater, which he had sold on many years before. The comparison of the photographs confirmed that we had a Dagenham Motors tourer in our ranks. The cars were built by E.D. Abbot Ltd. of Wrecclesham, near Farnham in Surrey. Regrettably, Andrew's tourer had suffered road accident damage and, to this day, has yet to be put back together again and shown the light of day. Come on Andrew!

Whilst on Model "Y" tourers, the Editor, Kath Devine, raised the question of the pneumatic seats, which were fitted to most of the low slung tourers, there not being enough room between the standard saloon seat and the underside of the dashboard for the driver's legs. The Dagenham Sports tourers had them, as did Ken Devine's Knibbs Parkyn (KP) tourer. Kath wondered what happened when a seat punctured!



The pneumatic seat squabs found by Ken Devine when restoring his Knibbs Parkyn tourer in 1990. The car, without pneumatic squabs, is now owned by Colin White in Ringwood, Hampshire."

In issue 92, we suffered from 'synchronicity' in that there were two recently joined members with Model "C"s apparently having very early chassis numbers (stated as C00576 and C1515). However, the Briggs body numbers were 364/733 and 365/3514 respectively, so neither chassis number was kosher. For example, the C00576 car with body number 364/733 implies that there were 732 Fordor Model "C"s with fixed roofs built before this one. You will see them listed in the latest List of Known Surviving Vehicles with question marks denoting possible additional digits at the end of the chassis numbers. In fact, C00576? is listed as possibly the earliest Page 18



AAS 573 with Javier in Sofia

known survivor - now owned by Steve Minns in Tivetshall St. Margaret, in Norfolk.

Another early car to appear was the left-hand-drive short rad belonging to new member Bernard Martinet, living near Paris. According to the brass plaque screwed to the bulkhead, the maroon and black Tudor, Y9996, was the 1820th Model "Y" to be assembled in the Ford of France plant in Asnières. Regrettably, again, it was not on the road and remains so to this day. Come on Bernard!

An even earlier Model "Y" came on board with new member, Colin Liddell, from Burton on The Wirral. The blue Tudor, Y6912, manufactured in December 1932 is very much on the road. Well done Colin!

New member, George Drazinos, from Athens in

Greece, had bought AGF 701, the Model "Y" owned by Andy Stanley and which won the best in show award at the Register's annual gathering at Stanford Hall in 1989. The car was exported to Greece, where we hope it is still being driven round by a continuing proud George.



An Asnières plaque as it appears on the French Model "Y"s. Note this belongs to Y19835 and was the 2580th car to be assembled in the Ford plant.

Two letters to the then Editor, Kath Devine, are worthy of mention. The first was from Bill Ballard in Australia, reporting his discovery of four of our cars belonging to members of the Classic English Ford Club of Western Australia; a Model "Y" wreck, which was originally a van (19 PD46) and was halfway through to a conversion to a roadster (this vehicle has since been scrapped), a Fordor sedan (saloon), which had been on blocks in a farm shed for 30 years and which started first time after 'blowing out the carbie' and putting in some petrol, a Model "C" Fordor sedan (20 S122) and a Fordor "CX" sedan (20B S1287). Note, the body numbers in brackets were allocated by Ford Motor Company of Australia, Pty., Ltd. in Geelong, Victoria, where the bodies were manufactured and assembled

onto rolling chassis supplied by Dagenham.

The other letter was from the late Bert Thomas, who was probably the most knowledgeable Brit on old Fords. Bert lived in a bungalow in Mytchett, Surrey, which was stuffed with old Ford spares, all neatly boxed and labelled. The Club Chairman had commented on the assembly of Model "Y"s in Singapore in the previous issue of Transverse Torque. In his response, Bert said, "I can give you some enlightenment on the Singapore operation and tell you a bit about the surrender to the Japs in the Ford factory there. As you know, the Japs made the English and Australian prisoners line the road from the factory

The Ford of Malaya assembly plant on Bukit Timah Road, Singapore, which is where the Japanese Imperial Army accepted the surrender of the British forces in Malaya in February 1942.



into Singapore – they then drove down in a convoy of cars. This has been shown twice on "The World at War" series on TV. In the convoy, the second car was the '41 Mercury that I owned and restored a few years ago. It was brought back to England by a Major in the Royal Artillery, who was recently living in East Anglia. It stood out in the open in Brighton for 13 years before I bought it in bits and eventually restored and used it. The car was Canadian and was the only right hand drive Mercury in existence over here in the sixties.

