

*The Ford
V & C Model
Register*

Transverse Torque

Issue number 223
November - December 2016



North Norfolk Railway 1940's Weekend 2016



see also inside rear cover



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Editorial –

Christmas is just round the corner!

First of all, may I wish all our members an early and very happy Christmas Season – make the most of it as troubled times appear to lie ahead. Now, I know that sounds ominous, but those of you of a similar age to myself – and there is quite a few of you, and older – will know the best times have been and gone. That’s why we like nostalgia and preserving the old ways and values. Progress does not always live up to expectations and really should come with health warnings. Leaders take us down paths we didn’t want to go and really should know better. I often think a little foresight would go a long way. A lot of foresight and future planning would be even better.

Our own leadership shows such a good example in thinking of the future, planning for succession, looking ahead to the parts that will be needed, being involved with FBHVC and pending legislation, archiving useful information, storage of pattern parts and working hard at increasing membership. All to sustain and improve our excellent Y & C register. It is a thing of great value and much appreciated.

As you read this, much effort has gone into our presence at the NEC Lancaster Insurance show – three days of display, enthusiastic dialogue, welcoming members and building interest to a younger audience. Similarly the Old Ford Rally saw volunteers working hard to the same ends. Regional contacts working at local levels to encourage attendance at shows like Enfield, tour organisers toiling to gather a convoy onto the roads and event organisers – such as for Norfolk Railway, Christmas dinners and Drive-It Day events – doing their level best to share enjoyment and friendship.

I notice recently far more Y’s and C’s up for sale – a sign of ageing membership me-thinks, and I see that fact as generating an increasing need for new and younger members. As often repeated here, despite the good works of committee and others as just described, this need can only be fulfilled to its maximum by existing members – (that’s you and me folks) – taking the trouble to share knowledge, enthusiasm, show off our cars and get in the photos! We need to have factsheets and pamphlets available, wear the T-shirts, badge the bonnets and show the flag! (We have a few that could be borrowed)

I can tell you that for this issue, I have received plenty of photos and tales from members – as you will see inside – for which I am truly grateful. Keep sending them in please.

This current editor promises to do his best – with your help – to maintain a high standard of magazine content – will you do your best to increase membership?

Chairman’s Chatter

In early September I had a call from Steve Kersys, he found my name and telephone number in the Club magazine. He told me that one of our long standing Members, Michael Riches, had passed away recently. Steve was acting as Executor for the estate and asked if the Club could help with the sorting and disposal of the contents of Michael’s garage and sheds.

Knowing that David Gustard, our regional man, lived within walking distance, I called him and together we went to see what was there. More visits were necessary over the following two to three weeks to sort the mixture of all makes bits and pieces, machine shop equipment and general garage items. A number of useable Y & C spares were bought for the Club.

The car, a 1936 “CX” Tourer, was advertised on our website and bought by new Club Member Richard Hickinbotham from Blandford in Dorset.

Early September is also the date of our local Essex Country and Craft Show weekend, which we have been to with the “Y” for

many years. This is an excellent farming and craft show attracting many thousands of visitors every year. I use this trip as a snagging run for the longer journey the following weekend to Norfolk, glad to say the car ran without fault (read on for what was to come).

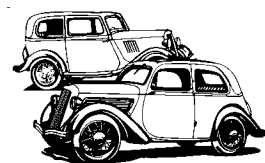
Sad to say a few days later we received a letter from the organising family, who run this very large scale farming operation, that there will not be a show in future due to the exorbitant insurance costs. Not uncommon to hear that these days.

As usual we had a great time in Norfolk attending the 1940’s North Norfolk Railway weekend event in mid-September, arranged once again by Jo Hanslip. We normally travel up to Cromer on the Friday, meeting up with other Members en route and driving up in convoy for the last part of the journey. Despite an engine problem soon after leaving home, torrential rain/flooded roads for most of the day and my distributor held in place by two plastic ties, we reached Cromer without further incident. The two plastic ties lasted the 350 miles covered on the trip, with the engine was running so well it would have been a shame to take them off. Thankfully the rest of the weekend weather was dry and pleasant.

The whole area on that part of the coast gets into the spirit of wartime 1940’s, particularly in Holt and Sheringham. So many local people and businesses get involved,

not only dressing up themselves, the shops are also decorated in 1940’s style, you only realise it’s 2016 by the prices. Public transport for the weekend is also in period, old style buses and steam trains, all capped off with a flypast by a Spitfire, or occasionally a Lancaster, during the day adding to the atmosphere. All this effort deservedly draws the large crowds on Saturday and Sunday. More of this event elsewhere in this Issue.

Finally, as this is the last Magazine for 2016 may I wish you and your families an enjoyable Christmas break and Best Wishes for the coming year.



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Cover Photo details.
 The front cover shows the Y tourer, WV 2898, belonging to Robin and Ellie Del Mar. Taken at Alford, a nearby village this summer. On the Queen’s birthday, their village held a parade and Julie Walters posed with their car.
Inside Covers
 A montage of photos from the recent 1940’s Norfolk Railway weekend.
Rear Cover
 Superb photo of new Swedish member Clifford Hallberg’s 1934 Y

Owens Obs.

Our secretary says: -“Not a lot to report this month, very quiet all round.”

“We have had some new members join, found some unknown cars to add to the survivors list. A Committee meeting is being held on the 6th November. Bob Wilkinson is attending FHBVC meetings on behalf of the club - important that our voice is heard along with other clubs.”

“I hope members have been taking advantage of the prolonged fair weather to give their cars an extended use, ahead of the winter lay-up.”

“I finally wish everyone a Happy Christmas and successful New Year, and thank you to my fellow Committee members, Regional Contacts and Members for their help and support in making this a great club.”

“I hope to see many of the members at events during the new year, and at the AGM on April 23rd 2017 at the British Motor Museum Gaydon.”

Owen

Membership Matters

- News of New Members

Since the last issue of “Transverse Torque” we are pleased to welcome to the Ford Y & C Model Register the following 10 new members.

Lee Adams	A0501	Herne Bay	Kent
Lindsay Baines	B0301	St Peter Port	Guernsey
Patrik Broberg	O-B108	Trollhattan	Sweden
Tony Deller	D0201	Lydiard Millicent	Wiltshire
Clifford Hallberg	O-H109	Kopparberg	Sweden
David Lawson	L1402	Heskin	Lancashire
Terence Minshull	M1804	Portgordon	Morayshire
Colin Mumbray	M1905	Knocknagorna	Co Limerick
Stuart Penny	P0401	Billingshurst	West Sussex
Hans-Gerd Sparenberg	O-S110	Hamm	Germany

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

Lee Adams – we are pleased to welcome Lee to the Club. He is the owner of UD 8728, a black Tudor. The chassis number is Y192479 and Briggs body number 165/70711. It was first registered 1st July 1937. As the car is on the road, we hope you enjoy many hours of driving your “Y”.

Lindsay Baines is now the owner of JV 1972 which was lovingly restored by Brian Godfrey a past Chairman of the Register who is still a member. The chassis number is Y25935 and Briggs body number 134/2219. It is an orient blue and taxi black Fordor. It was first registered 6th January 1933. We hope you enjoy driving your “Y” around Guernsey and a very warm welcome to the Club.

Patrik Broberg is one of our new members from Sweden. He has a green 1938 Eifel Cabrio-limousine. The chassis number is C133727. The car has been registered in St Tuna and Stockholm. Patrik is going to be very busy with this project as the car needs a full restoration. We wish you well with the restoration and a very warm welcome to the Club. Remember, that the Club is here to assist in any way we can.



Tony Deller – we are pleased to welcome Tony to the Club. He is the owner of FMV 183 a 1937 “Y”, first registered 21st April of that year. The chassis number is Y174531 and Briggs body number 165/60284. It is a black Tudor. As the car is on the road we hope you enjoy many happy hours of driving your “Y”.

Clifford Hallberg is our second new member from Sweden in this issue. He has recently bought NLO 765, chassis number Y56949 and Briggs body number 166/2694. It is a dark blue 1934 Fordor, first registered on the nineteenth of April of that year. It was previously unknown to the Club. As the car is on the road we hope you enjoy driving your “Y” in and around Kopparberg and a very warm welcome to the Club.

See a photo of his car on the rear cover
David Lawson – we extend a warm welcome to David, who is the owner of CYC 955, a 1937 light brown pick-up. It was featured on the front cover and there was, also, an article on pages 12 and 13 of Transverse Torque issue 187. The chassis number is Y195354 and Briggs body number 164/7914. The pick-up was previously owned by ex-member, Lisa Pawsey. The vehicle is under restoration, and hopefully will be back on the road shortly.

Terry Minshull has a black 1935 Tudor, first registered 5th April of that year. The registration number is VFF 866, chassis number Y96365 and Briggs body number 165/20397. The previous owner was ex-member Gordon Henderson. The vehicle still has its original engine, although the car is currently under restoration with lots of work to be done. We wish you well with the restoration and a very warm welcome to the Club.