Model "Y"s and "C"s were manufactured in Dagenham and shipped to Singapore, South Africa, India, Australia and New Zealand. They were invoiced by the Ford Motor Company of Canada, as they had the franchise for exports to those countries. Money was not exchanged between Canada and Dagenham – the cost was offset by the V8 cars and their spares, imported from Canada to England. It is not generally known that Dagenham did not build V8 engines until the foundry was in full operation in 1935. I once had a parts list – printed in London, but ostensibly referring to Canadian Model "Y"s.

Model "Y"s and "C"s were also exported to South America and credited to the USA in the same way, as South America was exclusive Dearborn territory for both right and left hand drive cars."

[Note:- All this information on overseas sales, and much more, is included in the 'Ford Models Y&C' book – see the tail end of the spares listing in the centrefold.]

It was this issue that raised the subject of manufacturing Model "Y" sliding roofs. Ken Arthur, our tame and expert panel maker/restorer in Frome, Somerset, was constructing a sliding roof for Peter Millicans' De Luxe Tudor (Y169265), which now resides in Teneriffe, Spain. We subsequently took orders from five members and produced a batch of kits. The exercise was not a great success. They are complicated and invariably leak, which is why so many have been replaced by a fixed roof or a metal sheet. All that can be said is that they are not as complicated as the Model "C" sliding roof! The original roofs for both

models were made by Pitchley Ltd.

Apart from the full report on the Dagenham 4-seater tourer mentioned at the start of this article, the remainder of this issue (7 pages) was devoted to a photocopy of the servicing procedure for the carburettor, which is adequately covered in the Model "Y" Bulletin, Vol.1 No.2 (October 1932).

The Bulletins are available through the Spares Order Form – see the centrefold.



Maker's label from underside of sliding sun roof.

PHOTOGRAPHIC FINDS

A super photograph of the car park in Dymchurch, Kent, taken from the sea wall in the 1950s. Four Model "Y"s can be seen, including the one hiding under the white cover in the foreground.



A 1935 London registered Model "C", minus its spare wheel hub cap, parked in Folkstone High Street, facing a Morris 8, in the 1950s."

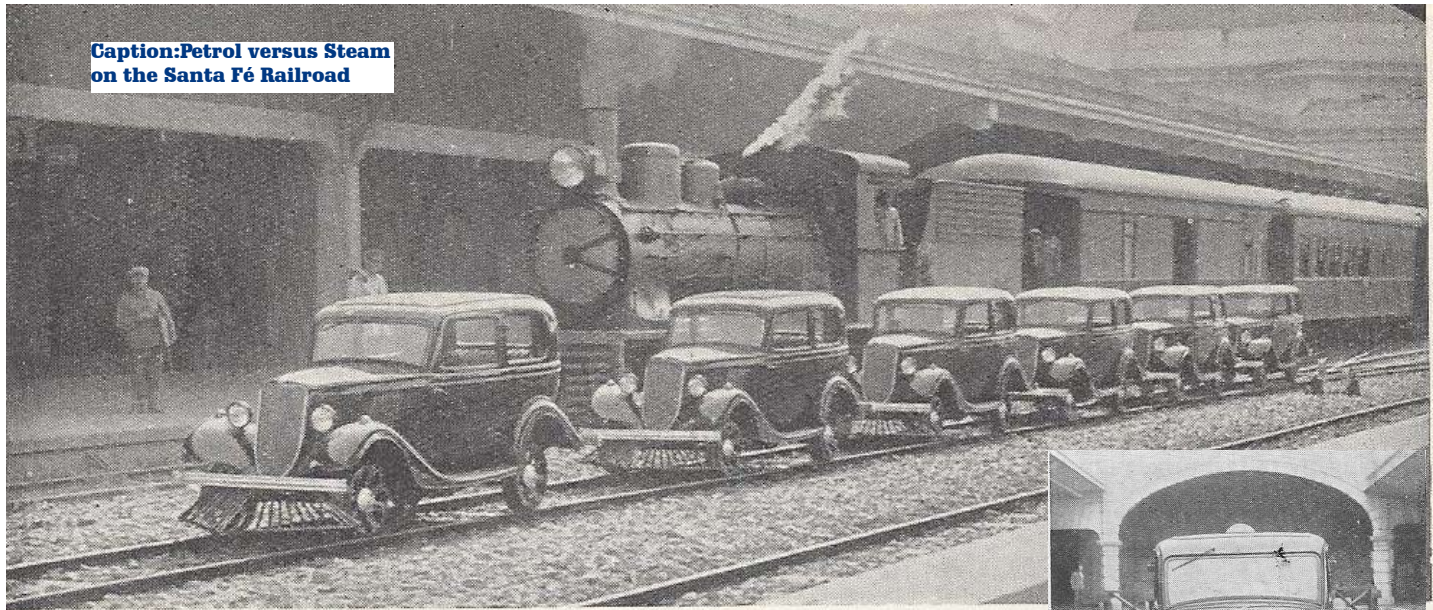
A Model "CX" approaches in Truro High street in the 1940s. Note the chap sweeping up the horse droppings behind the white-clad policeman. The horse and cart are disappearing into the distance.



**Here is a reprint of an article from "The Ford Times" Vol.12, No.8 from July 1935 – priced just Fourpence!
My copy came "With the compliments of Rumsey Ltd, Main Ford dealers of Pile Street Redcliffe
and Whiteladies Rd, Bristol"**

Rumsey & Rumsey Ltd was founded by Alfred W E Rumsey; they also dealt with Fordson Tractors.
He died 18th May 1934 and his son Alfred J W Rumsey died the following year.
The company are believed to have become Bristol Street Motors

POPULAR FORDS TAKE TO THE RAILS



Caption:Petrol versus Steam on the Santa Fé Railroad

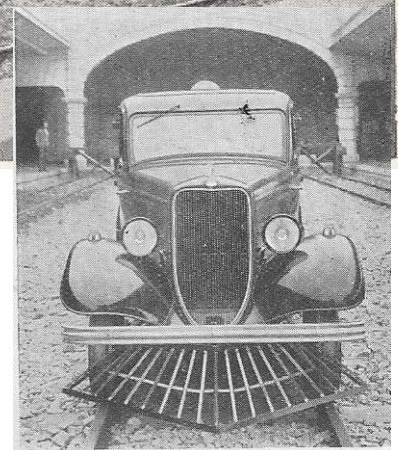
Writing To Ford Motor Company Limited at Dagenham, recently, Ford Motor Company of Buenos Aires, Argentina, said:

“ We are forwarding several photographs showing a fleet of Popular Ford saloons converted into rail-cars. These cars were sold to the Province of Santa Fé Railroad, and are adapted to operate on 1-metre tracks, the standard shock-absorbers having been removed, and the springs, both front and rear, modified.

“ In the centre of each car a special jack has been installed which, by means of a handle located at the edge of the running board, permits one man to lift the car from the rails and turn it around, when it is desired to proceed in a direction opposite to that in which the car was previously travelling.

“ A special siren also is installed, and a ‘ cowcatcher ‘ placed at the front of each car. A luggage trunk is fitted to carry papers, equipment, etc.

“The first car purchased by the railway company mentioned was tested over a distance of 5,000 kilometres (approximately 3,125 miles), along different sections of their lines, under varying weather conditions. During these tests the engine proved that it possessed sufficient power and flexibility for its unusual work. Fuel consumption was 7 litres to each 100 kilometres, and oil



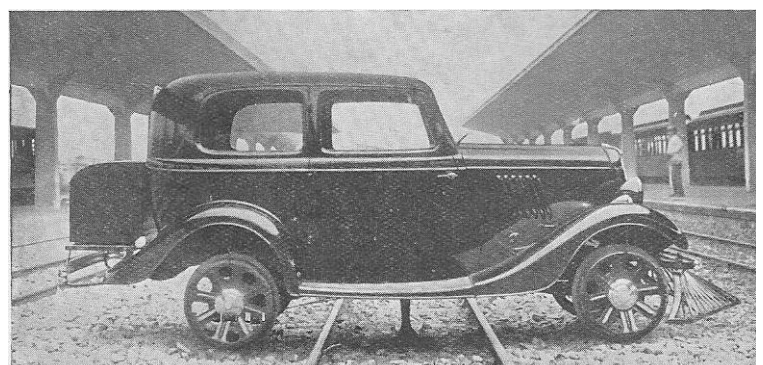
A fore-end view of one of the cars showing its ‘ cowcatcher ‘

consumption practically nil.