Colin Mumbray is the owner of ZC 2368, a 1937 blue/black Fordor, and is new to the Register. The chassis number is Y190249. The vehicle was purchased in Cork and needs a re-build. It looks like a lot of work needs to be done so good luck with the project and a very warm welcome to the Club.

Stuart Penny – we are pleased to welcome Stuart to the Club. Stuart has purchased CLM 612 off member, Jim Muir. The chassis number is Y119550 and Briggs body number 164/3154. It was first registered 1st January 1936. It is a black Fordor. As the “Y” is on the road we hope you have many hours of enjoyment driving her.

Hans-Gerd Sparenberg – we would like to extend a warm welcome to Gerd, our new member from Germany. He is the owner of Y193472 and Briggs body number 165/71152. It is an ivory/black Tudor, built in Dagenham, Essex and shipped in wooden crates to the Ford assembly plant in Copenhagen. It was first registered 09/07/1937 in Denmark and 1980 in Germany. As your car is on the road we hope you enjoy driving your “Y”.

Hopefully, you will find this contribution to “Transverse Torque” informative and as always, the club extends a warm welcome to all the new members. The Editor will be pleased to receive any news & photographs of your vehicles. As we are drawing near to the festive season again, and this is the last issue before Christmas, I would like to wish all our members and their families a very Merry Christmas.

Mike Malyon Membership Officer

Buyer Beware. A Salutory Tale.

I recently completed all the administration process on a Model Y application for an Age Related registration mark. The car had been bought a few months earlier by our member as a "barn find" and told that the registration documents were missing / lost. Our member approached the club for services to obtain a registration mark with DVLA which, in absence of any original documents, would be an Age Related registration mark. No problem.

The car was not on our extensive list of surviving vehicles. As part of our process the car was duly inspected, as we do with all applications, and found to be a genuine Model Y, in sound condition, and easily dated from chassis number and design features. All the required documents were signed and the application was supported by the club. I anticipated a successful outcome and that DVLA would provide the member with the V5C registration document with an age related number.

I subsequently heard that the application had failed since DVLA had the vehicle recorded as stolen and thus it had to be returned to the legal owner with our member losing several thousand pounds he had paid for the car! My assumption is that the chassis number had been flagged as the identifying mark by DVLA since the car had probably already been issued with a V5C registration document with the number listed on DVLA computer system.

The message is that as buyers be on guard against falling into this kind of trap. How?

Look for clues....

It is more common for a "barn find" to have at least one number plate still fixed to the car. For how long has the vendor owned the car? If the car is in fairly good order, maybe with little work for MoT, why is there no paperwork? Be suspicious and use your instinct to smell a rat. Obtain a bill of sale with accurate name and address and landline telephone number.

Before buying a Model Y or C check with the club to see if there is known history. Contact Club Archivist Sam Roberts or either Andrew Bailey or me giving as much detail as possible before you buy.

The club can help to authenticate cars we cannot authenticate vendors. That is down to you.be aware.

You can get some buying tips on line at:

www.gov.uk/checks-when-buying-a-used-car

Bob Wilkinson.

AND COMES BACK!

Members will recall that I was privileged, and proud, to be awarded the Unsung Hero of the Year – 2016 at the National Car Clubs Awards in March. One of the sponsors was Irish Ferries and, as part of the award, I was generously given a return ferry trip to Ireland.

Pat and I took advantage of this offer at the beginning of September and set off to replicate part of the memorable Y&C Register 2002 Tour of Ireland organised expertly by John Fitzgerald, though we were using our modern car on this occasion. Following a leisurely trip to Pembroke, including an overnight stop in Brecon, we sailed on the "Isle of Inishmore", being upgraded to Club Class – lounge with complimentary food etc., and arrived in Rosslare in early evening with a 5 minute drive to our hotel.

Next day we drove the few miles north to New Ross to re-visit the Dunbrody Emigrant Ship (as in 2002) and enjoyed the display the new visitor centre. A splendid experience to explore the ship which had seen so much hope carried by those who emigrated in the 1800's. I stood on the spot where John F. Kennedy delivered an address, remembering his family origins, only a few months before his tragic death in 1963.

YOUR UNSUNG HERO GOES TO IRELAND

Then onward at a leisurely pace via Wexford along the south coast roads towards Cork. After an overnight stop at Midleton we had a short journey into Cobh harbour at Cork and to the Heritage Centre – again as in 2002. From here between 1950 and 1920 millions of Irish people, escaping poverty triggered by the famines of the 1850's, arrived here by train, on horse, and on foot carrying all their worldly possessions and set off for America, Canada and other Commonwealth countries. It is a staggering statistic that more Irish left the country between 1850 and 1920 than the present population of Ireland.

The centre too remembers the Titanic which left here on the fateful voyage in 1912 and the Lusitania arriving from America, sunk by enemy action off Kinsale Head in 1915. All emotionally moving and tragic events.

Our journey continued along the south coast, via Ballyscorthy, the origins of the Ford family. The village boasts a Ford Model T replica, in stainless steel, to commemorate the Ford dynasty birthplace.... William Ford emigrated in the late 1850's with son Henry being born in the US in

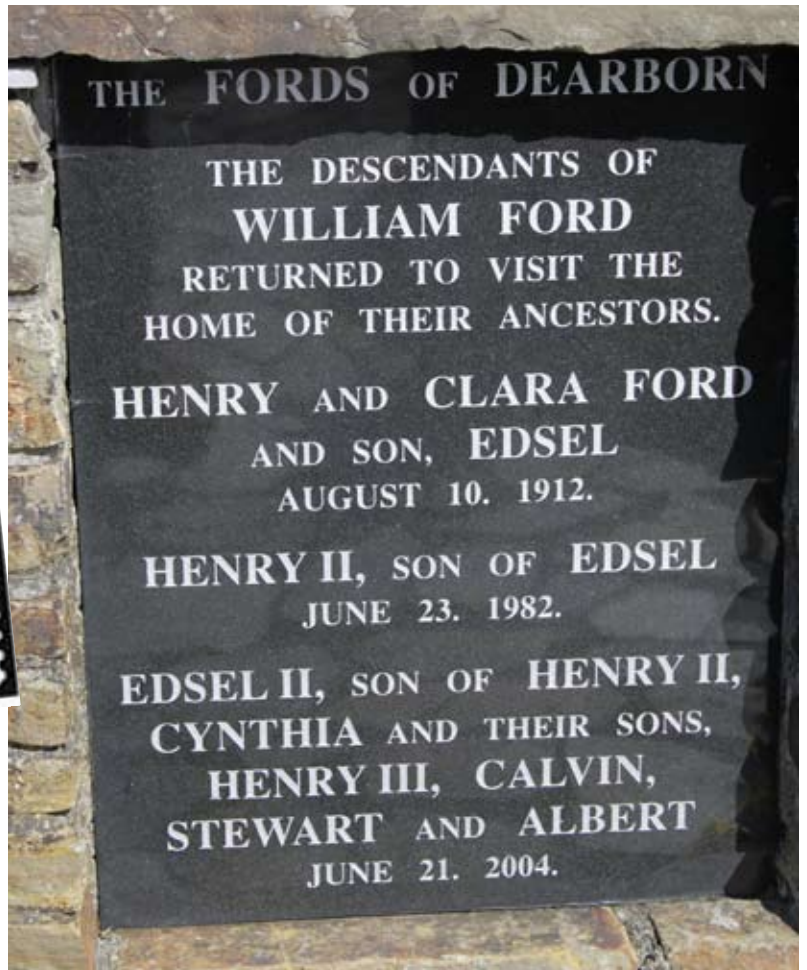
1863. It was here in 2002 where the village welcomed our Y&C touring group with excellent hospitality.

Photo:2016 Ireland Bob 107.jpg, caption Tablet commemorating Ford family visits to their homeland

The remainder of our tour took us along the Atlantic coast to Bantry, Killarney, ferry across the Shannon near Limerick and on to Galway for a superb Saturday evening in Quay Street – enjoying the street entertainment and general banter. Here we left the 2002 route which had continued up the Atlantic coast and along the north coast, and headed inland via lakes and mountains to Kilkenny....just in time to join the town in celebrating (the Irish celebrate very well!) Kilkenny's part in the Irish Hurling Cup Final. You would not have guessed that they lost!. What a lovely town. Then on to Rosslare and our ship home.

A very memorable trip. Apart from enjoying the Irish hospitality and scenery, travelling by car was easy. The Irish roads – courtesy of EEC monies – are excellent with wide A roads having an equivalent of our hard shoulder, low traffic volumes (UK in 1960's) and patient, courteous drivers observing speed limits. Just the thing for another tour of Ireland maybe?.

Bob Wilkinson.



Bob & Pat Wilkinson ride on the Ballinscarthy Model T



SPARES OFFICERS REPORT

The Quality Standard quoted in the last issue should have been ISO9001 not BS9001.