“ A top speed of 90 kilometres per hour was attained ; but the most economical speed at which to run



Viewed from astern, the Fords are seen to be equipped with capacious luggage-trunks



Thanks to the centrally fitted jack, each Ford ‘locomotive’ can be turned round on any section of the track, so obviating the need for turntables



Another snippet from the 1935 Ford Times – Note the Zurich plaque on the radiator & “One Night of Love & The New Ford 10” roof banner

During the recent Newcastle Exhibition which coincided with the showing in Monkseaton of Miss Grace Moore’s latest film, Messrs. J. L. Johnston and Coy., Ltd., capitalised on these events by running an advertising scheme in conjunction with the cinema at which the film was displayed. A parade of Ford cars was held daily, the vehicles being placarded with the appellation “Two Outstanding Performers : Miss Grace Moore and the New De Luxe Ford ! “

One Night of Love was a 1934 Columbia Pictures romantic musical film set in the opera world, starring Grace Moore and Tullio Carminati. The film was directed by Victor Schertzinger and adapted from the story, Don’t Fall in Love, by Charles Beahan and Dorothy Speare. In the relatively new use of sound recordings for film, One Night of Love was noted at the time for its innovative use of vertical cut recording. - Wikipedia

LIFE AND TIMES OF DLA 329 - A 1936 FORD CX



The year was 1961 and I was wanting to acquire a pre war car to renovate and ultimately take along to the then rising number of Vintage car shows. To start with I fancied perhaps a 1934 Morris Minor with its hydraulic brakes etc, but was warned that finding one with a good body would be difficult. So I turned to Austin Sevens and turned down two of them and just missed buying a very original and good 1934 model. At the time, people were still using pre war cars that had survived the so called “Ten Year Test” and it was not until the end of the 1960’s that such cars were no longer seen regularly on the road.

My late father was in the motor trade and then in the Autumn of 1961 a one previous owner 1936 Ford De-Luxe Model CX turned up for storage at the garage. The original owner had recently died and his widow had moved from Southfields in south London to live with her aged mother not far from the garage. She wanted to store the Ford short term as she awaited the proceeds of her late husbands estate. As it turned out, she had to wait a year to get her hands on his money because he had not left a Will and his solicitors were in Scotland. Her plan was to buy a brand new car (a Morris 1100) with his money and get rid of the Ford. Although the Ford was not in pristine condition despite the original mileage being a genuine 28,800 from new, such Fords were not that common even in 1961 and

if one was seen it was usually rotten with rust and had saggy suspension. They were not cars that were cherished as much as the Model Y’s which were regularly seen and not unusually were quite well kept. Well, DLA 329 was not only rust free but sat up perkily on its springs and looked amazingly attractive. Although I hadn’t considered buying a Ford, this CX was a very different proposition and so I asked Bertha Hunter, the Widow (whose looks reminded me of Christine Keeler if you have ever heard of her), if I could have first refusal of the car when she decided to sell it. This was agreed but I had to wait 12 months before I could get my hands on it due to the lack of future planning on the part of its first owner. So

it was in November 1962 that I did the deal. The asking price was £30 which seemed a bit steep so I offered £25. Bertha argued for more dosh and so we agreed on £27.