The first fuel tank has been manufactured, it is for a Model 'C', the tanks are made from stainless steel and all the parts are new, this alleviates the need to use parts from old fuel tanks. The Model 'Y' tanks will be available shortly. Anyone who is interested in purchasing a tank should contact me by email in the coming weeks.

We have spent some time working on shock absorbers, thanks to the members that have donated their spare shock absorbers we will be soon able to offer Model 'C' shock absorber assemblies and in the New Year we can offer refurbished pear shaped shock absorber assemblies. When both these are available they will be added to the Parts for Sale list in Transverse Torque.

Windscreens are progressing slowly, a method for forming the shape has been developed on small lengths of material and this is being developed for longer lengths to form the two main parts of the windscreen.

In the last few months we have restocked a number of our parts for sale, which is good that we have a turn round, but each time we order new items there are two problems. Firstly it is sometimes difficult to find suppliers as the ones we have used in the past have ceased trading and secondly the price since our last order has increased well above the costs of inflation, resulting in a 40 to 60 percent increase in our prices.

(Present prices as listed in the centre-fold remain the same this month –Ed)

Peter Ketchell
Spares Officer.



International Correspondence

Portugal.

Rogério Machado, from near Lisbon, who recently carried out a lengthy restoration of a Model "Y" pick-up truck, alerted us to a Tudor Model "Y" advertised for sale in Fafe in the north-west corner of Portugal. The photographs accompanying the advertisement illustrate a maroon and black left-hand-drive car in superb restored condition. The seller was asking 17,000 euros!

The seller stated that the car was first registered in June 1937. This is unlikely, as it can be seen from the photograph, the car has sidelights. Another photograph shows an inserted instrument panel in the dashboard, both of which date the manufacture at Dagenham before June 1934. For those of you who have inwardly digested the detail in the Ford Models Y&C book, you will note that the car is a long rad but has a short rad front bumper. To use up surplus stock of short rad bumpers, they were supplied on export cars until the stock was exhausted - around March 1934. Thus, it is suggested that this car would have been assembled at the Ford Lusitana plant in Lisbon, probably in early 1934. A quest is under way to obtain the chassis number of the car.

Stop press: Rogério telephoned the seller to discover the chassis number Y50037, which puts the date of manufacture at late January 1934 - Q.E.D.

Germany.

Arne Boltzmann, from Paderborn, sent in a fascinating photograph of Model "Y"-based roadster. He writes, "Our local small town bakery around the corner is celebrating its 125th anniversary this year and the present owner, a direct descendant of the founder, has put up old photographs from the family album(s) to evoke images of past times. Among them - and I am sorry for the bad quality, as I have only taken a picture of a print pinned to the wall in the sunshine - was this one of an interesting vehicle. Maybe you can help me out here..."

We were happy to do so. The photograph shows a 1933 short rad Köln roadster bodied by the Cologne (Köln)-based coach builder, Deutsch. It is interesting to note that the roadster is wearing Dagenham short rad bumpers, rather than the later Köln-manufactured smooth bumpers, inferring that the car, less the body tub, was

imported from England before the Ford (Germany) plant was able to manufacture its own components.

U.S.A.

Glenn Marcucio, an engineering student instructor in New York, has purchased the Model "Y" owned by the late Ernest



A 1933 short rad Köln roadster bodied by the Cologne (Köln)-based coach builder, Deutsch.

Bombard, also of New York, who died in 2004. Glenn writes, "I am trying to create a plan to work on this car with my students. First, I will work on the mechanical area. I want to get it running and moveable. Once I free the steering wheel up and get it running and can take it for a drive around the parking lot, I'll move on to step two which is welding and securing the frame structurally. We have an Auto body Program at our school and if I can have the body program work on some components that would be great."

He later emailed, "I received the Models Y&C book yesterday. It looks great with a tremendous amount of info and I'm sure will provide a lot of answers to my questions. I can't wait to delve into the contents. I purchased a battery today for the old girl and with helmet and safety glasses on connected it. Headlights came on and the amp gauge and horn worked. I pulled on the lever that actuates the starter and she cranked over!!! I disabled the ignition and only let it crank a second. I didn't want to take the chance that old fuel could be pumped into the fuel pump and carburetor. I'll connect a remote fuel tank to the inlet of the fuel pump for now and try to fire it up this week."

The car should have a sliding roof, but presently has little more than a wooden-framed hole. He has been sent a set of complicated drawings for the sliding roof from our archive, which it is hoped his carpenter students will be able to use to build a new one.



The Portuguese Model "Y", which has appeared in Fafe in north Portugal

Spain (1).

Luis Cascante emails, "Another Modelo 10 (Model "C") has appeared in Barcelona. The Vall-Llosera family owns a Barcelona assembled Modelo 10, registered V-16212 (Valencia province) on October 21st 1935. During the civil war something happened to the car; it was reconstructed in the post-war and subject to an official inspection in 1942. A new chassis number was then allocated, V-732, being stamped on to the chassis, and a reconditioned engine, number 550404, was fitted. Unfortunately neither the original chassis nor the engine numbers are visible. The log-book states that it was manufactured in Ford Motor Ibérica's factory on August 21st 1935. Mr. Julio Vivas Gascón, a member of the family, was the last owner, having acquired it from a Mr. Isidoro Reyes Gaviño on 24th March 1956. Always stored in a garage, it is complete and in good general condition as can be seen in the attached photographs. Wheels are of German origin, those of the 'Nuevo Modelo 10 1936'; "CX" horizontal chevrons are fixed on to the grille, as well as a red 7W badge. The body has been modified with an elegant Eifel-koffer Migo-style boot. Headlights are not original. It is for sale."

Although Luis is suggesting the incorporation of German components in the assembly of this 1935 car in Barcelona, the Ford (GB) dictum to buy as much German produce as possible from the Köln factory to help Ford (Germany) meet Hitler's demands was not issued until early 1936. However, Luis does say that Franco did import German material during the Spanish Civil War (1936 – 1939). Having been used during the war, parts from wherever available would have been used to keep the car on the road. As for the boot, neither two nor four door Modelo 10 1936 saloons that I have seen in period photographs are fitted with that boot. The Vall-llosera's car is a four door so I presume that, as no four door Eifels were produced, the boot was manufactured by a good local body-maker.

Another unusual component is the engine, which has the Ford Köln logo (F and K in separate, interlinked ovals) alongside the dip stick, which is on the opposite side of the block to normal. The cylinder head, and hence the block, has a strangely placed set of cylinder head nuts. It also appears to have a temperature gauge fixing to the rear of the water outlet pipe. Has anyone come across this engine before?

Spain (2)

Nick Watcher emailed, "Many thanks for your great Ford register website. I have a colleague in Spain who owns what we believe to be a 4 door 1935 Ford Model C (chassis number C-05646) LHD. Neither of us has much information on the car nor know much about it beyond what we've learned from your website. The car was



The modified Modelo 10 (Model "C") having survived the Spanish Civil War.



The integral boot on the Ford Ibérica assembled Modelo 10.



The unusual Ford Köln sidevalve engine. Does any one know when this was manufactured?



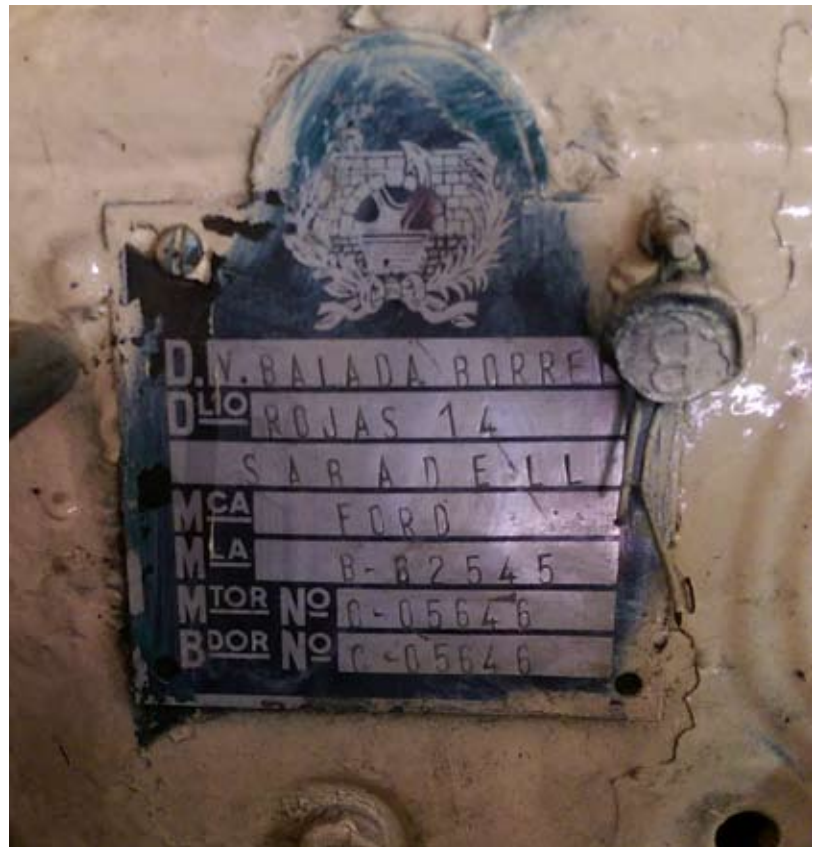
The Ford Köln logo cast onto the side of the unusual engine.

originally registered in Spain. It is in good running condition and has had a basic restoration of the mechanics (engine, brakes, shocks, etc.) and paint in the past 15 years, interior is original and well conserved. We were hoping that you may be able to give us some insight into the car (confirmation of the model, manufacture date and place, etc.)”

Of course, we were delighted to tell Nick all about the car, its manufacture at Dagenham in February 1935 and assembly in Barcelona. However, what was interesting in one of the accompanying photographs was the post-Civil War identification plate on the bulkhead. We are used to seeing these plates on Spanish classics, but this had what looked like a seal attached. This is the first sealed ID plate we have seen. Luis Cascante shed some light on this by saying, “B-82545 is a 1952 Barcelona registration. I presume that this car was re-registered that year following the Civil War. Sabadell is a town 24 km north of Barcelona. All official plaques were sealed by the ‘Ministerio de Obras Publicas’ to prevent any change or alteration. ‘Ministerio de Obras Públicas’ plates were compulsory until the sixties. Since then, many were removed to allow a body repaint and refitted afterwards, without the seal.”

Australia

Bill Ballard emails, “You should already be aware that Allan Waite of Highfields (near Toowoomba), Queensland, sold his unrestored dark blue 1935 Model C sedan (20-S525, C22957) to Allan Wicks, also in Queensland a year



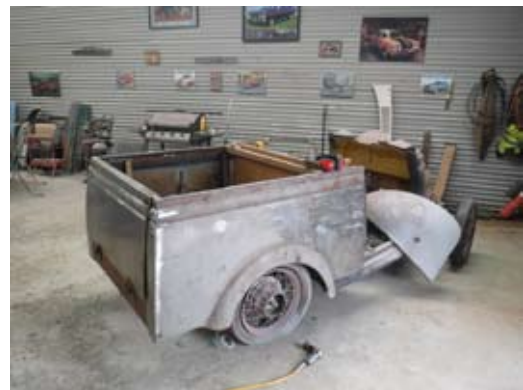
The post Civil War identification plate giving the owners name and address on re-registration, the registration number and the engine and chassis numbers. Note the seal with the inverted B for Barcelona top right.



The Model “C” (C05646) reported by Nick Walcher in Spain. It looks to be in good condition, although the paintwork is poor and the brown wings are incorrect.

or two ago. Mr Waite has just sent me three pictures to show the progress Mr Wicks has made in the restoration of this car.

Progress is also being made on the construction of Bill Ballard’s “CX” ute project. He started the project over ten years ago with a Model “CX” sedan (saloon) donor car. Progress has been slow, but the body tub is coming together. Now that the metal work has been completed, the tub is off to the carpenter’s to have the inside wood-lined.



The rear body tub of Bill’s ute now ready to be wood-lined.



Allan Wicks, in Queensland, is carrying out a thorough, professional restoration on his Geelong assembled Model “CX”, C22957.



Out and About

Attending a recent 'show' – the Amersham Heritage Day – I had hardly stopped the engine when a gentleman, Peter Hyatt, and his wife approached – “What year is this?” This was followed by “ I used to have two of these” and he then told me that he had only the day before been showing a picture of his first car to friends. Naturally, I jumped in with a request to see this photo, for the benefit of our readers, and took his details.

Later that afternoon, he returned bringing that photo with him. His first car – ALB 132, was a two door short rad as per this attached photo, believed to be 1933, and later he had bought EJO 544, thought to be 1936 long rad.

Peter, thought to be about 22, well presented, as is his car. That sports an AA badge and another (unclear) on the radiator. Thought to be from 1954.

Peter originally lived very near Dagenham, and had been faithful to Fords except for a brief excursion with Rover, but then only because his dealer had changed franchise. Peter has written back upon the return of his photo with further details and story. He thinks that he was on holiday with a friend and his wife travelling to Seaton, Devon in 1955. He and Geoff his brother had bought the car from a neighbour for £50, who had acquired it in lieu of a bad debt. The original colour was green, but very faded, which encouraged them to re-paint it. They also recovered the seats with a woven green and black tapestry-like fabric which toned in nicely.

Peter, now 84, could not remember its disposal, but thought to have had it for a couple of years. Later purchasing the other Y jointly with his brother and neighbour. This was shared amicably for three or four years – Peter had it Mondays, Wednesdays and Fridays, Jim the neighbour, had it Tuesdays, Thursdays and Sundays and alternated on the Saturdays. EJO 544 was very reliable with its reconditioned engine and was de-coked on one occasion.

The whole of the front suspension was changed after a collision, with a spare from a breakers yard. Eventually sold to a colleague at work who managed to burn out the wiring on a journey home, but being a practical guy, bought a new loom from Fords and fitted it himself.

Peter's brother, Geoff aged 83 reminded him of the home made heater – a sort of funnel to the inside of the radiator which conveyed warmth via cardboard tubes to the car interior – it didn't work!

As I often say here in the magazine, such car shows give delight to previous owners and their relatives, and with a little prompting, stories and photos unfold.

Another gent told me “I've always wanted one of these” so I directed him to our website where cars are often to be found just waiting for their new owners. Please make sure you do your best to promote our club and our cars every time you get out.



Michel Aubrey writes in:

Bonsoir Roger

Two years ago, I sent to you photos of my Ford Y. This year, the 18th of September, we had a rally for the Patrimony day in Val de Loire. The road was just at the foot of a Gallo Roman Aqueduct near Luynes (A few kilometres from Tours département 37 where I live) This bridge was built to carry water from north to south.

Behind me, a Delage Torpédo 1924.

I was looking at the aqueduct to prevent a stone falling on my Ford ... my wife was inside to keep company with my car which was afraid to stand near this high monument !

Salutations Michel Aubry



Midlands sighting

Ivor Bryant spotted and photographed David Adkins' Tudor Model "Y" at the Boddington Church Fête, near Daventry on 9th July. TL 5516 was first registered in Kesteven, Lincolnshire in June 1936. The last recorded time I spoke to David was in 1997, when the car was off the road needing work to be done on the valves; also the Track Rod Ends were suspect. He was hoping to work on it over that winter. From the photograph, it would appear that all is now well and the car looks resplendent in its dark green livery. David bought the car in 1993 from Eve Chapman, a name that will be familiar to the longer serving members of the Club.



David Adkins' Tudor looking very smart at the Boddington Church Fête in July.

Yvon Precieux's Morgan.

As related in the Y&C book on page 84, the first outside company to benefit from the surplus of engines during the early production of the Model "Y" was the Morgan Motor Company. Sir Percival Perry obtained permission from Ford headquarters in Dearborn to sell the surplus engines. Thus the F Series of Morgans came about.

Yvon Precieux has recently bought an F Series Morgan, fitted with a reconditioned 933c. c. 8 h.p. Ford engine. It would appear that the engine was reconditioned by a company other than the Ford Motor Company. As Yvon states, "The engine is a recon with a number R42074R, a 933cc Ford unit of roughly the same age as the car. There are a number of different references and numbers for our engines besides Y and C as reconditioners put their own numbers on engines they reconditioned."

Did it survive?

We received a request from Mitch Sadler, who had been rummaging through a box of family photographs with his wife. He writes, "My wife recently got a load of old pictures left to her in a will. In one of the pictures it shows her great great grandmother and her daughter posing with their new car, a Model Y; the registration is ALH 491. Is it possible that this car still exists? I would be most grateful if you could give me any information, if you have any, regarding the car, it would be nice to know what happened to it."

The lovely photograph is illustrated here. We replied, "Regrettably ALH 491 is not listed. You ask for information on the car. It is one of the early two-door (Tudor) short radiator (short rad) models built at Dagenham between September 1932 and October 1933. ALH 491 gives a date of first registration of July 1933 in London. Being just down the road from Dagenham, it was probably manufactured during the previous week.

I suspect the car was not new when the photograph was taken as it has twin wiper blades and trafficators, which were not fitted in production. The art deco style door handle was a feature of the later long radiator (long rad) cars (post October 1933) and therefore, seemingly, a post production addition. The short rad door handles were elongated diamond shaped."

Mitch commented that the date on the reverse of the photograph is 1936 and "the lady in question, my wife's great-great grandmother, was an imposing and proud woman, I doubt

she would have bought second hand." This prompted the reply, "The 1936 date on the reverse and your comments on your wife's straight-laced ancestors would tally with your comment of 'optional extras' for the dual wipers and the trafficators. A number of accessories were available from Ford dealers and I'm sure the 'avant garde' la-



Yvon Precieux's recently purchased F Series Morgan.

dies would have taken advantage of them, including, by 1936, the streamlined arc deco door handles."