It turned out that Bertha had been the Secretary to her late husband, Jack Hunter before they married and she told me that prior to buying the Ford he had owned a large Armstrong-Siddeley car that he rarely drove. In 1936 some of his friends suggested that what he needed was one of those new Ford 10's that were very good. He thought about it and got in touch with the local Ford dealer, Allan Taylor of Wandsworth, who brought a demonstration car round to the Hunter's residence. Obviously the car met with Jack and Bertha's approval so a black double entrance model was ordered. To my everlasting regret, stingy Jack Hunter who apparently was a Director of Westclox Clocks didn't stump up an extra £10 for leather upholstery and a sliding roof! So he paid the basic £145 and took delivery of his new Ford on or about 28th November 1936. The car was made on the 24th November and registered four days later. Strictly speaking it was a 1937 model but of course production of this model ended in May 1937.

Although Jack now owned a brand new car, he hardly ever used it as he was chauffeured to his office each day by a Rolls-Royce from the local car hire garage. In 1937 the Ford did get a couple of long distance airings when it went on a holiday trip to Devon and then a trip to the New Forest. After that it never went outside the London area and poodled around on shopping and social trips. Sometimes it was brought out of its garage on to the driveway only. When War came, it was then put on blocks and left in its garage for the duration. I think that it probably suffered from years of neglect before it was re-commissioned sometime after the war. It again went blocks in the mid 1950's when there was the Suez Crisis and a petrol shortage. I don't think that Jack Hunter was a very competent driver as I found evidence of repaired minor damage to the nearside wings when I got the car and of course prior to 1935, anyone could get a driving licence at the post office and immediately try their hand at driving a car. It's a wonder that any pre war cars survived, War or no War. However, DLA 329 continued to remain in the hands of the Hunters until Jack died in 1961. He kept the car for the time that he did because he saw no point in buying another new one as DLA 329 wasn't worn out.

And so the Ford passed into my hands and with it came the complete unused toolkit and jack etc. plus the original orange wall-

The Ford Y & C Model Register



let containing the various booklets and leaflets that were originally supplied. The wallet had been kept in Jack's deed box. Like a lot of pre war cars, the original log-book had been replaced by a continuation book due to the practice of the books being stamped when a new road tax licence was issued. On taking over the car from Bertha I discovered that the Hunters never drove it at night and she never knew that the dashboard instruments were illuminated by a green light. Later I found that most of the lamp bulbs were the original ones with "Ford" stamped on them.

Now that the Ford was mine and was brought home by my father and put in the newly built double size garage, work could commence on renovating it as required in order to make it fit for exhibiting at the up and coming car shows.

First thing to do was to give it a thorough clean and note what was needed to be done. It needed the chrome parts to be re-plated, and a new windscreen because of signs of de-lamination. New carpets were needed as the originals in the front were holed and more or less stuck to the floorboards. The carpeting was a sort of tarry substance coated with a hairy surface. It was noted that the roof panel showed signs of perishing so that needed to come off and be recovered with new topping. In the electrical department, the additional rear lamps

that had been fitted to the rear of the body near the bottom edge were removed and one matching Ford rear lamp still obtainable from my local Ford dealer was fitted to a bracket fabricated from a Consul clutch release lever and to the nearside bumper bracket. I had noted that there was a rattle from the exhaust silencer so a complete new exhaust system was purchased from my local Ford dealer. He had to order it from the Dagenham factory. As far as the body itself was concerned, the wings were removed for cleaning and painting and I noticed that inside each of the front wings was painted the number "10". On the off-side rear wheel arch were yellow crayon numbers etc. Unfortunately I didn't recognise the historic value of these numbers and so they were all covered by the black Valspar that was used to paint the underside of the body and chassis. Needless to say there were no repairs to the body or chassis of any kind required and only light surface rust. I noted that the chassis was made of quite light gauge metal which obviously helped to keep the weight of the car down but was not destined for longevity if neglected. Other points of design that did not help to make these cars last included drain holes in the sills that were not at the lowest point of the (unpainted inside) sill. This would have encouraged early rusting. Also, the drain tubes from the corners of the windscreen aperture drain water down the

A post and into the sills thus adding to the chances of severe corrosion. Ford was on a learning curve with this car. In more recent times I did inject lots of Waxoil into the cavities at risk for rusting.