Encouraged, no doubt in some small measure, by the family association with the superb looking ALH 491, Mitch has bought a Model "Y" off ebay. He emailed excitedly, "I enquired about a "Y" last week. I have just taken delivery of it and I am planning to restore...it's in a bad way but I have identified 2 numbers. The first is on the passenger side of the bulkhead in the engine bay and reads 'Y .148535'. The second number is on the passenger side also, on a plate on the gearbox cross member part of the chassis near the door sill. It has been welded and the beginning of the number is obscured, also the last number has been hit with a grinder or

something, so I'm unsure on that but here's what I have ' /4566(8 or 9), hope this helps you identify my car."

From the pictures on ebay (see example here), Mitch will need plenty of patience and graft to bring this July 1936 Tudor back to life. We wish him success.



Mitch Sadler's Model "Y" project on its arrival home from Kings Lynn. Fortunately Mitch's wife comes from a Model "Y" family!"

"Mitch Sadler's wife's ancestors with great-great grandmother's superb short rad Model "Y" with Ford accessories



PHOTOGRAPHIC FINDS.



First three photographs courtesy Karl Dillon.

An August 1936 Essex registered Tudor Model "Y" on The Horsefair, Birmingham, 1950. The car is showing its years with a replacement straight front bumper and a damaged section on the radiator grille. Ah! The trams; those were the days."



The Preston Guardian van fleet goes up market with the first streamlined mass produced vans. Note the upright windscreens except for the V8 Model 48 van at the far end and the 1935 Model "Y" van at this end. The sun's reflection says it all!"



A Fordor Model "CX" advances down Stanley Street in Preston in 1952, whilst a Model "Y", complete with hamper on the luggage rack disappears in the opposite direction. There would seem to be a lone passenger sitting in the back of the "CX", which was pretty cramped and was one of the main reasons why the model did not sell well



The photograph shows a group of likely lads who have set up a used car lot on a bomb-site, presumably in the fifties. The VN registration of the "£27/10s Good runner" Model "Y" suggests a North Yorkshire location. The photograph appeared on Facebook and attracted the following amusing, but probable comment:-

"You'd have to be a good runner if you bought that lemon. The guarantee would be 10 minutes or 10 yards, whichever in the greater! P.S. I joined the motor trade as an apprentice in 1960. This banger would be before MOT's when there were a lot of wheezes in the car sales trade. For example, mark all the tyres and the battery when you decide to buy, as you would not get the same ones when you went back the next day to pick it up. Usually the dealer would suggest a pick up when it's dark, park it under a street lamp and chuck a bucket of water over it just before you arrive to make it look so shiny!"

Regional News

- David Tanner Writes in.

Another good weekend at Norfolk Railway 1940's weekend. On Friday a.m., Sandy (Mrs T) and self in our CX set off to meet Jim Miles, Jim and Joan Sharpe, Freda and David Kent followed by Charlie and Sheila Seymour, at Barton Mills on the A11. Apart from a not too major problem with Jim Sharpe's distributor clamp, all five cars ran well. Now, the rain - well it's a long time since I drove in conditions such as they. The rain was hitting the car like ball bearings, then there were the floods, wow! However the cars, as I said didn't miss a beat, fantastic for these eighty + year-olds. All of us got wet due to leaking rooves wind-screen et cetera.



We all arrived at the Links hotel, damp but otherwise in good order, rain had eased up. Saturday after a good breakfast we all headed to Holt station, weather overcast but okay.

There were 11 Y & C 's including Roger and Joe Hanslips newly restored Y van, , an absolute superb job, well done Roger/Joe and all your assistants.

The weekend followed its usual very pleasant course. Train rides, shopping at the stands at Holt and then Sherringham, very 40's as ever. A good time was had by all and nice weather and then Sunday much of the same, but rounded off by a superb Spitfire doing what it is good at, then the last supper, a great get together.

The trouble with the weekend is, that its over too quickly, very sad. Then drive home Monday morning and back to reality. A big thanks to Jo and Roger for yet another first class North Norfolk Weekend.

.....

Hi Roger, attached photos of my CX, Jim's Eiffel and the CX of Noel Page, nice to see these three together.

Also photo copy from the Daily Mail 'Britain at War'. The caption said, first day of rationing, 14th of September 1939.

All three men here look worried, two certainly will be ... call up? Spare tyre looks interesting. No other details on this one.

.....

I have been having vaporisation problems on occasions this year with my CX. I have tried heat shields, tin foil etc etc to no avail, even fitted another fan blade. Well I took the head off and had a look, all okay there, then I noticed that the rad, clearly very old, have been weeping here and there. I took it out and had it re-cored, since then (this summer) it's been fine with no problems at all. What's the term,? Can't see the wood for the trees!

(Dave attached a brochure for water-less coolant) and said: "I saw it being used on Wheeler Dealer recently. It was introduced to the engine of a V8 Triumph Stag, and together with some other engine work, it worked wonders, going up to hundred and eighty degrees C. - could be good for our oldies!?"

The Ford Y & C Model Register



NORTH NORFOLK RAILWAY 40'S WEEKEND

(See the photo collages on the inside covers)

We have just returned from another enjoyable weekend with many of our friends from the Y & C Model Register. The weather was atrocious on the Friday, with torrential rain and flooding en route for most of us. We were surprised how many braved the bad conditions and bought along their pride and joy.

Charlie Seymour came with his new acquisition, a 1934 Y, Pete Ketchell drove Roger's 1934 Y, Jim and Joan Sharpe made it in their 1936 Y as did David and Freda Kent in their 1933 Y and Jim Miles in his 1937 Eiffel. Nick Smith joined us on the Saturday and Sunday with his family in his 1936 Y. Barry Clarke bought his 1935 C on Sunday. Noel Page bought along his 1936 Ford CX and his brother in law drove Noel's 1936 Ford Y. It was good to see Dave Tanner and Sandy in their 1939 CX and Robert and Lorraine Jarvis with Penny and Colin French in Colin's 1936 Y even though Colin had to spend more time in the Hotel than he would have liked. (He is not getting better fast enough for him but it was good to see him.)

Chris & Owen Baldock and Vicky Edwards and Gary Whittle also came as re enactors but without their Y's. Don't blame them on this occasion because of the weather. We were pleased to welcome new faces in the shape of Dave and Jean Jarman with their 1936 Y and Diane Mallyon and Sean Rickard with Diane's 1933 Y. We look forward to welcoming them next year. This event seems to grow and grow like Topsy!

David Butwright bought along his Land rover Breakdown Truck and thank goodness he did. David was made up, all the tours we have been on and he has not used it once! Well done Roger; David got his wish and towed the 1937 Y van home from the other side of King's Lynn. Roger assures me it was nothing major and it is fixed now (Teething troubles he says!)



Nice set of wheels

I wasn't too pleased because I arrived home over an hour before Roger to find that he had all the house keys in the van! Never mind I found I had left my pruning shears outside and spent the time trimming my bushes! (Don't say anything!!!)

The weather improved over the Saturday and Sunday and we rode on Vintage buses into Holt and Sheringham and back on the steam train to Holt. The atmosphere was fantastic with the whole of Sheringham dressing in 40's apparel.

It was lovely to see Yvonne Mace looking wonderful, her husband Brian, who was a regional contact for the club unfortunately passed away several years ago, but Yvonne always comes along to support this event.

I was concerned that the American servicemen would not be coming next year as a certain member's wife sporting a wedding dress, 9 months pregnant and with a child in a pram was accusing all and sundry that they were indeed the father. A bit confused though when she produced two babies of different shades at the last supper! She bought smiles to lots and lots

Club Tour 2017

Y & C Fenland Tour Sunday 11th to Saturday 17th June 2017
We have a tour booked for next year; the Hotel has been sourced and secured.

We again have a fantastic rate of **£55.00 per person, including dinner, bed and breakfast.** We have contacted various places of interest regarding visits and have received very enthusiastic support.

If you are interested in this tour, please contact

Jo or Roger Hanslip on 01945 430325 or email jo.hanslip@btopenworld.com

We will let you have more details once dates for the various visits have been finalised.

Bridlington 1940s Week End

Invitation:

Steve Waldenberg, our publisher, has been asked to put on a display of period cars at next year's Bridlington Old town 1940's Festival, on Sunday 11th June 2017. (For those not on the club's Fenland Tour!)

This takes place in the Old Town area of Bridlington, East Yorkshire, used as the back drop for the recent Dad's Army Film.

He has invited Y&C members to join him and in the first instance to contact him and he will then get in touch with further details next spring.

Steve has a 1938 Austin Cambridge that lives over in Bridlington at his holiday bungalow. Contact steve@cpsairedale.co.uk

Full details of the event can be found at:- www.bridlingtonoldtown1940sfestival.com

of faces throughout the weekend, whatever she will do next year I dread to think!