Back in 1962/3 when I initially brought DLA 329 back to more or less Showroom order, the wheels were stove enamelled and this lasted fairly well for a number of decades until I had them powder coated about 4 years ago and treated the car to a matching set of tyres (Avons). No doubt it was the first time since the car left Dagenham that all the tyres were of the same make. On the subject of wheels, although the metal cover that fitted to the tread part of the spare tyre was still with the car, the flat circular part that fits over the wall of the tyre was missing. Despite searching everywhere for this elusive part it wasn't until 1964 following a "Wanted" advertisement in "Motor Sport" magazine that a very kind chap called at my house during the day with the very part needed. My mother took a chance and bought it off him for ten bob (50p). Some 35 years later at the Enfield Pageant of Motoring autojumble by amazing chance I found myself in conversation with a former Model CX owner who recalled selling the last part of his car to a lady in Barkingside for her son. The part was from the spare wheel cover and the son was me! When the Ford landed a rear wheel puncture in Leytonstone High Road in 1964 I found out why so many CX's lost the circular part of the spare tyre cover. They don't stay in place if the tyre is flat and have to travel home inside the car which is a nuisance.

Some 5 months was spent cleaning, painting and polishing plus some replacing of this and that before DLA 329 was considered to be a completed job. It was May 1963 when it emerged from the garage twinkling in the sunshine. As it happened, the winter of 1962/63 was one of the historically worst winters on record with never ending snowfall and freezing temperatures. The home garage was equally freezing with only a paraffin stove for warmth and my fathers' Rover 60 to fill the rest of the air space and Radio Luxembourg belting out the latest pop from the garage radio. Youthful optimism helps to ward off the cold temperatures.

Having put the Ford back on the road, the highways weren't the hazardous places they are today for old motor cars. For one thing there was about a quarter of the number of cars around compared with today and traffic speeds were lower too. Sidevalve Fords were still everywhere as the 103E Popular had only gone out of production in 1959. So in those days I used to drive DLA 329 about without any fear for its well being even at night. I attended a number of car shows even though the old people of the time didn't think that it was very old. As it was made long before I was it seemed pretty ancient to me! Some of the trips made in it during the early 1960's would not be attractive to me today with all the present day congestion and rudeness on the road. On one occasion I went with my parents to a car show at Blenheim Palace near Oxford, there and back in a day via the A40 road cruising at 50mph. Another day trip was to Fleet in Hampshire to attend a car show organised by Winifred Boddy, wife of William Boddy of "Motor Sport" fame. Although WB was usually snotty with regard to unsung pre war cars, the Ford did get an honourable mention in his magazine due to its gleaming engine bay!



A number of decades later I took a friend with me in the Ford on a vintage car run from Enfield to Cambridge organised by the Enfield and District Veteran Vehicle Society and of course the car ran as sweet as ever. However, my friend was amazed that the CX doesn't have wandering steering if all is well (it does have replacement lever arm hydraulic front dampers which must enhance stability) and that it takes poor road surfaces in its stride. In fact having driven an E93A Ford Prefect I would opine that the American designed Model C/CX is the better car – if only it wasn't such a rustler.

Nowadays what with having 5 other cars in my stable plus 8 motorcycles it can be difficult to use the Ford as much as it was used 50 years ago as I also want to take the other cars out. However, it is the first car I ever bought and I also have the second car I acquired (this one came for free!) 51 years ago which is a

1934 Austin 7 Tourer. I regard the Ford as my- lady- in- waiting as it has done a lot of waiting around for me! Yet it has managed to retain its good looks.

(See rear cover photo - Ed)
Tony Eldridge



This article was discovered in the Autocar magazine of October 20th 1939 – a response to obvious fuel supply problems at the beginning of WW2. Has anyone seen such a modification before?

A Zenith Ration Carburettor.

New Instrument Designed for Maximum Economy to Replace Existing Carburettors

It has been obvious for some time that the restriction in quantity of fuel allowed for private cars would result in some interesting new designs of carburettor, or drastic modifications to existing carburettors. In either case the result is likely to be beneficial to motoring as a whole, since the problem of gaining as many miles as possible per gallon of fuel used has never been tackled seriously before, and it is now quite certain that most drivers will realise that far too much fuel has been used before the war.