The Links Hotel did us proud, the Saturday evening "tribute to the 40's" entertainment was superb. The hotel is booked for next year, 15th to 18th September. Please let me know if you are interested in coming and I will make sure that rooms are reserved for you. If you have not been before, you will be assured of a warm welcome from all.

Jo Hanslip: 019045 430325 email: jo.hanslip@btopenworld.com

Events 2016 & 2017

- 6th. Nov. .** **Willoughby Committee Meeting 10.30am**
- 11/13 Nov.** **NEC Lancaster Classic Motor Show**
- 10th Dec** **Christmas Dinner at the Red Lion, Adderbury**
Contact Colin French. EM colinfrench12@btinternet.com

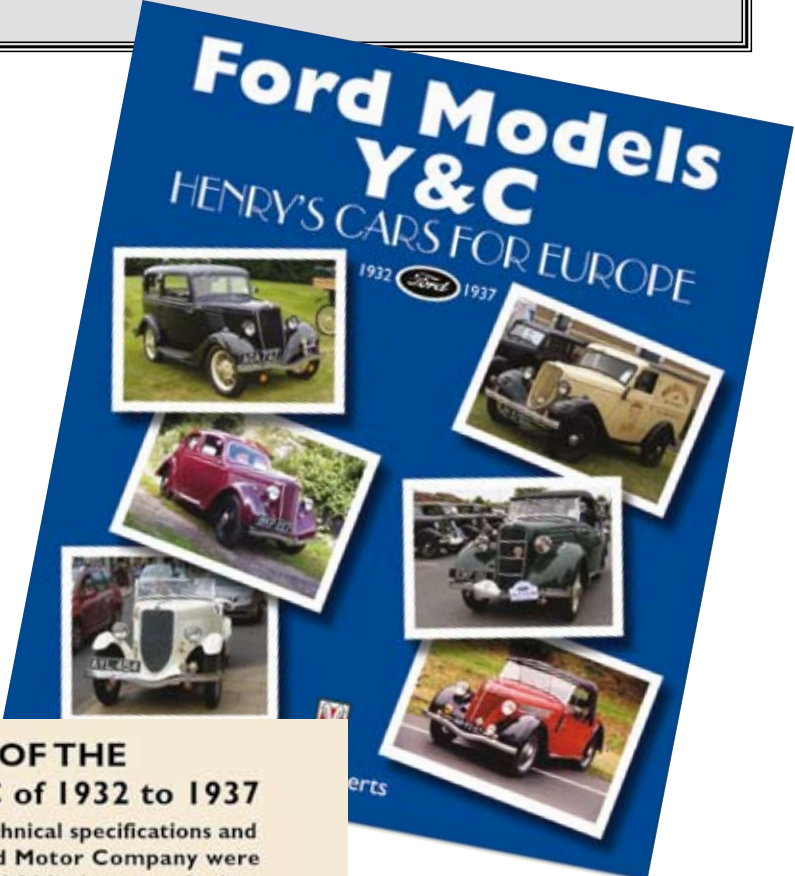
--== 2017 ==--

- 23rd April 2017** **Our AGM at British Motor Museum, Gaydon**
- 23rd April 2017** **National Drive It Day**
- 11th-17th June 2017** **Fenland Club Tour – Jo Hanslip 01945 430325**
- 16th July** **Old Ford Rally at Gaydon** **Bob Wilkinson**
- 13th August** **Saffron Walden Common** **David Kent**

Would members please advise the editor of any new events for inclusion or changes.

Next Copy Date for Transverse Torque 224, New Year Jan/Feb 2017 will be Friday 23rd December – Early submissions will be appreciated for obvious reasons.

Please send in all those summer and autumn event photos and stories. Progress tales on winter work perhaps? Handwritten, typed or electronic, paper or digital, misspelt, bad grammar – it really does not matter. I can even touch up and crop photos, scan old prints and research associated history.



**THE DEFINITIVE HISTORIES OF THE
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and all their worldwide variants, complete with detailed technical specifications and production records. Most of the great names of the Ford Motor Company were involved with these small cars. Contains 270 pages and 300 photographs in a hardback cover.

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PAYMENT DETAILS - Payment must be made by cheque or International Money Order (£GB only) or by Credit / Debit Card

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* or I wish to pay by Credit / Debit Card. Type (Visa, Mastercharge, Delta etc.)

Name on Card Card No

Valid from Expiry date Issue No. (Switch / Delta only).....

Security code (last three digits on reverse) Payment amount

Signature

Please write name, address and email / telephone number on reverse of this payment slip

Points And Condensers

The adjustable gap between the contacts (points) when fully open will determine the dwell viz. the length of time the points remain closed. Sufficient dwell is required to fully charge the condenser. The amount of charge in the condenser will determine the strength of the magnetic field raised in the coil and hence the power of the spark available at the sparking plug electrode.

On the model Y/C, the cam in the distributor which opens and closes the contact points has 4 lobes – one for each cylinder – the cam rotates at half engine speed – so at 2000 crankshaft rpm the points open and close 4000 times per minute! Once set the dwell will only change if the point gap changes during use, the main reason for this would be wear on the cam lobe follower or arcing and pitting of the contacts.

Regular checking is therefore necessary to ensure the points are correctly aligned and the gap set accordingly: Usually on early engines .018" and on later models .012". Too great a point gap will give a smaller dwell angle and a weak spark. Reduced point gap results in late opening of the contact points which will retard the spark, increasing fuel consumption and overheating of the exhaust valves. Points can be smoothed and re-aligned using a fine carborundum stone but are cheap and readily available so should be replaced.

Now, what about this condenser? (BSI modern term is capacitor) It is connected in parallel between the terminals of the points. So having made sure the dwell is correct this is the next item to consider, as it does a major job in giving a powerful ignition spark. When the points close they connect the battery directly to the primary winding in the coil (shorting out the condenser). A magnetic field is created within and around the coil windings. As the points are opened by the distributor cam lobe, the magnetic field collapses inducing a higher voltage in the secondary winding of the coil (which has more turns of wire) with the current continuing to flow in the primary circuit and into the condenser which is now in series with the primary winding and no longer shorted out so it begins to charge. The residual current in the primary winding charges the condenser to a very high voltage (300+). As the voltage and current flow in the primary winding diminishes the condenser discharges returning its stored charge as a current into the coil primary winding in the opposite direction and so boosting the speed of collapse (it is the speed of collapse which is important) of the magnetic field, so giving a higher induced voltage in the secondary winding of the coil and hence a more powerful spark at the plug electrode.

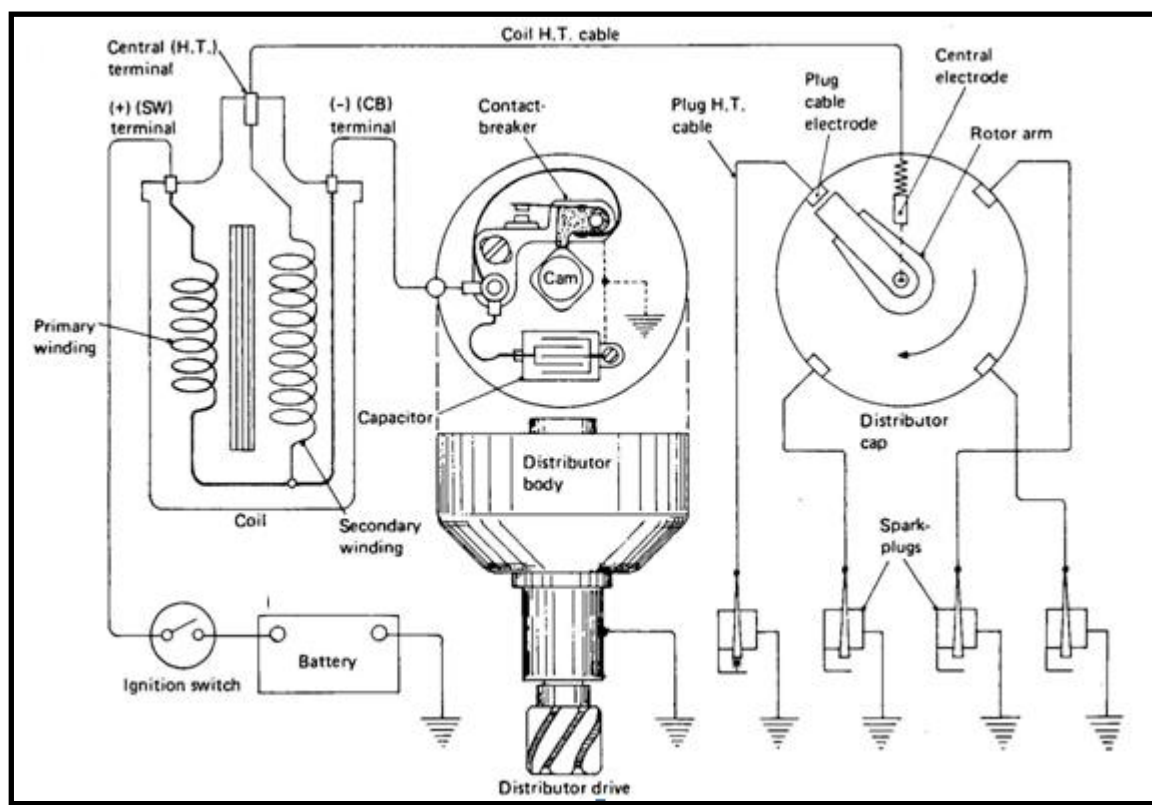
The better the spark the more chance there

is of the fuel and air mixture igniting at the correct time in the cycle to give best performance. It is the sudden switching off of the primary circuit current and the rapid collapse rate of the magnetic field as the contact points are opened, by the cam, which induces the high voltage (5000 volts+) in the coil secondary winding of the coil, to be delivered to the sparking plug gap, via the high tension (HT) leads.

Always check that there is a good bond (earth) between the condenser case and the body of the distributor or run a separate earth or even mount the condenser on the bulkhead – believe it or not this is one of the most common problems with this type of distributor. Always use a good quality condenser, this is a most vital part of the ignition system and needs to contain 300+ volts without leakage. It gives that vital boost to the spark - cheap versions break-down at quite low voltages. Please remember the condenser is not just there to absorb arcing, to protect the points, as widely believed, although of course it does this also.

Colin Rowe

(Distributor caps, points and rotor together with condensers, are available through our parts service, as are new HT leads, coils and spark plugs. See centre pages. – Ed)



Members UpWrite

Recent new Member Glenn Marcucio writes from the USA.

I am a new member of the Y&C Model register located in the USA and wanted to introduce myself. I'm located in Hagaman New York. I purchased a 1935 Model Y in August that has been sitting in a local area cellar for 37 years. The story I was told when I purchased it was that the car was shipped to the US many years ago by a US service man stationed in the UK.

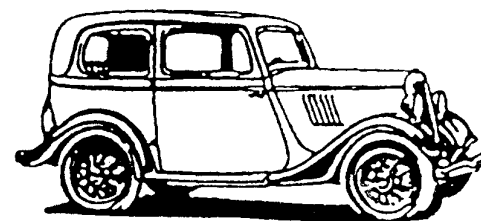
I am an auto technology teacher for a high school and local community college. I have been teaching for 28 years and plan on retiring after this year which brings me to the project of my model Y. I wanted a unique retirement project to work on with the students and to take with me when done. A friend turned me on to the Model Y which I had never even heard of until he described the car to me. I loved the fact that it is small, RHD and I believe very rare in the US. That was unique enough for me so I purchased it.

I have to say that every day I work on this car I get more excited about working on it and driving it. I want to bring it back to life!!! I haven't got it running yet as school just started and had little chance to work on it. The engine does crank over via the starter motor so there is hope! I have been working on the steering box which the internal parts were rusted and frozen up to the point the steering wheel wouldn't turn at all. Limited on finding the parts I need I'm in the process of trying to make a steel ring that was broken in the steering gear box that sits into the brass worm gear nut. I purchased Sam Roberts book of the Model Y&C which is a great resource and along with some correspondence with Sam I have already learned a lot about this car. The Transverse Torque magazine is an awesome magazine. (How perceptive Glenn!)

Glenn Marcucio

Various copies of articles from Transverse Torque and archives have been sent to help Glenn with his restoration. The index that is available on our website can enable all members to identify and request copies they may need that are relevant.

We look forward to seeing further progress reports and photos from Glenn.



Banbury Cakes

Jim Miles, our ubiquitous area 20 London/ Midx representative writes in and included the photo of a Yvan, UD 809[?] (last number obscured by rear light) , and sign written for Trinder Bros – Radio House.

With spare wheel mounted on the driver's side and advertising brands such as H.M.V., Murphy, Marconi and B.S.A Cycles & Motor Cycles – an odd combination?

The scene is in Banbury High street and shows the van's rear doors ajar with a stern policeman waiting nearby – perhaps concerned for opportunist thieves?

The background to the photo shows the cake shop of E.W. Brown – established in 1638 at 12 Parsons Street,(that site subsequently demolished in 1968) and going strong somewhat three hundred

years later, guessing the photo to be around 1938. The shop window advertises 'Cadbury's chocolate' and 'A Betts Banbury cakes'! . An earlier 1878 photo shows the site as Betts Cake shop, so perhaps a merger?

Betts cake shop and Neale & Perkins Ironmongers occupied an important house of the mid 17th century with ornamental



pargetting, gables with finials and three first floor bay windows, and to the side three first floor pedimented oriel windows.

(Reproduced by permission of English Heritage.NMR)

20 years ago

Issue 103, November/December 1996

We were getting used to Peter Brooke's tales of woe in his regular Editorials. In this issue, he recounts the tale of his 200 mile trip from his Yorkshire home to the All Ford Rally, which was held in Abingdon in those days, with wife June as navigator. He reported, "We set off very early, it was still dark, and it looked as though I had done the right thing in fitting a different set of headlights earlier in the week. We could actually see the road! The day went well, various bits were found in the autojumble for 'Emily'; friends were met, yarns exchanged and food was eaten, coffee drunk, we drove around the arena and it was time to go home. All went well until about Northampton when we noticed that the top speed was not what it had been. Acceleration was suffering and the traffic around us was probably glad when we reached a service area. After much head-scratching and playing about, I found that both the top speed and the acceleration were both affected by the headlights!

Into another service area and another couple of amps were gained from the generator. This did make a difference, but not really enough, the battery was obviously draining. It was not until I got 'Emily' back into my garage that I found those wonderful headlights were of much greater wattage than normal on a "Y". The generator and the battery simply could not give me enough 'juice' to shine light and spark the engine! Another lesson learnt."

Mention was made in the Chairman's Newsletter of a mystery Model "Y" Cairn coupé, which was known to be skulking in Essex somewhere, in good, original condition. It was mentioned because Paul Tritton had been talking to the Chairman of the Salmons Tickford Enthusiasts' Club, who said he had seen an advertisement for one. It turned out that the advertisement was the 1930's one illustrated here. It is a pleasure to report that, in 2008, the mystery Cairn



A 1930 Pierce Arrow distinctly showing the faired-in headlamps.



An early clay model study for the Model 19, probably designed by Jo Galamb. Note the faired-in headlamps. This concept was probably rejected on the grounds of difficulty in pressing out the wings in mass-production quantities.



The original Cairn coupé advertisement from 1933.

turned up in Belgium, having been imported from Essex by the then new member, Philip Raemdonck.

Paul Tritton also included a short article, titled 'The Pierce Arrow connection', which referred to an earlier comment on the built-in headlamps on an initial design study for the Model 19 ("Y") in Dearborn. He wrote, "I was interested to see a little piece about the Pierce Arrow and the faired-in headlamps tried out on the Ford Y in the early 1930s.

The Pierce Arrow came from a line of American luxury cars now largely no longer made, but which at one time included Packard, Duesenburg, Peerless and others. Lincoln and Cadillac survive, but as shadows of their purer selves. The faired-in headlamp was the Pierce Arrow 'trademark' making it instantly recognisable to schoolboys. They began them when electric lighting was introduced in 1913." The amazing one-year restoration of a derelict Model "Y" van by Brian and Roger Gurney in Spalding, Lincolnshire,

was told in this issue. “After a year of hard and challenging work spent in the garage rebuilding our 1935 Model Y van, it is now almost complete and the fear of that journey down the A1 with the parts falling off a very rotten van now seems worthwhile.

Once home, the strip down was very easy; you didn’t unbolt things, you just pulled them off! Everything on the near side just fell away. The wood was completely rotten, through standing outside in a field in the Lake District with the canvas roof missing for 25 years. Everything you touched fell away. We got three bags full of debris that fell on the floor.

The first job was to replace a three foot section of the chassis that had completely rusted away on the nearside and get the van back square again. Then the new wood frame was erected, front doors fitted to the new door pillars, a complete new nearside panel, two new rear doors, new front valance, bonnet, grille and headlights, with new glass cut for the front doors. The wings were repaired by welding new sections in where rotten.

People kept saying “It can’t be restored” which gave us more determination to restore it, but with the many problems we faced, we sometimes wondered whether they were right!

The van has been sign-written by our friend who is 81 years old. It is written as he did it in the 1930s, when he got £5 per van for coach painting and sign-writing.”