As it stands, the main difficulty is to produce a carburettor which will just supply enough mixture for the engine to pull regularly, accelerate well and start easily, but do no more than pull the machine at, let us say, 40 mph as a maximum. Since most cars are able to attain 60 mph, and many of them have a maximum of over 70 mph, it is obvious at once that the fuel necessary for this performance can now be used in a different way.

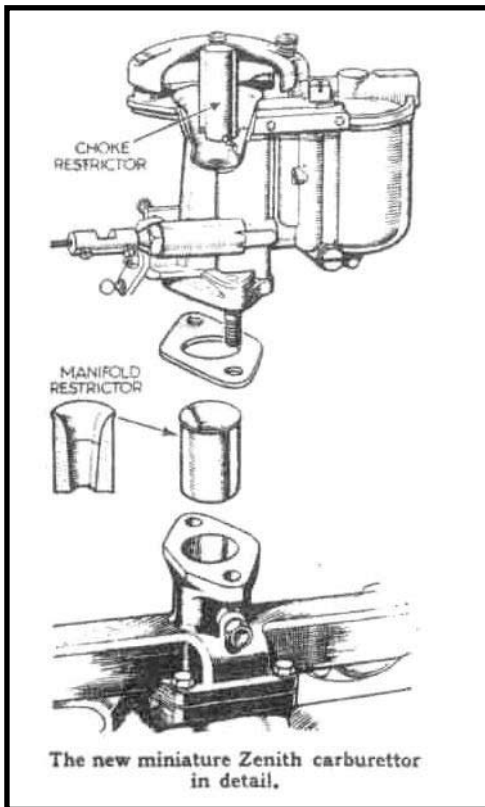
It has long been held that the right way to tackle the problem is not so much to alter the jets and choke of an existing copywriter as to fit an entirely new instrument very much smaller than the one originally used. Roughly speaking, this is what the Zenith Carburettor Co Ltd have done in evolving what is called the ration carburettor. In actual fact there is a range of these instruments available for all the machines which have hitherto had the normal Zenith carburettor as a standard fitting - to mention a few: Austin, Vauxhall, Hillman Minx, and Ford Eight and Ten.

Moderate prices

For each type of these makes a new carburettor is now available and there has been no attempt whatsoever to make capital from the difficulties of motoring today, as the price of these carburettors, it must be agreed, is extremely moderate in the circumstances.

(It was priced at £2-2-6d.)

This, in turn, makes it more practical to change carburettors, because the capital outlay is necessary will return to the user by reason of the extra miles which can be covered out on a given amount of fuel. The experimental work which has been under-



with the much smaller choke to be expected, and the engine runs well and regularly, although of course, the maximum speed is considerably reduced.

As the sectional drawings which accompany this article show, the carburettor outwardly is exactly the same as before. The type in the drawing by the way, is that which is to be used for the 8 hp Ford. What Zenith have done is to make an effective small carburettor out of an original instrument of normal size by fitting in the choke a restrictor in the form of a cylindrical brass component, attached to the cover over the air intake and filling in the space in the centre of the ordinary choke tube, thereby reducing greatly the amount of air which can enter the engine at all. As a natural corollary the jets are then considerably reduced in size, so that this amount of air is delivered to the outlet pipe as a mixture having the same proportion of fuel to air as the original carburettor, but in considerably less quantity.

Gas flow

Now distribution difficulties would arise if this mixture left the carburettor immediately to enter and inlet pipe for lift passages of the size to suit the original large carburettor. Consequently, the mixture, on leaving the carburettor, passes through a brass manifold restrictor which resembles a choke tube, and is shaped to allow the mixture a more regular, faster, flow towards the intake ports.

It would be much better still of course, were it possible to redesign the engine head and its inlet pipe to maintain a gas speed equal to that designed for the original engine, but since such a change would be expensive, and since the present system is effective and practical, there has been no need to go further.

Certain passages in the carburettor itself which govern the flow from the jets have had to be reduced very greatly in size, as would be expected in the circumstances, but the alterations to the original carburettor are surprisingly few.

At the moment this carburettor is in full production at the Zenith works Honeypot Lane, Stanmore, Middlesex, and the prices of the various sizes suitable for different makes of car are shown in the accompanying table.

Makes of Car	Size of Carburettor	Price
Ford Eight	26 VF	£ 2 2 6
Ford Ten	26 VF	2 2 6
Austin Seven	26 VA	2 5 0
Austin Ten	26 VA	2 5 0
Austin Eight	30 VM-4	2 10 0
Austin Ten	30 VM-4	2 10 0
Austin Sixteen	36 VE1	3 5 0
Austin Eighteen	36 VE1	3 5 0
Hillman Minx	26 VF	2 5 0
Vauxhall Ten	30 VIG	2 15 0
Vauxhall Twelve	30 VIG	2 15 0
Vauxhall Fourteen	30 VIG	2 15 0
Vauxhall Twenty-five	42 VIM-3	3 10 0
Standard Nine	30 VM-3	2 10 0
Talbot Ten	30 VIG-4	3 0 0

taken during the evolution of this carburettor shows that in the hands of a good driver really astonishing results can be obtained, while even if the instrument is used in the normal way with no particular attempt to drive before economy the number of miles run per gallon used is remarkably increased. Yet the performance of the engine is not cut down so noticeably as one would expect.

Starting from cold remains as good as ever, the first part of the acceleration curve is, if anything, slightly better than before, which

**Here's an item to liven up the dull winter nights!
So that's where 'Heel & Toe' originated!**

Henry Ford's Old Time Dance Orchestra

"Seaside Polka / Heel And Toe Polka"

Victor 19909

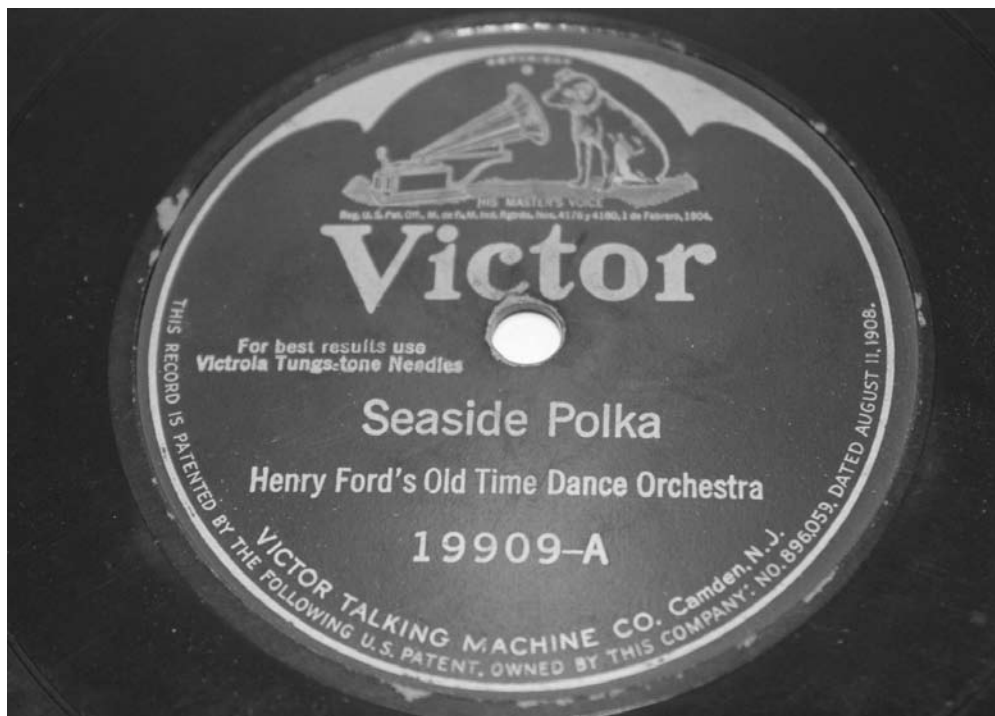
**10" 78 rpm Shellac Released
in 1926**

The famous square-dance band arranged by Henry Ford himself, formed as a contrast to the popular jazz music he saw as morally destructive. From sessions recorded in December of 1925.

Tracks:

- A. - Seaside Polka
- B. - Heel And Toe Polka

**Henry Ford's Old Time
Dance "Seaside Polka,
Heel And Toe" 1926 Victor
19909 78**





Just some of the glittering celebrities at the Christmas Dinner