Combining a business trip to Jersey with a smattering of pleasure saw our Chairman meeting up with John Follon and Sidevalve Club member John Z. Miller. Ex-member John Follon, who I believe is no longer with us, owned the only known Model “Y” with the Jennings of Sandbach conversion to a semi-commercial vehicle. The conversion entailed cutting out the rear panel and inserting a hinged door. The spare wheel was carried under a wooden platform where the rear seats would normally be. I suppose you could call it a ‘hutchback’! John had carried out a good deal of work on the body and painted it in Cordoba grey with black wings. It looked quite smart, although it is believed that the bodywork has since deteriorated. It is only believed as the car has since disappeared back into the woodwork, presumably on Jersey. It is hoped that the new owner is continuing the sympathetic restoration. The fascinating history of this car in the ownership of a cotton plantation manager, Mr. Shand-Kydd, in the Sudan is outlined in the Y&C book on pages 116 & 117.



The Gurneys’ van as found derelict in a field in the Lake District where it had been for 25 years.



One year later, the miraculous transformation to a smart, working Model “Y” van, after a full-on year of hard graft.

The Jennings conversion on the Model “Y” showing the goods access door at the rear.



FBHVC Part 2

(Further to the article on fuel vaporisation in TT220)

Our club is affiliated to the Federation of British Historic Vehicle Clubs, and I recommend looking at their website. <http://fbhvc.co.uk/>
Reproduced here is the second part of what they say about fuels.

Another point made is:

Poor performance including overheating, poor hot starting and loss of power, in historic vehicles.

Problems of the type described above began to be reported in significant numbers in the early 1990s after the disappearance of 'two star' leaded petrol. Some believed that higher octane 'four star' petrol could not be safely used in older low compression engines, resulting in some enthusiasm for the addition of kerosene to petrol for use in historic cars, in order to reduce octane quality. This line of argument has been overturned, and in fact it is now generally accepted that while 'excessive' octane quality might be a waste of money, it is not harmful in low compression engines. The alternative view, that the greatly increased volatility of modern petrol is to blame for operating problems in older engines, is widely accepted. This aspect of modern fuels has been brought into focus again recently over the issue of addition of ethanol to petrol under the EU renewable fuels directive. Ethanol addition increases volatility, so any problems associated with high fuel volatility are likely to be exacerbated with fuels containing ethanol.

With this in mind, there has been a renewal of interest in the addition of kerosene to petrol. Kerosene has a boiling range from about 160°C to about 250°C, whereas petrol boils over the approximate range 35°C to 195°C. Problems experienced in older engines, such as overheating, power loss, poor hot starting etc. have been attributed to the increased proportion of low boiling material added to petrol in more recent decades. This is believed to result in vapour formation in the wrong places, thereby upsetting fuel-air ratios, and in the main, causing enleanment of fuel-air mixtures reaching the combustion chamber. Addition of a high boiling material such as kerosene does not affect the 'front end' of the fuel in the sense of preventing low boiling-point hydrocarbons in the fuel from vaporising (low boiling point hydrocarbons in the fuel will boil off and form vapour long before the kerosene starts to boil), but if kerosene is added at 5% or 10% by volume for example, the proportion of the 'front end' components will be reduced by a corresponding amount, and this may be just enough in some engines to alleviate the negative effects of potentially excessive vapour formation. Some owners of historic vehicles report significant benefits from the use of kerosene in this way.

However, the high 'back end' boiling temperatures associated with kerosene should not be overlooked. Problems can arise in engines not adapted specially to burn kerosene-based fuels (eg tractors designed to run on TVO). Use of petrol containing significant amounts of kerosene may result in incomplete combustion, since a fuel which has not completely evaporated will not burn. Any unburned material will find its way into the sump where it will dilute the lubricating oil. A significant amount of diluent derived from kerosene addition in the lubricating oil would run the risk of lubrication problems, with consequent increased wear of bearing surfaces. The use of kerosene (TVO) blends in historic agricultural tractors has been cited as a reason to support the use of similar fuels in historic vehicles, particularly as some of these machines use car-derived engines. However, in order for these machines to burn kerosene-blend fuels efficiently, a special vaporising inlet manifold was used on the tractor version, to ensure that complete combustion occurred, without the risk of oil dilution. The same engine in a passenger car, if operated on kerosene-blend fuels, will not be so well suited to these blends.

Kerosene addition is likely also to increase the risk of deposits in the fuel system, and may also increase the formation of sooty particulates in the exhaust gas. Overall, while it acknowledges that some historic vehicle owners have suffered from poor engine operation with modern petrol, the FBHVC does not feel able to recommend the use of kerosene in petrol in older vehicles. Instead, the Federation endorses the recommendations contained in a booklet published by the Vintage Sports Car Club, entitled 'Fuel Problems – Use of Modern Petrol in Older Engines' some years



ago. These recommendations are felt to address the causes rather than the symptoms of the problem, and are still relevant today.

The following suggestions are made in the report:

- adoption of local solutions to reduce heat input to the fuel system, principally from hot exhaust components
- use of insulating gaskets or other thermal breaks between fuel pump and engine and/or between carburettor(s) and inlet manifold
- use of heat shields to prevent heat being radiated from the exhaust system to the carburettor(s) and other fuel system components
- careful routing of fuel feed lines away from sources of heat en route from the tank to the carburettor(s)

These suggestions will be of most value in engines where the inlet manifold and the exhaust manifold lie on the same side of the engine. Engines where carburettors and exhaust are on opposite sides of the cylinder head tend to be much less affected by volatility related problems.

In addition, the condition of the radiator in water-cooled engines should not be overlooked. Old radiators can become really quite inefficient over time with accumulation of scale, debris and sludge on heat transfer surfaces, but the process can be slow and may not be noticed. Chemical flushing can improve cooling efficiency, but in some cases a replacement radiator core may be the best way to restore efficient operation.

(See Dave Tanner's comment earlier in the mag.)

Back Seat View:

Gabrielle's tale

- Courtesy of the Classic English Ford Club of Western Australia.

Can you help me? I rarely see him, he's always down the shed! His only social outings are second hand shops and the annual vehicle swap meets. He obviously has a disease – "Classic Car Syndrome". First it was "Singers". I thought he was collecting old vinyl records until I saw the cars. Next, it was those "little old lady" types – the Prefect and the Anglia. He takes them apart and puts them back together. They still look the same – ancient! And he's never satisfied. When he finishes one, he starts on another. He's had as many as six at once.

I felt that I ought to write on behalf of the many wives whose husbands spend hours "down the shed" or "up the back". I mean, I try to support him. I feed him, make sure he drinks plenty of water and even tell him it will be ok when he eventually breaks something and can't fix it. And the swearing!

At present, he has an Anglia Ute, not that it looks like anything I've ever seen. No wheels, no floor, no wings, no seat! And he has promised me a ride in it when it's finished. I'll be in an Old Folk's Home by then, which, by the way, is where this car belongs. The

BOB'S JOKE CORNER.

.....now in it's 30th. year due to popular demand....it says here!
Robin Hunter (See Useful Contacts) sent this airline piece. Kulula Airlines flies internal routes in Africa....with humour. These are extracts from announcements made in flight.....

On a Kulula flight, (there is no assigned seating, you just sit where you want)a flight attendant announced, "People, people, we're not picking out furniture here, find a seat and get in it!"

On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

On landing, the stewardess said, "Please be sure to take all of your belongings. If you're going to leave anything, please make sure it's something we'd like to have."

"Thank you for flying Kulula. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

"Welcome aboard Kulula 271 to Port Elizabeth. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs. If you are travelling with more than one small child, pick your favourite."

"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Kulula Airlines."

"Your seat cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

Singers at least had a bit of class, with their swept back, sports car look. Somebody told me that these Anglias and Prefects are referred to as "sit up and beg" types. I don't know about the car, but that's what he has to do when he wants more money to waste on his latest project.

I'm all for equal pay, so at least I get the occasional dinner and night out or new dress when I "give in" to his madness. And I suppose, at the end of the day, he's not constantly under my feet or even aware of what I do all day. And that can be a good thing, can't it girls?

But I still need help. How do you cope with your problem other half? I've tried to train him like the dog, be obedient, loyal, keep me warm in winter, but even the dog runs after cars!! What is it with these men? Don't they have a life?

**Signed
Gabrielle
The Forgotten woman**

And from the pilot during his welcome message: "Kulula Airlines is pleased to announce that we have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

An airline pilot wrote that following a hard landing whilst bidding farewell "Thanks for flying our airline." He had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no Ma'am," said the pilot. "What is it?" The little old lady said, "Did we land, or were we shot down?"

WHAT A PITY KULULA DOESN'T FLY INTERNATIONALLY - WE SHOULD SUPPORT THEM IF ONLY FOR THEIR HUMOUR:

**Please send me your latest chuckle!
Bob Wilkinson.**

Next Copy Date for Transverse Torque 224, New Year Jan/Feb 2017 will be Friday 23rd December – Early submissions will be appreciated for obvious reasons.

Please send in all those summer and autumn event photos and stories. Progress tales on winter work perhaps? Handwritten, typed or electronic, paper or digital, mis-spelt, bad grammar – it really does not matter. I can even touch up and crop photos, scan old prints and research associated history.



No - it's 'Y' before, 'E' except after 'C'



